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HERITAGE APPROVED

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SEE OUR LISTINGS AD
INSIDE ON PAGE 72/73.

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**THE
COURIER**
236

FEBRUARY 2000

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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.236 Vol 20. FEB 2000
Price £2.25 Free to Club Members.

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We will only accept TXT files **NO** Attachments

GENERAL SECRETARY

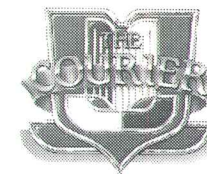
Peter Williams
5, Frosty Hollow, East Hunsbury,
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TEL: 01604 705319.

COUNCIL MEMBERS 2000

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 Picture
Spitfire 6 at
Chomondeley Show
Pic From
Fabrice Perrot

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T.S.S.C. Events Calendar

PLEASE SEND ALL EVENT INFORMATION TO
TRUDI PRETTYJOHNS AT THE CLUB H.Q.

NATIONAL EVENTS

Contact Club H. Q. for more information

SATURDAY/SUNDAY 6/7 MAY 2000
SOUTH OF ENGLAND MEET
LEATHERHEAD LEISURE CENTRE
LEATHERHEAD, SURREY

FRIDAY TO SUNDAY 14/15/16 JULY 2000
TRIUMPH SPORTS SIX CLUB
INTERNATIONAL WEEKEND, STAFFORD
COUNTY SHOWGROUND, STAFFS.

FRIDAY TO SUNDAY 22/23/24 SEPTEMBER 2000
NORFOLK AREA'S - MILE OF TRIUMPHS
BROAD FARM, GREAT YARMOUTH.

REGIONAL EVENTS

Contact the local TSSC Area for
more information

SATURDAY/SUNDAY 5/6 FEBRUARY 2000
CLUB STAND AT THE BRISTOL CLASSIC CAR
SHOW, BATH & WEST SHOWGROUND,
CONTACT COLIN 01179 691322

SATURDAY/SUNDAY 18/19 MARCH 2000
CLUB STAND AT THE LONDON CLASSIC CAR
SHOW, ALEXANDRA PALACE, LONDON
CONTACT T.B.A.

SUNDAY 16 APRIL 2000
THE LAST A64 RUN - 2000 TEDS NEEDED!
CONTACT PAUL 0113 2790259

FRIDAY/SUNDAY 23/25 JUNE 2000
LAKES TRIUMPH WEEKEND 2000
A SPACE ODYSSEY - KESWICK RUGBY CLUB
CONTACT 01946 832080

SATURDAY/SUNDAY 24/25 JUNE 2000
DERWENT VALLEY AREA
PEAK RUN & CONCOURS

Contact the local TSSC Area for
more information

CLASSIC CAR SHOWS

(CLUB INVITED)

SUNDAY 13 FEBRUARY 2000
TRIUMPH SHOW AND SPARES DAY
N.A.C. STONELEIGH, WARKS

SUNDAY 2 APRIL 2000
BRITISH MOTOR HERITAGE TRUST OPEN DAY
GAYDON, WARKS. FREE ADMISSION ON
PRODUCTION OF MEMBERSHIP CARD.

SATURDAY/SUNDAY 29/30 APRIL 2000
INTERNATIONAL CLASSIC MOTOR SHOW,
N.E.C. BIRMINGHAM

SUNDAY 14 MAY 2000
THE CAMBRIDGE CLASSIC,
BRAND NEW CLASSIC RUN, STARTS DUXFORD
IMPERIAL WAR MUSEUM, 100 MILE ROUTE

FRIDAY-SUNDAY 19-21 MAY 2000
TR REGISTER, CLEVELAND GROUP, NORTH
YORKSHIRE TRIUMPH WEEKEND, RUNSWICK
BAY, CONTACT ROB 01740 630199

SUNDAY/MONDAY 28/29 MAY 2000
TRIUMPH INTERNATIONAL MILLENNIUM EVENT
(T.I.M.E.), MALLORY PARK RACE CIRCUIT,
LEICESTERSHIRE

SATURDAY/SUNDAY 3/4 JUNE 2000
SHETLAND CLASSIC MOTOR SHOW 2000,
CLICKIMIN LEISURE CENTRE,
LERWICK, SHETLAND

FRIDAY-WEDNESDAY 9-14 JUNE 2000
LE MANS 24 HRS. ENTRY TICKET
AND CAMPING PLUS 6 DAY FERRY - £115.
CONTINENTAL CAR TOURS 01304 380244

SUNDAY 2 JULY 2000
TRIUMPH MARQUE DAY -
HERITAGE MOTOR CENTRE, GAYDON, WARKS

SUNDAY 29 OCTOBER 2000
NATIONAL RESTORATION SHOW
N.A.C. STONELEIGH, WARKS

SUNDAY 26 NOVEMBER 2000
TRIUMPH SHOW AND SPARES DAY
SANDOWN PARK, SURREY. J10 - M25

OVERSEAS EVENTS

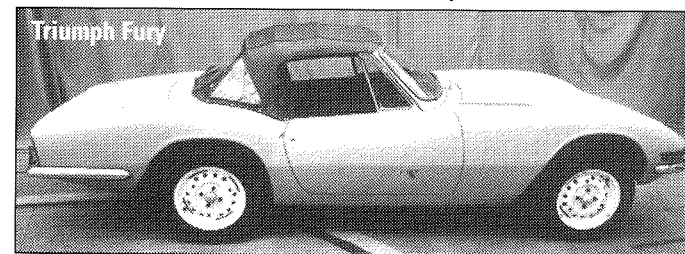
SUNDAY - MONDAY 21 - 30 MAY 2000
MILLE MIGLIA / HISTORIC MONACO RALLY
CONTACT 01449 737774

SUNDAY - SUNDAY 2 - 9 JULY 2000
CAPE TO CAPE CHALLENGE NORWAY TO
SPAIN. CONTACT 01252 837414

Comment

by Bill Sunderland

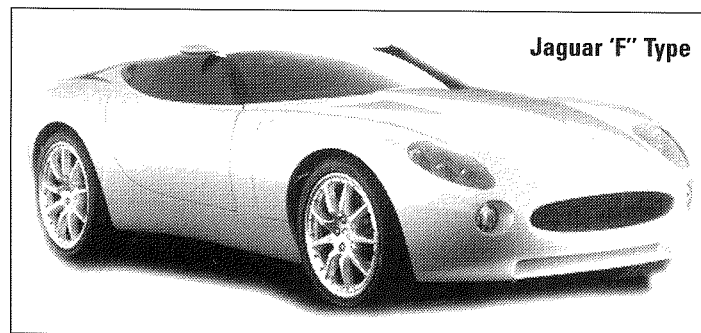
New 'F' Type Jaguar designer started with Spitfire



It is ironic as we start the new Millennium that the Triumph Fury prototype sold at Brooks in December. Surely this was the replacement for the Spitfire - such a beautiful car that should have been built. But here we go with the probable evolution of the 'E'

not draw, so he bought a Triumph Spitfire, plaster of paris and went shaping. It was known as the concrete car. 22 years on and as 2000 breaks,

there are more sports cars and sports saloons than ever before. In fact, Mercedes will have five sports cars by 2003; they, along with virtually every car manufacturer believe we



Type Jaguar, the world's greatest classic car. The new Jaguar 'F' Type must go into production. Keith Helflet, Jaguar's top Designer, has bought us the XJ220, XK180, XK8, now the 'F' Type. Keith always wanted to be a Designer but could

like to drive cars with a smile on our faces.

Where does this leave us. Well, I believe (as I stated recently) that we should get

our Club cars out and use them. Remember in cost terms we get cheaper motoring and as it seems everyone wants what we have already, make a statement - use your Club car.



Moss went into Administration on 4th January. The Company

have had problems since their move last year and as a major supplier of classic car parts, we hope that the Administrators can find a solution. Moss have supplied parts for our cars for more years than I can remember and have invested heavily in our passions. Having spoken to both Mike Standring, Managing Director of Moss, and Christopher Loughton, Administrator, they both believe Moss will be either saved or sold. I will keep you all informed.



TSSC NEWS *Review*

Your monthly round up of all
News of a Triumph nature

Six Spares New Address

Six Spares would like to advise all TSSC members that as from Tuesday 1st February 2000, their **NEW MAIL ORDER ONLY** address will be as follows:

Six Spares, 138 Fulwell Road,
Teddington, Middlesex. TW11 0RQ
Also from this date the new telephone
number will be:

020 8977 6587

and the new fax number will be
020 8977 7358

Please see advert on pages 24/25 for full details.
Retail customers are advised to call for details.

Mick Dolphin

Mick Dolphin, who specializes in selling new genuine Triumph spares at affordable prices, has finally decided to drag his business into the 20th century. (Well, it's a start...) You can now contact him by e-mail on mickdolphin@tinyworld.co.uk if you are looking for genuine Stanparts for all Triumph models. He will also be happy to send you a free pricelist by e-mail or fax.

Mick can also supply used Parts Catalogues for most Standard and Triumph models from £7.50 plus postage. "

Kent Triumph Spares

KENT TRIUMPH CENTRE INTO THE MILLENNIUM IN STYLE

Due to their success and popularity in Kent and the South East, KENT TRIUMPH CENTRE have now moved to larger and more modern premises. As well as their current sales, servicing and spares, the new building will boast a fully computerised stock file and also incorporate a Rental Shop and Reception. They officially opened on Wednesday, January 5th 2000 and customers old and new are invited to call in for a free coffee and a chat Please check out their new website on the internet and you will be amazed. **KENT TRIUMPH CENTRE 64, Red Lodge Road, Joydens Wood, Bexley, Kent. Tel: 01322 555059**

Classic Moves

OFFER SPECIAL RATES TO CLUB MEMBERS ...

Moving a cherished classic, collectable or restoration project vehicle often presents an unexpected problem, or even a string of problems! Classic Moves operates with enthusiasts, collectors and restorers in mind - run by enthusiasts for enthusiasts.

All moves under personal supervision of the proprietor of Classic Moves following the express instructions of the vehicle owner.

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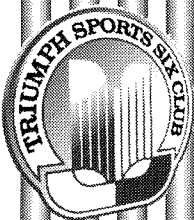
Electric and manual winching facilities on every move.

Moves accompanied or unaccompanied by vehicle owner

Nothing is too much trouble for Classic Moves.

Classic Moves is pleased to offer all Club members a special rate upon production of their current membership card, making our tariff even more competitive than it already is.

Contact Classic Moves **Tel: 01522 704484**



HQ OPENING TIMES

FEBRUARY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY - 5TH 9AM - 4PM

SATURDAY - 26TH 9AM - 4PM

MARCH - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY - 4TH 9AM - 4PM

SATURDAY - 18TH 9AM - 4PM

Shows TSSC Attending February Bristol Classic 5th & 6th Stoneleigh Triumph Day 13th **ADVANCE ORDERS**

Offers Orders are now being taken for collection
at these shows. Please ring with your requirements

Tel: 01858 434424

SHOWCAR *Register* **CARS WANTED**

We are currently looking for 4 cars for
display on the club stand at the
Stoneleigh Show on the 13th February.
So if you would like to have your car on stand
please ring John Muggleton on 01858 434424 ASAP

New 2000 Offers Catalogue

The New OFFERS Catalogue is nearly finished and
will be despatched with the March Courier

The prices in the 1999 Catalogue will remain fixed until
February 29th 2000

ALL UNDER COVER

TRIUMPH SHOW & SPARES DAY FEBRUARY 13TH

THE NATIONAL AGRICULTURAL CENTRE
STONELEIGH, WARWICKSHIRE

10AM - 4PM



CLUB DISPLAYS

All the major Triumph Clubs will be mounting special interest displays - ideal to give you the inspiration to complete that restoration, or to simply observe and enjoy.

AUTOJUMBLE & TRADE STANDS

Trade Stands and Autojumble, specialists, professionals and smaller stands for the enthusiasts, 'garage clearouts' of unwanted parts - all are welcome and will be offering a massive choice of spares, accessories, tools, models etc.

CARS FOR SALE

This is the ideal place, where you will find 1000's of like-minded enthusiasts. All Cars for Sale MUST be pre-booked, so ring to book your car in today...

TRIUMPH CAR PARK

Join in the fun - display your pride and joy in a special Triumph Car Park. Drivers of the first 500 Triumphs to arrive will be given a brass attendance plaque.
NO NEED TO BOOK - PARKING FREE
PRIDE OF OWNERSHIP AWARD
Automatic entry for cars in the Triumph Car Park

TICKETS
£6

PER PERSON ON THE DAY
Save £1- Advance tickets

£5

ADVANCE TICKETS AVAILABLE UP TO 1/2/2000

UNDER 16'S FREE

STAND, AUTOJUMBLE & CARS FOR SALE
SPACE IS LIMITED AND MUST BE PRE-BOOKED, SO CALL TODAY



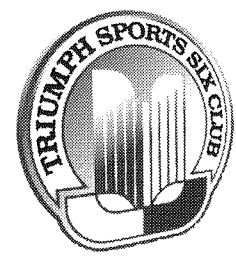
ADVANCE TICKET
CREDIT CARD HOTLINE
01568 797881
TRADE ENQUIRIES
01568 797228
ADVANCE TICKETS AVAILABLE UP TO 1ST FEBRUARY 2000

VINTAGE & CLASSIC EVENTS The Thims, Bodenham, Herefordshire HR1 3JX OPEN 9AM - 8PM

MASTERCARD

VISA

SWITCH



Cop Shop



by Mike Crewes

This month I bring
you Details on
SORNs, V5s and Regies

Statutory Off Road Notice

This was introduced on 1st February 1998 and removes the previous 'do nothing' option available to vehicle owners when a Vehicle Excise Licence expires. SORN will apply to all taxation classes and a keeper must make a declaration stating that the vehicle will be kept off the road. The declaration will be valid for 12 months after which time the DVLA will send out a V11 licence reminder in the normal way. If the vehicle is retaxed at any time the SORN will automatically be cancelled.

Failure to comply with the new system or use a vehicle in breach of a SORN will be dealt with under existing legislation, no new offences have been introduced. However, the signed declaration may be produced as evidence against an offender.

V5 - Vehicle Registration Document

A new V5 has been introduced. It now has three colour portions. The top 3/4 is blue, below that is a green section and at the bottom is a red section. The blue section contains all the vehicle and owner details, just as the old V5 did, but in a new layout. Changes to the details are now done on the front of the Document instead of the back. If the vehicle is passed on to a new keeper the

green section is completed with the new keeper's details and given to him unless he is a motor trader, in which case the red section is completed and both the red and green sections are given to the trader.

The blue section must then be returned to the DVLA with the new keeper's details entered and it is now the original

the MOT Test, at last. It can be another reason for failure if the way the registration mark is displayed does not conform with legal requirements. If the characters and/or spacing is wrong the vehicle may fail its MOT Test. Furthermore, if the plate is obscured by anything, e.g. a towing bracket, it will also fail. Testers have been told that there are...

"... this is a much better system since the outgoing keeper is more likely to furnish details than the incoming, it is also in his interest to do so. ..."

keeper's responsibility to inform the DVLA of any change of keeper. This is a much better system since the outgoing keeper is more likely to furnish details than the incoming, it is also in his interest to do so.

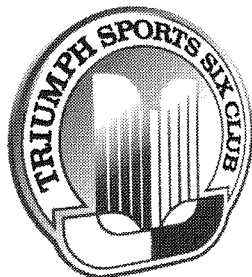
Again no new offences have been created, the system has just been made to work with a little more common sense.

Registration Plates

From 1st January 1998 the Department of Transport Vehicle Inspectorate have included Registration Plates in

NO EXCEPTIONS. At last we should be able to have some control over those people who feel it necessary to alter plates and let the rest of us know that they are called NOB8Y, D1CKY, or something equally stupid.

If you have a query or topic on Road Traffic Legislation write to: **Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN.** If you require a reply please enclose a stamped addressed envelope, or email: mikecrewes@compuserve.com



Hurricane Developments

By Trevor Collett

The Hurricane is unique amongst club kit cars in that it is the only one that is designed to fit onto an unmodified Spitfire or GT6 chassis.

TRIUMPH Specials



Introduced in 1982 as the Vincent Hurricane this quality kit found a fair number of eager buyers. I have seen many examples over the years and all have looked excellent. This car retains such luxuries as wind up windows, a proper

hood and a boot from the donor Spitfire. Due mainly to the accomplished fibre-glass moulding the Hurricane has never been cheap to buy but the finished car has a truly production look, and feel, to it - this is also reflected in resale values.

ment from Caburn, proving that they are a company prepared for the twenty first century, is that they now have a web site, "www.caburn.demon.co.uk". According to Dave, potential customers can check out details without having to send

I've recently received a short letter from Dave Hitchings of Caburn engineering giving me the current situation on the Hurricane. He tells me that they have recently delivered two kits and are able to take orders for more, with delivery times around four to six weeks. A significant develop-

for a brochure. He says the build manual is also included on the web, giving the opportunity to see what work is involved before starting on the project. I have logged on to the Caburn site and can report that it does work and that it does provide you with all the info you need. Excellent stuff, the

way ahead. Dave does, I'm afraid, have some bad news - the price of the Hurricane kit has to go up from March. Any orders received before March will be at the old price.

The car pictured is Dave Hitchings' own car which started life as a GT6 Mk 1 and retains the original registration number. He is interested if anyone has any history of the car in its earlier days. For those of you not connected to the web Caburn Engineering are at: 18 Greenhill Way, Haywards Heath, West Sussex, RH17 7SQ. Telephone 01444 450007.

ONE PAIR OR TWO?

The other cars pictured this month were snapped at the Kempton Park kit car show last summer. At first glance you probably would think that the pictures of the two cars are the same two cars taken from front and rear. In each photo there is one green car and one green



What does all this mean? Simply, if you've got a Spit or a GT6 that has suffered terminal tin bug and your not that handy at welding 20 gauge steel now is a great time to rebuild your car into a slightly different, even more sexy (some might say) shape. Of course, you don't get a Hurricane kit for nothing but check it out, they can be great cars.

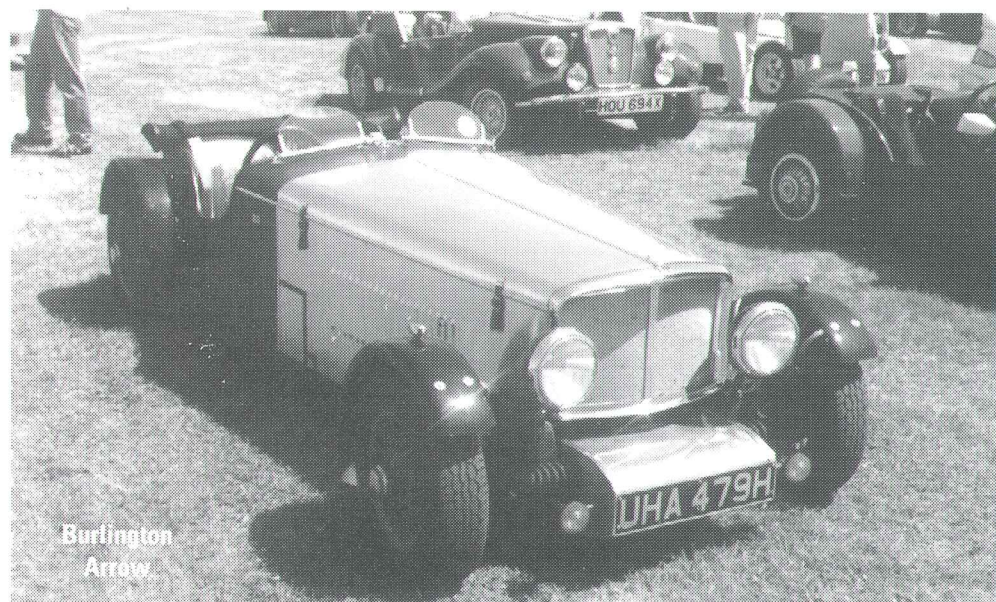


and aluminium car but if you look closely you will see that they are two different pairs of cars. The ones taken from the front are Midge and the ones taken from the rear are Arrows, strange coincidence, eh?

As usual for me I'm afraid I didn't get any interesting details about any of these four Triumph based kit cars. So you will have to make do with my executive summary of each marque: The Midge is a popular, thirties style roadster with a body that is built from plans. The body is made from plywood panels that are cut to shape with the help of full size paper patterns, like making a dress. The

plans with various bits in fibre-glass supplied by the manufacturer. There is a version with full wings and running boards called Berretta. A lot of fine examples have been built over the years. I'm not sure if the kit is still available but it was last heard of at Burlington Design, 41 Malcolm Drive, Northampton, NN5 5NN. Telephone 01604 591012, Fax 01604 591012.

The photo of the lone Arrow has a Spartan in the background, this is a Ford based car so is of absolutely no interest to us! I am interested in your Triumph based kits and specials, send me some stories, e-mail is best but all



Burlington
Arrow

wood is covered in thin aluminium sheet and then painted. The Midge was originally intended for the Herald chassis but due to the nature of the body construction it is fairly straightforward to adapt it for the Spitfire chassis. Another advantage of this build method is that there is no large outlay of cash at the start for the Spitfire chassis. Another advantage of this build method is that there is no large outlay of cash at the start for the Spitfire chassis. Another advantage of this build method is that there is no large outlay of cash at the start for the Spitfire chassis.

The cycle-winged Burlington Arrow is built on a lengthened Herald chassis. The main body tub is built from

formats gladly accepted. My e-mail is trevor.collett@virgin.net but photos for inclusion in the mag must come to me in the good old fashioned post.

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Fitting service available on the above	
Brake disc Spitfire/Herald	£14.00
Brake disc GT6/Vitesse	£17.00
Rear wheel cylinder Spitfire/Herald	£7.50
Rear wheel cylinder Vitesse/early GT6	£9.00
Rear brake shoes from	£9.00
Brake pads Spitfire/Herald from	£7.50
Brake pads Vitesse/GT6	£9.50
Engine mount 4 cylinder	£4.50
Engine mount 6 cylinder	£7.50
Overdrive gearbox mount	£14.00
Standard gearbox mount	£1.50
Head set 1300/1500	£14.00
Bottom end set	£8.50
Clutch kits 1300	£51.00
Clutch kits 1500	£51.00
Clutch kits 2 Litre	£56.00
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SUSPENSION/STEERING

Front trunnion (STANPART)	£13.00
Front trunnion kit	£4.00
Rear trunnion kit	£4.50
Steering rack rubber mount	£1.90
Half shaft flange	£15.00
Universal joint	£9.50
Driveshaft long/short	£55.00
Front vertical link Spitfire	£52.00
Top ball joint	£10.50
Track rod end	£7.50
Anti roll bar link	£12.50
Front suspension nut/block kit	£15.00
Rear suspension nut/bolt kit	£15.00
Front shock absorber	£22.00
Rear shock absorber	£18.00
Rear wheel bearing roto	£16.00
Rear wheel bearing UNIPART	£19.50
Rear leaf spring MkIV/1500/GT6	£75.00
Rear leaf spring Spitfire I, II, III	£59.00
Rear leaf spring Herald	£75.00
Rear leaf spring spring Vit MkII	£75.00

SUSPENSION/STEERING

Steering column bush	£6.25
Lower steering joint	£17.50
Rear spring eye bush	£5.50
Wishbone bushes	£1.00
BODY PANELS SPITFIRE/GT6	
Heritage Spitfire bonnet	£575.00
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Spitfire/GT6 quarter valance	£49.00
Front wing Spitfire I, II, III	£57.00
Front wing Spitfire/GT6 III	£41.00
Inner outer arch Spitfire/GT6 III	£26.00
Door skin Spitfire III	£28.00
Door skin MkIV/1500/GT6	£28.00
Full floor new improved	£63.00
Rear wing Spitfire I, II, III	£89.00
Rear wing MkIV/1500/GT6	£125.00
Rear wing GT6 III, left	£145.00
Rear inner outer arch	£34.00
Rear valance Spitfire MkIII	£42.00
Rear valance MkIV/1500/GT6	£26.00
Boot floor, all models	£57.00
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BODY PANELS VITESSE/HERALD

Front valance fibre glass	£35.00
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Front wing 13/60	£58.00
Rear wing Vitesse	£79.00
Front wing lip repair	£22.00
Sill Vitesse/Herald	£16.00
Doorskin Vitesse/Herald	£54.00
Rear wing Vitesse/Herald	£84.00
Rear quarter valance	N.A.
Rear valance Herald/Vitesse	£48.00
Rear wing lip repair	£18.00
Door step repair	£8.00
D. plate bonnet	£8.95

HOODS/CARPETS/INTERIOR TRIM

Vynide hood Herald/Vitesse	£95.00
Double Duck hood Herald/Vitesse	£145.00
Vynide hood Spitfire	£95.00
Double Duck hood Spitfire	£135.00
Seat covering kit Spitfire/GT6	£139.00
Seat covering kit Herald/Vitesse	£129.00

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Door trim, pair, Spitfire	£48.00
Door trim, pair, GT6	£52.00
Door trim, pair, Herald	£48.00
Door trim, pair, Vitesse	£52.00
Moulded carpet set, Spitfire	£155.00
Moulded carpet set, GT6	£220.00
Moulded carpet set, Herald/Vitesse	£130.00
Glove box Spitfire/GT6	£14.00
All other interior trim available.	

RUBBER SEALS SPITFIRE/GT6

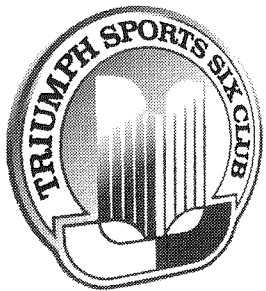
Screen seal Spitfire I, II, III	£18.00
Screen seal MkIV/1500/GT6	£18.00
P seal on A post	£3.00
GT6 roof seal MkII	£18.50
GT6 rear screen seal	£21.00
Lower screen seal Spitfire I,II, III	£12.00
Header rail seal Spitfire	£7.00
Outer weather strip Spitfire/GT6	8.00
Inner weather strip Spitfire/GT6	£4.00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

Front screen seal Herald/Vitesse	£17.50
Rear screen seal Herald/Vitesse	£21.00
Outer weather strip	£7.00
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Header rail seal	£6.50
7 in. headlamp seal Herald	£2.95

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Let the Sunshine In!

By Mac Reynolds

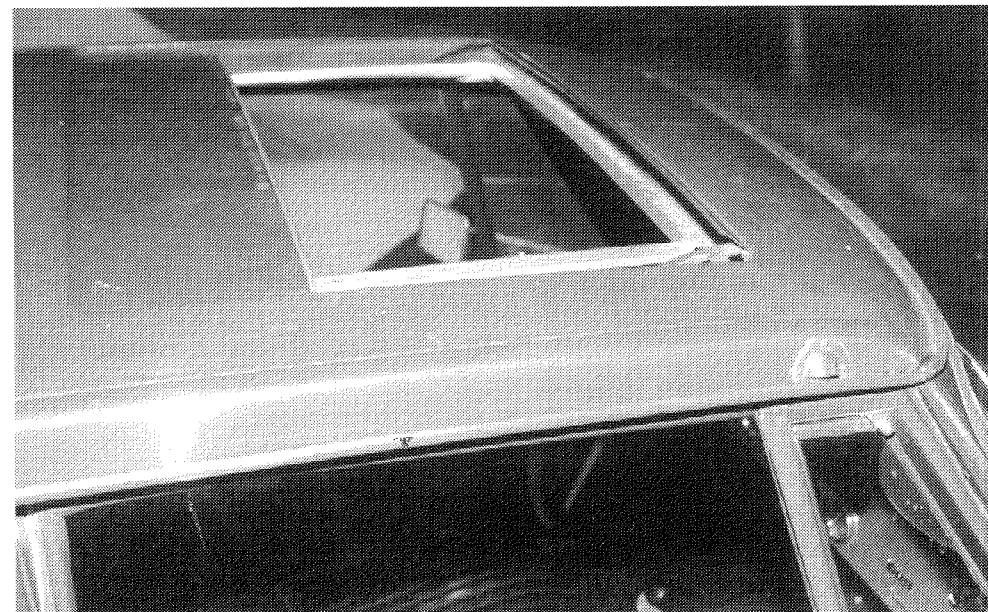
Hi!! ... What can I say? ...



are, no more milestones to cross ... which reminds me ... January 1st 2000 How are you all coping with the "unleaded" problem?? I would be interested in your solutions ... (Quite literally!) ... As I've rather disappointingly spotted nil Triumphs of late ... (Now covered 9750 miles in the Kombi ... (VW campervan). This month I've drawn from Dicks collection of IVR Register Vitesse ... so ...

This month's Feature Car is a 1967 2-litre Vitesse Saloon, built in Gunmetal (blue-grey) though now finished in Triumph Royal Blue. The black fabric sunroof is the Factory-installed option - apparently a bit of a rarity as an original fitting on a Vitesse, though of course it's a very popular "transplant" item from donor 12/50s etc! Owned by Phillip and Shirley Jukes, GCM is clearly in good hands! They sent in their IVR, and quickly followed-up on the information they received back - Phillip sending Dick this update. Phillip writes:

"I sent off for the DVLC info and BMIHT Certificate following-up my IVR, and with this and a bit of investigation into the old Service sheets and records that I have from Day One, I was glad to find out we are the Vitesse's fourth Owner from new. The car was orig-



inally supplied to a Mr. J. McDermot of Bromborough on 11th April 1967 by R. E. Wright & Co. Ltd, 790/794 Borough Road, Birkenhead, Cheshire (as it then was!).

It appears Mr. McDermot then sold his Vitesse sometime in 1973, having had it Triumph Dealer - serviced throughout his ownership. Mr James Wilson took ownership from then onwards until 1993, but I know that the last 13 of those years the car remained garaged. The Vitesse then passed to Mr Peter Callacham who lived two doors further down the same road as Mr

Wilson in St. Helens, Lancashire. Mr Callacham got the Vitesse running again and used it every now and then before deciding to sell it to my wife and myself in February 1995, so that he could use the money gained in order to obtain an MGB of all things!

From February 1995 up to today the Vitesse has been used daily for trips to work as well as the odd weekend away. During this time it has got steadily better-looking with new panels and a respray completed in February this year [1999].

Throughout our ownership we have been amazed at the Vitesse's reliability considering she is nearly 33 years old. Obviously she was not made on Monday morning or Friday afternoon!"

Thanks Phillip and Shirley for your letter and photo, and congratulations on all the information you've already collected on your car's history - having a "local" history is especially nice. It's good to see the car looking so fit and well - those sunroof Saloons are nice! Dick sends on his thanks for the BMIHT photocopy, and confirms that indeed it wasn't built on a Monday morning or Friday afternoon - from the date on the BMIHT Certificate, it left the production line after final checks on a Wednesday - you're spot-on!

Next car featured (**ABOVE**) is an unusual beast - a 2 litre Mkl with estate body and featuring an original sliding metal sunroof: It was originally built at Mechelen, in

TRIUMPH Vitesse



Belgium, having been supplied from Coventry in CKD (completely knocked down) form - hence the '1' prefix to the chassis number 1HC 2073 LDL. It was then re-exported and sold new in Holland with the registration 59-60-DN. It was bought, in its original saloon form, by its current owner 28 years ago, when it was about 5 years old. He rebuilt it in 1975/6, using the rear body from a local 13/60 estate. The lady who originally purchased the Herald had asked the official Dutch importers to fit a sunroof on account of her large, long-haired poodle, which was rather smelly when wet - not so much a case of letting the sun in, but the steam out! ... The sunroof was duly fitted before delivery by Hollandia, the big Dutch manufacturers: Note the

integral pop-up wind deflector and nifty little, marine style, water outlets (located just over the roof gutters, above each front quarter light) fitted to drain any water ingress. So there you have it ... a 2 litre Mkl Vitesse period estate conversion, sporting a Triumph export market sliding metal sunroof, dealer fitted as original equipment ... sort of!

She was photographed at the 1998 Stafford International by my freelance Vitesse spotting mate, Lewis, who obtained these details from the genial owner, Mr.A. Kuipers, who was visiting with his son ... If he can confirm and add to these details (which were taken down on the back of the proverbial fag packet!), I'd be pleased to hear from him.

The trip continues ... at present just outside Melbourne sorting details of a visit to Perth and Graham McFayden possibly on the Indian Pacific train ... But we will see... more updates and things Triumph next month.

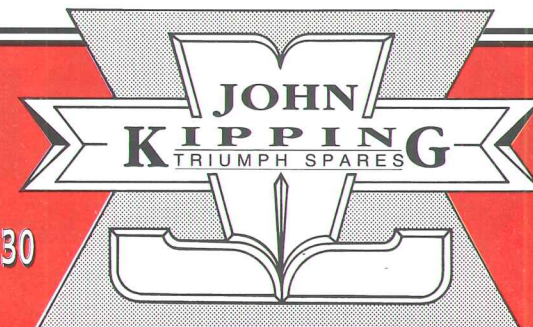
Thanks ... Take care ... Cheers ... Mac

P.S Reminder . . . e-mail me on: macfreedom@hotmail.com



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James 'The Bond' Equipe

By Guy Singleton

Well the World's still going round, and the Millennium has been and gone - just a dull throb to remember it by!

I must remember to go easy on red wine! I hope you all had a good new year and are millennium bug free (unless of course you own one).

I attach an article and photos from Amanda Croft-Pearman, relating to rebuilding her 2 Litre Mk 1 hopefully more to follow in due course - Keep up the good work - Dad!

JAMES 'THE BOND' EQUIPE

In Easter 1981 I was travelling back from my second term at University - and had spent a

most enjoyable 8 hours on a train having had to change about every half-hour or so - er not!

I was greeted by my parents driving up in this rather strange grey-ish car which sounded fabulous and I assumed it was the car that my father had been threatening to buy for my mother to replace our fiendish Lotus Cortina. Upon being asked what I thought of the strange creature, I replied "It's great" whereupon my Father threw me the keys and said... "it's yours!"

This, was the start of the love affair with -my beloved 'James' -dull I know, but very appropriate. He bravely kept going through all the worst weather

Stoke on Trent can throw at a motorcar, and in 11 years of constant motoring all around the UK - even up to Cumbria from London one freezing November day - he only ever let me down 3 times. In 1992 I got a company car and James was put out to grass with the intention of keeping him as a spare car. However, this never really happened, and so he basically stayed in the back garden gradually rotting.

Last year after some discussion, some tears, and some cajoling, I managed to get my father to agree to attempt the insanity of doing James up to his former glory. I have been saving up and have the money in the building society with which to pay for it, and my Dad

has been great in organising the work.

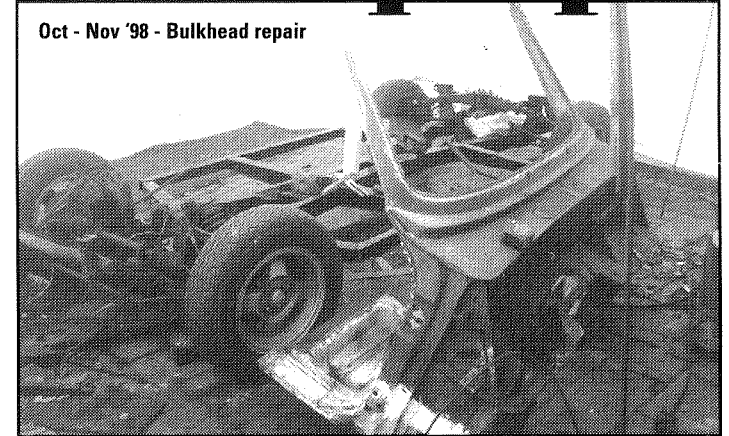
So on 1st August 1998 a madman called Andy came round to help reduce the large rusting wreck to an even smaller rusting wreck and work began. To the sounds of Andy bashing my wonderful car with an enormous mallet and quite a bit of foul language from both him and Dad the peeling hulk was taken right back to the chassis.

To date we've accomplished: completely re-treated chassis, re-bored and rebuilt engine, converted to lead-free petrol, new doors courtesy of Dad's foresight, new floor pans, newly welded windscreen area, new bonnet (very attractive shade of white?), new running plates.

As James currently stands, he now looks a bit more like a car. The doors are on and Andy is currently bolting the body shell on to the chassis. The floors are in and Dad's about to paint the bulkhead with my chosen shade of Ferrari-Red (OK - I know it's not standard but I'm a girl in a sports car - it HAS to be red!).

The next stage is rewiring, painting, retrim - Has anyone out there got info on the

Oct - Nov '98 - Bulkhead repair



Webasto Sliding Roof and the fitting of badges, trim, bumpers etc?!

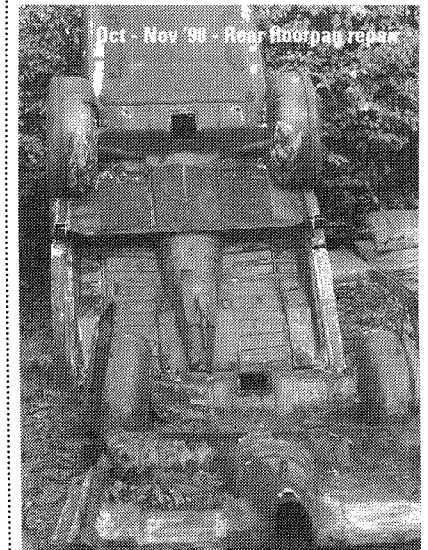
In answer to some of her queries: -

1. Webasto sun roof: I don't know much about these although I did read an article about the firm who took on the rights but when looking for it I could not find it. I believe that a good upholsterer can recover them if necessary.

2. Badges fit into small plastic sockets which push into holes in the car - I try to save the old ones as I have not found suitable replacements. Peter Jacklin used to stock the Equipe and Bonnet badges he may still have some. The side trim fixings are the same as Volvo fixings and can be obtained from a Volvo dealer they are quite expensive.

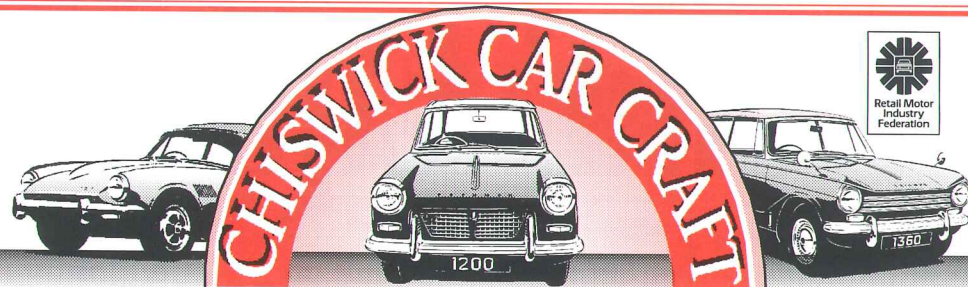
3. Bumpers-rear bumpers are Triumph 1300 Front wheel drive, and can sometimes be found at autojumbles etc. The Front bumper is in fact a shortened version of the Triumph 1300 one being about 1" narrower. You can use one of these and cut a small section out of the middle covering the joint with a chrome strip or rechrome the original which costs about £60.

Oct - Nov '98 - Rear floorpan repair



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Rear Leaf Spring (Spit MkIV/GT6 MkII) (High spec won't sag)	£87.24
Rear Leaf Spring Spit 1500 (High spec won't sag)	£87.24
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Brake Discs Herald/Spit	£15.21
Brake Discs Vitesse/GT6	£17.03
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Histories

By Bill Davies

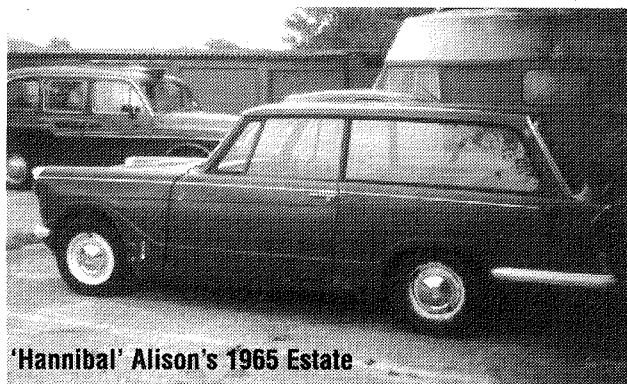
One of the first letters I received as Herald 948 & 1200 Register Secretary came from Alison Ridgway,

delighted with Hannibal, and asks what better looking and practical small estate could there possibly be from this period? I'm obviously going to

members at some time. If either of you are reading this, please get in touch with me as Alison would very much like to fill in any gaps in Hannibal's

TRIUMPH Herald 948 & 1200 Register

Who sent me some photographs of her recent purchase. A Conifer green 1200 Estate with a well kept Matador Red interior. This one has been named Hannibal - not all of my own Heralds have had names, but I've always thought of them as female for some reason! Hannibal was registered CVY 804 C on 9/7/1965, and has so far travelled 135,000 miles. Alison is quite

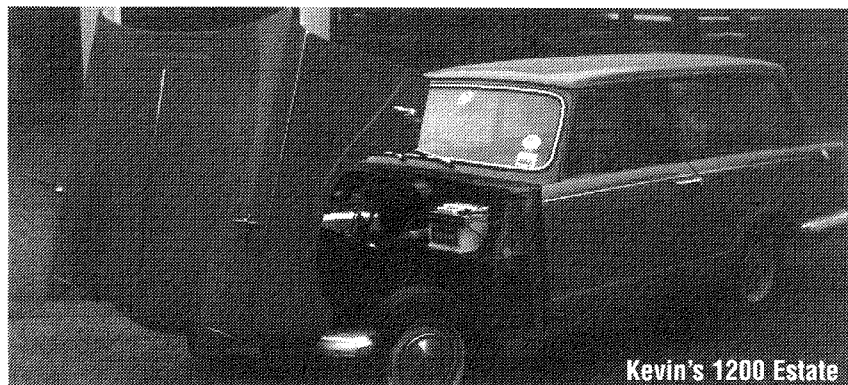


'Hannibal' Alison's 1965 Estate

agree with you Alison - I've owned 3 1200 Estates myself at different times! Previous owners of Hannibal include a Mr C.Rooke from Sheffield and Ms Kate Heery from Mitcham - both apparently TSSC

motoring history.

Another 1200 Estate is owned by Kevin Stubbs, this time a 1966 registered example, KGJ 455 D. This one was originally Royal Blue, but was brush painted a lighter shade by a



Kevin's 1200 Estate

previous owner. Also fitted by a previous owner was a 1300 engine from another Triumph. In one of Kevin's photographs we are able to see how the wing mirror is positioned on the outside edge of the bonnet top. The mirrors were fitted in this position at the factory, all Estates and Courier Vans being built with wing mirrors as a standard fitting - those on Hannibal appear to have been removed and the holes plugged. When fitted to other Heralds, wing mirrors were usually placed further inboard,



Ian's 1962/3 1200 Coupé

not registered until 3/4/63 as 4651 DP. Ian has given me a very comprehensive history of his Coupe, though the first owner from 1963 to 1978 is unknown. The car

was re-registered in 1987 before Ian owned it. Note the small sidelights with their twin filament bulbs performing both sidelight and indicator functions, which were fitted between 1961 and 1964. Standard-Triumph issued a memo late in 1964 instructing dealerships to modify their remaining stock to incorporate the larger sidelights, as new regulations for that year made an orange light compulsory for front facing indicators. Despite this, I have seen several 1965 (C - plate) Heralds with the smaller lights maybe some slipped through like this?



Wing Mirror Fitment

on the horizontal surface forming the top of each wing, though there are many exceptions where they have been fitted at the dealerships or by previous owners.

Ian Barnes has sent me a photograph of his 1200 Coupé in Powder Blue and White, a very early Mk2 Chassis machine which for some reason was

While members often ask if I have any details of the previous owners of their cars, I have received a few enquiries regarding "Lost" Heralds - those which members had owned previously and sold, or which they remembered in the family when they were young. I thought it might be interesting to occasionally feature some of these vehicles. If you recognise any of these, please let me know and I'll put you in touch with their previous owners.

Herald 1200 Estate
Herald 1200 Estate
Herald 'S' Twin Carb
Herald Coupé

Pale Yellow
Blue
Grey
Blue and White

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Registered 972 UPA.
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Bonnet scuttle/bulkhead seal	£4.70
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Saloon roof to header w/screen frame seal	£10.58
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Front quarter light rubbers per pair	£32.90
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.53
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.70
Wheel arch to dash seal (small mud flap)	£3.17
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Chrome door aperture seal cappings Convertible	£9.99
Door aperture seal, saloon	£14.69
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Door check link seal	£2.64
Gear lever gaiter	£6.76
Handbrake gaiter	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
Bonnet stop cone. Up-rated, longer lasting, pair	£9.99
Master cylinder dust cover/boot	£3.82
Boot seal - as original	£18.80
Boot seal (non original)	£9.99
Estate rear tailgate glass seal original	£25.85
Rear quarter window seal, saloon	£19.98
Rear windscreen rubber, saloon	£23.50
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£11.75
Petrol tank filler neck seal	£5.99
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.70
Petrol tank sender unit cover	£5.99
Petrol tank drain neck seal, sponge	£5.99

SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£24.68
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£23.50
Hood header rail/hard top seal, front, SPITFIRE	£6.99
Door skin to door glass, outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.53
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£3.17
Door check link seal	£2.64
Door aperture seal (Furlex) SPITFIRE	£14.10
Door aperture seal (Furlex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.41
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaiter, SPIT I, II, III, IV	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
Bonnet stop cone. Up-rated, longer lasting, pair	£9.99
Master cylinder dust cover/boot	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£24.68
Petrol tank filler neck seal	£5.88
7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING

CHROME/LOCKS/BRIGHTWORK/BUMPERS

Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II	£6.46
Tailgate rubber insert GT6 I, II, III	£6.46
Cover clip for inserts	£2.00
Door handle l/h HERALD, VITESSE	£23.50
Door cam lock r/h HERALD/VITESSE	£32.90
Outer door handle ass. SPIT II, III, GT6 I, II	£15.50
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£81.08
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£16.45
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£16.45
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£8.23
Window winder handles and inner door opening handles, all models - please state model	£6.76
'B' post striker catch SPITFIRE, GT6	£12.34
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£22.33
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£15.28
Boot lock assembly SPITFIRE IV/1500	£15.28
Tailgate handle and lock assembly GT6 I, II	£15.98
Tailgate handle and lock assembly GT6 III	£15.98
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£9.98
Chrome flip top petrol cap SPITFIRE IV/1500	£25.85
Lock barrel and keys for GT6 III petrol cap	£11.99
Lacking petrol cap, SPITFIRE, chrome	£16.45
Lacking petrol cap, HERALD, VITESSE	£12.93
Chrome wiper arm assembly, all models	£8.99
Stainless wiper blade and holder, all models	£7.99
Chrome wiper wheelbox Hexnut	£2.00
Bonnet mirror (head & stem), HERALD, VITESSE, original from	£21.25
Chrome Bullet/Racing mirror all models	£19.98
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£18.50
Bonnet lock kit (pairs) all models	£12.93
Bonnet catch assy. all models	£21.15
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.99
Ignition barrel and keys as above HIGH SECURITY	£11.75
Matched lock set GT6 I, II, door, tailgate & ignition locks	£25.85
Full lock set as above with paired bonnet locks	£34.66
Matched lock set SPITFIRE I, door, boot & ignition locks	£19.98
Full lock set as above with paired bonnet locks	£27.03
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£25.38
Full lock set as above with paired bonnet locks	£32.90
Full lock set, HERALD/VITESSE, door, boot, ign, c/box, bonnet locks	£47.00
Cubby box lock assy., HERALD, VITESSE	£9.40
Rear overrider HERALD, VITESSE, fully pressed [each]	£34.08
B post capping SPITFIRE IV/1500	£7.05
Chrome w/screen washer jet, complete ass., original, SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., original, HER/VIT	£4.99
Rear number plate light aluminium cowl, original HERALD 13/60	£11.75
Windscreen frame oily capping Spitfire	£39.95
Rubber bumper set HERALD	£105.75
Bumper end cap, aluminium HER	£9.40
Front bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25

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

PANELS - HERALD/VITESSE

Front valance, Steel, State Model	£117.50
Front valance, quality fibreglass	£34.08
Bonnet D plate, HERALD, VITESSE	£11.75
Front wing, HERALD 13/60 ORIGINAL PRESSING	£82.25
Front wing VITESSE	£99.88
Front wing, HERALD 1200	£105.75
Front wing arch repair	£17.04
Sill, HERALD, VITESSE	£17.92
Door skin, ORIGINAL PRESSING	£61.69
Door under section repair panel, HERALD, VITESSE	£19.98
Door step/tread panel (not aluminium finisher) as original	£9.40
Rear wing, HERALD, VITESSE	£79.90
Rear wing arch repair	£17.04
Rear quarter valance steel (with or without bumper strip)	£30.55
Rear centre valance, VITESSE, original pressing	£52.88
Rear centre valance, HERALD, original pressing	£55.23

PANELS - SPITFIRE/GT6

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

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£14.69
Front wishbone bushes	£1.18
Steering rack exchange	£47.00
Steering rack rubber mounting	£2.94
Aluminium steering rack mount kit	£22.91
Driveshaft all models, non rotolox	£61.69
UJ flange to diff, small or large	£16.45
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6 original	£61.69
Front vertical link HERALD, SPITFIRE, original	£61.69
Front wheel bearing kit (inc. hub felt)	£13.51
Top ball joint, all models	£11.16
Track rod end, all models	£7.64
Universal joint, all models	£6.99
Front suspension bolt/nut kit, all models	£14.10
Rear suspension, non roto, bolt/nut kit, all models	£12.93
Front coil spring, STANDARD, state model	£14.69
Front coil spring, HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes) all models	£21.15
Rear shock absorbers (inc. bushes) all models	£19.98
Rear full wheel bearing kit, rotolox models	£17.63
Rear full wheel bearing kit, non rotolox models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£79.90

BRAKES ETC.

CALIPERS ALL FULLY RECONDITIONED AS NEW EXCHANGE	
Type 12 HERALD, SPITFIRE 10/67, VITESSE 1600	£58.75
Type 14 HERALD, SPITFIRE '67 onwards, for only!!	£49.94
Type 16/16PB VITESSE, GT6 State model	£59.93
Type 16PB Metric GT6 III late	£59.93
Brake master cyl. SPIT IV/1500 single line	£52.88
Brake disc 4 cyl. models	£14.98
Brake disc 6 cyl. models	£16.74
Brake drum, late GT6 MkII ORIGINAL	£24.68
Wheel cylinders - state model	£8.99
Brake hoses front/rear - state model	£8.81

FUEL SYSTEMS & CARBS

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

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CLUTCHES BORG & BECK 2 YEAR GUARANTEE (3 piece kit)

HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£71.68
SPITFIRE 1500	£91.65
VITESSE 2 Litre, GT6 all models	£96.35

MOUNTS & BUSHES

Engine mounts, 4 cyl.	£4.99
Engine mounts, 6 cyl.	£6.76
Overdrive gearbox mounting	£16.92
Standard gearbox mounting	£2.00
Steering column bush (excluding late 1500)	£7.95
Bump stop rotolox suspension	£4.99
Rear inner wishbone bush rotolox models	£7.05
Rear spring eye bush, all models	£5.88

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HOODS, CARPET SETS AND INTERIOR TRIM

Hoods, HER, VIT - original quality	£104.58
Hoods, SPITFIRE zip rear window original quality	£104.58
Hoods, HER/VIT - double duck/canvas	£176.25
Hoods, SPIT - double duck/canvas	£176.25
Hoodwell Cover HER/VIT including fixings	£49.95
Headlining, HER/VIT, saloon, coupe	£49.94
Pair of front seat recovering kits HERALD/VITESSE	£141.00
Rear seat covering kit HER/VIT	£141.00
Pair of door trim panels, HERALD	£52.29
Pair of door trim panels, VITESSE	£56.40
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£62.28
Front scuttle side panel, HER/VIT	£11.75
As above, left hand for VITESSE, with pocket	£21.15
Under dash mill board panel HERALD/VITESSE	£19.39
Seat base diaphragm, HERALD/VITESSE	£17.63
Moulded carpet set, HERALD/VITESSE	£129.25
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£178.60
Moulded carpet set, GT6 (state model)	£205.63
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£108.10
Door trim panel, SPIT IV/1500, black	£25.97
NEW SPITFIRE, GT6 dash top cover (state model)	£34.08
Door trim panel GT6 state model	£25.97
Glove box, SPITFIRE, GT6, each	£16.98
Pair of sun visors SPIT IV/1500, GT6 III	£31.14
Radiator cowl, GT6	£14.45
Radiator cowl, SPITFIRE	£12.34

ALL OTHER INTERIOR TRIM STOCKED

LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£22.33
Halogen headlight conversion set, HERALD, SPITFIRE & GT6	£36.13
Halogen headlight conversion set, VITESSE	£52.88
Chrome 7" Headlamp Stoneguards per pair	£11.75
Wood rim steering wheel, all models	£49.94
Leather rim steering wheel, all models	£36.43
Fibreglass tunnel covers, state model	£34.08
Overdrive column switch cowl	£18.80
Alloy rocker cover, 6 cylinder	£54.93
Alloy rocker cover, 4 cylinder	£42.89

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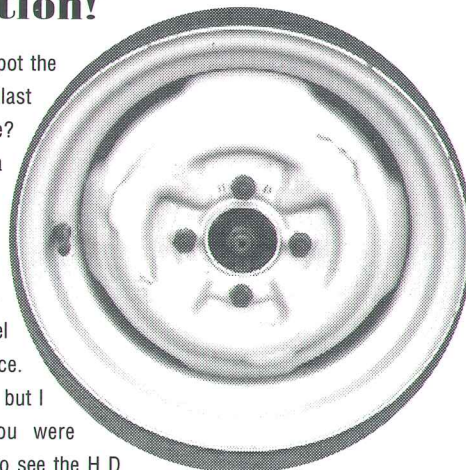
Rationalisation

As I had hoped we would last month, Karen and I have finally moved house - please note my new contact details published at the back of the Courier. This means that I finally have enough room to build a decent workshop at home, though that won't happen until later in the year. I will soon have my 1959 Saloon roadworthy to take to this year's Club events, though it will be powered by a 1200 engine until I have rebuilt an original 948 unit. The effort will then switch to my trusty 1200 Saloon from 1964, which is receiving a new chassis and general rebuild. All this work pushes the other projects further back down the queue, so I have decided to do something sensible for once, and try to find homes for a couple of them. These are my 1960

"Personal Export" 948 Saloon and my 1961 Herald 'S'. Both of these would be interesting projects to an enthusiast, with the 'S' being relatively straightforward. I'm not looking for much money - a good home is far more important.

Correction!

So did anyone spot the mistake in last month's article? Instead of a picture of the H D 3 1/2-inch Big Slot wheel, the picture of the 4 1/2-inch Big Slot wheel was shown twice. Not very obvious, but I bet some of you were trying very hard to see the H D letters which weren't there!



3 1/2" Big Slot Wheel

M. W. Restorations Technical Tip of the Month

CAR VIBRATING???

If you've got a bad vibration and you've checked all the usual things, it's worth checking that the wheels aren't buckled before you invest in a recon propshaft (which is usually the last resort).

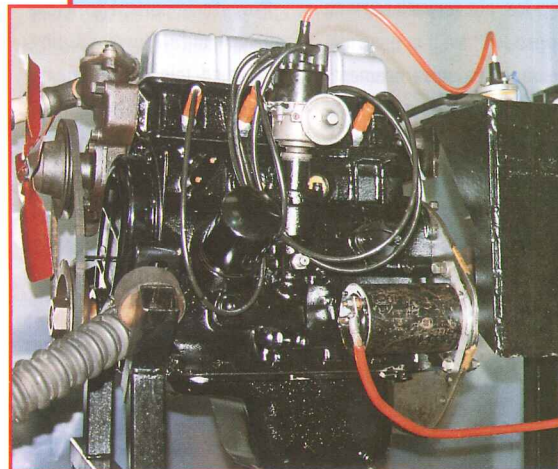
Steel wheels can easily bend out of shape after a knock against the kerb, even at low speeds, and you can't see it when you're stationary. If you suspect this, take the car to a tyre centre and ask them to check it on their balancing machine.

All the best *Mike.*

PERFORMANCE ENGINES



In addition to the full range of Standard complete engines that are now available (see this month's flyer), we are excited to announce the addition of two brand new engines to the range to cater for the power hungry.



Both engines are suitable for Spitfire but can also be transplanted in the Herald range with the necessary modifications. Both units are available on an exchange basis and are supplied with full unleaded conversion.

1600 CC High Torque Engine - Unleaded

Larger capacity with improved lower end torque - extra power gained at all speeds gives effortless touring with extra power at low revs.

1700 CC High Torque Stage 2 Engine - Unleaded

Even greater lower end torque with all the tuning characteristics of a Stage 2 engine. This combination is an ideal road going unit, giving an abundance of power, smoothly generated with fast acceleration, effortless cruising and greater top speed makes this unit a spectacular performer.



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My Spitfire

By Stefania Quadrio

At the request of Angela McGowan the following is the story of the 1999 International Concours 'Car of Show' Winning Spitfire 1500

When I was eighteen a colleague of mine bought a Triumph Spitfire. Every day I saw this magnificent car parked in front of my office window; I thought it was impossible for me ever to have one - it was my dream car!

In July 1988, with my husband Dario, we decided to change our car. We wanted a small car

low price, not very old but with an open top.

We looked at advertisements for cars and found a five year old Ford Escort for 5 million Lira. This car wasn't available until September which wasn't a problem as our old car was still running. In the meantime, we saw another advert. for a Triumph Spitfire 1500 for 5,400,000 Lira. We rang, viewed it on the 18th and bought it on the 20th. The man who sold the car wasn't the owner but a hobby salesman. He didn't know anything about Triumphs; he thought all Spitfires had overdrive so we took a chance.

Now it's important to know my husband's story and why he wanted this car: When he was young he liked these cars. At the time he had a motorbike, a racer, on which he did all the mechanics and also a Yamaha 250 GP for three years. He gained a lot of experience from maintaining his racer.

We are the fifth owners of the Spitfire FH100008L0, bought on 20/7/88 with 57,900 km on the clock. I don't know why the previous owner sold it but think it could have been due to an accident, a conclusion reached after closer inspection. The interior rear wings were welded, the car had

recently been painted and there were a lot of bits missing: The left-hand bonnet handle, the trim pad assy., right side of gearbox cover and tunnel cover. The left-hand seat cover was stained, apparently due to rain when the window was open but the real reason was a leaking hood - it was in a terrible condition.

The car was in a terrible state: The bumpers had been painted black, we don't know why, maybe for the look!!! After removing the paint we found the chrome in fairly good condition with very little damage to the bumpers themselves. The car was all noises, a lot of different noises. The cause - of one being the neoprene door seal fitted the wrong way (the outside-in and inside-out).

With the car at home Dario began to work on it. He changed the engine, gearbox and differential oil, brush set and pinion of starter motor, oil and air filters, ignition coil, condenser and needle valve of float chamber, cleaned carburettors and fuel pump, torqued down the cylinder head nuts, checked valve clearances and points setting.

It was the only car we had at this time and it was worrying to have to remove the spare wheel every time we needed to buy lots of parts and for carrying the big bits! I regret I don't have a photo of that period.

After 1100 km and 15 days, Dario changed the engine oil, brake and clutch fluid, brake pads, timing chain, front suspension bushes and left-hand differential oil seal, put a grease nipple on rear suspension and lubricated suspension and steering.

In August we realised that the chassis and document numbers were different. The chassis number was correct, FH100008L but the document was FH100086, approximately one year later we managed to get this sorted out.

In December after 5000 km he rebuilt the gearbox, changed synchro ball springs, second and third gear bushes and clutch plate, one light unit and many other small parts. we kept a diary of the other changes made.

26/6/89 - 65,482 km: He modified the radiator with a bigger core and attached a fixed fan to the water pump.

1/11/89 - 69,000 km: Fitted a supplementary electric oil pump to improve oil circulation to the crankshaft before starting.

20/4/90 - 71,090 km: Set up carburettor float levels

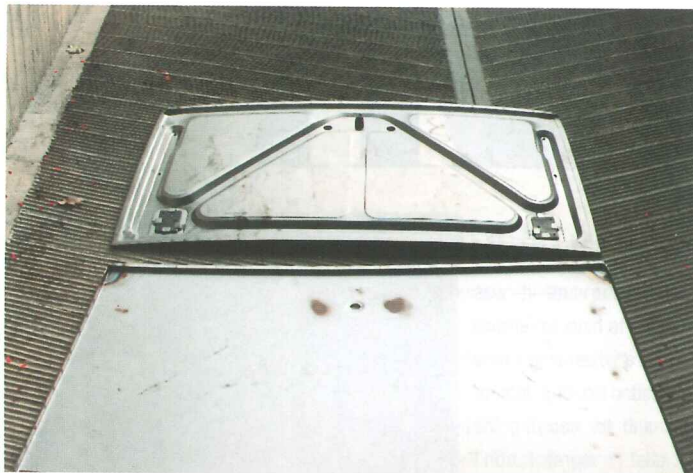
1/8/90 - 73,436 km: He changed the propshaft and driveshafts universal joints, fitted an aluminium rocker cover, made a gaiter for the rear spring, put in Castrol RS motor oil and DOT 5 brake fluid.



Fig 2. All the nuts and bolts etc. after being galvanised



Fig 1. Spare Bumpers bought in Holland and transported home



2/92 - 83,877 km: He changed the pistons and piston rings (the cylinder block was good, it didn't need a re-bore), fitted main and big end bearings, standard valves, valve guides and hardened steel valve seats for unleaded, gas-flowed the cylinder head, fitted GT6 oil pump. He also changed a rocker shaft and one rocker, and balanced the crankshaft and con rods.

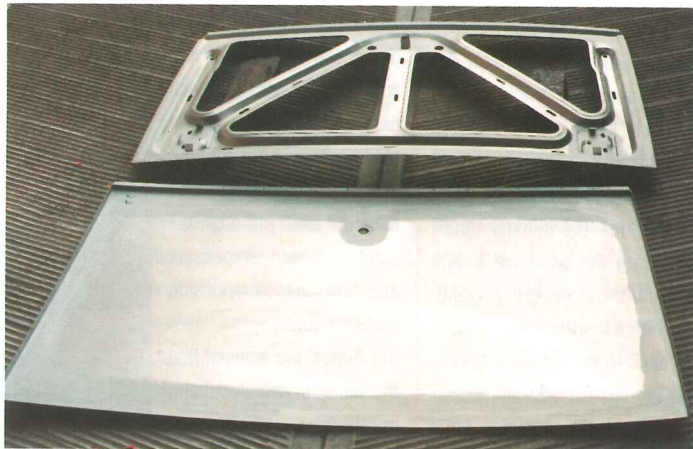
20/7/93 - 97,042 km (after Stafford Weekend): An oil cooler

was added and wire wheels put on, front shock absorbers (Koni), new springs, adjusted front camber arms and replaced clutch cover and plate (clutch cover spring broke on return).

15/9/93 - 98,140 km: He changed the steering column bushes, right-hand vertical link and trunnion. He made a back-stop for the front wheel bearing to stop the bearing turning on the stub-axle, reconditioned the differential, rebuilt thrust washer in bronze - shim 0.88 mm, changed planet gears adjusting shims, made axle for planet gears in steel 35 NiCrMo15.

10/5/94 - 100,162 km: He nitrided the crank-

shaft, changed camshaft for Triumphtune Road 83, bored an oil-hole in the side of the cam followers to lubricate the cam lobes. He changed the exhaust valves (Triumphtune), valve springs (Moto Guzzi 750 Sport), value caps in strong aluminium (Ergal), modified exhaust manifold, mounted oil pressure and oil temperature gauges, changed all bearings, seals and 'o' rings in the gearbox and overdrive (Viton), built an fitted rear radius arms in stainless steel.



13/9/95 - 110,700 km: Fitted full width radiator (Coventry, model not known).

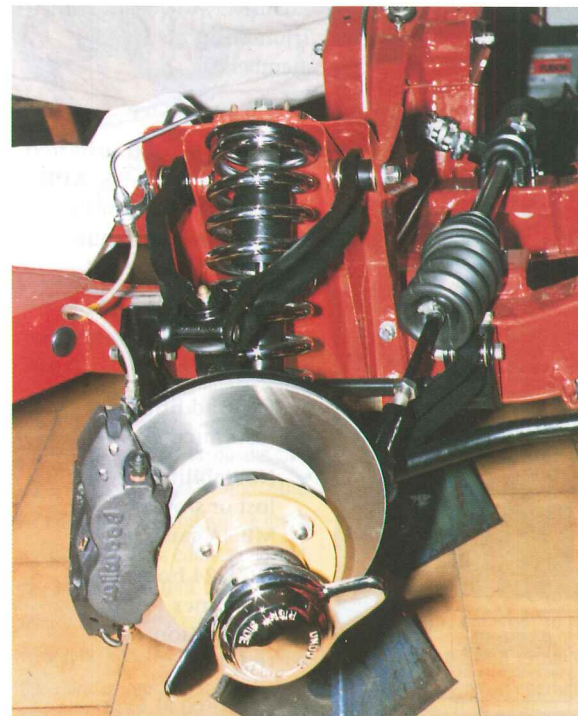
3/6/96 - 114,400 km: Removed Waxstat jets, bushed carburettors using a closed bush in tempered steel C40, changed the butterflies with plain type, changed needles and seats of float chambers for Grose-jet valves by Triumphtune, re-balanced carburettors using SU balancing tool. He changed the condenser for one of 2.5 pif for less wear on the contact set.

We carried out tests on a fast road (recording the time spent on each phase) to establish: 1. The best ignition point. 2. The right auto-advance spring. 3. The right piston springs of carburettors. 4. The right needles (500 km to test the different pairings).

15/9/96 - 117,760 km: He changed the wheel bearings and rubber bushes (front suspension) with hand-made one, built with sintered bronze bearings for the axial load and needle bearings for

the radial load.

20/4/97 - 120,100 km: We trimmed the interior in leather, fitted a Nardi steering wheel, modified the foot pedals with bearings and fitted an intermittent wiper switch.



In July 1997 we were at Stafford (not in our Spitfire but our second car, an Austin Metro) to buy a lot of new or secondhand parts. In

September we were in Wells at the Triumph Spitfire Weekend with the Spitfire to buy some more parts (we bought two rear bumpers, see Photo 1) for the restoration project.

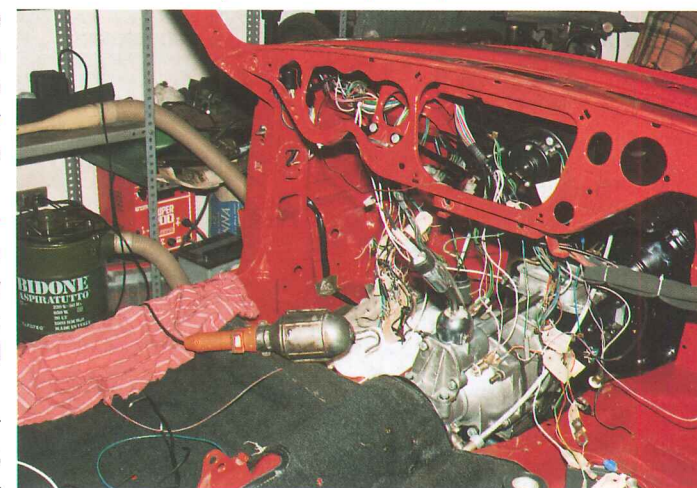
From about 13/10/97 to June 98 - 128,000 km: A total restoration was undertaken by Dario, every free hour was spent on the car, removing, restoring/replacing and reassembling it.

The only jobs carried out by professionals were: The paintwork, changing the rear wings, sand-blasting (only the chassis and

body, not the doors or bonnet) and the galvanising.

The longest job was preparing the items for galvanising, every nut, bolt and washer was checked. Before the treatment, Dario scratch-brushed them, I tied them together (see Photo 2, the Christmas tree) and afterwards I checked the screw threads for defects; if any were found I tapped or threaded them.

A lot of items were replaced with new parts: The boot (Photos 3 and 4) shows how to turn a part into an original one), one door glass (a new one was bought for £15, the other was from a door we bought for £5), the wind-screen glass, the rear spring, front brake calipers (Wilwood 4-pot but without the ventilated brake discs, the original discs were lighter and the brake dust shields can be kept, (see photo 5), the rear shock absorber spax, the carpet set (Newton Commercial) changed the gearbox cover to plastic and used mineral wool for heat insulation. Some parts were secondhand like the aluminium clutch housing. Another demanding job was integrating the wires of the additional electrical instruments into the original electrical system wiring loom and still using the original colour wire (Photo 6).



Part Two Next Month

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Rough!

By Derek Giles

Some Feature Cars this month, keep them coming!

Here we are already in the second month of the new Millennium and the first show is looming. The **BRISTOL CLASSIC** is on the **5th and 6th of FEB**, and the Avon/Somerset stand will be there as usual. Why not come along and say hello to the **Daft** bunch of us who will be there camping in all weathers just to make sure that the Club is represented. We had

snow, rain, sunshine, frost and a great time last year, so I guess it will be a hurricane at least this time. It really is a great show and worth all the effort, **See you there.**

The first car to feature this month is **JONATHAN DAVIES's** Signal Red Saloon, **RUF 364H**. He has owned it since 1992, when at the age of 16 he undertook the first restoration he had ever done, (dad and uncle also helped) and it looks to have gone very well.

Jonathan decided to restore it to original condition using as many genuine

Stanpart panels etc, as possible and found that if he was careful in his search it was fairly easy to get hold of the correct ones - a lot of them still being available (people seem to **Hoard** them until market forces demand otherwise).

A full body-off job was called for, even though the mileage was low (17548) In 1990, per an old MOT the car lived up to its number plate ... **ROUGH**:

Most of the mechanicals apart from gearbox/axle were also sorted. The paintwork was then finished in cellulose to the original Signal Red. The only



13/60 Register

TRIUMPH Herald

thing that was required on the inside was a new set of carpets. Jonathan tells me it didn't all go smoothly, due to trouble with lining up doors etc, but that all just added to the challenge.

The trials of this restoration did not put him off though, as since then he has had a go at two more cars, a 1200 Saloon and a Dolomite 18/50, talk about a glutton for punishment!



Does the second car **HERALD** another **TRIUMPH** for Damon Hill? who, as you can see, is driving a Jasmine Yellow Flyer, reg YMK 23H. Perhaps he is practicing for the day when the British Grand Prix is once again held at Brands Hatch, seeing as the car was photographed in Kent. It could even be a new **JORDAN** in disguise (the colour is not

quite right, but close). Unfortunately though I have not stumbled on a **World Motorsport Exclusive**, the helmet **IS REAL** but that in where the illusion ends, as the driver/owner is **ROSIE THOMPSON** from Gillingham Dorset. She was lucky enough to have the helmet for 24 hours before it went to its new owner in the States and just could not resist the photo call, while spending a few days at her parents in Kent.

Rosie has **TWO** passions in her life at the moment, **JAZ** the Herald is very special to her and worth a Million Pounds, (I don't think the club valuation would stretch to that though). I am willing to bet it feels all of that and more when Rosie is driving it for sure. Being the fourth owner after her dad and the original father/daughter duo the car is still in good hands, and looks to be well treated. As far as I can recall this is the **ONLY** Jasmine Yellow 13/60 on the IVR register at this moment in time so you have a fairly **RARE?** car **RT**. The other Passion you can work out amongst yourselves, the only clues I will give you are:- In her home Rosie has a Race Suit,

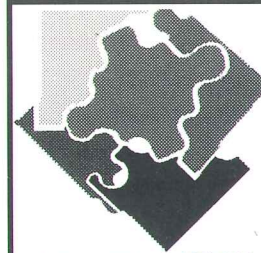
Nomex vest, gloves, a tyre, some car bits and TWO cardboard cut outs that could all Demonstrate who the Hill it is:

Nice one all round Rosie

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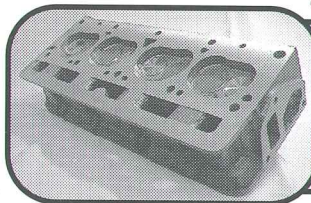
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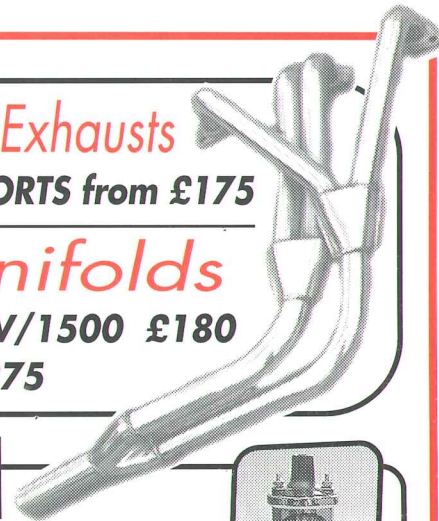
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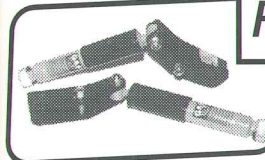
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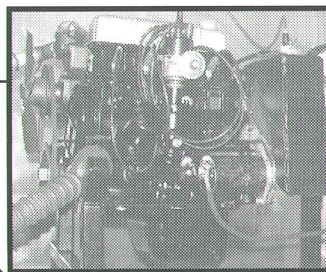
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Talking Technical

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.freeseve.co.uk

TSSC Technical Secretary

Q. "I have had lots of questions recently about fitting 1500 Spitfire front springs to Herald 13/60s. I was wondering if you might be able to shed some light on this, as I don't know what the likely effect would be. One car, in particular, is using poly bushes at the front plus alloy rack mounts and it is now a bit of a harsh a ride according to the cars owner"

Derek Giles
(13/60 Reg. Sec.)

A. Listed below is some data and discussion of the possible front spring fitments for a Herald;

The Spitfire 1500 spring will make the ride of the Herald much softer. The spring has a lower rate than the Herald spring and the car is likely to feel like it 'floats' or 'wallows'. In addition, the extra weight will compress the spring more. I estimate that the fitted length would be approx 0.4" less than on the Spitfire 1500 due to the weight (790-718/180) which would lower the Herald's ride height by approx. 0.8" $(8.18 - (8.00 - 0.4) \times 1.4)$. (The 1.4 factor is the approximate ratio between the movement of the wheel and the movement of the spring). So the Herald with 1500 springs will sit lower and tend to be soft.

It is interesting to see that Standard Triumph used a rate of 284 for the Competition springs. The closest 'uprated' replacement to these is Triumphtune's TT4301 springs at 330. The change in the weight of the car means that the fitted length of these on a Herald would be approx. 7.1" and lower the ride height of the Herald by approx. 1.4". However, the car would be harder and would not float. The ride height could be corrected by 0.7" with spring spacers (0.5" discs that fit on top of the spring pad - Triumphtune sell these) or you could fit the Spax Adjustables with the adjustable spring seats to correct the height completely.

I notice that John Kipping Triumph Spares sells Herald 'Heavy Duty' springs - 209013 - that would seem ideal. 209013 looks a good spring for the Herald and is what Standard Triumph

Car model	Rate Lb/in	Fitted Length	Fitted Load Lbs
Herald 208056	203	8.18"	790
Herald Heavy Duty and Courier Van 209033	248	8.18"	790
Herald 'Competition' 209013	284	7.68"	790
Spitfire III	150	7.50"	718
Spitfire IV/1500 std	180	8.00"	740? guess
Spitfire IV/1500 TT4301 springs	330	7.25"	740? guess
Spitfire IV/1500 TT4302 springs	330	6.875"	740? guess

described as the 'Competition' spring. The car sits a nice bit lower and the spring rate is up but not by too much.

I suspect that the car you describe with the poly bushes fitted at the front will always have quite a harsh ride. These bushes will locate the suspension better than rubber but will also transfer more shock loads, that would have otherwise been absorbed by the rubber. My personal preference is to fit good, new rubber bushes but it depends whether your priority is for ride or handling. Alloy steering rack mounts are brilliant though steering is more positive and I haven't noticed that bumps/shocks transferred back through the steering wheel are any worse.

For the rear, the 1500 spring will be much softer than the Herald's. The car will sit slightly lower when only two up but will be very low when laden. I notice that John Kipping also sells heavier duty swing springs specifically for Herald conversions. When fitting a swing spring to a previously non-swing spring car, always remember to change the front anti roll bar to the thicker 1500 Spitfire version. Without it the car will roll a lot.

Q. "I have been using Duckham's Q 20 50 engine oil in my MkII Vitesse for the past 22 years. This oil is still available in supermarkets and car accessory shops for around £7. 00 per gallon (yes it is sold by the gallon). The engine has run for 140,000 miles without the head being removed and no work on the block. The oil pressure is still good, (green light only illuminated at idle) and oil consumption is a half pint per 1,000 miles. I travel about 5000 miles per year changing the oil every 3,000 to 6,000 miles.

My question is : Is Duckham's Q20 50 still one of the best oils or should I be using a modern oil SAE 10 40, perhaps a synthetic oil. Cheers....

Will Bird

A. For your engine to have done 140,000 miles, without any major work, in itself says that the Duckham's oil is one of the best. However, your oil pressure warning lamp shouldn't be illuminated when the engine is ticking over hot. There should still be sufficient pressure to extinguish the light. I would recommend connecting a pressure gauge to the engine. At tickover, you should have at least 15 psi I think that 'tight', new engines are more like 25+ psi. However, if the engine doesn't 'knock' when you start up from cold (until the oil pressure comes up) then I suspect no damage has been done and that it would be worth checking;

- That your oil pressure switch isn't faulty (a gauge check will confirm)
- The relief valve spring is weak
- You're not losing oil (and, therefore, pressure) due to a worn rocker shaft. They are prone to wear and, luckily, you can still get a new replacement. Check the shaft location screw is still present in one of the aluminium rocker pedestals.

As far as oils are concerned, I am sure that any of the major brand 'classic' oils (20W50 or 15W50) are perfectly OK. Personally, I highly recommend Mobil 1 Synthetic oil. I use the 5W50 grade that is slightly thicker than the OW45 sold by BP stations and Halfords. You can still order the 5W50 grade from oil stockists apparently or, even better, you can buy it in France in the large supermarkets for FF189 (about £18 at the moment) which is 40% less than the OW45 costs here. I buy more oil in Calais than I do wine or beer!! Having rebuilt my Spitfire engine to change camshaft specs, unleaded heads, etc. I can personally vouch that this oil keeps the internals of the engine spotless and reduces wear on the cam followers (that previously broke up at regular intervals due to a high lift cam and a 'regular' 20W50 oil) and, for some reason, nearly eliminates oil consumption. (Incidentally, I don't have shares in Mobil Oils). People say that you shouldn't put this oil in an older engines because of its cleaning powers - dirt becomes dislodged and causes

problems elsewhere in the engine.

However, the decision is yours.

I also read recently that Mobil have brought out a Motorsport Mobil 1 that is again fully synthetic but has a thicker 15W50 grade. Sounds even better, but I haven't tried this (has anyone else??).

Q. "I have just fitted a pair of K&N filters to my 1500 Spitfire and it is not running at all well. It feels like it requires more fuel, and if I pull out the choke it goes away much better. I have heard that I may need to fit new jets to the SU carbs. Can you sort me out please? Thanks.

Jim Battersby

A. Yes, you will need to change the needles. Standard needles were ABT up to chassis FM105278 and ADN from FM105279. You don't say whether you have also fitted an extractor exhaust manifold or any other modification goodies, but try AAT or AAQ needles (you can order these from tuning centres/garages but I also know that Moss and John Kipping's sell them ... the only two catalogues I have at the moment). Also, I highly recommend putting the Waxstat standard jets in the bin and fitting a Waxstat conversion kit. The Waxstats cause a lot of hot running problems (particularly with extractor manifolds which keep the engine bay a lot hotter) and, if you are trying to solve one problem, you won't know where you are until you've removed them.

Q. "I am currently experiencing a problem of rough engine running in the region of 2700 - 3200 RPM in every gear. I first encountered the problem after a high speed run around 'The Bowl' at Millbrook at the AXA classic in May (105 mph). I have since had the car tuned at the local garage, the bloke 'thinks' the problem may be a worn distributor, but without going to the expense and the difficulty of finding a

Delco replacement I'm not sure without getting a second opinion. Power also generally appears to be down and overtaking someone with the engine revs in the troubled region is a real struggle! Any suggestions would be gratefully received. Background info: 1973 MkIII GT6, Approx 180,000 miles.

Colin Street

A. What's really difficult to say is whether you did any damage during your high speed run. You shouldn't have done because an engine in standard tune is not heavily stressed but, perhaps, the most likely (albeit unlikely ... if you see what I mean) damage that you could have done is burn a valve or some other damage caused by the extra heat perhaps. I would recommend that you do a compression check of the engine as a start. You then know whether the problem is a fundamental, internal concern or simply a fuel/sparks problem. You are looking for even pressures on the cylinders within, say, 10-15% of each other. The problem being associated with a particular rev range suggests to me that you either have a fuelling flat spot or an ignition problem.

Taking the most likely first (and as your tuning guy has suggested), I would replace the distributor. A Delco-Remy distributor after 180,000 miles is going to be pretty worn and I would replace it. Be wary of simply fitting an electronic ignition kit to your existing distributor though, particularly with the problem you've described. The kits will 'remove' some of the worn components of a tired distributor (the lifting lobes, the contacts and the variation to timing caused by worn spindle bushes) but you still keep the mechanical advance mechanism. It is possible that this is where the problem is ... perhaps there is a resonance of the weights/springs at this speed giving a large scatter to the ignition timing at this speed. I would recommend a Lucas unit from a Vitesse MkII. However, simply fitting a different distributor, Vitesse or GT6 (Lucas or Delco), will help pin-point the problem.

A fuel problem is less likely I think because a blockage would give starvation problems above a given speed not just a rev range, with power OK above that. Did you change the air filters to K&Ns or similar around the same time, perhaps? If you have, then a change of jet type will be required. I would also check the following;

- The condition of the diaphragms in the carbs
- The condition of the diaphragm in the emission valve connected to the rocker box
- Any leakages in this area. Removing the rocker cap should change the running of the engine at idle (speed will increase). Also check that the felt pad on the dipstick is present. This actually

prevents air entering the engine down the tube and removing the dipstick can also change the engine's running at idle though I doubt that it is the cause of your problem.

Q. "Many thanks on your advice on timing. Spitfire seems to be running OK and no running-on. Which brings me to another question: My Spit MkIV1300 has a standard 4-speed gearbox. What would it take to convert to an overdrive unit? Would I need a new propshaft etc. and is it a garage job or a possible DIY? Approx cost? Please advise."

Chris Rybka

A. Glad to hear your Spit is running better. To convert your car to overdrive you will need;

- An overdrive gearbox and overdrive. It is not possible to simply bolt an overdrive to the back of your existing box, I am afraid. It will need to be dismantled and reassembled with the correct overdrive conversion parts. A replacement, or an exchange of your gearbox for an overdrive version is the best option.
- A shorter propshaft. Yours can be cut and rewelded and balanced with new UJs or, simpler, you can get a new one
- An overdrive gearbox mounting. You will need a replacement rubber mounting and chassis plate.
- To modify the body around the gearbox/propshaft flange. The overdrive gearbox is longer than the standard box and Triumph made a small cover plate that you could remove to get to the flange bolts.
- The electrical wiring. You can buy these looms quite inexpensively. You will also need a relay for the overdrive if you chose to have a D-Type overdrive conversion (these were the original fitments to the vast majority of MkIVs (up to FH60000). However, if you get the choice, go for a J-Type conversion. The J-Type was a stronger design than the D-type and, as a conversion, probably won't cost you any more. You'll be lucky to find a secondhand one though. You'll also need a switch. The MkIVs had a switch within the gearknob. An alternative though is any toggle switch this can be positioned on a small bracket dropping down below the lower edge of the dashboard.

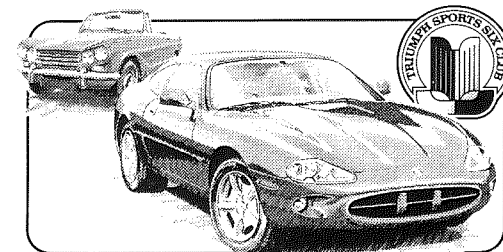
Talking Technical

• The speedo cable and angle drive. The cable is longer on overdrive cars and an angle drive is used on the overdrive for this. If buying secondhand, watch out to get this part because new ones are expensive. A new cable is a good idea to prevent that typical 'wavering' speedo needle.

Whether the job is DIY or garage is up to you, but I would suggest that an overdrive conversion kit, available from most of the traders, is probably your best bet for the simple and successful conversion. My experience of secondhand MkIV, GT6 and Vitesse gearboxes is that, in 90% of the cases, you will need to recondition one or other of the gearbox or overdrive. Some traders will take your existing non-overdrive gearbox as part of the exchange for an overdrive conversion kit. Budget between £350-600 depending on how many parts you get new or secondhand. See you next month,

Carl

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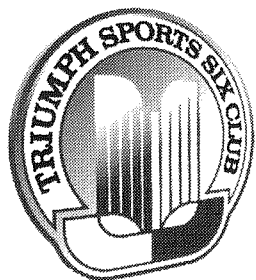
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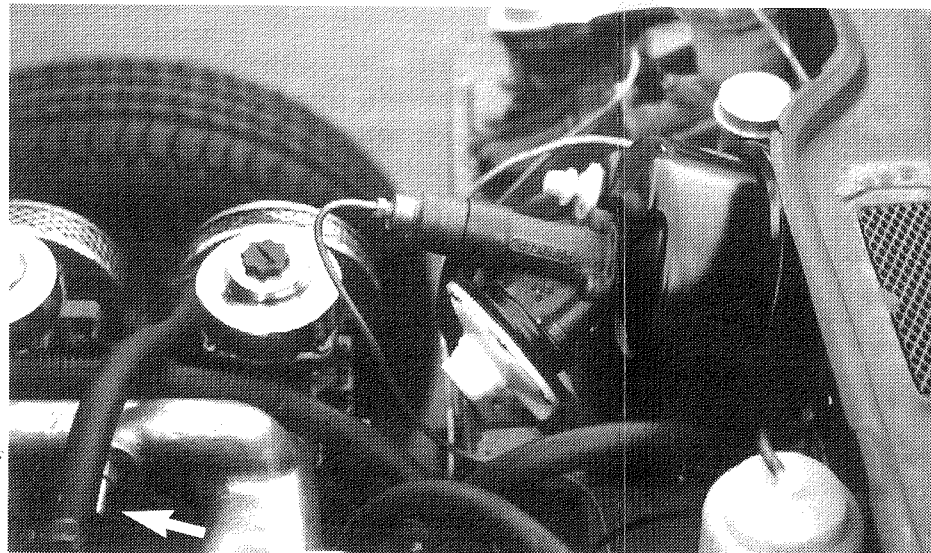
Brakes Revisited

By Brett Dennis

In September '99 our MkIII Spitfire passed its MOT but the Examiner said the metal brake pipes would need changing soon.

TRIUMPH Spitfire
I - II - III
So this was a good opportunity to fit a servo and try these EBC Kevlak brake pads. I've seen the price some Triumph specialists want for a Lockheed servo and there's no way I would ever pay that. Shop around; good autojumbles sell new or nearly new servos for far, far less. See back issues of The Courier for rebuilding of servos.

The servo took up residence on the bulkhead in the same place as the one in my article of August '99 but facing a different direction (compare photos). New copper brake pipes were made from scratch. We have fitted brake pipe kits before but we fancied trying to make our own. This is one of those nice clean jobs which was thoroughly enjoyed. The flaring tool came from an Auto Express tool advert; £15 plus pipe cutter, a bargain. I think they are still advertising if you fancy one for yourself. New rear flexible pipes were

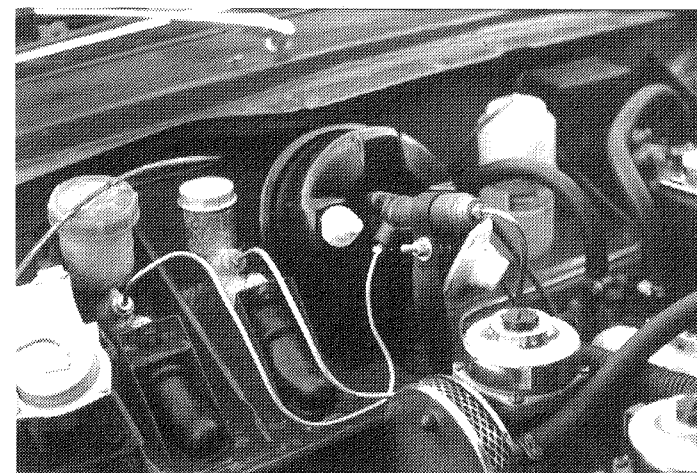


The Boss for Servo adaptor can be just made out on the inlet manifold

ordered from J Kipping. When they arrived and were taken out of their packaging, it seems they come with new copper washers and locking nuts. Well done J Kipping.

This particular MkIII Spit is SAH tuned, including CDs, Stomberg carbs and special manifold, which has a boss for the fitting of the adaptor. We have a spare manifold which I gave to the machine shop at work to drill and tap the boss, to save having the Spit off the road for any longer then really necessary. Lastly the green Kevlar brake pads were fitted (yes, they are painted green). I used a pair of vice grips to push the caliper pistons back to release the old pads. **Why are we fitting Kelvar brake pads? Typical questions and answers:**

Why KEVLAR? This world famous Dupont fibre is used in bulletproof vests and in the space shuttle. Very expensive but an excellent binding fibre, low abrasive, non metallic and therefore, **CLEANER** and easider on discs. Kevlar fibre is six times as strong as steel when used in a brake pad in matrix form. Kevlar pads are never the cheapest but often the best.



Revised position of Lockheed Servo. Either way works fine.

found in braking, dust is released. Many pad manufacturers use materials that cause

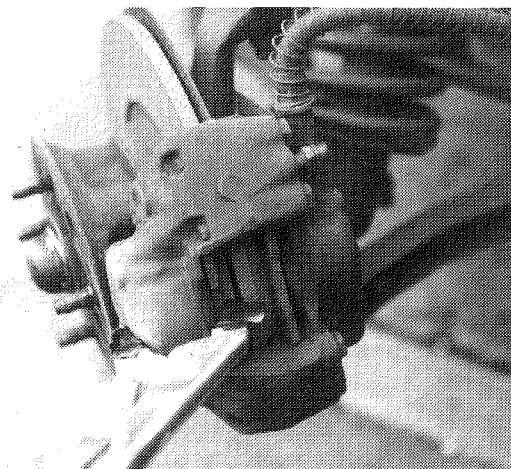
carbonise until 550-600 deg. C so in normal street use dust is almost entirely eliminated. Any dust that is generated in performance use is easily wiped/washed away without damage to alloy wheels. "EBC Greenstuff won the 1999 UK "Autotrade Magazine" **INNOVATION AWARD** for its clean running, high performance features."

Brake Fade Explained:

All pads contain some organic (living) materials. Resins that bind pad compounds together are organic - petro-chemical products. As these overheat the resins revert to gas and cause the pads to 'aquaplane' on a gas film which is called fade. Some pads only fade once or twice and then settle down (Green fade or bedding fade). Other cheaper pads suffer from continual dynamic fade, sometimes at surprisingly low temperatures.

Which Brake Discs to use?

Knowing where disc castings come from, not just where they are machined is a major



Vice grips used to push pistons back into calipers

What causes Brake Dust?

As lower cost brake pads wear or carbonise at temperatures

dust in their pads. EBC Greenstuff contains **NONE** of these, hence pads run cleaner. Plus pads do not surface

GO TO PAGE 46

TRIUMPH

Automec Brake Pipe Kits

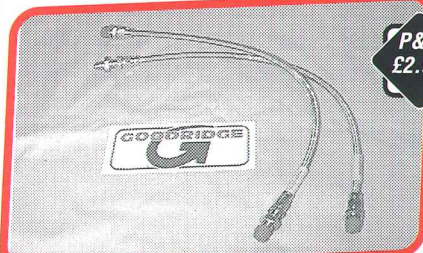
CODE	CAR MODEL	PRICE
GB201	HERALD 948 up to 1961	£35.00
GB202	HERALD 948 from 1961	£35.00
GB203	HERALD 1200 DRUM	£34.00
GB204	HERALD 1200 DISC	£34.00
GB205	HERALD ESTATE	£35.00
GB216	HERALD 13/60	£34.00
GB208	VITESSE 6	£35.00
GB207	VITESSE Mk I	£34.00
GB210	VITESSE Mk II	£35.00
GB221	SPITFIRE Mk I, II, III	£34.00
GB222	SPITFIRE Mk IV/1500	£34.00
GB226	SPIT 1500 DUAL CIRC	£40.00
GB223	GT6 Mk I	£34.00
GB224	GT6 Mk II, III ROTO	£34.00



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G0090.....PAIR FRONT	£18.50
G0091.....PAIR REAR	£18.50
G0092.....FULL SET (4)	£35.00

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These kits not only provide the reliability and safety demanded, but also eliminate spongy pedal feel and improve the appearance of your car.

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GB254	1 litre	£19.95

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GB325	ALL 6-CYL CARS	£4.25

THREE PIECE BRASS UNION KIT

GU100	..(4 WAY, 3 WAY, & IN LINE)	£12.95
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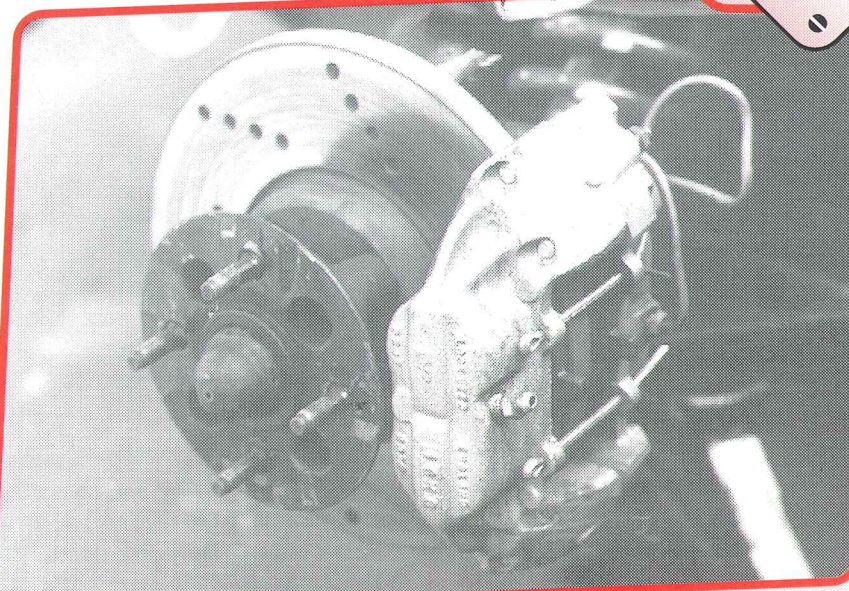
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Pair cross drilled discs
Set uprated brake pads
Pair 4-pot calipers
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Fittings and instructions

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

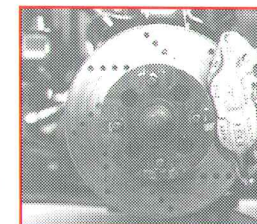
Cross Drilled Brake discs

CBD100Her/Spit	£65.00pr
CBD200Vit/GT6	£70.00pr

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The Best pads on offer for everyday motoring?

problem for consumers. There are a wide range of qualities on today's world markets. Not all are equal. A good quality cast iron disc, with or without slots or grooves will work well with EBC Greenstuff. Just don't try to buy the cheapest or you may end up with poor brakes or a "warped" disc.

Front or Rear pad usage?

EBC Greenstuff can be used both front and rear but **DO NOT** fit to rear unless also using Green on the front to avoid possible rear wheel lock-up.

Brake Squeal/Noise:

EBC Greenstuff pads exhibit **ZERO** brake squeal ... period. If they do, send them back to us. **HOWEVER**, when using any pad on a slotted disc during 'bed-in' a purring or aeroplaning noise sometimes occurs. After 200-300 miles, this will disappear. Do not remove or return pads for this initial reason.

Friction Level Explained:

Typical friction levels of original street pads vary from 0,25 up to 0,35 friction factor. EBC

Greenstuff has 0,46 friction and users will notice an immediate improvement in brakes in most cases. Remember friction level μ is only an 'indicator' not a guarantee of brake 'torque'. Many independent tests in Europe however, have shown EBC Greenstuff to be one of the most grippy compounds on the market today.

Disc Condition - Old or Worn Discs:

Be real careful on this. Scored discs can extend bed-in times by hundreds of miles, plus brakes will be severely reduced during break-in. Renew or skim scored discs, don't take risks. EBC warranty does not cover use on heavily scored discs. Reduced contact area of

scored discs will cause fade and can cause loss of brakes. See a professional installer or mechanic for advice.

Servo or Non Servo Systems:

If there is one great way to improve your brakes on older Non Servo systems it is to replace with EBC high friction Greenstuff pads. Be sure the rest of the system is working effectively, however such as brake bleeding, disc condition, general effectiveness of hydraulic systems.

New pads fitted, braking system filled with new fluid and bled in the correct order.

Time for A Test Drive.

Even with the pads not

bedded-in, the difference over the standard set-up is so remarkable. It's like driving a very different car. The green MKIII Spit on which we fitted the servo with standard brake pads in the August '99 Courier does not brake as good as this. So the Kevlar pads are better, no far better than the standard pads. We have always had a problem with driving a modern car one day and an old Spitfire the next and thinking your brakes are shot but it's only 30 year old brake technology showing its age. Now there is no such problem, it just brakes the same as a new Ford Fiesta. Is it still worth fitting four-pot calipers as we have done to our Herald? Difficult question. I suppose the answer is yes and no. If you want the best brakes money can buy, then four-pot calipers in either metal or aluminium are a must including cross-drilled, spira grip, ventilated front discs and eight inch Vitesse or TR4 nine inch rear drums, also spira grooved etc., etc. But if you just want modern-day braking, then I recommend a Lockheed servo and EBC Kevlar braking pads.

I have received a letter from Jamie and Anne Goddard from Shawell, Lutterworth:

'Dear Sirs,

With reference to your picture of my car, VTA 393S on page 15 of the January 2000 issue of The Courier. My car is a 1500, now sprayed in Rover Night Fire Red and the wheels are indeed from a MG Maestro with no spacers. There is a need for a small amount of relieving around the mating faces to clear the centralising lugs on the rear hubs (easily done to all five wheels). The car is fitted with the Maestro black box ignition as per the plans in a Courier about two years ago; has an oil cooler, and is lowered and stiffened all round with Koni shock absorbers. It has two-tone tan and black leather seats of unknown parentage (has anybody else got anything similar?), a sports exhaust system and different springs and needles in the SU carbs (but nothing like the needles supplied with the exhaust kit!). The boot rack started life on a Peugeot 7 Seat Estate car, cut down and turned around and sits nice and low.

Jamie and Anne'

Thanks Jamie. Keep your letters coming in folks.

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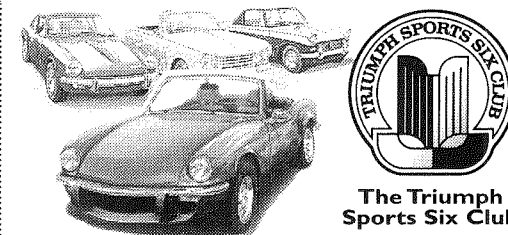
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Herald / Vitesse fr.	£88.95	£108.95	£172.95	£202.95	£249.95	
Tonneau Covers fr.	£68.95	£89.50	£104.95	£124.95	£159.95	
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Castrol Valvemaster Plus, in addition to being the most effective additive, is also the most cost effective, showing a cost-saving of up to 4p per litre. Independent tests have shown that phosphorus provides the best protection after lead, hence Castrol has chosen this formulation for its Valvemaster range. Both Castrol Valvemaster and Castrol Valvemaster plus Octane Boost are endorsed by the Federation of British Historic Vehicle Clubs. Valvemaster Plus Octane Boost at only £9.99 and Castrol Valvemaster at £5.99 both treat 250 litres of unleaded petrol and provide significant cost-savings against using the questionable L.R.P. and lesser known brand additives.

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SE053	Static rear lap belt Herald/Vitesse/GT6	£17.50
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Never Give Up!

By Kevin Ginger - 750 Motorclub Sportscar Champion 1999

The year was 1983, Spandau Ballet were at the top of the charts, Ford had just brought out the XR4i Sierra, Keke Roseberg was F1 World Champion (I think!), and I was definitely going motor racing.

Racing News

I had a GT6 at the time, and had decided after attending several races, that the 750 Motorclub sports car series was the one to go for. Another Club member already racing in his first year was Paul Lucas, driving a Spitfire, so this gave me added interest. 16 years later I have finally achieved my goal but in a Spitfire not a GT6.

After many near misses in the Championship, two second places (one year by just half a point!), one third, and one fifth place I was becoming seriously paranoid about not winning, but I never considered giving up.

This year started the same as any other, a freshly rebuilt car, a fresh engine, gearbox, and driver but disaster. Even before the first event early testing had revealed a serious engine problem with the Ilmor steel conrods and there was not enough time to fix the problem, John Saddler (my car builder and main-



tainer) suggested I buy another racer available at the time, just to get the reliable and fairly powerful engine that came with it. As it transpired, we needed to use many parts from this car throughout the year to be able to compete in the 14 rounds this Championship demands. Consistency is a major factor in securing any major race championship, so one must achieve a balance of reliability and speed to stand a chance of winning.

Some good early results saw me leading the Championship after six rounds. My main challengers were driving a Lotus Elan and a Lotus Elise. Then things started to go pear-shaped on the hottest weekend of the year which saw me at the Snetterton circuit in Norfolk for a two-day meeting with two races run over 45 laps. Air temperatures were in the 90s and in-car temperatures approaching 140 degrees F, I knew this was going to be a tough one. In the first race things seemed to be going to plan, then in the 12th lap no clutch. By the time I realised this, the engine revs had dropped

below 5000 rpm so I had no power and the rest of the field were screaming past me but by "heeling and toeing" and matching engine speed to gearbox speed I managed to finish and salvage some valuable points. Qualifying for the second race a rear driveshaft flange worked itself loose resulting in no rear axle drive. This left me second to last on the grid and a driveshaft to replace. I had three and a half hours to get a driveshaft delivered from London and fitted. We made it with minutes to spare thanks to heroic efforts from the team.

As this was going to be a long hot race I knew it was vital to pace myself and started relatively slowly and by halfway had made my way towards the front when a bad vibration in the engine forced a pit stop for closer inspection, and against advice from my team I pressed on to finish and collected 11 points which would prove to be the most valuable points of the season.

After Silverstone and Oulton Park, back to Snetterton. Two races again - 35 laps. During

Never Give Up!

qualifying I discovered a problem with the clutch again. It was sort of slipping, but we couldn't find anything wrong. The only thing to do was change the gearbox, clutch and release mechanism and hey presto problem cured! To this day we don't know what the problem was exactly. I started the first race near the back of the grid and was making my way through the field when after 12 laps the race was red flagged due to a nasty accident and results were declared from the previous lap. Not the score I was after, but not bad all



things considered- Positions from that race decided the starting grid for the next one and I was lined up alongside my main challenger for the title. The scenario was simple - beat him, and I would win the Championship.

I didn't make the best of starts and was some 7 seconds behind him after 8 laps, then lap after lap I started to reel him in, and

with two laps to go found myself on his back bumper. Going down the very long back straight I wouldn't get many chances to get past, then with 300 yards to go he moved over to take the racing line into the Esses bend. I knew I was going to have to out-brake him and go round the outside. 120 yards to go we're both doing 110 mph, he braked just past the 100 yard marker, I passed, braked at 80 yards and turned in to the bend on his outside. My car went very loose and into big oversteer while this was happening I had to try to slow from 95 mph to 25 mph in about 40 yards to take a tight second

gear bend.

The car felt out of control but by some good fortune I managed to make it round the Esses section and take the position from the Clan Crusader. The next lap and a half would seem like the longest I have ever done, and I just had to defend and defend but be quick out of the bends.

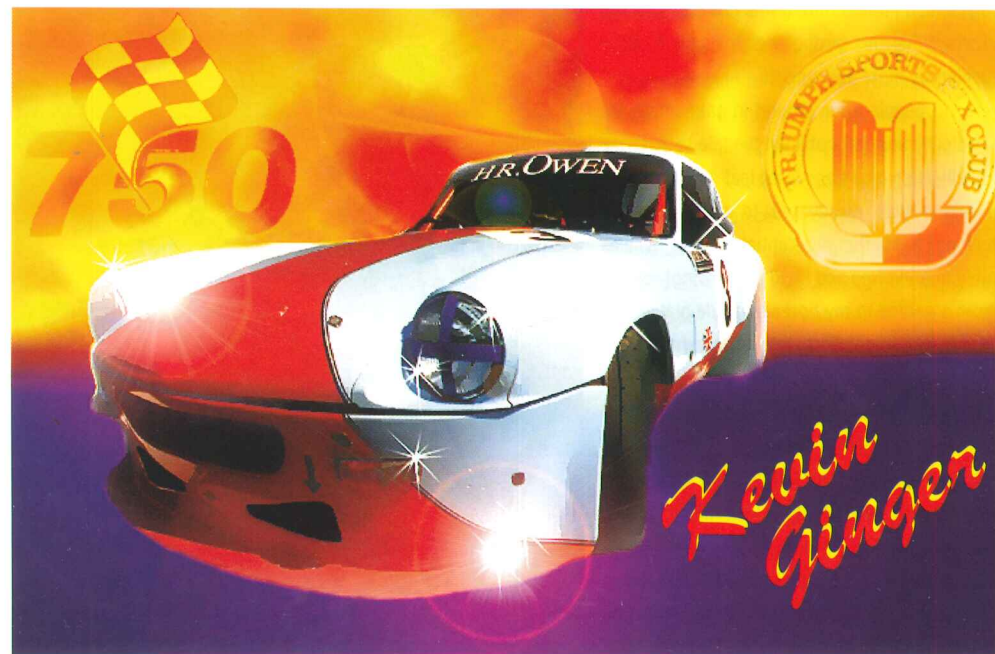
I just managed to hold onto my position despite a



last bend attempt by the Clan across the grass and just clipping the back of my car.

Taking the chequered flag and knowing that I had clinched the Championship bought out an emotion difficult to translate - **more relief than joy after 16 years of trying!**

My most sincere thanks to Paul Lucas, John Saddler, Mark and Tim at S. A. S. Engineering at Radlett (the "old" Triomph people) and all the great people who have helped me over the years, too numerous to list - you know who you are.





New Pipes for Old

By Mervyn Stoneman

"I really could not believe that the chosen method for venting surplus petrol away from the exhaust manifold is a piece of plastic pipe pushed onto the HS4 SU carb. via a rubber elbow fitment."

I remember removing two pieces of blue plastic piping from the carbs during the process of stripping the engine at the beginning of the rebuilding of Midnight and being mightily surprised to discover that the rear rubber elbow connector was missing and the pipe itself left hanging free. However in the light of the many bodes and simply unsafe things which I found during this process perhaps 'surprised' is the wrong word - yes it is! - 'horrified' is more appropriate.

Why do people drive around in cars which are so basically unsafe? I still tell the tale to all those who will listen of a transverse leaf spring on that car which was discovered to have no bolts attaching it to the differential casing. It was simply floating free and I had unknowingly driven it from a garage to my home on trade plates with it in this condition! Fortunately the exhaust was also audibly deficient and as a 'Jam Sandwich' (Police Patrol Car to those respectful types) followed me for much of the way I had taken it easily. Perhaps that patrol car was crewed by more angelic types who were unwittingly looking after my welfare!!!

Anyway, back to the overflow/vent pipes. I was equally unhappy at the design of these items and the way they might vent a most inflammable

substance onto the road in a position where I thought it might possibly be blown back onto a hot exhaust manifold. Some may feel that this is unlikely to be troublesome, but I was not happy and determined to correct this situation. Here follows one solution to this problem. And bye the bye, I was only marginally happier with the usual manner which other fuel pipes transported fuel around the engine bay. I

recall seeing a rather well prepared Spitfire displayed at the South of England Meet at Leatherhead last May. The owner was kind enough to permit me to take a number of photographs which have served to provide both a standard for finish and some development ideas for Midnight herself. I was impressed with the cars overall presentation, but as may be seen in the first photograph,

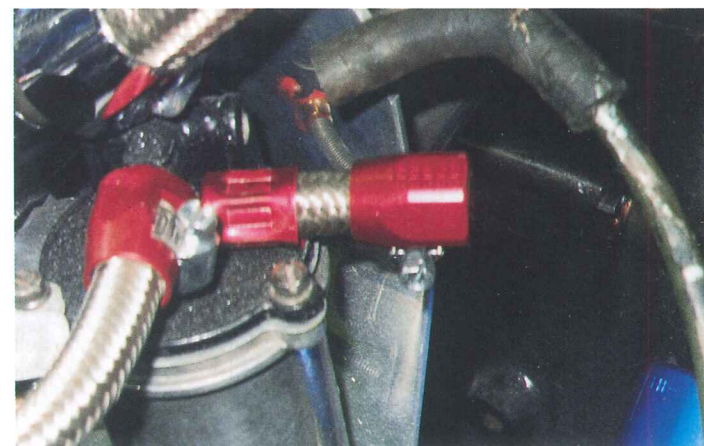


there remained an example of those pieces of rubber piping joining the fuel delivery system to the carbs. Even in such good condition I cannot convince myself that this arrangement is safe. To entrust the containment of petrol seems to be penny pinching rather than design up to a high quality.

The Idea

Of even more concern I felt, was the manner that excess fuel was meant to be vented from my carburetors. Surely it should be disposed of safely? I didn't like the idea of a push fit rubber connector (always going to perish), taking away surplus fuel via a plastic pipe and venting it towards the front offside of the vehicle. Especially so if one considers that a very hot assembly lies nearby to the rear of the venting point. I wanted to try to ensure that the fit of fuel pipes to the carburetors was more substantial and the surplus fuel would be eventually vented away from dangerous areas.

Finally I wanted the finished assembly to match with the general development style of similar equipment throughout



the engine bay. As I have elsewhere said, I believe that chrome and polished metal really does belong with the classic car.

I had already replaced all the usual plumbing with pipes which are stainless steel braided in place of the usual jubilee clips which are to be found securing these pipes are anodised finishers. These finishers were supplied by that most helpful company: Earl's Direct of South Brent. All is colour coded according to purpose.

Fuel lines employ red finishers and clips, water pipes blue and breather pipes are chromed. The finished system I thought would be safer and looks quite smart as well. My second photograph shows the new parts fitted onto the front carb. - the

old plastic pipe system has been placed above and left for comparison. But how was this set about and probably of equal importance where were the new replacement pipes going to be routed to avoid the same problem?

The Plan

It was decided to replace the standard rubber elbow, with a stiffer and secured connector system assembled from Earl parts. The basic carrier piping would be constructed from a two-inch surplus piece from the 1/4" braided stainless steel 'Autoflex' piping which had been used for all the fuel lines around the engine bay. The close proximity of other 'Econ-o-fit' finishing clamps securing the fuel lines at the carb. end limited available space so suitably applied 'Auto Crimp Collars' would ensure that the fit was sufficiently robust to prevent it becoming accidentally free. On the opposing end an Econ-o-fit hose end would be used to secure this manufactured connector to 1/4" copper fuel piping with which I planned to replace the standard plastic piping - the increased stiffness of copper piping would con-

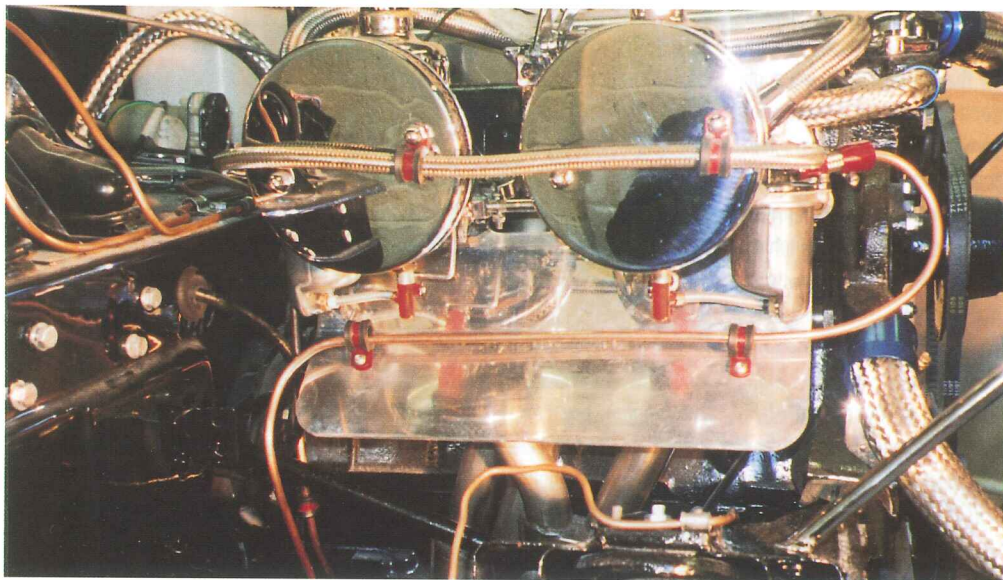
tribute to the safety of the whole replacement assembly in use.

This copper piping from the front carburettor was routed across the fitted face of an excellent club heat shield (photograph three) and secured in place by the simple expediency and use of two colour coded padded clamps. It was

been chromed and it is hoped that as its whole length it secured around the engine and its ancillaries the vibration should not cause undue problems for the chrome. The flexibility of the Autoflex piping

The Idea

As I have said two short lengths of Autoflex piping, which had been surplus, to requirement during the assembly of the fuel supply systems were pressed into



decided to route the pipe across the face of the shield, not only because it looks pleasing against a polished surface, but because the vent pipe itself would be protected against heating up due to close proximity of the exhaust manifold to the rear of the shield (one of my technically minded friends informing me that if the pipe was routed behind the shield might cause a 'vapour lock' with any fuel within the venting system ... whatever that means). At the rear of the heat shield the new piping was routed around the edge of the gearbox bell housing, again making use of padded clamps secured to the bell housing bolts at nine and five o'clock. Care was given to ensure that chaffing against other components could not occur. Final venting was to be below the car and on its nearside. Well clear of the exhaust system.

Since the final fitment the copper piping has

should further assist in the prevention of vibration.

A similar connector system was fabricated for the rear carburettor and copper pipe bent to join that from the front on its journey to the nearside. However, on this occasion use of the eight o'clock bell housing bolt was made. In this situation, like that surrounding the front carb. the passage was kept clear of the exhaust system as it passes to the rear of the car. The overall passage of the pipes was carefully routed to avoid fouling the steering column.

service - I cannot imagine that it had to be purchased it would be of great cost significance.

A couple of metres of 1/4" copper piping and the various connectors and padded 'P' clamps described - all together cost about £35. It took quite a long time to carefully bend the copper piping to fit, and I haven't made a cost consideration for the time taken to bend the pipes to shape and fitting.

Should you want the pipes chromed then I guess you would need to add up to a further tenner depending on how friendly you are with your local metal finisher.



Quiz Results

By John Thomason



This month's photo is sent in by Clifford Finch of Tonbridge, Kent and features his 1500 Spitfire following a five-year restoration, Clifford carrying out all the work himself. The chassis and suspension was grit-blasted in the garden using five sacks of grit prior to painting. The body was full of rot in the usual places and was repaired with localised patches. After stripping back to metal, Clifford resprayed the bodysell himself in a wooden workshop when the outside temperature was -2 degrees! Not surprisingly, after a few minutes the nice, shiny paint 'bloomed' to a horrible, milky finish. Undeterred, Clifford carried on and finished all ten litres of the paint. Disappointed, the workshop doors were closed and the car left untouched for three months until Clifford returned with a large tub of cutting compound. Remarkably the paint polished up very well to the

finish shown above. During the rebuild, Clifford states he learnt the following lessons:

1. Reproduction body panels, transmission covers, rear leaf springs, side light, carpets and trim are very poor when compared to new Stanpart or original BL items.
2. Never leave the windscreen in the path of grinding sparks as they in-bed into the glass and ruin it.
3. When using a piece of copper to stop burn-through while welding thin sections, allow longer than you think for the copper to cool down. Clifford used a 2p piece, held in place with a hammer shaft and after welding the 2p was left on the workshop floor for a few seconds. When he picked it up, it sizzled and hissed on his thumb, such that he had to shake his hand vigorously to make it fall off. For days afterwards he could put his thumb onto a glass or window and leave a clear impression of the Queen's head!

TRIUMPH Spitfire IV - 1500 Register

QUIZ 2000!

And now for the answers to last month's 2000 Quiz:

1. The rather pitted face of a rocker.
2. The knurled vernier adjustment on a distributor.
3. The float chamber top of an SU carb.
4. The top of a heater valve.
5. The split pin breather on top of the differential.
6. The Allen key screw in the engine block below the oil filter.
7. The screw clamp around some starter motors.
8. A side-on view of an open bonnet clamp.
9. A close-up of a clutch plate.
10. The indicator stalk cowl of a MkIV.
11. The piston 'lifter' on an SU carb.
12. The edging around the carpet on a door trim.
13. The ignition lock on a late Spitfire 1500.
14. The handbrake knob.
15. The front of a water pump housing -

temp sender just visible.

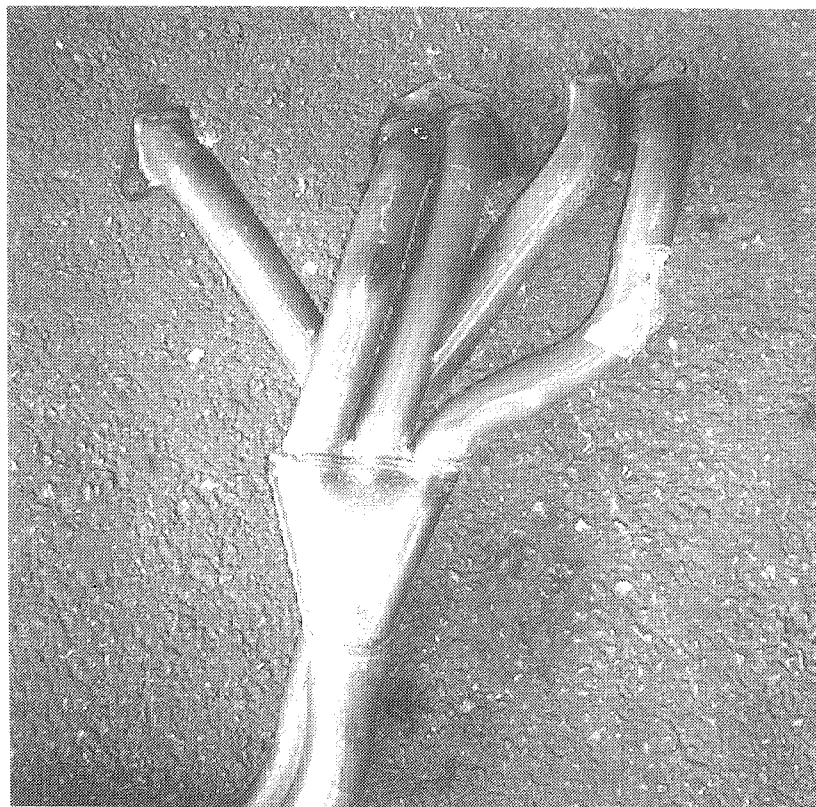
16. Part of the internal door handle.
17. The quarterlight trim on the 1500 hard top.
18. Close-up of the 'V' trim on the rear of MkIV wings.
19. The arm rest in the region of the handbrake gaiter.
20. The end of a starter motor.

Hope that puts you out of your misery. The winning entry was sent in by Jasper Bacon with 20 correct answers. Congratulations. A Special Offers gift voucher is on its way to you.

FINALLY:

On a 'walk about' around an autojumble, I came across this tubular exhaust manifold which was for sale at a very cheap price from a well-known Triumph trader. What's wrong with it, I hear you ask? Well, either it's a very serious reject or a very rare manifold for a prototype five-cylinder Triumph engine!!

Bare Manifold?



Olive's

'EUROPEAN VACATION'

By Ian Ward

Well ... here we go again! No sooner has Olive been oiled and rested, after the hugely successful 'Olive's Weekend Out' (which raised several thousand pounds for St Catherines Hospice in 1998).

We were left with the dilemma as to how we could beat, or at the very least 'match' a non-stop round Britain trip (2000 miles in 48 hours) in Olive, our faithful 30 year old Triumph Herald.

However, with the same amount of planning as we gave to the last trip, prior to announcing our foolish intentions (none - unless buying a map of Europe counts) we decided ... you guessed it ... 'Olive's European Vacation' a round Europe trip, again to be completed in Olive, within 48 hours.

The venture will start on a Friday evening in Scarborough, where we will then travel to Dover, over to France, on to Austria, Switzerland, Germany, Luxembourg, Holland, Belgium and back home to Scarborough, by the Sunday evening. All within 48 hours!!!

Now starts the hard work ... the logistics involved are a little tricky ... so we will forget them! But, given a little thought and consideration, plus a lorra, lorra luck, anything is possible. I'm sure if Olive could speak

(or splutter may be more appropriate) she would be asking ... "Consideration?" ... What consideration?"

Still, on we go! ... That is on to the main purpose of this flyer. As well as informing you of our intentions, we hope you may give some consideration to offering support for the venture. The trip is scheduled to take place on June 9th, 2000 and will coincide with the St Catherines Hospice Fund Raising Ball, which is to be held at the Spa Complex and, therefore, becomes our start

and finish point. If you could offer any support, sponsorship, or would like any further information, please contact Geoff or myself ... thanks for your time. **Ian/Geoff/ Olive**

Contact: IAN WARD

15 Seaview Drive

Scarborough

N Yorks YO11 3HY

Tel: 01723 379022

e. mail olivesover@aol.com

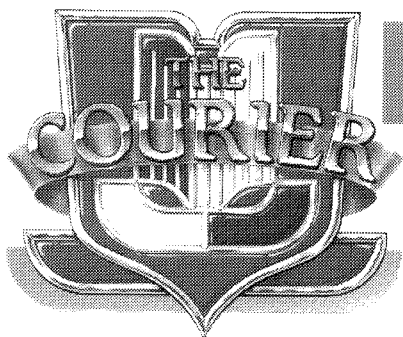
Or: GEOFF WELCH

Tel: 017213 865523

e. mail

geoff@thewelchs.freeserve.co.uk





READERS

Write . . .

Come on Down!

I am a keen overseas member who misses the company and conversation of fellow enthusiasts. However as I have several holiday properties in this wonderful area of south west France, perhaps I can encourage some fellow members to visit this region by offering a discount of at least 10% on our normal out of season prices (July/Aug school holidays are pre booked). In addition anyone turning up in their Club car would receive a half dozen bottles of wine and hospitality in abundance. It is also worth mentioning that we can also arrange a discount on the ferry crossings.

Jill and Stephen Hogg

Les Capucines
La Pilette

17430 Moragne

Tel: 0033 5 46844363

Fax: 0033 5 46821334

e.Mail. hogg2@wanadoo.fr

TSSC Websites

In response to Mary Rumens comment about websites run by the TSSC areas (December Courier), specifically the request about linking to others and keeping the websites as a supplement to the courier and the area news.

This was always the plan for the North East site. The site was established with the intention of further publicising the TSSC and the North East area in particular for the benefit of all who have access to the web.

Since it's launch to the world the site has had around 1400 hits. Many of these have been from people looking for help with problems with their cars, or other people with the same interests. There are many people who are not members of the TSSC and these have all been directed to the club, hopefully to become members. Quite a few questions have been asked by Triumph owners from abroad including Greece, Malta and many from the United States. All have been answered and pointed to the club and to the other enthusiasts and parts suppliers listed on our links page to help keep 'our cars' on the road. We feel that this can only be of benefit to the club as a whole.

The North East area did not intend to cause offence at the request for other sites to link in, rather to expand the club to as wide an audience as possible through all available means. The site is in addition to our efforts to involve club members and non-members in the area and club. It will always supplement The Courier and The Area News Reviews.

Mark Astley.

Joint North East
Area Organiser.

Car Brochure Collectors Club

As so many people have suggested it to me, I have at last decided to set up an International Car Brochure Collectors' Club. This be open to all collectors of car brochures whether they concentrate on one particular marque or collect absolutely everything.

The intention is to initially have a quarterly newsletter and a general collectors database, together with any articles, letters or information members may want to submit. I'm also happy for any dealers (wherever they are located) to submit brief adverts. Essentially, I'll go along with what people would like, so please let me have your thoughts and ideas.

As this will be primarily web-based, I see no need for there to be a joining fee.

I hope this won't change. For any members, who may also collect specific marque brochures or have brochures they would wish to sell and may like to join. I may be contacted by e-mail at

hancock@hotmail , by Telephone on 01268 761999 or by post at:

The Acers, Station Road,
Wickford, Essex SS11 7NE
England , UK.

Ian Hancock
Essex.

Project Bonio & Pi Blues

I Jonathan Binnington's article on marrying a 2.5 Pi engine to his GT6 (Project Bonio, Courier 234 December '99, p 52), was very interesting, as I am fitting Pi kit to my Vitesse engine. Information about the Lucas system is hard to find, and the Haynes and other manuals recommend that the 'amateur' engineer leaves it to professionals. For anyone who wants to take up this challenge, I can recommend some articles published in "TRaction", the journal of the TR Register.

The articles are available as photocopies from the TR Register, who tell me that TSSC members will be very welcome to use this service. Ask for TRaction 'Technicalities' No.7, No.8 and No.11. They will cost £3.25, inc P&P, for the three:

The TR Register Office is at:

1B Hawksworth
Southmead Industrial Park
Didcot Oxon OX11 7HR
(01235-818866)

Jonathan comments that the Pi system injects the fuel "timed as precisely as the HT sparks". In fact the injection timing need only be roughly correct, as the above articles and the Haynes manuals make clear. As long as the amount of fuel injected is correct for the engine's needs, then the timing is irrelevant and may be continuous. After all, the Bosch K (for continuous) - Jetronic was the injection system that took over from the Lucas system.

John R Davies
Lancaster

Talking Tacho's

I recall having a tacho similar to the one described at some point in the distant past, and it did use the current to induce a signal in an internal coil rather than the voltage from the contact breaker. Its origin would have been something like an MG 1100. My recollection is that it could be placed in the supply lead from ignition to coil (if that's true then a capacitor from ignition supply on the coil to earth would probably stop the tacho from working). And if it doesn't work in that lead, you just have to loop the lead from

contact breaker to coil via the back of the tacho. It may work 'either way round' but I'd be prepared to reverse the connection to the bullets.

I also suspect that GT6s were built with mechanical tachos just like the Vitesse of the day. I can't lay my hands on the workshop manual just now to find out one way or the other! I'd also be inclined to check that the tacho in question did say '6 cyl' or similar rather than '4 cyl' before spending lots of effort fitting it - the enquiry implies the tacho has not been seen working on the car (and while it's possible to modify such items the calibration could be challenging).

I hope this information is of use to you.

Henry Jones
Cheshire Area Organiser

More Thoughts on Project Bonio

What an excellent project Jonathan Binnington's Project Bonio is, (Courier December 1999). A really hairy GT6 with a decent gearbox that is man enough for the job! I personally fancy dropping a V8 plus manual box from a Rover P6 (alleged to have the narrowest box and shortest rear extension into a Vitesse. Anybody got any info. about how to do it properly?

But that's not the main reason for writing. Jonathan acknowledged that his 2.5 PI gearbox output flange was higher than on the original GT6. He had already addressed some of the problems caused, but there are others that usually manifest themselves as vibrations that are very difficult, and in some cases impossible to eradicate.

In an ideal world, the gearbox mainshaft (the input to the propshaft), and the diff. pinion shaft (the output from the propshaft) in any Hooke jointed shaft, should be parallel. Raising the back end of the gearbox creates two problems :

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13/60 front wing inc. rear strip, 713267/8	£67.50 each
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Complete door assembly (902256/7)	£170.00
Sills 803070/803071	£15.00
Tread plate repair panel	£7.00 each
Stainless steel tread plate finishers Triumph logo	£16.00 pair
948 Herald/Vitesse rear centre valance	£37.50 each
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Inner front wheel arch, left hand/right 903 075/6	£31.50 each
Rear Outer wheel arch, 802845/6	£35.00
Front wing arch repair panel	£15.00
Rear wing arch repair panel	£15.00
Bonnet corner moulding 706161/2	£17.50 pair
All chassis outriggers/side rail/ boot extension	£13.50 each
Full white rubber bumper set	£80.00
Rear overriders (703708/9)	£31.50 each
Wheel arch to bulkhead seal 704033	£2.50
Bonnet catch (chrome) 607663	£20.50 each
Door hinges 607824	£15.00 each
Door hinges	£23.50 per pair
R/H engine bay valance 1200 13/60 903155	£27.50
Door to glass outer weather strip	£5.75 each
Hoods vinyl inc. zip out window	£85.00 each
Hoods original ICI flame retardant	£130.00 each
Pedal rubbers 122289	£2.30 each
Set of 8 front suspension bushes (119451)	£19.00 set
Front Suspension Shim 122022	£1.25 each
Caliper repair kit inc. pistons type 12	£19.50 per caliper
Caliper repair kit inc. pistons type 14	£19.50 per caliper
Caliper repair kit inc. pistons type 16P	£25.00 per caliper
Caliper repair kit inc. pistons type 16PB	£25.00 per caliper
Recon exchange Caliper type 12	£45.00
Recon exchange Caliper type 14	£45.00
Recon exchange Caliper type 16P	£55.00
Recon exchange Caliper type 16PB	£55.00
Brake pads type 12	£9.50 a set
Brake pads type 14	£9.50 a set
Brake pads type 16P/16PB	£10.50 a set
Track Rod Ends	£17.50
Rear Shock Absorbers GSA 385	£20.00
Front Shock Absorber	£20.00
Herald Rear Leaf Spring 305945	£67.50
Herald recon exchange drive shaft assembly inc. shoes	£130.00 each
Herald/Vitesse Non Rotoflex Driveshaft	£55.00
Universal joint with grease nipple	£6.00
Herald new alternative Distributor (exchange)	£57.50
Vitesse Delco Distributor Cap	£3.50
Inlet manifold banjo bolt (145155)	£9.00 each
Herald oil filter GFE 119/150	£3.00
Herald O.E. Head Gasket (91157/8)	£6.50
Set of 4 SparkPlugs 1200 and 12/50	£3.50 set
Early Vitesse carburettor (Solex) front	£29.50
Vitesse 2 litre O.E. Head Gasket	£6.50
Clutch Slave cylinder 13/60	£45.00
Vitesse inner sealed beam light unit GLU105	£5.50 pair
Boot catch 611225	£8.50
Seat Belts (inertia type)	£45.00 pair

SPITFIRE MKI & II & III

Spitfire MkIII complete bonnet assembly	£558.12
Nearside/offside front wings 907154/5 903097/8	£59.00 each
Left/Right hand front outer wheelarch 903137/8	£35.00 each
Left/Right hand front inner wheelarch 706548/9	£35.00 each
Left/Right bonnet hinge tubes 811679/8 11680	£20.00 each
Spit MkIII side panel (91157/8)	£22.50 each
Door skins	£25.00
Battery box 806707	£11.50
Rear valance lamp panel 589989	£37.50 each
Spitfire MkIII bootlid steel 575787	£129.00
Dash top cover 706569	£25.00
Hard top rear screen 807499	£60.00
Quarter light seal front L/H 574098	£25.00
Hood MkIII original ICI flame retardant inc.zip window	£130.00
Bonnet catch (chrome) 607663	£20.50 each
Rear lamp assembly 206532/1 725 206532/1 725	£27.50
Front competition road springs 209033	£25.00 each
Track Rod Ends	£17.50
Rear Leaf Spring 305894	£65.00
Recon Brake Caliper type 12	£45.00
Recon Brake Caliper type 14	£36.00 exchange
Original Head Gasket GEG314	£6.50
Distributor Cap	£3.50
Speedo cable GSD165	£9.50
Speedo cable Overdrive GSD113	£7.00
Front Valance Support Bracket 712567/8	£8.00

SPITFIRE MKIV & 1500

Front wings 909663/4	£23.00 each
Front wheelarch outer L/H and R/H 909635/2	£27.50 each
Front wheelarch inner L/H and R/H 909737/2	£32.50 each
Headlamp support panel assembly L/H and R/H 818871/2	£17.50 each
Front quarter valances offside and nearside (815391/2)	£45.00 each
Door skins	£25.00
Nearside/offside sill 903097/8 Non OE	£20.00 each
Nearside/offside sill 903097/8 OE	£30.00 each
Sill reinforcement panel L/H and R/H 806634/5	£6.00 each
Inner sill L/H and R/H 806638/9	£12.50 each
Sill end plate (front) 706422/3	£4.50
Stainless steel oversill kit	£39.00 kit

Stainless steel tread-plate finisher Triumph logo	£12.50 pair
Half floor L/H and R/H Deep Pressing	£60.00
"A" post lower panel filler L/H and R/H 706288/9	£10.00 each
Bonnet hinge pivot bolt (RKC362/3)	£28.50
Bonnet hinge tube R/H 911108	£35.00 each
Rear wing L/H/RH repro	£87.50 each
Rear wing front repair panel	£9.50 each
Rear wing rear repair panel	£10.00 each
Spitfire rear lamp panel (716182)	£80.00
Rear valance 908970	£19.50 each
Boot floor	£55.00
Steel boot lid 911327	£150.00 each
Rear inner/inner wheelarch L/H and R/H 725563/4	£44.00
Rear outer wheelarch 909661/2	£32.50
Windscreen aperture panel drip channel	£12.50 a pair
Windscreen rubber chrome insert (917248/9)	£32.50 per set
Hard top rear screen 819959/KXC3641	£45.00
Hard top rear screen seal 911040	£25.00 each
Door hinges 607824	£15.00 each
Exterior door handle L/H and R/H black YKC2837/8	£41.00 each
Window regulator L/H and R/H 911271/2	£29.50 each
Window regulator glazing channel L/H and R/H 706789/9	£35.00 each
Front outriggers 209398/9	£12.50 each
Oil pump TKC 1974	£29.50 each exchange
Waterpump 219939/GWP 128	£29.50 exchange
Late type water pump (viscous) UKC774	£35.00 each
Air filter assembly including filters 217822	£35.00 each
Oil filters GFE 119/150	£3.00
Heater valve 724021	£29.50 each
Front wheel bearing kit GHK1021	£12.50
Front Wishbone bushes 119451 (set of 8)	£10.00
Front shock absorbers GSA 384	£20.00 each
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Knee pad L/H and R/H 719391/719401	£12.00 each
Carpet set Black	£65.00
Gearbox Tunnel Retaining Plate 608383	£0.95
Wheel arch to bulkhead seal 613666	£2.50 each
Hoods original ICI flame retardant inc. zip window	£130.00
Hood vinyl inc. zip window	£85.00
Inertia seatbelts with warning light wire	£45.00 per pair
Inertia seatbelts less warning light wire	£40.00 per pair

GT6

Bonnet assembly MkIII 913766	£600.00
Nearside/offside front wing Mk II 908113/4	£75.00
Nearside/offside front wing Mk I 907154/5	£59.00
R/H front overrider GT6 Mk I 710717	£25.00 each
Petrol tank cover board (Mk I and II) 710703	£20.00
Seat floor plate front L/H 810841	£17.50
Main carpet early Mk III new tan 819813	£29.50
Main carpet late MkIII new tan 822633	£23.50
Main carpet Mk III black 822631	£29.50
Quarter light seal front L/H 574098	£25.00
Rear quarter light seal L/H new tan MkIII 820613	£8.00
Dash veneer set Mk III 820073	£76.50
Clutch Kit 1500 Q.H.	£102.90
Steering lock 216449/UKC2719	£32.50 each
Seat Belts	£40.00 pair
New crankshaft 308034	£95.00 exchange
Recon exchange water pump GWP201	£29.50
Clutch Kit Q.H.	£65.00
Clutch pedal and box assembly 217431	£25.00
R/H front suspension vertical link (209072)	£56.00
Front shock absorbers	£20.50 each
Track Rod Ends	£17.50
Rotoflex coupling 152273	£20.50 each
Recon Brake Caliper type 16P	£45.00
Recon Brake Caliper type 16PB	£56.00 exchange
Rear brake shoes Mk II and Mk III Rotoflex, GBS 750 OE	£12.00 set
Rear side/flasher lamp assembly 155416	£29.50
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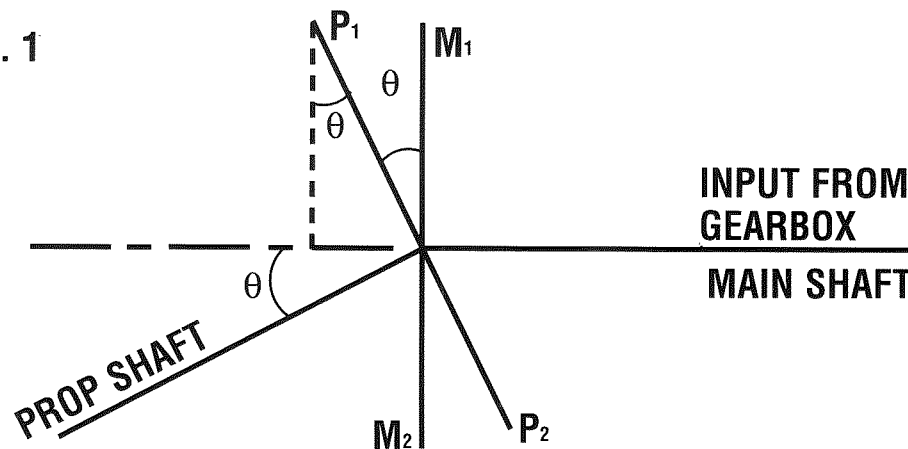
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FIG. 1



1. the shafts are no longer parallel and . . .

2. . . the angle between the shafts is increased. The geometry of the standard Hooke type UJ is such that for part of one rotation the propshaft goes slower than the gearbox mainshaft and for part, it goes faster. Their speeds coincide exactly only at four instants in each revolution. Sounds daft I know since they are all bolted together, but it's all to do with the angle between the two shafts on either side of the UJ spider, and the fact that one pair of arms of the spider will be tilted.

Let's call the arms of the spider attached to the mainshaft M_1 and M_2 , and the pair attached to the propshaft P_1 and P_2 . Start with M_1 and M_2 aligned vertically. After one quarter of a turn P_1 and P_2 will not occupy the positions just vacated by M_1 and M_2 . P_1 and P_2 will be inclined to the mainshaft centre line by an angle θ and will therefore be closer to the centre line and travelling slower than M_1 and M_2 . In very simple terms, it V is the speed of the mainshaft, then $V \cos \theta$ will be the speed of the propshaft at the instant shown in the diagram. For a small angle θ this is not a problem. The variation is about 2% for $\theta = 10$ degrees. Jonathan's photograph shows the angle to be about seven degrees. Fingers crossed !!

The original Triumph design was pretty good because the entire crankshaft, gearbox-mainshaft, propshaft and pinion shaft set-up are not far from a dead straight line and vibrations did not arise from this cause.

Another reason for having the gearbox mainshaft and the diff. pinion shaft parallel is that whatever speed

variation is given to the propshaft by the front UJ, is exactly reversed by the rear one and the diff. pinion shaft will rotate at an exactly identical rate to the gearbox mainshaft. (For those of you still learning your Triumph skills, this is also the reason that a dismantled propshaft sliding joint must be reassembled exactly as the makers intended. You mustn't shove any spline down any slot! The two UJ spiders **must** be properly aligned).

Jonathan seems to have two possible solutions. The first is to remount the rear end of the gearbox as low as possible, and ideally at the same level as it was in the GT6, or to **lower** the front end of the diff. so that it will run parallel to the gearbox mainshaft. This latter solution does however **increase** the various angles involved which together with a shorter propshaft is a potential (I stress the word potential) source of problems.

The club's Turning Circle on the Vitesse (October 1989, number 14) contains an article about the modifications that Triumph tried out on the chassis main rails to make room for an automatic box in a Vitesse, but this development was not pursued. It involved a lot of cutting and welding. Fitting a TR, 2000 or PI gearbox to a GT6 or Vitesse is a long overdue proposal as we search out more power for these six cylinder cars. I wish Jonathan the very best of luck, and look forward to his next epistle with eager anticipation. I hope my concerns come to nothing.

Del Holman.

West Kent Area

and Wrote . . .



UGT 720F

Part 1 By Alex Dutton

On the fresh winter's morning of 2nd of January 1992, I arrived somewhat reluctantly at my workplace, though also feeling somewhat relieved that Christmas and New Year celebrations had now passed.

Parking my car in its usual spot outside the workshop, I soon saw the sad sight of my work neighbours Vitesse, at the bottom of the bank adjacent. Walking over to investigate and assuming handbrake failure, it was soon apparent that foul play had caused the resultant short down hill journey. The broken quarter window and absent stereo were clearly not trophies enough for the mindless idiots who had carried out this torture to car and owner alike.

It was not long before colleagues from my and

neighbouring companies were gathered to mourn the morbid find. Mark shortly arrived, assessed the damage to his trouble - filled restoration project and proceeded, with the help from our local recovery firm, to pull the damaged classic back up to car park level.

Mark had owned the Vitesse for some years, driving it on a daily basis, restoring and replacing parts, which seemed to fail at a similar rate. The latest MOT failure had almost been the last straw, but keen on the marque and determined to drive the car once again, the welding had been completed over the Christmas period,

ready for a fresh new test in the fresh New Year.

This further unexpected challenge to completion, accompanied with sheer disgust of the Neolithic intrusion and theft, caused the parting of company between Mark and his loved one.

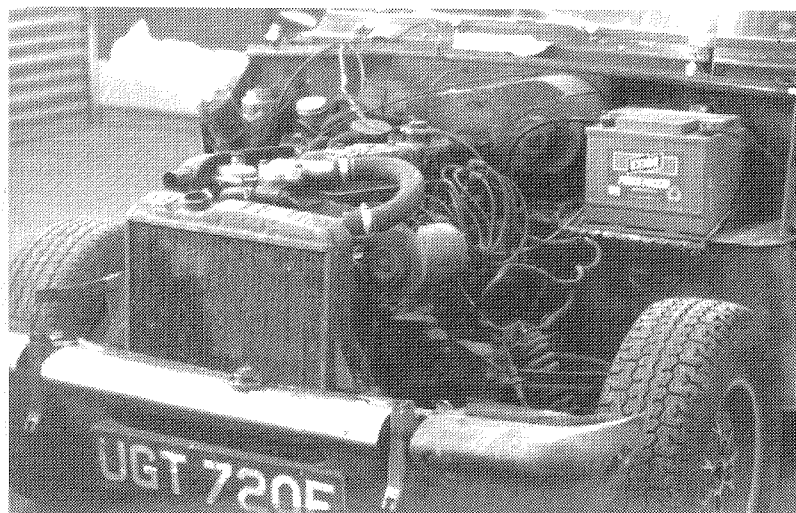
During this time, I was working as service manager at a Peugeot main dealer and much to the Managing Director's dismay, I had not one but two of my own cars taking up valuable space in his workshop empire. "What the hell" I thought, "lets make it three, what can he do about it".

Shortly after the gruesome find, negotiations had been

made, money and documents had changed hands and Mark's Vitesse joined my 13/60 Convertible and Herald 1200 V8 Special in the hallowed empire.

"No of course it won't be here long, yes of course I mean they won't be here long". Six months later the Vitesse was low-

The Article



loaded to a leaky council lockup and there she stayed for several years. Over this period she suffered the obvious corrosions and seizures, longing for love and attention and costing me £25.00 a month for the privilege.

A change of both job and career some years later, left me without a free of charge fully equipped dealer workshop facility, therefore also the luxuries which accompany one. My other Triumphs that shared the works' are another story, but the last

car left the company several months after I did, perhaps the MD was not so uncharitable after all, or just very unobservant.

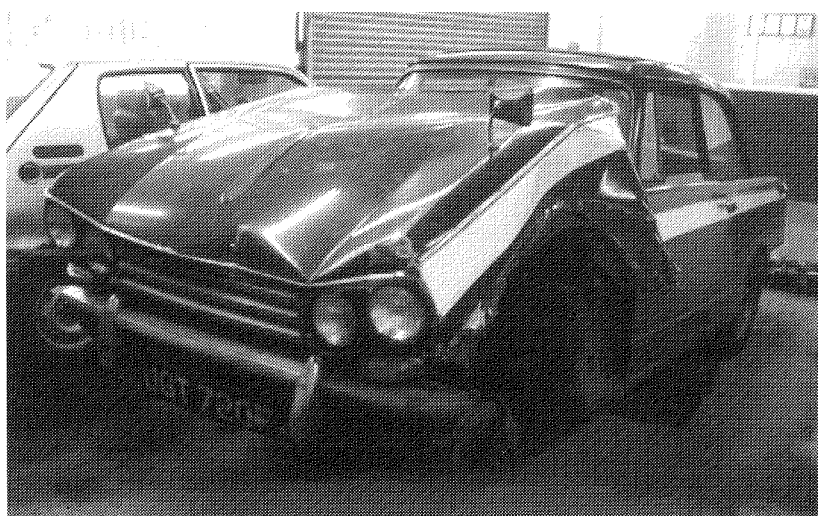
Cut to a Hampstead pub, Thursday night, five years

'spare' garage! Beer was bought, beer was drunk, conversations were turned to cars, the restoration of cars and the necessity for garages for the restoration of cars, more beer was bought and more beer was drunk. Several people woke up with sore heads the next day and my Vitesse was in Jim's garage the

later, four pints down!

'Are you sure, that's fantastic, really kind - what are you drinking?'

A friend had a word with another friend who happened to have an interest in old cars, a couple of old classics, an empty pint glass, a mighty thirst and a



following weekend.

The low loader arrived once again, the Vitesse was winched up, strapped down, we left the leaky lock-up at last and we were on our way to a new home. "From the way you described it, I expected her to be in far worse condition!" Jim declared as we



pushed the Vitesse into the old but newly cleared garage. The previous weekend had involved clearing the said garage of boxes, garden tools and furniture, in fact a skip-load of stuff which would prevent a garage from being used for the purpose for which they are built, which is of course that of restoring old

attention and getting the engine running along with other operations which had not previously been contemplated.

With somewhat hasty a departure from the surgery, accompanied with standing for

fully fitted workshop, the major chassis works had been completed, along with some of the body welding operations.

The installation of a replacement bonnet, GT6 Mk III wheels, new tyres, the consumption of much fast food and the stretching of friendship over many a long weekend by myself and yet another car enthusiast Mark, were also carried out. So now in its new home, I thought the Vitesse and I would enjoy a few months of quality time together. Months no, nearly two years yes.



Triumphs! The next two or three weekends involved cleaning all the debris from in and outside my old Triumph. The project itself now restored, continued with assessing works previously completed, now requiring further

quite some time, brought to the surface some repairs carried out several years prior to even Mark's ownership. During the glory days at the

Thanks again Jim.

Part 2
Next Month



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Hardness Test

By Chris Witor **ROCKWELL B Test on Six Cylinder Triumph Valves**

ORIGINAL VALVES

Stem Part Number	Application	Sample		Hardness
		Diameter MM	Seat	
122257	MKI 2000 inlet	33.1	56	
81122258	MKI 2000 exhaust	29.9	56	79
146128	MKI PI and MKII inlet	36.4	54	71
149658	Early PI large heat path exhaust	31.9	70	61
146084	MKII 2000 and PI exhaust to 1974	31.9	65	60
159872	MKII exhaust 1974 on	30.3	66	57
159873	MKII exhaust factory replacement for 159872	30.3	69	57

Note: MC 2000 valves had a Stellite faced tip, to reduce wear by the rocker.

SOME AFTERMARKET VALVES

Stem Brand Number	Application	Sample		Hardness
		Diameter MM	Seat	
Non/Plain	MKI 2000 inlet	33	45	47
EVM/B 28321	MKI 2000 exhaust	29.8	66	63
EVM 34333	MKI PI and MKII inlet	36.5	57	54
EVM 34560	MKII 2000 and PI exhaust to 1974	31.75	63	65
TRW 34657	MKII exhaust 1974 on (no longer available)	30.4	69	69
Non/Plain	MKII exhaust 1974 on (no longer available)	30.3	78	67
AE 34371	MKII exhaust 1974 on	30.2	57	60
TRW 34381	Early PI large heat path exhaust	31.9	72	59
AE 34560	MKII 2000 and PI exhaust to 1974	32	68	69

OBSERVATIONS

I have observed seat wear of the valve and head over the last few years and noticed far less wear to the seats when using the 30.3mm 159872 exhaust valve, from the late MKII on my hard used MKI 2000. I decided to have a selection of valves tested to find out why. As the chart shows, the MKI exhaust valve is 10 points softer than the 159872 MKII type. The combination of a soft valve on a soft head always gave a finely pitted worn appearance, and this was on 4 star petrol. Another observation is that a magnet will stick to the soft exhaust valves of the 2000 MKI, but not any of the MKII exhaust valves. A magnet also sticks to the inlet valves of both MKI and MKII. I believe the heads of these valves are made of EN52 steel. The MKII exhaust valve heads are made of AUSTENITIC (non-magnetic) 214N stainless steel, which are fairly good as an exhaust valve. The optimum spec exhaust valve for unleaded use are those with hard Stellite faced seat, which have a hardness of around 80 Rockwell B. A hard valve seat is relatively non-stick compared

to the softer valves, which reduces wear.

Stems

214N is particularly good at withstanding high combustion temperatures, but has poor scuff resistance, so the stems are hard chrome plated to prevent wear within the guides. I have seen some so-called performance valves made without chrome plated stems, with .005" wear on the stems of both the inlet and exhaust, after only 5000 miles use.

Exhaust valves

I have noticed that the larger early 146084 MKII exhaust valves (nominally 32mm) tend to recess their seat faster than the later smaller 30.3mm versions. One reason for this is that larger valves run hotter than smaller ones. Another reason is, I suspect the material specification of the later valves was further improved. Unleaded fuel was becoming an issue for overseas markets at the time. Given that smaller valves run cooler than large ones, and that a hot spot in the combustion temperature is a contributing factor to pinking, or even detonation. With the low octane rating of ordinary 95 RON unleaded petrol compounding the pinking problem, and LRP/super unleaded being priced out of the market, I would advise early PI and 2000 MKII owners to consider using smaller exhaust valves, easily



achieved when the head is being inserted. The head is also weakened more by boring to take larger inserts: 32mm valves uses 33mm inserts, 30.3 - 30.4mm valve uses 31.5mm inserts, my own spec 31.25mm Stellite faced valves and uses either 32 or 32.5mm inserts. As far as any theoretical power loss is concerned, I've heard of racing spec 2.5 engines turn out 220 BHP with the 30.3mm exhaust valves! A smaller exhaust valves allows a larger inlet valve.

Inlet valves

These are considered less of a problem, being frequently cooled by the incoming fuel air mixture. However, on my 2000 MKI head, I noticed that the 54 Rockwell STD MKII inlet valves I'd used had a considerable recess worn into them whilst the 66 Rockwell exhaust valves had virtually no wear. This was after about 80,000 miles, in this case alternating from 4 star to unleaded. Whilst it is probably not worth using

Stellite faced inlet valves, it is worth using 214N stainless for hard use, on unleaded petrol. For my current MKI gasflowed head I had some 36.6mm 214N MKII performance inlets reduced down to 35.5mm.

CONCLUSION

It was obvious that there was a gap in the market for some quality valves. The worst case being the after market NW 2000 inlet valve - the seat being 11 points softer than the original 56 Rockwell valve which had already proven too soft! And around 20 points softer than a 214N stainless equivalent.

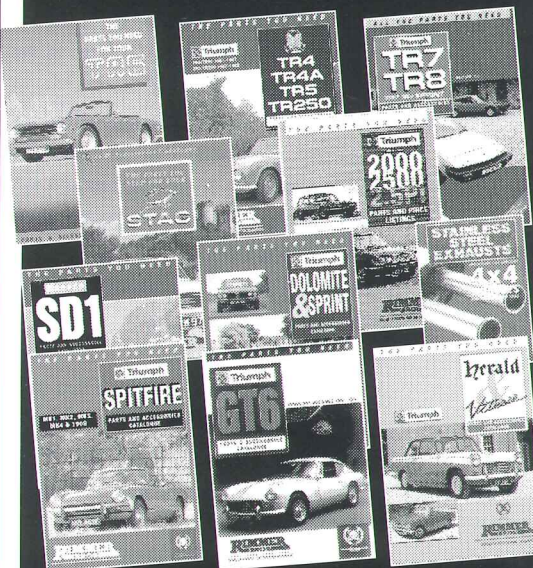
It seems that none of the main stream after market exhaust valves available in the UK have stellite faced seats. One leading brand valve manufacturer stated in its catalogue that their 30.3mm exhaust valves had a stellite seat, but when tested it was found to have a hardness of only 69 Rockwell B. These have now been discontinued.

This situation obviously leaves a lot to be desired. As a result, I have had a range of 6 cylinder valves made to my own specification. For more details on these, please contact me, **Chris Witor c/o Meadow View, Farthing Green Lane, Stoke Poges, Slough SL2 4JH, or best times to telephone 07000 2000 25 Mon-Fri 9.00 am - 1.00 pm, 1.30 pm - 6.00 pm, Eves: Tues and Thurs 7.15 pm - 8.30 pm. Away weekends. FAX 01753 664491**

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MK2	£93.94	£85.78	£34.02	£23.44	£170.38	£70.50 EACH	NCA	-	£68.56
MK3	£35.18	£88.13	£29.38	£23.44	£217.38	£217.38	£616.88	-	£58.69
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International Liaison Secretary

**British Winter
Survival - tactics and tips**

Report by Leon Guyot

Hopefully, you will have all survived the turn of the century, if you are reading this, and are now looking forward to the springtime, although we motorists up here in the cold northern hemisphere have several more months of winter weather to contend with until warmer temperatures return! I haven't heard much from any members since last month, so I thought I'd talk about driving your Triumph through the winter. Contrary to popular belief, this is eminently possible, whatever the drivers of modern cars may think or indeed say! (I once jump-started a new Volvo in a petrol station, at minus ten degrees celsius, with my then over 30 year old Herald) PHOTO ONE

Despite the fact that I elect to protect my

Vitesse by garaging it overwinter, there's much to be said for maintaining the health of your Triumph by keeping it permanently on the road.

It can be upsetting to watch your restored Triumph deteriorate in the onslaught from mud, water and road-salt, but neither is it very constructive to store it unused for months without protecting it before doing so. Remember that I am talking here about Britain, not Northern Canada. An English winter can be thoroughly unpleasant, but there will be

few occasions when your survival depends upon your car's ability to keep going. Anyway, you'll find that a little preventative maintenance now will not only stave off most, if not all, of the effects of that ice and salt, but will also pay dividends in terms of reliability. A car that won't start is arguably even worse than no car at all, so start by overhauling the ignition system. Renew the Sparking Plugs and High Tension Leads, Contact-Breaker Points, Distributor Cap, Rotor Arm and

Condenser - and, if you really want to be certain, The Coil too. Don't forget to check the ignition timing to ensure consistent cold starting. Make sure that your Battery is up to scratch now, not at six AM some dark February morning. Clean and grease the terminals with Petroleum Jelly, again fitting new leads if the old ones are even slightly suspect.



Fit a new Generator Belt and fit new Brushes, or a new Generator, if you are doubtful about the output. It's not a bad plan to fit new Starter Motor Brushes either, and again inspect the heavy supply leads. Change the Engine Oil and Filter, perhaps switching to a modern synthetic oil such as Mobil 1, with it's reduced viscosity at low temperatures, which allows elderly engines to turn more easily on the starter in cold weather. The Cooling System is just as important in winter as in the heat of summer. Test the strength of the existing Anti-Freeze with a Hydrometer; better still drain the system and refill it with a mixture of water and fresh good quality ethyl-glycol antifreeze in the recommended proportions. Check or again renew all hoses and clips, and look carefully for leaks from any joint faces. (Antifreeze is more 'searching' than plain water.) Older cars traditionally use different thermostats for summer and winter. Fit the correct one and you shouldn't require a radiator blind, (or aluminium foil), to help the engine warm-up quickly. **PHOTO TWO**

Some sort of engine pre-heater is useful if you can't garage your Triumph overnight, Kenlowe's Hot-start is recommended, it provides warm air for demisting and defrosting. At least park the car with the boot facing northwards and the radiator facing towards the warmer southerly

winds. It's vital to be able to see, and be seen at any time, but especially so during the winter. Clean every window, inside and out and fit new wiper arms and blades as required, making certain that they clear the screen without smearing. Heated rear windows can often be persuaded back into life if the filament is intact; check the wiring and switch



before you give up. Keep the screen washer bottle filled with a suitable anti-freeze/cleaning solution. Keep your exterior mirrors clean and demisted, Rain-X is very good for all exterior and interior glass.

Check and clean all lights and consider additional lighting if necessary. Older cars such as Triumphs often benefit from brighter headlamps, and while they may not do much for the car's originality, both high-intensity rear fog lights and hazard warning flashers have to be better than being the front car in a multiple pile-up. It is sensible to kit yourself out with some emergency equipment. A good jack and wheelbrace are essential, with a towrope, basic tools, jump leads, heavy duty gloves, for wheel changing, a warning triangle, a powerful torch, and even a sleeping bag and a spade if you live in a hilly or mountainous area where heavy

snow is commonplace. In these conditions you could carry snow-chains too, but do make certain you know how to fit them before you have to do it for real.

As for long-term survival of the car's structure, there's plenty you can do to minimise the effects of water and salt. Start now, by washing the underside of your Triumph with a high-pressure hose to shift mud and road dirt, letting it dry out thoroughly and then applying a generous layer of Tetrosyl or Waxoyl both to the outer surface of the metal and to any closed box sections, such as chassis members and inside the doors and all wings.

An air-compressor and a paraffin gun are far more effective than the spray supplied. Repeat the washing process of both the paintwork and underside, as often as possible through the winter. Spray on more waxoyl or

similar and WD40 as often as you can, and remember periodically to inspect all the hidden areas under carpets and behind trim panels for signs of water leaks which will quickly destroy both trim and metalwork. You can cover the back of your door trim panels with thin plastic sheet to protect the board from unavoidable water ingress causing warping. Protect your Alloy, Chrome or Wire Wheels by smearing them with Vaseline, sure they will soon look awful, but they stay protected from corrosion, and come spring it just wipes away! It can also be used on all other brightwork to very good effect.

Finally, it is a good idea to have a reserve

supply of fuel, as is membership of a vehicle recovery scheme, and if you have a mobile-phone or access to one, take it along for the ride! That lot should get you and your Triumph safely through the snow and ice, so you can enjoy your car into the First Spring of 2000 and beyond!

PHOTO THREE.

Further to the above, I have recently experienced some problems with a Lucas battery which after almost exactly three years has started to deposit sulphuric acid onto the bulkhead of my car, this has

resulted in minor paint damage, which thankfully I managed to catch, just in time.

This got me thinking about obtaining a better battery for my Triumph, and in the course of my investigations, which are continuing, I came across the following on the internet. I include it here as I felt it would perhaps be useful to members



and may even prevent some deterioration of their Triumph cars, yes I know this is intended for Miata owners, but nonetheless, do Triumph owners really want corrosive sulphuric acid spilling onto their cars? I think not.

The Miata (Mazda MX-5 in the UK) Battery By Anthony Wilde
- NevadaBob@Miata.net
(Courtesy of the San Diego Miata Club)

The battery in automobiles today is not far removed from the first lead-acid storage batteries developed in 1859 by Gaston Plante for use in

telegraph equipment. An electrochemical process between the lead, lead dioxide and an aqueous solution of sulphuric acid, is constant. What has changed in the intervening years is the technology applied to better materials and advanced production methods.

If you knew about battery maintenance in 1947, the same procedures would be valid on automotive batteries in 1997. The liquid electrolyte, sulphuric acid, must be maintained by addition of water to replace the liquid that is

boiled off during the charge and recharge cycles of normal use. The inevitable spill of acid on or around the battery would have to be cleaned to prevent corrosion of the metal. The battery posts would periodically need to be wire-brushed and cleaned to remove the corrosion present there as well.

Of course we do have maintenance-free batteries now, but the maintenance still seems to be required, and if you get 3 years on a car battery that seems pretty good. If you leave the lights on, or the battery doesn't want to crank the car over, just throw it on the battery charger for an hour or jump start the car and drive it around for a while. If that doesn't work, toss in a new one.

Along comes the Miata, and things change. As retro as the Miata was intended to be in styling,

the electrical problems that were common in the British roadsters of days past, were not in the plan. Since the Miata was meant to drive, and not to work on, the battery had to be just as reliable as the rest of the car.

In a normal lead-acid battery, the electrolyte is sulphuric acid in sufficient quantity to cover the lead plates in each battery cell. This type of battery is referred to as a wet or flooded cell battery. The main drawback to this type of battery is the continued maintenance and possibility of spillage of acid during maintenance or an accident.

About 1958, attempts were made to immobilise or fix the electrolyte in the cell of the battery using various methods. One of these was to use silica gel to bind the water present in the electrolyte solution into a jelly. Just imagine a battery full of cherry Jelly. These type of batteries are used in many applications and are referred to as gel cells.

For the record, the Miata battery is NOT A GEL CELL.

In 1985, when the Miata was taking shape in Irvine, a new battery technology was being used in military aircraft. The paramount considerations of power, weight, safety, and reliability were the selling points of this new type of battery. The new technology was AGM or Absorption Glass Mat. This technology was an evolution of previous battery technologies,

including gel cells.

In AGM sealed batteries, the acid is absorbed between the lead plates and immobilised by a very fine fibreglass mat. This glass mat absorbs and immobilises the acid while still keeping the acid available to the plates. This allows fast reaction between the acid and plate material. The intimate relationship of the electrolyte-filled mat and the lead plate, allows the construction of a smaller battery, using less electrolyte and metal plates. This means a smaller battery with nearly equal power ratings to a wet-cell battery of larger size and weight.

This Miata battery uses the AGM technology and is manufactured by the Panasonic battery division of Matsushita Battery Industrial of Japan. The Panasonic battery can only be purchased through Mazda dealers.

A replacement battery is also offered by a company in Anaheim, California, virtually in the shadow of Anaheim stadium. WestCo, offers a battery of the same AGM technology as the stock battery.

The WestCo battery has a rating of 475 cold cranking amps (CCA) to the stock batteries' 440 CCA. As far as capacity, the WestCo is 35 amp hours vs the stock 32.

The Panasonic battery is vented to the outside of the trunk through a small rubber hose. This vent removes the hydrogen gas that can accu-

mulate inside any battery during use. The amount of hydrogen developed during the use of an AGM battery is quite small when compared to a wet-cell battery. The WestCo battery does not have any vent, as it is sealed. WestCo claims the gas generation is so small, that venting is not required. These batteries are best charged slowly at between 0.5-1.0 Amps for 18-24 Hours.

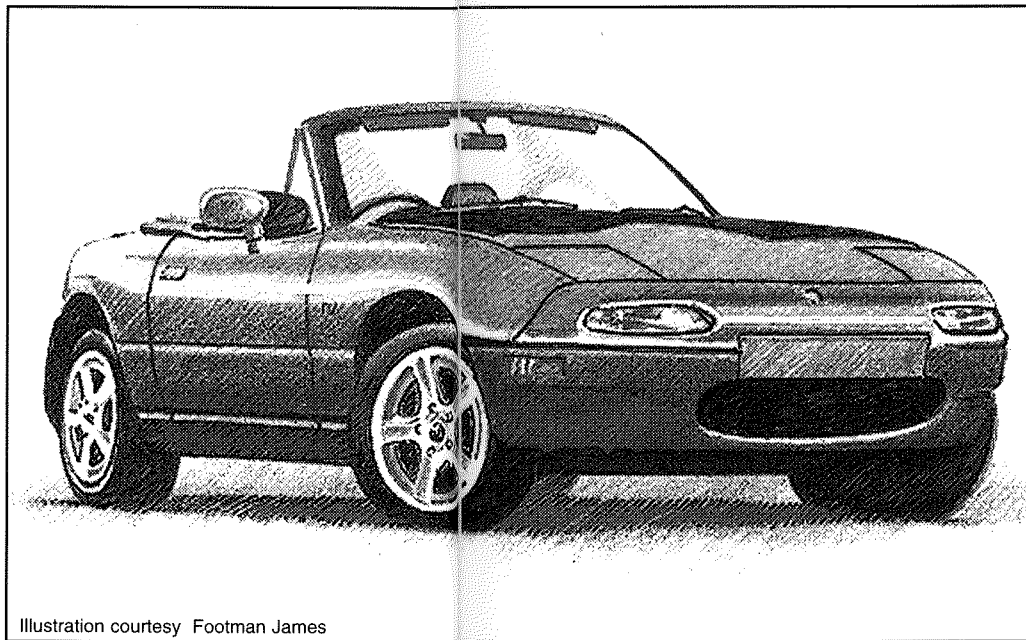


Illustration courtesy Footman James

The only real difference in the two batteries is price. The Panasonic battery can be obtained for about \$129 at Mazda dealers. Due to the original classification of this battery for shipment, it can not be shipped via UPS.

WestCo sells their battery through many of the vendors of Miata accessories, such as Dealer Alternative and Imparts. They also sell the battery direct through their Anaheim facility. For \$84.95, the WestCo battery is very enticing.

The only real difficulty with the WestCo battery is the terminal posts. The posts are reversed, as to polarity, when compared to the Panasonic battery. This will cause an interference with some aftermarket power antennas, due to the length of the battery cables, so check with

WestCo first. Several club members use the WestCo battery with no problems.

How will you know if you need a new battery? With most cars, a jump start and driving around will bring a low battery back. Try that with a Miata and chances are you will think the battery is history. Not so fast!!

One of the differences with the AGM battery compared to the wet-cell battery is the recharge

rate. That is, how fast you can put energy back into the battery. With a wet-cell battery you can "quick charge" it at about 20 amps or more. Usually this is when you would boil the electrolyte right out of the battery. The AGM batteries require a lower charge rate, for a longer time period. If your battery will not crank the engine, you should charge the battery at a rate of 1 amp or less for 18-24 hours. If you try and charge it like a wet-cell battery, you will destroy the battery. Those of us who enjoy our Miatas everyday-it's our only car-usually don't have a problem with the battery going flat, unless we leave the lights on. Those who only get the opportunity to drive their Miata on weekends sometime will encounter a low

charge on the battery. This is due to the constant electrical load, known as dark current, on modern automobiles. The memory for the clock, radio stations, engine computer all take small amounts of power from the battery. Those who add alarm systems, etc. might have a greater dark current than stock.

WestCo has a small battery charger for the Miata for those who drive their car infrequently. The EZ-12R is a 2 amp charger that will automatically maintain the charge in the battery. The advantage of this charger is you can leave it plugged in and it will not over-charge the Miata battery.

Some people might think that the easier solution would be to put a conventional wet-cell battery into the Miata. Indeed there are battery manufacturers who sell wet batteries for our beloved roadster. Before you go down this road, consider the dangers involved.

The generation of hydrogen gas in a wet-cell battery is much greater than in the AGM battery. Even those batteries that are vented still have the problem with all that liquid in the trunk. The potential for

corrosion in this area is very great. Battery acid on your luggage and clothing would not be too cool either. In a rear end collision, the potential for the battery to crack open and spill, or possibly explode, should not be discounted. When you consider the cost of a good wet-cell battery is nearly that of the WestCo battery, the justification for putting a wet-cell battery in the Miata really makes no sense. It is false economy.

Some manufacturers are even pushing wheelchair batteries for replacement in the Miata!

I really don't think I like the connection.

Overall, the original Miata battery and the WestCo replacement are quality products that fit the Miata like a string-back driving glove. This is the first car I have owned where the only battery maintenance I perform is to dust the top of the battery every year. Several club members have batteries that are 6 or more years old that are still performing well. When you factor this into even the non-discounted price of the Panasonic battery.

Incidentally, I am not recommending the WestCo battery here, as it is not a proper Gel-Battery, but as I said above, my investigations into a suitable modern (non-concours-original) battery continue, and I will be able to report on that by next month. Take Care out there.

Léon

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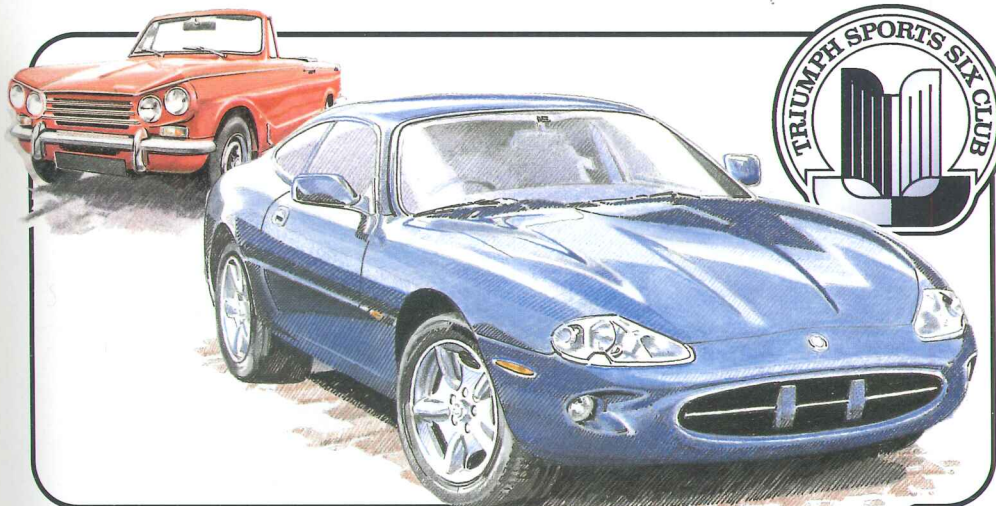
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