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SEE OUR LISTINGS AD
INSIDE ON PAGE 72/73.

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**THE
COURIER**
244

OCTOBER 2000

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SPITFIRE - HERALD - GT6 - VITESSE - BOND EQUIPE - SPECIALS

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

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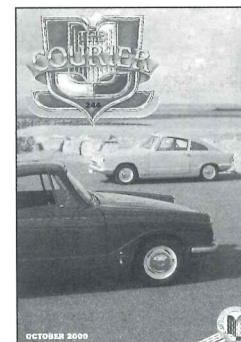
Stuart Newbould, Simon Roberts,

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 Pic
Dark Blue Car is 1st
production Equipe 2+2
owner Bob Reed. The
Light Blue car is No.284
owner Bill Pounds
Photo by
Bruce Pilborough

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T.S.S.C. Events Calendar

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

NATIONAL EVENTS

Contact Club H. Q. for more information

SATURDAY/SUNDAY 4/5 NOVEMBER 2000
CLUB STAND

THE INTERNATIONAL CLASSIC
MOTOR SHOW.
NEC BIRMINGHAM

REGIONAL EVENTS

SUNDAY 15 OCTOBER 2000
NEWBURY AREA CLUB STAND AT THE
TRIUMPH WORLD PICNIC
AT BEALE PARK
NR PANGBOURNE

CLASSIC CAR SHOWS

(CLUB INVITED)

FRIDAY/SUNDAY 13/14/15 OCTOBER 2000
THE ULSTER AUTOMOBILE CLUB
CIRCUIT OF IRELAND RALLY

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

PLEASE SEND ALL EVENT INFORMATION
FOR NEXT YEARS EVENTS AS SOON AS YOU
CAN FOR THE 2001 EVENTS CALENDAR TO
TRUDI PRETTYJOHNS AT THE CLUB H.Q.



SHOWCAR

Register

CARS WANTED

We are currently looking for cars to feature on the Club stand at The International Classic Motor Show on November 4th & 5th and also for the Triumph Show and Spares Day at Sandown Park, Surrey on Sunday 26th November. So if you would like to have your car on stand please ring

John Muggleton 01858 434424

Comment

by Bill Sunderland

Agenda for Autumn

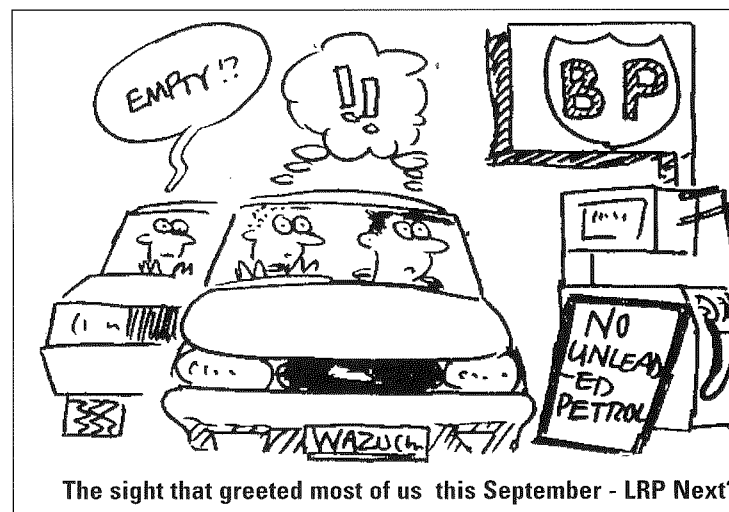
As if by magic - summer seems a distant thought, go on, what summer?! Well, here in the UK we are now having our summer in mid-September, only problem, no fuel to enjoy the car. Slight exaggeration but without the gold

judgement on current fuel possibilities. I still maintain with the costs involved, ultimately as when you are trying to sell your car, it is unleaded cars that people wish to own and as

November. This show has the reputation of being all Club's indoor show as it is very friendly with plenty to see. Then as we get into the end of November, we have the

Triumph Show and Spares Day at Sandown Park in Surrey on 26th November. Primarily this is a spares day and has proved very popular within the Triumph movement. Details on both these events appear in this magazine.

The Club has just started a new year in reference to our finances, the year 2000 has been another difficult one. It begs the



The sight that greeted most of us this September - LRP Next?

stuff, no one will go anywhere. I noted comments last month in Carl's 'Talking Technical' re. fuel, there are so many different opinions and options that as per a telephone call with an owner of a Spitfire converted to unleaded, "Can I use LRP as there is no unleaded available?" The answer is yes, you can as we do not use catalytic converters in the UK. The debate will run on and I can only give a view but with recent rumors from Europe that after two years, LRP is to be withdrawn from sale, history will make a

with most of our worldwide membership, Triumphs now run on the green stuff.

October is a relatively quiet month with few shows to attend; November with the darker evenings promises to give members two weekends: Firstly the International Classic Motor Show at the NEC, Birmingham on 4th and 5th

question: Are we really using Club cars enough? I suspect not. Of course, if we don't break them, we won't need spares; if demand for spares diminishes, remanufacture will not take place. The Ariel Motorcycle Club uses the phrase, 'Use them or lose them' - it is worth thinking on that one.



TSSC NEWS *Review*

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

Standard Triumph European Rally

As visitors to the last two events will know, STER is based around a chalet/camping holiday park environment with lots things to do both car and non-car orientated; a weekend away for all the family. Those enthusiasts who have attended STER in the past will appreciate the high quality of services and accommodation offered by the previous venue. The STER Team felt that it was time to bring the event to the UK in 2001, so that even more enthusiasts could enjoy the event. Although we felt that finding a suitable venue would be difficult, we didn't realise just how difficult it would be.

Britain is a land of holiday camps. With a short list of over 100 camps as a starting point, just over a third were contacted and around 20 visited. The first thing that we found was that the quality of holiday camps in Britain cannot be compared with holiday camps in the rest of Europe. Eventually one camp, with chalets, was found that might have worked, although it had no camping on site.

After protracted negotiations with this holiday camp, which included changing the event dates, it became clear that we would not be able to offer enthusiasts a STER that was of the same high quality at a similar low cost and so negotiations

were abandoned.

One day events and venues were discussed and considered, but this would not have been a STER. So, after much thought, the STER Team concluded that they were reluctant to make the compromises that appeared to be required and so sadly it has been decided that STER UK in 2001 will now not go ahead.

Discussions and negotiations are currently taking place to hold STER in May 2003 near Jabbeke, Belgium in conjunction with the TR Register Jabbeke Highway Trial Organisers.

The STER Team apologise to Standard and Triumph enthusiasts and hope that they understand our position. We look forward to meeting you in Belgium in 2003.

Mike Crewes
STER MANAGER

2001 TSSC Technical Article Directory

The Latest Totally updated Edition of The Technical Article Directory is now available from TSSC HQ. What this is, is as full a listing as we can manage of all technical articles, tips, buying guides and profiles that have been published within TSSC publications since July 1980 up to June 2000, covering both 'The Courier' and 'Turning Circle' magazines. Articles are principally listed by car model and technical topic subsections. A separate, wide ranging Technical section serves to cover references to non model specific articles and also as a cross reference to model specific articles. To order Call Caine on 01858 434424 - Price £2.95



HQ OPENING TIMES

OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY - 7TH 9AM - 4PM

SATURDAY - 21ST 9AM - 4PM

NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY - 4TH 9AM - 4PM

SATURDAY - 18TH 9AM - 4PM

Advance Orders for

Triumph Show + Spares Day

Sandown Park Surrey 26th November

The International Classic Motor Show

Birmingham NEC 4th /5th November

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THE INTERNATIONAL CLASSIC MOTOR SHOW

4 - 5 November 2000

NEC Birmingham

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The TSSC has a Stand at the show and we have 10 pairs of Free Entry Tickets to be won

How to Enter

Can you identify what connection Sir Stirling Moss had with the Triumph Factory Competition Dept?

The first 10 Correct entries to the Editor win a Pair of Tickets

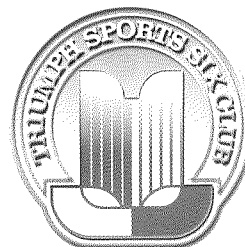
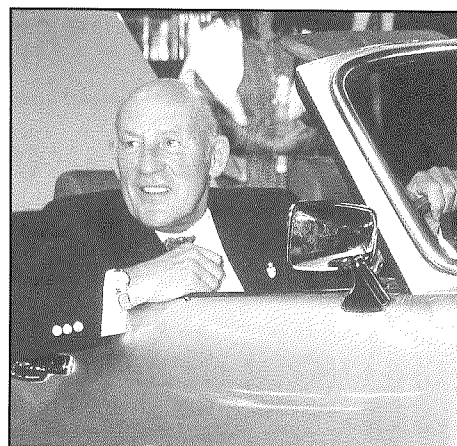
The Connection is

My TSSC Membership No. is : /

Entries should then be posted to
'TSSC CLASSIC COMP'

TSSC, Main Street, Lubenham, Market Harborough, Leics. LE16 9TF

CLOSING DATE FOR ENTRIES IS OCTOBER 10TH 2000



What exactly is an MoT Certificate?



The MOT test evolved in 1960 in order to combat the dwindling condition of vehicles used on the public road and was introduced by the then Ministry of Transport. It only included vehicles that were ten years old or more and covered only a few lights. Since then the test has gradually included more and more items until it has reached the stage that it is today. It is currently administered by Vehicle Inspectorate (VI) who are the road enforcement agency within the Department of the Environment, Transport and Regions (still commonly called the Ministry of Transport). An MOT certificate (VT20) is a certificate issued once a year to say that a particular vehicle is roadworthy and in good condition for the rest of the year, right. No! A VT20 is nothing more than a piece of paper to say that this vehicle has met the minimum road worthiness requirements at least one time in the past year. What this actually means is that the vehicle met those requirements during the test (a job that can take anything from 20 minutes to 1 hour), e.g. a set of tyres with minimal tread may pass the test but be illegal by the time the car has been driven home.

The test involves one person (with the aid of an assistant) checking a number of specific items that are required by law to be fitted and working according to the vehicle's year of manufacture. Hence what may be required on one car may not be needed on another. Testers will follow a particular routine to ensure that nothing testable is missed. This involves testing items inside the car, outside the car, in the engine compartment, and underneath the car. Whilst underneath the car the tester will jack up the front and rear wheels and carry out further checks. An assistant will also be used during particular checks. Any person who carries out an MOT test must have had at least 4 years experience in the motor trade and have relevant trade qualifica-

Cop Shop

by Mike Crewes

tions before being eligible to attend a two day qualifying course. They must then satisfy VI that they know and understand the correct standards of testing by answering a variety of questions and carrying out a mock test under very close observation.

A common misconception is that after passing a test a car will have everything working. As I've already said, only testable items will be tested. It follows then that a car not requiring a rear fog lamp will not have that lamp tested even if it is fitted. However, other items may be checked even if not originally required. For example, hazard lights and side repeaters are only required to be fitted to vehicles first used on or after April 1st 1986 but if they are fitted to a vehicle first used before this date then they will be tested and must work. Corrosion is another area of contention to a lot of people. What the tester will look for is the structural condition of the car. For cars with a monocoque construction (no separate chassis) this will involve a lot of body panels but for cars with a separate chassis the bodywork will barely come into the test.

The validity of a VT20 is 1 year but a newly issued VT20 can have its expiry date extended by up to 1 calendar month if the current VT20 is still valid to within 1 month, and produced when the vehicle is tested. Once issued it cannot be taken

away, even if the vehicle is subsequently presented to another garage for a second opinion and then failed. On the other hand, though, if your vehicle receives a road worthiness prohibition from the police or Vehicle Inspectorate, the prohibition will only be cleared by having your car submitted for and passing a new MOT test.

The continual monitoring of testing standards is paramount to ensure a safe and consistent testing scheme. If you have been issued with a VT20 or VT30 (fail sheet) for a vehicle that you feel did not justify its issue, then you should contact your local VI office. This must be done within 1 month of issue for mechanical defects or 3 months for corrosion. The number can be found in the local phone book.

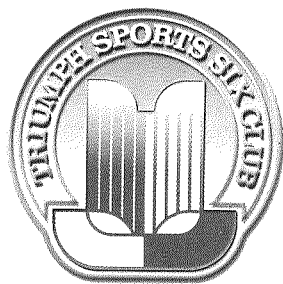
The full operation of the MOT scheme is quite involved and lengthy and as such this has only been a brief outline of the MOT test. If you have any questions relating to the MOT scheme you can e-mail me at Davebw@globalnet.co.uk

My thanks to Dave for this article, I think it explains a great deal.

If you have a query, or topic on Road Traffic legislation you not write to:

Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN (replies require an SAE), or email:

MikeCrewes@StandardTriumph.co



Stafford

By Bill Davies

I thought I'd take the opportunity this month to show you a few of my own photos.

I always return from Club events with a number of films to be developed, this year being no exception. All of these photos were taken at the TSSC International Weekend at Stafford back in July. There is a subtle link between all of the cars pictured, though this will only be apparent to their owners.

IVRs

I have received several completed IVR forms with

questions regarding feedback on the IVR project. Each member who sends me their vehicle's details and includes an SAE receives information on how to trace the history of their particular vehicle and, in most cases, some notes on detail changes made to their model during its production life. It's not really that straightforward to give an explicit answer to where any individual car fits into the numbers of recorded survivors, as this data changes with each new IVR received.

Having now looked after the early Herald Register for a whole year, I thought it was about time I published a few

selected statistics from the information I have received so far. Before presenting this information, I ought to give a little explanation of how I've broken down the figures.

I have chosen to divide the cars into 5 Groups, namely 948cc cars, 1200s on the Mk1 chassis, 1200s on the Mk2 chassis, 12/50s and export 1200s. Later export Heralds (Mk2 chassis) were given the unique prefix GB, whereas the earlier models shared the same GA designation as the home market cars. For this reason I have not included the earlier cars in this category, as it is impossible to determine the market in which a car was



sold from its commission number.

Some IVRs have provided details of Heralds that are known to have been destroyed in the past. I have not included these cars in my figures as

there are instances where they would distort the recorded earliest and latest survivors of a type.

That gives us a total of 190 Heralds. While this represents what I'm sure is quite a small proportion of our surviving Heralds, I am



	Number Recorded	Earliest Recorded	Latest Recorded
948 Coupe	12	Y 128	Y 16165
948 Saloon	11	G 6751	G 59706
948 Twin-Carb Saloon	2	GY 906	GY 8106
948 Convertible	2	Y 16170 CV	Y 21771 CV
948 S	1	G 61211 SP	G 61211 SP
1200 Mk1 Coupe	12	GA 3250 CP	GA 78437 CP
1200 Mk1 Saloon	15	GA 13461 DL	GA 78012 DL
1200 Mk1 Convertible	3	GA 661 CV	GA 21943 CV
1200 Mk1 Estate	3	GA 16387 SC	GA 66215 SC
Mk1 Courier Van	3	GA 48965 V	GA 68898 V
1200 Mk2 Coupe	5	GA 83324 CP	GA 157201 CP
1200 Mk2 Saloon	63	GA 81642 DL	GA 249869 DL
1200 Mk2 Convertible	31	GA 147774 CV	GA 232384 CV
1200 Mk2 Estate	4	GA 132274 SC	GA 225637 SC
Mk2 Courier Van	0	—	—
12/50	19	GD 10442 RS	GD 55269 RS
1200 Export	4	GB 48134 CV	GB 60475 LDL



particularly impressed with the number of Coupes recorded. With each batch of IVRs forwarded to me from Club HQ there seems to be at least one for a Coupe.

Lost Cars

One thing noticeable from the IVRs received so far is the number of Heralds previously known which have disappeared. There had been a substantial

population of Courier Vans, mostly in the hands of enthusiasts, however we can now positively identify only 3. I have been pleased with the response from Herald 948 owners, though I find it hard to believe that the earliest surviving 948 Saloon is my own G6751. During the mid 1980s G8 was reported to be in the hands of Angus Hart, at that time a TSSC member. Is Mr Hart still a member? What happened to G8, or for that matter any of the other early Saloons?

Finally.

So have you figured out the link between this month's photographs? As the subject has been IVRs, I thought I'd include some cars for which I've not yet received any details! The four cars pictured are just a handful of those I photographed at Stafford which I couldn't tie into the IVR project, a shame as they are all very tidy examples.



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Front Corner Valences MkIV/ 1500, GT6 Mk III each £24.00
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Always a selection of cars for sale or rebuild. We also stock various Herald and Vitesse parts

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

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'SPITBITZ' THE ONLY NAME TO REMEMBER!



The Problems of Old Age

By Derek Giles

Has anyone got any experience of fitting Fog/Driving Lamps to our cars?

TRIUMPH Herald
15/60 Register

This may seem a simple task but as the grille tilts forward with the bonnet it is not as easy as it first seems. The older 1200 cars had a fixed grille, so it was possible to mount lamps either on the valance or the grille without the lamps having to move each time the bonnet was lifted. Not so on our cars so this poses some problems if you want lighting. Within the laws that govern the use of such lights there are some restrictions (due to the height the lamps are fixed at) as to their use, i.e. below a certain height they can only be used in fog **OK** if you fit them below the valance. If though they are wanted to supplement the headlamps on main beam (i.e. driving lamps) they must be above a certain height and **NOT** used for **FOG** conditions. This leaves only the grille to fit them to. Hence the above question. So come on all you budding Night Driving experts and let me know what you did

and, just as importantly, **WHICH** did you fit? A photo would also help, please put pen to paper and pass on your know how to us all:

HIDDEN PROBLEMS OF OLD AGE:

As our cars get older there are some parts that wear out or deteriorate that are easy to spot, and others that are not. One of these hidden cases is the frequency that the carb seems to get blocked with dirt/rust. This is due to the inside of the pipe from the fuel pump to the carb rusting, (fuel does tend to contain some water) this flakes off and ends up in the carb float chamber. Resulting in some fuel starvation, not always noticed until the engine loses power or misfires, we then put it down to some form of ignition fault and attack the distributor fitting new parts, only to find it is not much better. If we are stuck we may well try the carb and clean it out. Hey - normal running and all is forgotten.

I would recommended you to replace the fuel pipe with **COPPER**, this won't rust and is easy to bend if you use the old pipe as a guide. 1/4" pipe is still available as are the olives (little copper ring) for the pump end.

If like me you like to save a few bob on all those jobs that seem to cost a fortune, find your nearest caravan stockist and buy 1m of their 1/4/6m copper gas pipe and a packet of olives (they come in small bags of 415) my total cost was £2.20.

Remove the old steel pipe from the car and with a small hacksaw cut off the old olive next to the nut at the pump end, discard this but **KEEP** the **TUBE NUT**. Bend the new copper to the approx. shape of the old pipe allowing enough extra at the pump end for the olive and nut. Offer the pipe to the engine and make any adjustments to the shape as required (don't be **TOO** violent with bending as the copper will harden if bent too many times) use your thumbs for all bending take your time and it will work. Don't make the bends too sharp or you will just kink the tube and not be able to use it. When you are sure the pipe is correct fit the lump end nut and olive, insert the

end into the pump and tighten the nut until the olive just collapses to form a tight seal in the pump. Double check if you wish by undoing the nut and inspecting the olive, make sure there is no swarf in the pipe ends by easing a drill into the open pipe and give it a good blow through. At this stage you can if you wish put some Hermetite/Jointing on the olive, refit it to the pump and do up the nut. There you have it, a new copper petrol pipe from pump to carb. Don't forget to clean out the carb float chamber **JUST IN CASE**. Vitesse owners can also do this by using 5/16" copper and olives also available from the same source.

If you are very ambitious the tank to pipe can also be changed using the same pipe and fittings, but that's another story.

Round Britain Reliability Run

As you read this Rob Newton-Allen and I will be into the **LAST** few days of our preparation for the Club Triumph Round Britain Reliability Run, 6th/8th October in which we **HOPE** to cover some 2000 mls in 48 hrs in 220 LPK Rob's lovely Alpine Mauve and White 948 Coupe.

As I have said before, we down in the West Country are mad and if you never believed me in the past then I am sure you will now. It will not be easy as we need to average some 44 mph for the whole of the 48 hrs to complete the distance in the allotted time, fine if we were in a TR or a 2000, but in a 948 it will be feat of real endurance. I only hope Rob's feet don't smell too much and neither of us eat too many Curries the night before. So as you settle down by your log fire with your favourite book and glass of Malt whiskey spare us a thought as we struggle to keep up the pace and uphold the honour of the TSSC in our quest to travel from London to John-O-Groats then onto North Wales, down to darkest Lands and finally to London again without mishap. Should you wish to see us on the way I am sure we would welcome the sight of fellow club members braving the weather and waving to us, don't expect too many Hi-De-His though as we may well be concentrating on the task at hand but rest assured it will be noted and acknowledged in one way or another. Not all hand signals are in the Highway Code, but we guess you will know

what we mean.

Route information will, I am sure, have been published in all the classic car mags over the past few weeks just in case you decide to offer your support, so there should be **NO EXCUSE** for not finding somewhere near to your homes to get to, to witness us all doing our bit for charity - over 80 cars are taking part so it will be worth seeing if you can.

There will be a full report and pictures in a later Courier (not on the scale of Zoom of course) but as good as we can muster with a **BOX BROWNIE** and pencil and bog paper, so keep your eyes peeled.

Q) How do you get 2 fully grown men? 'certified' 10 p short of a shilling?

A) Camp at Shepton Mallet in February and drive a 948 Coupe around Britain in October:

All the best and enjoy your Triumphs for many years to come.



Rob Newton-Allen's 948 Coupe



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Like Spyders?

By Trevor Collett

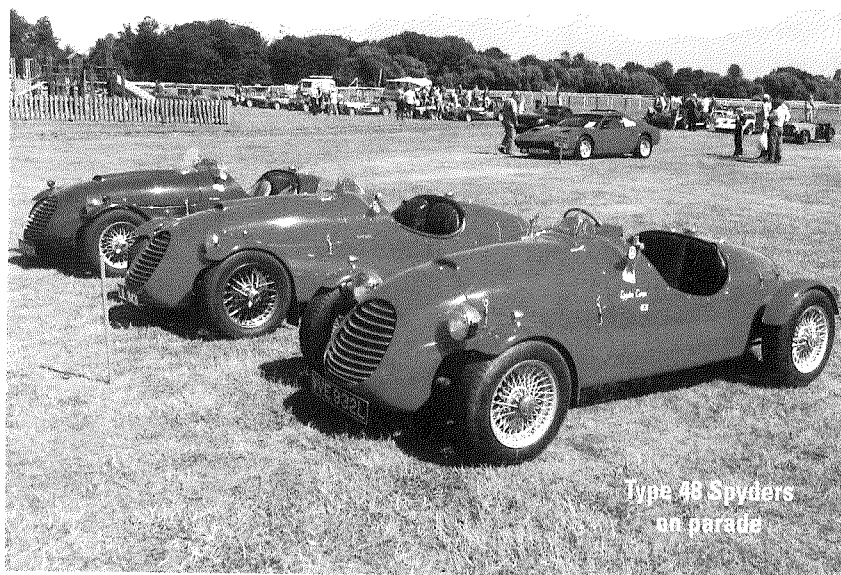
The trio of cars featured this month are all Type 48 Spyders - a splendid sight.

To me these cars represent the epitome of fun motoring.

I think they should be available for a prescription

The first Type 48 made its first appearance in this very column in August 1991. The car arose from the fertile brain and dextrous hands of one Alan Hooper. I saw the car, and had a short drive, at the South of England Meet of May that year and I thought it was brilliant - so, apparently, did many others after seeing it in the Courier. Partly due to the

the 1948 Ferrari 166 Corsa Spyder. Alan developed the range over the years culminating in the Type 48 Warrior which shared the same body as the Spyder but this sat atop a space frame chassis with purpose built suspension and serious Fiat twin cam power, not Triumph but very Italian. Production and marketing of the Spitfire based car



Type 48 Spyders on parade

fee from the NHS. Anyone who really needed cheering up should have to drive one around every time the sun came out, others only a little down in the dumps could just watch.

response he received from my article Alan decided to make some copies available and a new kit car was born.

The Type 48 Spyder is built on a lengthened Spitfire chassis with looks loosely modelled on

transferred a couple of years ago to Rob Askew of D. G. Engineering, London.

The kit is designed to use as much of the donor Spitfire as possible. Since it uses the original Triumph chassis it

should be exempt from the SVA regulations. You should also be able to keep the Spitfire registration number and the

you didn't send me pictures of your cars you would just get more of mine. So, here is another photo of my own Moss Malvern. Just in case any one doesn't know I'll tell you a bit about it. The car was built from a 13/60 saloon that I bought for £20 in August 1983. I stripped it down and refurbished the chassis and mechanical bits



My Moss Malvern Again!

road tax exemption if the donor is pre 1973.

Got a Spit or GT6 beyond economic repair? To get more details contact Rob at **D. G. Engineering, 9 Doyle Road, South Norwood, London, SE25 5JN.** Or phone him on **020 8409 1083.**

MOSS MOULDS

I've warned you more than once, you can't deny it, I have all the back issues. I said that if

over the following months. In January 1984 I took a borrowed van up to Moss Cars in Sheffield to collect my Malvern kit, with fibre glass body finished in black gel coat. The car was MOT'd in July that year. Since then we've clocked up over 65,000 miles together and are looking forward to many more, ah, sweet.

I do have a good excuse for featuring my Moss, OK, yes, I could have used someone else's Moss. Late breaking news from Pete Barfield, the secretary of the Moss Owners Club, the club have completed negotiations with Dave Pegler, who has run Moss Cars (Bath) Ltd for many years. The MOC are now the owners of the moulds for the two seater Roadster, the two plus two Malvern and the eccentric Monaco. Pete will shortly announce details of how they will be providing replacement panels. Anyone in dire need contact me and I'll pass you on.

This is good news for all existing Moss owners. The cloud around this silver lining is that, for the time being at least, Moss kits are not available. Is this the end of a fine British marque?



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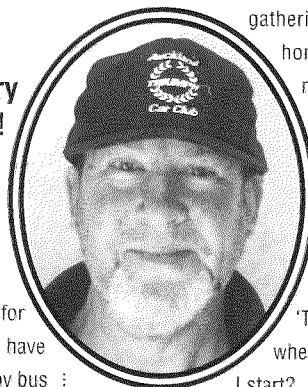


New Zealand Triumph

By Mac Reynolds

Hi! ... Now this is a memory test if ever there was one!

We have been in Sabah, North Borneo for the past two weeks... have covered much ground (by bus and boat) and achieved so much that New Zealand with its cooler climate (it's 35 degrees and 90% humidity here) seems an eternity past... even though it's only two weeks... so this register is mainly (no pun intended) a NZ roundup... dedicated to the Auckland Triumph Car Club, who made us so welcome... Graham and Catherine Main in particular who went above and beyond the call of duty!... not only opening their house to us... but spoiling us rotten with a roast and fried breakfast... and giving us the use of one of their cars... wonderful hospitality... Graham also went to much trouble to arrange a



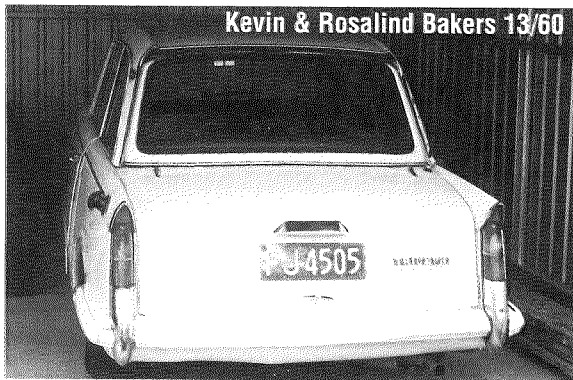
gathering (in our honour?!)... and many 'Triumph' visits in one day... it was a visit/stay we thoroughly enjoyed right to the last 'Triumph'... where on earth do I start?...

Right!... We started off the day by visiting Kevin & Rosalind Baker (Kevin is originally



from Cornwall and shares my birthday Dec 15th... it's a small world!)... as you will see by the photographs, they own a very nice 13/60 saloon in white, reg. FJ4505, a powder blue with white stripe 1250 (Reg. BC670) awaiting complete restoration and a 1500 Spitfire... I decided against a photo in this instance... just delighted to see the familiar Herald/Vitesse bodylines! Our next visit was to Brian Connell (not yet a member of the club... but a close

Kevin & Rosalind Bakers 13/60



12/50 Convertible awaits restoration

neighbour to Kevin & Rosalind)... this was the first genuine, complete on the road, Vitesse MKII convertible we have been in the presence of, for many a month... finished in Valencia with black interior...

FX116 was first registered in NZ in July 1971, so originally hails from the UK... chassis number HC56288 CVD, body 51880 HCC and engine HC56924HE (trim 66, paint 11)... complete with British Leyland badges on the lower front wings... I have to admit this was an exciting visitation!... how interesting if someone knows of its first years... what was her original UK registration number?... one for the Register, Dick!! (see postscript, below)... We continued on for a Sunday Triumph "Gathering" with tea and cakes at a very pleasant

cafe in Mission Bay... Auckland Triumph Club members and Triumphs everywhere... there were Graham and Lynn Penniket with two of their cars... a mint, original 13/60 estate FL2461 in Valencia with tan trim... absolutely superb!! A good indication of the treatment of any Herald/Vitesse is the presence 'intact' of the

passenger seat retaining clip (on the inboard - i.e. gearbox tunnel side - seat runner), to prevent the seat tipping forward when braking hard with no passenger in the seat!... and this 13/60 estate had just that clip!... with a beautiful clean unmarked headlining as well... excellent!... their black, ribbed roof coupe CL5382 was also excellent... a car that Graham had coveted since a teenager... (fate has a nice way, sometimes, of working out)... but, as I heard someone comment... You start with one... then two... then they have a habit of breeding... beware Graham & Lynn (and all other Triumph addicts)... you have been warned!... I know the symptoms only too well!... I once wanted to own every Triumph that was for sale!... I think my father thought I was going mad!... at one, weak stage... if my memory serves me well... I had twelve Triumphs!... so heed the warning!

We also had the pleasure of meeting... but had no visuals on their cars... Shane McLennan (Vit Sec) (MKI 2 litre convertible and MK3 Spitfire)... Gary Kirkland-Smith

Brian Connell's Vitesse





Graham & Lyn Penniket's
13/60 and Coupe

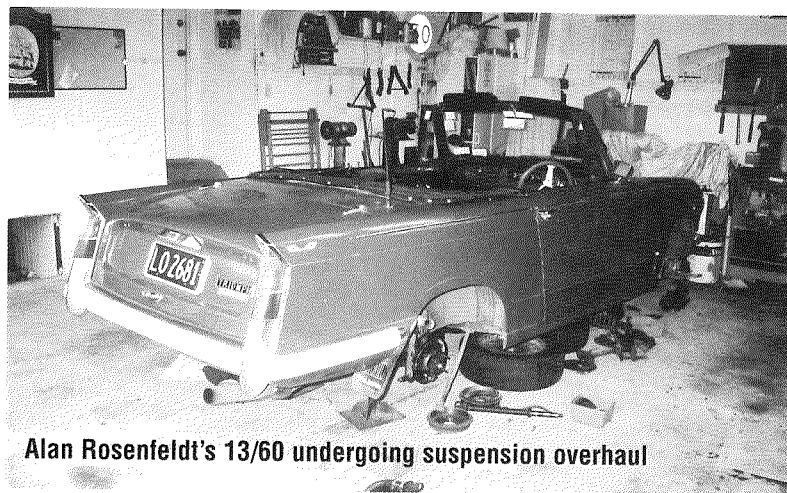
vertible LO 2681. (A few minutes snatched away from baby duties!)... I have to admit that I've never been attracted to GT6's (apart from that familiar six cylinder Vitesse sound)... possibly due to the fact that once in... I find them hard to get out of... old age/bad back??... but to see Alan's

(TR6)... Bryan Jones (MK3 Spitfire)... Graham Penn (MK1 GT6 and MK4 Spitfire)... Janet Appletree (albeit briefly... Spitfire 1600?) and Kim Appletree (relation?... a very nice yellow GT6, Kim is the club President and originally hails from Coventry!)... Kim presented us with a club cap, 75 year commemorative badge and diary... very unexpected gifts... but most appreciated... (and a tad embarrassing, being put on the spot as a celebrity?... fame for 15 seconds!!).

We completed our 'Triumph day' by visiting Alan and Denise Rosenfeldt (who were suffering from something akin to jetlag!... after the arrival of their baby daughter... no sleep syndrome!!)... we caught Alan in the throws of a complete suspension rebuild on his Herald 13/60 con-



original untouched example in Damson (not au fait with GT6 colours)... I was persuaded otherwise... GL8216 is a very special car to own... as is Alan's Spitfire, which has been completely rebuilt over a four year period... Alan says it is 99% complete, but it looked 100% to me... it has been built



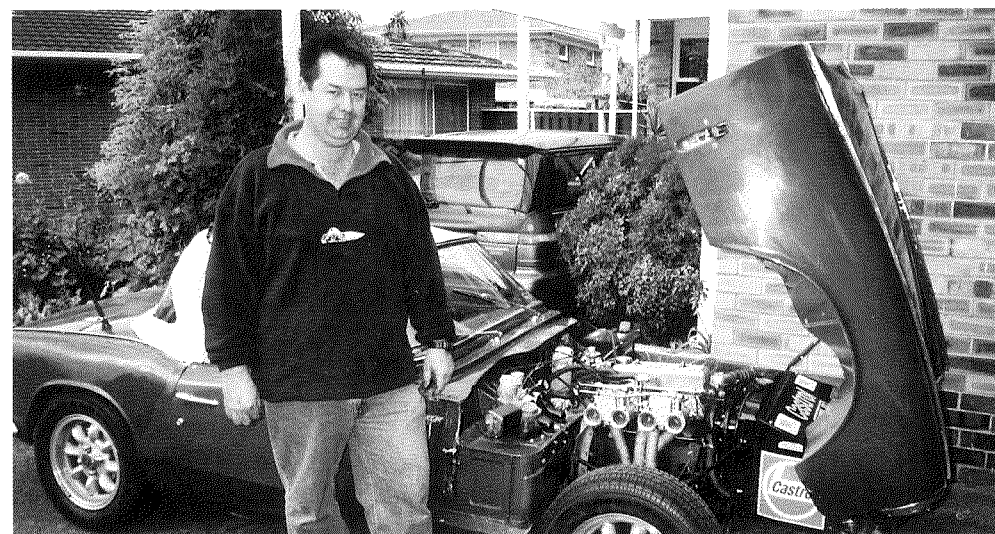
Alan Rosenfeldt's 13/60 undergoing suspension overhaul



Lovely GT6 and much Modified Spitfire of Alan & Denise Rosenfeldt

signs/markings to warn of danger... their "L" plate is a black L on a yellow background... speed advisory signs use the same configuration, but what I liked most was the use of solid unbroken yellow lines in the centre of the road to indicate 'no overtaking' - a very clear and unmistakable directive...

A couple of ramblings now... (my Register



as a fun car that can be used on the racetrack and for everyday driving, it has so many modifications... carried out in a most impressive and professional way... I see reading the ATCC magazine (Triumph Torque... a superb journal... very much an early version of our own Courier!)... that Alan is going to serialise the rebuild in the next few copies... if you could possibly spare a copy of each... I would be most interested and very grateful... (I have July 2000 copy). No Graham (Main)... I haven't forgotten your own MKII Vitesse, but I do need material for next month's Register!... so keep an eye open for November... thanks again most sincerely for the hospitality and welcome from the Auckland Triumph Car Club!!

A couple more NZ observations... yellow is a colour used in road

wouldn't be the same without them!!)... I think it's due to Triumph withdrawal symptoms or the heat!... not even anything that remotely resembles a Triumph, here in Malaysia... we are now on the peninsular (back from North Borneo... jungle camp... Orang-utans... a climb up Mt. Kinabalu(4100metres... it's the highest peak in SE Asia)... the climb took 14 hours over 2 days... foolish!!... legs went on strike for days

afterwards! Flew into Kuala Lumpur... been down to Singapore (amazing! There's only a Marks and Spencers there! I had to buy some of their wine gums!), then up the East Coast... out to Tioman Island (off Mersing)...

from here?... (no house - no job)... but a van and two Vitesse!! Priorities!!...

P.S. Dick advises: FX 116 This MkII is unknown to the Register by either it's New Zealand registration or, even, by it's commission number. However, judging by information already on the IVR database,



Brian Connell's Vitesse - see above P.S. from Dick

where they filmed "South Pacific"... Bali Hai... stayed there 5 days and almost took root in a hammock on the beach!!... one weird observation here in Malaysia... after becoming weary of noodles and rice for every meal, I searched for a more 'British' taste... and yes!... found some plain crisps (Mr Potato) only to be disappointed in their sweetness... the final ingredient following potatoes, vegetable oil, salt is... icing sugar!... strange... they're not quite Smiths, or Walkers... or Golden Wonder.....

So... OK... more NZ bits in next Register which I should start in Malaysia but complete back on British soil... fly into Heathrow sometime on 20th September... then its challenge/decision time... where to

about Vitesse chassis no. HC56286 (just two away and another Valencia/black car), the build date of FX116 would be around mid March 1970. If Brian is aware of any more of FX's U.K. history, this would be gratefully received. If not, Dayle Montgomery, the N.Z. A.O., may be able to advise whether import records are available through New Zealand's registration authorities, or he may even know the vehicle himself. Dick adds that he gets all too few IVR's from overseas - he's just delighted with these valuable details, and would love more on any other expat Vitesse.

P.P.S On my return to the mother soil (as I now almost have a convertible myself)...I would like to do an article on hardtops...so please email me with any advice, info, your experiences...anything which you think might be useful to pass onto others...thanks (don't delay...do it today! to macfreedom@hotmail.com)

A final thought!... "It's never to late to have a happy childhood!!"

Thanks, Take care, Cheers

Mac

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Engine Transplant

By John Thomason

Apologies for another Spitfire IV/1500 article missed last month, but once again pressure of work

Triumph Work again. Playing racing cars certainly eats up the time as you will see in my second report. The upshot has been that my trusty road car OSW was left requiring an engine to get me to and from work. The Club has been advertising a range of unleaded cylinder heads and complete engines from EMS for about a year now and so I thought I'd try one of these as a quick way of sorting out OSW and at the same time could report back on how these engines perform.

The engine duly arrived, impressively shrink wrapped in heavy duty polythene to keep dirt out of any open orifices and supported in a purpose-built steel cradle to keep it upright during transportation. Removing the polythene reveals a nicely painted gloss black engine - too shiny almost as you can't see any oil on it. Two yellow temperature tell-tales are fitted to core



Fig 1. The Engine as delivered

plugs on the block and back of the head to show if the engine has overheated in the event of a warranty claim. The engine is actually bench tested prior to despatch and so is fitted with an oil filter and a little oil. However, it comes without the following items and so these must be removed from your original engine. Parts required are:

- Front engine pulley**
- Engine mounts**
- Water pump and housing**
- Alternator mounting bracket and alternator**
- Dipstick**
- Inlet and exhaust manifold fixing studs in the cylinder head - the two roll pins are fitted**
- The three bell housing fixing studs at the top of the cylinder block - the two dowels are fitted**
- The rear engine plate. The Flywheel**
- The gearbox input shaft support bush in the end of the crankshaft**
- Rocker cover fixing studs**
- Rear lifting eye**

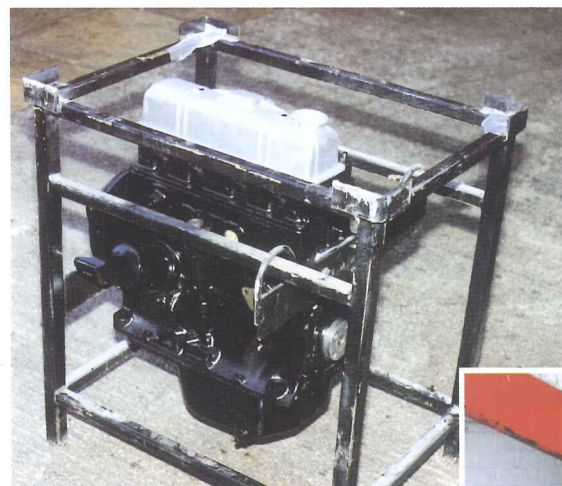


Fig 2. The Shiny New Engine from the Club

All pretty usual things to remove, although I was a little surprised that a front pulley wasn't fitted. This can be the source of some terrible leaks, which can sometimes be cured by a new seal in the timing cover but if the sealing face on the front pulley is badly grooved and you're unfortunate to have the new seal sit in this groove, then the leak will persist - not something you want on a new engine. Although possibly adding to the cost of the engine a reconditioned front pulley, fitted and torqued-up, I think would be quite a benefit for the customer. The other curious thing was the supply of a nicely painted rocker cover but not the fixing studs. A minor thing I know but since there are two kinds of studs depending on the rocker cover fixing (nut or screw), check the replacement rocker cover is the same as your old, otherwise you need a pair of studs or to use your old rocker cover.

With the new engine checked over, it's time to remove the old. This sounds quite daunting for those who haven't tried it before, but like everything else on our cars,

is really quite logical and straight-forward. The engine and gearbox should be removed as one unit, leaving as much as possible on the engine. It's far easier to separate (and more importantly, realign and rejoin) the gearbox and to remove/refit engine components with both out of the car.

As usual start by disconnecting the battery. Starting with the interior, before you get too covered in oil, remove all the paraphernalia surrounding the gearbox cover. Remove the



Fig 3. Lifting the engine out of the Transport Cradle. With the engine hoist this is quite easy.

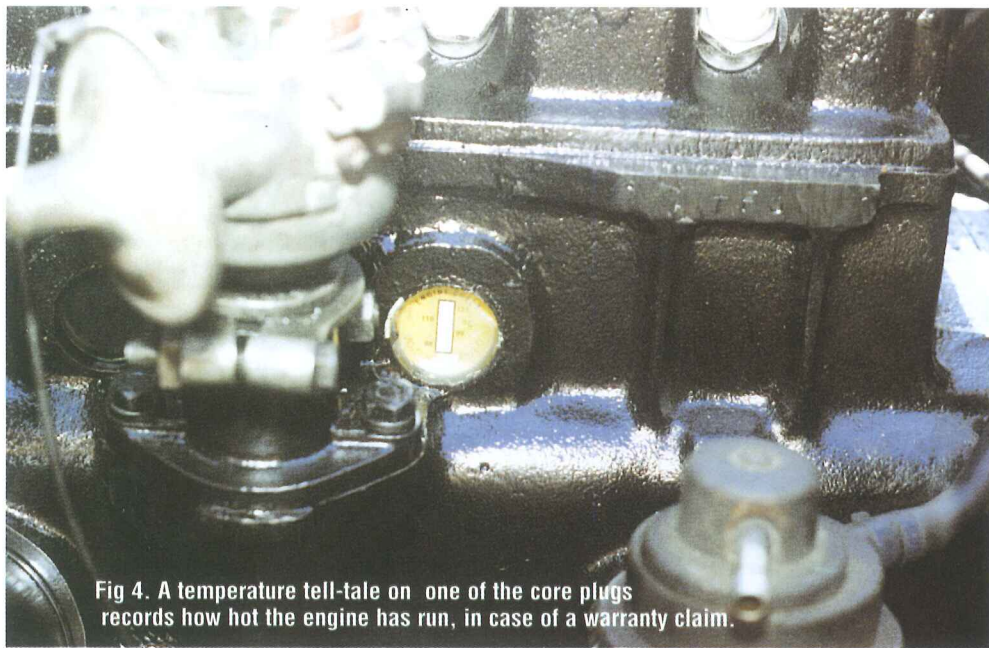


Fig 4. A temperature tell-tale on one of the core plugs records how hot the engine has run, in case of a warranty claim.

gearbox cover carefully so it doesn't drip or rub dirty EP90 gear oil all over your nice interior! With this out of the way, remove the gear lever (and extension if the older three-rail box) as this makes it a lot easier to pull the gear box out through the transmission tunnel. Disconnect the Speedo, reversing light/overdrive wires,



Fig 5. The engine/gearbox ready to go back in. I use a tubular exhaust manifold and so this and the Inlet manifolds have to be refitted in the car. Note the angle of engine on the hoist - this is quite important for manoeuvring into place. Note the Broom handle propping the bonnet open as wide as possible

propshaft bolts, gearbox mount bolts and any exhaust pipe attachments to the gearbox. The clutch slave cylinder can be withdrawn from the gearbox housing after undoing the pinch bolt, and tied up out of the way under the dash, it not being necessary to disconnect the pipework.

If you have a standard exhaust manifold then break the exhaust at the down pipe, and then the engine can be removed with carbs and manifolds in place. If you have a tubular manifold then it is best removed and hence the inlet manifold and carbs, as it's very difficult to remove the engine with it still in place. Disconnect the rubber fuel

With a rope through the standard lifting eyes and the weight taken by an engine hoist, the four engine mount bolts can be finally removed. By a combination of lifting and wheeling the car rearwards the engine/gearbox can manoeuvred into the engine bay and once there rotated 90 degs and out past the bonnet. With an overdrive gearbox it can be quite heavy, and has to be lifted at quite a steep angle - so don't get underneath it. An alternative is to take the bonnet off, which is OK if you have a helper and you can realign it satisfactorily afterwards.

With engine and gearbox out, it is now a lot easier to



Fig 6. Engine Gearbox halfway there! Note the need for the radiator to be removed

pipe at the pump and plug it (I push in a centre punch). Disconnect the starter motor cable, engine earth, distributor low tension wire, oil pressure wire, temp sender and alternator connectors. I remove the distributor cap and leads to protect it from damage. Disconnect throttle and choke cables, and the heater hoses and leave tucked out of the way on the fire wall.

The radiator must also be removed to provide enough room to swing the engine and gearbox out of the engine bay. Drain the rad first. I also disconnect the bonnet stay as it allows the bonnet to hinge further forward a useful four or five inches, propping it forward with a broom handle or like.

remove the gearbox and the above list of components and then fit them to the new engine. Decide at this stage if you want to take the opportunity to fit a new clutch. Also before fitting the new engine it makes sense to clean up the chassis and engine bay.

With the new engine in place, I took the opportunity to check the cylinder head nut torques, especially when the two rear nuts have to be removed to fit the engine lifting eye. To do this the rocker shaft has to be removed and so rocker clearances also have to be checked. I think these should be checked anyway as I found them all over the place and may not have been adjusted by EMS. Before finally fitting the rocker cover, use the

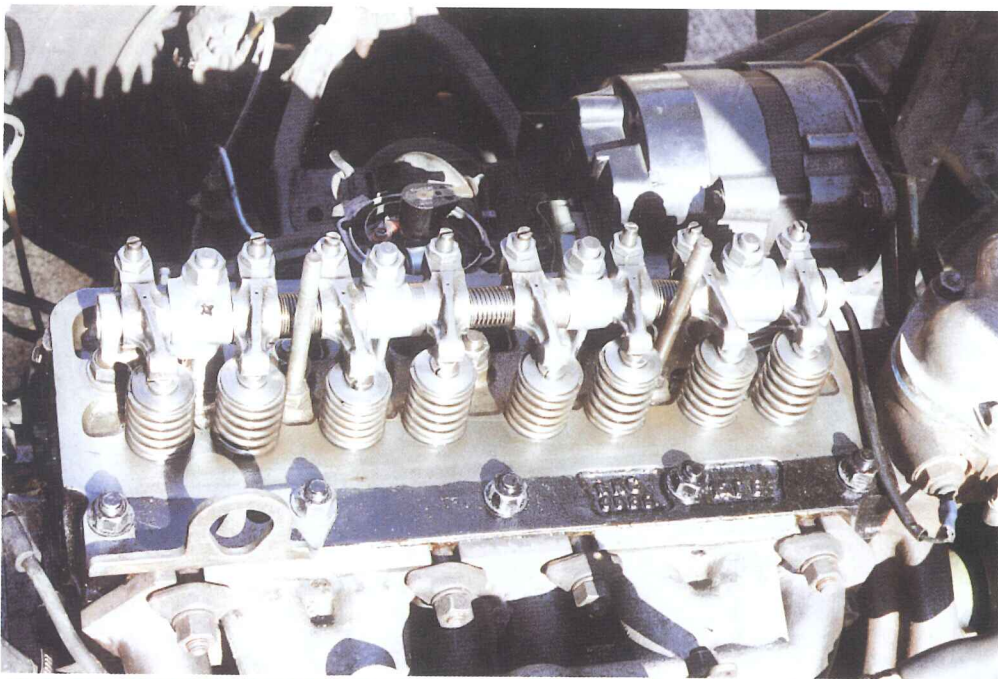


Fig 7. The shiny new rockers need checking for adjustment. Note how the rear two cylinder head nuts need to be removed to fit the lifting eye

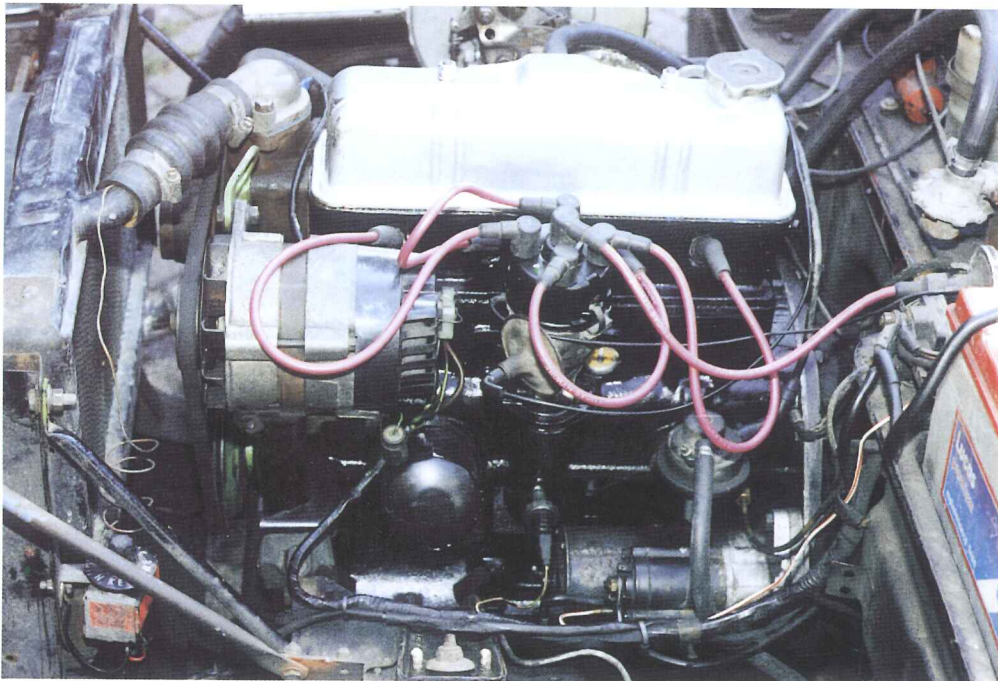


Fig 8. Everything in place ready to go.

rockers to determine if No. 1 or No. 4 is on the firing stroke such that the distributor can be set at the right orientation. I found that the distributor drive gear had been set at a very strange angle and had to be repositioned - a minor point.

Before firing-up a new engine or one that has been standing some time, I always remove the plugs and squirt a little oil down the bores and then with the plugs still removed to reduce load, spin the engine over until oil pressure is generated. The plugs can then be replaced and the engine started. A new engine started for the first time is quite a sight, as smoke rises from it where oily

use the gears more and not labour the engine whilst it was being run-in. At 7 deg BTDC the pinking disappears. As the engine is run in, freeing up and running cooler, I shall see if the timing can be advanced back towards 10 deg without pinking. Having said that, I was quite surprised how free the engine felt right from the start, with the specified 60 psi oil pressure when hot. When run-in, a difference that you may notice is a more lively performance than with your old engine, not because of better compression etc. but because EMS fits the better 25-65 Spitfire MkIII cam instead of the standard 18-58 emissions cam of the 1500cc.



Fig 9. The Single 1 1/2" SU Carb I run everyday on OSW for economy.

finger marks are burnt off the exhaust, causing you to run around worried whilst checking for oil and water leaks, all the time taking in the aroma of hot new paint as it heats up on the engine and the smell of a rich exhaust!!

Out on the road the engine runs very well, a little hotter than normal but this is to be expected as the engine is run-in. Pinking was immediately evident at the factory 10 deg BTDC ignition timing (partly because of the premium unleaded, but I suspect predominately as a result of the engine running a little hot) and so was retarded to 8 deg BTDC. Even at this setting there was slight pinking if the engine was put under load and acted as a reminder to

I've now put 950 miles on the engine without incident, apart from a worrying oil leak from the back of the cylinder head gasket which completely disappeared after about 50 miles - quite strange. At 500 miles the engine oil and filter should be changed, the cylinder head re-torqued and the tappets adjusted in order to comply with the warranty - good practice anyway.

All-in -all an easy and satisfactory engine installation. I'll keep you posted on the engine performs as the mileage increases.

Triumph BOOKS

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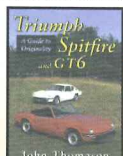
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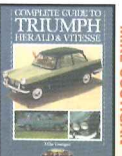
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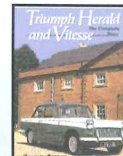
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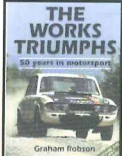
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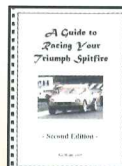


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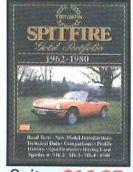
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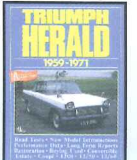
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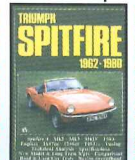
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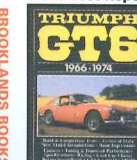
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Racing GT6

By Mike Scott

Hi Everyone! This month: an 'old' article sent in to me by Les Curtis of Birmingham.

It features a critical assessment of a GT6 modified for racing and came out in 1986 in a magazine called 'Sports Car or something' according to Les.

First though, our featured car this month is Adrian Breeze's non-Rotoflex MkIII. Adrian bought the car in 1993 after it had been extensively restored, although the interior is completely original and 'unboded' (in his words). Since then, Adrian has fitted an overdrive gearbox, but kept the original 3.27:1 diff 1 would have thought that this would be pretty high-g geared for all but long-distance motorway cruising, but Adrian really likes the 'nice long legs'.

some famous machines like John Gott's immortal Austin-Healey 3000 and the Marcos 3-litre which dominated in the hands of a young Doctor Jonathan Palmer.

However, with more attention being attracted by the new breed of cars which were basically formula car chassis with glassfibre road-car bodies attached, there was precious little room for the Modified SPORTS cars which had for so long been the backbone of the championship. With those gone, it was left to the likes of the one-marque series to cater for developed roadsters.

There have not been a great many Triumphs in Modsports over the years and very few indeed of the big sixes with their lusty but heavy motors. Back in the early 1970s, though, a very special GT6 regularly pounded the circuits and it was rewarded with a sixth



Long Legged GT6 of Adrian Breeze

TRIUMPHANT RETURN

There haven't been that many racing Triumphs GT6s but we've tracked down one which Laurie Caddell drove at Cadwell Park.

Modsports used to be one of the premier classes in the British club motor racing scene, boasting

overall in the Modsports Championship in 1973. It looked for all the world just like a normal GT6, lowered by several inches and with fat slicks in the widened wheel arches. Underneath, however, there was a lot more to Chris Williams's Triumph than that.

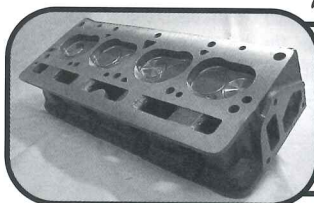
The car came to our attention via Nicky Paul-

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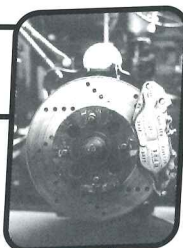
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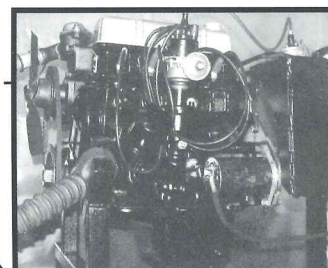


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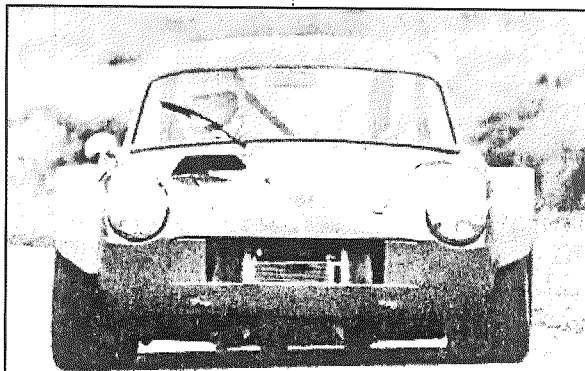
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Triumphant Return



Radical wheelarches grace the Modsports GT6

Barron of Straight Six, a north London dealership which usually has a fair number of interesting cars for sale. He was selling the GT6 on behalf of its owner, George Woolfenden who was trying to get rid of 50 per cent of his GT6 collection to make room for some more horses (his other GT6 is a mint-condition roadster).

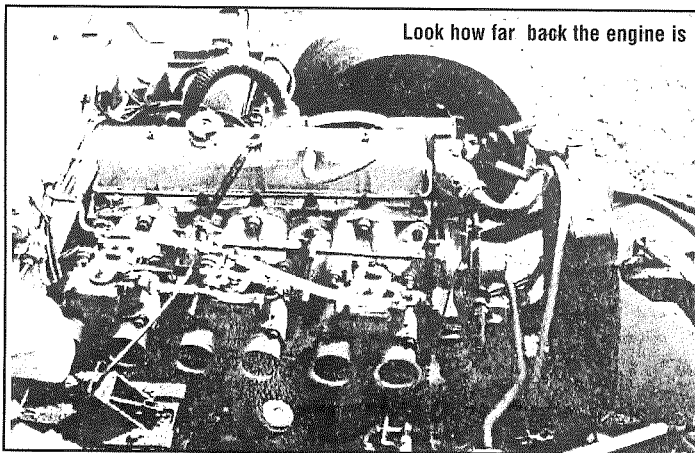
The easy part was for Nicky to get George to agree to our trying the car out on a circuit: the difficulty came in attempting to keep to those arrangements with a dreadful winter still making its presence felt towards the end of March. As snow forced cancellation of several appointments, so a backlog of teams wanting to practice for real meant that many circuits were fully booked, while a non-opera-

set. Once again, this time through torrential rain, Team SCM hit the long road north to the pretty circuit situated in the rolling hills near Louth (not all of Lincolnshire is flat).

From a distance, the red GT6 does indeed look standard, especially on its trailer, but when it is wheeled off you realise that it is a scaled-down replica of the original. It looks petite and pretty and only when its raucous six-cylinder motor is fired up does it give the car an air of purpose.

This GT6 is very different underneath. The basic chassis of the original car remains, but it has had a few extraneous pieces removed and a few bracing sections added for extra rigidity. It isn't the stiffest of designs in standard trim, and as such would hardly have been suitable for circuit work, so designer Chris Williams (a one-time Triumph employee) added a novel tweak. The car's glassfibre body was added after a full roll-cage had been securely fastened to the chassis, then the roll-cage was bonded to the body to give, in essence, monocoque support for the tubular frame underneath. With the car's substantial metal panels removed, the car's original weight was reduced by about a quarter.

The GT6 was campaigned for a while with



Look how far back the engine is

standard Triumph suspension (no pun intended), but after a season this set-up was discarded in favour of a new design developed by Aldon Automotive. Out went the leaf spring at the rear to be replaced by a fully adjustable system using coil springs and a multitude of links, including an anti-roll bar. At the front, the original arrangement was heavily modified, but using the same basic layout.

With the car lightened dramatically and a proper suspension system installed, something had to be done to



The cockpit has been gutted

the massive cast-iron engine sitting up front. The simple answer was to get out the oxy-acetylene gear and shift the power plant back by almost a foot in the chassis. It was a dramatic move but it improved the weight distribution to an almost perfect 50/50. Surprisingly, brakes were left as standard although the servo was taken off and hard linings fitted all round.

The Triumph's engine was changed from season to season, finishing up with around 160 bhp. Then Chris Williams left the country and his old mount did the usual passing from hand to hand with bits modified, bits bodged and bits removed along the way. At one point, the GT6 was actually for sale on a Coventry used-car lot.

George Woolfenden, one-time mechanic for the famous Red Rose Chevron team and an enthusiastic

member of the Triumph Sports Six Club, had been looking out for the car for some time before he finally saw an advertisement for it in Autosport. The coupe had changed a little since its racing days, and now sported a small spoiler at the rear and had an Alfa Romeo five-speed gearbox in place. It also had more than its fair share of chassis rust, having sat for some time in a barn.

George stripped the car completely and set about rebuilding it, using the original but modified GT6 box and substituting the old J A Pearce 'Magna' alloy wheels for the more lately acquired steel rims. George decided that while the engine was out he would modify that too, so it was given a thorough rebuild using chrome-vanadium cylinder liners, flat-top pistons, larger inlet valve, a wild camshaft, fully lightened valve gear and a set of three 45DCOE Webbers.

The cockpit of the Triumph GT6 has been completely gutted with the necessary shifting of bulkheads. The dashboard carries the bare minimum of dials and switchgear. The gearlever is well placed and the pedals are perfectly located for heel-and-toeing; visibility is excellent too.

That done with the aim of boosting the power output to substantially more than 200 bhp, enough to push the little red car to a top speed of 150 mph or so. George has competed in the odd hillclimb with the GT6 and has won his class on most occasions, but the Triumph has not often

been back to familiar proper race circuits.

The morning of our track test dawned with a brilliant blue sky, and the picturesque Cadwell circuit looked far too pretty to accommodate racing cars. A quick recce in a hatchback had us wondering whether it was actually a race track at all as one corner exited mere feet from the living room of a cottage and the run up the next bend was along a farmyard wall. We signed on at another pretty stone house basking in the sun near a lake by the start line and separated from the circuit by a green wrought-iron gate. FOCA would no doubt insist on some changes before Cadwell could claim the 1990 Grand Prix

For a couple of hours we had the circuit to ourselves and after a few exploratory laps in a Seat Ibiza 1.2GL to see which way the corners went, it was time for George to warm the Triumph up.

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As the car climbed the steep hill from the tight hairpin near the Club circuit start-line, its engine initially stuttered before beginning to emit a muted growl. The first two corners were taken easily before the Triumph was opened up on the switch-back straight high above our hairpin vantage position. The glorious engine noise cracked off the hills and rolled down the valley as the little red coupe darted across the horizon, before winding its way back down to the hairpin for another lap.

The other lap was all it did before George stopped for a driver change. Once we were strapped into the seat, the wheel felt a little too far away but otherwise the controls were well to hand and foot. The gearchange felt overly crisp, but it selected well and the pedals were well placed for heel-toeing. Just a few gauges were spread out over the dashboard, the largest being a flickering and sometimes non-operational rev-counter.

With plenty of revs dialled in, we let the clutch out in an effort to get moving up the hill again, but the car just crawled, the engine being well out of its power band. It needed to be given at least 3000 rpm before it felt like working, indicating that even a tractable six can be made peaky if the engine is highly tuned. With more revolutions recorded, the car moved sweetly and its wide slick tyres soon warmed in the bitter wind to give us plenty of grip.

The engine felt strong, but the driver certainly didn't as the combination of almost straight-arm driving position and unbelievably heavy steering made the GT6 hard work to say the least. One turn round the almost-walking-pace hairpin, where two breaths were needed to haul the wheel round, meant that a stop for a re-appraisal was arranged. A hefty cushion in the seat back gave the extra bent-arm leverage needed and the car then felt controllable and easier to drive at a rapid pace.

The cushion couldn't lighten the steering, however, which remains one of the heaviest set-ups that our intrepid pilot had tried, albeit one that is perfectly in keeping with the brutal nature of the beast. The faster the car travelled, the lighter the steering became and only on the bottom hairpin did it seem that ploughing straight on into the bank on the exit could be the easy way out

Once we had learnt the circuit thoroughly we were able to push the Triumph harder through the corners and in these circumstances it displayed real agility, with limited-slip differential causing it to 'threepenny-bit'. Once the engine was past 3500 rpm, it gave smooth, effortless power, and in slower corners, it

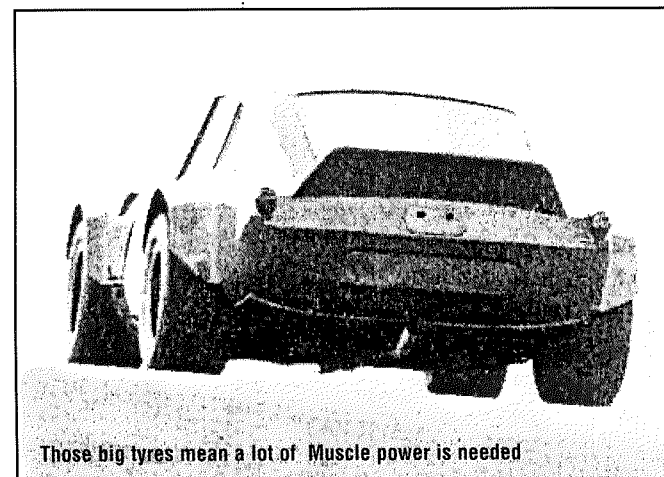
was at times just as quick to pull all the way through in third gear rather than letting the six wind up to higher revs in second.

Apart from a minor glitch when the fluid boiled coming into the hairpin (ah, the relief of the run-off on to the long circuit), the brakes worked surprisingly well and soon the car could be made to circulate at a decent rate.

The lumbering slow engine speed proved to be quite deceptive and it took careful concentration on the straight to realise that the modest speed suggested by the engine's note didn't match up to the rate at which the scenery passed the car. A self-imposed rev limit for a slightly tight engine meant a feathering of the throttle well before the end of the straight, by which time the car was pulling well into three figures and feeling eager to add more.

After twenty or so more laps, it was time to pull in, reflect on how so small a car could need so much effort and remove perspiration-soaked overalls. Small and pretty it may look but the GT6 has the same brutality of all the six-cylinder Triumphs, a muscularity which demands a muscle match of the driver.

This particular example has never really been



Those big tyres mean a lot of Muscle power is needed

'state of the art', simply representing one man's idea of the best way to adapt for racing a car which was never really intended to do battle on the circuits. It does, however, represent the best of the engineering which the excellent Modsports series bought out.

This article first appeared in 1986.



Anadol Answered

By Brett Dennis

Plenty of replies to the question
'What's an Otosan Anadol?'
and even a few photos.

Chris Longhurst writes, "The only part I can find in common with our (TSSC) interests is the front suspension which appears to be that of the Triumph Herald. From other sources I have discovered that the body was of glass fibre and designed by Reliant of Scimitar fame, the complete car being assembled by Otosan Otomobil at Istanbul. It's a pleasant looking four-seater Saloon.

A Mr W H Topps has also kindly written to me:

A Reliant Pick up

Reliant 'Anadol' Pick up, 1975. 6 months MOT £395 - the advertisement in the Commercials column said. Might be what I'm looking for I thought, not having the faintest idea what it was anything other than a kind of goods carrying vehicle.

I rang the number in the advert, spoke to the owner, made an appointment and the



Otosan Anadol as bought

next day I travelled the twelve miles to view the beast.

Standing on a piece of waste land it (KOJ 146P) was unlike anything I'd seen before. Of doubtful parentage I would have said, something from the backwoods; a Hillbilly wagon, ugly but somehow attractive.

The owner appeared and after a few preliminaries during which I said I hadn't realised it was left-hand drive he proceeded with his version of the vehicle's history. This I'm afraid still needs authentication.

Why for instance does the registration document say simply Reliant? Why did the owner keep referring to it as an 'Anadol' when the badge on the lower front wing said 'Otosan' 500? The exhaust manifold also carries the name 'Otosan' I later discovered.

Apparently Reliant did produce a car named 'Anadol' for export to Turkey. Some of the lads in that country, the

story goes, cut the car open to make for easier goods carrying and from this the Reliant company perceived the demand for a pick-up.

The one we were looking at, it was said, was the first to be produced; a pre production model which spent the first few years of its life trundling round the factory premises. When the Reliant company changed hands, the pick-up was sold to a builder who kept it for a number of years before it to the present owner.

There were two things needing attention, a faulty brake servo and corrosion in the load space floor causing it to come adrift from its mounting. There was,

however, six months left on the MOT certificate. I asked the man if he would take £350, he said that he would. I gave him a deposit and agreed to collect the following day.

The drive home was not a relaxing one. I'd had little experience of left-hand-drive, the braking was well below par and the bench seat sloped down so far that had the driver's door flown open I would have zipped off into the road.

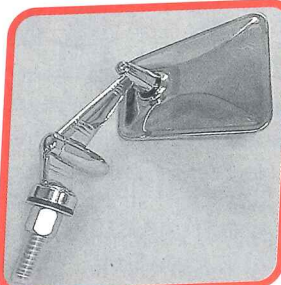
After asking what had possessed me, the mechanic at my garage agreed to replace the brake servo with a second-hand one and do the welding. The bill was £150 making a total expenditure at this stage of £500. The bench



The Anadol after restoration

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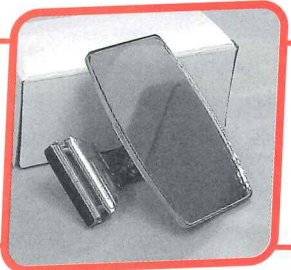
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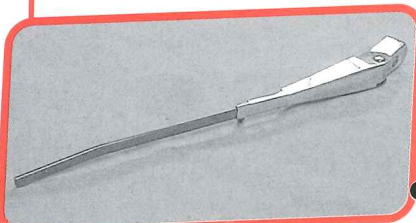
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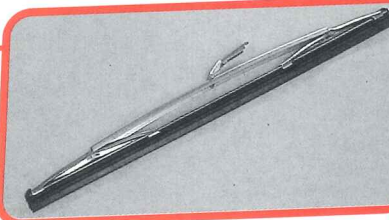
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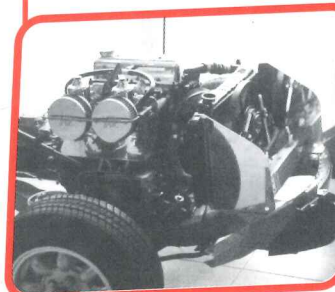
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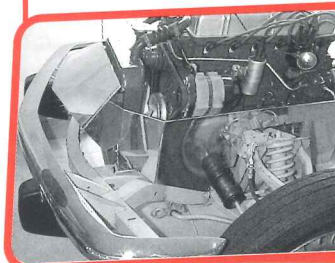
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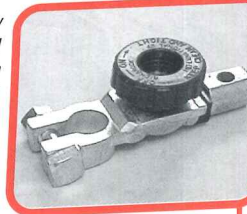
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seat was later replaced with two good second-hand seats from a Ford Escort.

Briefly the vehicle comprises a sturdy box section chassis with outriggers, a GRP moulded cab bolted to it and a steel truck back mounted on a frame with upstands from the main chassis members.

The engine is a 1600cc crossflow with Ford gearbox and together with the windscreen and headlights are obviously Mk1 Cortina. The front suspension looks remarkably like that on my Triumph Spitfire but there are two leaf springs at the rear.

The vehicle is in regular use for my firm (Painting and Decorating Contractors) and I would be interested to hear if anyone knows of another 'Otosan' 500 or has any further information about this one.

Whilst on holiday in Turkey I did see plenty of these vehicles in use. Some improvements over my model were evident, in particular the siting of the petrol tank. This was mounted behind the cab instead of underneath the rear of the truck which leaves no room for the spare wheel. I also saw in Turkey a later model 'Otosan' pick-up which closely resembled the earlier Ford P100.

I decided after retiring business to spend a bit of time doing it up. I gave it a new timber and a complete repaint in polyurethane coach enamel. We had replaced the engine about two years ago with a good second-hand one.

Despite being offered for sale at a local garage for some time now, KOJ 146P has not yet attracted a buyer which I find surprising. Apart from being a rare and interesting vehicle it is also a good, practicable workhorse with no spares or maintenance problems.

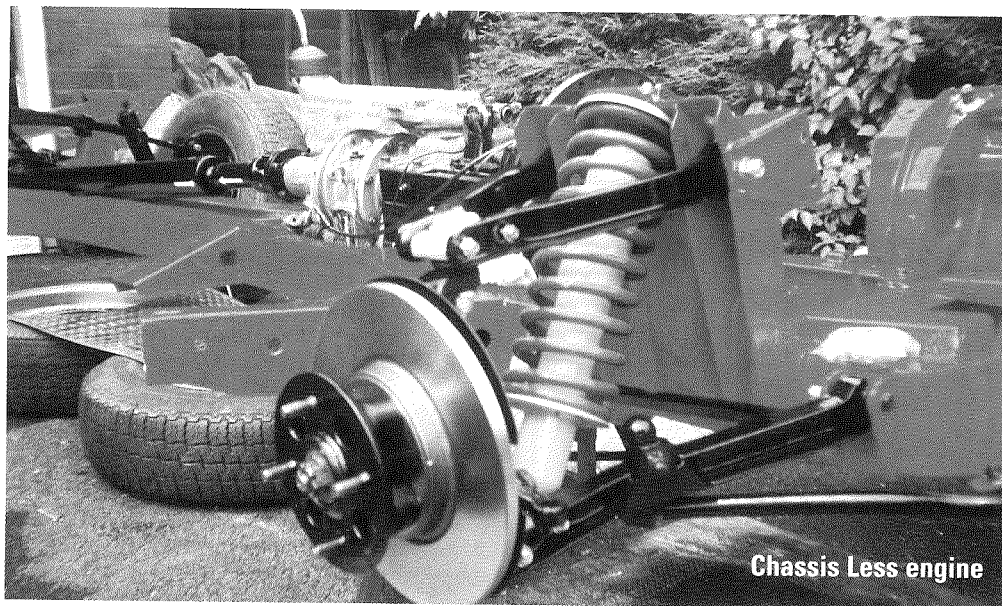
I am now prepared to let it go for a few hundred pounds just to recoup the cost of materials used in its refurbishment. If anyone is interested please telephone **0115 9469848**

William Topps

Mr Topps says "It is almost certainly the only one in the country". Well, a pick-up truck? The answer is probably yes but the only Anadol in the country? The answer is no. A 'phone call from a member who lives in the Cannock area tells me there is an Estate version in a village near him. I you know of any more, please tell me about them.

Do you remember the small inch and a half square photo of a red and yellow Spitfire which I said is my favourite? Well, the car is still owned by Clive Lloyd of Powys, Mid Wales. His letter says: I just thought I'd let you know a little more about the Spitfire 4 in the photo on page 38 of the August Courier. I am the current owner of this car.

"The photo was taken in the late sixties. It was registered in 1964. The car's owner was a Mr Bob Young from Blackwater in Camberly.

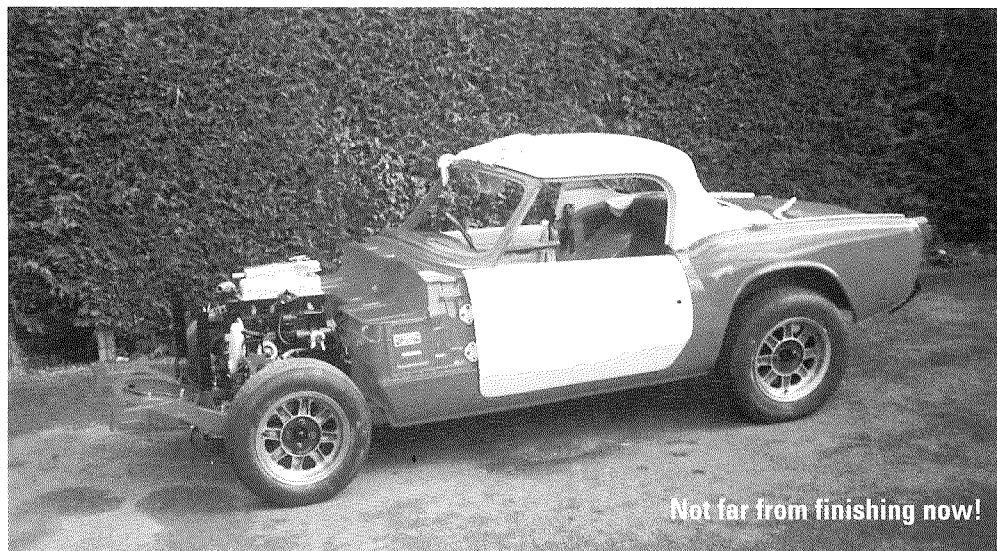


Chassis Less engine

He bought the car when it was a couple of years old and he used it as his daily transport to work as an aircraft engineer.

During the latter part of the sixties the car was involved in a head-on accident (at low speed). This resulted in damage to the bonnet and front end of the chassis. So, Bob, being an engineer,

I then purchased the car from Bob in 1994 in a sound but stripped down condition for £600. I am now in the process of a complete nut and bolt rebuild. The car is almost completed with only the interior and wiring to finish.



Not far from finishing now!

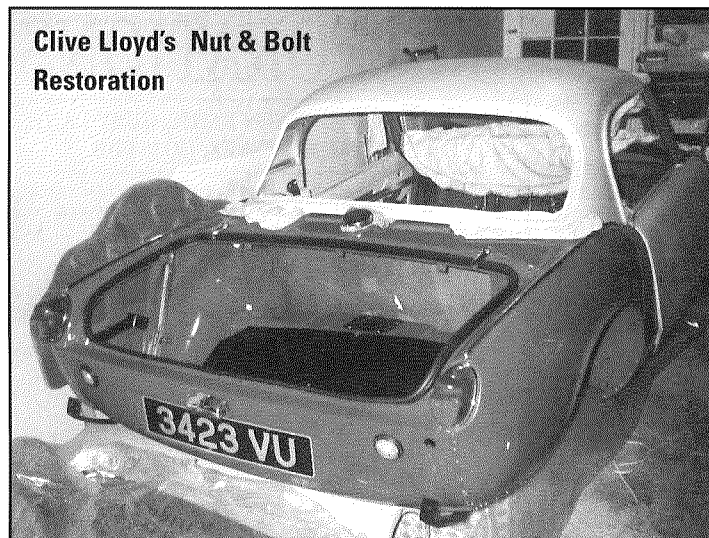
he rebuilt the car using a brand new chassis but at the time he could not afford a brand new bonnet as well so he used a fibreglass GT6 bonnet.

The restoration is on hold at the moment due to a lack of a garage (the car is in storage at the moment) and also the lack of funds due to

getting married last year but it should be on the road shortly."

There are a number of very early Spitfires in Wales for some reason. If you own one, let me know.

When we go shopping in Tesco's, I always look in all the car magazines. I came across something a couple of months ago which I need your help with: in the Exchange and Mart at the Brentwood Salvage Centre (Essex) there was a MkII Spitfire with a turbo diesel engine fitted. What's happened to it? Probably it was brought



Clive Lloyd's Nut & Bolt Restoration

The car was originally Signal Red but Bob resprayed the car yellow and red after the accident.

for the engine but do you know differently? It might even still be there. Please help.

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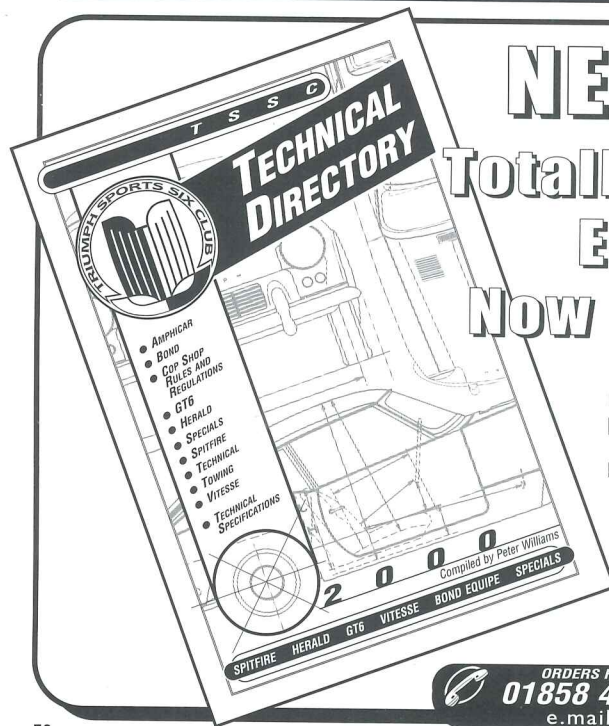


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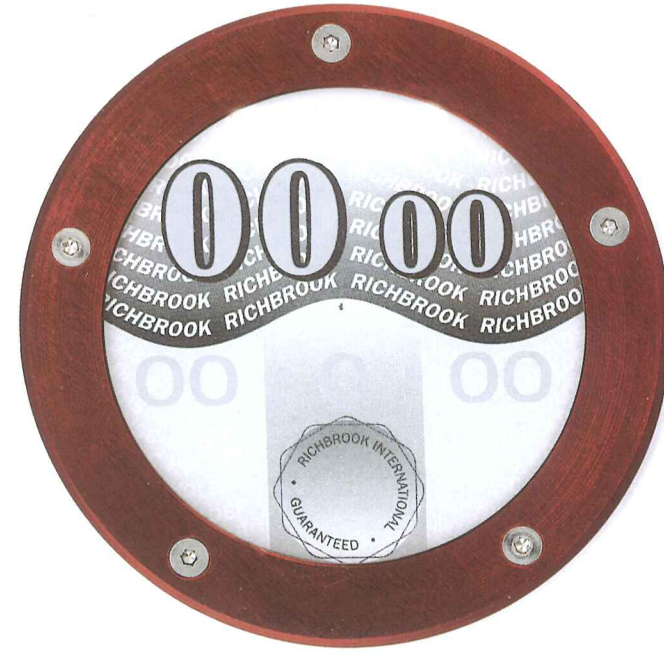
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Back to Steam for a Day

By Mike Crewes

Way back in February 2000, Tracy and I were happily enjoying the London Orbital Meet when we were approached by a member that we had not met before.

This was nothing new, but what he had to say was. It turned out that the member, John Baker, was a member of a small band of enthusiasts who helped run a private museum in a back garden in Berkshire. Strange we thought, but stranger still was that the museum was a steam museum with live trains on real tracks. He also described a period station, loads of steam buildings and a museum that also housed a fleet of Rolls Royce's. Some back garden!

Well, to cut a long story short, after a couple of emails and a letter to Bob Hatfield, Chairman of the Fawley Museum Society and Thames Area were invited to the museum for the day, "Oh, and please bring your Triumphs for a display."

Sunday 6th August dawned a little cloudy, but forecast to brighten up and it did. We met at the Royal Forrester's in Ascot at 10:30 am, even John and Anthea were on time! We were 20 in number with ten assorted Triumphs (Spitfires, Heralds, Vitesse's, a TR6 and a Stag) and convoyed the few miles to Fawley near Henley-on-Thames. Our arrival was met with the enthusiasts in their orange

waistcoats ushering us through the main entrance into the shunting yard. Most of us managed to park right in the middle of things next to the signal box, whilst the rest parked on the end of the museum. When another

Spitfire and Vitesse arrived soon after we made quite an impressive display.

So, where were we? The back garden belonged to Sir William MCApine who had amassed quite a collection of steam memorabilia. First of all there

was the steam engine, owned from new by MCApine's and originally used on large building sites. She was rebuilt in 1930 and retired in the sixties, or so she thought! Coupled to her was an open

platform a short tunnel allowed the train to clear the points and on the other platform was a portable, army surplus, steam pump for raising the water for the engine's boiler.

Tracy and I were privileged to

entrance arches to Waterloo Station. Once in the bottom of the valley we stopped at a small station with a equally small signal box. After dropping water for the signalman's tea we were off again down through the valley to the other end of the line, passing all sorts of Victorian memorabilia on the way.



Arriving in the exotic animals park

carriage with bench seating and a brake van.

Out of the shunting yard, past the signal box and you entered the station. It really was like walking back in time. Some of the older members might remember that Ladies had their own Rest Room (complete with chaise longue) with a Cloakroom off. The ticket office had been cunningly turned into a Tea-room. At the far end of the

have the first footplate ride. Standing next to the Fireman, with the Driver on the other side you get a feel of what it was like to work one of these engines and it's almost as warm as driving a GT6. Bells, whistle's and flags waving we set off down the track into the exotic animals park. To the right the lake (emptied for repairs) and to the left Sir William's beautiful house behind what used to be the

A quick reverse and we were back at our previous station before climbing back up the hill to the main station. Now this is a real hill. At 1 in 13 at its steepest, you won't find many trains climbing such an incline. We reckoned that the driver's were having a competition to see who could get the engine to 'chuff' the best up the hill and it was spectacular. As John Baker later explained to me, its always good weather when the museum is open, about four days a year, and it needs to be. Any rain and the engine just wouldn't grip the track.

With our footplate ride over we returned to our car to find it covered in soot. George was

The 'Goods' Train run



washing his Vitesse that was parked next to us, whilst everyone else was protected by a row of sheltering trees.

By now it was lunchtime, so we went with our picnic to the picnic area overlooking the inclined track. Lunch took longer than normal, due mainly to not being able to stop watching the train 'chuff' its way up the hill.

After a quick look around some of the carriages, including Prince Charles' and Princess Anne's Nursery wagon, we went into the museum. This is a very long building with an extraordinary collection of steam rail memorabilia, including a lot of handmade models, most with some sort of history. There was also a working model of 'Laira Traction Depot' which was particularly interesting for me, since I used to go through there on the train going to and from Cornwall. Ever onwards passed the marine steam engine into the car

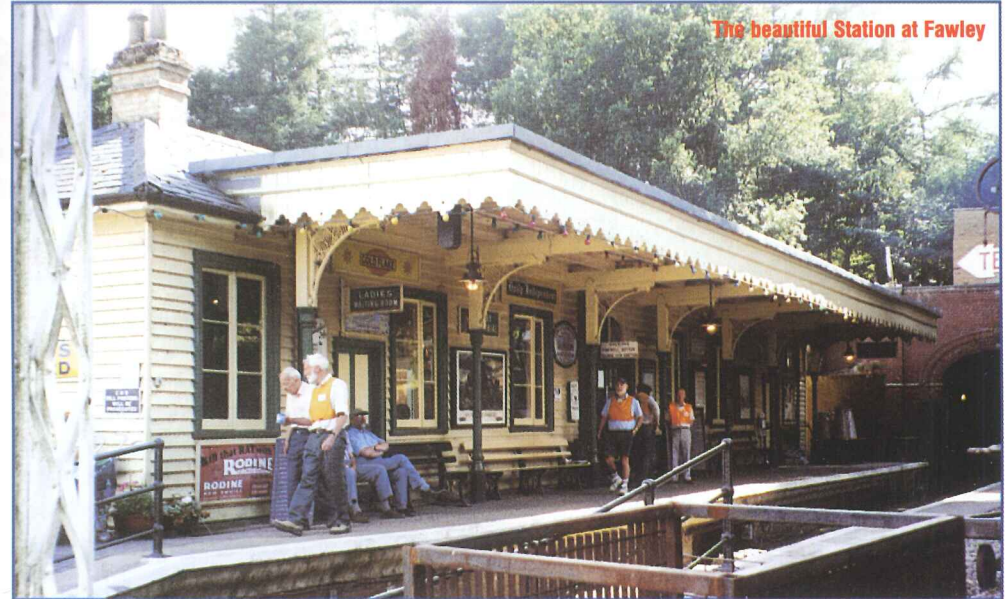
museum and the Collection of 1920s and 30s Rolls Royces, not forgetting the Austin Taxi. At the very far end was a complete station destination and platform board that used to grace Brighton Station.

My attention was then drawn to a Red Dennis Fire Trailer that used to belong to Huntley and Palmer's, in original condition and having never fought a fire. Talking to the owner, proudly polishing it, I discovered that



Up the Incline - 1 in 13!

The beautiful Station at Fawley



he also had three Heralds and guests as if they were the only person there. We begrudging- ly made our way, by convoy, back to Ascot where a drink was definitely called for.

It was time now for us to go into the park with the exotic animals for the 'Goods Train Run'. The engine had gone down into the valley and coupled up some goods carriages from the shed and soon came 'chuffing' back up the hill. It was a wonderful sight almost drowned out by the click of camera shutters.

After a lot more sight seeing, several train rides and Dick had got a footplate ride on the last train it was all too soon to go home. We had had a marvellous day, the staff, all volunteers, were really friendly and treated each of the 350



Thames Area Display at Fawley Museum

Will we do it again?

I think so, but we are not allowed for two years, but we already can't wait, even though I had to wash all the soot off our Spitfire immediately we got home. It was a truly wonderful day that is thoroughly recommended, particularly since it's always graced with good weather, apparently!

Our thanks must go to Sir William McAlpine, Bob Hatfield (Chairman) John Baker (our initial contact) and all the enthusiasts that made it such a wonderful day.



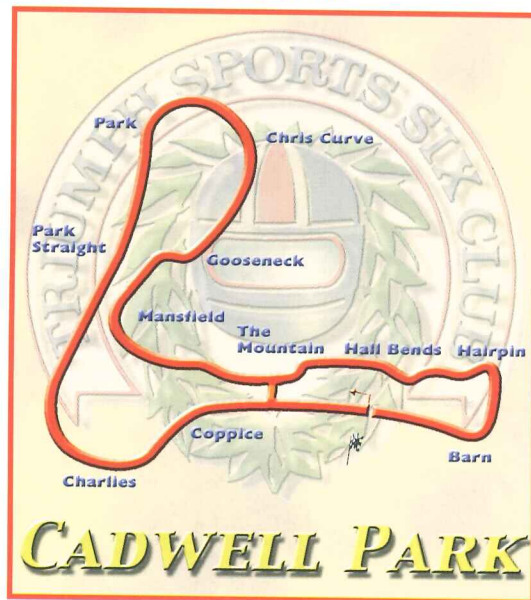
Racing Bullet-in

By John Thomason

After completing my racing Spitfire, the Silver Bullet in July, I was looking forward to life returning to some form of reality.

Spending time with my daughter and doing a few long - overdue jobs around the house ... how little did I know! After her first race at Brands Hatch and showing the car at the International, the gearbox was removed to replace the oil seal which had showered the clutch in gear oil and caused it to slip above 6,000 rpm. In the end the clutch had to be replaced; the old one so badly impregnated in oil. A couple of other tweaks and car was ready for her debut race in the TR/TSSC Championships at Cadwell Park on the 30th July. Situated near Lincoln, Cadwell Park is quite a twisty circuit with some steep inclines and descents; more suited to our nimble Spitfires than the powerful TRs. One of the most famous and exciting parts of the circuit is the 'Mountain', a very steep hill that immediately follows a pair of sharp left-right kinks.

I had raced once before at Cadwell in 1998 in OSW in the Standard



Class, where there was a multiple pile-up at the start which involved many of 'our' cars, some of which are even now still being repaired.

Cadwell saw the welcome return of Paul Lucas, a legend in his own lifetime for his driving skills behind the wheel of a Spitfire. Also out for the first time this year was John Davies in his Vitesse.

Having to complete at least three laps in practice to qualify for the race, these were duly completed with some restraint, reacquainting myself with the track and getting to know Bullet a little better, only to find that on lap five practice was red flagged by a TR4 going off at a hairpin. After a long wait on the grid whilst the track was cleared the restart lasted only one lap before being red flagged again and finished, this time, by our own Martyn Adams in the Turn Barrier at Hall Bends in his red/yellow Spitfire IV. It transpired that his RH driveshaft had snapped mid-corner, spinning the car into the barrier, shaking Martyn and re-arranging the rear of his car. Thankfully, he was

not hurt. This is the second time I have seen this happen on racing Spitfires this year and it has not been an uncommon occurrence in the past. The solution that some racers have adopted has been to have individual driveshafts made from high grade steel but these one-offs are horrendously expensive. Perhaps a trader could run off a short batch?

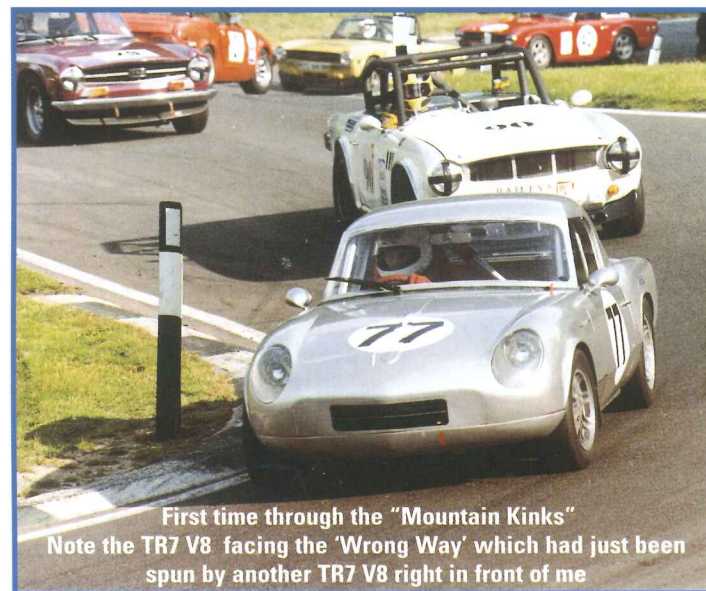
Anyway, a secondhand driveshaft was found, I think from the ever helpful Jon Wolfe, and duly fitted with everyone helping out, especially Andy Jowett who seemed to be enjoying himself 'too much' reshaping (?) the rear of Martyn's car with a large club hammer! Qualifying results were a familiar story, with last year's Champion Jon Wolfe first, followed by the fast but very reliable Steve Crane and Martyn Adams. Further down the field, behind various TR machines was Paul Lucas, who had only just finished bedding-in his brakes when the session was red flagged, flanked by myself and John Davies.



Silver Bullet

However he didn't like this at all and at the Mountain kinks, he tried the same move on me as he had previously on the TR7 V8, banging into the side of me and got past. Oh my poor car! **See Over** Unbeknown to me Paul Lucas, who had had a poor start was now sything his way through the field, such that by the start of lap three, he was behind me, decisively passing me at Charlies. However, I was still not having a good time with a pack of TRs behind. This situation though was soon to end. Half a lap later I heard that noise every racer fears, the sound of marbles in a tin can! I coasted into the pits and straight on to the trailer - my race was over.

Paul Lucas had continued to work his way through the field to take a comfortable first, followed by Steve Crane second, and Martyn Adams a good third - considering his earlier incident. Jon Wolfe had to retire with a misfire



First time through the "Mountain Kinks"
Note the TR7 V8 facing the 'Wrong Way' which had just been spun by another TR7 V8 right in front of me

A cracking start saw me overtake eight cars to put me third ahead of Martyn and some rather potent TR5, 6s and V8 TR7s, who immediately started to snap at the heels of this cheeky little car. At the Mountain kinks a pair of TR7 V8s tussled, one spinning in front of me and missed me by inches. On the next lap I managed to out-drag and brake the TR8 that had got away, along the Park Straight to get past him.



TR7 V8 Tyre marks down the side of Bullet as he passed me at the Mountain Kinks. Fortunately most marks polished off. My Rimmer Bros Sponsor Sticker saved scratches on the wing

which has been plaguing him all season, whilst Jon Davis fared little better, retiring due to a radiator cap working loose. A long drive home left me pondering what had gone in the engine hoping beyond hope that it was only something little.

Back at base removing the rocker

cover now revealed excessive tappet clearances on 7 and 8, which spelt bent valves and so the head had to come off. FIG 4 shows what greeted me when I took the head off - a con rod and gudgeon pin but no piston in No. 4!! The piston had completely disintegrated, large remains of which in the form of aluminium shrapnel were found in the inlet manifold and carburettor which goes to show the pulsing that goes on in the

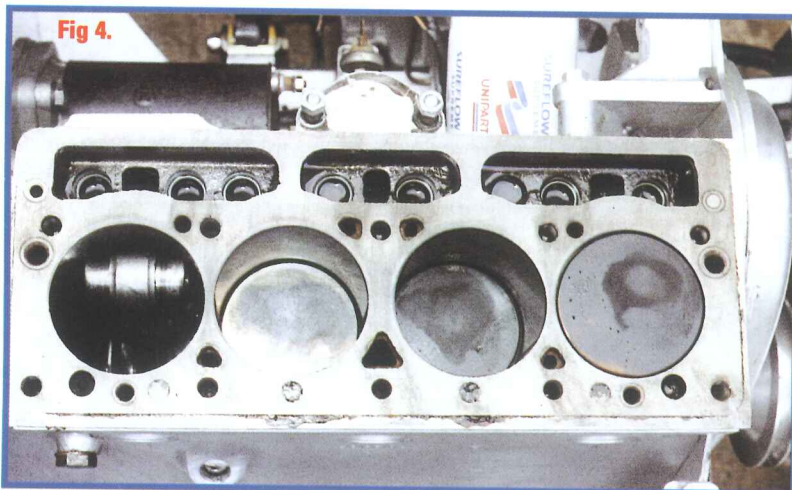


Fig 4.

Wot no Piston?
The piston in Number 4 bore had completely disappeared!!

What came out of the Inlet Manifold of No. 4 - tiny pieces of aluminium Piston! - others were found in the carbs. The failure is thought to be due to the piston overheating as a result of an air leak around the Webber Gasket.



inlet system. The bore was badly scored and the crank likely bent. My next race was at Silverstone

in two weeks time and I wasn't going to build a new race engine in that time. It would have been easy to call it day for this season, bearing in mind how much time I had already spent on the car. However,

I'd been putting off racing for so long now, I really couldn't do it any longer. What's more, thirteen Spitfires were entered for Silverstone and I wanted to be there. I needed an engine quickly and my eyes fell on OSW, my trusty, everyday Spitfire 1500, road car. "I'll use OSW's 1500 engine. It's solid, well run-in (60,000 miles) and I raced it two years ago in Standard Class!". Trouble was, I needed an engine in OSW to get to work in - our trusty Club came to the rescue, able to supply an engine next day - as detailed in an article elsewhere in this issue.

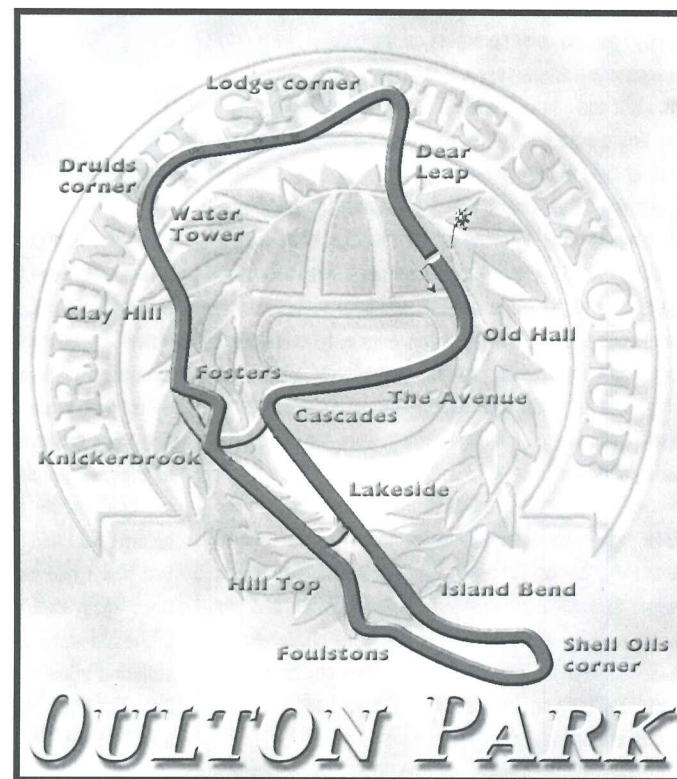
The weekend before Silverstone and armed with an engine hoist, the two engine/gearboxes from OSW and Bullet were removed in two hours; the O/D gearbox from OSW fitted to the new club engine and then fitted back into OSW with all its ancillaries, Bullet's race gearbox fitted to OSW's 1500cc engine and then fitted to Bullet and Bullet's broken race engine assigned to the back of the garage. Confused? I was with so many engine/gearbox combinations in and out that day. Due to various specification differences between OSW's standard 1500cc engine and the

1300 racing engine, there were no racing ancillaries I could fit to the 1500cc engine not even the clutch or flywheel. Consequently the following weekend saw me driving out onto the track at Silverstone in Bullet with a completely standard 1500cc engine - definitely a case of 'sheep in wolfs clothes'! However, I was out racing again and it was good to be present with nearly a full field of TSSC Championship cars. I had hoped that the light weight of the Silver Bullet may assist the 1500's performance but it soon became apparent during practice that I had seriously miscalculated. With valve bounce limiting peak revs to about 5,700 on OSW's 'well used' engine, and a very high differential ratio, my top speed was seriously handicapped. My worst fears were confirmed by the practice results; qualifying at the back of the

field, not even being able to complete with the Standard Class Spitfires. Elsewhere, others were doing much better. An exciting race was promised with Paul Lucas, Kevin Ginger, Jon Wolfe, Steve Crane, Martyn Adams and Andy Vowell, the top contenders in the Championship, all together on the grid.

The comradie amongst the TSSC Racers is well-known and this was typified by Steve Crane's generous offer of his spare race engine, which I could fit to Silver Bullet before the race. After some deliberation I declined his kind offer, just in case it couldn't be done in time.

The race for me was an embarrassment, as the rest of the cars disappeared off into the distance, and I proceeded around in isolation. However on the short Silverstone Club circuit it wasn't long before the lead TRs lapped me, closely followed by Paul Lucas. Not long after my rear view mirror was filled with a flight of four Spitfires at full chat, almost abreast as they sped down the main straight. The predicted battle between Kevin Ginger, Steve Crane, Andy Vowell and Martyn Adams



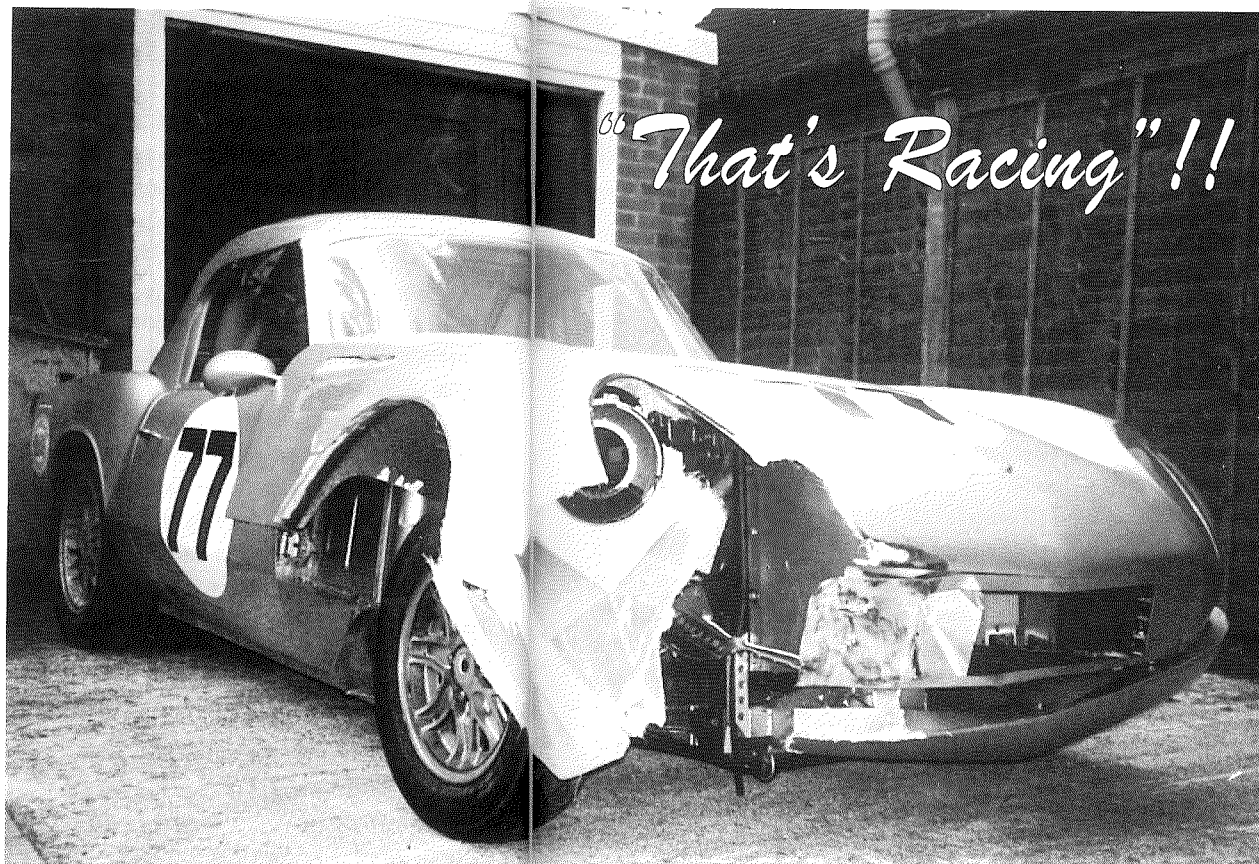
was obviously in full flow as they disappeared out of sight again. At the end of the race, they admitted that it was the closest and best racing they had had this season. The final placings were a comfortable first for Paul Lucas, some 20 seconds ahead of second place Kevin Ginger, who had had an 'off' but narrowly beating third place Martyn Adams by half a second. Poor Jon Wolfe was conspicuous by his absence, once again suffering from engine problems but drew some comfort from at last identifying the problem as a fuel pump. Ralph Jane took the honours in the Standard Class with Russell Munns a close second.

At the end of the race, Kevin 'Kamakazi' Ginger mentioned that he had a spare engine that I could borrow, which it transpired was the bottom end of his race engine last year. Not wishing a repeat of the day's embarrassment, this was my only chance of achieving some form of competitiveness before the end of the season, and so took him up on his kind offer.

The next race was at Croft, near Darlington in Yorks, which I didn't attend as I was busy changing the engine again(!) and so can't comment on the race. However, by all accounts it was a very wet race with cars spinning off left, right and centre - those that did well 'trod carefully'. Jon Wolfe was back on form, only to be spun off by another car but did manage to claim the fastest lap.

Meanwhile the Silver Bullet was having another transplant replacing OSW's engine with Kevin's bottom end. To this I bolted my flywheel/clutch, other ancillaries and cylinder head once the bent valves and pushrods had been sorted out. To protect the engine I fitted an oil cooler and a rev limiter set 'sympathetically' as the last thing I wanted to do was to blow someone else's engine. Lastly the carbs were fitted which were jetted for my more peaky cam but there was no time to change them, starting the engine for the first time half an hour before Bullet was loaded on the trailer for the next race at Oulton Park, near Chester (Circuit Diagram previous Page). Nearly three miles long, Oulton is another favourite with TSSC racers, offering many challenges; a banked corner at Shell Oils Corner, two chicanes, two blind hills, a long fast, sweeping right-hander and a hairpin at Lodge.

Another good turnout by the TSSC especially by



Championship contenders. Steve Crane all but has the Championship in the bag but second place is still up for grabs by Paul Lucas, Kevin Ginger, Jon Wolfe, Andy Vowell or Martyn Adams, so some stirring racing yet to come.

First time at the circuit for me and so, once again, the first three qualifying laps were fairly restrained, more so as the 'new' engine was tried out. However, because of the long circuit, the fifteen minutes practice was over before I felt I had got going and so I was quite pleased to find that I had qualified fourth alongside Andy Vowell. Once again Paul Lucas was fastest, followed by Steve Crane and Martyn Adams. John Davies in the Vitesse was suffering brake problems which he cured with a set of Dolomite brake shoes angle-ground down to the width of the GT6 ones!

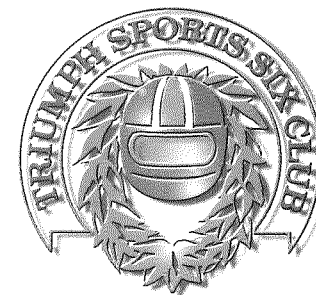
Come the race, the green flag lap was marred by a TR4

going off at Shell Oils Corner. The start was delayed while they cleared the track and tension mounted as I sat on the grid alongside Andy Vowell who has a reputation for good starts. Green lights and another good start put me up to second, ahead of Steve Crane, Martyn and Andy with a cushion of a TR. However, after a lap, the TR took me at Lodge Hairpin, through my inexperience of the corner - but I was learning quickly. Two laps later, Andy Vowell was closing in on me, and there followed some pretty close racing until lap five where I ran wide at Cascades, putting a wheel

front end of Silver Bullet, I had to be quite philosophical about the smash as 'that's racing' and my fellow competitors had teased me that it would happen ever since the Silver Bullet was rolled out. However a four hour drive home, with the smashed front end in my rear view mirror was a little sad. With just three races left in this year's Championship things are still pretty wide open as can be seen from the Leaders Table. Whether or not the Silver Bullet makes them, we'll have to see more late nights in the garage???

DRIVER CLASS POINTS

Steve Crane	C	49
Paul Lucas	C	30
Kevin Ginger	C	27
Andy Vowell	C	25
Martyn Adams	C	24
Jon Wolfe	C	22
Ralph Jane	A	26
Nigel Gibbons	A	13
Russell Munns	A	5



on the grass which was wet and muddy and shot me back across the track and into the path of Andy Vowell who 'collected' the front of the Silver Bullet, spinning the two of us to the outside of the track and that was the end of the race for me with a smashed front end, although Andy could continue, albeit with a dented RHS. However, as it transpired the race was inadvertently red flagged, finishing the racing anyway.

The final positions were consequently those on lap four: Paul Lucas first, followed by myself, Andy Vowell and Martyn Adams. Steve Crane had sadly ended a two to three season period of total reliability with a blown engine. In the Standard Class Nigel Gibbons, after some close racing, got the better of Ralph Jane to take the honours.

Despite all the hard work that had gone into the preparation of the



Camping Weekend 00

By Guy Singleton

The Bond Equipe Camping Weekend at Wroughton seemed to go well with 9 cars attending.

I attach a photo taken at the end of the runway. The prize winners Were as follows:

2+2 52 FMO Paul and Nicky Bower
4s NDF 181F Andy Belcher
2 Litre PLG 450H Clive Fisher
Best Car Overall PLG 450H
Clive Fisher

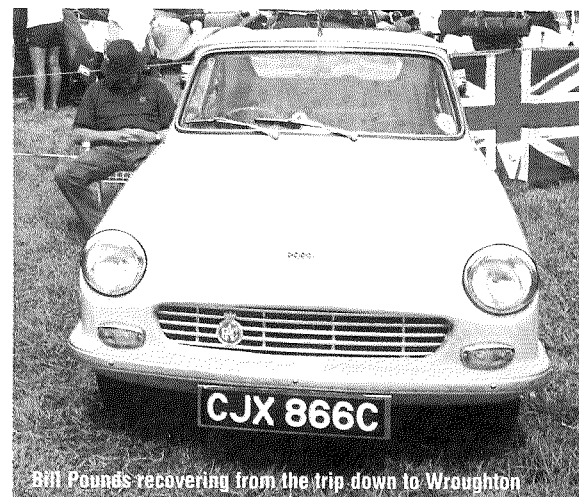
Thanks to Keith Dungworth of Autosculpt (0114274646883) for providing the model cars for use on the Trophies.

I would be interested to hear if people prefer holding the event at a show like this where there is something for others to do, or if there is a preference for having a stand alone event.

True to form the furthest travelled car was a 2+2 with Bill Pounds driving down for the day on Sunday - as can be seen in the photo he needed a rest - even if the car didn't!

I am still slaving away trying to get the 2+2 reg 653 UHY ready for the Round Britain Run in October. The rear tub is now sprayed and largely refitted; I have got to complete and refit the doors and change the gearbox for an overdrive unit and then put some miles on to see how she's going - has only done 100 miles in the last 5 years!

I mentioned last month that I had bought a 4s from Jersey. I have at long last got it registered unfortunately I was not able to retain the original registration number as to-date I do not have sufficient written documentation to prove the connection. The car named Grace (as a shortening of the previous owner's "Grey Steed" plus my cars are female which also may explain



Bill Pounds recovering from the trip down to Wroughton

Wedding anniversary!) to catch the 4.00 am ferry to Jersey, arriving in St Helier at 7.30 am, so walked in to town and found a cafe for a leisurely for breakfast. Took a bus to St Aubin in order to meet the owner Kate Tyler at 10.00 - after a little searching found the house up a lovely alleyway, and met Kate and her husband. Kate had ordered the car at the 1964 Motor Show, and being the 9th built it must have been one of the first actually sold. The car was originally Pearlescent White. She has kept and loved the car ever since - it was resprayed Silver sometime.

Having decided to buy the car, we were treated to lunch and eventually left at about 3.30 pm to have a drive around the island before catching the ferry.

On the drive we saw petrol at 68p/ltr so stopped and filled up, then drove on looking at castles, bays beaches etc., all very scenic! Then we noticed a smell of petrol - the fuel tank was leaking a steady drip and would not be allowed on the ferry!

Found another garage bought 3 fuel cans and borrowed a pipe to siphon out fuel - stops leaking. The seal on the fuel gauge sender unit

a lot!) is living up to her reputation of not going anywhere without breaking down...

...I'll start at the very beginning:

In May I travelled to Weymouth with two friends of mine Tim and Alma Fowle (a different way to spend their

filled up, then drove on looking at castles, bays beaches etc., all very scenic! Then we noticed a smell of petrol - the fuel tank was leaking a steady drip and would not be allowed on the ferry!

Found another garage bought 3 fuel cans and borrowed a pipe to siphon out fuel - stops leaking. The seal on the fuel gauge sender unit



All the Bonds Line up on the runway at Wroughton

BOND Equipe Register

had dried out but was OK when resealed. All this meant no supper stop so I bought fish and chips to eat and joined the ferry queue.

Arrived back in Weymouth at Midnight in thick fog. We started homeward bound but kept missing turnings (lights poor - wrong battery - not charging). Eventually got to Blandford following Tim and Alma driving in their lights. Stopped under some street lights, removed the cover from the control box with heavy object (Vitesse type so not removable), pressed bottom relay - lights! I got home about 2.00 am very, very, tired.



"GRACE"

Next morning SEM, so down to my fathers to collect Sadie Dog and onto A303 - M3 all going well until I came off the motorway. the car stops at the roundabout - couldn't find fault but battery a bit flat and water pump

starting to leak so relayed home - thanks Footman James!

Change water pump - seems to be running well so next night leave to go to Oxford Area meet. The car gets 10 miles and stops. Eventually gets going - again I can find no cause, get home and take convertible to the meeting very quickly!

Replace coil and fuel pump - all seems OK and deliver to Paul Cull to carry out the welding - Get back OK great all is now sorted!

Got MOT- 2 Trunnions and make horn work - not too bad. Eventually get the new registration number which arrived August Bank Holiday weekend.

this win . Not going back ... keep going . Turn off A38 into Avoncroft, engine cuts out - push and eventually roll into showground.

Problem eventually traced to broken wire between coil and distributor changed this still no go also had to replace condense, great, engine running, now time to enjoy the show.

On the way home slight smell of petrol - thought that this was the pipe into the carbs which went away when travelling quickly (Colin, were you going forwards when I passed?). Stopped 20 miles later, rear float chamber overflowing! Took off top and blew through, fixed. Got home

Now for first proper outing WAC - go to the garage and fill up; great no fuel leak, help! forgot about the size of the fuel tank - £36! Leave Sunday morning for WAC - stops in Swindon I open bonnet and look at engine - goes again! Not going to let

but I think fuel consumption took a knock! Hopefully she will now settle down. In reality all small faults due to very low mileage in last few years.

Hope your cars are behaving!



Autoglym 00

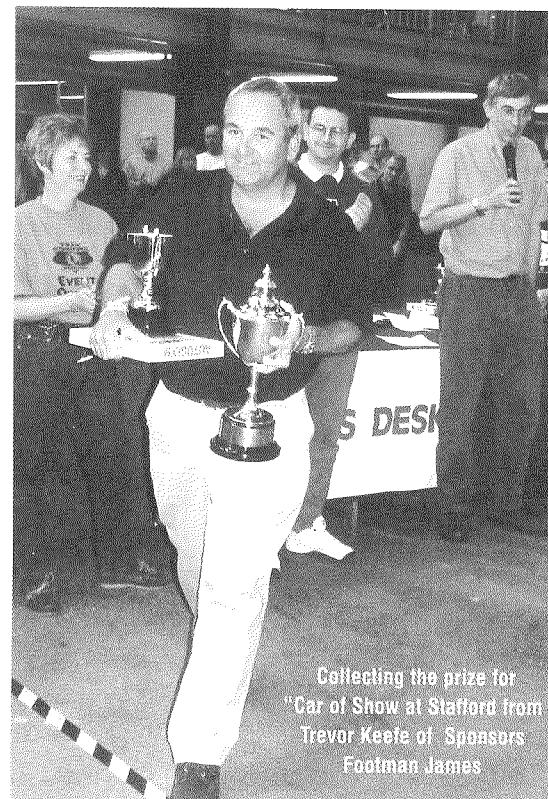
Part One - By Ken Jee

In the rosy glow of winning "Car of the Show" at Stafford 2000, Angela McGowan hit me when I was at my most vulnerable: "Will you please represent the T.S.S.C at the regional heat of the Autoglym Championship at Driffeld, East Yorkshire on August 20th? It is in your neck of the woods so at least it's local to you." (130 miles away from Poynton, South Manchester, to Driffeld.) But I suppose when you live in Cornwall anywhere south of London is local to Yorkshire.

I viewed the prospect of entering the Championship with a great deal of trepidation. I have been involved up to 1999 with my M.G. Midget and with other restorations when these championships were supported by Benson and Hedges, and even before that when Thoroughbred and Classic Car Magazine ran them in the early eighties. They are the most serious, intensive, competitive championships in the country. The competitors are the most fastidious individuals you will ever meet in Concours competition. Their attention to the minutest of detail has to be seen to be believed. I expressed my fears to Angela, "No problem Ken. We want you to enter in the Club Class, entrants not so keen, judges don't scrutinise the cars so thoroughly and anyway I've filled the form in now so you've got to enter." I reluctantly agreed.

The following Monday evening I receive a 'phone call from Angela just to make sure I hadn't changed my mind. She said her and Andrew would come to support if they could. No turning back now.

Saturday afternoon, one week and one day before the show and preparation of GTC 549K begins. First the underside and wheels, so front



Collecting the prize for "Car of Show at Stafford from Trevor Keele of Sponsors Footman James

wheels off, wire wheels are a cleaning nightmare, particularly on the front wheels where the disc pad dust sticks to the inside of the spokes like glue. The only way to remove this is to use a pressure washer, but beware, put the lance of the washer too close to the spokes and you will blow the paint off. Leave

TSSC Concours



The Competition.
Austin Healey, Porsche,
Austin 7, MGB GT V8 Etc.

the wheels to dry off and clean and polish under the wheelarches and chassis, for non-concours competitors this must sound like absolute madness and a complete waste of time and effort. Before refitting the wheels clean and polish all suspension parts, rear axle drive shafts, brake back plates and diff. Polish inside of the wheels, much easier when they are off, clean the inside of the tyres with rubber cleaner and refit all round. Next, under the bonnet,

little tip here, always clean all surfaces inside the car before vacuuming as you invariably get bits of cleaning cloth dropping on the carpets. If you clean the windows and interior after vacuuming you will have to do it again. Furniture polish the wooden dash, clean inside glass, not forgetting the glass on the dials and the interior mirror, vinyl clean all surfaces not forgetting the seats and dashboard top, and the final touch, rubber clean the

hoses, and the final touch 'Duraglit' the copper brake and clutch lines 'til they sparkle. Bonnet closed, car returned to garage, five hours have elapsed with very little to show for my efforts, except for extremely sore finger tips from trying to clean between the spokes of the wire wheels.

Sunday afternoon 13th August, time to turn my attention to the inside of the GT6 and the topside. Start with the interior, a



Maureen, getting a 'Tan'

first all the dead flies from inside of bonnet lid and polish, then polish all painted surfaces, rubber cleaner on all

pedal rubbers. Remove tool kit set from the boot area, make sure the spare wheel is clean and rubber clean the

tyre, as this will be removed on judgement day for inspection. In my case the wheel is new as is the tyre, but at this level of competition it must also be dust free. Finally on the interior, vacuum the interior making sure you get into every crevice and don't forget to tilt the seats to ensure nothing lurks beneath them, (a previous concours "tip of the month" from Angela.)

The easy bit of preparing the car now, the exterior: Polish the body ensuring that all dead flies squashed onto the bonnet are removed, don't forget the low-slung number plate which also acts as a battering ram for flies. Use glass cleaner for all exterior glass not forgetting a final wipe of the headlights with glass cleaner for that extra sparkle (another previous "tip of the month"). Finally before putting the car away I remove all books, handbook, passport to service book, brochure etc. from the inside of the car. Return car to the garage and cover with cotton



The Car on display,
tools and spare wheel ready for inspection

cover, this saves the job of removing spider droppings from the paintwork later, these little black specs are difficult to remove. 9 hours work, and the car doesn't look much different, but I know it looks as well as it can.

Monday 10th August, 7:30 pm. Time to turn my attention to bits and pieces, starting with the tool kit, jack, wheel brace, wire wheel hammer (this is new, I use a second hammer when removing the wheels), plug spanner and spanners supplied with the tool kit. These are polished (whilst watching Coronation Street), inspected for

chipped paint, touched up if necessary, wrapped individually to ensure they don't bang together and returned to the tool bag.

Tuesday 15th August. Paperwork and organising the trip to Drifffield. Find M.O.T. certificates for last 2 years, these are inspected for Club Class entries at Autoglym heats, as it is a stipulation that the car must cover at least 1000 miles per year. Phone a friend in the motor trade near to Drifffield to ask if we can leave the car with him overnight on the Saturday, as I don't fancy a three hour drive on the Sunday, in bad weather, and then have to clean the car up again. He agrees we can leave the car undercover with him overnight. He suggests that we stay at the Bell Hotel Drifffield, three miles from him, we agree and book the Saturday night. This means of course that we have to take two cars to the show, but we think this is the best option.

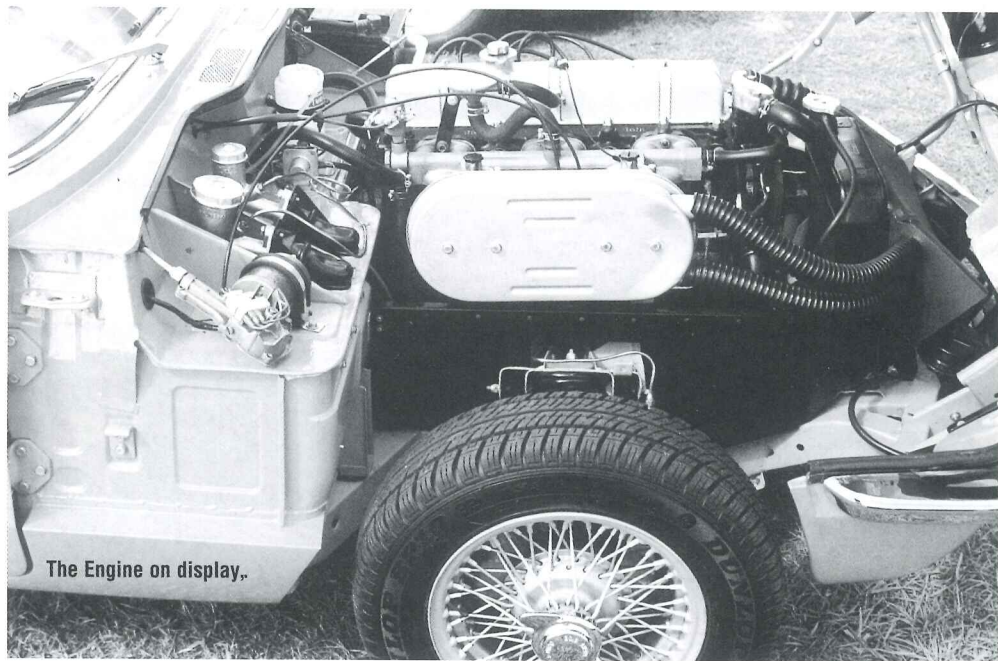
Wednesday 16th August. Gave the car a miss, played Badminton instead.

Thursday 17th August. Decided to give the car a treat and fill it with 4 star for the journey, filled up, 30 mile round trip. The GT6 definitely performs better with 4 star than L.R.P, plus L.R.P leaves sooty deposits in the twin exhaust outlet pipes, 4 star leaves the pipes a much healthier light grey.

Friday 18th August. Assembled the bits and pieces required for a major concours event, plus a 250 mile

round trip in a 30 year old car. Fortunately the following will all be carried in my company car which Maureen will be following me in to the show. The kit comprises a small hydraulic jack, I can't possibly use the car jack as I cannot risk scratching the paint. A box containing polish, glass cleaner, rubber cleaner, P.V.C. sheen, Duraglit, cleaning

and I take the flies off the car and whip over the tyres with rubber cleaner. We cover the car, which is to be kept indoors overnight and set off for our overnight stay at the Bell Hotel. After showering we enjoyed an excellent dinner and bottle of wine and both felt well satisfied that the car was ready for tomorrow's show, prepared and



The Engine on display.

cloths, yellow dusters, leathers, sponges, 2 litres of water and a bowl should there be no available water on site. A bag containing tool kit and wheel spinner hammer, battery car vacuum cleaner, two umbrellas, rally jackets, caps and ten litres of the "Golden Liquid" 4 Star fuel and finally the car cover.

Saturday 19th August Day starts with a round of golf, I can't miss this it's vital for my sanity! Lunchtime, cars loaded and we set off for Driffeld. We are much relieved as during the morning we had had showers but as we prepare to leave the roads have dried and the sun is shining. If it stays dry for the next 3 hours this would save at least 2 hours re-cleaning on arrival. 90 minutes later we stop at Hartshead Moor Service on the M62 motorway, parking in the remotest part of the parking area to avoid the other cars opening doors on to our panels. A bronze yellow MGB GT slows as he passes our car and the driver of the MG and I exchange grins as he also opts for a deserted part of the parking area. On we go through Leeds towards Hull and arrive at our destination, Broach Hill Garage, Driffeld at 5 pm. After a quick coffee, Maureen

only 3 miles away from the show's field. Sunday 20th August. Up at 7 am, to check the weather - sun just rising, no sign of rain. Perfect. Breakfast at 8. 15 am and we arrive at Broach Hill at 9 am to collect the car from Tony Goode the General Manager of this excellent dealership. Tony bids us good luck and we are now on our way to the show. Twenty minutes later we enter Normandy Barracks where the show is being held and join a queue of about 50 cars also entering the show. Autoglym Concours is only a small part of this massive motoring event. As we are waiting to enter the temperature gauge needle begins to move alarmingly past the halfway mark and it is obvious that the engine is getting very hot just ticking over and I'm becoming more anxious. Just as I contemplate pulling out of the queue to allow the engine to cool we are waved forward and directed to the Autoglym Area.

Concludes Next Month



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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

TSSC7 Technical Secretary

Talking Technical

By Carl Heinlein

I am afraid that this months article is answering e-mails that I had back in May and June this year, so please be patient if you're still waiting. By and large, I answer questions in the order I receive them and I cannot take up any more pages in the Courier and I don't want to give shorter/worse(?) answers. What's really needed is another Technical Secretary who can share the workload.....any volunteers, seriously! Speak to Bill or me if you're interested. Anyway, down to business.....

LRP ISSUES

Q. "I recently bought my first Triumph - a '71 MkIV Spitfire - which I'm pleased to say I am absolutely delighted with. I read with interest the queries relating to LRP in the August issue of The Courier and thought I'd throw in my comments. The car has not been converted to unleaded and the previous owner said he'd run it on LRP without any problems. I've only filled up twice so far, the first time from

a Shell station, the second from Texaco. I cannot say I've noticed much difference between the two fuel types, but I do have a problem with "pinking" once the car has warmed up. This occurs under even relatively light load on the engine, but is particularly noticeable when going up hill and usually necessitates changing down, despite the revs being above 2500. Does LRP have a lower octane level than 4 star? Or is likely to be the timing that is too far advanced? Is it simply a matter of retarding the timing slightly, or is there a possibility of a more sinister problem. I believe the engine was overhauled about 10 years (but only 2-3,000 miles) ago, so I presume it shouldn't simply be wear. Thanks for the advice in Courier and keep up the good work!! "

Jonathan Wright

A. Sounds to me like your problem is nothing to do with the LRP. Start at the book setting for the ignition advance setting. If your car pinks, try retarding the ignition 2° at a time until the car is just off the setting at which it pinked. In past months, I have also recommended disconnecting the vacuum advance connection to the distributor (blanking off the pipe to prevent air being sucked in to the inlet manifold). I have found (as have many members) that this means that you can run back at the 'book' ignition advance setting for your car.

"On the subject of LRP you asked for feedback on different makes. I always use the same garage which is Esso and generally speaking my car runs O.K. The other day however I was caught with the petrol gauge down in the area that makes you twitch and decided to pull in to a Texaco garage. The difference was quite marked and I couldn't wait to get back to the Esso variety. The next test is running it on unleaded with an additive. I'll let you know the results. In the long term I intend to fit an unleaded head as I think it is the only real way forward."

Keith Radmore

".....Moving on to the vacuum advance unit on the 2 Ltr Mk2. I agree with your comments. On a standard engine, in good condition, running on the old 4 star using half throttle climbing a steep hill at 50 - 60 mph will cause the engine to pink. But at full throttle no problem i.e. no vacuum. This was highlighted when we lost the 5 Star and had to run on 4 Star. The problems gradually got worse as the time went by due to the octane reduction of the old 4 Star and finally LRP. I ended up fitting a Vacuum unit with less advance and changing second stage advance spring in the distributor to the same type as the first stage spring. This meant I can run the timing at the correct

setting and maintain the low rev torque. Another way may be to fit a Mk 1 distributor, as this has lower advance curves. It should be said that the fitting of an unleaded head does not mean you can run the 2 Ltr engine on 95 octane unleaded and if super unleaded is phased out, without a lower compression ratio we are stuck with LRP. With this in mind I have run my Vitesse 2 Ltr Mk 2 for the last 10 months on LRP. As it is my every day car it has covered 7k miles with no problems. Due to a head gasket going just before the leaded petrol ended there is no so called lead memory. The head/valves were like new hence I refitted the standard head and apart from the above timing mods all has been well using LRP for the last 7k miles. I have found Texaco LRP gives good results. However, using BP I have had consistent pinking problems with their LRP and super unleaded when it was available. What about additives, well as I use the car every day I just want to fill it up and drive it. I also have my doubts as to how effective they are. Then there are these Fuelcats, well talk to the chemists in the petroleum industry. I have and they doubt the fuelcat system can work. Petroleum companies spent millions putting additives in petrol. If it was that easy fuelcats would have been in regular use 70 years ago. LRP - There have been many bad remarks made about LRP and I agree that though some brands do seem to give problems on our cars. However, I feel many of the difficulties people are experiencing are due to other problems with their cars not the LRP. I have found the 1500 engine will happily run on LRP and unleaded 95 octane with little or no adjustment to the timing. The unknown issue is the valve seats and this may vary from model and age of the cars. When I was rebuilding the 1500 engine in my Herald 2 years ago I fitted an unleaded head. There was no extra cost against rebuilding a head to a standard spec. Since then I have run, 10k miles, the Herald on both forms of unleaded leaded and LRP with little difference in the performance or problems. I think the lack of difficulties has more to do with everything being in good order than an unleaded head. The present LRP and unleaded situation is like the fears over radio masts.....real witch doctor stuff. One final thought on fixing problems - The mechanic knows to hit it. The technician knows where to hit it. The engineer knows how much force should be used when hitting it. The scientist invented the whole process. I fit in the

knowing what force to use category. Keep up the excellent work. 35 years driving Triumphs is a drug! Regards"

Dave Rumens

Q. "I would like to share my experience of LRP in the light of all the negative mail you have been receiving on this subject and your request for information about specific brands of LRP. First of all I will give you a little background on my car in order to put my experiences into context. I have owned my 1973 MkIV Spitfire, RPK 593L, since April 1994. In this time it has been my only car and as such is used daily. Give or take, year to year I average 12000 miles a year in the trusty Spit'. During my ownership RPK 593L has been modified with the primary aim of making it go faster. Engine, suspension and brakes have all been tuned along with the general maintenance and rust-duelling.

I will concentrate on the engine since this is the bit of relevance to LRP. The engine is 1313cc having been rebored +20". The head is the original late MkIV head with the larger inlet valves and has been flowed and skimmed to raise compression to 10.75:1. It has a high-lift cam; HS4 SU's with AAM needles, 'yellow' damper springs, inlet trumpets and sock filters (definitely better performance than K&Ns); a 4-branch exhaust manifold with home-made 2" centre pipe and single "Muffle Diver" Cherry Bomb silencer; oil cooler; large radiator (more later); Lucas 45D4 distributor with Maestro electronic ignition.

The ignition is a recent modification and the car has been run on LRP with the original Delco dizzy, the Lucas dizzy with points and the Lucas dizzy with the electronic ignition. The engine is producing somewhere in the region of 100bhp. It is a touch quicker than an unmodified GT6 (why ruin the handling by putting a big lump of a 6 cylinder up front? (...don't start that debate - Carl). I like to describe my driving as 'enthusiastic' and I do use the performance that is available. The head work was carried out in December 1997 and so had two years and about 24000 miles for a lead memory to build up.

Since I do relatively high mileage, drive the car hard and it has had the head reworked not-so-long ago I should be the ideal candidate for valve seat problems. I started running on LRP in December 1999 and, more by luck than judgement, had checked the valve clearances just before the change. I have now been using LRP continuously for 8 months and around 8000 miles. I have just checked my valve clearances and they haven't changed since December.

I have not had to alter the ignition settings and have run at 10 degrees BTDC with all three of the ignition set-ups.

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TR7/8	-	£135.13	£193.88	£176.25	£258.50
SPITFIRE	£99.82	£123.32	£164.44	£158.57	£234.94
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TR7	£17.62	£12.87	£17.62	£17.57	£49.11	£51.67	£17.55
TR8	£49.94	£15.00	£14.68	£29.32	£42.78	£64.62	£21.09
SPITFIRE/HERALD	£15.22	£10.52	£15.86	£23.44	£51.77	£57.49	£20.56
GT6/VITESSE	£17.04	£12.87	£20.56	£23.44	£51.77	£57.49	£20.56
DOLOMITE	£25.35	£11.69	£15.86	£19.92	£54.44	£66.56	£19.39
2500/2000	£45.07	£15.00	£14.68	£34.66	£46.15	£67.56	£21.09
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I have not noticed any difference whatsoever between leaded four star and LRP. No pinking, no loss of performance, no starting problems, no rough-running. On my trip from Eastbourne to Stafford I got 42mpg. I more or less without fail fill-up at Esso petrol stations. However, I have just returned from a few days camping in the New Forest during which I got very low on fuel without an Esso station in sight. I filled-up at a BP station and the car ran as per normal for the 100 mile return trip. I have used other brands of LRP in the last 8 months without problem. A garage about 2 miles from my home in Eastbourne, but not on any route I regularly take, has started selling leaded four star and I had planned on using this if my valve clearances had reduced. As they haven't I shall avoid the inconvenience of special trips to this one garage.

On a different subject, I will get back to the radiator mentioned earlier. Other club members may like to know of my cooling solution. I am using a radiator from a Peugeot 205. I wanted a full width radiator with an electric fan but objected to paying £180 or more for the proprietary items.

A work colleague had a 205 and I measured the radiator and established that it would fit in the Spit' and that the hose connections were in the right corners. I obtained a like new radiator assembly from a scrap yard for £20. This included the (aluminium cored) radiator, electric fan, wiring, hoses, expansion bottle and housing. The radiator fitted on the standard brackets on the chassis (allowing reversion to standard if desired) with the aid of some small angle brackets. The housing had to be cut between the radiator and expansion bottle and the expansion bottle part re-attached by two bolts through the housing at 90 degrees pointing forward. The very long 205 hoses were shortened to the required length and fused 12V wired to the thermostatic switch. The only initial problem I had was the routing of the upper hose to the Spitfire thermostat housing. This wanted to go through the alternator fan! I initially used a shield strapped to the alternator to overcome this problem until a fellow club member suggested using a Vitesse thermostat housing which has a different angle on the pipe. This proved ideal. A friend has adopted an alternative solution. He already had a new full width radiator and wanted an electric fan. He found that Mk1 Fiesta's have a thermostat housing which is

near identical to the Spitfire but for the addition of a threaded boss which holds a thermostatic switch. My friend has used this along with the Fiesta's electric fan.

As a suggestion, could technical articles, such as the one on the Maestro ignition, be made available to members on a secure area of the club website? Many people recently seemed interested in this modification and all the help that could be offered was to buy a back issued Courier. I was lucky enough to find one at Leatherhead. Best regards"

Neil Thatcher

A. Thanks for that Keith, Dave and Neil. So, another two votes for ESSO and one for and one against both TEXACO and BP. On the 'swing-ometer', that makes our running totals on the LRP fuel survey;

- LRP to go for;	ESSO	5 votes
	MURCO	1 vote
	Texaco -	2 votes
	BP	2 votes
- LRP to avoid;	BP	2 votes
	Shell	1 vote
	TEXACO	1 vote

So, the only conclusion I can draw from this is that ESSO seems to be a good LRP. However, I completely agree with Dave Rumens; the state of your engine and the car's state-of-tune probably play a far greater part in your experiences with LRP as opposed to the manufacturer of the fuel.....as I write this, just getting some fuel is all that's important!!!

Neil's radiator solution sounds interesting, and good value. With regard to your comments on the secure area of the website, I have passed these on to both Bill and Peter at the Club HQ to see what they can do. One other good suggestion has been to include all technical pages (whether it is these Question and Answer sessions or stand-alone technical articles) in the centre of the magazine. This would allow members to pull these out and keep their own library of technical articles.....what about it Bernard?

(Carl - over the years I have found members hate destroying their magazines but the answer is on hand in that we have just produced an updated Technical Article Directory of ALL Technical articles ever published in the Courier and Turning Circles. This is a Quick reference Booklet so there is no excuses for finding the article/s anyone should Require. What's wrong with purchasing a back issue? it's what helps to pay for the CURRENT ones!)

Q. "I have just read this months Courier question about the Sparkrite ignition system and hope the following may help. I have a 1973 MKIV Spitfire that had Sparkrite TX1002 electronic ignition fitted when I bought it four years ago. If not the same as M. Curzons, it must be very similar as it has the same switch; from conventional to off to electronic. I do not have a wiring diagram but can describe the wiring arrangement quite simply: There are five wires leaving the 'biscuit tin';- **Blue, Green, Yellow, White and Orange.**

- **Blue** goes to the positive terminal on the coil.



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- **Green** is earthed on the bulkhead, (where the coil is bolted to the bulkhead).
- **Yellow** goes to the negative terminal on the coil.
- **White** is not used on my car. (see below).
- **Orange** goes to a small orange (transceiver?) inside the distributor cap.

There is an orange collar below the rotor arm. The base plate is earthed to the distributor body via the wire latch attachment on the side of the cap. There is no condensor or conventional points fitted and surprise, surprise my arrangement only works on the electronic setting! Switching to 'off' or to 'conventional' with the engine running results in it cutting out. It is possible that the white wire would take over the operation if the conventional points etc. had been retained but this is only speculation. Hope this helps to solving M. Curzons problem and doesn't just add further mystery!

My Spitfire does about 14,000 miles a year as my everyday car and in that time it has always started first time, so although I have been tempted to upgrade to a more modern alternative, it would seem rather pointless, (no joke intended). On an unrelated topic, I went from running on the standard 4.5J wheels fitted with 155's to 5.5J (Minilite style), running 175's last year. This was after reading many conflicting opinions on what it would do the handling of the car and basically just risking it. I was amazed at just how much better the car is to drive, or

more importantly stop! I drive the car quite hard and it had an alarming tendency to lock up the front wheels when braking - this has been completely cured. Also, there is no discernible change in the feel of the steering - which many people had warned of. The car feels much more stable cornering and the only downside is a slight increase in road noise, (as you can't hear much over the sports exhaust this is not a problem for me!). If anyone else is hesitating about going to the wider wheel/tyre - I would say it's worth the investment.

Of all the modifications I've made to the Spitfire (tubular S/S manifold and sports exhaust, K&N's, Cross Drilled brake discs and stainless hoses, alloys and 175's), the most useful (as opposed to the most fun!) has also been the cheapest;- the fitting of an electric washer pump in place of the old manual pump! I was able to source this from Winns & Co. (sorry if spelt incorrectly) last year and it looks the same as the old manual switch to anyone but a Concours judge. This means the screen is kept clean easily and safely without having to take your hand off the wheel for ten minutes trying to pump enough water onto the screen to re-hydrate the dead bugs! This is a saviour to me as I drive all year round and on the motorway. This finally leads me to a question! I am on a limited budget and can only make one modification this year. Bearing in mind all of the above, would you advise me to spend my money on a) An overdrive conversion (red line in fourth is painful on the car and my ears!) or b) Twin Weber DCOE 40's, (it secretly wants to be a Caterham). Kind Regards,"

Michael Bird.

A. Thanks for your practical comments on tuning modifications, Michael, and on the Sparkrite ignition systems. I have been kindly sent and offered photocopies of the instruction manuals for the SX1000 and the TX 1002 systems by Jack Hind, Ian Brother and George Walker and can supply these to any other members in difficulty. As far as what modification you should make next, the overdrive conversion wins hands down, in my view. It will make your car much nicer to drive, increase its value and desirability. Fitting Webers will help you get to maximum revs in fourth a bit quicker, but they only really become a benefit when the rest of the engine has been modified to complement them (such as compression ratio, head work, cam, balancing, etc., etc.). If you try to sell the car in the future, you are also likely to have a reduced number of interested buyers. Most buyers prefer to buy original, unmolested cars.....which is bad news for petrol-heads like you and I who like to modify and go faster. Overdrive first, then Webers, head and camshaft!

Q. "On the suggestion that you publish enquirers' email addresses. You may know that there are at least two USA based Bulletin Boards (BB), mainly on Spitfires, and one UK based on all Triumphs (see below). They already fulfill the function Van Hamlin suggests, of getting all and sundry to offer their six penn'orth, some nearly as good as your advice and some just crazy. The poor feature of all of them, and of the proposal, is that enquirers cannot search the postings without going through them all, to see if their own problem has already been discussed. This could save them and you, a lot of time!

Rather than set up yet another standard BB, which is what the proposal would do in effect, would the TSSC be interested in sponsoring a searchable BB? Unfortunately - or else I could sell them one! - I can't suggest how this might be done.

On the sticking starter - could this be due to oiling the pinion, rather than using the traditional graphite? Internet Bulletin Boards (forgive me if they are already familiar to you):

- TriumphSpitfire.com
(www.triumphspitfire.com/BBS.html)
- Triumph Spitfire Information Exchange
(www.insidetheweb.com/usr/local/itw/docs/messageboard/mbs.cgi/mb131952)
- The Triumph Enthusiasts' BB
(www.british-cars.co.uk/cgi-bin/gen5?runprog=trbbs)
- There is also a UK version of the TSIE at:
www.insidetheweb.com/usr/local/itw/docs/messageboard/mbs.cgi/mb776223

but it is very little used.

Best wishes, and thanks for all the wisdom."

John Davies

A. Thanks for those links, John.
Happy surfing everyone.

Q. "I wondered if you might be able to help me. I noticed in this month's edition you answered a question for Zoe Read on wheel widths and it was this that prompted me to write.

Not long ago I bought a car which has had some work done to it for track use. The regulations for the TSSC / TR Register championship that I hope to enter the car in next year allows a maximum wheel width of 7 inches but they must be a 13 inch diameter and the tyres must be no more than a 60 profile. Most of the companies selling alloy wheels do not offer a 13" wheel 7" wide and those that do are rather expensive. I plan to advertise for a set of wheels in the 'Parts Wanted' column of the magazine but I suspect that I will be lucky to find a set of alloys the right size. Do you know of any wheel manufacturers that will supply

wheels to order. Possibly even more useful, can you tell me what the wheel nut centres are and whether any modern cars have the same nut arrangement so that I might be able to pick up a second hand set.

Do you know what the minimum wheel offset is for a 7" wheel to avoid the inner part of the wheel catching on the suspension / brakes etc. Obviously with such a wide wheel the room for the tyre may be a problem and I am quite prepared to fit wider wheel arches, but the race regulations do not favour using spacers to move the wheel away from the hub so I ideally need a wheel that will be clear on the inside edge.

Please feel free to publish my e-mail address if you print this letter, so that any other readers can shed some light on the subject of alternative wheel availability.
iain@iainfrost.freemove.co.uk. Thanks,"

Iain Frost

A. Iain, the only safe way is for you to make your own measurements.....unless, of course, you buy the 'standard' alloy wheel offerings from Triumph traders or the Club (where the fitment has been checked before). If you go on someone else's advice, it could be wrong and it's your cash you've wasted.

I'd recommend bolting up a standard 5 or 5 1/2" wheel and physically measuring the clearances to the car. On the rear, pay particular attention to the clearance between the tyre and the wheel-arch 'lip', the radius arm and the clearance to the shock absorber to the top of the tyre. On the front, check clearance to the top wishbones on full lock as well as the wheel-arch 'lip'. All you then need to do is measure (or read, if you're lucky) the offset of the wheel you have used to check the clearances and you can then estimate the new position of the inner wheel rim. Don't forget, that if you measure with a 5 1/2" rim, and you want to use a 7" rim, the inner rim of the wheel will already move toward the centre of the car by 3/4" **FOR THE SAME WHEEL OFFSET.**

There is a company called 'Image' wheels (0121 522 2442) who manufacture 3-piece wheels to order. I think that this means you can almost have any wheel width you want. This is the company Zoe Read was going to use and you see adverts for their wheels in the 'Car and Car Conversion' / 'Fast Car' magazines, etc.

Q. "I have a question about an intermittent problem with my 1971 GT6 (Mk3). The engine has been misfiring under load very occasionally for some time, but in the last few weeks has become much worse. Even under light load (cruising along level road), the engine misfires intermittently losing nearly all power and then returning to normal. There doesn't seem to be any pattern, except that it is generally worse when the engine is cold. During the course of normal servicing in the past 18 months the spark plugs, points, distributor cap, rotor arm and HT leads have

all been replaced, without any effect on the problem. This seems to point either to a more fundamental problem with the ignition system or a fuel system problem. The car idles fine, and revs freely with no load (thus the problem is hard to re-create whilst peering under the bonnet). The spark plugs for one carburettor look quite healthy with a grey brown deposit, but the other ones have a dry, black deposit, indicating a rich mixture.

Attempts to weaken the mixture using the special tool have met with limited success as I can't move the adjuster and am reluctant to put too much force on it. I have also had problems with a petrol leak from the bottom of the float chambers of both of the carburettors, from the blanking plug. The Haynes manual suggests that this may be due to a rubber O-ring around the plug in the darkest depths of the carburettor which even they admit is 'only to be attempted if you are sure that the ring is perished'. I have had some experience of SU carburettors on a friend's Spitfire and they seem to be much more conducive to being worked on. In short, I would like to know whether the misfiring problem I have been experiencing sounds as if it could be caused by the carburettors, and whether it is worth persevering with the Strombergs and re-building them or swapping them for SU HS6s instead? Thanks in advance"

Graham Weston

A. I agree that it does sound like a carburettor problem but don't rule out the ignition. Starting with the carbs, I would stick with the Strombergs, but you need to get the leaks and the needle adjustment fixed. The adjusters in the dashpot centre are really weak though. You are right not to force it; if you do, the hexagonal socket simply shears and you have to get repair parts. Luckily, when I've done this, I have had another carb to cannibalise. Coupled with the leakage you describe, I recommend that you exchange your carbs for reconditioned units. If you strip and rebuild the existing items, I suspect that you'll also find the butterfly spindles and bores are worn and this can cause misfiring also.

Before that though, I would check your ignition over. A weak spark can work fine at low load but as the mixture richens under load, a much more powerful spark is required. Check the condenser and the coil. Frequently, the coils on Vitesse and GT6 engines breakdown because they get a cooking being bolted to the engine.

One last thought. It may be worth checking that you are not getting fuel starvation due to rust in the fuel tank. When I had a MkIII GT6, I had a problem whereby the car just wouldn't pull under load and got worse the harder you drove it. A bit of gentle driving and everything was OK again, as fuel slowly came through from the tank. You could blow back through the fuel line and it was OK again for a day or so. I 'fixed' it in the end by fitting a slightly

longer pipe into the bottom of the fuel tank, keeping the end above the layer of rust debris in the bottom of the tank. (on Vitesse and Heralds, this can become a problem when you changeover to 'reserve' and the pipe sucks up the rust. The solution is to clean the tank out or not use 'reserve'!

Q. "I've recently bought a GT6MkIII, and it came with a spare single rail overdrive gearbox. Now I don't NEED a spare gearbox at present, because the one installed is fine. Because though, one day I might, I took it, along with the car. Why not, I thought... but it's a J-type overdrive. And, though the bellhousing has some similarities with the one I can see in the car, I don't think it's out of a GT6... because I know that the Laycock overdrive on GT6s is a "D" type. (My GT6 has overdrive). It's my first GT6 (Spitfire 1500s previously), and the bell housings are, I think, different from say, Spitfire's. Here's my (layman's) comparison of bell housings, which I hope will give clues as to where the "spare" one originates from:

- Spitfire 1500 clutch slave on the underside of the bellhousing

- GT6MkIII clutch slave on offside of bellhousing, prominently visible, half way up (much better access than the Spit!)

- "Spare" same as GT6MkIII BUT the starter motor "bulge" on the GT6 bellhousing is on the SAME side as the clutch slave aperture, whereas the "spare" bellhousing has the starter motor "bulge" on the OPPOSITE side to the clutch slave.

So question number 1 is: what might the "spare" gearbox be from? And, if one day I need to, might it be interchangeable with the "D" type? I can eliminate the Dolomite 1500 as a candidate, because I installed one from a Dolly straight into my Spitfire 1500. But it could be a Triumph 2000, 2500, Dolomite 1850 etc.. It would be worth keeping if it would serve as a replacement, but otherwise.... Question number 2 is, if it won't go in my GT6, would it be of interest to, say, a Spitfire 1500

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B post moulding for bolt 703625	£13.00
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948 Herald/Vitesse rear centre valance	£42.50 each
1200/13/60 rear centre valance	£45.00 each
Rear quarter valances	£20.00 each
Inner front wheel arch, left hand/right 903 075/6	£35.00 each
Rear Outer wheel arch, 802845/6	£35.00 each
Front wing arch repair panel	£15.00
Rear wing arch repair panel	£15.00
Bonnet corner moulding 706161/2	£17.50 pair
All chassis outriggers/side rail/ boot extension	£14.50 each
Full white rubber bumper set	£90.00
Rear overriders (703708/9)	£32.00 each
Wheel arch to bulkhead seal 704033	£1.50 each
Bonnet catch (chrome) 607563	£21.00 each
Door hinges 607824	£14.00 each
Door hinges 607824	£14.00 each
R/H engine bay valance 1200 13/60 903155	£27.50
Door to glass outer weather strip	£5.75 each
Hoods vinyl inc. zip out window	£125.00 each
Hoods original ICI flame retardant	£130.00 each
Pedal rubbers 122289	£2.50 each
Accelerator pedal bracket 607565	£2.50 each
Set of 8 front suspension bushes (119451)	£10.00 set
Front Suspension Shim 122022	£1.25 each
Caliper repair kit inc. pistons type 12	£15.00 per caliper
Caliper repair kit inc. pistons type 16P	£25.00 per caliper
Caliper repair kit inc. pistons type 16PB	£25.00 per caliper
Recon exchange Caliper type 12	£45.00
Recon exchange Caliper type 14	£36.00
Recon exchange Caliper type 16P	£55.00
Recon exchange Caliper type 16PB	£55.00
Brake pads type 12	£12.00 a set
Brake pads type 14	£12.00 a set
Brake pads type 16P/16PB	£10.00 a set
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Herald new alternative Distributor (exchange)	£6.50
Vitesse Delco Distributor Cap	£6.50
Hiet manifold banjo bolt (vies 155)	£9.00 each
Herald oil filter GFE 119/150	£6.50
Herald O.E. Head Gasket	£6.50
Set of 4 Spark Plugs 1200 and 12/50	£4.50 set
Recon w/wiper motor	£30.00
Vitesse 2 litre Q.H. Clutch Kit	£70.00
Clutch Slave cylinder 13/60	£35.00
Vitesse inner sealed beam light unit GLU105	£5.50 each
Boot catch 611225	£8.50
Seat Belts (inertia type)	£45.00 pair

SPITFIRE MkII & II & III	
Spitfire MkIII complete bonnet assembly	£560.00
Nearside/offside front wings 907 54/5 90388/9	£80.00 each
Left/Right hand front outer wheelarch 903137/8	£37.50 each
Left/Right hand front inner wheelarch 706548/9	£35.00 each
Left/Right hand front hinge tube 911629/1630	£25.00 each
Spit MkIII side lamp mounting panel (910157/8)	£45.00 each
Door skins	£27.50
Battery box 806707	£11.50
Rear valance lamp panel 569900	£42.50 each
Spitfire MkIII bootlid steel 575787	£137.50
Dash top cover 706566	£27.50
Hard top rear screen 807499	£50.00
Vinyl hood MkIII inc. zip window	£85.00
Hood MkIII original ICI flame retardant inc. zip window	£130.00
Bonnet catch (chrome) 607563	£21.00 each
Rear lamp assembly 208532/217025	£37.50
Track Rod Ends	£7.00
Rear Leaf Spring 303945	£65.00
Recon Brake Caliper type 12	£45.00 exchange
Recon Brake Caliper type 14	£36.00 exchange
Original Head Gasket GSC314	£6.50
Distributor Cap	£3.50
Speedo cable GSD165	£9.50
Front Valance Support 712567/8	£8.00

SPITFIRE MkIV & 1500	
Front wings 909663/4	£27.50 each
Front wheelarch outer L/H and R/H 909351/2	£22.50 each
Front wheelarch inner L/H and R/H 909797/8	£32.50 each
Headlamp support panel assembly L/H and R/H 61987/12	£17.50 each
Front quarter valances offside and nearside (815391/2)	£45.00 each
Door skins	£25.00 each
Nearside/offside sill 903097/8	£22.50 each
Nearside/offside sill 903097/8 OE	£38.50 each
Sill reinforcement panel L/H and R/H 806634/5	£5.50 each
Inner sill L/H and R/H 806638/9	£12.50 each
Sill end plate (front) 706422/3	£4.50
Stainless steel overall kit	£39.00 kit
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	£37.50 each
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
Rear valance 908970	£29.50 each
Boot floor	£50.00
Steel boot lid 911327	£165.00 each
Rear inner/inner wheelarch, L/H and R/H 725563/4	£44.00
Rear outer wheelarch 309561/2	£12.50
Windscreen aperture panel drip channel	£12.50 a pair
Stainless steel overall kit	£39.00 kit
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Hard top rear screen seal 911040	£25.00 each
Hard top seal roof/door glass 7161834	£8.00
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Window regulator glazing channel L/H and R/H 706789/90	£35.00 each
Front outriggers 209398/9	£15.00 each
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Waterpump 216939/GWP 128	£29.50 exchange
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Recon shock absorbers GSA384	£20.00 each
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Rear wheel bearing kit GHK 1029	£13.50
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Brake caliper offside/nearside 159130/1	£53.00 exchange
Brake disc 208715	£14.00
Caliper repair kit inc. piston	£15.00
GIRLING/Brake master cylinder	£45.00 each
Handbrake front cable 121766	£3.50
Handbrake cable end fork (104749)	£5.00 each
Rear wheel Brake Cylinder 7 Diameter	£7.50
Rear brake lever 123135	£5.00
Clutch Kit 1500 Q.H.	£35.00
Clutch Slave Cylinder Gsy 103	£35.00
New Distributor 1500	£57.50 exchange
Recon Distributor (1500) RKC 698	£47.50 each
Distributor cap MKIV	£3.50
Recon starter motor	£20.00
Recon w/wiper motor	£40.00
Universal joint with grease nipple	£6.50
Dash top cover 815281	£27.50
Seat covering set Brown cloth handstitch material complete car set OE	£95.00
Knee pad L/H and R/H 719391/719401	£12.00 each
Carpet set Black	£65.00
Gearbox Tunnel Retaining Plate 808393	£9.90
Wheel arch to bulkhead seal 613666	£22.50 each
Hoods original ICI flame retardant inc. zip window	£130.00
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Inertia seatbelts with warning light wire	£45.00 per pair
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Inertia seatbelt sensor type OE	£55.00
Inertia seatbelts less sensor OE	£50.00

GT6	
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Nearside/offside front wings 907 54/5 90388/9	£80.00 each
Nearside/offside front wing Mk II 908113/4	£60.00
Nearside/offside front wing Mk I 907154/5	£60.00
Over/Right hand over/Right hand front hinge tube 911629/1630	£27.50 each
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Steering lock 216449/ UKC2719	£37.50 each
Rear Belts	£25.00 each
New crankshaft 308034	£95.00 exchange
Recon exchange water pump GWP201	£29.50
Clutch Kit G.H.	£35.00
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 MkII and Mk III Rotoflex, GBS 750 OE	£13.50 set
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owner looking to convert to overdrive. ie: is it MORE than the bellhousing that's particular to the model? I have the serial number of the overdrive unit on the commission plate, and the gearbox casting has serial numbers as well. Maybe there's a way of sorting it out this way...the car also came with a complete spare 2500 engine and a 2000 short engine. But that's another matter.....!

Gordon Osborn

A. In answer to Question 1), the gearbox is a single rail J-Type Dolomite 1850 gearbox. The gearbox and bellhousing will not fit the GT6, because the engine in the Dolomite is tilted to one side and, as you've noted, the bellhousing fixings and location for the starter are different. The gearbox internals are similar to the GT6 and a reconditioning company may accept it as an exchange unit for a GT6 'box. In response to question 2), the gearbox won't fit a 1500 either because the bellhousing is different, the input shaft is longer and the input shaft spline is bigger.

The overdrive unit though is interchangeable with the Spitfire 1500 J-Type and would be useful to a 1500 owner. If you were considering upgrading to a heavy-duty gearbox conversion in the future it would be worth hanging-on to the overdrive unit for you to use with that new gearbox.

Q. "My partner has asked me to email you about baby car seats, We own a 1500 spitfire and like going to all the camping events. My partner feels she won't be able to attend any events this year because we have a new baby and the Spit only has two seats. Is it possible to fit a baby seat in a Spitfire? If so is it legal & what sort of seat could be used, I seem to remember seeing a Spit with a baby seat in at Stafford a few years ago .

I hope that you can help"

Steve, Claire & baby Edward

A. It is perfectly legal to have a baby/child seat on the passenger seat (ie. One child seat and one driving adult) but I cannot comment on the legality of carrying a third passenger. Your registration document probably states 'seating capacity = 2' so you shouldn't carry three.....but have you actually tried fitting a third seat in the back of the Spitfire. I have and the only way I could get any of the Halfords' offerings in the back was to place them sideways and they're not designed for this. I am afraid that the bottom line is that the Spitfire is really a two-seater.

Even on the GT6 you could get an 'occasional rear seat conversion'.....but has anyone with a head and legs ever

tried sitting in one of these?

Q. "Greetings from the walled city of Chester!, I have a chassis that I intend to use in the rebuild of 'WTC 354D' A 12/50 saloon, my problem is that the rear outriggers appear to have been welded to the chassis in the wrong position, as the holes in the newly repaired bodytub will not line up correctly with the holes in the outriggers. Will I need specialist help or is there a method to correct the problem myself. My son and I really appreciate your technical expertise, keep up the excellent work."

Keith Jones

A. The problem is you don't know whether the chassis is right or the body tub is right. The correct way to confirm this would be to use the chassis alignment information and measurements in the original workshop manuals and, with the body off, confirm whether or not the chassis is right. You can then correct whichever is wrong.

The quicker way is to cut off the existing rear outriggers and, with them loose, bolt them up to the body. Checking the roof is fitting right and that the door gaps are even along the back and lower edge of the door, you can then weld the outriggers back on again. These riggers give some support to the back of the body, preventing it turning around the fixings above the axle. Before welding the outriggers, you may find that you are able to lift on the back bumper to get the roof and door fit optimised before welding.

See you next month,

Carl

T.D. FITCHETT

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

P&P £1.95

Castrol Valvemaster Plus Octane Boost
250ml @ £9.99 treats 250 litres (4p per litre treated)
Includes an Octane boost, raising the rating of 95 octane unleaded fuel to 97 octane

Castrol Valvemaster
250ml @ £5.99 treats 250 litres (2.5p per litre treated)
Use with either unleaded 95 octane or Super unleaded 97 octane.

MEMBERS OFFER - 6 for the price of 5

6 Valvemaster Plus ... £49.95

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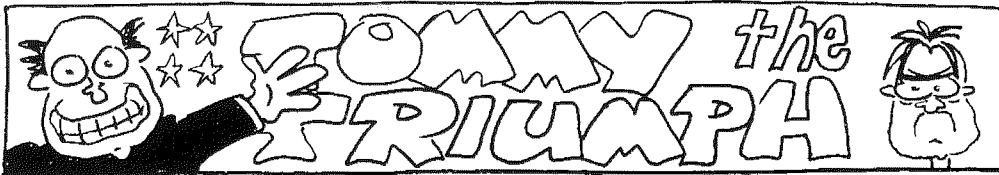
P&P £3.95

Castrol Valvemaster Plus was shown to offer the highest protection against Valve Seat Recession of all the products tested by the Federation of British Historic Vehicle Clubs.

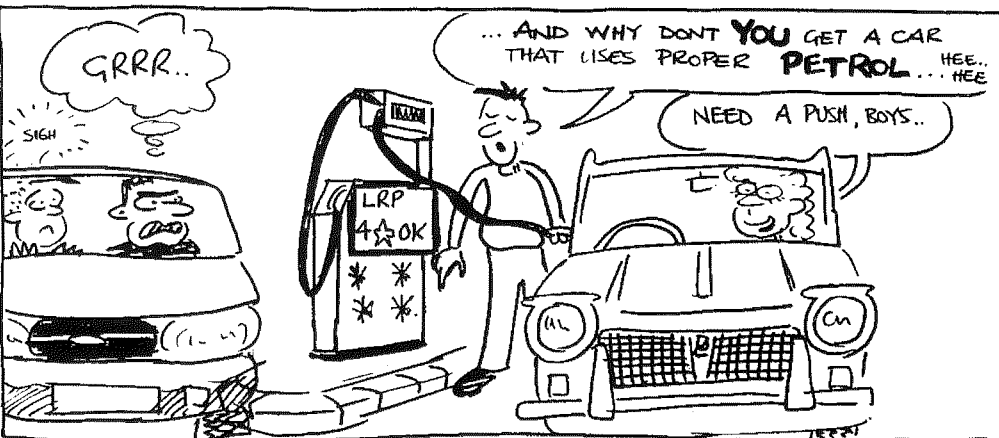
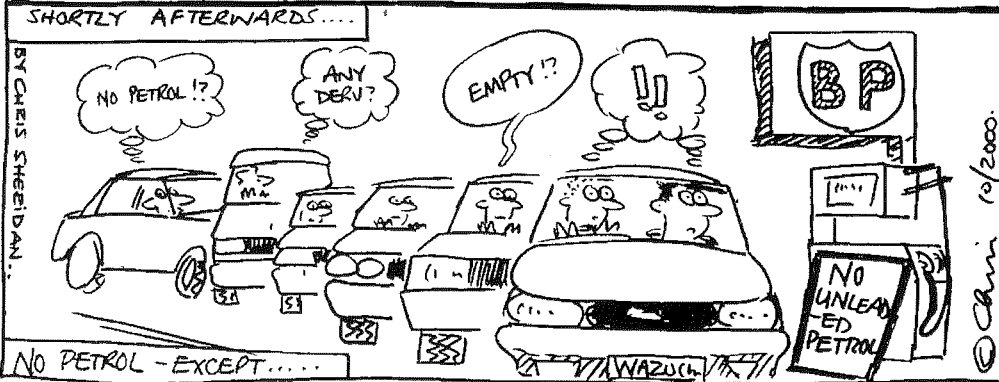
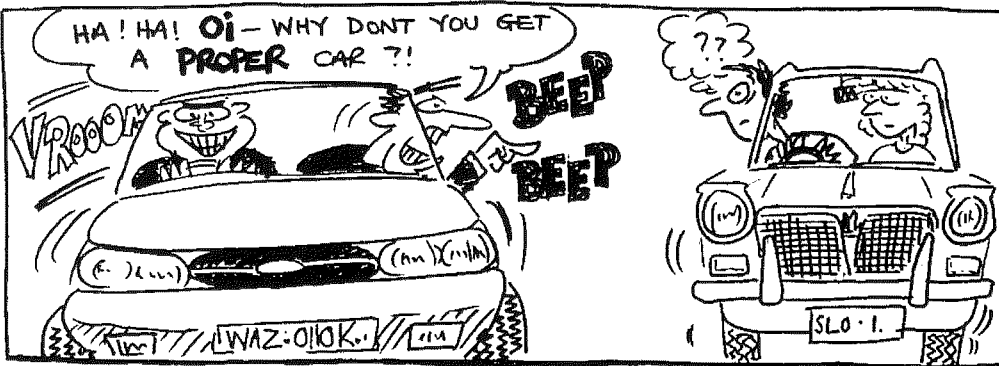


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