

Herald Vitesse SPITFIRE GT6

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over a period of time, it becomes a classic.

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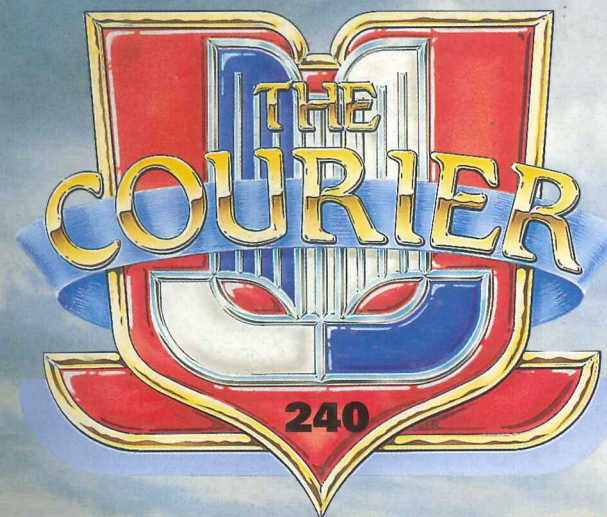


RIMMER BROS

SEE OUR LISTINGS AD
INSIDE ON PAGE 72/73.

Rimmer Bros, Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA, England.
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AS WELL AS HERALD, VITESSE, SPITFIRE AND GT6, WE ALSO SUPPORT TR4/TR4A/TR5/TR250, TR6, TR7/8, STAG, 2000/2500/2.5PI, DOLOMITE (INC SPRINT) AND ROVER SD1.



JUNE 2000



Unleaded Heads



**P&P
£20.00**

The TSSC has taken a big step forward to ensure the survival of the Triumph marque well into the year 2000 and beyond, by securing a package for members that will enable us to supply unleaded cylinder heads and engines for your club car.

Standard Heads

HERALD 1200	SPITFIRE MK1/2/3	BOND	£205.00 inc VAT plus £60.00 surcharge
HERALD 13/60	SPITFIRE MK4/1500		£205.00 inc VAT plus £40.00 surcharge
VITESSE 1600/ Mk1	GT6 MK1		£375.00 inc VAT plus £120.00 surcharge
VITESSE Mk2	GT6 MK2/3	BOND	£295.00 inc VAT plus £120.00 surcharge

All heads are fitted with hardened exhaust valve seat inserts, special quality valves, new valve springs, and modified valve guides to increase lubrication and extend life.

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Available for the cars below, polished and ported to stage 2 specification. Fitted with new valves, valve springs and bronze valve guides, together with hardened valve seats to enable running on either leaded or unleaded fuel. Giving a noticeable improvement in power and free revving.



**P&P
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.240 Vol 20. JUNE 2000
Price £2.25 Free to Club Members.

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

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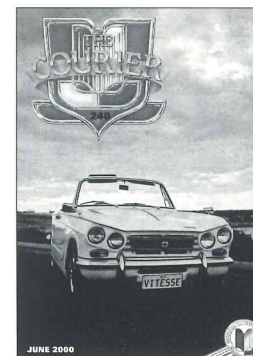
COUNCIL MEMBERS 2000

David Aspinall, Annis Green, Chris Gunby,
Léon 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
Graham McFayden's
Vitesse, Perth
Western Australia

Photo By
Mac Reynolds

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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

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.
CONTACT JOE: 01493 728764

SUNDAY AUGUST 13 2000

SUNSHINE RALLY
STANFORD HALL LEICESTERSHIRE
CONTACT CHRIS: 01509 814456

REGIONAL EVENTS

SATURDAY/SUNDAY 3/4 JUNE 2000

SOUTH YORKS AREA CAMPING WEEKEND
PICKERING CLASSIC CAR RALLY
CONTACT: SOUTH YORKS A.O'S

THURSDAY 8 JUNE 2000 6.30pm

TRIUMPH MEGAMEET AND CLASSIC CAR
GATHERING, MARKET DRAYTON. SHROPSHIRE
CONTACT: MARK 01743 350074

FRIDAY/SUNDAY 9/11 JUNE 2000

NEWBURY AREA CAMPING WEEKEND
IN WEST SUSSEX
CONTACT: SOUTH NEWBURY A.O'S

SUNDAY 11 JUNE 2000

AVON AREA CLUB STAND
ASHTON COURT SHOW, BRISTOL
CONTACT: COLIN 01179 691322

FRIDAY/SUNDAY 16/18 JUNE 2000

BREAN BEACH PARTY
CONTACT: COLIN 01179 691322
OR SEAN 01278 421628

SATURDAY/SUNDAY 17/18 JUNE 2000

BANBURY AREA'S CANALS & CLASSICS
CONTACT: CLAIRE 01280 814928 - EVES
OR 0973 667221 - DAYS

SUNDAY 18 JUNE 2000

HANTS & BERKS AREA CLUB STAND
BASINGSTOKE MOTORING CLASSIC
CONTACT: BOB 01256 410192

SATURDAY/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 DON: 01246 278149

FRIDAY 30TH JUNE SUNDAY 2ND JULY 2000

LINCOLNSHIRE OPEN WEEKEND
MALTBY-LE-MARSH
CONTACT DAVE 01529 45561

SUNDAY 2 JULY 2000

11th ANNUAL DALES RUN AND BARBECUE
60 MILE CONVOY RUN THROUGH THE DALES
CONTACT GEORGE 01977 791718

SUNDAY 9 JULY 2000

NEWBURY AREA CLUB STAND
NEWBURY CLASSIC CAR SHOW
CONTACT NEWBURY A.O.'S

SATURDAY/SUNDAY 8/9 JULY 2000

DEVON AREA CLUB STAND
POWDERHAM HISTORIC RALLY
CONTACT GORDON 01392 668577

FRIDAY/SUNDAY 11/13 AUGUST 2000

NORTH EAST AREA
14TH ANNUAL CLASSIC & CAMPING WEEKEND
BEAMISH - NORTH OF ENGLAND
OPEN AIR MUSEUM
CONTACT TONY 0191 5870933

FRIDAY/SUNDAY 1/3 SEPTEMBER 2000

19TH ANNUAL NORTH YORKS MOORS
CONCOURS & CONVOY ROSEDALE ABBEY
CONTACT JUDY: 01904 656095

SUNDAY 3 SEPTEMBER 2000

W.A.C. WORCESTER AREA CONCOURS
AVONCROFT MUSEUM OF BUILDINGS
CONTACT IAN 01452 618113

CLASSIC CAR SHOWS

(CLUB INVITED)

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 25 JUNE 2000

BEXLEY & BROMLEY PAGEANT OF MOTORING
DANSON PARK, BEXLEYHEATH, KENT.
REDUCED PRICE ADVANCE TICKETS

SUNDAY 2 JULY 2000

TRIUMPH MARQUE DAY -
HERITAGE MOTOR CENTRE, GAYDON, WARCS

SUNDAY 26 NOVEMBER 2000

TRIUMPH SHOW AND SPARES DAY
SANDOWN PARK, SURREY. J10 - M25

OVERSEAS EVENTS

SUNDAY - SUNDAY 2 - 9 JULY 2000

CAPE TO CAPE CHALLENGE NORWAY TO
SPAIN. CONTACT 01252 837414

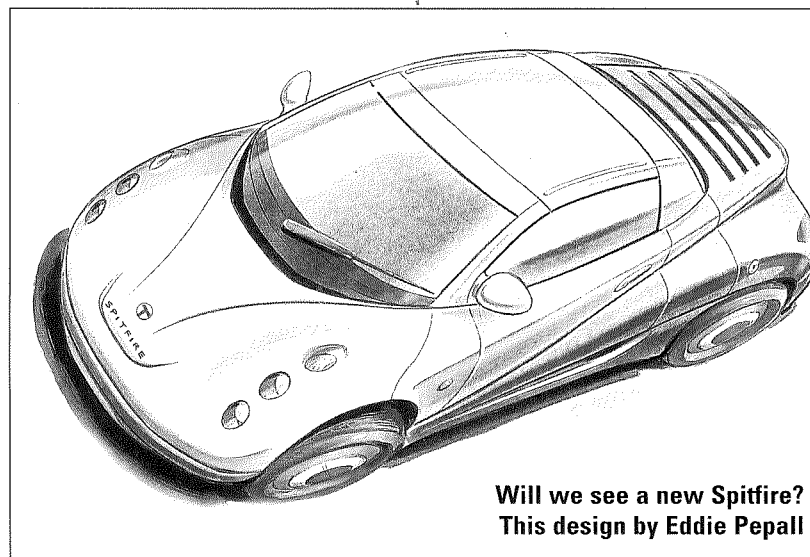
Comment

by Bill Sunderland

Are we to loose British cars (forever)?

What turmoil the U.K. car manufacturing industry is in, continuing to rock with further announcements from BMW and Phoenix on the future of Rover. Many of you must have read with fascination the tactics of BMW. The stunning news for us was John

scope for diversion and BMW must have sussed his comments, the latest news is all names on the table re. MG, Austin Healey, Riley etc. but now BMW refuse to include the Triumph name. In other words in the 70's we caned BMW cars with our Triumph models, I think BMW worries that if the built here in the U.K. Who is successful at building cars in the UK? well our largest British owned is T.V.R. followed by Malaysian owned Lotus, then British owned Morgan - oh! I'm stretching the point, they just all happen to be sports cars, I think John Towers has some great ideas,



Will we see a new Spitfire?
This design by Eddie Pepall

Towers (Phoenix) comments of the new name for Rover (Triumph) and his secret weapon, a new Triumph Spitfire. This man with acres of experience with Rover and the motor industry can see with crystal clear vision that British Leyland's most successful brand and reputation was Triumph. He must be Rover's best bet to keep manufacturing of British cars alive. There is

Triumph name returns, it would harm them. I cannot think that BMW would use the Triumph name. With all this movement, relocation and rationalization in manufacture, BMW, soon maybe Ford, but again not many Fords will continue to be news that is breaking for 2001:- Standard Triumph European Rally, which will take place in the U.K. next May, full details next month. Just go and enjoy your Club car in whatever corner of the world you live.



TSSC NEWS *Review*

**Your monthly round up of all
News of a Triumph nature**

S.T.E.R. Standard Triumph European Rally 2001

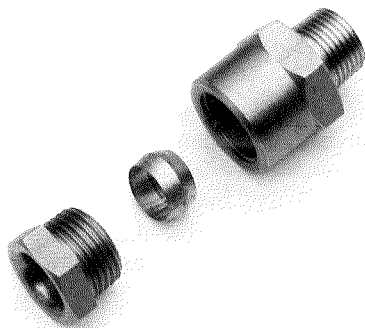
Will take place somewhere in the UK on
Saturday/ Sunday 26th/27th May 2001

It is expected to be at a holiday park somewhere
in the Southeast of England near as near to the
Channel Ports as we find.

More news when we have it.

Mike Crewes
STER Manager

Chris Witor Stainless parts



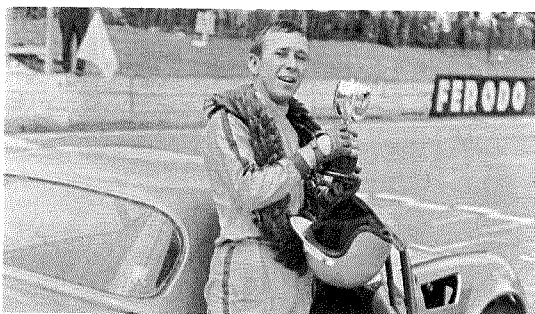
Now available are the following - Adaptor,
water pump to impeller housing, to return pipe
replaces OE No. 101343 @ £5.29 each.

Nut replaces OE No. 101302 @ £2.94 each and Brass Olive, OE
No. TL 0011 @ £0.35 each.

These fit all four and six cylinder cars in the TSSC range, as well
as 2000/2.5, TR5/6 and 1300/1500. These are all available from
Chris Witor, prices include VAT and postage is £1.18 per order.

Telephone 07000 2000 25

Peter Cox



The sad news of the death of ex Triumph Competition Dept
Workshop manager Peter Cox has reached us. Peter served his
apprenticeship at Triumph going on to work on the specially
prepared Le Mans works Spitfires. His interest in Competition
Spitfires did not end there as he purchased the former Valerie Pirie
Spitfire in its familiar Borneo Green colours from the Sterling
Moss team in 1966 and went on to compete with great success.
He won the Dixon Trophy at Crystal Palace outright as the picture
above shows. Later he rolled the car during practice at Oulton
Park but along with his great friend Peter Clarke - they rebuilt the
car in five weeks. Peter helped many enthusiasts over the years
with his knowledge and enthusiasm and will be sorely missed by
his Triumph colleagues and friends.



HQ OPENING TIMES **JUNE - OPEN AS USUAL**

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY - 10TH 9AM - 4PM

SATURDAY - 24TH 9AM - 4PM

JULY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY - 8TH 9AM - 4PM

SATURDAY - 29TH 9AM - 4PM

**PLEASE NOTE: TSSC HQ IS CLOSED ON
FRIDAY 14TH JULY WHILE WE ATTEND
THE INTERNATIONAL AT STAFFORD**

Advance Orders for TSSC International Weekend Stafford Showground 14/15 July

Advance Orders for Collection at the show are now being taken.
Ring 01858 434424 or Fax 01858 469693 to place your order
Orders for non-stock items / special order products (Heads,
Seats, Paint etc.) will need to be made at least three weeks in
advance to ensure delivery at the show.



5%
Discount

Save £££s by Ordering Early

Members placing advance orders
and making payment in advance will
automatically receive a 5% Discount
on their order



Cop Shop



Continuing from last month's Cop Shop, here is an extract of legislation that applies to Convoys.

by Mike Crewes

Since 1986 convoys have been covered by Legislation under the Public Order Act 1986. I suggest that anyone considering a convoy of any type read this very carefully. The Legislation is not intended to stop events such as convoys but to keep a check on them, particularly if disorder is likely. I have never known a convoy end in disorder, so as you can see the Legislation is aimed at disruptive processions rather than fun runs such as convoys.

Section 11

(1) Written notice shall be given in accordance with this section of any proposal to hold a public procession intended: (b) to publicise a cause or campaign, or (c) to mark or commemorate an event unless it is not reasonably practicable to give any advance notice of the procession. (Note: I suggest that it is always practicable to give advance notice).

(3) The notice must specify the date when it is intended to hold the procession, the time when it is intended to start it, its proposed route, and the name and address of the person, or the persons, proposing to organise it,

(4) Notice must be delivered to a Police Station: (a) in the Police area in which it is proposed the procession will start, or

(b) where it is proposed the procession will start in Scotland and cross into England, the first Police area on England on the proposed route.

(5) If delivered less than six clear days before the date when the procession is intended to be held, the notice may be delivered by post, by the Recorded Delivery Service; but Section 7 of the Interpretation Act 1978 (under which a document is sent by post if deemed to have been served or posted and to have been delivered in the ordinary course of post) does not apply.

(6) If not delivered in accordance with subsection 5, the notice must be delivered by hand not less than six clear days before the date when the procession is intended to be held or, if that is not reasonably practicable, as soon as delivery is reasonably practicable.

(7) Where a public procession is held, each of the persons organising it is guilty of an offence if:

(a) the requirements of this Section as to the notice have not been satisfied, or

(b) the date when it is held, the time when it starts, or its route, differs from the date, time or route specified in the notice.

(8) It is a defence for the accused that he did know of, and neither suspected nor had reason to suspect, the failure to satisfy the requirements or (as the case may be) the difference of date, time or route.

(9) To the extent that an alleged offence turns on a difference of date, time or route, it is a defence for the accused to prove that the difference arose from circumstances beyond his control or from something done with the agreement of a Police Officer or by his direction.

Section 12

(1) If the Senior Police Officer, having regard to the time or place at which and the circumstances in which any public procession is being held or is intended to be held and to its

route or proposed route, reasonably believes that: (a) it may result in serious public disorder, serious damage to property, or serious disruption to the life of the community, or (b) the purpose of the persons organising it is the intimidation of others with a view to compelling them not to act as they have a right to do, or to do an act they have a right not to do. He may give directions imposing on the persons organising or taking part in the procession such conditions as appear to him necessary to prevent such disorder, damage, disruption or intimidation, including conditions as to the route of the procession or prohibiting it from entering any public place specified in the directions.

(2) In subsection 1. 'the Senior Police Officer' means: (a) in relation to the procession being held, or to a procession intended to be held, or to a procession intended to be held in a case where persons are assembling with a view to taking part in it, the most senior rank of the Police Officers present at the scene, and (b) in relation to a procession intended to be held in a case where paragraph (a) does not apply, the Chief Officer of Police.

(3) A direction given by a Chief Officer of Police by virtue of subsection (2)(b). shall be given in writing.

(4) A person who organises a public procession, and knowingly fails to comply with a condition imposed under this section is guilty of an offence, but it is a defence for him to prove that the failure arose from circumstances beyond his control.

(5) A person who incites another to commit an offence under subsection 5 is guilty of an offence.

Section 13

(1) A person who organises a public procession the holding of which he knows is prohibited by virtue of an order under this section is guilty of an offence.

(2) A person who takes part in a public procession the holding of which he knows is prohibited by virtue of an order under this section is guilty if an offence.

(3) A person who incites another to commit an offence under subsection 8 is guilty of an offence.

Well there you have it. I can't see too many problems, if the proper notification is given. The convoy organiser is now responsible in Law for the convoy. If all the members of your convoy stick to these guidelines you will have a safe and enjoyable convoy. If only one member does not, the whole

convoy becomes in danger. Convoys run properly are extremely good fun, I hope that the preceding information has helped you to have some fun whilst convoying.

HAPPY CONVOYING

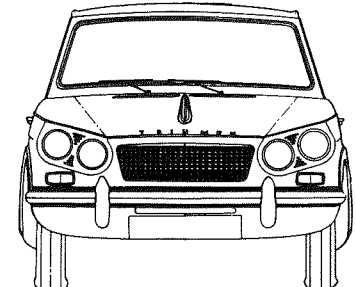
Cop Shop

If you have a query or topic on Road Traffic Legislation, why not write to: Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN. Replies require a stamped addressed envelope, or email: mikecrewes@compuserve.com

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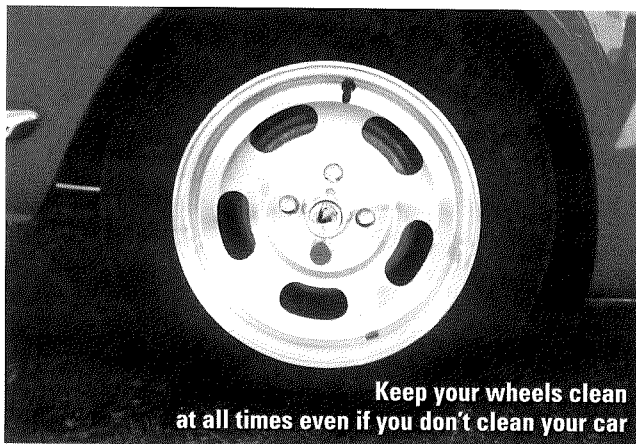
Alloy Wheel Options

By Brett Dennis

So you have restored your Spitfire and it looks very handsome.

TRIUMPH Spitfire I - II - III

But one thing is amiss - a nice set of alloy wheels would set it off a treat. You can't afford a new set as you have spent nearly all your money on the restoration, so a secondhand set is the next best thing. But will that set you just saw at the



Keep your wheels clean at all times even if you don't clean your car

Autojumble fit? The seller tells you they will but how can you be sure? Are they too wide? Will they fit on the studs? Can you get lug nuts to fit? Here is some information to help you decide.

COSMIC CHROME NUT APPLICATION LIST

The wheel-brace required to fit these Custom-Nuts may not be the same size as the one supplied with your car, please check. Custom-Nuts should be checked for tightness after the first 100 miles and at frequent intervals thereafter. IF IN DOUBT PLEASE CHECK WITH THE SUPPLIER.

Part No.	Fitment List	Thread
015/1	JAGUAR/DAIMLER (steel wheels only). MG, MGB/MGC. SAAB 99, 900. VOLVO 240, 260	1/2" UNF
015/2	AUSTIN MORRIS Oxford, A55, A60, Allegro, Maxi, 1100, 1300, Princess 1700, 2200, Ambassador. TRIUMPH 2000, 2.5, Stag. TR4/5/6. CHRYSLER Hunter Series. FORD Anglia, Corsair, Escort to 1975, Capri Mk1 and II, Zodiac, Zephyr. Ventora Mk1 and II. ROVER 2000, 2200, 3500 (not SDI).	7/16" UNF
015/3	TALBOT (CHRYSLER) Avenger, Sunbeam. HONDA Civic, Accord (up to 1982). SUBARU. VOLVO 343, 345. DACIA Denem. SUZUKI Jeep. DATSUN-NISSAN.	12 mm x 1.25 mm
015/5	MORRIS 1000, Minor (with O/E Steel Wheels). LEYLAND Marina, Ital, Midget (with Rostyle Wheels). TRIUMPH Herald, Vitesse, GT6, Toledo, Spitfire, Dolomite. LOTUS Seven, Europa. AUSTIN/ROVER Metro (up to 1991)	3/8" UNF
015/6	LEYLAND/ROVER Mini (all models with O/E steel wheels fitted)	3/8" UNF
015/10	ALFA ROMEO 2000, Alfetta (Cosmic Wheels). BMW 1600, 2002, 1502, 2500, 2800, 3.0. FORD Cortina Mk1, IV and V; Capri MkII, III, IV, Escort (1975/80), Consul, Granada, Taunus 17, 20, Sierra. FORD Escort, Orion, Fiesta (1991 on). COLT Galant, Lancer, GTO, Celeste, Sigma, Sapporo. ISUZU. MAZDA 1500, 1800, 121, 323 (1982 on). OPEL Kadett, Rekord, Olympia GT, City, Manta, Ascona, Commodore, Diplomat, Monzam Senator. TRIUMPH TR7 (Cosmic Wheels only). TOYOTA 1000, Corolla, Corona, Carina, Celica, Starlet, Crown. VAUXHALL Victor (FE Series), Chevette, Cavalier, Carlton (to 1980), Ventora MkIII, VX 4/90 (FE Series), Royale, Royale Coupe. ROVER 2300, 2600, 3500 (SD1), 213, 216. TRIUMPH Acclaim. HYUNDAI Pony, Stellar. HONDA Civic (1980 on), Accord, Quintet (1982 on). ROVER Maestro, Montego. VOLVO 740, 760. DAIHATSU Fourtrack.	12 mm x 1.5 mm
015/20	RENAULT 5. SUZUKI Alto, Swift.	10 mm x 1.25 mm

PCD

The bolt pattern is the diameter of an imaginary circle drawn through the centre of each bolt hole, whether it is four-bolt, five-bolt or six-bolt etc. This diameter is called the pitch circle diameter and is how wheels are usually described in lieu of specific vehicle applications.

Backspace

The backspace is the distance from the mounting surface or bolt up face back to the rear edge of the rim, used to check for clearance of inner suspension components.

COSMIC SLEEVE NUTS

Part No.	Thread	Shank Dia	Shank Length
6A	3/8 UNF	.625"	
6AB	3/8 UNF	.59"	
6M	3/8 UNF	.64"	
6L	3/8 UNF	.625"	
163.6A	3/8 UNF	.625"	.800"

ensure proper fit. The offset is the distance measured from the backface to the centre line of the wheel. A positive offset is achieved when the backface is found towards the front of the wheel relative to the center line. When the backface is located beyond the centre line in the direction of the back of the wheel, a negative offset is

paramount importance when fitting a new wheel as an incorrect offset may not only affect your vehicle's handling capabilities but will probably make it unsafe and illegal to drive.

Fitting

1. Before fitting always inspect the stud and lug threads and clean if necessary. Do not lubricate the threads but ensure they are free from corrosion. Use a wire brush to remove rust. If the stops are corroded or the threads are



They don't come much better than this

Wheel Offset

Wheel offset together with the wheel diameter and width, is an integral dimension and has to be ascertained correctly to

achieved. When the back face and the centre line are on the same plane, the wheel has a zero offset. The correct offset is of

stripped, replacement will be necessary.

2. Offer the wheel up to the hub/drum to ensure correct fit.

3. When your new wheel is placed on the studs, you will notice an apparent looseness of

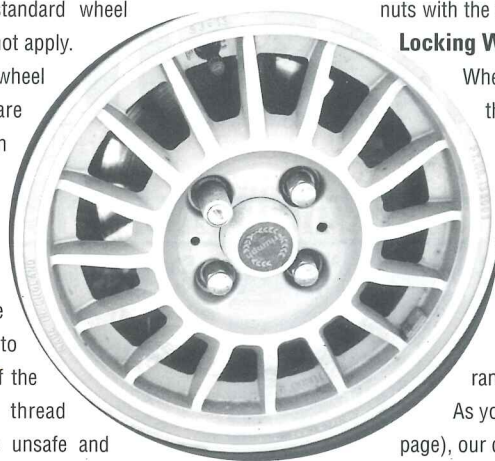
fit until the lug nuts are applied. If your new wheel takes standard wheel nuts, this will not apply.

4. When new wheel or lug nuts are being used, run up by hand and check fit. **N.B.** The lug nut engagement must be at least equal to the diameter of the thread. Less thread engagement is unsafe and can cause a loss of lug nut torque.

N.B. Do not allow the lug to bottom out on the stud or brake drum. This is an extremely dangerous occurrence as the holding torque is independent and not actually attached to the road wheel.

5. Lug nuts or sleeve nuts as they are sometimes called, should be applied and tightened in a star or criss-cross to ensure uniform pressure and alignment.

6. The use of an impact wrench is not advisable due to the possibility of irregular tightening, thread stripping and inaccurate torque force. Also, use of this tool will often mar the appearance of some wheels causing a circular abrasion where the wrench touched the wheel surface. A thin walled socket or tube spanner from the tool pouch are standard



equipment to ensure correct fitting. Progressively tighten the wheel nuts with the car on the ground.

Locking Wheel nuts are a good choice

When buying secondhand alloy wheels, usually they come without wheel nuts. This is not a problem with Cosmic, Minator wheels etc, as they have serrated steel inserts to take standard type wheel nuts. But for alloys made by Alcan (who made the Le Mans pistons), Alley Cat etc., these need sleeve or lug nuts which can be hard to find.

Cosmic Automotive still make a very wide range of new chromed wheel nuts.

As you can see from the application list (previous page), our cars take 3/8" UNF nut. Cosmic manufacture

five sleeve nuts with 3/8" UNF thread. So you have a very good chance of finding a suitable nut. If all else fails, you can drill out the wheel fixing holes to suit the nuts, which is what we have done in the past but you must use a pillar drill and it's not a job I recommend. To fit the late MG Montego 15" alloys, the wheel studs would have to be enlarged to 7/16" UNF studs of TR4/5/6 etc. to take the larger sleeve nuts. Can this be done and is it safe?

What's the best width tyre for my Spitfire? This is a question that I am asked from time to time. This all depends on the width of your wheels. The size is usually stamped on the rim somewhere.

We have tried all sorts of different tyre sizes over the years and have found that 155 and 165 tyres are wide enough. Anything over these and the cars handling is reduced.

If you are going to an Autojumble and are looking for a set of alloys, see if you can lay your hands on an old rear hub and take it with you to check the PCD. Also, inspect the wheels very carefully for any cracks or chunks missing.

Good luck

Michelin 'Classic' 80 and MXT80 Energy series tyres Car tyre dimensional data for 13 inch wheels

Tyre size	Static laden radius (mm)	Calculated rolling circumference (mm)	Preferred wheel rim width (inches)	Minimum permitted rim width (inches)	Maximum permitted rim width (inches)
135/80 R13	252	1670	3.5	3.5	4.5
145/80 R13	258	1715	4.0	3.5	5.0
155/80 R13	265	1760	4.5	4.0	5.5
165/80 R13	269	1810	4.5	4.0	5.5

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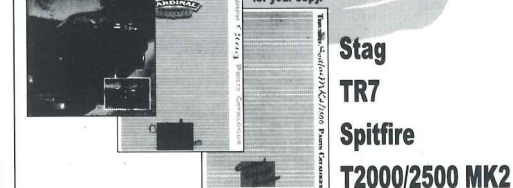
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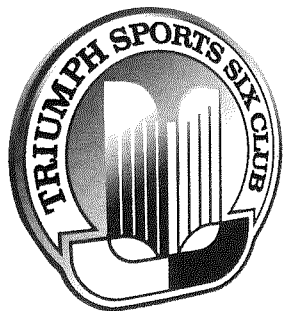
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Uncanny Coincidence

By Derek Giles

The first car featured this month is Paul Barlow's Valencia Blue Estate.

TRIUMPH Herald 13/60 Register

That was last in the column in April '98. What's it doing here again I hear you say? Well, since then Paul has found out a few more facts that I thought might be of interest to you.

the car was taken out of the Country within 6 months, there was NO Purchase Tax (a long forgotten/or now hidden way of taxing us) to pay. To show that this was in force the Number plates were edged in so that the Police/Customs & Excise could easily identify the vehicle.

Paul tells me the car first went to Germany and then may well have been to Norway for a period, then at some later date came back to England. I note from the dates that the first owner took delivery on the 26th Oct 1968, then some 30 yrs later to the day, Pauls B.M.I.H.T. was dated 26th Oct 1998, uncanny, I think describes it to me. Also note that a Steering Lock was fitted, which must be unusual or a requirement of the German T.U.V., I don't think many of our cars were fitted with them until around late '71



If you look at the copies of the B.M.I.H.T. certificate and the STANDARD TRIUMPH delivery receipt opposite you will see that it was supplied to the original owner under the Personal Export Scheme. Which meant that as long as

on. The car is still used as every day transport by Paul who carries out repairs as and when required. it has covered some 206,000 mls; 79,000 on the 1500 cc unit fitted at present.

INDICATE YOUR MOVES

In keeping with my policy of up-dating our cars to a sympathetic blend of old/modern attributes, you may like to fit some side repeater lamps to the direction indicators. As is my way, I visited

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DELIVERY RECEIPT

This is to confirm that I, Mr. R. MacKenzie have today taken delivery of my Triumph Herald 13/60 Estate Car complete with Safety Belts. (Approved by British Standards Institute).

Chassis No. GE30341-SC
 Engine No. 5274/EET
 Registration No. NYG 636 P
 H.M. Customs and Excise Reference 9728/88/869

I HEREBY CERTIFY THAT I HAVE READ AND UNDERSTOOD THE CONDITIONS SET FORTH IN CUSTOMS NOTICE 71.1.

Signed Gordon MacKenzie Date of delivery 24.10.98

Full Address High Gables, South Row, Chilton, Dorset, Bokerly

a local breakers yard, to suss out the best parts to use, most cars from the late 70's on have them fitted, so it was not difficult to find something suitable. The main thing is to decide what shape you get, (round/oblong/oval), I chose round ones as these seemed to suit the era of the car. Vauxhall ones if I remember, but that's up to you. Make sure you get any clips and gaskets that go with them, as they make it easier to complete the job. The wires are usually quite long enough to make the connections to the cars loom. You will need some Scotloc connectors, masking tape, a ball point pen, 1/8" drill (must be SHARP), a couple of fine files (round and square) and a lot of patience:

First thing to do is decide **WHERE** you want them, towards the front or rear of the wing, also the height. Check behind to determine any

obstructions. Next mask the area and using the gasket and ball point carefully mark the shape of the hole required. Drill around the outline a series of holes just inside the line, so as to allow for filing to the final shape. An old bluntish screwdriver/chisel will help remove the BULK of the metal but go careful and make sure you do not distort the wing, then finish off with the files, checking for fit every few minutes until lamp and gasket are snug. Now, paint the edge of the hole to make sure it is rust proof, do the same to the other wing and let the paint dry fully before fitting the lenses, a little grease will help them to slide into the holes more easily.

The wiring is straight forward, check the Workshop Manual if you are not sure. Using the

BRITISH MOTOR INDUSTRY HERITAGE TRUST

Production Record Trace Certificate Number 98/9347
TRIUMPH HERALD 13/60 ESTATE CAR

We have researched the records and have the following information on this vehicle:

Car/chassis number	GE30341-SC
Engine number	GE28698-HE
Body number	5274/EET
Specification	RHD, Export
Colour, exterior	Valencia Blue
Trim	Light Tan (Ambia)
Head (top)	Not applicable
Date(s) built	2 October 1968
Date despatched	16 October 1968
Destination (dealer)	Personal Export Delivery to: Mr. R. MacKenzie for Germany
Other numbers (where recorded)	Key Numbers: PS.889, PS.929
Details of equipment (where recorded)	Heater Steering lock Full carpets Vencer fascia Bumper locks Seat belts 5.60-13 tyres
Other information	This car was registered in the U.K. under the Registration Mark NYG 636G which was issued in Coventry in October 1968 under The Home Delivery Export Scheme.

Issued to Mr. P.J. Barlow On: 26 October 1998

For and on behalf of the B.M.I.H.T.
Anders Ditlev Claussager
 Anders Ditlev Claussager - Archivist



Scotchlocs, connect a lamp live, to each of the front indicator wires (Green-White =R/H; Green-Red =L/H). Again with Scotchlocs do the same with the Earth wires, connecting these to the Headlamp earths (Black). Fit the repeater bulbs, turn on the ignition and check it all works. You should now have extra indication of your Turning Intentions that will make it more evident to pedestrians and other drivers:

At a later date I will go into how to fit **HAZARD WARNING** to our cars: As with all of my modifications if you need help give me a **BELL**.

NO I am **NOT** doing the Vitesse column as well (**TOO MANY DOTS ...**). The second car is a 13/60 (Boris) that thinks it's a 6 cylinder. Its owner Brian Tarr of Norfolk tells me he wanted a Vitesse but the bank manager and more importantly, his wife agreed the bank balance would not stretch to cover it. A 13/60 soft top was as far as it got.

The car was purchased from Anglian Triumph Services more or less as it is in the photo in 1998. After a few cosmetic jobs in the engine bay and some new seat covers, Brian and his

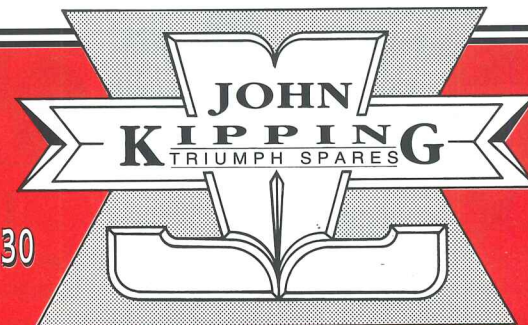
wife enjoyed some fun motoring punctuated only by some minor ailments. The carb sprung a leak (on New Years Day) letting petrol cool the downpipe, a replacement alternator and the baseplate of the distributor being some of the items mentioned, all of which were sorted in no time thanks to the good supply of parts and suppliers willingness to help.

The car has obviously been modified at some time in it's life and Brian would like to hear from anyone who can shed some light on it. He does not know when the bonnet or (Fiat) wheels were fitted, so if you know of this car (DHV 270H) let me have the details and I will pass them on.

Jobs for the near future include repairs to the front and rear wings (courtesy of the Rust Bug) a stainless exhaust and some Halogen Headlamps. Not liking LRP Boris is at the moment being run on **RED LINE** additive, with only 2000 miles a year being covered at the moment, Brian is going to see how it goes, with perhaps an unleaded head to come down the chimney (if **SANTA** can carry it in his sack) next Year, Bank Manager willing of course.

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Dead Insects?

By Trevor Collett

June is busting out all over - lovely girl, June, caused more rear end shunts than I've had hot dinners.

As I write, in early May, the temperature has suddenly rocketed and those of us with ragtops are in their element, I hope things are up as you read.

Talking of the weather, what

badge. They also share a similar construction process - their bodies are made from plywood that is skinned in thin aluminium to take the paint. This build method has one main advantage over the more common fibre glass body approach. The builder does not have to fork out loads of dosh for a lump of fibre glass, all he needs is a set of plans, some full size paper patterns and plywood. The down side is

hands since JC. I have kept you abreast (still June?) of supplier changes over the years. For the last few years a company called White Rose Vehicles has been actively marketing the Midge and Locust. Their adverts have indicated that the cars are Ford based using a chassis supplied by the company. Many of the originators of "our" kit cars developed their cars to accept Ford parts because they felt

of the Triumph beginnings but said he did not know anything about Triumph mechanicals but would do his best to help anyone wanting to build a Triumph based car. Whenever people enquire about building a Midge or Locust I have given them this company's number.

The news is, I'm afraid, that White Rose Vehicles seem to have ceased trading. Does this mean no more new Midges or Locusts? It seems to me that prospective builders ought to be able to get the plans and patterns from previous builders. Can any Midge or Locust builder help? Is my notion feasible? Are any specially made parts required? Please contact me. The Triumph Midge pictured was snapped at a show many years ago. I don't know anything about it and I wonder how it came to have a 'L' registration, I suppose it's a personal transfer.

BRIGHTON OR BUST

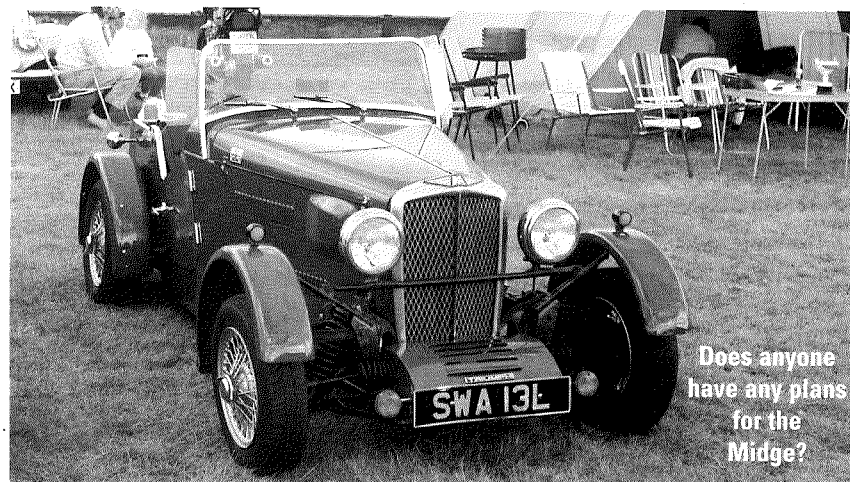
The other photo this month shows my 13/60 at Leonardslee Gardens in Sussex last summer, which was a stopping point on the London to Brighton Classic Car Run.

You can get some idea of the variety of cars on the run, the Herald being parked between a Tiger and a Wasp, or is it a Bee? (Come out in the summer, don't they?) We're booked in for the 2000 run on Sunday 4 June, which will be our fourth time. It is a well organised, good fun event with over 600 classic cars ending up displaying themselves on the Brighton sea front. If you're taking part or just spectating look out for us in the signal red 13/60, **FPH661J**.

To finish this month, three requests: Firstly, I have received a letter from Del Holman from Sevenoaks in Kent. Del's restoration of a Mk IV Spitfire has left him with a spare Spit Mk IV chassis in good condition with mechanics and suspension. He needs to move it. It could make a good basis for a Hurricane kit or a special. The front of the chassis has been cut off in front of the steering rack but this could be sorted one way or another. Del will let this go for not a lot of money to a TSSC member so if you're interested call him on **01732 743 747**.

Secondly, are you planning to attend the club's International Weekend at Stafford in July? If you are and if you're going in your kit or special please think about entering the concours. Your car doesn't have to be perfect to the last polished washer, in some years there have been very few entrants in the Bond and Specials category, so you must be in with a chance of a pot.

Finally, an old chestnut, send me some photos, and a few words if possible, of your car for me to feature in the mag. **Don't delay - send 'em today.**



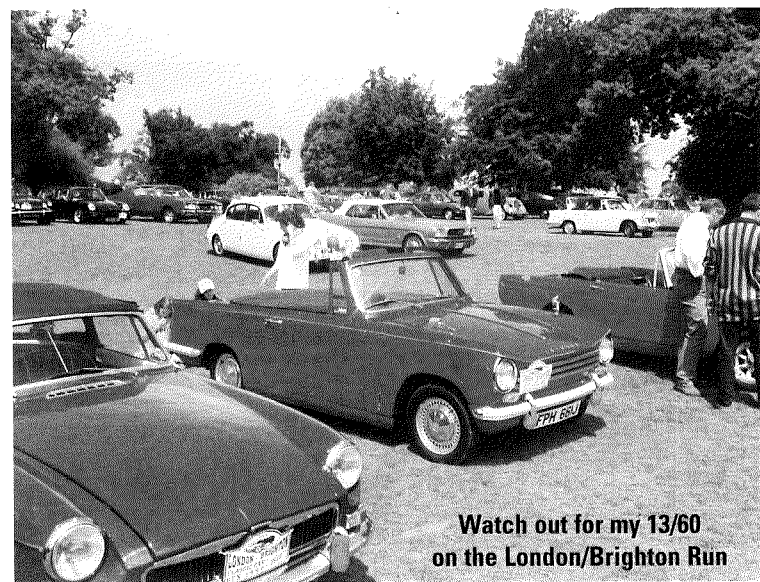
Does anyone have any plans for the Midge?

news from the kit car front (front, get it?). The main item this month is a touch negative unfortunately. It concerns the Midge and Locust cars. Many of you will know that both of these cars were first available in the eighties under the JC

the extra toil involved in building up the body before it can be mounted on your Herald chassis.

The supply of Midge and Locust patterns and other necessary bits and pieces has passed through a couple of

that Herald/Vitesse donors were going to get harder and harder to find. I spoke to the proprietor of White Rose Vehicles soon after he took over the project and asked why he didn't mention Triumph in his adverts. He was well aware



Watch out for my 13/60 on the London/Brighton Run



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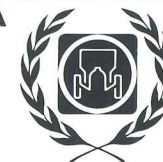
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International Liaison *Secretary*

The Story of "Bluey"

Report by Léon Guyot

Here you see the rather splendid Herald 13/60 Saloon known as 'Bluey' with his previous owner & TSSC member: Sara Littlefield from Bagshot. As you can see, Sara is holding her Saxophone, (an early 1960's Mk.6 she tells me) Sara is a Sax player in a jazz band, and after many happy years of enjoying the Herald, which used to belong to TSSC member Brent Barton of Ascot, (Thanks for the photos and history Brent!) she felt obliged to put it on the market to raise money to pay for this Saxophone which she needed to pursue her chosen career. The

Saxophone is now also known as Bluey and has some Wedgewood Blue on it somewhere. Sara's favourite colour? it's erm...Wedgewood Blue...but what else?

Being the creative type of person that she is, in common with other artists, musicians and writers (yeah tell me about it! - Léon), it very soon became clear to poor Sara that she had made one big mistake, she

found that she just couldn't live without a Triumph in her life! (I am still missing my own Herald so I know exactly what she means! - Léon)

The reason that I know all this is fairly contrived, but I will try and explain!

Whilst I was at the Alexander Classic Car Show in mid-March, with my Vitesse on the TSSC stand, a man (Ray Armstrong of Dulwich) came

along and asked me if I knew where he might find a Tristran conversion kit for his faithful Cherry Red Herald 1200 Saloon, known as Rosie, and thus I found myself explaining that I didn't believe that they were still in production...but ever hopeful we looked inside the Courier magazine.

There was a Herald 13/60 Tristran conversion for sale therein and after a quick mobile phone call we determined that it was still available! However, Ray didn't want the entire car, nor could he afford to buy it, retain the Tristran, convert it back to a Saloon and sell it on afterwards. Luckily, for Ray, I had a buyer for a Wedgewood Blue Herald Saloon in the shape of TSSC Member Tom Call of Oregon City near Portland, Oregon in the U.S.A.

After a flurry of international phone calls, emails and bank transfers, I found myself en-route to Ascot in Berkshire in a battered old VW minibus thing to collect said blue Herald and its original roof. My thanks to Mike Crewes (COP shop) also of Ascot for inspecting the vehicle on my behalf in advance! I drove Bluey away from his home of many years, Tristran hood happily flapping in the violent winds and the torrential downpour that greeted me on the M3 motorway...

Strangely, the policemen on the motorway appeared not to notice me as I drove past them apparently making a rather unfortunate salute with my left arm whilst attempting to steer a Herald with my right, and with the steering wheel fitted upside down!

Poor Sara, she couldn't bear to be there when Bluey was driven away, (neither could I when my Herald was taken! - Léon) Ray Armstrong, his friend and I removed the Tristran and converted Bluey back to a beautiful Saloon once more, (in my personal opinion I prefer the Saloon roof), and we fitted the Tristran to a non-running Rosie, just before the rain set in for the day.

Over the month of April, I obtained spares and carpets etc for Bluey and worked on him in between all the rainstorms that we had that

month, and we had a lot! the wettest April for many years and the coldest too! Kindly, Sara came round to help on occasion and to say goodbye and fond farewells to Bluey...not easy.

Eventually, I managed to do most of the work on Bluey and he was eventually driven away by a couple of men from a car delivery company to Southampton where Bluey will set off on the long sea journey to Tacoma near Seattle, Washington State, in the NW of the USA...he sails on the Don Quixote on 18 May and will take some three weeks to wend his way across the Atlantic thru' the Panama Canal and up the West Coast of the USA to Seattle...That's a big adventure for a little car!

Tom Call will take delivery sometime in early June and after a few more jobs, and a new set of wheels and tyres, Bluey will attend the Vintage Triumph Register of America rally at Portland in Oregon being hosted by the Portland Triumph Owners Association from Wed 2 August to Sun 6 August 2000.

If all goes well, I may even find myself up there then to drive Bluey in his new life!

Photos will reach these hallowed pages in due course! Back now to poor Triumphless Sara who could not bear to spend the rest of her born days bumbling around in her much unloved old Renault Clio, (also blue, but not wedgewood),

'luckily' for her, her dad, could not bear to see the state that she was in, and came to the rescue by finding and buying, at a bargain price, a rather splendid Damson (no Sara, Damson, not purple!), 1971 Vitesse Mk.2 Saloon without sunroof...exactly what she needed as she cannot leave a convertible or skylight roof equipped car in some of the rather dubious places where she has to perform her gigs.

Strangely, the Damson Vitesse, henceforth known as Vern' by virtue of his registration letter sequence, also used to belong to Brent Barton, this being the Third vehicle that Sara has owned that used to belong to Brent!!!! (the first was not a Triumph, 'nuff said!) At first Sara didn't like the colour, but is slowly growing to appreciate the unique and endearing driving qualities of the Vitesse Saloon especially compared to the sweet Herald, an entirely different experience in motoring! She is open to offers though if anyone has a suitable Wedgewood Blue Vitesse...

You see, that Wedgewood thing, it seems, just won't go away! Meanwhile, the very talented Sara continues to write a new blues song, possibly entitled something along the lines of: 'I've got the goodbye Bluey blues' Oh dear.

More from my wacky world next month!

See you at Stafford

Léon





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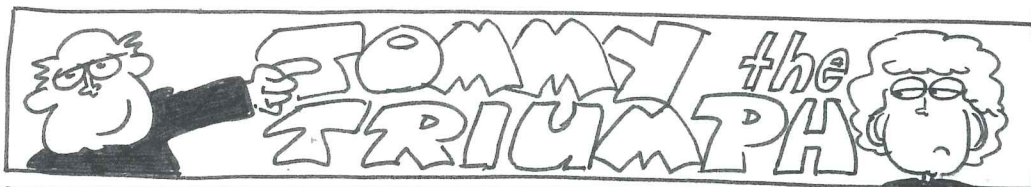
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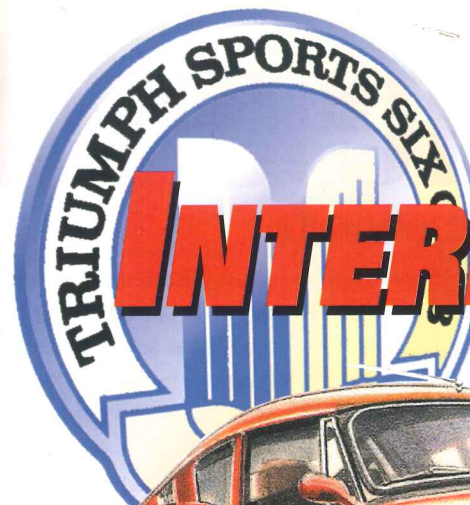
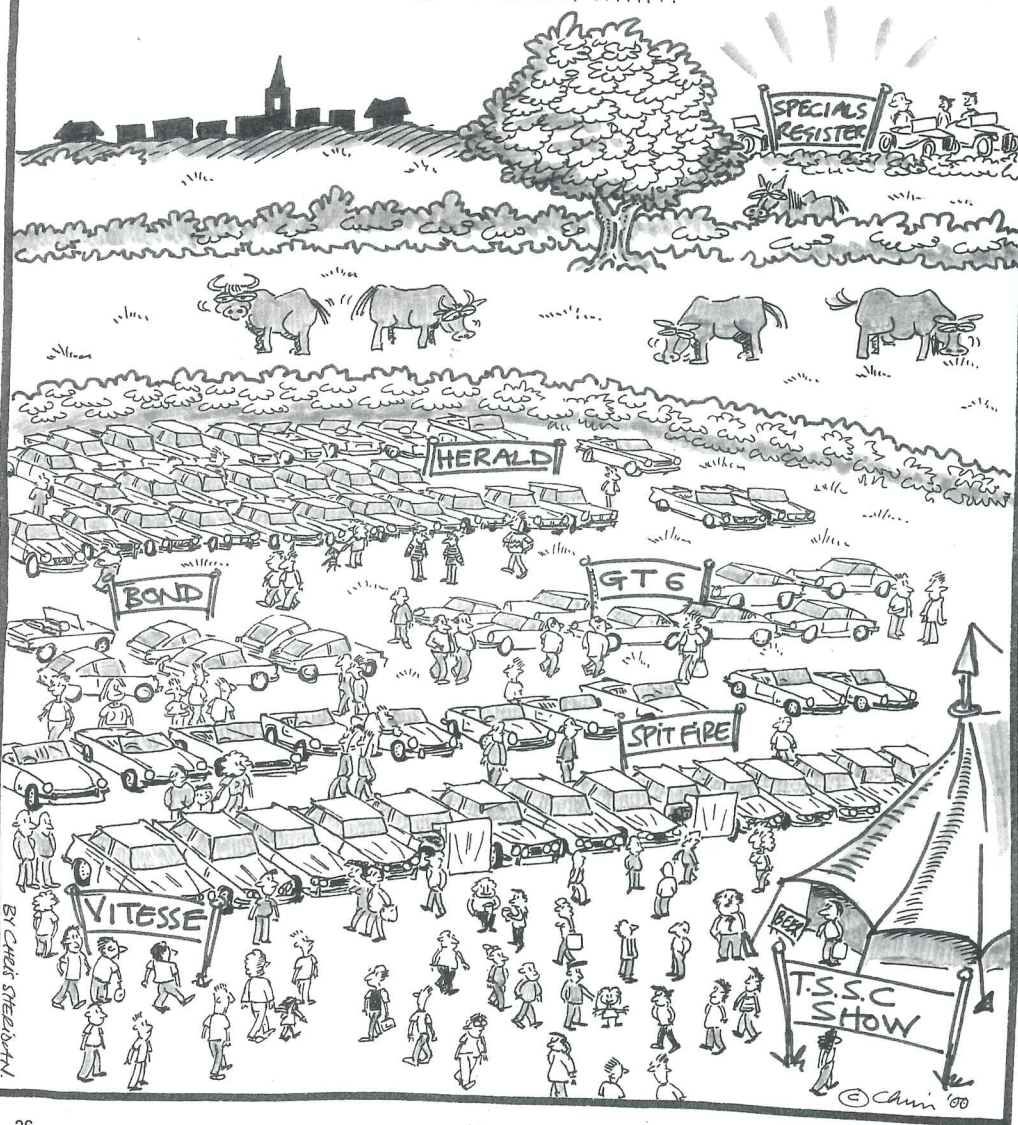
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Come on do the 'Kanga'!

By Mac Reynolds

Hi!... As you read this...we should be in New Zealand...but as I write we are north of Brisbane on the sunshine coast!!!!...



you will see from the photographs of Graham Brooke's 1960 948 Herald, we made it to Lakemba (suburb of Sydney) to visit Graham and his good lady Joy, where we able to drool over this superb Herald ... whose full story is documented by Graham in the February 1998 Courier (page 77), original registration no. was YE188 ... I just love those bonnet handles, and all the stainless trim around the guttering ... and the white dials ... wonderful.

Graham and Joy have invited us to visit their 1962 riverboat on the Hawkesbury River so watch out for some photographic evidence in a future Register ... Thanks Graham and Joy for your hospitality ... and excellent day.

On photographic evidence, its always



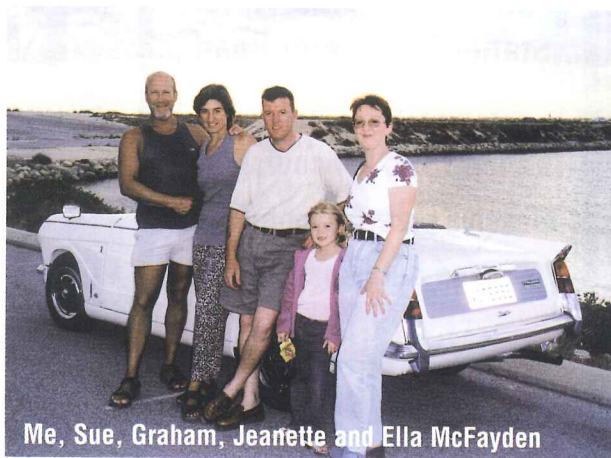
Graham Brooke's 948 Herald

Which thankfully seems to be nice to put the face to a name ... as with our Vitesse cover shot this month (surprise, surprise Graham ... aaahhhh foto!!!) ...

living upto its name...

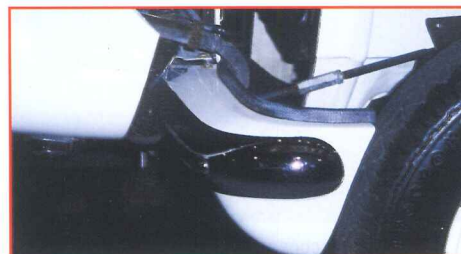
(Greeting and meeting Sue's friends who have just emigrated to Oz)... Another glorious day ... so I've been able to have my daily fix of sand between my toes, with the warm ocean caressing my bronzed body... oops sorry, I think I've been living in a VW Kombi for too long ... mad dogs and Englishmen!!! ...

OK ... to things Triumph ... as



Me, Sue, Graham, Jeanette and Ella McFayden

taken by yours truly in Perth, WA ... of Graham McFayden's concours Vitesse. This is a group shot taken on the same evening (of Graham, wife Jeanette and daughter Ella. Plus Sue and your travelling Vit Reg Sec)... Thanks



of the bonnet...now? does she still exist out there today? ...or

does anyone know any history on her?...please email me if you know...

On staying a night in the city of Melbourne, we

again Graham ... especially for the Triumph Club of Western Australia stubby opener ... it has opened countless slabs since ... marvelous!!!!

Still a link with Graham here ... one of his friends, who has also emigrated to Perth (Fred) used to own a Vitesse in London back in the early 80s. But only

one photograph and good memories remain, this was LKW 767G, a wedgewood blue saloon with sunroof, modified larger orange indicators and the Vitesse badge in the centre

visited the Exhibition Centre where there was a Classic Car Show / Sale in progress...with surprisingly, amongst the Jaguars, Cadillacs and



Rolls, was a 1961 Herald Convertible finished in white (for sale for \$15,000, approximately 6000 pound)...a little expensive I thought but still worth several photos...especially for the period extras of smooth chrome bumpers (I do like those!!!) ... and the stylish crossed flags...

I did say that maybe an Oz roundup ... update was in order but maybe next month when I've had a chance to browse through all the photos before sending them back home...one I have to include this month is one of my favourites ... for those of you learning to drive...no worries ... there is such a thing as "Kangaroo Petrol" ... its no longer a figment of other people's imagination! ...

I've also included a photo of me, myself, I, sat on the front of the Kombi, (see over) for identification purposes (this will be my second year of missing Stafford!!) ... Following on from last month's

feature on that box of Dutch Vitesse cigars, found by Nev Carr on one of his French forays... my mate and sometime auto-jumble partner, Lewis, has e-mailed me news

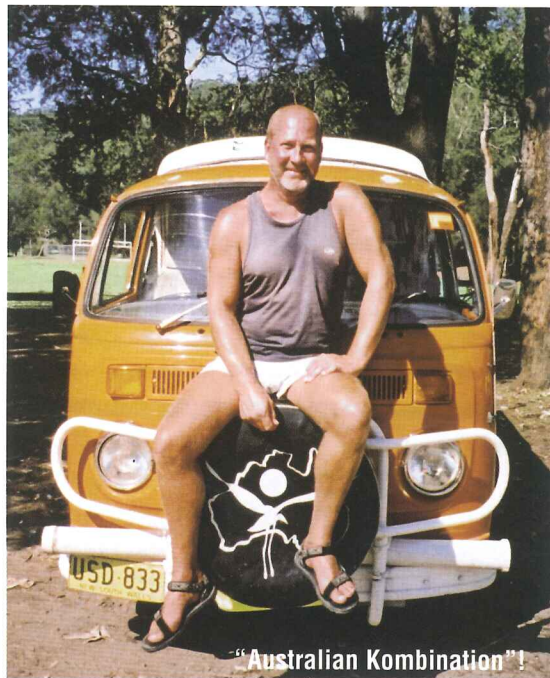
of another piece of automobilia for the smoking man (dreadful habit... don't do it... go surfing, instead!), just discovered at a carboot in deepest Somerset (no autojumbles on that

weekend, eh?)... quite a coincidence and a somewhat bizarre item, in itself:

It's a hardwood box with a carved lid framing a piece of embroidery... depicting a Rover Metro! As you can see, I kid you not! Since he couldn't find a Unipart number on it anywhere, much less a Stanpart one (only a label on the back suggesting it came from... yes, Coventry!), he was a bit perplexed about its purpose and, at first, thought it was a jewellery box... but why the Mini Metro?... hardly the obvious



choice for embellishment - some alpine flowers or a pussy cat playing with a ball of string, maybe. It's not as though it's been done as a one off for some eccentric lady with expensive taste in jewellery and modest taste in motor cars, as it's been machine stitched, presumably as part of a big run.



"Australian Kombi"!

Then, the thought suddenly occurred that it might be a cigarette or cigar box... perhaps an in-house gift for Rover executives or a corporate freebie for journalists on a press launch junket for a new Metro model... or, maybe, a cost cutting alternative to the traditional carriage clock for retiring shop-floor workers!... The way things are going, as I write this, there might be another

big order coming from Bavaria soon (what a change from when BMW originally took over Rover and flew in their first M.D. - a self-confessed anglo-autophile who talked of possibly resurrecting some of the great old marques of the past, including of course ...Triumph).

Anyway, does anyone know what it is, for sure... anyone out there with any Rover inside knowledge?... And any suggestions for what a self-respecting Triumph owner could use it to store now... nothing too rude, please! If it's any help, the 'wheelnut spotters forum' at the Avon Area meeting identified the Metro (Oops, there's that word again!) probably as a GTa model of three or four years ago, prior to the Rover 114GTi. Either way, it's ironic that the Vitesse cigar box was

plastic and the Metro one real wood... unlike their respective dashboards!... but what a coincidence, eh?... What next?... 'Herald chewing tobacco'... 'Amphicar snuff?' Any more contributions like this and the Register will need a Government Health Warning!

Thanks, take care, cheers

Mac

P.S...Remember..."The great tragedy of life is not death, but what dies inside us while we live"...(Norman Cousins)

The Blue...

By Bill Davies



Herald Saloons, seat covers and a 'NEW' Coupé

In recent years the 948 Coupe has grown enormously in popularity, while the 948 Saloon is still very much the underdog of the Herald family. Even the once rare smooth roof Coupes are coming out of the woodwork, but how many 948 Saloons did you see

at Club events last year? Sadly, complete and straightforward restoration projects are even now being cannibalised to restore the "rare" cars!

I suppose this at least makes it satisfying to hear of a genuine enthusiast who has found an original Saloon and has treated it sympathetically.



Note Air Filters



J. Whitehead's 948 Saloon

TRIUMPH Herald
948 & 1200 Register

...Saloon



Come on in!

One such person is Mr. J. Whitehead of Ilfracombe in North Devon, who owns a truly outstanding and original December 1960 registered 948 Herald Saloon.

I first met Mr. Whitehead at last year's Malvern Motoring Event, shortly after he had purchased his Monaco Blue Saloon. I was able to help with a few queries, and now Mr. Whitehead has sent some photos of the saloon following some minor tidying work. Quite apart from being as



F. J. Downie's Herald

even has its original white rubber gearknob!), the car has several interesting features, including a roof painted in White. This is quite different to the 2-tone paintwork more frequently seen, where the centre section would have been the lighter colour, including the bonnet top and bootlid, sandwiched by the darker predominant body colour. I have never

IVRs

Mr. F. J. Downie was good enough to include some photographs when he sent me an IVR for this attractive 1966 registered Cherry Red 1200 Saloon, NPB 246 D. I'm afraid the IVR replies have become somewhat backlogged since the beginning of this year. Dave Briscoe and I have both wanted to improve the



F. J. Downie's 1200

found mention of the white roof in any Triumph sales literature, however at least 3 original 948 Saloons painted in this way are known to me, suggesting that this was a reasonably popular option around 1960.

Equally interesting is the air filter arrangement. This is an oil bath type, which was normally supplied on export specification Heralds, the home market cars being fitted with a pressed metal and wire gauze filter. Though the car was supplied to its original owner by Wares of Bath, the registration 7302 DU originates from Coventry, which may give us a clue to its unusual specification. My own export specification 948 Saloon (which also has the oil bath air filter) originally carried the registration 4867 DU, being supplied new from the factory (according to the BMIHT Certificate) for "Personal Export to Yugoslavia". Was Mr. Whitehead's car originally destined for overseas? Perhaps a Heritage Certificate would shed some light.

quality of information we send out in return, but this has taken much longer to organise than expected, largely down to the effects of my being a new father! By the time you read this, most of you should have received your replies, though the replies are being dealt with on a "by model" basis, rather than in the order that they were received - this will make sense when you receive your reply!

The "New" Herald 1200 Coupé

In my last article I mentioned that I was now the proud owner of an early 1200 Coupe in Signal Red. While I'm reluctant to feature my own cars in these pages, vanity got the better of me this time! Currently registered on an age related numberplate KSU 796, I am working to reclaim the original registration - this was lost because the car was not registered on the DVLA computer before their deadline in 1983.

Thankfully, DVLA is more liberally minded nowadays, and I believe I have enough evidence to prove a link to the original number.



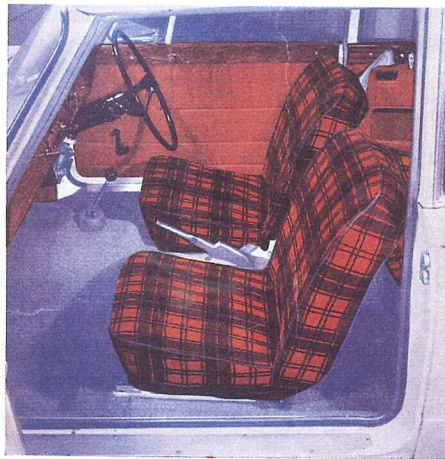
My 'New' 1200 Coupé

Seat Covers

While my new Coupe is generally presentable, the original Phantom Grey leather seats (a rare option on the 1200) have suffered quite badly, and are currently hidden under some tasteless yellow and black check seat covers. These will stay in place until I can find some better replacement seats, leather or not! About 10 years ago, I dismantled a 12/50 which was fitted

with truly grotesque leopardskin patterned seat covers, front and rear, which were immediately consigned to the skip - I later found out they were an original Stanpart accessory!

These were made by Karobes, and were available in many different materials, as you can see from the brochure printed below.



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We can also restore specific areas of your car if required, while you do the initial stripping down and final fitting up.

Collection and Delivery Service available. Open some evenings

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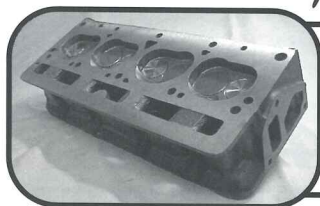
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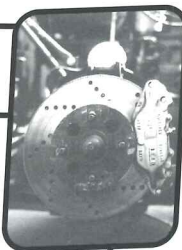
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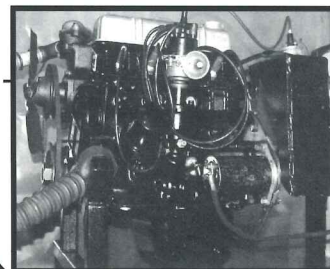
Kit includes:- Pair Spax Dampers Pair High Quality Brackets
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More SAH Info

By Guy Singleton

Sorry don't know what happened last month - the Post Office must have started to use Atlas vans for their deliveries.

Following my March article I have heard from Michael Monsternann who has both an aluminium 9-port cylinder Head (in fact that in the photo with the article) and also a cast iron 8-port head - I gather the factory made both sorts. The SAH heads were cast iron. I attach a copy of an advert for the SAH 1147 Stage II conversion - courtesy of Michael. Part of the reason for my current interest in the SAH equipment is that I have bought an 1147 SAH tuned engine, unfortunately it only has the 6-port head running of a single double Webber. I am planning to use this in the 2+2.

Progress on the 2+2 has been a bit slow this - month, but the fibreglass rear shell is now fitted to the floorpan, and I am in the process of trying to line up the bulkhead, doors and body. I also attach a flyer for the Wroughton

Nostalgia Weekend giving more detail for the Bond camping week-end which will be held there **DON'T FORGET THE DATE 29/30TH JULY.** Please contact me as you will need a pass to get in free. See end of article.

I have heard from Peter Jacklin that he still has various Bond items for sale please call him on **01733232818.** Finally if anyone is interested, Quiller Triumph are

1147cc TRIUMPH ENGINE STAGE II CONVERSION

approx. 90-100 bhp

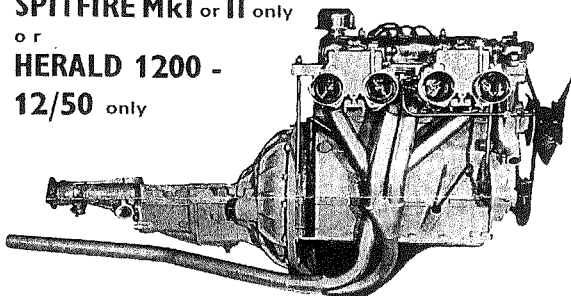
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The above illustration is of the SPECIAL "SAH" 90 + 10 bhp Modified, Ready-Built-Up version - offered on an Exchange basis (Complete with Close-ratio Gearbox) against any old Spitfire, Herald 1200 or 12/50 Engine and Gearbox Assembly **irrespective of mileage** (subject only to damage to block and gearbox casing etc.) Detailed and Priced as per our Main Catalogue Price List. Item "F".

OR can be purchased in basic **Kit Form** for converting your own Engine and Gearbox as detailed/priced under item "C" in main catalogue price list.

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Both the above versions developing approx. 90 bhp as claimed by Messrs. Standard Triumph Ltd.

Smaller individual parts Kits are detailed on Main Price List.

All the above, carry normal Stanpart Warranty terms as issued by manufacturers.

SAH Accessories Ltd. have been officially appointed by **Standard Triumph Ltd.** as **SOLE U.K. Distributors** for these **Stage II Kits** which are available either direct from **SAH Ltd.** or via your local **Standard Triumph Agent/Distributor.**

01/12/84

currently selling a 2 owner 1965 4s - sounds like a nice original car for £1050 Tel **0181 8544777** if you are interested. Finally, finally my 2 litre Estate is still for sale - space urgently needed offers @ £3000 Finally, finally, finally or at least we have now moved on to May, lots more cars for you to consider, I had a call from Bruce Pilborough the previous Bond secretary he is considering moving and therefore needs to clear out his garages etc., he has the following cars for sale: - 2+2 good interior needs a respray £1000 OR £1500 with all research papers for the Monte Carlo 2+2 with engine parts including double webber

+ inlet manifold O/D gearbox correct diff with spare crown wheel and pinion - Fire damaged 2-litre Convertible with bits to repair £600 - 2-litre convertible ex-Kit Car donor so no mechanics but apparently a very good spare bulkhead £400. Other spares he has include windscreens door glass etc., new 2-litre rear bumper new white hood and tonneau, rear reversing light bulbs If you are interested in any of the above give him a ring between 7 and 9 pm on **01772 791378.** I have also heard of a 4s for sale in East Grinstead apparently needs 2 outriggers £200 Contact Alan Kay 01342 717963. Also various spares for 2 litre MkII including engine, glass bumpers **01428 656228.** Finally again, I have a red 2-litre Convertible for sale, it will hopefully have a new MOT. I have just rebuilt both rear rototex, no O/D unfortunately but otherwise quite a nice car £1800, give me a ring if you are interested, I will be away until the 19 June.

STOP PRESS

I have had a phone call from a Mrs K Tyler who purchased the 2+2 from the 1963 Motor Show. Apparently it is No. 2 built. She has owned the car from new. It is in good condition and she is about to stop driving. She is looking for £3000. The car is in Jersey, telephone **01534 743773** - don't be surprised if it is sold as I'm very tempted where's that ferry timetable?

I attach more of the Development Committee Minutes - it's a shame that one does not find out how the launch of the 4s went but interesting to see that by December '64 they were already planning the 2 litre.

PRODUCT DEVELOPMENT COMMITTEE

PURPOSE OF MEETING

Minutes of Meeting hold on Wednesday, 18th August, 1964
Present:

T.S. Gratrix (Chairman)

L.F. Austin

R. Atkinson

J.A. Cowap

J. Woods

F. Murphy

R. Hodkinson

A. Pounder

Mr. Gratrix said the purpose of the meeting was to consider the progress that has been made on the basic three development projects on which we are at present working, and even more important to find out where we stand in relation to the various target dates which he pointed out are entirely tied up with the dates of the forthcoming Motor Show and Motor Cycle Show.

PROGRESSING OF PARTS REQUIRED ON ALL THREE DEVELOPMENT PROJECTS

Mr. Gratrix stated that a list of parts for the EQUIPE MARK II has been compiled, a tentative list of parts required for the Bond '875' in now in existence and a comprehensive list of parts for the Tourer version of the 'G' Saloon to now available, and it was agreed that Messrs. Murphy and Pounder would be responsible for the progressing of all these items.

Mr. Austin felt that it was too early for him to make enquiries around the

PRODUCT DEVELOPMENT COMMITTEE

suppliers in respect of the parts required for the '875' and our known requirements are at present rather vague, but he requested that Messrs. Murphy and Pounder should advise him when they thought the time was right for him to make his approaches to the various firms in question.

EQUIPE MARK II - TARGET DATES

Submission of prototype car to Standard Triumph for engineering approval - 22nd September, 1964.
6 complete cars for exhibition at Motor Show - 16th October, 1964.
MCT: 24th August, 1964.

J. WOODS SHARP'S COMMERCIALS LIMITED INTERNAL MEMORANDUM

From T.S. Gratrix
To Heads of all Departments
24th August, 1964.

At, or possibly before the Motor Show, we shall announce a new model of the EQUIPE G.T. - the '4.S.' This will not supersede our present model which will continue in production and will henceforth be designated "Equipe G.T. 2 + 2".

The 'Mark I' and 'Mark II' references which have been used during development of the new model will no longer

be used and the new model descriptions referred to above must be used for ALL purposes.

Minutes of a Meeting of the Product Development Committee held on Tuesday, 29th September, 1964

Present:

T.S. Gratrix (Chairman)
L.F. Austin
R. Atkinson
L.F. Brady
J.A. Cowap
J. Woods
F. Murphy
R. Hodgkinson
A. Pounder

EQUIPE G.T. 4.S.

The announcement date for the 4.S. was confirmed by Mr. Gratrix to be Monday, 12th October, 1964, and two cars would be required by that date. i.e. one White and one Cherry.

5 additional cars will be required by 16th October, 1964, the colours agreed being:

2	Cherry
1	White
1	Conifer
1	Blue

MCT: 7th October, 1964.

Minutes of a Product Development Meeting held on Thursday, 10th December, 1964.

Present :

T.S. Gratrix (Chairman),
L.F. Austin,
R. Atkinson,
L.F. Brady,
J.A. Cowap,
J. Woods,
F. Murphy,
R. Hodgkinson,
A. Pounder.

BOND EQUIPE 4.S. MODIFICATIONS

Planned modifications are to coincide with the introduction Of the MkII Spitfire engine on 15th March, 1965.

Modifications required:

(1) The lowering of the rear number plate involves an alternative to the present

boot lock assembly and no decision on lowering the number plate can be taken until a decision is reached on the alternative boot lock.

(2) It was decided not to change the position of the rear lights.

(3) It was agreed to proceed with the immediate manufacture of a new boot hinge to Mr. Pounder's design.

(4) Mr. Austin to obtain the Sunbeam ALPINE push button type boot lock from Wilmot Breeden together with number of samples of other alternatives.

Silencer and Exhaust

Mr. Gratrix referred to the problem of exhaust rattle which has been with us since the introduction of the 2+2 and Mr. Atkinson stated that Standard Triumph were experiencing the same trouble on the Spitfire, but that he was discussing the matter with Mr. Barfield of Standard-Triumph's Service Department and that he had recently carried out a modification to the silencer on the 2+2 Works Development car, TCK 302.

Steering Kick-back

Mr. Cowap gave details of criticisms that have been made in EQUIPE road test reports and Mr. Gratrix said that the object was to ascertain if there was more kick-back on the EQUIPE than on the HERALD. Mr. Atkinson and Mr. Pounder stated that as the mechanical units were identical in both cases and that

Standard Triumph do not make any adjustments of which we are unaware there could be no differences. The only factor that could affect road feel is that of soft wall tyres which reduce the kick-back on all rack and pinion steering systems.

NEW EQUIPE MODEL

Mr. Gratrix said that we should be considering the design of the next EQUIPE model and asked for suggestions from those present.

The following are the main suggestions put forward:

- (1) Bonnet louvres to reduce air pressure under the bonnet and to demist the windscreen.
- (2) Re-designing the windscreen frame in order to give greater degree of rake and more attractive roof line.
- (3) The re-design of the rear end of the car, possibly by extending the overall length of the body, which would give increased leg room for rear seat passengers.

Mr. Pounder was asked to consider these suggestions and prepare suitable sketches for consideration at the next meeting.



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News Pictorial

Pictures By Trudi Prettyjohns, Peter Williams and Léon Guyot



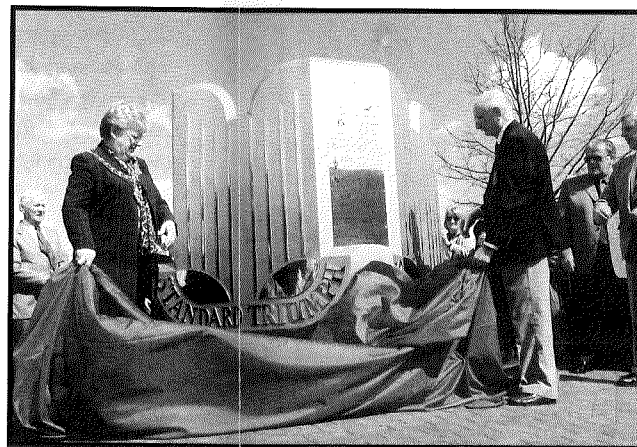
TSSC 'Member of the Year' Tracy Crewes

This years recipient of the 'Member of the Year' is Thames AO Tracy Crewes.

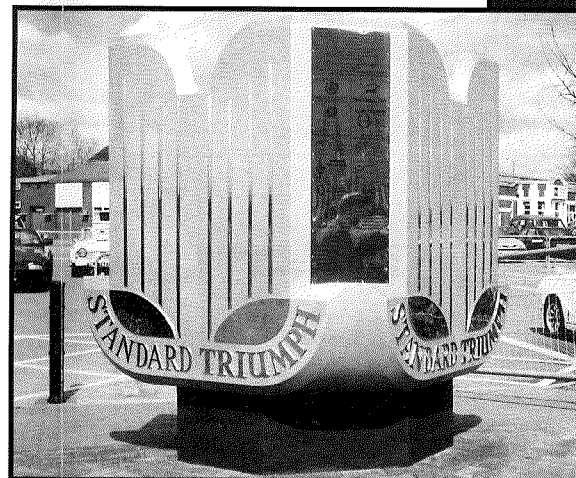
Pictured above receiving the Herald Rally Car oil painting - provided by Fay Presto, Tracy seemed genuinely shocked to be given the award which was presented at this years AGM by Bill Sunderland. This award is given by the Committee to a member who in their opinion, has promoted and worked hard for the club and Tracy certainly fits that bill. Well deserved and congratulations. Pic Leon Guyot

Sir Stirling Moss OBE on the TSSC Stand

Sir Stirling Moss OBE visited the TSSC Club Stand at the Classic & Sports Car Show at the NEC in April. Sir Stirling was a Guest of Show Sponsors Footman James and was kept busy signing autographs for lucky visitors to the Stand on the Saturday. Sir Stirling told us that he once had to road test an Amphicar in London's Bond street, his opinion? "It was the best handling BOAT I've ever driven!"



The stunning Triumph Monument after being unveiled by Harry Webster and Mayor Joan Wright.



Standard Triumph Monument Unveiling

As can be seen by the accompanying photographs and as mentioned in last month's 'Comment', April 16th saw the unveiling of a fitting monument dedicated to Standard Triumph at Coventry. This has been a great achievement by both the individuals involved in the project headed by Dave Lewis and Chris Cunnington of the TR Register, but also to the clubs of Triumph Forum and other individuals and companies who funded the project. Compared by Graham Robson and officially unveiled by the Right Worshipful the Lord Mayor of Coventry Joan Wright and Harry Webster, the monument is simply magnificent and well worth going along to see. For those wishing to do so the site of the monument is on Herald Avenue, Coventry, close by to the Standard Triumph Recreation Club. Pics: Peter Williams and Leon Guyot

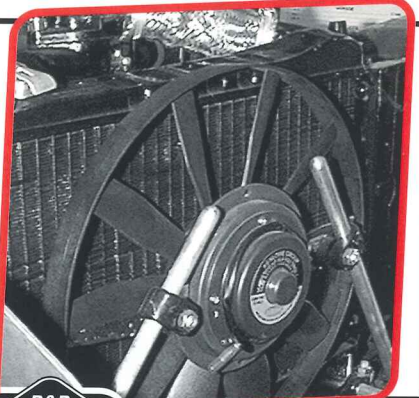
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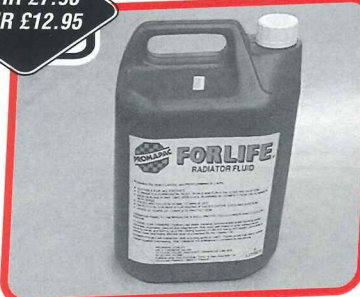
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48 HR £7.95
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FL001	5 LITRES	£18.95
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- ◆ Protects against corrosion
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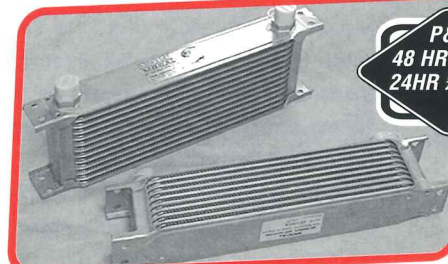
500g TIN
£2.95 inc. VAT

COOLING

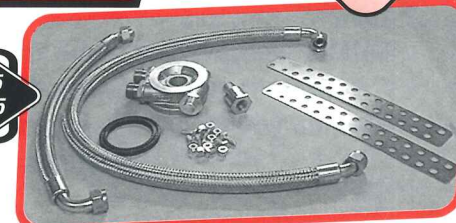
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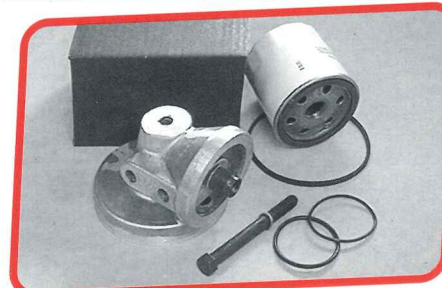


P&P
48 HR £7.95
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Oil Coolers

MA101	10 ROW	£42.50
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Bump and Grind

By Mike Scott

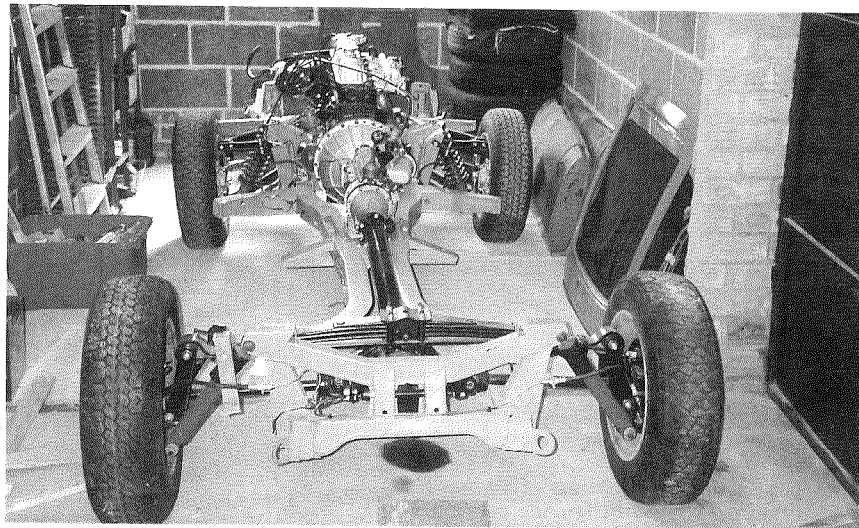
Hello, Folks. Sorry about the lack of reports lately; time just disappears when you've got three cars to MoT, service and fettle.

Anway here are a few little hints and tips to help with the suspension and steering. A photo of the month with a difference this time: a GT6 in the buff!

This is what lurks under the sleek bodywork of our cars, in this case Gordon Nicolson's non-Rotoflex

150583, the rubber bump stop for the rear suspension; you'll find it (if it's still there) bolted to a bracket on the inner rear wheelarch. What often happens is the adhesive bonding the rubber cone to the steel plate fails and the cone simply falls off.

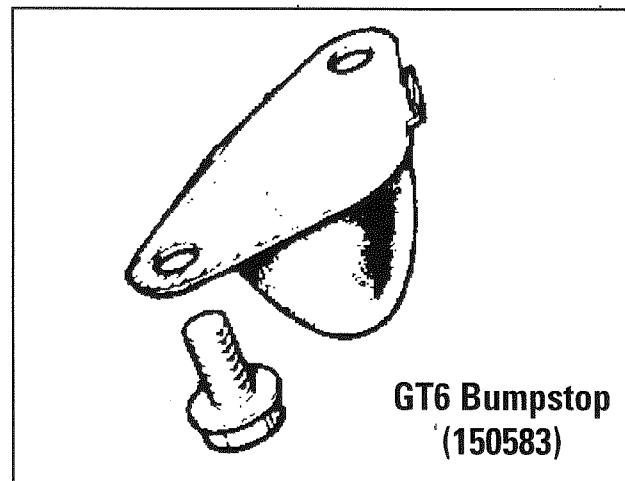
If this has happened on your car, the remedy is to buy a pair of Vitesse rear suspension bump stops (part number 136758) for a few quid each. The Vitesse units differ in that they have a central stud instead of the triangular plate on GT6s. No matter, simply remove the



Mk III. (Note the pivot of the so-called swing-spring arrangement in the middle of the spring.) The photograph of this lovingly-restored chassis was taken in November of last year. I hope Gordon is kind enough to send in some pictures of the completed car when he's finished.

This first item concerns an annoying little part that falls off easily and is no longer available new. It's

stud with a hacksaw and grind the stub flush with the circular metal baseplate. Similarly, grind a clean, new, shiny surface onto the existing triangular plate from your car (these always stay in place when the rubber bit falls off, because they're held on with two small bolts) and glue the Vitesse cone on with something like Araldite. This should hold



**GT6 Bumpstop
(150583)**

longer than the original bond because you're sticking metal to metal, which Araldite does quite well. Remember every minute spent mixing the two components of Araldite is a minute well spent; even when it looks thoroughly mixed - mix it some more!

Initially, I attempted to weld the Vitesse bump stop to the triangular plate, but the heat caused the glue holding the rubber cone to its baseplate to melt and the cone fell off. So I ended up having to glue the cone back on anyway. Araldite does not bond to rubber very well because it's quite hard and cannot flex with the rubber. So I don't recommend welding. Araldite the new bump stop on and next time you run over a

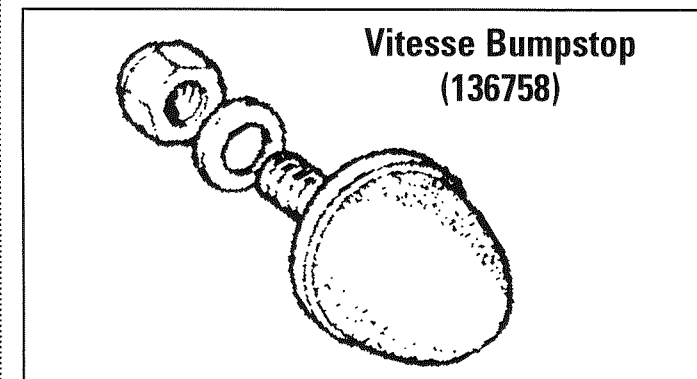
nasty bump the rear suspension will bottom out in the controlled manner it was intended, instead of with a tooth-jarring crash.

When Triumph brought out the GT6, they thought the weight of

Spitfire; giving it a whopping 4.25 turns lock-to-lock as opposed to 3.5. This is somewhat at odds with the traditional sportscar ideal of nippy handling.

One remedy is to fit a 'faster' rack from a Spitfire, but this entails splitting the track rod ends (not a difficult task) and getting the front tracking re-aligned. There is an alternative. Both racks are identical apart from one part: the pinion. A GT6 pinion has six cogs, whereas the Spitfire pinion has seven cogs. And, to change the pinion you don't even have to remove the rack from the car.

First, extract the pinion from the donor rack. Simply remove the circlip and gently pull out the pinion, along with some spacers, an oil seal and some shims. Keep the shims. Next, undo the grease plug and horn earth strap from the steering rack in your car and then undo the U-bolts holding it to the



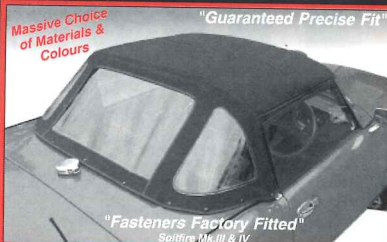
**Vitesse Bumpstop
(136758)**

the six-pot engine would make the steering heavy at low speeds. To counter this, they lowered the gearing of the GT6 rack compared to that of the

front chassis rail. Undo the pinch-bolt clamping the rubber UJ coupling to the pinion. There should be enough play in the rack to extract the pinion from the UJ coupling. Now remove the circlip and then the pinion from

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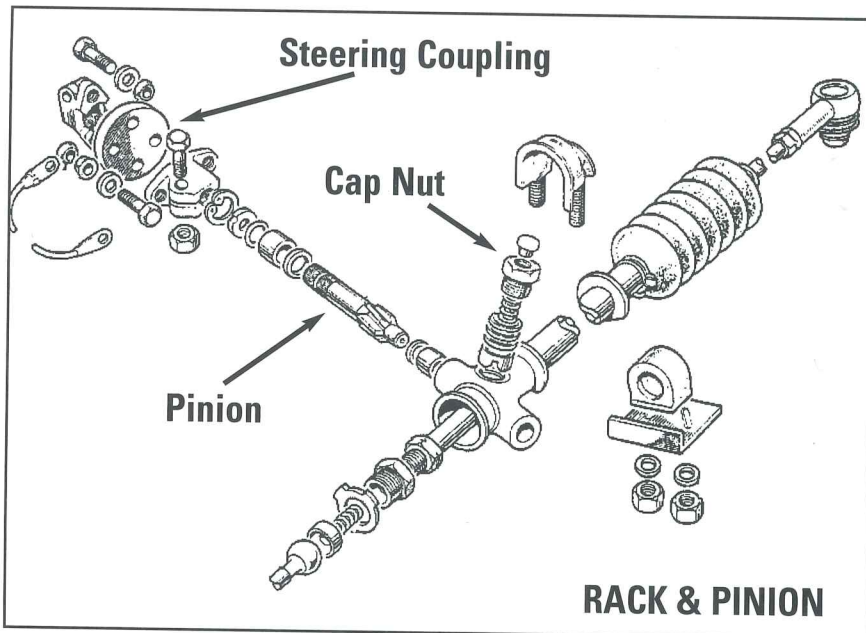
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Rack Upgrade



your rack. Slacken the cap nut from the top of the rack.

Slide the new pinion into your rack along with the spacers, etc. You will need to adjust the end-float by adding or removing shims to obtain the least float without the pinion binding. The shims come in 0.004" and 0.010" thicknesses, so a theoretical float of 0.002" ought to be achieved. There are more shims under the cap nut, add or remove shims here to just eliminate any remaining backlash in the rack. Finally, re-connect the pinion to the coupling and tighten the rack back in place.

Having carried out this conversion on my car, I have to say that the difference isn't stunning. The steering is a little heavier at parking speeds, but that goes away almost as soon as the car is rolling. On the road the car feels a little more responsive and on tight corners you notice that you don't have to do quite as much arm-flailing as you used to. On the whole, the conversion

probably brings the rack gearing up to what it should be, rather than being on the slow side (especially for a sportscar).

One thing I noticed that there was still a little play on the steering. Eventually, I tracked this down to the rubber steering coupling. I was a little dismayed, as this item had only been replaced about a year ago. It could be that, as I have the solid aluminium rack mounts, all the road shocks are absorbed by the coupling and the extra loads imposed by the quicker pinion were all a bit too much for it, or on the other hand it could be it was never quite up to the job in the first place. (I suspect the latter).

The answer is to do away with the part and replace it with the steering UJ from a Triumph 2000 (manual steering). This is a proper UJ with a solid metal spider (Hooke's joint) and, as such, is a little costly at £30. But, if you only ever spend £30 on your steering, this is where your money should go. The steering is much more precise, any tendency to wander on a straight road is gone and, best of all, that momentary vagueness coming out of a corner is a thing of the past.

That's all for this month, except for a reminder that it's the turn of the GT6's to display in the main hall at Stafford this year. If you're thinking of coming in your GT6 and wish to display it along with the others, get in touch!

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Every Cloud has a Rusty Lining Part 1

By Tim Peacock

1970 Triumph Vitesse Convertible. White, overdrive, excellent original condition.

This is the story of WCV 444J, a description of which you will find above. At least that is how its previous owner chose to describe it in the March 1991 edition of the Auto Trader. The reality was somewhat different, as I found out to my cost.

After flirting with the idea of buying a Dolomite Sprint for a while, someone gave me a lift in a Herald 13/60 convertible and I quickly decided that my next car would be sans roof. I trawled through numerous articles in Practical Classics and the like, and came to the conclusion that the Herald was just not quick enough. However, the Vitesse seemed to give a compromise of the Dolomite's performance and the Herald's wind in

the hair motoring. The next question was which model. There was no question really; if I was going to give up the Dolomite's handling and 16-valve performance for the sake of a soft top, it was going to have to be a Mk II Vitesse with overdrive. The fateful decision had been made, now all I had to do was start saving.

A year or so later I was casually flicking through Auto Trader whilst slurping on a cup of tea. It was then I saw the advert for WCV 444J. It sounded perfect; it was even the right colour. My savings had been growing steadily so I rang the bloke to find out more, and before I knew it, I

found myself arranging to look at the car. Although the car was for sale in Paington and I live in the Bristol area, at the time I was working on a ship that was in refit at Devonport dockyard. This meant that the car was within striking distance, so I gave my mate Simon a ring, and the following Saturday afternoon we drove to see the thing. It was at this stage that I started to make mistakes, some of which were such corks they will probably make you cringe as you read about them. I was full of good intentions, with a list of checks to make whilst inspecting the car. Of course this was all academic because there was no way that I would ever buy the first car I saw!..

As soon as I clapped eyes on the car, the good intentions, along with the checklist, were forgotten. After a cursory glance round the car the vendor fired it up. The twin sports exhausts snarled as only they can. 'Goodness me Simon!' I said grasping my friend's arm 'It sounds absolutely marvellous.' Well, it was something along those lines anyway.

The result was the same

whatever phraseology was used; the car was as good as sold. Sold to the nineteen year old wearing the rose tinted spectacles and with the water

taken the best part of two years to save up for that car. It would take me the best part of the next eight to sort the bl**dy thing out.

PHOTO 1 An hour or so after this photo was taken both the car and myself were covered in Waxoyl in roughly equal amounts. As far as the car was concerned, Waxoyling it was a bit like closing the stable door after the horse has



PHOTO 2 Here's the car with a new wiring loom, twelve months MOT and still looking deceptively sound.

bolted - but more of this later. The refit of the ship was soon over and the time had come to go back to sea. The Vitesse was left in Simon's mum's garage with instructions for Simon to give the car a run every week or so. I returned to Devonport a few months later and rang to arrange when I could pick the car up. 'Alright

running down his neck from behind his ears.

So that was the first lesson I learnt. Don't be taken in by all the shiny bits that have been bolted to the car. These are nice to have but not important. If you buy a good sound car you can always fit sports exhausts, K&N filters and the like as and when you feel the need. I will always remember the night I picked the car up. As I pulled away in the pouring rain, fumbling to find the wiper switch I was ecstatic. It had

I drove back to Simon's house where the car was to be kept, peering through the tiny part of the windscreen that the wipers were actually making contact with. I put the crunchy gear changes down to my inexperience of driving an older car. The strange vibration was out of balance wheels, right? And the rough running was of course due to the engine not being properly warm, something I still naively believed six miles into the journey.

mate" came the cheery greeting over the phone "Bit of a problem with the Vitesse". My heart sank. Apparently Simon had been on his way out with his girlfriend (probably yet another trip to a dark secluded Dartmoor car park, but I always try to draw a veil over that part of the car's history) when smoke started to pour out from behind the dash board. Quite heroically I thought, Simon leapt out of the car and put a good distance between himself and my smouldering pride and joy. Luckily the only damage to the car was a burnt out wiring loom, but after spending all my savings to buy and insure the damn thing this was not good. So there was my second lesson. I now always carry a fire extinguisher. As luck would have it, SW Classics was

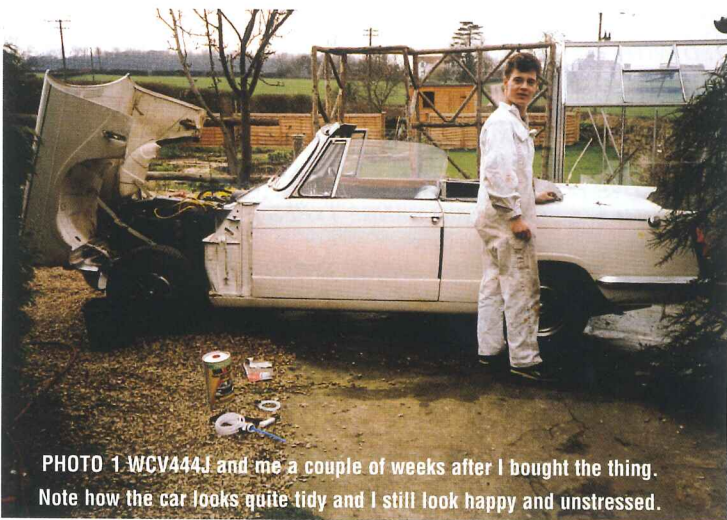


PHOTO 1 WCV444J and me a couple of weeks after I bought the thing. Note how the car looks quite tidy and I still look happy and unstressed.

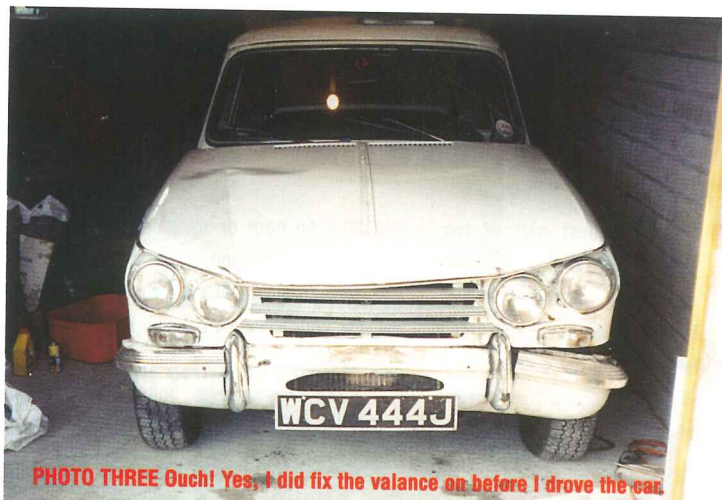


PHOTO THREE Ouch! Yes, I did fix the valance on before I drove the car.

but two miles down the road so the car was duly towed there for repairs. As the MOT was nearly up I asked if they would sort that out as well. I was fairly confident that it would pass, as I was still under the illusion that this was a well maintained car in good condition. A phone call to Stan a few days later revealed the horrible truth. The steering rack was doing an Irish jig in it's mountings, all four trunnions had play in them, the hand brake mechanism was solid and several other minor, but money sapping problems were standing between me and an MOT certificate. The illusion was beginning to crumble. The re-wiring and MOT work was carried out and I went along to pick the car up. Whilst chatting to the chap who had done the wiring, he pointed out that the wiring for the interior light had been done incorrectly when the car had been converted. I looked quizzically at him. Suddenly the penny dropped and I realised that I had, in fact, spent all my savings on a converted saloon. I cannot describe how stupid I felt. By now I must have been up to mistake number 187 and I had only owned the car for a few months. If only I

had read a few more books or joined the club before I bought the car I would have been able to spot a converted saloon from twenty paces. I can in fact now do that, but it's a bit late really.

PHOTO TWO Here's the car with a new wiring loom, twelve months MOT and still looking deceptively sound.

The owner however, was sat in a dark corner sobbing quietly to himself and so declined to

be photographed. Down the pub that night I was pretty despondent. What was I to do? I had spent all my savings as well as next months wages, on a car that was turning out to be a complete duffer. Simon suggested that I cut my losses and got shot of it quickly. I could not bring myself to do this after all the money and grief the car had already cost me. Looking back, I can see that if you find you have bought a load of old rubbish it really is easier on the wallet and stress levels to get rid of it before it costs you any more. Even though the car was worth roughly half of what it had cost me in the four months of ownership, to sell it at this stage would have saved me an awful lot of money in the years to come.

By Christmas the car had been running well long enough to allow my funds to recuperate. There is no fool like an old fool

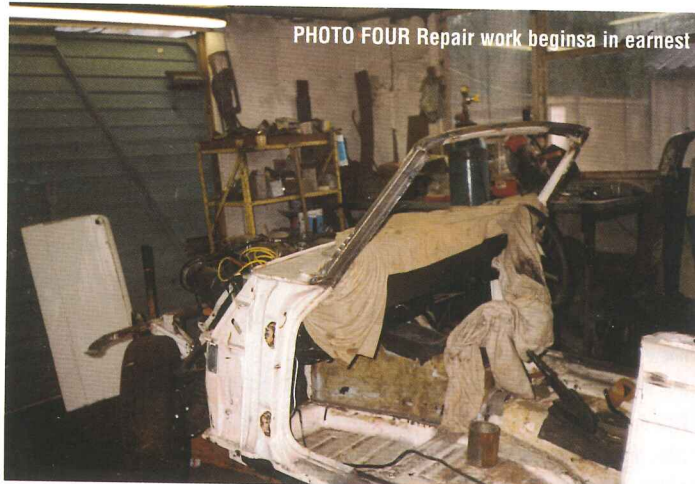


PHOTO FOUR Repair work begins in earnest

and as soon as I had any money it seemed I could not wait to spend it all on the Triumph. I arranged to for the extremely noisy gearbox to be re-built. As I did not really know what one of these gearboxes should sound like, I had not realised that the howling noises emanating from it were abnormal. That is

tappets, etc (something that even now, I get an inordinate amount of pleasure doing) had proved fruitless. By this time I was just beginning to grasp a few basics and even to my eyes the 1/8th" play in the carb spindles was not good. Closer inspection showed that it was the carb bodies that were worn, not just the spindles. I

ultra reliable, if rather sedate motoring in my much loved 1978 Polo would have been enough to persuade me that this was the way to go until I had enough money to buy a decent example of a Vitesse. But no, come spring the Polo went back into hibernation and the Vitesse came out. The fuel pump and heater valve were replaced as they had both sprung leaks (immediately costing me more for parts in one week than the Polo had in the last two years), and I was back on the road in a Triumph.

PHOTO FIVE Welding seems never ending!



For a while all went fairly well. I had been sent back to college to finish my training and the Triumph was proving much more popular with the female students than the faithful old Volkswagen ever had. In fact I went through one of those periods when things are going so well that you temporarily forget all the hassle and expense. Instead you are blinded by a brief spell of reliability and sunny weather.

until the fact was rather graphically pointed out to me by various passengers. Once the gearbox was refitted to the next job was to get the car running properly. I was getting fed up of reading about and being told how smooth the Triumph six-cylinder engine was supposed to be. Even one of the numerous RAC men that I had called out since owning the car could not seem to stop harping on about the sixes silky smoothness. Needless to say my engine was far from silky smooth. Hours of fiddling with the ignition, carburettors,

therefore gave the carbs to a local specialist in Bristol to machine and re-build. Yet another lesson learnt; a good job was done on both the gearbox and the carburettors, in fact they are both still going strong eight years later, but I since found out that it would have been cheaper to get exchange units from the Triumph specialists advertised in the Courier.

The car was laid up for the next few months in an attempt to protect it from the harsh weather. You would have thought that three months of

What happened next was due neither to a generally worn out old car nor dodgy design. It was entirely my fault. I was on my way home from college for Easter when the traffic all stopped. All that is except me, and I hit a Metro squarely up the back. It is not something I am proud of to say the least and I am ever thankful that no one was hurt. The Metro was a mess and it was obvious that it would never drive again, but I was lucky as my car only suffered a dented bonnet, holed radiator and a couple of smashed headlights. A re-cored radiator followed by a trip to the scrappy to relieve an Austin Princess of its headlights and the car was ready to transport me back to Southampton a few days later.

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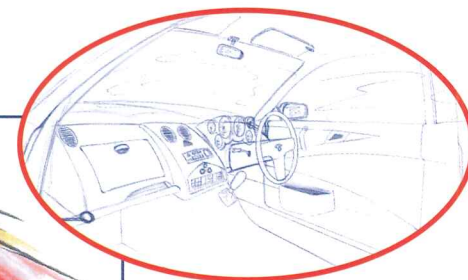
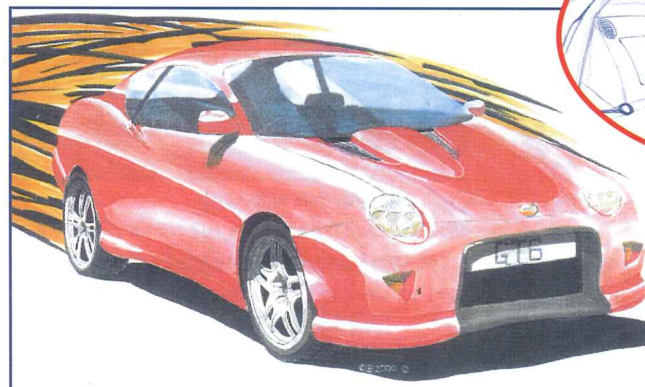
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READERS Write . . .



Justin Baker's Millennium GT6 design

Thanks HQ

A while ago I visited your headquarters to help in my research for my project to design a modern Triumph GT6. I would just like to extend my deepest gratitude to your club and all your staff, who couldn't have been more helpful. I got a B+ for my final mark, which was mainly down to the extensive research I was able to conduct with your help. Please find attached my final design solution, plus a sketch of the interior, which you are more than welcome to include in your club magazine if you so wish. Many thanks once again.

Justin Baker

Investiture Estate

Following the cover photo of a Triumph in London recently I thought you may be interested in the enclosed photos of Mk1 2-Litre Vitesse Estate OMO 622F inside Buckingham Palace taken on the 3rd of May this year following my



investiture by HM The Queen. I received an MBE for 'Services to the Cumberland Toy & Model Museum'. Alongside is my long suffering wife Joan and myself.

I decided to use the Triumph to go to London as it looks infinitely prettier when washed (Omo'ed?) and polished than my grotty old multicoloured Volvo estate. I gave it a good check and service before we left and it performed perfectly throughout from effortless motorway cruising at 70mph in overdrive top to the stop/go motoring in London. With power in reserve it left more than a few surprised looks as I out-accelerated modern machinery; it really is great fun driving a rocket powered rollerskate. When being parked it also caused several strangers to stop and chat, the usual line

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being 'I had one of those in the 60's - wonderful little cars!' said with a faraway look in the eyes.

OMO was originally built as a Saloon with a brake servo, later being converted to an Estate with overdrive and cream leather interior. I am currently researching the history of the car so if anyone has owned it in the past or can help in any way would they please get in touch. I have a Heritage Certificate and am about to write to Swansea.

Rod Moore MBE, 1Eng., M1IE(elec), MILT
Cumbria

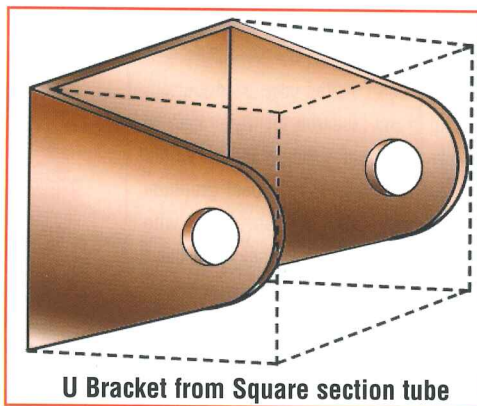
More on "Doughnuts"

I converted my Mk1 Vitesse to Rotoflex, so it was interesting to see how someone else had done it. (Do you like doughnuts?, David Royle. Courier, March 20. pp74-77).

My approach was slightly different. 4mm steel plate is a brute to bend. David must be stronger than me. To minimise fabrication of the bracket, I bought some 50X50mm square section steel tubing. Take a short piece of this, cut off the wall with the seam weld in it. and you have a simple U-bracket, with accurate folds and of course no seams.

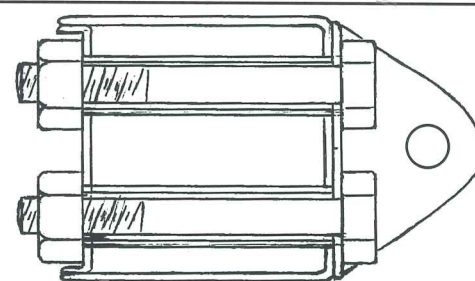
This bracket could have been welded to the side of the chassis rail, but I was not confident that my welds would be up to strength for a main suspension mounting. Instead. I drilled the back of the Ubracket for two large (10mm) bolts. to go right through the chassis rail. To spread the load of the bolts. I drilled the rail oversize for two compression tubes. Welded at each end to the rail wall, these tubes (12mm ID and about 1.5mm wall thickness) take the compression of the bolts, and spread the torque loads on the chassis rail.

This is more work than welding on David's bracket. but



less than making it, and it has two advantages. This system let me experiment with different wishbone mount designs (See Eickhoff CH, 'Rear Suspension Talk', Turning Circle Feb '89 pg.9 and Davies JR, 'Rear suspension tuning, the LoTec way', Courier, May '97 p54). More importantly, it will fail safely. If the worst happens and the welds do give way, at least the bracket will stay connected to the chassis rail until I can come to a halt!

Two final points. Chic Doig used to sell wishbone brackets, if you don't want to make your own. And to



**Section of Bracket and Chassis Rail
showing Compression tubes**

amplify one of David's. You must change the run of the flexible, brake pipes. MY first outing was short, but did not come to a rapid halt, when both pipes were severed by the Rotoflex doughnuts. (Thanks to Mark Field for the rescue!)

John R. Davies
Lancaster

Cancer Aid to Romania

During last September, a plan was formed by a small group of students, including myself, that we should drive a van of medical supplies to the cancer ward of Salaj District Hospital in Romania. With eight months passed our departure date is July 23rd, and our van is being led by a convoy of three classic cars - one MG Midget, a Blue Mark 1 Triumph GT6 and a red Mark 3 Triumph GT6.

We are working in conjunction with the charity, 'Medical Support in Romania'(MSR) (registered charity no. 1058339). Over the last ten years, this charity has developed a very close relationship with Salaj district hospital Romania. Their cancer department is in a desperate state. It is a small charity, which works at the grass root level, thus there is no potential for funds to be siphoned off, as has been reported to happen in larger projects.

So, with a small number of weeks to go. we are all busy trying to prepare the cars, raise more money and I will write on our return with news of how we got on.

If you want to make a donation, cheques should be made payable to '**Medical Support in Romania**' and sent to; 2 Thornton Close. Girton, Cambridge. C133 ONQ. Please state the donation being for the Cancer Aid to Romania trip.

The running of the vehicles is in no way funded by MSR.

C.Paton
Aberdeen

Emily A Herald with Heart

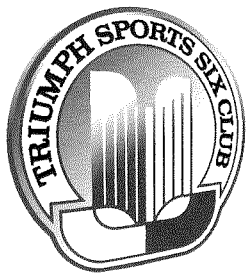
Since I was a teenager back in the late sixties, (showing my age) I have always longed to be amongst the elite and own a Triumph Herald. Now in my mid forties (mid life crisis time) I decided last August it was time to realise my dream. I bought just one Exchange and Mart and seemed to look at just one advert which was for a 12/50 Triumph Herald, with sunroof, 1967 Conifer Green. We made the call to a lovely elderly gentleman named Percy who explained his reluctance to part with his prize possession but felt he was now too old to drive. He lived in Eltham, so we made the pilgrimage by train. It was a lovely sunny day and Percy greeted us with tea and biscuits. He was a very young 90 years of age and proceeded to give us his beloved Herald's history. Apparently for the first three years she had been owned by his wife's best friend after which Percy bought her.

She has a genuine 23,000 miles on her clock. We were finally escorted to his garage, as the doors were flung open, it was love at first sight and the deal was struck.

We went back the following Saturday to collect her, Percy had already taken her out of the garage, this was his last ever drive in her, in doing so caught his knee on something and had sustained a small cut. This had never happened before in all their time together. We all agreed she must have been upset in Percy breaking up their 30year relationship. We now know that Herald's have feelings too.

Over another cup of tea Percy enquired what name we would be giving her. With no ideas readily to hand he said. "Well I was wondering if you would do me a favour and call her Emily, after my late wife." We naturally agreed and said we would be honoured. As we proudly drove off with our prize, we saw Percy shedding a tear, all those years and all those memories, disappearing down his road with us. She is however in very safe hands and like Percy we hope we shall be as lucky enough to enjoy another 30 years with Emily, a Triumph Herald with feelings too.

Beverley Page
Surrey



Last Mistake - Thirsk '99

Part 3 By Paul Pickles AKA 'Big Ted'

THIRSK '99

You know when you fill the tank and the petrol nozzle switches off just before the petrol gets to the top of the tank.

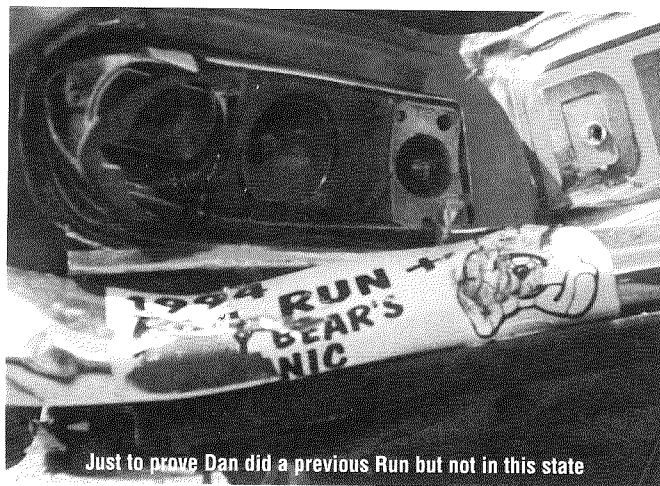
You know that feeling you get when you know something is wrong but you can't quite put your finger on it. Hmmmm ... **Brain to idiot. Brain to idiot ...** You are only making it worse, why don't

you skip this bit? **Brain out.** Well after watching the lovely petrol wash all the wax off the rear deck and dribble gently onto the floor, and after watching the splashes soak the bottom of my jeans for a while that stupid brain managed to register a fault somewhere. The man in the filling station was not very pleased either, when a petrol soaked moron walked in threatening legal action, actually he was extremely rude and discourteous so I think I will sue him as well as the petrol company. Just around the corner in the pub car park I was pleased to find the cars I had agreed to

meet and travel from Leeds to York with and I was even more pleased to find several cars waiting for us at the other pub car park in York. Now don't get the idea I am a drinking man cc's I'm not. I would like to be but with my brain and my luck, not to mention my hand to mouth co-ordination I tend to spill most of it. When all the cars had arrived at the pub including Giles, with his Sauna, sorry TR something, we got Richard involved just for the fun of it, it appeared the TR

had a stuck heater valve and whilst Giles was freezing in the cab section all the spare steam was escaping from under the bonnet. It was very pretty steam and I intend to ask him where he bought it but I don't want one of those faulty cans like Giles got or it will all have leaked out by the time I get it home. As Richard and Giles were sorting the sauna

topograph I think everyone was pleased to get on the road. Little did they know the fools ... We were off and it was looking good for such short notice. The trip from York to Thirsk was very enjoyable, extremely cold and had no mishaps at all worth noting. Parking at the warehouse was a bit of a problem due to several Transit vans which had brought along



Just to prove Dan did a previous Run but not in this state

problem we started with the wobbly bit again, I just know I should have left this one alone.

We were to be photographed **BY** the press **FOR** the press. We didn't ask for this and by the time we had moved all the cars around the car park in a very nice waltz, maybe it was a tango, to get just the right pho-

loads of kids to sort the boxes and make sure no one was sending anything inappropriate, and the tractor unit of a 40 foot trailer (which was being rigorously checked by two serious looking policemen who arrived in a stripey Volvo estate just after we had taken over,

Jewsons car park right next door. Thanks Jewsons for lending us the space. The manager of the warehouse and all the kids came out to have a look at the toys we had brought. The cars you fools and then started to drag the shoe box toys out of our hands. Lynne and I went into the warehouse a bit later and saw our own pressies being checked and put into a metal cage ready for sending off to Kosova that very day. Hope the kids like our gifts and I seriously wish I could do more. You have not seen the video ... I have ...

Back to our tale. Several people had brought tea, coffee and sandwiches but it



This is the state (See previous photo)

appeared only one idiot had brought biscuits. **ME!** Thanks you hungry-nosed mob, I loved the three broken ones you left after the tin was passed around. **TWICE.** Some of us stayed in the car park and some went into Thirsk on the strict understanding they would be back at the specified

departure time or the convoy would be leaving without them. So we did. Didn't we Kat and Richard, Warren and Ellie. Still they did catch up enough to see me make the wrong turn on the A151 and drag six of us on an unexpected tour of York city walls for an hour. But what really hurt was Richard not only saw me make the mistake when I never saw him or the yellow Spit, but he then very calmly set off with the aforesaid Spit and had his own little convoy,

quite successfully all the way back to the pub and was sat down eating a very nice lunch by the time we arrived. I bet it was him who ate all my biscuits too the rotter ... **Brain to general public** watch out for a low flying excuse anytime about now... **Brain out.** Shut up you I was just about to explain to the reader how I was so busy watching out for our depleted convoy **AND** my missing daughter that I missed one little itsy bitsy turn on a roundabout. They don't need to know I did the same thing on the day Kat and I did



Minnie in Sunny Mood

the run for the mileages and stuff do they? No, so if you keep your mouth shut so will I and nobody will be any the wiser.

Anyway that was how it happened. One wrong turn and it was the end. A perfect career of convoy organising gone for one little mistake. Please do remember when the jury sits and listens to all this, I did

have done **TWICE IN ONE WEEK! BRAIN OUT**

Shut up, shut up, shut up, do you want me to do the honourable thing or what? If I confess to one tiny mistake they may forget the rest. Just remember brain, if it's the bottle of whisky and the revolver with one bullet, you go too ... After about 45 minutes sat in traffic we

"We saw you turn off" and "Where did **YOU** go." were about the only comments I can put into print. I do have a very delicate and well brought up computer you know. Besides the rest of the comments were about my birthright and I am not telling anyone which bottle I came out of, so there!

So that's about it, when asked about doing the same run again most people said they would as long as I bought a decent map first and after a long and serious discussion with Brain we have decided to try again next year with two, maybe three conditions.

1) Brain has a say and I have to listen. **Memo to self..** leave box lid open in future.
2) We contact Children in Distress **MUCH MUCH** earlier giving us time to sort the thing out properly and ... finally ...

3) You lot want to do it! So that's it for 1999, I wonder if I managed to cock up the last convoy of the millennium. Well even if I did it wasn't so bad, lots of crimbles pressies for the kids, a good laugh for you lot and two very sore finger ends for me from this keyboard, I told you I couldn't type didn't I. Mind you I can't read road signs but I guess you already know that. One thing is for certain, everyone who took part or helped in any way and I include Brain in that even though he was not very effective this time. Everyone of you deserves a medal and a big one at that!

Remember, keep the shiny side **UP**

BIG TED

PS Thanks again, you are an amazing bunch of people...

MONDAY NOVEMBER 29 1999

YORKSHIRE POST

Turnout of enthusiasts means our target is miles closer



On the move: Paul Pickles, centre, from Leeds, with other members of the Triumph Sports Six Club, who formed a convoy at Deighton, near York, before driving to Thirsk to deliver shoeboxes for our appeal.
Picture: Emma Nichols.



A Photocopy of a Photocopy Just to show we DID get a mention for the Club

explain the Teddy Bear run. I am not used to bringing convoys back again I only go **ONE WAY. Brain to idiot.. Brain to Idiot** So we are not going to tell the public about losing half the A64 convoy back in '90 something, or Trying to "U" turn on the York slip road when you "thought" you were wrong but you weren't. Or when travelling up the M62 to the M1 you went straight over the M1 and back onto the M62 and didn't turn onto the M1 as you should

should not have been sat in we, sorry, everyone else began to realise we had boobed. A quick consultation with the two other drivers and a map, one "U" turn and a bit of signpost searching, and we have all done that, we were back on the right road. Well not really, we were at least on a road which **COULD** lead to the right road, but then any road **COULD** lead to the right road. Bliss, Joy, Heaven we were back at the White Swan at Deighton. Now the micky taking could begin...

to do it! So that's it for 1999, I wonder if I managed to cock up the last convoy of the millennium. Well even if I did it wasn't so bad, lots of crimbles pressies for the kids, a good laugh for you lot and two very sore finger ends for me from this keyboard, I told you I couldn't type didn't I. Mind you I can't read road signs but I guess you already know that. One thing is for certain, everyone who took part or helped in any way and I include Brain in that even though he was not very effective this time. Everyone of you deserves a medal and a big one at that!

Remember, keep the shiny side **UP**

BIG TED

PS Thanks again, you are an amazing bunch of people...



Countdown

By Angela McGowan

There's only about six weeks to go before the Concours at the International so this issue includes the advance entry form and the 2000 Concours Rules. Entering in advance does save you time on the day and the fee is reduced. As in 1999, each competitor will receive a TSSC £5.00 offers voucher and the first thirty entries received will qualify for a free bottle of Autoglym car polish. So, to be sure of yours, don't delay that entry too long!

Once again, our thanks to all the sponsors for providing the trophies:

**FOOTMAN JAMES
RIMMER BROTHERS LTD
JOHN KIPPING/CANLEY CLASSICS
QUILLER TRIUMPH
TRIUMPH WORLD
CHIC DOIG CLASSIC SPORTSCARS
BELLS SILENCERS
BURLIN FUEL SYSTEMS
QLC LTD
ANGLIAN TRIUMPH SERVICES
GLEDWOOD TRIUMPHS
ANGLIAN TRIUMPH SERVICES
JOHN KIPPING/CANLEY CLASSICS
MOSS EUROPE LTD
MOSS EUROPE LTD
NEWTON COMMERCIAL
AWARDCO GROUP
AUTOGLYM**

**Car of Show
Master Class
Original Herald
Modified Herald
Original Vitesse
Modified Vitesse
Original Spitfire
Modified Spitfire
Original GT6
Modified GT6
Bonds & Specials
Cruised & Used
Unrestored
Engine Bay
Paintwork
Interior
Guest**

There will be a trophy awarded to the first placed in all classes, together with an Autoglym valet pack. Trophies will also be awarded to the runners up in most classes.

In a lot of cases, these sponsors have supported the TSSC concours for many years and their help is most appreciated. This year we would like to welcome Awardco Group (the trophy suppliers) who have taken on the Guest Class this year and Dave Pearson of John Kipping/Canley Classics who is continuing the sponsorship of the Original Herald Class and Unrestored Class, the latter which he will be judging this year.

If you would like to be involved in the concours but not able to enter a car, may be you would like to be a judge? New judges are always welcome and I promise you will not be thrown in at the deep end! Please

give me a ring if you are interested.

Custard was recently fired up with no problem. No problem, that is, so far as the engine was concerned. I don't know what it is about doing a re-build but the nearer you get to the end, the longer it seems to take and the gremlins take over. When Andy unpacked the new windscreen it was cracked down the middle. 'An electrical fault had him baffled for a while and so convinced was he that he'd made a mistake on the wiring harness that it nearly came out. Fortunately, it was sorted before we got to that stage which was just as well because the atmosphere in the garage had started to get kind of gloomy. However, the replacement windscreen is now fitted so the next job is to fit the surrounding trims and then the glove boxes. Both of these are 'pig' jobs so maybe I'll just find something else to do as far away from the garage as possible!

Angie and Sue

CONCOURS TIP OF THE MONTH:
As well as cleaning the outside of the wheels, don't forget to do the inside too.

TSSC Concours

INTERNATIONAL CONCOURS ENTRY FORM 2000

ABOUT YOU

Name

Address

.....

County

Postcode

Country

Telephone no

CONCOURS CATEGORIES

Please circle **ONLY ONE** of the appropriate categories.

Modified Herald	Original Herald
Modified Vitesse	Original Vitesse
Modified GT6	Original GT6
Modified Spitfire	Original Spitfire
Bonds & Specials	Masters Class
Cruised & Used	Interior
Paintwork	Engine bay
Unrestored	Guest Class

All entries will be considered for Paintwork, Engine Bay and Interior

Photocopies of this form are acceptable

YOUR CAR

Model & Series	
Colour	
Registration	
Total Mileage	
Annual Mileage	
MEMBERSHIP NO.	
Advanced entry£5	
On the day£6	

THE FIRST THIRTY ENTRIES

**WILL RECEIVE A FREE
BOTTLE OF AUTOGLYM POLISH**

Advanced Entries to:

**Angela McGowan
Fairview
4 Oak Vale
Grampound
Truro
TR2 4QY.**

**Telephone: 01726 883884
9:00am - 8:00pm**

**Cheques payable
to T.S.S.C. Ltd.**

**DEADLINE
(for postal entries)
7 July 2000**

TSSC CONCOURS RULES 2000

1. All cars entering must be road legal, taxed, MOT'd and insured. All cars must be driven to and from the event. Cars that are not driven to the event will be for display only. All entrants (with the exception of the guest class) must be current members of the Triumph Sports Six Club. Anyone unable to prove their membership of the TSSC will be required to pay an additional fee of £5.00 or may enter the Guest Class.

2. The Concours Organisers' decision shall be final and no discussions on the marks awarded will be entered into. Any correspondence should be addressed to the Organisers after the event. Details in The Courier.

3. For the purposes of this competition, the following definitions will apply: Original - cars whose specification is as the cars were originally constructed. This does not mean that the original components are required, but any replacements should be of the same materials and construction as was originally used. Modified - Any car which is deemed not original by virtue of modifications not specifically excluded in Rule 4.

4. Any car will be considered modified if its specification has been changed from the original. The following exceptions will apply: radial tyres, stainless steel exhaust in the standard pattern, laminated windscreen, seat belts where these were not originally fitted. Any factory available option, correct for that model/year, copper cupro-nickel brakelclutch pipes, rear fog lamps, uprated standard configuration lighting, non-original paint materials, alarm systems. In addition, the Concours Organisers maintain the right to accept further modifications into the Original classes at their discretion.

5. For the purposes of these rules, the following will be referred to as the major classes: Original and Modified Herald, Vitesse, Spitfire, GT6, Cruised & Used and Bonds and Specials.

6. Cars entered in the Cruised and Used Class can be in original or modified specification. Cars must cover a minimum of 2,500 miles a year to be proven by MOT certificates. The winner will be excluded from entering the Cruised and Used class the following year. However, the competitor may enter the relevant Original or Modified major class or Paintwork, Interior, Engine Bay or Unrestored class during that period.

7. The judging of the Master Class will take place on the afternoon of the first day of the International Weekend and entries may be made up until judging commences. Late entries may be accepted at the discretion of the concours organisers. Eligibility for the Master Class will

comprise Car of Show and the winners of the major classes except Cruised & Used from the previous three years' competitions. Those cars must make one appearance in the Master Class to be eligible to re-enter the ordinary classes within the three years following their initial class win. The winner of the Master Class will be excluded from the competition for a period of two years, during which time they will receive free entry to the International Weekend where they will be invited to display their cars for the benefit of the membership.

8. The Car of Show award will be selected from all classes, excluding the Guest Class. No car shall win more than one award. The hierarchy for the distribution of the awards will be as follows: Car of Show, Master Class, Major and Unrestored Classes, Paintwork, Interior and Engine Bay, Guest Class.

9. Paintwork, Interior and Engine Bay awards will be selected from all cars except those in the Guest Class. However, a car may be entered in any one of these classes specifically, allowing the entrant to concentrate their efforts on that area. Cars so entered will not be marked on any other areas.

10. Entrants shall display the class indicator, as issued by the Concours Organisers, on the windscreen of their car. Failure to do so may result in the car being incorrectly judged. The Concours Organisers cannot accept any responsibility for this occurrence.

11. The Unrestored Class will not be formally marked, but will be the selection of the award sponsor or their representative. An Unrestored car is one which has not received the benefit of restorative work. The difference between restoration and maintenance shall be the decision of the class sponsor.

12. Entry in the concours may be made in advance. Entries will close at 10.00 am on the second day of the International Weekend. Late entries may be accepted at the discretion of the Concours Organisers. For entries in the Master Class see rule 7. The order in which cars are judged will be decided by the Concours Organisers.

13. Judging will commence at 10.00 am. Cars must be available in the concours arena by 9.30 am. Once in the arena, cars may not be removed until the end of the event without the permission of the Concours Organisers.

14. Entrants may be requested to prove that the stated mileage has been covered during the preceding twelve months (to be evidenced by MOT certificates). This is mandatory if entering the Cruised & Used Class. A guest car will be any car which would qualify for membership of the TSSC or another Triumph Club.

15. Unattended cars will score nil for any element of the marking sheet to which the judge cannot gain access to mark. The completed mark sheets will remain the property of the TSSC. Copies will be available on request by post after the event from the Concours Organisers.

(April 1999)



Four Star Sites

www.bayfordthrust.co.uk

GARAGES SELLING LEADED FOUR-STAR

List supplied by Bayford Thrust. All these garages have joined the Federation of British Historic Vehicle Clubs. This list, is posted on our website, and will be updated there. Please phone the garage to make sure they have stocks of petrol in place before your first visit.

Berkshire

Black & White Garage, Hermitage Road, Cold Ash, THATCHAM, Berkshire, RG15 9JN, 01635 200444

Buckinghamshire

TOTAL, Platts of Marlow, West Street, MARLOW Buckinghamshire, SL7 2NJ, 01628 890909

Cambridgeshire

JET, Woodgrange Service Station, 1266 Lincoln Road, Werrington, PETERBOROUGH, Cambridgeshire, PE4 6LQ 01733 577808

Cheshire

Jubilee Garage, London Road, HOLMES CHAPEL, Cheshire, CW4 7BG, 01477 537841

Cleveland

JET, Thrust Stockton (OFA), Chandlers Wharfe, Bridge Road, STOCKTON ON TEES, Cleveland, TS18 3BA, 01642 671686

JET, Thrust Eaglescliffe (JET), Urry Nook Road, EAGLESCLIFFE, Cleveland, TS16 0LY, 01642 783365

Clwyd

Smithy Garage, Chester Road, Acton, WREXHAM, Clwyd, LL12 8DY 01978 352428

Cornwall

Hessenford Garage, A387, Hassenford, TORPOINT, Cornwall, PL11 3HJ 01503 240319

Imperial Motors, Pellyn Cross, Ponsanooth. TRURO, Cornwall, TR3 7YE, 01872 863353

Vincent Tractors, Penhale, Fraddon, ST COLUMB, Cornwall, TR9 6NA, 01726 860332

The Perch Garage, Whitecross, WADEBRIDGE, Cornwall, P1.27 71R, 01208 812410

County Durham

JET, Thrust Newton Aycliffe (JET), Greenfield Way, NEWTON AYCLIFFE, County Durham, DL5 7LE, 01325 320649

Derbyshire

Castleton Garage, Buxton Road, Castleton, SHEFFIELD, Derbys, S33 8WP, 01433 620313

Derbyshire

Fountain Garage, Derby Road, Whatstandwell, MATLOCK, Derbyshire, DE4 5HH, 01773 852479

Woodbine Garage, Sin Fin Lane, Sin Fin, DERBY, Derbyshire, DF24 9HW 01332 766074

Devon

Stopgate Services, Yarcombe, HONITON, Devon, EX14 9NB, 01404 861376

Barn Cross Garage, Okehampton Road, Little Torrington, TORRINGTON, Devon, EX38 8PR, 01805 622304

Connect Garage Service Ltd, Old Tiverton Road, EXETER, Devon. EX4 6LG, 01392 277400

Watcombe Service Station, 354-358 Teignmouth Road, TORQUAY, Devon, TQ1 4SW, 01803 311514

East Sussex

UNITED, Little London Garage, Little London, HEATHFIELD, East Sussex, TN21 0AY, 01435 868078

UNITED, Old Town Service Station, The Goffs, Old Town, EASTBOURNE, East Sussex, BN27 4DH, 01323 648010

Essex

Chestnuts Service Garage Ltd, Crays Hill, BILLERICAY, Essex, CM11 2YA, 01268 521948

Triggs Garage, 30 Rayleigh Road, Hutton, BRENTWOOD, Essex, CM13 1AD, 01277 212413

Ingatstone Motors, High Street, INGATESTONE, Essex, CM4 0AT, 01277 353020

REPSOL, Wix Service Station, Colchester Road, Wix, HARWICH, Essex, CO11 2RT, 01255 870217

Autosmith, 84-86 Church Road, Brightlingsea, COLCHESTER, Essex, CO7 0QH, 01206 302808

Gloucestershire

Berkeley Heath Motors, Berkeley Heath, BERKELEY, Gloucestershire, GL13 9ET, 01453 511500

Cherry Tree Garage, Lechlade Road, CIRENCESTER, Gloucestershire, GL7 5DT, 01285 653459

Greater London

NATIONAL, Park End Garage, 389 Hither Green Lane, Catford, LONDON, Greater London, SE13 6TR, 0181 6972865

Holland Road Service Station, 2 Holland Road, Kensington, LONDON, Greater London, W14 8BA, 0171 6105100

Gwent

Portskewett Garage, Portskewett, CHEPSTOW, Gwent, NP6 4SA, 01291 425005

Gwynedd

Actions Garage, Moelfre Roundabout (A5025), Llanallgo, MOELFRE, Gwynedd, LL72 8NE, 01407 710615

Hampshire

Dawson Engineering, Pound Lane, Burley, RINGWOOD, Hampshire, BH24 4EB, 01425 402388

Pondside Services Limited, Beaulieu Garage, Beaulieu, LYMINGTON, Hampshire, SO42 7YE, 01590 612999

Glebe Garage, Sherford English, ROMSEY, Hampshire, SO51 6FL, 01794 322358

Humberside

THRUST, Maple Garage, Mappleton, HORNSEA, Humberside, HU18 1XT, 01964 534144

THRUST, Gallowood Service Station, BARNETBY, Humberside, DN28 6DN, 01652 688259

THRUST, Maple Garage, Aldborough Road, Flinton, HULL, Humberside, HU11 4NB, 01964 670392

Patrington Garage, Pump Row, Patrington, HULL, Humberside, HU12 OPT, 01964 630371

Kent

Goudhurst Service Station, GOUDHURST, Kent, TN17, 01580 211327

Leicestershire

Graham Goode Motors, Lutterworth Road, Aylestone, LEICESTER, Leicestershire, LE2 8PH, 0116 2835662

R E Mills, 34-36 Town Green Street, Rothley, LEICESTER, Leicestershire, LE7 7NU, 0116 2302295

Harby Garage, Nether Street, Harby, MELTON MOWBRAY, Leicestershire, LE14 4BW, 01949 860213

Lincolnshire

Huttoft Service Station, Mumby Road, Huttoft, ALFORD, Lincolnshire, LN13 9RF, 01507 490283

Roman Garage, Bridge End Road, Ropsley Heath, GRANTHAM, Lincolnshire, NG32 3AD, 01476 563001

THRUST, Whaplode Service Station, High Road, Whaplode, SPALDING, Lincolnshire, PE12 6JJ, 01406 371919,

THRUST, Pitstop UK, Canwick Hill Garage, Canwick Ifill, LINCOLN, Lincolnshire, LN1, 01522 533665

Merseyside

Avenue Service Station, Hunts Cross Avenue, Woolton, LIVERPOOL, Merseyside, L25 8QT, 0151 4288483

North Yorkshire

Smithy Garage, Tosside, SKIPTON, North Yorkshire, BD23 4SQ, 01729 840339

Ingfield Service Station, Skipton Road, SETTLE, North Yorkshire, BD24 9BD, 01729 823009

FINA, John Gill Limited, Northallerton Road, Aiskew, BEDALE, North Yorkshire, DL8 1DD, 01677 424406

Chromemetal Ltd, Ripon Road, New Park, HARROGATE, North Yorkshire, HG1 3HJ, 01423 503240

GRB Auto Engineers, West View, Ampleforth, YORK, North Yorkshire, YO62 4DU, 01439 788707

THRUST, Lemans 24 Hour, Leeman Road, YORK, North Yorkshire, YO26 4XH, 01904 642244

THRUST, Abbotts Garage, Dacre Banks, HARROGATE, North Yorkshire, HG3 4EG, 01423 780293

THRUST, Thrust Coastways, Malton Road, FLAXTON, North Yorkshire, YO6 7SE, 01904 468503

Northamptonshire

TEXACO, Weedon Motor Co, Watling Street, Weedon, NORTHAMPTON, Northamptonshire, NN7 4QQ, 01327 340554

Nottinghamshire

Woods Garage, 173 Mansfield Road, Clipstone Village, MANSFIELD, Nottinghamshire, NG21 9AA, 01623 621253

POWER, The Teesdale Garage, Hucknall Road, NOTTINGHAM, Nottinghamshire, NG5 1FD, 0115 9605146

THRUST, High Street Garage, High Street, Corringham, GAINSBOROUGH, Nottinghamshire, DN21 5QN, 01427 838355

Pembrokeshire

Haverfordwest Service Station, Cartlett, HAVERFORDWEST, Pembrokeshire, SA61 2LZ, 01437 762222

Somerset

FINA, Motorcare, Portway, FROME, Somerset, BA11 1QX, 01373 453095

Camel Cross Service Station, A303 (T), West Camel, YEOVIL, Somerset, BA22 7RA, 01935 850318

Tor View Garage, Edgarley Road, Edgarley, GLASTONBURY, Somerset, BA6 8LE, 01458 833800

Wayside Garage, Kenn Road, Kenn, CLEVEDON, Somerset, BS21 6TH, 01275 342838

Piccadilly Service Station, Chelston, WELLINGTON Somerset, TA21 9HY, 01823 662148

Q8, Greenway Garage, Quantock Road, Wembdon, BRIDGWATER, Somerset, TA6 7EH, 01278 423261

BWOC (Lympsham) Ltd, Bridgwater Road, Lympsham, WESTON-SUPER-MARE, Somerset, BS24 0BN, 01934 815062

South Yorkshire

Stadium Garage, Station Road, Stainforth, DONCASTER, South Yorkshire, DN7 5QA, 01302 841552

THRUST, Armthorpe Road Filling Station, Armthorpe Road, Wheatley Hills, DONCASTER, South Yorkshire, DN2 5PU, 01302 760273

Suffolk

L R Wyard-Scott Ltd, Great Green, Cockfield,
BURY ST. EDMUNDS, Suffolk, IP30 0HJ, 01284 828209

Heath Filling Station Ltd, The Heath, Tattingstone, IPSWICH,
Suffolk, IP9 2LX, 01473 328393

Tyne & Wear

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Technical Tip of the Month

HAZARDOUS HAZARDS ???

If the hazard warning lights on your Spitfire or GT6 won't work, and they haven't been used for some time, it can sometimes be caused by a dirty hazard switch.

So before you start to strip out the wiring etc., it's worth just sitting and turning the switch on and off for five minutes, and if you're lucky, slowly but surely the lights will start to function again.

Best of luck,

Mike.

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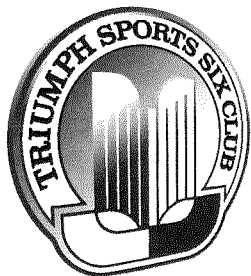
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Talking

By Carl Heinlein

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

TSSC Technical Secretary

Q. "I wonder if you can help me, I am trying to find a modern aerosol spray touch up such as Holts, that is as close to the original silver on the rockerbox and airbox on my Triumph Vitesse.

I also have a J-Type overdrive on the Vitesse, which has been converted from a D-Type. What electrical wiring changes if any need to be made? Thanking you in anticipation of your reply"

Karl Mclean

A. I have used "Silver Wheels" for these parts. I have seen it available in many motor factors and it comes in the larger 500ml cans. I like it because it is a nice bright silver but if anyone knows a better match, I'll pass it on.

As far as the wiring goes, there is no problem using the wiring that was in place for the D-type overdrive with your new J-type. The problem comes when you

try to do this vice versa. The D-type consumes 20 amps for a split second as it is engaged, dropping to 2 amps during operation. This is why Triumph fitted a relay in the circuit, to remove the large currents from the delicate little switches in the column or on the end of the gearlever.

Q. "I have recently replaced an "original" Stanpart front trunnion on my 1972 Spitfire with an "modern" original Stanpart trunnion. The new trunnion had a significant amount of grease within and judging by the amount of swarf from the thread cutting machining I assumed this was not cleaned out by the manufacturer. After stripping the grease out with solvent the steel disc at the base of the trunnion was loose and not capable of retaining the oil. The 1972 vintage trunnion appeared to a better design in that the disc was robustly swaged into position and presumably oil tight whereas the "modern" trunnion simply grips the disc in position and relies on a grease plug at the bottom of the trunnion for the seal. Am I correct in coming to this conclusion? The penny dropped after three new trunnions were found to have the same defect from two suppliers !!!

David Hutson

A. Yes, it sounds like the trunnions you have received have all come from the same original supplier. They need to be oil tight otherwise you'll simply lose the oil and this will be distributed around the wheel arch as the oil dribbles out and onto the wheel and tyre.

Short of being able to find an earlier batch that were better quality, is it possible for you to stake the brass down tighter against the end cap washer on the base. Slowly working around the cap with a small punch and hammer, you should be able to tighten the grip (and improve the oil tightness) of the end cap.

If you don't fancy doing this to a new trunnion then I am afraid that the only solution is to return them and search for better ones from another supplier.

Q. "Having read the latest edition of the Courier, I have decided to see if you can make any suggestions to help me with two problems with my wife's Herald 1200.

1. Overheating! I have a problem with the car overheating and

Technical

throwing its water, but it is not consistent. Sometimes it will happen after only a few miles, on another occasion it will be fine for 50 or 60 miles. I have flushed the system (several times), checked for leaks, checked the pump, thermostat, fan & radiator cap, checked for blockages in all the pipes and, as far as I can, the block. All to no avail. The engine is an unleaded from Kipping, about 18 months old. I don't want to go and buy a new radiator without being sure. Is there anything else I can check?

2. Battery discharging. The battery is losing its charge very quickly, and when idling it seems to cause the engine to stall. The battery charges well from my mains charger, and the dynamo is giving a good output. The battery is only about a year old and when out of the car it holds its charge well, but in the car it can be flat in 36 hours - even without use. I have no extra gadgets of any consequence and can find no earthing problems or short circuits (given my basic equipment). I have disconnected everything I can (horn, lights, heater, etc) and it still happens. Can you suggest what to try next? Thanks in advance"

Ian Benfell

A. Overheating. Well, according to your description, you've checked all the obvious things. You don't say whether the problem started when you fitted your unleaded engine or not but, by implication, I assume that it did. I have found a lot of variation between engine's with respect to overheating when they are apparently in the same state of tune but I would recommend checking the following;

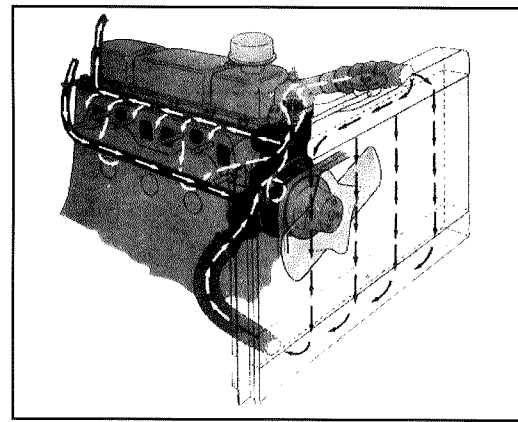
a.. Ignition timing and mechanical advance. The Herald 1200 should have a static setting of 15° BTDC and check the mechanical advance is working by revving the engine and watching the mark on the front pulley using an ignition strobe light. You should see the firing point move round to approx. 33-37° BTDC over 3000 rpm. If you don't get this advance, the mechanical advance mechanism needs checking. The

distributor starts to advance the ignition above 500-700 rpm so you can only check the static setting of the distributor with a strobe light if the engine is running very slowly and the vacuum advance is disconnected. For interest, sucking on the vacuum advance while checking the ignition timing should give approx. 5° extra advance. On the road, check that the engine doesn't "pink" when under load over 2000 rpm and, if it does, retard the ignition 1-2° until the pinking has just stopped. Without a recalibrated mechanical advance in the distributor, this is the best setting that you can get.

b.. Carburettor mixture. You may find that the mixture is now too weak (this will also help to cause pinking because the combustion chamber runs hotter). If this was not adjusted when the new engine was fitted, then it is very likely that some fine tuning will be needed. I would err on the rich side, because even though leaner would apparently give better fuel consumption, an engine that runs better on a slightly richer mixture will probably be more economical and it will run cooler.

c.. A new engine will run hotter. The engine is tighter when just rebuilt and this can cause moderate overheating.

d.. Renew the radiator. Referring to the picture showing how the coolant flows around the engine and radiator you can see how the radiator has a number of vertical cores. It is very hard to tell if a radiator is blocked by flushing it through. Replacements are relatively inexpensive and in 95% of the cases there will be some improvement!



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e.. Check the thermostat again. Other than the engine and radiator, the thermostat offers additional resistance to flow around the system and according to the Stanpart manual, the 1200 should have a 85° C opening unit. Battery discharging. The battery going flat without even using the car shows that there is a current drain somewhere, so I shall assume that the dynamo actually charges fine and that this part of the system works. The only items that should have power all the time are;

- a.. the horns (**live feed (brown wire)**) direct to the horns under the radiator)
- b.. the lights (**brown/blue wire**) feed to the master light switch
- c.. the interior lights
- d.. extras that have been added and are supplied with a constant feed (electric aerial, memory connection on modern radios, kenlowe fan, cigar lighters, etc.) These can all be checked very easily!..the lights and horn are all fed through make-or-break switches so are either on or off and you can check each of the "accessories" that have been added during the car's life!!..they are normally fed either from a terminal on the starter solenoid itself or from terminal 1 of the ignition switch (hopefully through in-line fuses because neither of these two points is fuse-protected).

However, if the battery still discharges then you have a leakage through the control box and/or the dynamo. Without the engine running and without the key in the ignition, try disconnecting the brown/blue wires that connect to the A1 terminal on the left hand of the control box. This should disconnect everything except the horn and the cut-out relay within the control box (this connects the dynamo to the battery). Connecting a 0-10 Amp ammeter between the ends of these wires and the A1 terminal on the control box there should be no current flowing at all. If there is, you've found your leakage!. It is in the lights or your accessories. The rate of discharge you describe means you're looking for about 0.5-1 amp flowing somewhere. If not, then disconnect the heavy brown wire going to

terminal A of the control box. Again, without the engine running and without the key in the ignition, put the ammeter across the end of the disconnected wire and the A terminal. There should be no current flowing. If there is, the contacts of the cut-out relay are at fault and the battery is being discharged through the armature windings of the dynamo!! and you need a new control box.

Q. "I have a Herald 13/60, on which the charging system has got progressively worse over the two years I have had it. Eventually the ignition warning light came on whilst driving and lights, gauges and eventually the sparks ground to a halt. So, once home, I got out my voltmeter and, following the guidance of the manuals, decided that the, control box, and not the dynamo, was at fault. I purchased a new control box, as I was informed that they came adjusted, thinking this would be quicker and easier than fiddling with the old one. Started the engine and the ignition light was no longer on. Brilliant. However, after returning from my brief drive, I switched the engine off and the ignition light stayed on when the ignition was switched off and the key removed. I re-tested the dynamo, in situ, and now found that this seemed to be faulty (not enough voltage), so I took this to a local auto-electrician who said he could re-condition it. Once reconditioned I put it back and it produced ample voltage, but again after driving and turning off the ignition, the warning came and stayed on, and now there was a small amount of smoke coming from the dynamo. I took the car to a different auto-electrician (the first one seemed a bit dodgy and had no garage space), who after a couple of hours told me the car was ready to pick up. He had set the control box and set the residual magnetic field in the dynamo. I drove the car home, switched it off and the ignition light stayed on. I rang him straight away and he said the contact must be sticking in the control box. I took it back and he later rang me to say that the 'reconditioned dynamo' was a bad job and there was a spacer missing causing the armature to short circuit on (I think) the body of the dynamo. He sorted that out, and then I took it home and again the light stayed on. I took it back the next day, and he rang me later to say it was ready to be picked up, there was nothing wrong with it. He couldn't find a fault, or even see the symptoms in his hands. I don't think his testing procedure included driving the car, just high revs for prolonged periods whilst stationary. Needless to say when I got it home the light still stayed on, and there was still smoke from the dynamo. I didn't bother to ring him again!

A few observations:

Not all of the terminals on the control box have connections on them (A and A1 have one missing each). Should there be a con-

nection on every terminal or could the wires be split further down the wire? There is an unattached wire with a connector near to the control box (Green and Black) supposed to be to do with the fuel gauge (which works OK as far as I know) which the electrician said was 'Just a spurious wire !!??'. Could it have been wired with wrong colours at some point? The earth connection from the control box seems fine, before and after driving. Disconnecting battery or dynamo when the ignition is switched off (light on) results in lots of sparks. Can the dynamo be magnetised from the wrong terminal for a negative earth car? Would this cause anything like what I am seeing? Is it OK to repolarise the magnetism, just to be sure it is the right way around? Thank-you in advance for any advice you can offer."

Brian Tennant

A. Well, you've had your fair share of problems! Your description of the symptoms mean that I can pin point quite quickly in what area the fault lies BUT all of these "spurious" wires and connections need sorting first because they may be the cause. You will need to go through each of the wires one-by-one, checking that the correct wires are connected to the correct terminal and that the connections are correct even if someone has spliced in

some new wires. As far as I know, Standard-Triumph always used the colours described in the workshop manuals!..does anyone out there know any different?

Use a wiring diagram and work across the control box, from the A terminals on the left.;

A - should have only brown/blue wires connected to them; one goes to terminal one of the ignition switch (the feed to ignition-switched items) and the other is the feed to the master light switch.

A1 - should have two brown wires connected to them, one heavy and one light. The heavy lead comes from the connection on the starter solenoid and the light wire is the constant +12V feed to the horns under the radiator.

F - should have one yellow/green wire connected to it. This is connected to the smaller terminal on the back of the dynamo.

D - should have two yellow wires connected to them, one heavy and one light. The heavy yellow wire is the feed from the large terminal

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on the back of the dynamo and the lighter cable supplies one side of the ignition warning lamp

E - should have a single black earth connection. Check this is a good earth with a multi-meter.

There should not be any green/black wires in the vicinity of the control box!! these colours were only used together in the wiper and fuel sender unit areas, so I suggest that you trace where it goes and decide why it was added (is one of the above connections not present?). If it is not part of the loom and has been added then I would remove it all together. If it is in the loom, then don't cut it off, but diagnose where it goes and which wire it is supposed to be.

Assuming that the wiring is now all correct and understood, I would then work through the following points;

a.. with the engine off, smoke coming from the dynamo is caused by the cut-out relay remaining closed (it should be open). This allows the battery to drain to earth through the armature windings and will cause smoke and, probably, damage if this has occurred a lot. This would normally be a mechanical fault within the control box (needing a new box), but if the wiring described above is wrong there may be a current flowing through the cut-out relay's windings, causing it to close the contacts. The fact that it seems intermittent suggests to me that your "reconditioned" control box is at fault.

b.. With the engine off, the smoke is independent of the polarisation of the dynamo, but it would be worth repolarising your dynamo when fitting the new control box. The following is an extract from a handy little book called 'Car Electrics made simple' by Charles Surridge, published in 1975; "It is necessary to set the residual magnetic field so that when the dynamo starts to generate current, the earthing brush has the same polarity as the battery earth. Failure to make the polarities compatible can cause the dynamo to start generating in the opposite direction to the battery, which may result in serious damage to the control box. Polarity is corrected in the following manner; Disconnect the wire from the 'F' terminal (the small one). Take another length of wire and hold one end to the 'live' side of the battery and touch the other end to the bare 'F' terminal for about 1 second. Where the connection has been good, removal of this wire will be marked by a small

blue flash, signifying that the current through the field windings has corrected their residual magnetic field. This means that current generated by the dynamo will be in the same polarity as the battery."

c.. After thoroughly checking the wiring connections, I would repolarise the dynamo and fit a new control box. Provided the polarisation is correct, even if the armature windings of the dynamo are damaged and the output is low the dynamo should not damage the new control box. If the output of the dynamo is then low, you may find that the dynamo requires replacement. I would like to be able to say that you just need to replace the control box, but with the wiring "mess" you describe, I think that you really need to get to the bottom of that first.

Q. "Hope you can help - I have just obtained a Spit 1500 and wonder if there are any firms that you know of that might be able to renew the black plastic 'female' fastening studs on the hood and tonneau cover - both are in very good condition but a few of the studs have been broken and now don't mate with the 'male' studs on the car. Also, my Spit came with knocking noises from the rear transmission. I thought it was the differential, and replaced that with a reconditioned one. The noises are still there! They vary with the road speed, and appear on overrun and when car is not under acceleration. Seem to be worse on kerb side, and go away when car is in a right handed turn - ie pressure on left side of transmission. Could it be a drive shaft bearing or what? I'd love to replace the right part next time!! Many Thanks"

Roger Howard

A. HOOD STUDS. You can get these hood clips from a number of trimming companies, but two I can suggest are Holden Vintage Classic on **01885 488488** (50p each but chrome topped) and Europa Specialist Spares on **01283 815609** (84p each but black or chrome available). Both companies have useful catalogues.

KNOCKING NOISE. The knocking noise you describe is the Universal Joint on the half shafts. Replace with the best items you can buy is my advice but, due to poor/erratic availability of the Heavy Duty Hardy Spicer type joints (HS152), the best options seem to be the GUJ115 joints available from most traders. John Kipping Triumph Spares sell thicker circlips that are designed to take out any further play in the joint AFTER you have fitted new joints. (they

should not be used for trying to "repair" worn joints). By taking out that last little bit of play, they help to reduce the clicking!..but don't force them in.

Q. "You recently advised in Feb's Courier that it would be a good idea for a Spitfire 1500 owner to change the needles on his SU Carbs after fitting K & N filters. I have also fitted these filters to my Vitesse Mk II, and wondered if a similar modification would be necessary or beneficial to general starting & running etc? I believe it has the original Mk II Strombergs and all other components are standard. i.e no other modifications. Any help much appreciated!.."

Alan Emmerson

A. If you are not having any running problems with the car, I would leave the needles alone. The K&N filters have less resistance to air flow than standard filters and this has the effect of leaning the air/fuel mixture, particularly at higher revs. On the Spitfire 1500 this becomes a problem but it does not seem to cause the same running problems on others of "our" cars!..perhaps the 1500 was tuned weaker than earlier cars for emission controls and small changes to the set up cause problems. You may have found that the car has become more economical (leaner mixture?) but if you do have any running problems you may find that you have to richen the mixture slightly to compensate for the increased air-flow.

Q. "I would like to update the braking on my Spitfire to reduce the foot pressure required and make it more compatible with a modern car (hopefully avoiding the initial 'no brakes' panic when using the Spitfire after using a modern car and avoiding standing the modern car on its nose the first time you touch the brakes after using the Spitfire!). The brakes on the Spitfire are in good condition and I intend to fit Kevlar pads as being a quick and simple first stage improvement. I would also like to fit a servo - particularly after recent 'Courier' articles. However my Spitfire is a late model 1500 with dual circuit brakes rather than the earlier models with single line brakes. What is the best approach? It seems to me that there are three choices:

1.. Keep the existing dual line brake master cylinder but couple the two lines (originally to back and front brakes) together before the servo fluid input and then split the

lines again after the servo? This sounds simple and cheap but is it safe? Are there any differences in pressures generated by the two sections of the dual brake master cylinder or required by the front and back braking circuits? Most modern cars with split braking circuits are not split back and front but rather right front/left back and left front/right back and seem to use a 'proportioning' or 'balance' valve to adjust pressure between front and back brakes.

2.. Replace the existing dual line brake master cylinder with a single line master cylinder from an older model Spitfire but divide the lines again after the servo. Again, as above, are there any differences in pressures required by the front and back braking circuits?

3.. In the Rimmer Bros. catalogue for the Dolomite a dual line brake servo is listed for the Sprint & 1850 models. Could this be used to provide a servo and maintain the dual braking system? Both the Dolomite Sprint & 1850 models also appear to have used a brake 'balance' valve which I imagine would not be suitable for a Spitfire. I would appreciate your comments and suggestions."

Ian Blunt

A. Your car has the benefit of a dual circuit braking system and, while it doesn't feel any different in use, is safer than the single circuit braking system fitted to most of our cars. Therefore, I strongly recommend that you don't follow solution "one" because this is several steps backwards. Most modern cars have, or incorporate, what is known as an X-split (diagonally split) because they are front wheel drive and have more weight on the front axle. If the secondary/emergency brakes were split front/rear and your front circuit failed, the rear brakes won't perform enough to meet braking legislation. However, the later Spitfires were able to meet the required emergency stopping distances with a front/rear split. The proportioning or load valves fitted to some cars help to improve stopping distances with different road surfaces and with different loads in the car. The dual master cylinder provides the same pressures to both circuits but has a smaller chamber for the rear brakes. The front callipers use far more fluid than the rear brakes and there is greater displacement available for the front circuit.

Your solution "two" is effectively the same as "one".

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Brake pads type 12	£12.00 a set
Brake pads type 14	£9.50 a set
Brake pads type 16P/16PB	£10.00 a set
Recon steering racks RHD	£7.00
Track Rod Ends	£7.00
Rear Shock Absorbers GSA 385	£17.50
Front Shock Absorber	£20.00
Herald Rear Leaf Spring 305945	£72.50
Herald recon exchange drive shaft assembly inc. shoes	£140 each
Herald/Vitesse Non Rotoflex Driveshaft	£57.50
Universal joint with grease nipple	£40.00
Herald new alternative Distributor (exchange)	£57.50
Vitesse Delco Distributor Cap	£6.50
Inlet manifold banjo bolt (145155)	£8.00 each
Herald oil filter GFE 119/150	£3.00
Herald O.E. Head Gasket 1200 and 1250	£6.50
Set of 4 SparkPlugs 1200 and 1250	£4.99 set
Recon w/wiper motor	£40.00
Vitesse 2 litre 2 H/Wip Motor	£70.00
Clutch Slave cylinder 13/60	£35.00
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	£560.00
Nearside/offside front wings 907154/5 903088/9	£60.00 each
Left/Right hand front inner wheelarch 903137/8	£37.50 each
Left/Right hand front inner wheelarch 703627/8	£35.00 each
Left/Right bonnet hinge tubes 811679/811680	£25.00 each
Spit MkIII side lamp mounting panel (910157/8)	£45 each
Door skins	£27.50
Battery box 806707	£27.50
Rear valance lamp panel 569900	£42.50 each
Spitfire MkIII boot 87387	£137.50
Dash top cover 706569	£50.00
Hard top rear screen 807499	£50.00
Vinyl hood MkII original ICI flame retardant inc zip window	£85.00
Hood MkIII original ICI flame retardant inc zip window	£130.00
Bonnet catch (chrome) 607663	£20.50 each
Rear lamp assembly 206532/217025	£37.50
Track Rod Ends	£7.00
Rear Leaf Spring 305894	£65.00
Recon Brake Caliper type 12	£45.00 exchange
Recon Brake Caliper type 14	£35.00 exchange
Original Head Gasket GEG314	£6.50
Speedo cable GSD165	£3.50
Front Valance Support Bracket 712567/8	£8.00

SPITFIRE MkIV & 1500

Front wings 906634/4	£27.50 each
Front wheelarch outer L/H and R/H 909351/2	£22.50 each
Front wheelarch inner L/H and R/H 909378/8	£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 each
Nearside/offside sill 903097/8 Non OE	£22.50 each
Nearside/offside sill 903097/8 OE	£36.50 each
Sill reinforcement panel L/H and R/H 80638/9	£25.50 each
Inner sill L/H and R/H 80638/9	£12.50 each
End plate (front) 706422/3	£4.50
Stainless steel overall kit	£130.00
Stainless steel tread-plate finisher Triumph logo	£12.50 pair

Half floor L/H and R/H Deep Pressing	£62.50
"A" post lower panel filler L/H and R/H 706288/9	£8.50 each
Bonnet hinge pivot box (RKC362/3)	£28.50
Bonnet hinge tube R/H 911108	£30.00
Rear wing L/H/RH repro	£87.50 each
Rear wing front repair panel	£10.00 each
Rear wing rear repair panel	£10.00 each
Spitfire rear lamp panel (716182)	£85.00
Boot floor	£29.50 each
Steel boot lid 911327	£50.00
Rear inner/outer wheelarch L/H and R/H 725563/4	£165.00 each
Rear outer wheelarch 90961/2	£44.00
Windscreen aperture panel drip channel	£12.50 a pair
Stainless steel coversill kit	£39.00 kit
Hard top rear screen 819959/XKC3641	£30.00
Hard top rear screen seal 911040	£25.00 each
Hard top seal roof/door glass 716183/4	£8.00
Front windscreen chrome insert kit	£35.50
Door hinges 607824	£14.00 each
Steering joint 142140/5 L/H and R/H black YKC2837/8	£41.00 each
Window regulator L/H and R/H 911271/2	£35.00 each
Window regulator glazing channel L/H and R/H 706789/90	£15.00 each
Front cutters 90897/9	£12.50 pair
Stainless steel tread plate finishers	£29.50 each exchange
Oil pump TKC 1974	£29.50 exchange
Waterpump 216339/GWP 128	£40.00 each
Late type water pump (viscous) UKG772	£29.50 exchange
Air filter assembly including filters 217824	£35.00 each
Heater valve 724021	£3.00
Front wheel bearing kit GHK1021	£18.00 each
Front wheel hub bushes 119451 (set of 8)	£12.50
Front shock absorbers GSA364	£10.00
Front suspension vertical link and trunion assembly	£30.00 a pair
Stub axle UKC697	£10.00
Recon steering rack	£40.00
Track Rod End	£7.00
Steering joint 142140/5 L/H and R/H 1718	£17.50 each
Steering lock 216449/UKC2719	£37.50
Rear wheel bearing kit GHK 1029	£13.50
Early/late rear drive shaft	£87.50 each
Recon Drive Shaft Assembly	£140 exchange
Rear shock absorbers GSA 385	£17.50
Transverse rear suspension leaf spring 159640	£67.50
Recon Brake Caliper type 14	£36.00 exchange
Brake disc 208715	£53.00 exchange
Caliper repair kit inc. piston	£14.00
GIRLING Brake master cylinder	£15.00
Handbrake cable end fork (104749)	£45.00 each
Handbrake cable end fork (104749)	£3.50
Rear wheel Brake Cylinder .7 Diameter	£1.50 each
Rear brake cable end fork (104749)	£7.50
Clutch Kit 1500 O.H.	£35.00
Clutch Slave Cylinder Gsy 103	£57.50 exchange
New Distributor 1500 RKC 638	£47.50 exchange
Distributor cap MKIV	£3.50
Retracted w/wiper motor	£20.00
Recon w/wiper motor	£40.00
Universal joint with grease nipple	£27.50
Seal covering set. Brown cloth houndstooth material complete car set OE	£6.50
Knee pad L/H and R/H 719391/719401	£12.00 each
Gearbox Tunnel Retaining Plate 808365	£65.00
Wheel arch to bulkhead seal 613666	£2.50 each
Door original plastic flame retardant inc. zip window	£130.00
Hood vinyl inc. zip window	£130.00
Inertia seatbelts with warning light wire	£45.00 per pair
Inertia seatbelts less warning light wire	£40.00 per pair
Inertia seatbelt sensor type OE	£50.00
Inertia seatbelts less sensor OE	£50.00

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Bonnet assembly MkII	£595.00
Bonnet assembly MkII 913766	£600.00
Nearside/offside front wing Mk II 908113/4	£80.00
Nearside/offside front wing Mk I 907154/5	£60.00
R/H front overrider GSA 385 Mk I 710171	£27.50 each
Petrol tank cover board (Mk I and II) 710703	£17.50
Boot floor carpet MkII and II 810841	£11.50
Main carpet early Mk II new tan 819813	£29.50
Main carpet late MkII new tan 822633	£29.50
Main carpet Mk III black 822631	£29.50
Quarter light seal front L/H 574098	£12.50
Rear quarter light seal L/H new tan MkII 820613	£9.00
Dash veneer set Mk III 820073	£37.50 each
Steering lock 216449/UKC2719	£37.50
Seat Belts	£45.00 pair
New crankshaft 308034	£95.00 exchange
Recon exchange water pump GWP201	£29.50
Clutch Kit Q.H.	£65.00
Front suspension vertical link (209072)	£52.50
Front shock absorbers	£20.00 each
Track Rod Ends	£7.00
Rotoflex coupling 152273	£20.50 each
Recon Brake Caliper type 16P	£55.00 exchange
Recon Brake Caliper type 16PB	£55.00 exchange
Rear brake shoes MkI and II and Mk III Rotoflex, GBS 750 OE	£13.50 set
Rear brake shoe assembly 155416	£20.50
Delco Distributor Cap	£5.50

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Despite splitting the circuits after the servo, you will still allow fluid for the front brakes to be lost if a rear pipe failed.

Solution "three" is also not available. The Dolomite (as with most, if not all, modern cars) was able to use mechanical (pedal) servo because this was easily installed. The Spitfire has no space for fitting this type of servo. The mechanical servos used today allow the servo assistance to be applied before the master cylinder and this means that dual-circuit brake systems could be easily servo assisted. For you to servo assist your car, you should really install two hydraulic in-line servos. In this way you maintain the dual circuit braking. However, I would not recommend this and suggest that you simply recondition the system you have and fit the braided brake hoses available from the Club. These will not reduce pedal effort but they will significantly reduce the pedal travel. Be sure not to confuse the braking ability of the Spitfire with pedal effort (or force) because the brakes on a good condition Spitfire are actually quite good, even if you do have to push the pedal a bit harder!

Q. "I am the proud owner of a 1976 Triumph 1500 Spitfire. Over the winter months I have been collecting parts and deciding what to do to it before the summer. One thing I wish to do is to convert my car to unleaded petrol. I have decided to have my cylinder head machined with inserts, by a professional company. I was wondering if I would have to make any further alterations or modifications to my car as well as the cylinder head, in terms of the timing or the seals in my carbs. An technical information on this subject would be gratefully appreciated and I look forward to hearing from you"

Chris Peacock

A. Fitting an unleaded head is really a very simple job. If you are getting the head done yourself, I would recommend using bronze valve guides in lieu of the standard steel items because these have better bearing properties. I fitted a very high lift cam and very quickly had a valve seize with steel guides. Now I am not saying that I didn't make a silly mistake during rebuilding but since I have refitted the head with bronze guides, I have had no problems. I have not found a need for the valve stem seals recommended by some and can't see the harm in a bit of oil going down the valve stems anyway. However, I don't suppose the little bit of oil that the stems do get does very much anyway, so fitment of these seals needs to be your choice.

As far as rubber components within the fuel system being effected by unleaded, I don't have the full answers. However, removal of lead from fuel does not cause rubber to deteriorate and I understand that it is the addition of Benzene, as used in "Super-unleaded", that can attack rubber!..Therefore, don't use super-unleaded!!..you don't need it anyway.

As far as ignition timing goes, you have probably found that you are unable to run at the standard static timing of

Talking Technical

10° BTDC due to pinking and you will probably find that the situation won't be any worse when using unleaded. My recommendation would be to start at 10° BTDC and retard the timing a couple of degrees if the engine pinks. If it still pinks, retard it another couple of degrees until the situation is acceptable to you.

That's all for this month. If you have a burning Triumph-like question, you can call me on 01633 412377 (between 6pm and 7pm only) or e-mail me at carl@heinelein.freemove.co.uk.

If you need a quick answer, phone because the e-mails are quickly stacking up!, technology gets them to me quickly but I am afraid that I am definitely the weak link,

See you soon,
Carl

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