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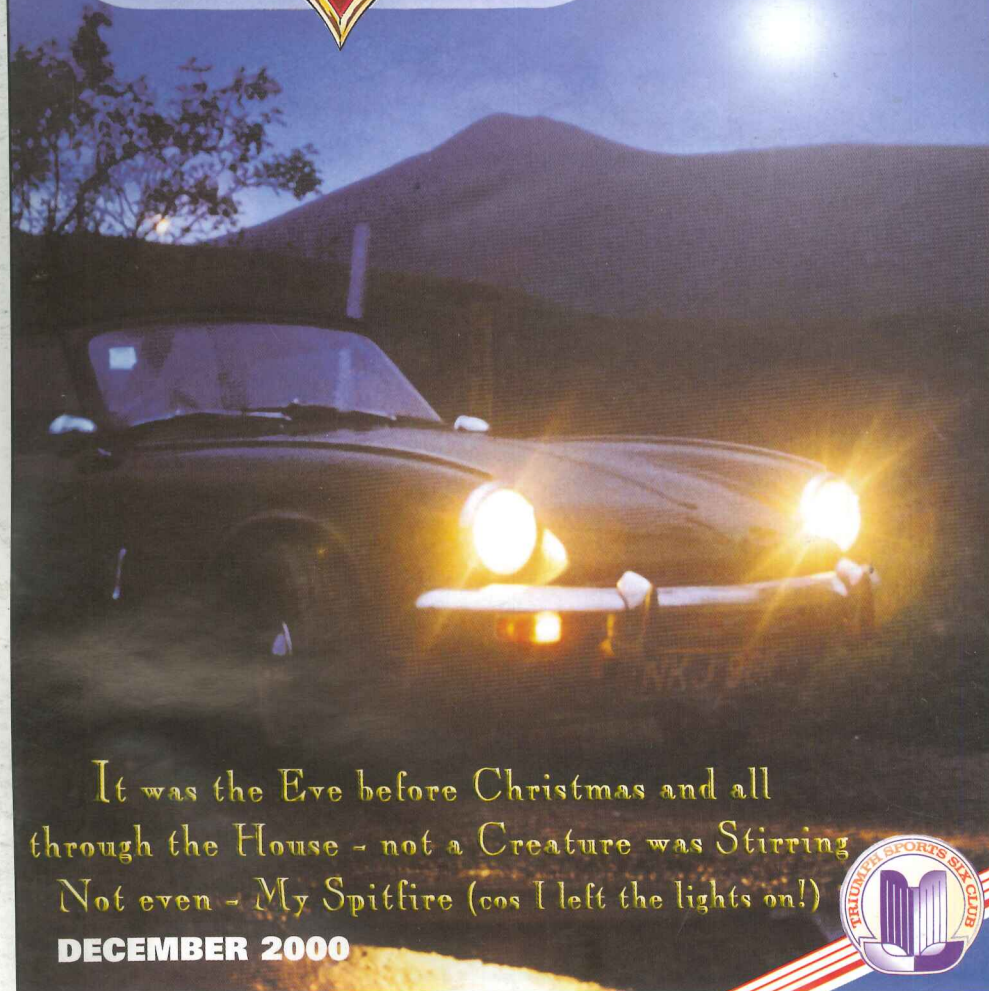
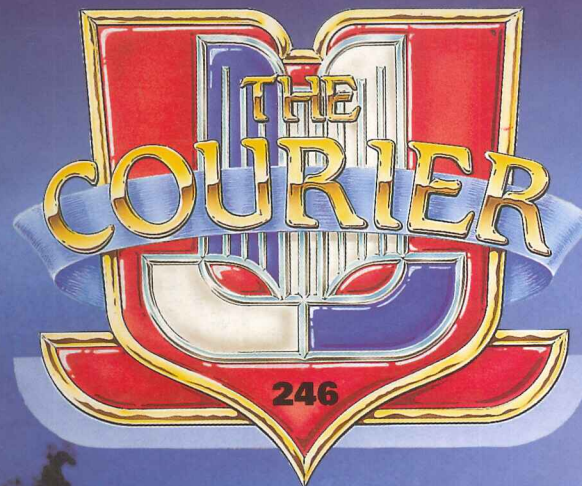


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INSIDE ON PAGE 72/73.

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It was the Eve before Christmas and all
through the House - not a Creature was Stirring
Not even - My Spitfire (cos I left the lights on!)

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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

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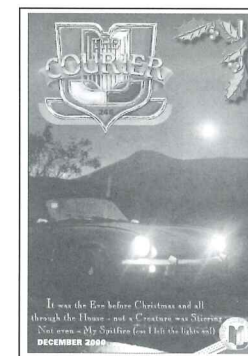
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For a full list of TSSC officials see page 82.

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
'Lights On'
Spitfire Mk III
Photo by
Matthew Meddler

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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 2001

Contact Club H. Q. for more information

SATURDAY/SUNDAY 14/15 July 2001
TSSC INTERNATIONAL WEEKEND
STAFFORD
COUNTY SHOWGROUND
STAFFORDSHIRE

OVERSEAS EVENTS (CLUB INVITED)

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TEL: 0046 302 34416 OR
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www.triumphclub.se

PLEASE SEND ALL EVENT INFORMATION
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SHOWCAR *Register* CARS WANTED

We are currently looking for cars to feature on Club stands or for use by National Classic Car magazines. So if you would like to have your car on a stand or be seen in print you should join the TSSC Showcar Register - please ring for full details.

John Muggleton 01858 434424

Comment

by Bill Sunderland

Well Done NEC!

Maybe a turning point for indoor shows but praise must go where it's due and Centre Exhibitions pulled off, for my money, the best indoor classic car show I've attended in the last decade. The show with all the space the NEC

movement forward, I think they will succeed, the combination that broke the mould in the sorry state of indoor shows deserves success.

Looking forward to 2001, what will be new? Well lots - the exciting developments in



affords, had massive autojumble, great displays from so many Clubs, many demonstrations with crowds to match. If you made the journey you could not be disappointed, alas our Stand didn't have every Club Car or model, we would need space for 32+ cars! Footman James sponsor this show and by putting something back into the Classic Car movement, gives them the result in being the UK's leading classic insurance broker. Together with Footman James our Club plays a part in the success of the entire movement. No, I'm not losing my marbles. Next Spring there is to be a total sportscar show at the NEC and Centre Exhibitions intend this to take our

our web site with further new facilities being added. This month if you go to tssc.uk.com a completely new classified service is now running, including web only advertising. Many members worldwide use the Internet for many reasons and the Triumph name has many different platforms, including chat lines. I read with special interest comments on our International Weekend. The TSSC does its best for its

members and just to set the record straight, in 2001 the TSSC International Weekend will be at Stafford, for no other reason than it is still the best UK venue for overall facilities. Every year we have added attractions and Chris Mills and team strive for further enjoyment for TSSC members. Being a member of other Clubs, our International sits head and shoulders above theirs. With input from so many members we will make 2001 one to remember. Are we listening? Yes we are, 2002 may see a change in venue - "hooray" I hear you cheer but wait, let's all pull together and make the vastly improved Stafford in 2001 work. It was only last month that the TSSC came 3rd in the Classic & Sportscar awards for best event 2000, up against serious competition with the thousands of events on each year, we should be very proud.

On behalf of all TSSC personnel at H.Q., we wish you a Happy Christmas and eventful(!) 2001.



TSSC NEWS *Review*

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

Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday, March 4th 2001. Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda is required to put said item in writing, to be signed by at least two members. These should be forwarded to the General Secretary to be received by 23rd December 2000. Any item received after this date will be regarded as null and void. General issues can of course be raised at any time through, for example, the General Secretary or Area Liaison Officers for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers' Seminar to be held in the morning prior to the AGM - see your AO. In the past, a number of wide ranging issues have been discussed and implemented during this more informal meeting. If any member (of at least three consecutive years' membership prior to the AGM) should wish his or her name to be put forward as a candidate for the Council of Management please give me a call and I would be happy to inform you of the duties and responsibilities involved. Please contact me - again by 23rd December. A few lines describing prospective candidates will be published in the Courier

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

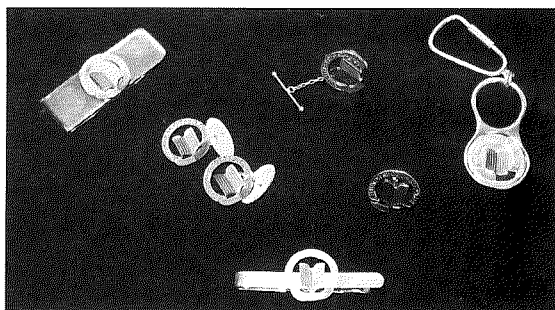
Peter Williams,
General Secretary.

New Service Now available

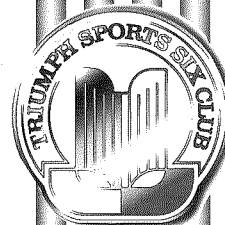
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Stirling Silver TSSC Jewellery



A New range of Stirling Silver Jewellery is available now for that ultimate TSSC Gift. The range shown above is also on offer in 18k Gold if you should so wish. The Range includes, Cuff Links, Lapel Pin, Tie Pin, Tie Slide, Money Clip, Key Ring and Letter Knife/Magnifier. Hand Made by Jewellers - Stevens & Josephs of Birmingham if you would like more information, prices etc. then ring John Muggleton at TSSC HQ on **01858 434424**.



HQ OPENING TIMES

DECEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

CHRISTMAS OPEN WEEKEND

SAT/SUN 9TH & 10TH

CLOSED FROM FRIDAY 22ND UNTIL

TUES 2ND JAN FOR CHRISTMAS BREAK

JANUARY - OPEN AS USUAL

FROM 2ND JANUARY

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

TSSC JANUARY SALE

SAT/SUN 6TH & 7TH

Sat. 9-4pm Sun 11-4pm

**Christmas Open Weekend
Saturday & Sunday**

9th/10th December

Sat. 9-4pm Sun 11-4pm

**All Items Discounted in Shop to Visitors
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See page 44 this months Magazine for full Details**

**TSSC January Sale
Saturday & Sunday**

6th/7th January 2001

Sat. 9-4pm Sun 11-4pm

**All Items Discounted in Shop to Visitors
Free Carriage for Orders placed by Phone
See page 44 this months Magazine for full Details**





Cop Shop



by Mike Crewes

This month is a continuation of last months article about Child and Baby Seats. Once again I'd like to thank BBC Top Gear for allowing me to Publish this advice here.

Choosing the right Seat for your Child

- The most suitable restraint depends on the weight and size of your child.
- If the seat is convenient to use and carry about you are more likely to use it on every journey, so before you buy it check how light it is, how easy it is to use and how it fits into your car.
- It is essential that all child seats are fitted correctly. Recent surveys have revealed that many are wrongly fitted making them virtually useless.
- Whatever type of baby or child seat you use remember to use it every time you take your baby in the car. Most accidents happen on short trips - not long ones.
- You will most likely need at least two child seats as your child grows; a baby seat and a child seat, you may also like to purchase a booster seat.

STAGE ONE: Baby Birth - 10kgs (22lbs), Age up to 6-9 months, BS AU202a or ECE R 44.

For a very young baby, the safest type of restraint is a baby seat, which is also called a

rear facing infant carrier.

Babies have bigger heads and smaller bodies than adults so their centre of gravity is a lot higher. They also have weak necks that cannot support their head. Because of this a child restraint in the rear facing position, incorporating an energy absorption pad, is considered the best for young babies, it also avoids too much pressure being put onto the babies spine.

A baby seat can be fitted in the front or rear seat of the car, held in place by a three point lap and diagonal seat belt. They must have their own harness to keep them secure in the seat. Experts recommend that baby seats are placed in the front seat.

YOU MUST NOT USE A REAR FACING BABY SEAT IN THE FRONT SEAT OF A CAR

FITTED WITH A PASSENGER SIDE AIR BAG.

STAGE TWO: Young Children 8 to 18kgs (20 to 44lbs), Age approximately 6 - 9 months to 4 years, BS AU186 (or 186a) or ECE R 44.

Once a child is able to hold its head up it can travel in a

forward facing child seat, sometimes called a toddler seat, a forward facing child seat, or a stage two restraint.

If rear seat belts are already fitted to the car then a child seat which can be secured by the existing seat belts should be used.

If there are no rear seat belts the car may still have rear seat belt anchorage points, as these have been compulsory on all new cars since 1981. You can buy seat belts at most good accessory shops, garage spare departments and TSSC Offers. It is more expensive to fit rear seat belts in cars built before 1981, but it is well worthwhile, as it will keep you and your baby safe.

STAGE THREE: Older Children 15 to 36kgs, Age approximately 4 to 11 years, BS AU185 or ECE R 44.

Another alternative for young children is a booster seat, which can then be used with an adult lap and diagonal seat belt. The booster cushion is not only secured in place by the seat belt, it also lifts the child up so that the belt is safely positioned across the child's shoulder and

pelvis and not dangerously across the neck and stomach.

The extra height also lets the child see out of the car windows. A booster seat with a full back will also help restrain the child when asleep.

At this age a child could use either a normal adult seat belt with a booster cushion, or a special rear seat belt which adjusts to safely fit passengers of all sizes from a small child to an adult.

DO NOT USE A HOUSEHOLD CUSHION - A CHILD COULD SLIP UNDER THE SEAT BELT AND BE INJURED.

BBC Top Gear believe that car manufacturers should be able to recommend certain seats as suitable and put instructions in the car handbook - but this is not always the case. When choosing a baby seat you must seek advice as to the type that fits best in your vehicle. If a manufacturer, or the store that you purchased your seat from is not sure, then seek further advice. (I would welcome any research that has been done on this with regard to all Club Cars - Mike.)

REMEMBER, CHILD SEATS SHOULD BE FITTED AS SECURELY AS POSSIBLE WITH NO EXCESSIVE MOVEMENTS.

Further Advice

a. There is a vigorous market in second-hand restraints, you should avoid these products unless you know:-

- The full history of the seat,
- You are sure that it has not been involved in an accident,
- You receive the correct written fitting instructions.

b. Do not buy a seat if the belts show signs of wear. Either replace the seat or the webbing and check all assemblies. If it has been involved in an accident the belt's energy absorbing qualities can and may be damaged.

c. Check child seats regularly for signs of wear

and tear and dispose of it properly it shows any signs at all of damage.

d. WARNING: AIR BAGS

YOU MUST NOT USE A REAR FACING BABY SEAT IN THE FRONT SEAT OF A CAR THAT IS FITTED WITH A PASSENGER SIDE AIR BAG.

IN THESE CIRCUMSTANCES USE IT ONLY IN THE REAR SEAT.

e. Never put a seat belt around you and the baby - in the event of an accident you would squash your baby to death!

f. It is unwise to put your baby in the luggage space of hatchbacks or estate cars - this is the rear crumple zone and using it without correctly fitted seats may be an offence.

g. You can hire a baby seat at a reasonable rate and get loads of good advice at the same time. ask your Midwife, Health Visitor or local Road Safety Officer if there is a loan scheme in your area. Some retailers also have a 'buyback' scheme for old child seats, ask around before buying.

h. Carrycots are very good for carrying children, but are not an adequate safety restraint in any moving vehicle.

AND FINALLY, REMEMBER, IT IS YOUR RESPONSIBILITY TO KEEP YOUR CHILD SAFE - THERE ARE NO SHORT CUTS.

ISOFIX

The idea behind **ISOFIX** is to have a standard point in all cars to which baby seats can be fitted.

All the main motor car and baby seat manufacturers, consumer and safety groups have been heavily involved with the development of the system, lead by the Transport Research Laboratory.

Essentially four horizontal bars are mounted in controlled positions, two in the crease at the base of the seat back and two below the leading edge of the front seat cushion. The system should then be available either as an optional extra or fitted as standard to certain makes of car. All manufactured baby seats will then plug in and clip onto the bars.

It is currently being tested by the International Standards Organisation (ISO) and once all the fittings are standardised, which could take at least a year, **ISOFIX** should be available.

ISOFIX is not going to be available on the market for at least two years, so in the meantime please follow the advice above.

Reproduced with the kind permission of BBC Top Gear.

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

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



IVR's

By Mike Scott

I'd like to be able to report that the GT6 IVR has broken the three-hundred barrier but, unfortunately, we are only nine cars short!

Rather than wait, I thought I'd prepare an IVR report before the end of the year. Firstly, a picture of a GT6 where it belongs - out on the road! It's Stephen Leahy's non-Rotoflex Mk III. Note the very effective white-edged front spoiler and the completely tasty white Webasto sunroof. Stephen's car has been modified with a 2.5-litre engine (one of eleven such modified cars in the register), as well as a roll cage (just visible in the photograph).

The break down of the various marks/models is as the table below. That last column represents the percentage of the total for each mark

Number of Mark Is	38	13.1%
Number of Mark IIs	53	18.2%
Number of Rotoflex Mark IIIs	82	28.2%
Number of non-Rotoflex Mark IIIs	118	40.5%
Total number of Mark IIIs	200	68.7%

As expected, an almost overwhelming proportion of Mk IIIs, especially the later non-Rotoflex variety.

Latest and earliest chassis numbers form each of the marks are as follows.



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IVR Update

Model	Chassis No.	Reg. No.	Owner(s)
Earliest Mark I (KC 1)	KC 1344	KWM 517G	Mrs M. Baker
Latest Mark I (KC 13752)	KC 13300	FPP 657G	Simon Marshall
Earliest Mark II (KC 50001)	KC 51205	YMM 108G	Kevin Smith-Allen
Latest Mark II (KC 83997)	KC 82272	EYU 181J	Frank Molyneux
Earliest Mark III (KE 1)	KE 36	UNT 87J	Cathy Achour & Alan Tong
Latest Rotoflex Mk III (KE 14816)	KE 14786	GJU 535L	Mr J. Nicholas
Earliest non-Roto. Mk III (KE 20001)	KE 20290	RWP 492L	P.J. Bolton
Latest Mark III (KE 24218)	KE 24188	ODL 957M	Timothy Leney

There are a number of changes since the last IVR update in February. Mrs Baker take the prize for the earliest Mk I, Kevin Smith-Allen displaces Sarah Levallois for the honours of the earliest MK II and Timothy Leney rounds off with his Isle of Wight registered Mk III.

To cater for the often large discrepancies between chassis numbers and registration dates, here is the corresponding table in terms of registration dates:

Model	Reg. Date	Chassis No	Reg. No.	Owner
Earliest Mark I	16/01/67	KC 1979	KDD 364E	Paul Harvey
Latest Mark I	05/11/68	KC 13299	FPP 657G	Philip Johnson
Earliest Mark II	04/12/68	KC 51433	POR 534G	Warren Hall
Latest Mark II	02/11/71	KC 78047	JMD 636K	Michael Trebanowan
Earliest Mark III	22/12/70	KE 740	EPE 767J	M. Stanton
Latest Rotoflex Mk III	01/08/73	KE 14008	NHR 409M	Derek Lowe
Earliest non-Roto. Mk III	09/02/73	KE 21351	ODM 126L	Jon Sharman
Latest Mark III	24/09/74	KE 23901	TOU 700N	Garry Ball

In compiling this table I have tried to exclude cars which have obviously been registered some time after they were first used, such as the two Mk IIs registered in the 1990s! It's sometimes a close call.

For instance, I can't be 100% sure about Derek Lowe's Mk III Rotoflex, but I've included it for two reasons: 1) it's the only M-reg Mk III Rotoflex in the register (notice that the registration date is the very first day M-reg cars came out) and (2) the next latest Mk III Rotoflex also belongs to Derek! (an L-reg with a later chassis number).

I am particularly grateful to those GT6 owners who

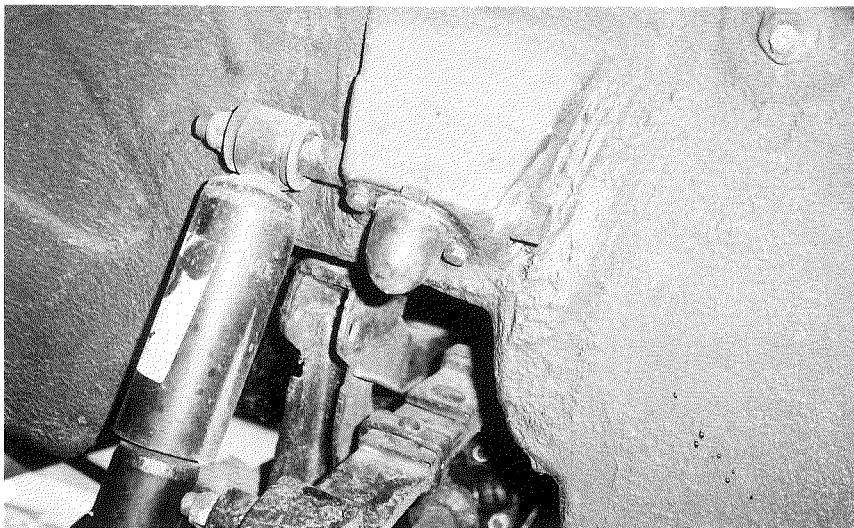
have sent in IVRs from overseas. From the USA are two Mk IIs, 4 Mk IIs (or GT6+'s as they're know over there) and seven Mk IIIs (2 Rotoflex, 5 non). In addition, there is a Mk I from France and a Spitfire-bodied Mk II from Belgium.

The numbers above include four 'convertible GT6s' or '6-pot Spitfires', as I prefer to call them, and two Gentry conversions. These have been included based on their original (GT6) chassis numbers, although Harry Bloor's Rotoflex Mk III runs on a Spitfire chassis!

Whilst on the subject of conversions, there seems to be confusion about how to fit Rotoflex suspension, in particular the rear shock absorber, to the inner wheel arch of bodies



not associated with Rotoflex suspension (e.g. Spitfires). Here is a photograph of the Rotoflex set-up, showing the bracket in the wheel arch, the long bolt holding the shock absorber and the location of the rubber bump stop.



To continue: two more one-owner cars have appeared, bringing the grand total up to seven. The first belongs to G.S. Doust. It was bought from Lex in Maidenhead. It was originally registered XJB 360H, but now carries the proud number of GTR 6! The other is S.G. Beere's early Mk III, UJA 401K, bought from Hollingdrakes of Stockport.

Not having an overdrive fitted to my car, I've often wondered just how popular this option was on GT6s. Your IVR responses can give us a clue: ten of the Mk Is in the register were originally fitted with overdrive, just over a quarter; with the introduction of the Mk II, the proportion had risen to 36%, a figure also representative of the Mk III Rotoflex models; but of the final, non-Roto Mk IIIs over half (53%) had overdrive fitted. Note that these figures pertain to cars as they left the factory; I

have discounted any subsequent overdrive conversions.

What about colour? How did GT6 buyers' taste in colour change with the various models? The most popular colour for Mk Is was white (ten cars), followed by Signal red (8 cars), Royal blue (7), Valencia (which is classified as a blue colour, although it actually looks dark green - 6 cars) and

Conifer green (5). For the Mk II, Signal red and Valencia tie for the most popular colour (with eleven cars apiece), white drops to third place (9 cars), followed by Jasmine (yellow - 7 cars) and Damson (purple - 6 cars). With the Rotoflex Mk III, that archetypal product of the 'Seventies (and my least favourite colour), Saffron, ruled the roost (no fewer than 18 cars), closely followed by my favourite colour, Pimento red (16 cars) and white (13), trailing somewhat are Emerald green and French blue with 6 cars apiece. Strangely, the most popular Mk II colour, Signal red, is only to be found on four examples of Mk III in the register; was this colour discontinued shortly after the Mk III's introduction?

Finally, who would put money on the most popular non-Roto Mk III colour? Believe it or not, it's Mimosa, by a country mile - a whopping 31 cars (over a quarter of those in the register). Personally, I think this shade of pale yellow sets the smooth lines of the Mk III off very well. Also-rans are Pimento (13 cars), Magenta (a flashy 'Seventies mauve - 12 cars), French blue (10) and Carmine (a fetching dark red - 9 cars). Again, the favourite colour of the previous model seems to have been discontinued: there is only one Saffron late Mk III in the register.

TSSC
International Weekend
STAFFORD - 2001



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Festive Thoughts

By Derek Giles

It's that time of year again when our thoughts turn to all things FESTIVE.

I know it's been said before but don't neglect your car, it may not need a Christmas present of any sort but do make sure that all is well with it when you can. All the usual things should be remembered: Is it dry and aired, leave the windows and bootlid open in the warmer days. Start it up occasionally letting it run for at least 15 mins to make sure all the dampness has gone from the engine bay (don't forget petrol seems to lose some of its combustibility if left in the tank) don't ask me why it just does. Check all things electrical; it is surprising how things stop working for **NO** reason and you don't discover it until you need it. Wiper blades can fall apart if left to their own devices, as will tyres if not kept at the correct pressure. Roll the car out at least two complete tyre revolutions to make sure they don't **FLAT SPOT** while the car is unused, also keep an eye on the

wheels for corrosion/rust etc. Wash it about once a month if you do not have a cover, it's surprising how many flies are still around to mess on the paintwork, once all this is done a good coat of wax is a worthwhile protective measure as the last job.

I.V.R.'s

I would like to thank all of you who have sent them in over the past 12 months - it has kept me and my Computer wizzard (Chris Silk) busy on and off over the year. Please keep them coming and **PLEASE, PLEASE, PLEASE** let me have information with the photos as I can only make up so much for The Courier from the little snippets on the form. I don't mind what you tell me or how little you know about the car, anything will do: the last owner, what fuel do you use, has it any mods, mileage, any planned work to be done. The column is supposed to be about **YOUR CARS** and **YOU** just as much as my ramblings, so make my day and let me have the **LOW DOWN**. Also if there is any subject you would like me to deal with, anything to do with **OUR** cars no matter how obscure let me know and I will attempt to research it and come up with the goods. Should cause a few laughs if nothing else.

Here's a question for you to offer some thoughts on. Has anyone fitted inertia seat belts to a Convertible? I bought one for the Drivers side from the Club a couple of months ago and am stuck as to how to get the hood to fold down with it fitted to the existing wheelarch bolt. It would seem to me to be a bit of a pigs ear and I am sure there must be a better way/place to do it, as if you are **NOT EXTREMELY CAREFUL** the side window in the hood will be badly damaged. I have even toyed with idea of fitting a roll bar and mounting it on that at the appropriate height with a nut/bolt welded to the tubing. I am of the opinion that although the bar is a good idea it is not the most pleasing accessory to look at. So if you have any thoughts on this please let me know.

Some questions do get answered from my asking them in

this column. Not all of course, as is the case with alloy wheels; no one seems to have any ideas of which modern cars could supply alloy's to fit our cars. There has of course been the debate about Dolly Sprint/MG F in a recent Courier but that seems to be unresolved. Can they, can't they? it would seem unclear. Are spacers required or not? Is 100 mm the equivalent of 4" pods? This could go on and on, so I'll leave it alone.

One question I posed though was about fitting driving lamps to the 13/60 and I did get a reply. Thank you Grahame Fay for your phone call. Grahame tells me he has found some 'U' shaped brackets that can be mounted from behind the grille and set the lights at a height that will conform to the guidelines set out in the use of additional lighting. If as Grahame suggests these are used in conjunction with main beam then he recommends the fitting of an alternator and some form of **RELAY/ LOOM** (to offer protection to the original wiring). The brackets are about £7 and the loom

£20. If anyone is interested then please contact me and I will pass on Grahame's contact phone number.

And Finally

I hope in 2001 to be able to get to more shows/meets than I did in 2000, having now had key hole surgery on my head (about time too some would say) I should be in fine fettle. So, if you see the grey hair/beard and glasses at any of them come over and say 'Hi Ya', I'd be pleased to talk to you, (it comes to something when I have to solicit for friends), but I really don't bite. May all your Christmas wishes come to fruition, (Claudia Schiffer, size 10 feet and all is mine), and all the best for 2001, Cheers,

Derek

M. W. Restorations

Technical Tip of the Month

Fitting new locks?

When fitting new door locks to your Spitfire I, II, III 1 GT6 I, II, you may find that they won't snap into position properly. I often find that the spring steel legs that hold the lock into position are too long, and fail to hold the lock in place. Try using tin snips or side cutters to trim a couple of millimetres off each leg (the locks, not yours) and Hey Presto! it fits.

All the best

Mike



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Attracted by an Arrow

By Trevor Collett

It's interesting to find out why and how people get into the kit cars and specials.

TRIUMPH
Specials
Register

Speaking personally I didn't know there was such a thing as a Herald based kit car until I saw a photo of a Gentry in a TSSC mag soon

could only strip either one down as far as I could put it together again for Monday. You've heard my sock theory of classic car ownership, haven't you? The minimum number of socks a gentleman must own is three, one pair on, one pair off and another in the wash. The same thinking applies to old cars; you need one to drive, a second road-

friendly with a welder or pretty well off, none of which I was, repairing all the metal in a rusty Herald is not really on the cards. So that's what I did, I bought a 13/60 for twenty pounds and proceeded to separate body from chassis. The body was thrown away and the chassis and mechanicals renovated. I forked out my wedge to Moss Cars for one of



after I joined in 1981. The idea appealed to me straight away, for two reasons: I could definitely see myself posing about in a classically styled, running boarded, rag top sports car and having been a Herald owner since 1978 I had the urge to take one apart.

At that time I think I already had two Heralds but needed (well, wanted) them both on the road. This meant that I

worthy in case of breakdown and a third in the garage to keep you amused in the evenings. That's my excuse any way - Jackie can't quite see it though.

Where was I? Buying a well down at heel Herald to turn into a kit car would mean that I could strip it down to the last nut and bolt at my leisure and also not worry about rebuilding a rusty body. Let's face it, unless you are a welder, very

their fibre glass bodies to drop on to my rebuilt chassis. And the rest is history.

Not every kit car owner built the car his, or her, self. These cars do find their way onto the classic car market where they can be bought to satisfy the ambitions of wanting an interesting car to drive without having to build it first. This brings me to this month's featured car, the Burlington Arrow belonging to Jim Wells

from Orpington in Kent. The letter Jim sent me with the photos explains how he came to be a Triumph Special owner:

Find enclosed photo of my

with fan belt problems. When we finally got to Boston the next day we met a nice chap, Nick, who also had a Burlington. He generously took us to a friend's garage to have our car, Bertie, fixed and the bill came to ten pounds! We went back to his house and he showed us his car along with giving us a cold beer. We cannot thank him enough.



car, Burlington Arrow, colour red, registration XUY400J.

It all began on a sunny Sunday day out with our grandchildren in a Triumph 13/60 Convertible. We were on our way to Yalding when my daughter said to me, "Look at that car Dad". I only got a very quick look and thought it would surely be out of my price range.

We had a lovely day but I was still thinking about that car. On the way back we stopped by the car and found the asking price was £1,500. We kicked him hard (not literally, I hope) and got the car for £1,250. One week later, with a very big smile on my face, my wife and I took the car to Boston, Lincs. We broke down on the way,

Both cars are 13/60 based and Bertie is used daily. We are hopefully going to attend next year's shows. I like your column.

Thanks Jim, especially for the last bit. Your daughter obviously has a good eye for cars and you do for great literature (groan!) I look forward to meeting you, your daughter and your Arrow some time next summer.

TYPE 48

My mention of Type 48 cars in the October edition prompted a letter from Rob Askew, the proprietor of D. G. Engineering, the company producing the car. He has sent me a copy of an impressive brochure about his car, the Type 48 Spyder Corsa and the current price list. Good news is that Rob is still giving a 15% discount to TSSC members. He also says he is upping his commitment to the car production side of his business and will have a new demonstrator ready for next spring. His old one, which I've seen and is a very nice car, will be for sale. Rob also plans a version to pass SVA. If you start now you too could be driving your own Type 48 Spyder Corsa next summer, appetite whetted? If you wish to tempt yourself further see the article by Type 48 Owner David Parry on Page 54 of this issue!

SPECIAL RALLY

I have been sent details, by the Guild of Motor Endurance, of the Liege-Corse Six Day Reliability Trial on 21 to 27 April 2001. This is a rally to Corsica open to hand-built specialist cars. If you want to know more details about this event the number to call or fax is **01386 861400**.



12/50 Convertible?

By Bill Davies

It was some time back that I commented on having received few pictures of 12/50s to feature in my articles.

Since then I've received a steady stream of 12/50 photographs and IVRs, one of the latest coming from Stuart Rose of

original owner. The car was bought in December 1966 by Mr Lamburn, as a Christmas present for his wife. As well as an old photograph of the car, Mrs Lamburn gave Stuart a 1967 diary bearing the name of the supplying dealer, Locomotors of Harrow, Middlesex. This was supplied with the car when new. The car was handed down through

Convertible bodywork appears to have been fitted. The car was sold again in July 1992 to Claire Picton, now Claire Andrews, with Stuart purchasing it in June 1998.

While HAN 143 D certainly started life as a 12/50 Saloon, I have heard from no less an authority than John Kipping that there was at least a small batch of 12/50 convertibles



HAN 143D as a Convertible

Letchworth in Hertfordshire. HAN 143 D started life as a 12/50 Saloon, but has at some time acquired the rear shell from a convertible.

Stuart has managed to locate the wife of the car's

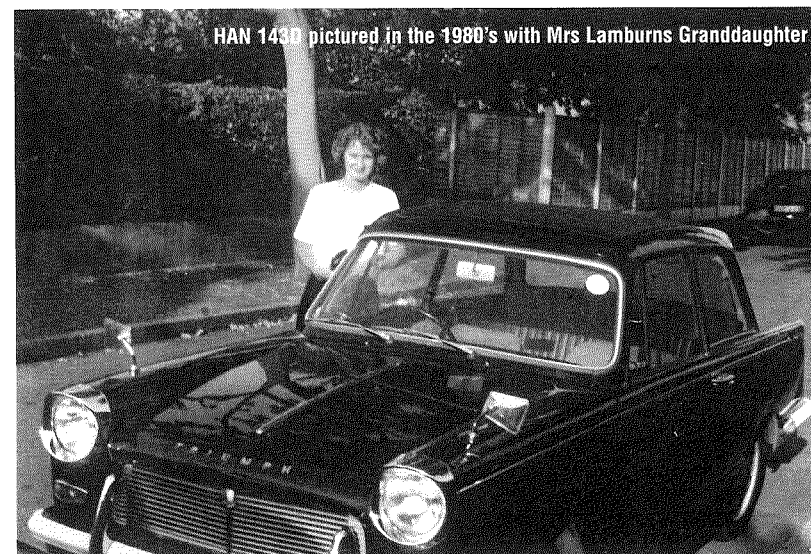
several generations of the Lamburn family, until it was sold to Mr Jeremy Williams in August 1991. This is the only missing part of the car's history. It was during Mr. Williams' ownership that the

produced. All 12/50s have the chassis number prefix GD, with saloons having the suffix RS to denote the sunroof which was part of the standard 12/50 specification. I would be extremely interested to hear

from anyone who has a Convertible with the 12/50s GD prefix along with a CV suffix for the convertible bodystyle.

Last month I featured the first of Mike Carter's holiday snaps, taken when he

visited Finland earlier this year. Here are a couple of Herald 1200s pictured at the Triumph Cars Club of Finland annual meet. First is the 1200 Saloon of Soile and Jari Sivula, registered XBJ-52. They have owned this largely original car for 3 years, though it has received new trim and carpets. From Mike's notes it



More of those Finnish Heralds

seems that cars must be as original to





Finnish 1200 Conversion ZVR-94

which he bought in April this year. While undoubtedly this one's going to need a substantial rebuild, it seems to be very complete having been stored near Bristol for many years. The colour scheme is Litchfield Green and White, with a Phantom Grey interior. Registered 382 PHY in 1961, this one appears to have lived in the same area for all of its life - the nameplate on the dashboard gives the supplying dealer as

qualify for Classic Registration in Finland.

ZVR-94 belongs to Jorma Kõlki and is another Saloon conversion, this time from a 1200 - it has been in the family for nearly 15 years. Like XBJ-52, this Herald has the 12/50 style radiator grille. This was commonly fitted to many of the Herald 1200s destined for export markets.

And Mike's "New" Coupé

I thought that I might as well let Mike Carter monopolise most of this month's article as he's also sent me some pictures of his 1200 Coupé,



Mike Carter's Mk1 1200 Coupé

chassis Mike - while the rot sets into the Mk2 chassis rails starting from the area under the differential, it's much more common for the Mk1 chassis to crack around the rear mounting points for the front wishbones, with rust setting in here and working its way back along the rails.



... and from the Back

Fishponds Motors Ltd of Bristol.

Mike tells me that this Coupé has no rust in all of the usual places but lots of rust in all of the unusual places! Watch out for the different rust pattern on that Mk1

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Back in 'Blighty'

By Mac Reynolds

Hi!... Warm seasons greetings extended to all..

I think we need them !



To begin this register, I would like take this opportunity to say thanks again to Lewis (Barton of Bath fame)...for his Herald taxi service and unsurpassed hospitality, we are seen here with Lewis, attempting to stay incognito under the disguise of shades, actually it was a rare day of sunshine whilst in Bath...time taken off from a trim fitting session to Lewis' 13/60 convertible (Lewis also has an



David Baines TR4



Geoff Marsh's Vitesse - is former owner Guy Bragg reading This?

imaginary Spitfire 1500 in his garage which hasn't seen the light of day for at least two years...I'll be up to help fit the gearbox o.k? and also to have my first trip in a TR4 (photo shows Sue in the passenger seat returning from her turn), it's a recently required, fully restored gem of a car, belonging to David Baines who lives opposite Lewis. It's finished in a very impressive gleaming dark blue (shows off the chrome nicely), thanks to Dave for the memorable experience of a drive in a gutsy throaty close to the road, Triumph sportscar, excellent!!but I do have to say that the

TR4 comes no-where near the place I have for the Vitesse in my heart!..Its a bit of a Triumph neighbourhood in Bath, as almost next door to Lewis dwells Mark Thompson (TSSC member) with his yellow 1500 Spitfire, who wife Jane

makes a rather mean banoffee pie, shame the pub was shut though!!...hope to catch up again soon...Mark has a strange problem with his

TRIUMPH Vitesse Register

Winter has certainly been upon us since our return to UK soil back in September..but it's Britain. Its expected...its understood and it is so nice (on a dry day) to walk in our wonderful countryside with that bracing crisp cold, clean air..to return to a hot bath...a roaring fire and...a warming glass of port!...marvellous

trunnions (even though he is a doctor!!)which I'll mention in the January Register.

Thanks are now in order for Michael Hancock who sent in info via email in response to my Belisha Beacon question in an earlier register. Apparently they were named after Mr Hore-Belisha, who was Minster for Transport in the 1930s, he went on to become Minster of War during the re-armament period before the War....I assume he developed the idea for the Beacons...thanks for that Michael..I'm delighted to hear the Vitesse is being well used (as always) over to Holland, then East Germany and a tour of Scotland...now Michael said a very interesting thing in his email "I expect that you will have been inundated with replies"...actually Michael you were the only person to respond so thanks again, and a lesson to be learnt by you

one day you may need the information and who will respond then?...o.k. lecture over....

Thanks also now to Ian Stuart, who was the only person to respond to my pleas for information on hardtops. He purchased a brand new, unused black hardtop (believed to be an Ashley), it had a grey cloth headlining and rear quarter windows...Ian fitted it to his saffron 13/60 (which he took to Stafford with the top on, this was followed by a photo and sarky comment in the Courier as to why on a hot summers day?) The top was then transferred to a 1965 Vitesse with 2 litre engine, which was then sold on to a gentleman in Wrexham, complete with the top (I expect its still out there somewhere...I hope...Mac) ..Ian said the top was a good fit and one of the best he had seen...I love your final comment Ian.."hope you get back o.k. and I shouldn't bother with a job, just keep playing with Vitesse"...if only Ian ...in a perfect world...

I was delighted to spot the Vitesse on the previous page myself..only but a few miles from Boscastle..WRL 600J (chassis no. 56973DL..body no. 51323HC)...I have known of this beast for several years..it originally belonged to the infamous Guy Bragg (or rather his mother)...I have tried to contact Guy to glean some information to fill in the history blank spots but he remains illusive, if you are reading this Guy, please email me....it then passed into the hands of Jo Olde, who runs a very popular local pub, the Masons Arms in Camelford...Jo ran the Vitesse daily but did have problems with the (Guy Bragg) lowered rear suspension...bottoming out when

Who is the Mystery owner of these Triumphs?



all out there, don't fall into the trap of assuming someone else will have answered my pleas...take the time, make the effort, seize the moment,

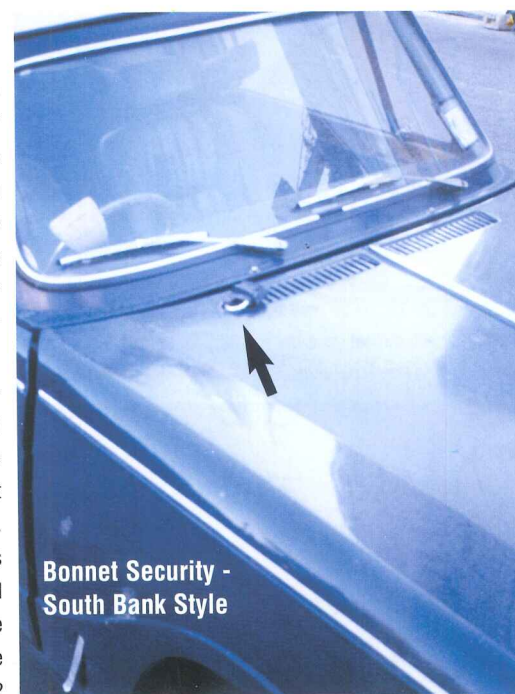
entering the pub car park..at this time it was signal red...(and named Goliath...see January 1993, Courier page 39)...Jo still owns a convertible Vitesse MFJ 152F (see photo October 1995 Register), so since 1993 its been and still is, in the hands of Geoff Marsh...in the early days of ownership

Geoff had much bodywork and mechanical work carried out (mainly by Mike May of Wadebridge)..it was at this time that he had the Vitesse finished in Valencia blue with a white stripe spending somewhere in the region of £2500 on her. Unfortunately over the past two years due to not being garaged or used, she has returned to a rather sorry state (but she is still beautiful!)..she now needs much more bodywork, Geoff intends to get this done over the winter period so she'll be ready for our glorious Cornish summer. Thanks for the tea and your time Geoff...see you on the Atlantic highway soon.....

The next photograph was taken by photographer extraordinaire, our roving man on the ground, Lewis (Barton of Bath fame)...spotted on the South Bank opposite Chelsea? an interesting bonnet security system... not quite your key matching chrome period bonnet locks... complete with Krooklok!! A real belt and braces all areas covered system (even looks like the padlock is coloured co-ordinated) which leads me onto how do you secure yours? have you a good tip to pass on to other Vitesse lovers?...we certainly don't want ours stolen do we?

have you different methods for saloon or convertible, please let me know...email at the end of the register...

Now for a competition, its been ages since I indulged myself...just a bit of fun...can anyone recognise or guess who the cars opposite belong to? they are well travelled, as is their owner...what did he say? 54 countries at the last count. We had a superb midwinter meal at his abode, a full update in January's register...so if you know, don't delay, email today...I'll acquire a mystery gift from club HQ for your pleasure...first correct email secures first prize and gets a mention...**who could resist this opportunity.**



Bonnet Security - South Bank Style

in Cornwall...(where else!)...it demonstrates that there is indeed no need for a compass in these parts...we know which way the wind blows down 'ere my lover!!...good to be home this Christmas (but I'm getting itchy feet already)

Hope yours will be a good one, just relax, chill out and enjoy... thanks... take care...cheers

Mac

p.s please send details of your Vitesse for the register or any information, news and views on security, stereos, hoods, hardtops, wheels, wiperswhatever your poison, please, please, push those computerised buttons today to me at macfreedom@hotmail.com and don't forget I love your Vitesse



I'll leave you in this festive season with a photograph that I took myself here

as much as you do!!



We Did It!

By Guy Singleton

Well
Where do I start?

2+2 at 3.00 pm on Friday afternoon we decided to take my 2 Litre Bond Equipe Estate an inspired choice as events proved - it was certainly not Convertible weather!

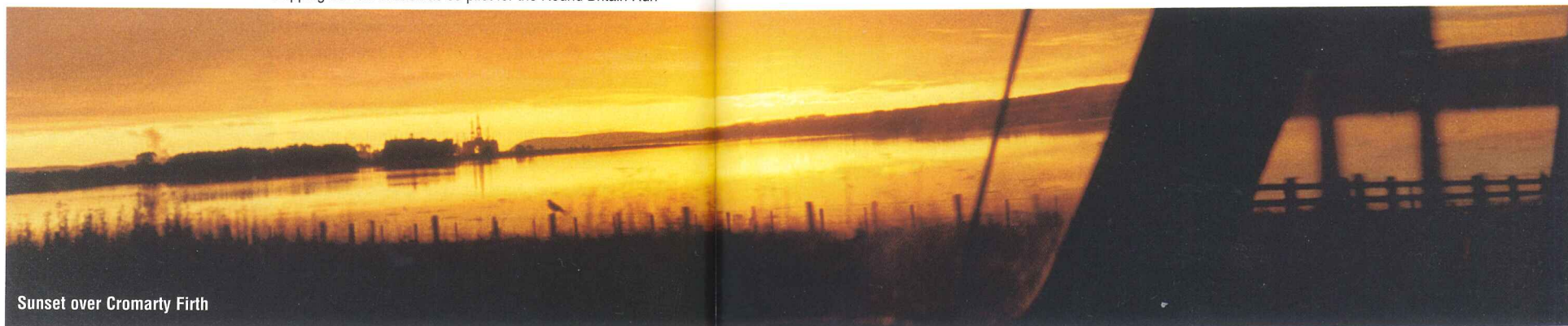
I would like to thank Andy Webb - Oxford Area Organiser - for stepping into the breach as co-pilot for the Round Britain Run -

converted into a Convertible with a 4s bonnet, will understand that this is not an asset. Seriously, many thanks Andy.

We left London at about 7.00 pm on Friday evening (6 October) and travelled by a somewhat indirect route (in most cases intentional) arriving at John O'Groats at

roads! Driving in the main was enjoyable as there was not much traffic other than Triumphs.

We then drove down the M6 turning off to Oswestry and down to Chepstow, over the old Severn Bridge then down the M5 and on to Lands End arriving at about 7.30 am too early for Breakfast! again a photo call was required. The return route through Cornwall was for me



Sunset over Cromarty Firth

Following on from last month's article, having not managed to improve the fuel consumption on the

with 48 hours notice - he even sold a car to fund his share of the costs - don't worry it wasn't his Bondaheraldvtfire - it was an XR2. For those of you who know the former a Herald Saloon

about 9.00 am on the Saturday morning - steep hills, marred by heavy rain and Sunday morning drivers, we opted for the nice to have 1998cc, thought of Rob and Derek in the 948 Herald Coupe, lovely sunrise and good scenery. Very expensive fuel @95p/l.

After a well-earned breakfast we did a photo call and then drove west along the top of Scotland - a lovely drive - as Andy's white knuckles testified the car was going well! It rained hard as we came back through Glen Coe,

almost drying by the time we got to Stirling for a rest and eats at Morrisons Garage at about 6.00 pm. From the times you will gather that the return route was not direct - it was very scenic including single track B

direct route back along the A303 getting back to London at 7.00 pm on the Sunday evening. The car performed faultlessly, only 1/4 " drop in oil level - and that being due to the enthusiastic drive in the north of Scotland! I don't know (or want to know) how much fuel we used but

Lands End



John O'Groats



Merry Christmas

From All at

TSSC
Headquarters



Happy New Year!

quite a lot, I'm not looking forward to my next credit card bill! 2134 miles from door to door all in about 52 hours. One of the good things about using the Estate was that we were able to lie down in the back and get a rest if not sleep.

Would I do it again? Probably - that's worrying as it's still too close to be looking back with rose tinted spectacles!

Turning now to other matters with the 2+2 I decided to use the special parts from the SAH tuned engine I have on the existing block ie. camshaft, head, webber etc. When stripping down the engine I found that the timing chain was two teeth out - hopefully this will explain the lack of power and fuel consumption - to-date however I haven't got it going again! Hopefully I will report further next month!

Arthur Spence, who has been working on the Club 4s at HQ, has contacted me as he has made up a former for making up bumper end caps they look very good but are made from polished rather than anodised aluminium. If you are interested he can make them up they will cost about £3.00 each. I have also heard from another member who is looking into getting die bumper extrusions made - if anyone is interested please contact me.

Finally I attach Production Committee minutes for December 1966

BOND DEVELOPMENT COMMITTEE

Minutes of Meeting held on Thursday, 1st December, 1966.
Present T.S. Gratrix (Chairman)
L.F. Austin, R. Atkinson, J. Woods, A. Pounder.

MARK III EQUIPE DEVELOPMENT BY SPECIALISED MOULDINGS LIMITED

Specialised Mouldings Limited have said that they will have a prototype body ready for collection on 10th December. M.W. Atkinson was asked to make arrangements for its collection and Mr. Pounder will supply a list of the components that we supplied to Specialised Mouldings which have to be returned to us.

AMMENDED TRIUMPH AND BOND SPECIFICATIONS

Boot Hinges

The position remains unchanged and was left in abeyance.

Boot Lock

The position remains unchanged and was left in abeyance.

Number Plate

Illumination Lamp

This has been approved.

Windscreen Rubber

This has been approved and orders have been placed. We will proceed with 12 sets for final approval.

Windscreen

The windscreen checking feature

is today being finally checked on the pattern at Specialised Mouldings Limited, and if it is approved it will be passed back to Triplex.

Quarter Lights

These have been ordered from Windshields of Worcester and delivery has been quoted as 10 weeks.

Rubber Surround for Rear Window

These have been ordered from Hertfordshire Rubber but they are waiting for a checking frame from Specialised Mouldings. This cannot be supplied until the mould is finished.

Rear Window

The position is unchanged and no order has yet been placed.

Fuel Gauge

Mr. Austin has arranged for Smith's to let us have a sample of a 2-litre Vitesse gauge calibrated to suit the Triumph 2000 petrol tank. This should be in our hands during week commencing 5th December, for approval.

Vauxhall Rear Lamp Cluster

Mr. Austin was asked to order these. Model Name and Badges
Mr. Austin will order a supply of chrome numeral 061.

Front Bumper

Mr. Austin has ascertained from Wilmot Breeden that they are

prepared to supply us with Triumph 1300 front bumpers reduced in length by approximately 2.75"

In view of the fact that Standard-Triumph buy their bumper complete with overriders we will now leave the matter in abeyance until we find out if we can fit overriders to the car, but this cannot be ascertained until we build up the first prototype vehicle. We will obtain quotations for bumpers from both Standard-Triumph, and Wilmot Breeden, before deciding the supplier to use.

Hazard Warning Sign

Mr. Austin is still obtaining quotations for this item.

Outside Door Handles

Mr. Austin is awaiting samples of zero torque locks.

Rain Gutter

The position is unchanged on this and the matter was left in abeyance.

Seats

Mr. Pounder visited Coventry Hood to discuss an improved seat on the lines of the GT6 and they are going to let us have suggested designs. Mr. Austin will investigate what progress they are making.

CONVERTIBLE VERSION OF THE MARK III EQUIPE

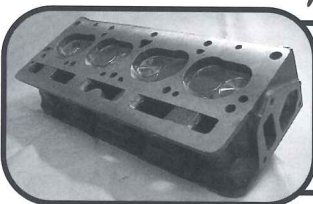
This will follow the introduction of the Mark III Saloon.

MCT/JJ. 8th December, 1966.

TSSC SPECIAL TUNING



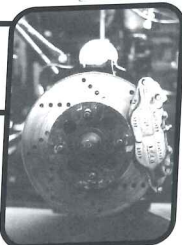
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£19.95 each
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High quality chrome on brass racing mirrors with fully adjustable head. Universal fixing, will suit all Club cars.

Alloy Wheels

PRICES QUOTED ARE FOR A SET OF 4 WHEELS (EXTRA WHEELS ALSO SUPPLIED - RING FOR PRICE).

WH004MX - SILVER 5½" x 13"£280.00
 WH005MX - SILVER 6"x14"£345.00
 WH007SUPASLOTS - POLISHED SILVER - 5½" x 13"£285.00
 WH014WHEELNUTS - (SET 16) (MUST BE USED WITH ALL THE ABOVE)£28.00

ALL WHEELS SUPPLIED HAVE TRIUMPH OFFSETS TO ENSURE A PERFECT FIT ON ALL CLUB CARS.

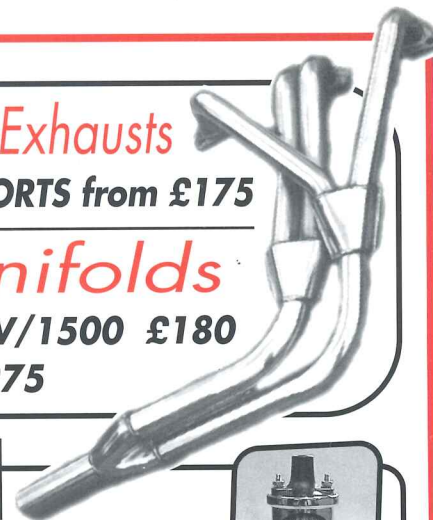


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 SEMI SPORTS from £160 FULL SPORTS from £175

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Aldon Electronic Ignition kits



IGNITION KIT (All Models) £75.00
 IGNITION KIT (Positive Earth cars) £85.00

Aldon Flame Thrower Coil
 HIGH PERFORMANCE CHROME COIL £38.50



Rear Bracket Conversion Kit



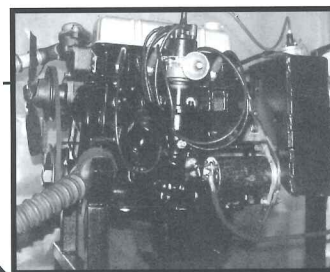
Kit includes:- Pair Spax Dampers Pair High Quality Brackets
 Fitting Instructions CONVERSION KIT £150.00



FRONT (PAIR) £105.00
 Front Pair Adj S/Seat £140.00
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End of the Road

By John Thomason

Some 24 years after rolling of the production line, my poor old Spitfire 1500, OSW 489S, has reached - The end of the road!

I am not sure what kind of a life she has had, knowing nothing of her before my ownership, but in the last 4 years with me she has worked hard; being my everyday car; and played hard, going on holiday and even

totally worn out components will sadly not make it through without considerable time and money.

However I have no cause for complaint as she has provided me with cheap, reliable and importantly, fun transport. It's a testament to the Spitfire that she managed those 98,500 miles, for when I bought her for £325 in March 1996 with 13 previous owners, no history, an unknown mileage and rife with bodes. As well as being my everyday car she was also a car on which everyday running problems could be experienced and reported upon in the Courier. An extract from my first report sums up her condition.



racing; doing more than many do in a lifetime. In that time she has always started first time, despite being used and abused and run with wholly inadequate servicing, clocking up 98,500 hard miles - it's a shame I couldn't reach 100,000. Unfortunately the dreaded MoT has arrived and her rusty body and

"I think the car was originally Carmine Red, judging by the colour of the chassis and body tub under the under seal. However the bonnet was originally yellow (although new wings have been fitted - one good point), whilst the doors were white and green respectively and the boot lid red. It is all now a sort of Conifer Green with the odd patch of mismatched British Racing Green. The floor pan, sills and foot wells have all had extensive welding of dubious quality for previous MoTs and yet the

door gaps are near perfect. Out on the road the car-cphonie of noises emanating from the engine and transmission indicate a number of other problems that will have to be solved, the gearbox is incredibly noisy as is the engine which I hope is just the tappets."

Since that time there have been numerous other reports and experiences. The following highlights may be of interest.

- Fitting serviceable rockers with the correct gaps and a new air filter raised the mpg from 27mpg to 31/32mpg.

- Fitting new points and plugs correctly gapped raised mpg from 32mpg to 35 mpg. **NB.** Points gap needs to be reset after aprox 100 miles after any "high spots" on the nylon heel of the points have worn off.

- Balancing and adjusting the carbs further increased it from 35mpg to a consistent 39 mpg and highlighted the need for good maintenance.

The alternator seized and was sufficient to stall the engine and prevent restarting it at a road junction. Lots of WD40 got me home. I had thought that the alternator was dodgy anyway as the ignition light had not been going out below 2,000 rpm. However I was surprised that the same problem persisted when the replacement alternator was fitted. Checks revealed that the oil pressure and ignition warning lights had been swapped around ie the oil pressure warning light was permanently on below 2,000 rpm! An oil pressure gauge was fitted to reveal 20-25 psi and 3-5 psi at idle when hot. Not a very healthy engine and yet consistently returned 39 mpg.

After running the engine without any oil pressure below 2,000 rpm for 8,000 miles and a bad oil leak around the crank/timing cover seal that was covering the engine bay in oil, it was time for a replacement engine. An engine from a V-reg Dolomite 1500 with only 35,000 miles on the clock was found in a scrap yard for £45 (you don't find them like that any more!) and fitted. The Dolomite 1500 engine is identical to that of the Spitfire 1500 with the exception of the oil sump **Fig2** and the flywheel which

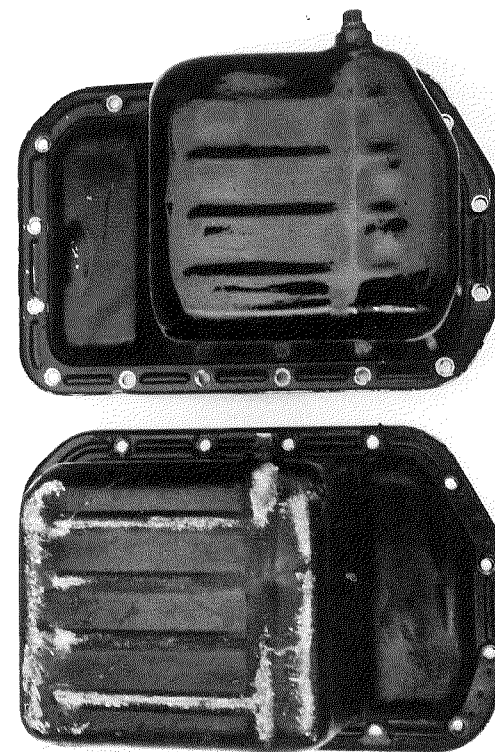


Fig 2. The Spitfire Sump (TOP) and the Dolomite one (BOTTOM)

has a different ring gear to accommodate a pre-engaged starter motor.

The opportunity was taken to fit an Overdrive gearbox whilst changing the engine. This transformed the car, significantly reducing noise and allowing more relaxed cruising. Surprisingly, despite the O/D gearbox, fuel consumption went down to 37 mpg. This was mainly due to more spirited driving, now being able to rev the engine without fear of putting a con-rod through the side of the block!

A smell of petrol in the car after filling up the tank, was traced to the blanking plug on the breather pipe of the petrol tank, (used on US cars) perishing and allowing

petrol to spill from a full tank when breaking or cornering. This is a common problem on Spitfire 1500s.

Halogen headlights made a world of difference to safety and being able to see when driving on winter roads. Smearing the bullet connectors under the leading edge of the bonnet, kept the water out, preventing poor earths and dim lights !

Fitting 165/13 tyres (because I had some !) when the standard 155/13 tyres wore out, gave no perceivable improvement in handling and slightly worse ride comfort. They also caused a speedo error of 3.2% which explained why fuel economy had apparently decreased.

A pair of Spax (again because I had some) dampers were fitted when one of the old original ones started to leak and I found a setting of 4/14 to be acceptable with standard springs.

The first failure - the O/S vertical link snapped at the trunnion - it didn't like me putting oil in after years of using grease !

New Ujs did not cure the common clonking noise coming from the rear half shafts until I fitted thicker circlips available from Canley Classics.

Some hot weather in August saw some engine hesitation on occasions which was cured by replacing the Waxstat jets for fixed jets on the carbs.

With a high mileage each day, over the same route, fuel consumption was remarkably constant, varying no more than about +/- 1/2 mpg. If it did then it usually indicated a problem with the state of tune of the engine. This was the case when I tried The SPITFIRE MULTISPARK which I found gave no improvement in mpg.

The onset of cold weather saw lower, less efficient engine operating temperatures and a reduction from 37mpg to 33/35 mpg. Without time to fit an electric fan, the 7 bladed plastic fan was replaced with a 4 bladed aluminum fan from Heralds/Spitfires (certain ones only) which drew less air and gave a slightly higher operating temperature. However

frosty mornings saw mpg fall to 32 and the arrival of the radiator blind - a piece of cardboard covering about 25% of the radiator. Fuel consumption went back to 36 mpg

40

and the heater worked ! The cold weather also made the low quality, aluminum door handle brittle and snap off in my hand one frosty morning !

A year after fitting the Dolomite engine, the cylinder head was removed and converted to unleaded with new guides, valves and valve seats at a cost of £156 which I calculated would take 22,650 miles to recover from the price differential between leaded (then) and unleaded. No adjustments to carbs or ignition, only a black tailpipe (characteristic of unleaded) gave the game away. Fuel consumption improved slightly probably due to the 'new' decoked head.

Another failure - a drive shaft UJ pulled out of its yoke after months of ignoring a rumbling from the rear.

When engine revs suddenly dropped one day whilst driving home, before even coasting to a stop I had diagnosed a broken accelerator cable. The crimped ball on the end of the cable had pulled off. **"A get me home"** fix was to screw onto the end of the cable an electrical screw block connector that the accelerator arm could pull against.

A temperature gauge reading hotter than usual and a fuel gauge giving exceptional mpg was traced to the voltage stabiliser on the back of the speedo. The stabiliser relies on a good earth to the speedo casing and one of the knurled nuts that holds the speedo and the earth wire in place had come loose.

It also explained dim instrument illumination.

An occasional shrill as the fan belt slipped and an

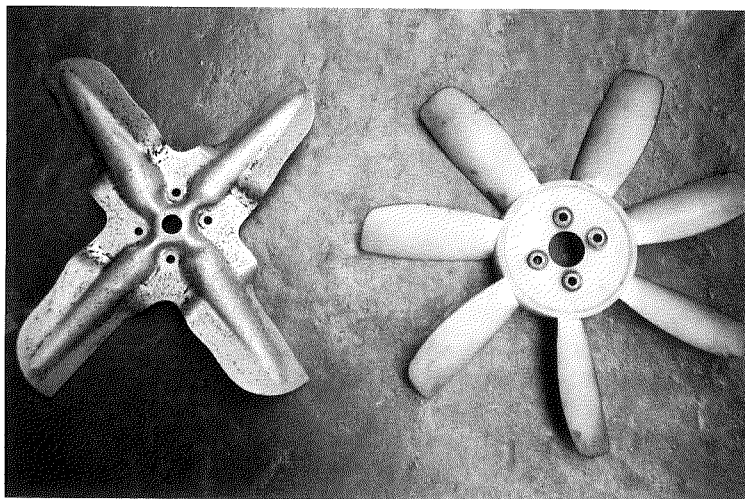


Fig 3. The aluminium 4 Blade Fan from some Heralds/Early Spitfires used to DECREASE engine cooling

increasing tendency for the engine to stall at idle, indicated that for a second time (although something like 38,000 miles later) the alternator was starting to give problems. The combination of a freely turning alternator and a new set of points increased idle by 250 rpm, giving an indication of how much power I had been wasting.

1998 saw OSW have a long overdue overhaul in preparation for trying her hand at racing - a consequence of not finishing my proper racer, The Silver Bullet. Apart from the mandatory safety equipment of fire extinguisher, roll bar, fire wall, battery cut off, rear fog light, engine breather catch tank, and tow eye, a 4 point harness was also fitted for piece of mind even though in the Standard class in which I would be racing, standard seat belts were permitted. Tyres were those that I had raced Quasi with in Macau with and had been in storage in the loft since. Very little was done on the performance side since I had little time or money to spend on the car and more importantly, OSW was still my everyday car and would be on her way to work on the Monday morning after a week end of racing. Never the less something had to be done about the rather thin and corroded front discs **Fig4** and the worn, rather tall (sagging Herald I was convinced) front springs. This turned into a complete front end overhaul as both trunnion and damper bolts were found to be seized and the holes in the lower wishbone had elongated - a very common problem on our cars and mainly due to the trunnion bolt not being tightened up sufficiently. The engine was completely standard apart from some gas

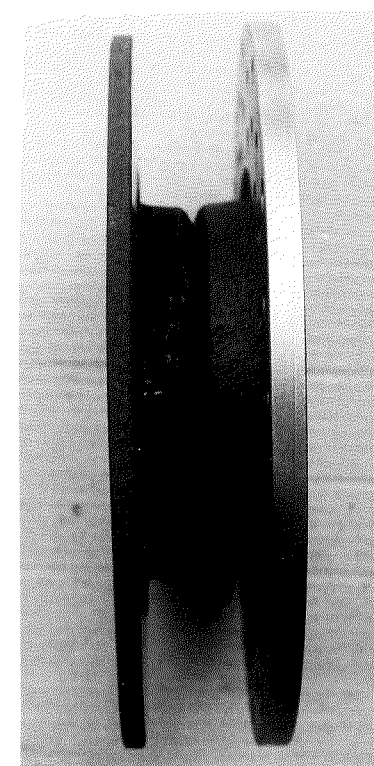


Fig 4a. The old Discs (left) were rather "Thin"!

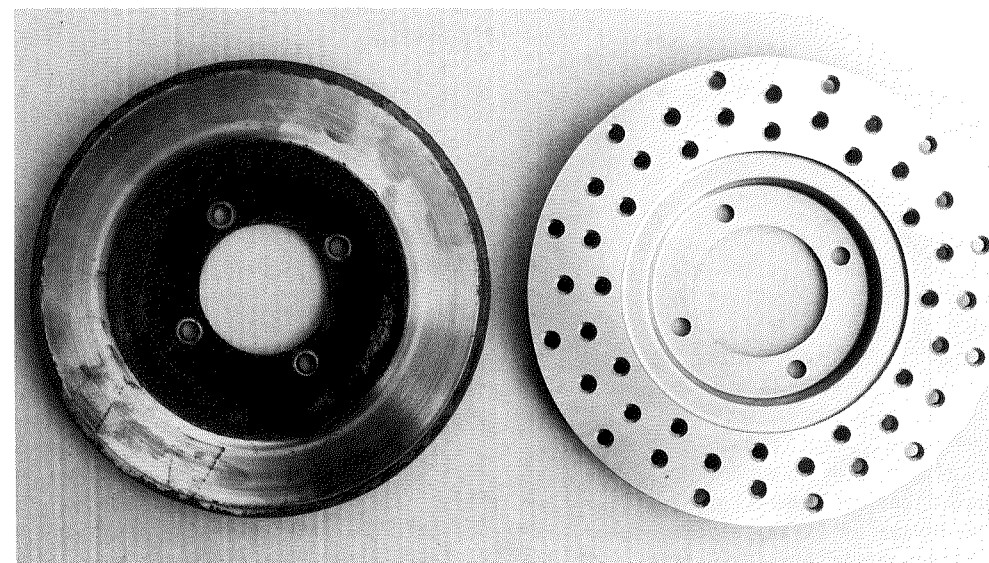


Fig 4. The old Discs were replaced by the Club's cross drilled Discs.

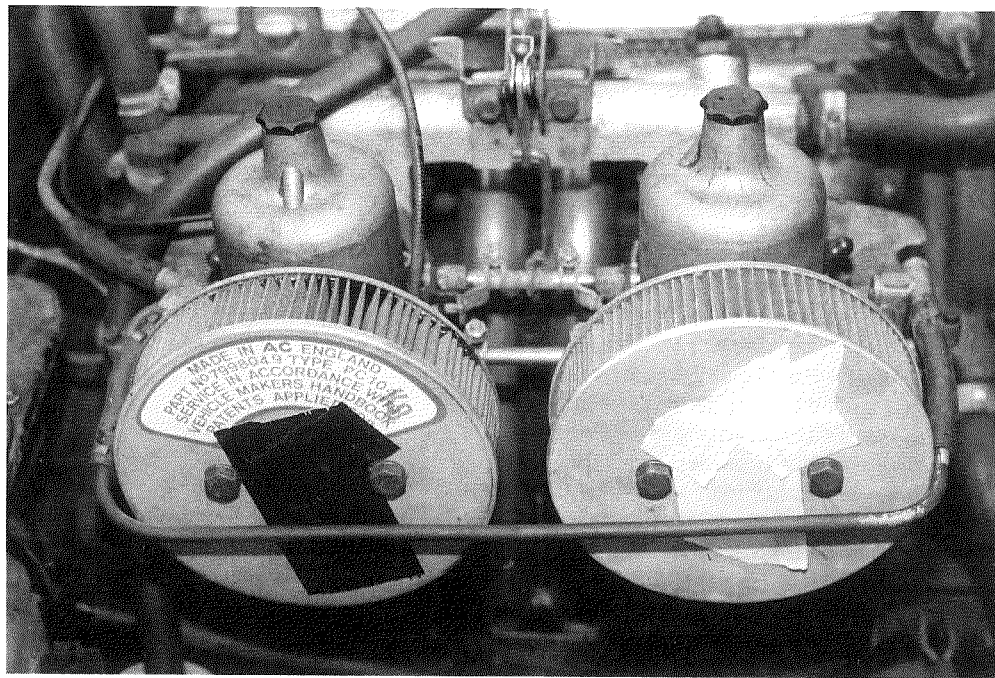


Fig 5. Larger air filters from the Triumph 2000 Saloon and 1850 Dolomite. Best used in the Summer since protection from rain/spray is lost since they are too big for the standard air filter box.

flowing of the carbs and a TSSC tubular manifold that I had, although it ran into a standard silencer. I also ran larger air filters, from a late Triumph 2000 MK2 and Dolomite 1850, which also uses 11/2" SU and hence bolt directly on. **Fig 5** Apart from being bigger, they are also not very popular and are consequently a lot cheaper around the auto jumbles than the standard Spitfire ones. More details of starting racing in a Spitfire are in the original article in Courier 215

Even though we weren't up with the modified cars there were still other cars in the standard class with which to have a dice and an adrenaline rush and enjoyed several races in the '98 season. I was probably taking the 'weekend racer theme' a little far by being the only car to have a tape on in the pit lane !!

1998 saw the big push for unleaded with a price differential of as much as 27p a gallon between Leaded and Unleaded and I was glad that I'd swapped to unleaded earlier. However fuel cost were escalating and the search for economy resulted in me fitting a single 11/2" SU and manifold from a late Triumph Dolomite 1300. (Courier

216). Rolling road tests revealed a reduction in peak power from 51bhp to 44bhp. However below 4,000 rpm



Fig 6. OSW in "Weekend Racer" Guise

(not often exceeded in everyday driving) there was no difference in power and the single carb developed more

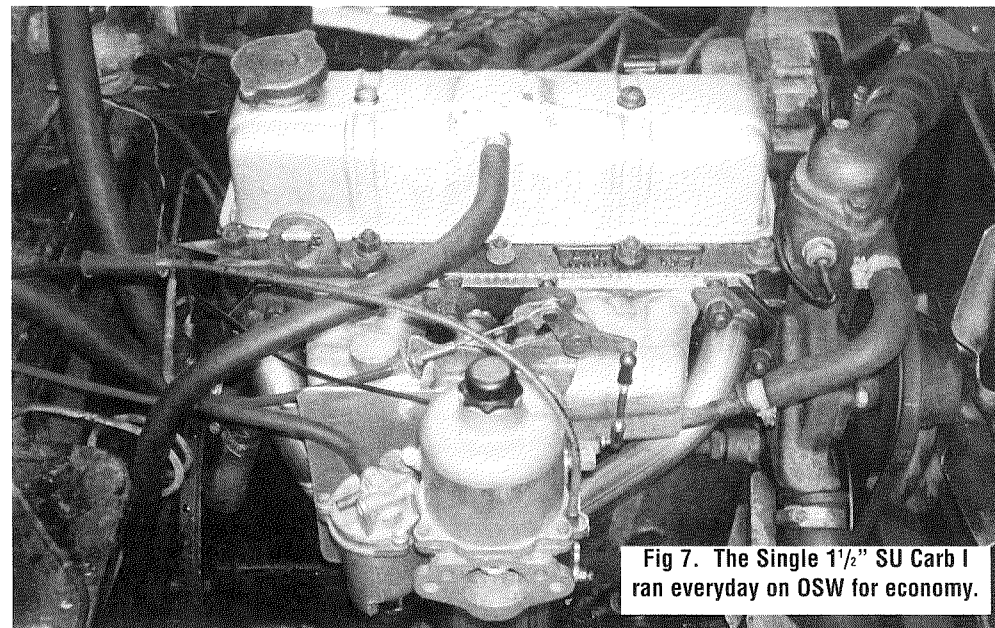


Fig 7. The Single 1 1/2" SU Carb I ran everyday on OSW for economy.

torque, whilst out on the road returned a 9% improvement in fuel consumption. OSW has run like this since.

Transmission problems have been a major failing on OSW and have included a slipping overdrive, usually due

one due to the input shaft bearing failing, the others due to the infamous circlip on the output shaft failing. This

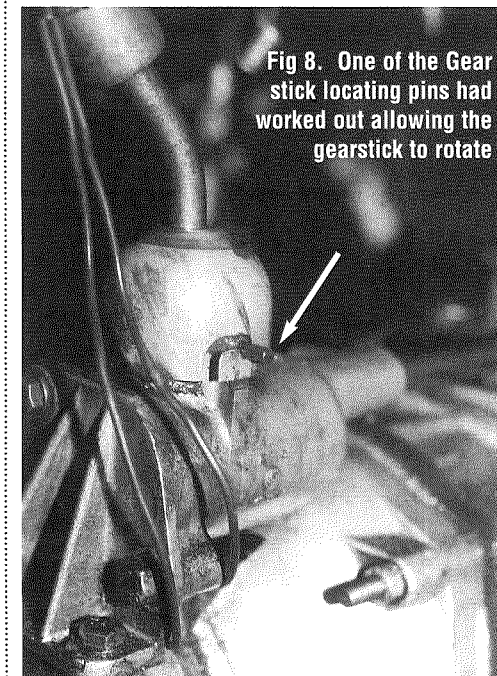


Fig 8. One of the Gear stick locating pins had worked out allowing the gearstick to rotate

to low gearbox oil level, but on one occasion due to a faulty solenoid. Three gearboxes have been got through,

CONTINUES ON PAGE 46

TSSC Christmas Open Weekend

Saturday and Sunday 9th and 10th December
9 - 4 pm Saturday and 11 - 4 pm Sunday



The TSSC HQ located in the pleasant village of Lubenham, Leicestershire, contains what many regard as the widest single point collection of Club Cars and Triumph Memorabilia to be found anywhere in the world and is worth a visit.

No one who has visited has been disappointed and as a Triumph enthusiast you are sure not to be too!!

TSSC HQ Main Street, Lubenham, Leics.



20% off all Club Clothing!!

The Club HQ and Shop will be open ALL WEEKEND and will be giving special discounts on all goods over this weekend only. Get your last minute Christmas presents and save £££s

For those members not able to visit, we are taking orders over the phone and are waiving all Carriage Charges for orders placed over the weekend.

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Fig 9. A novel way of gaining access to the radio cassette - move the gearstick out of the way!

usually manifests itself by the gear stick moving backwards and forwards under acceleration and braking, leading to it jumping out of gear and ultimately the gearbox going bang if left too long. Circlip failure is an Achilles heel on the gearbox and can be exasperated by leaving/resting your hand on the gearlever and by aggressive acceleration and breaking. Worn synchro on 2nd and 3rd has also been prevalent, and resulted in me re-mastering the art of double-declutching for several months. Several clutches have been used, the best lasting 35,000 miles, the worst 6,000! - you get what you pay for?, whilst a leaking clutch slave cylinder has occurred



Fig 10. OSW following an incident on the M25. The aluminium is what's left of a spoiler added for stability - its absence was noticed!

twice. However probably the best (?) failure was when the gearlever found a new position **Fig9** as a result of a locating pin coming loose. **Fig8** previous page.

Poor rear handling was easy to diagnose given two worn out Spax shock absorbers covered in hydraulic oil that had leaked out of them. One thing leads to another and seized rear trunnions had to be repaired the hard way by drilling out the bolt on one side, and giving up and replacing the complete vertical link on the other side.

Worn out tyres were replaced with 175x70 tyres on Dunlop 51/2 J that I had and what a mistake that was. For an imperceptible improvement in handling the ride became quite appalling. The increased unsprung mass gave a very choppy ride, which if anything reduced handling on bumpy surfaces, throwing the rear off-course.

Mid 1999 and OSW was to try her hand at racing again, as the Silver Bullet was still not finished, although the engine was, and so was duly fitted to OSW. Unfortunately it didn't make it any further than the rolling road where after the last power run, the engine let go due to a faulty camshaft and that was the end of the '99 season!

After years of enjoying exceptional handling, far better than any standard Spitfire, as a result of a very tired rear spring that gave considerable negative camber and a very low ride height, the top leaf finally broke. I was left with about 1 inch ground clearance and a very, very slow drive home. A new spring was fitted and the car was transformed - for the worse!! Ride height was doubled at the rear and the infamous 'jacking' and 'tuck under' that I had never encountered with the old spring could now be induced when cornering at the speeds I had been used to. However I wasn't

overly concerned as I new that OSW sadly did not have long to go.

I think that the new spring was a contributing factor to OSW, (and me) nearly being well and truly finished. A wet road from the rain we had this Autumn and an unlit section of the M25, caught me aquaplaning without any warning and span me across all 3 lanes of the motorway to end up facing the wrong on a bank at the side of the hard shoulder. Miraculously there had been nothing close in the other lanes and the bank was soft and muddy to cushion me rather than an Armco barrier, which would probably have bounced me back onto the motorway. The soft bank also amazingly limited the damage to OSW to a broken headlight, number plate, spoiler and rear silencer, such that I was able to drive home. The most difficult part was turning around to face the right way within the width of the hard shoulder!

That little incident was 2 weeks before OSW was taken of the road in October when the MOT expired. She had served me faultlessly and had provided me with cheap and reliable motoring despite being used and abused with the very minimum of maintenance. From reading the above it may appear that OSW was not reliable but remember she was a high mileage, every day car, doing what a modern car would do, having already served 20 years and 13 previous owners! Even then the majority of the failures were probably due to my lack of servicing and she has really only come to an end due to the rust rather mechanical reliability. Over the 4 years and 98,500 I have used her, I would say that there has really only been 2 weak areas, the ignition system and the gearbox. If the ignition is not well maintained then start ability, performance and economy quickly fall away whereas the gearbox has a number of weak components that cause problems. Above all else she, the Spitfire, is a car that I enjoy driving, giving a pleasure and satisfaction that somehow is not quite matched by other cars.

Long Live the Spitfire!

Finally, a couple of points carried over from last month's article on front suspension regarding the steering rack coupling. The standard coupling incorporates rubber bushes which provide sufficient compliance to take up any misalignment between the steering column and steering rack pinion, as well as reducing the transmission of

vibrations up the steering column. Unfortunately for us, this coupling is directly in the line of fire of engine oil flung out by a leaking timing cover seal!! It doesn't then take long for the oil to eat/perish the rubber bushes (especially on modern replacements where the rubber is very poor quality) and cause considerable play in the steering. To try and prevent this (rather than replace the timing cover seal, I wrapped the coupling in heavy duty polythene, held in place by 2 cable ties. As an aside, this steering rack coupling is also used on the old Lotus Elan, and several years ago I bought one from a Lotus supplier, it being cheaper and better quality than from a Triumph dealer!!! Recently there has been mention of replacing the standard, compliant coupling with a solid, universal joint coupling from a Triumph 2000/2500 Saloon to eliminate this problem of oil contamination and provide more positive steering. **Fig 11.** The 2000 solid coupling is effectively a 'hook joint', and as such it operated at an angle will exhibit a variation in torque as it is rotated - i.e. the steering would feel tight/loose/tight /loose as the steering wheel is turned. However if 2 hook joints (UJs) are used together as on the 2000 steering column (and prop shafts etc.) this torque variation can be eliminated. Fitting a single 2000 solid coupling to the Spitfire steering column is possible, since the coupling would operate more or less straight and hence not exhibit any torque variation. It is also possible to slightly rotate the steering rack in its mounts to minimise any misalignment between steering column and rack pinion. If fitting such a coupling, check it doesn't foul the suspension turret and be aware that steering column vibration is likely to be more noticeable, especially if you have already fitted aluminium rack mounts.

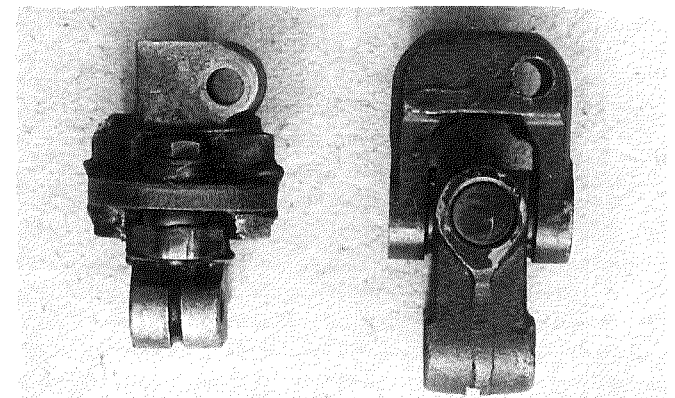


Fig 11. The "Solid" Triumph 2000/2500 Saloon Steering coupling is shown here on the right

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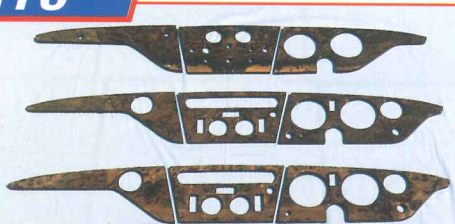
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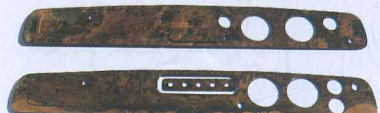
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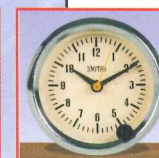
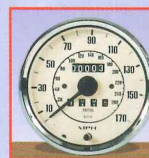
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The Blue Spyder

By David Parry

Some time back in 1992, I happened to see the prototype of the Type 48 at a kit car show in Bristol.

As Alan Hooper, who designed the car, was so enthusiastic about its potential, and I was equally enthusiastic about its shape, I convinced myself that this was what I wanted to build. What I did not realise at the time was that I was committing myself to a six year project that has



been great fun, somewhat time consuming and very rewarding from a driver/ constructors point of view. It has involved

others along the way, not least Don Sigmouray, who did a vast amount of engineering and helped make the project

possible. The car was completed in 1998 after nearly seven hundred hours work.

Based on a radically altered Mk IV Spitfire chassis, with an extra 312 mm in the front rails,





the sourcing of period, or similar parts was only part of the whole saga. There are quite a few of these cars on the road, and each one is different. The design of the body, based on the Tipo 166 Spyder Corsa, racing machine by Enzo Ferrari, which campaigned with success in the Mille Miglia in 1948 and 1949, has the authentic appearance of a vehicle of that age. and the fact that this one it has been on the road for the past three years, (well used patina) helps to convince you that it has "been around for ages".

The car is sprayed the French Racing Blue used by Gordini, Talbot and others in the 1930s and is in homage to Juan Fangio who drove for Ferrari with such success. Power is about 120 bhp, and top speed is calculated at 128 mph (honestly officer).

Fitted with a two litre TR7 engine and gearbox, it replicates the capacity and gearing of the earlier Italian racer and gives the driver plenty of poke and concentrates the attention when on the move. Others who have fitted Fiat 2 litres, or straight six Triumph engines have all had the problem of how best to fit a quart in a pint pot, but each has solved that problem with equally stunning results. Redesigned engine mounts,

relocated oil filter, which goes into the front end. What radiator, what lights, are all part of the brainstorming that



screen, take you through the middle section. Which differential, what wheels, what

colour, all contribute to the usual concerns that crop up once you make the decision

not to simply re-body a standard Spitfire, although to be fair to Alan's original design, the kit, as supplied, will enable you to do just that.

The one-piece GRP body, now marketed by Rob Askew, telephone: 020 8656 076 or on mobile: 07956 456 936, is a beautifully strong construction, with bonnet and boot lid supplied, and all extras to fit body to chassis, Mudguards, a basic grill and floor pans with replacement outriggers are included. The body kit is now priced at £1950.00, and a complete car will cost you about £6000.00 + to construct, depending on engine choice, etc.

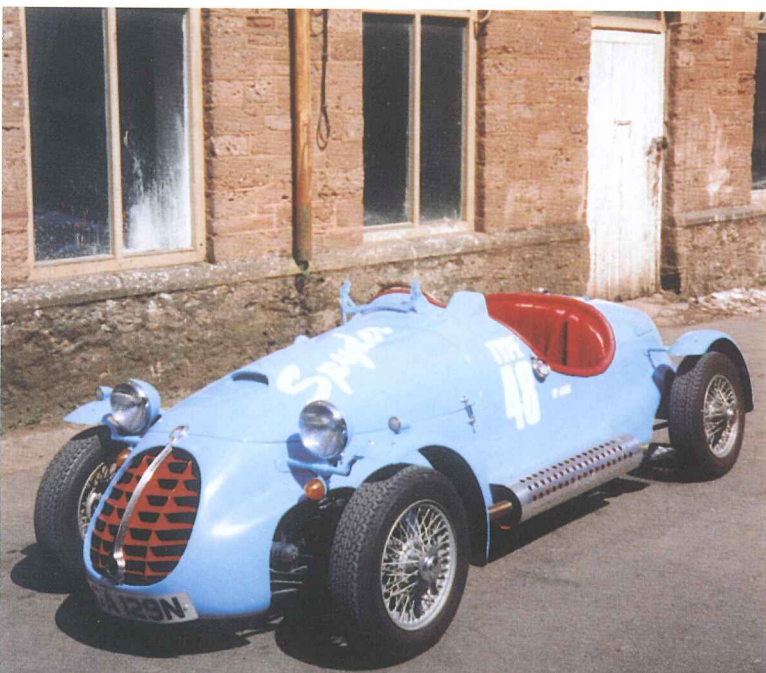
This beastie differs from the standard kit in that the bonnet was glassed onto the front of the body shell, and re-cut to give a much longer look. It also enables you to get at the radiator, fan and oil-cooler set up. Leather upholstery, with a matching rolled edge to the cockpit, give the look and feel of a truly professional build.

The noise is wonderful, the throaty roar of the car under acceleration, the bark of the exhaust as you 'back off' the power, all convinces you that you're driving something from the beginnings of the post-war era. From the smiles and waves of others as you drive around, I'm sure

they think so too. When you park, allow an additional fifteen minutes to your proposed stay, as you will have to deal with a barrage of questions and much admiration.

Insurance is very cheap. Footman James, through the TSSC special rates, charges me under a hundred pounds for a fully comp. policy. With that sort of outlay it beats a family saloon, and yes, you can get the shopping in the boot.

OK, who wants it? As the owner and builder of



Stunning looks and practical too - yes you can get the shopping in the Boot!



this unusual machine, I would like to sell to finance the next project, (rebuilding an XK140 engined 401 Bristol). The TSSC have valued the Spyder, for insurance purposes, at £8000, so somewhere near that figure will guarantee a sale. Taxed until the end of December. There is still time to demonstrate its ability before Christmas, and Santa Claus still allows big boys to buy their own toys, if they're really, really good.

I can be contacted on 01598-740-147 or also on e-mail: davidp@oakford.freemove.co.uk Have a very happy Christmas.

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Can it be Done?

By Brett Dennis

Can you use a MkIII Spitfire for everyday transport?

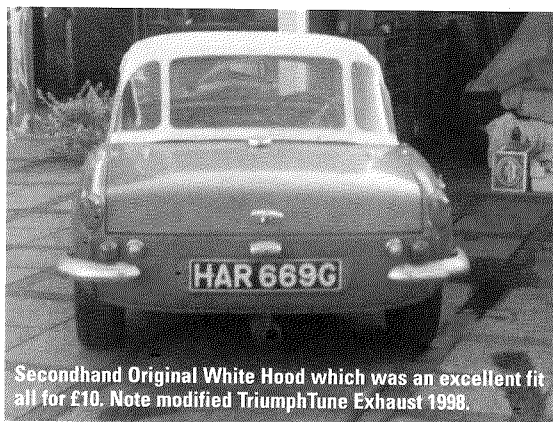
TRIUMPH Spitfire
I-II-III Register

This is what I have been finding out over the last month. HAR 669G is an average condition Spitfire, nothing fancy. It's been in our family for many, many years now. It lives outside all year round but only really gets used in the summer months.

Driving it every day has been a lot of fun but it has not been without incident. Firstly, the Triumphtune exhaust system cracked up. This had been modified some years ago when the original twin tailpipe Y-section rusted away. A single tailpipe was installed to try and keep the noise level down. Well, this idea did not work very well so now a whole different idea could be put into practice: A Herald stainless steel rear box found itself fitted to the Spit. With an old transit van flexible downpipe to join it all together, the noise level has fallen dramatically. I even tried to reduce it even further by welding a length of gas barrel

into the tailpipe, this really did make it sound like a Morris Minor but performance took a nose-dive so it did not stay fitted for long.

A few days later the clock stopped working. Instead of a radio we have three dials fitted instead. You could never hear the radio because of the Triumphtune exhaust system. The three dials consist of clock, amps and oil pressure. With the clock removed,



Secondhand Original White Hood which was an excellent fit all for £10. Note modified TriumphTune Exhaust 1998.

something could be heard rattling inside. This turned out to be a broken bulb which must have been in there years and now decided to make its presence known.

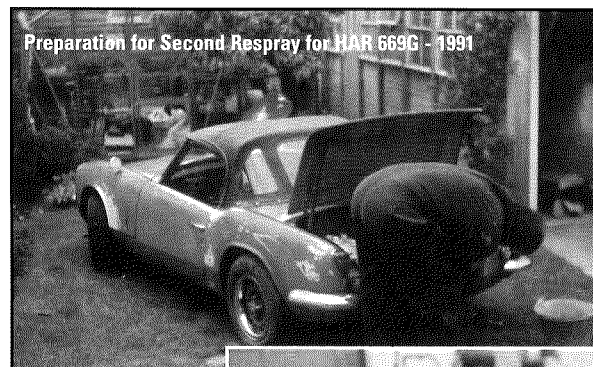
Where we live our drive is very steep so any car parking on it must have a good handbrake. Now the Spitfire has a very good handbrake but it would not hold the car on the drive. The reason for this being that the armrest fitted over the handbrake from a later Spitfire would not let me pull it up the one extra notch. So this had to be moved further back. Problem solved. I have also found that if I reverse the Spitfire up the drive the gearbox will leak oil from around the input shaft, finding its way out of the small hole in the bottom of the bellhousing - you know the one that I mean, the small hole that should have a split pin fitted to it.

One thing I do like having is an interior light. Later Spitfires have been blessed with these small but crucial items, map reading lights have even been fitted to late 1500s but for us early Spitfires, nothing. HAR 669G's wooden dashboard had a large hole drilled in it at some stage in its life for the fitment of a cigarette lighter

This had been removed and a Triumph badge had been pushed into the hole. Now this was in a perfect place for an interior light. The light in question being a rear numberplate light from a

Also, one night, coming home from work the wipers decided to give up the ghost. Luckily for me the rain had just stopped. The next day they

started to work again after running over a small pot-hole in the road. When we had a look at the motor, that seemed fine and the wiring got a good check-up. So next we pulled the long coiled wire (which is called a cross-head and rack) from its tube which runs to the wiper wheel boxes. When measured against another one, it was a couple of inches shorter. So upon fitting the secondhand item, the

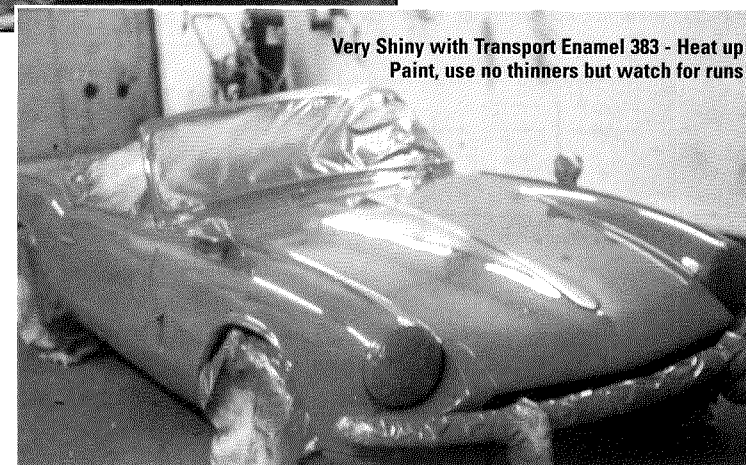


Preparation for Second Respray for HAR 669G - 1991

Triumph 1300 MkIV Spitfire etc. This being the right size for the hole. Burglar alarm switches fitted to both A-posts for the earth leads. For the bulb, a fused wire taken from the live from the clock finished the project in about two hours with lots of chatting to the SKY Digital installer -

what make of decoder do you have? We have a Grundig which has given us no trouble at all.

The driver's door started to close as good as it used to. Upon examination wear could be seen in the top hinge. A new one came from our stores. This should be a nice simple job but the counter-sunk screen which holds the hinge to the door would not move so had to be drilled out. We also took a look at the check link as this was not keeping the door open; this turned out to be a broken spring finger so a new one found its way into the car. Now it stays open with a loud clunk even in our steep drive.



Very Shiny with Transport Enamel 383 - Heat up Paint, use no thinners but watch for runs

broken section fell out of the end of the tube under the dashboard. Problem solved. Anybody else had a cross-head and rack snap?

So, can you use an early Spitfire as everyday transport? The answer is yes but you need to be prepared for problems and a loft-full of spares can be very useful. At the moment the speedo sometimes has a fit of making a loud ticking noise and the needle jumping in rhythm. Now where's that loft ladder?



Suspension Design

By Lance Smith

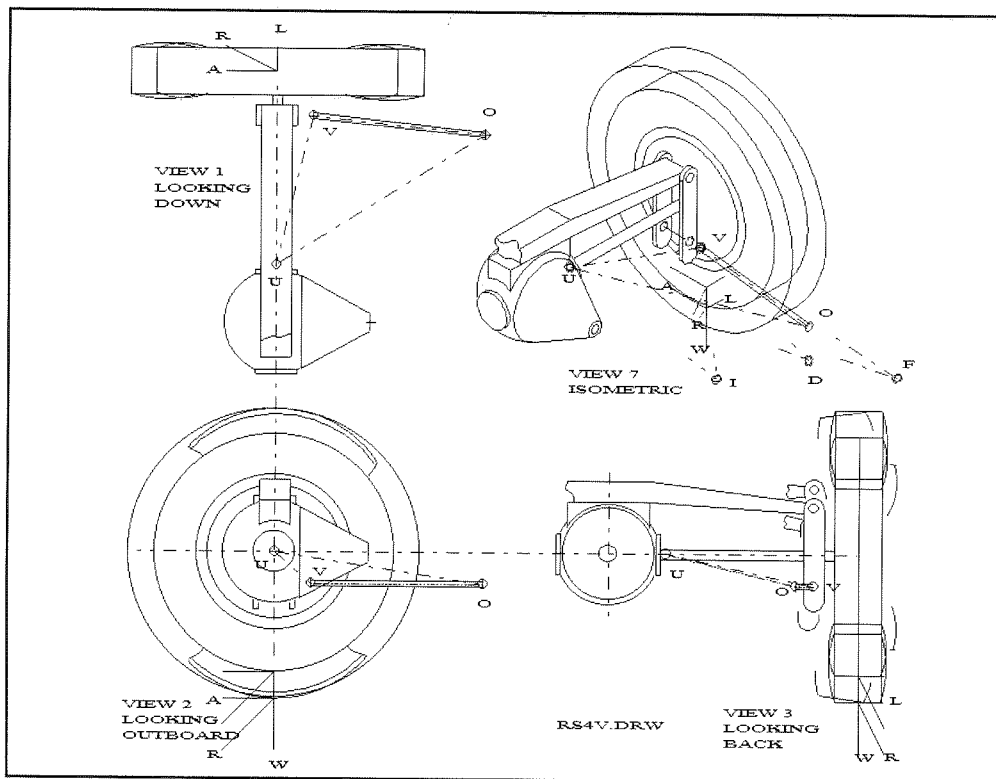
Ian Goodfellow related his unusual trouble with rear wheel camber change in his Herald based Gentry kitcar in the December 1999 Courier No. 234.

Ian states that he is now using larger diameter wheels and tires with an adapter plate of some sort. Ian doesn't mention in his letter whether or not the Herald sus-

pension locating points have been altered from the original design for the Gentry.

His letter rekindled my interest in suspension design, so I have tried to figure out what was happening. There are several books about suspension design that can provide a background for analysing his problem. I use Len Terry, and Alan Baker's Racing Car Design and Development, published by Robert Bentley, and Paul Van Valkenburgh's Race Car Engineering & Mechanics published by Dodd, Mead, and Co.

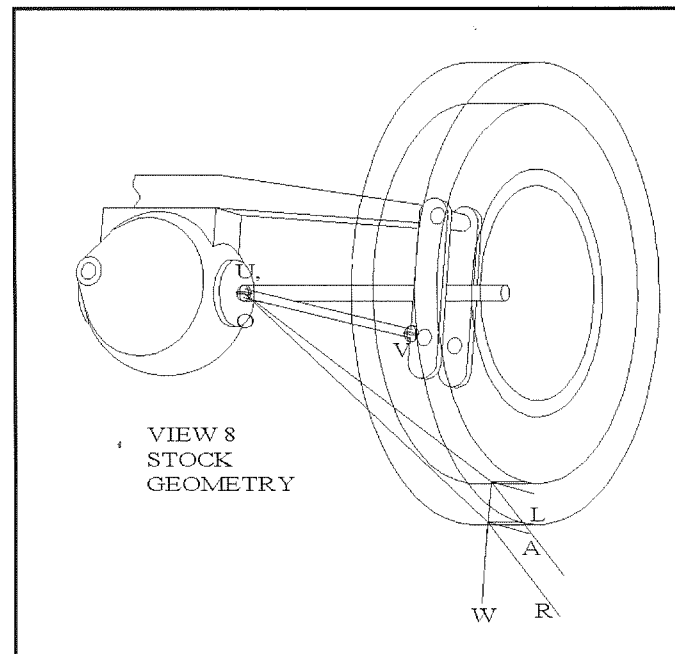
I went to my 3D CAD computer system at work, in order to better understand the suspension design. Studying the 4 view drawing,



that is functionally to scale, we can see the important geometrical components. The view looking down shows the differential, spring, trailing link, vertical link and two tire sizes, stock 13" and 15" diameter. The view looking outboard shows the same components with the smaller wheel partly shown at top and bottom of travel. The view looking back shows the axle, and illustrates again the motion of the wheel. In the isometric view, view 7, we are able to see all the components clearly. The small circles represent pivot points. Alternative locations for the front end of the trailing arm, discussed later, are also shown.

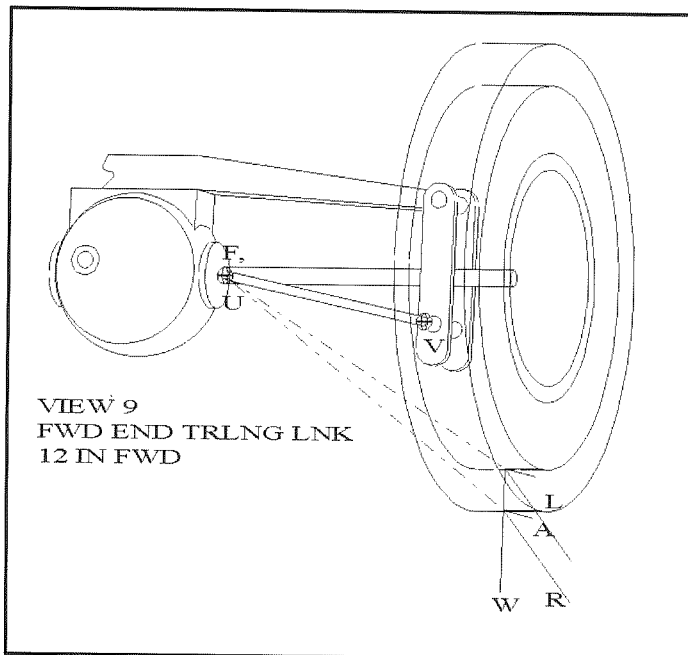
The four lines converging at the tire to ground contact point are the three orthogonal forces of weight, forward traction and lateral traction acting on the wheel. The resultant force, the vector sum of the three orthogonal forces is also shown. These forces, acting at a single outside rear wheel, are drawn to scale to illustrate a hypothetical condition of 1/4 car weight vertical, 1/4 car weight (1/2 g acceleration) forward, and 1/8 car weight (1/4 g acceleration) lateral, as might occur when just starting forward in a turn at low speed.

The operation of a Herald rear swing arm suspension is not as simple or as obvious as it might seem. It is similar to a semi trailing arm design such as is used on TR-4As, TR6s or Stags, without the obvious semi-trailing arm component. The virtual semi-trailing arm, triangle O-V-U, is formed by the trailing link and the half shaft. The pivot axis of the semi-trailing arm is formed by the line connecting the half shaft U-joint



with the forward end of the trailing link, line O-U.

By viewing the system straight down this pivot axis, line O-U, one can evaluate the turning moments, that will affect wheel movement. The view 8 illustrates the rear suspension system and its important kinematic links. By changing the wheel/tire size it is shown how the suspension reaction to a traction force can result in an opposite moment about the semi-trailing arm axis. The tire contact patch resists forces in three axes, a vertical weight and inertia force, a forward acceleration or deceleration, and a lateral force from turning. These three forces may be combined into one resultant force. The resultant force in forward traction and lateral forces on an outside wheel put the semi-trailing arm in compression. If this compressive resultant force line of action goes "under center" in relation to the pivot axis, unusual motions can result. Ordinarily the resultant forces line of action tends to rotate the wheel up into the body. In some extreme cases of modified geometry the opposite can



go "under center", and not return, since it has become unstable.

The larger diameter wheel/tire and adapter has moved the contact patch and line of action of the resultant force so that an "under center" condition exists when a forward tractive or lateral force is applied. Ian doesn't mention trouble when he is turning, but the diagram illustrates that a lateral force will also cause the same tuck under.

The question is now; what can be done to correct this situation and still retain the desired appearance of the taller wheel/tire combination? There are, perhaps, several less desirable choices that might work. Adding ballast weight to the

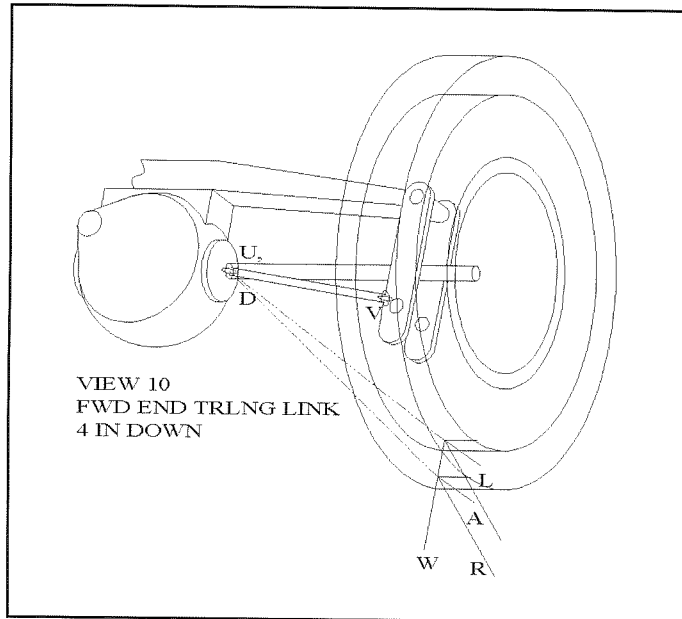
happen, where the wheel will be moved down away from the body. It may even be possible for very high traction forces to produce this same effect with a very light low cg car.

We know this tuck under can happen with our unmodified cars in severe turns, especially if combined with very hard braking.

In the example in view 8, the larger tire's resultant force has not gone "under center" in the given force example, but the line of action passes closer to the axis than it does the original design. When the line of action of the resultant force goes "under center", in relation to the pivot axis, it is unstable, that is there is not a restoring moment to resist the motion. I think this is what is happening to Ian's car. Any little motion caused by acceleration or a response to a bump in the road may cause the resultant force to

back will ensure that there is never a pivot axis moment in the wrong direction. Driving with very low accelerations might work also. But these aren't really solutions.

In its original fore and aft location and orientation the trailing link is positioned well to react traction forces of acceleration and



braking. The half shaft in the same manner does its part to react lateral forces in a turn.

The geometry of the suspension may also be altered in order to remove this tuck under effect during forward acceleration more sensibly. The key geometry which must be adjusted is the virtual semi-trailing arm pivot axis. As one point on this axis is determined by the half shaft U-joint, this can not be altered. Then the only alternative is to move the forward point of the trailing link. Where to? The forward location point may be moved forward, inboard or down or some combination of the three, to improve the resistance to tuck under. View 7 illustrates three alternative positions for the forward end of the trailing link; point F, 12 inches forward of the original location; point D, 4 inches down; and point I, 12.5 inches inboard.

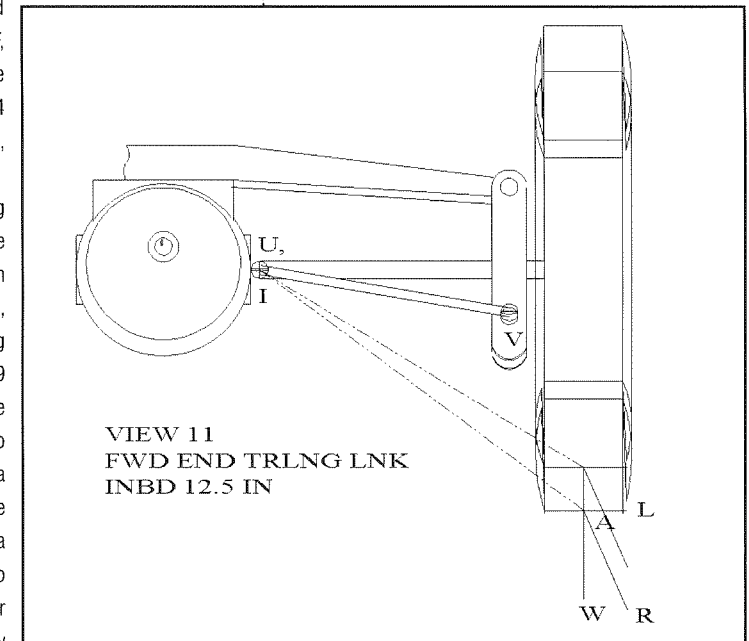
What if the forward mounting point of the trailing arm were moved straight forward from the original position, point O, to another suitable mounting position, point F? View 9 illustrates this case where the pivot axis would be altered to be aligned more nearly in a fore and aft direction. The trailing link would need a more pronounced jog in it to avoid foiling the outrigger frame components. A new forward mounting bracket and frame would be required. The longer trailing link would need to be suitably stiffened in order to resist buckling.

As well, the forward mounting point can be moved from the original position, point O down to a lower position, point D as shown in view 10. Care should be taken not to move it so low that it might foul with the pavement on a rough road. This angled trailing link would lead to greater toe changes that the original design as the wheel is moved up and down.

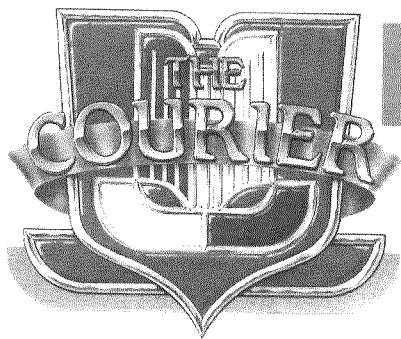
If the forward mounting point of the trailing link is moved from the original position, point O, inboard to a position,

point I, then the virtual semi trailing arm is transformed into a more ordinary lower A arm, as is used on many more conventional suspension designs. In this orientation, shown in view 11, the loads on the trailing link and half shaft will change significantly. The half shaft will now be loaded axially by acceleration and braking forces, adding load to U-joints that may now be carrying more load than they can accept for long life. Since the trailing link is no longer aligned in a fore and aft direction, the loads that it carries from acceleration and braking will increase.

This last idea, of moving the forward mounting point of

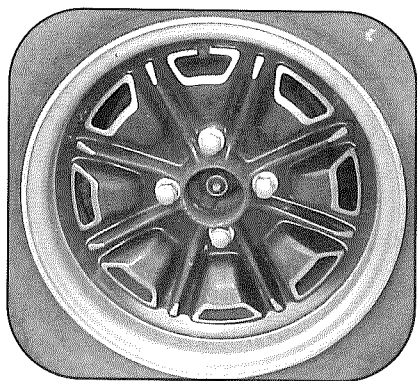


the trailing link inboard, is the one that seems most promising to me. Care should be taken in the design of the new trailing link and mounting. I imagine a rubber bushed forward end being used with the bush axis aligned on a new pivot axis through the U-joint. The trailing link will be loaded more heavily in compression than it had been in the original design. It will be longer, therefore it should be made of a cross section that is sufficiently resistant to buckling under the applied loads. Provision should be provided for adjusting for camber, and toe, using adjustable rod end links, or other method.



READERS

Write . . .



A Plea for Help!

Does anyone recognise this Alloy Wheel rim? There is no makers name, the only information I can find is, the size, which is 6J X 13GT, and the Type, which is B 124.

I need one for a Spare Wheel, so if anyone has any information, or indeed one for sale, please ring me on 01604 630344.

Thanks

Ray Kelly 81/02038

Northampton

Support your Area Organiser

I would like to thank the club member who took the trouble to write in and express their appreciation for what was a cracking convoy run through the Pennines in the sunshine. I have had positive feedback from everyone who took part. Why people leave booking events to the last minute beggars belief, and for those who just

turn up on the day I despair. All convoys have to be approved by the local constabulary and our event was limited to 12 club cars. It was extremely fortunate on the day that one of the pre-booked cars was a Eurobox. This allowed us to fudge the rules by running with a total of 13 vehicles. However had anyone else turned up without pre-booking, then I would have had to turn them away. This does not only apply in Lancashire, but anywhere else in the UK. You the members decide who your AO's are. If you want your AO to organise something different, talk to them, and offer assistance if required. We will never please all the people all the time. If the backroom whingers don't like this, either they can volunteer for the job from where they can plan what they wish, or they can be quiet! Please remember that throughout the UK there are a bunch of devoted, unpaid lunatics, like me doing their best for the club. Remember that we are here to work on your behalf.

Go on, **PLAY THE GAME, SUPPORT YOUR AO,**

John Kenyon

Lancashire Area Organiser.

P.S. - Somehow I don't think that the wrong side of the Pennines qualifies as God's Own Country.

Member Co-operation and Assistance

It has always been my desire to own a Triumph Spitfire and recently I joined the Club, initially as a means of getting the best selection on of vehicles for sale though the monthly Classified Ads. This month I saw a suitable car, a 1980 Spitfire 1500, advertised in the Bedford Area, however, I only then realised the logistical difficulties involved, since I stay in Dundee in Scotland. To view the car a major journey would be involved and, in the end, the car may not be suitable. I enquired through the TSSC office if there were facilities within the Club for having local inspections carried out and it was suggested that I call the local Organiser for Bedford, Matthew Hollingsworth, who with his wife Mandie, look after this Area. If such a facility existed it was felt that they would be best placed to know of it. Matthew could not have been more

helpful, personally offering to inspect the vehicle for me and thereafter give me a telephone report on its condition, thereby determining whether an inspection visit would be worth while. As it turned out, Matthew's comments were very positive and given in an enthusiastic and thorough manner. This was enough to convince me that the car was what I was looking for, and I have since offered to buy the car subject to a final inspection. I have arranged to travel to Bedford at the end of the month, hopefully to drive it home.

May I just take this opportunity, through the pages of The Courier, to thank Matthew for his very generous co-operation. It was very much appreciated. I also wish to thank the Club, without which none of this would have been possible. Such co-operation and helpfulness between members from such far-spaced areas, augers very well for the future of the Club. It was certainly a Triumph (sic) for me.

John Hovell

Dundee

XMAS TREES

Here is a Xmas tip for owners of cars with wire

wheels. Last year we bought a six foot Norway spruce and were desperate to find a way to stand it up in our living room. After fiddling with buckets, bricks etc., we had a brainwave. The diameter of the base of the trunk was just thicker than the splines on the wire wheel of my MkII Spit. So, out with the spare wheel, a little whittling and we had a stable, tidy and unobtrusive base for our tree!

Merry Xmas to all other members,

Kate & Geoff Jones

Vitesse Racing

Currently I'm considering racing a Triumph Vitesse in 2001 but first of all I need to start with a car, and I would prefer to start with an existing race car and modify it to suit my own specification. Through the Club is there any existing Vitesse out there that might be for sale?

I went to Donnington Park on the 1st of October and noticed that there was a Vitesse out on the track, does he want to sell it?

I have been racing on and off for the last 12 years or so with varying degree's of success and would like to race something that's a little bit more unique! Can you offer any help or advice? I can be contacted on 07771 553300 or alternatively 01772 467093. Thanks for your time.

Jon Warburton



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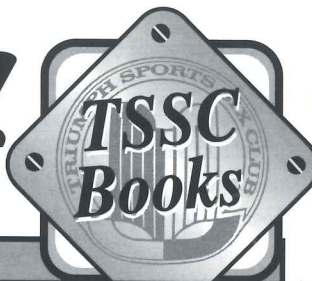
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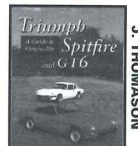
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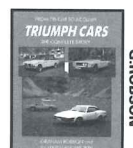
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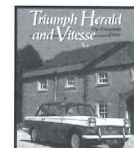
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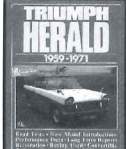
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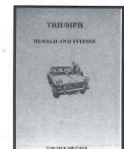
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Servicing

By Mervyn Stoneman

A system for recording your servicing and useful advice

OK, so you have bought that Spitfire 1500 (or other Club car); you have perhaps rebuilt it, got it running well or at the very least want to ensure that it remains a good little runner for as long as is possible.

Now we all need to ask ourselves if we wish to leave the maintenance of our car to a garage. I personally have access to a very good facility and during the building of my Spitfire 'Midnight' I have used it extensively to check and to rebuild all the major components - I believe that they have done a good job but I do hate (like the rest of us) paying those bills. But perhaps of a much greater significance has been the growing enjoyment and satisfaction of doing things for myself. This will continue and I am

determined expand my skills over the coming years.

Of almost as much fun has been the growth of the record of how the rebuild was and is being achieved 'Courier' has given me a great deal of information over the last couple of years but what has gradually dawned on me is that within its readership is a vast storehouse of knowledge.

Knowledge which I would like to have access to and if that might be harnessed into a system, so much the better.

I want Midnight to be a car that is used Not every day as general transport, as I foresee that the fuller reason aback of the project will be that it will

Table One

SERVICE HISTORY

Winter/Summer

Service

Date	Service/Maintenance/Repair Performed	Completed by:
File reference:		
Recorded mileage:		
Cost:		

Winter/Summer

Service

Date:	Service/Maintenance/Repair Performed	Completed by:
File reference:		
Recorded Mileage:		
Cost:		

& Tech Tips

Table Two

Winter Service Record					
Spitfire 1500 Coupé					
Winter Service Schedule		Midnight - Index number XPI 117T		Completed at	Miles.
Operation	Parts	£	d	Notes	✓
E Engine:					
1 Check for oil leaks					
2 Renew engine oil filter					
3 Renew engine oil					
4 Clean carburettor air intake filter					
5 Top up car carburettor piston damper					
6 Check/adjust carburettor idle settings					
7 Clean fuel pump filter					
8 Check/adjust valve clearances					
9 Check cooling/heater systems for leaks					
10 Check/top up cooling system					
11 Check/top up of windscreen washers					
12 Check fan belt, adjust or renew					
13 Lubricate accelerator control linkages					
Date completed:	Total cost			✓ Indicates that operational tip(s) are available	

become an on-going hobby. I shall want to provide myself with records of what I do and this will of course extend to the servicing.

When I looked into Drivers Handbook and saw the recommended six and twelve thousand mile services schedules phrases such as 'lubricate steering rack and pinion' indicate a need but because I am not a mechanic (as yet) it means very little of itself. For in terms of servicing to what does the steering rack and pinion extend and with what should I lubricate it? I know from reading The Courier that I am not the only one who feels this way!

I managed to get a family member to buy me the servicing video for the Spitfire for Christmas last, and very informative it seems to me. But you see that too has got me thinking: If I were able to draw on all that

experience out there, document it and link it to a servicing schedule then I feel I should have the best of all worlds. Who knows, should it works well perhaps we might convince the Club to extend such a system to all of our Club cars.

So what I propose is this I have prepared from Drivers Handbook a computer table which not only lists each of the tasks as they appear but identifies each with a code, a place to record notes and costs and also a column to identify the presence of a tech tip with regard to that operation. It should be possible to place all of this data on a computer disk and make it available to Club members either in that format or as prepared hard copy, which might then be photocopied and provide each member with their own records.

From the folio which I purchased from the Club I have prepared a brief service history sheet for my records. I personally foresee completing a more complete service each

Table Three

Technical Tips	
Electrical	
Section reference	Detail and reference
EL1	<p>If the horn stops working check that the Earth Link Wire on the joint at the bottom of the steering column is still in place. The rubber bushes in the joint insulate the steering column, and the earth wire bridges this to let the horn operate. Often the wire brakes or falls off completely, and the horn will stop working. To cure, undo the pinch bolts and fir a new piece of wire. Courier#217; p.62</p> <p>If the hazard warning light will not work, and they have not been used for some time, it can sometimes be caused by a dirty hazard switch. So before trying anything more drastic it is worth just sitting and turning the switch on and off for five minutes. If you are lucky, slowly but surely the lights will start to function again. Courier #240; p.68</p>

winter and a brief revisit of the process at least once during the summer months - so my will record depict this and left and right hand pages will be prepared against extended use (Table One).

A more expansive record/check list of the service process has been prepared from the Drivers Handbook (Table Two) - you will be able to see that I have amended the list to suit my own requirements. For the presence of an electronic ignition kit will change things from the standard and original service for instance. This and similar changes might be achieved to personalise each Club car record sheet.

A tick in the extreme right hand column indicates the presence of a tech tip on an attached tip sheet for that section. Where more than one such tip exists then it will linked beneath the operation task number. For instance any tips regarding Electrical will be

grouped on an attached Technical Tips Record beneath the code 'EL1' (Tables Two and Table Three).

As I wish to complete the process of preparing such a Servicing/Tech Tip record for my 1500 Spitfire, but will need the assistance of the Club and Courier readership to gather together the wisdom of the membership to complete the task it is right that the completed record is made available for the good of all via the Club. To assist me in this endeavour is therefore to assist us all!

Equally for anyone who is prepared to complete a similar exercise for other Club cars I am happy to forward the basic computer work to the Club for their use.

I intend to begin the process of researching the past Courier magazines in my possession - I do not have all of them at present. At the same time request the Editor of our magazine to request any further tips anyone may have. Please remember that to the individual a particular tip may be obvious and old hat but I am prepared to bet that others will find it of benefit.

Please help. I look forward to completing this self appointed task.

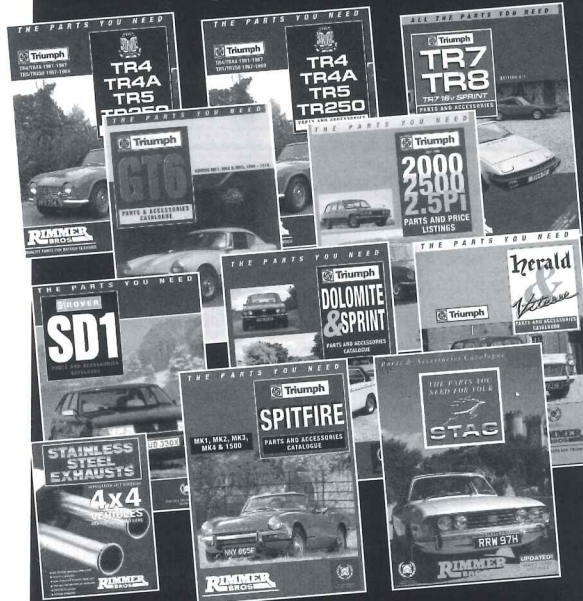
Many thanks,

Mervyn Stoneman

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Talking Technical

By Carl Heinlein

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

TSSC7 Technical Secretary

Q. "I have recently completed a restoration on a 1967 Spitfire mk3 and I hope you can put me right with the following queries. I am hoping in the future to fit an unleaded head to the engine but the car is fitted with a Herald GE prefix engine. How can I tell if the cylinder head is Spitfire or Herald? I also have a head from Spitfire FH recessed block engine, will this fit my GE engine? If so which of the two heads would it be best to send to be reconditioned. Also can you advise me on what the rear ride height should be, my car seems quite low at the back and the offside is about 1cm lower than the nearside. Thanks for a very interesting and informative section to the magazine. Thanks for any advice."

Danny Stroud

A. The biggest difference is that the Herald head has a lower compression (8:1) than the Spitfire (9:1) but it also has slightly smaller inlet valves, though I don't suppose that this would make a very noticeable difference. The depth of the combustion chamber on the Spitfire is about 0.065" shallower (less volume = higher compression) than the Herald's but I don't know the different numbers stamped on the heads.

The Spitfire IV valves from the FH engine should be the best head: it has the higher compression and the largest valves fitted to any of the Spitfires.

The correct ride height of your car isn't defined by the height of the chassis off the ground, or any similar measurement, but by the camber of the rear wheels:- the lower a swing-spring car sits, the more negative the wheel camber will be. For a MkIII Spitfire, the correct camber is 1.53° negative (±0.13°).

Q. "I hope you can help. I have a fairly serious problem with the electrics on my 1978 Spitfire 1500. Last year it kept cutting out for no apparent reason. I took it to my local Triumph specialist who took ages finding the problem and diagnosed it as someone had spliced a lead into the ballast resistor wire (presumably for a radio) which was occasionally providing a bad connection and cutting the supply to the coil. After a while I noticed that the car would still run when the key was turned from notch 2 to notch 1. I thought this was strange and asked my Triumph specialist who took the line that if it works then don't worry about it. Having started to use the car again this year, I was out tinkering, when I noticed smoke coming from under the bonnet. The LT lead from the coil had melted, along with most of the plastic parts of the condenser and points. The ignition key was in and on notch one. I thought that the problem may lie in the notch one problem I had noticed, and figure that it is rarely on either notch one or the starter circuit, so if I replaced the parts and didn't leave it on notch one it would be OK. On trying to start the car following the fitment of new points etc. the LT wire again melted. The only way to stop the melt down appears

to be to disconnect the battery. Simply removing the key from the ignition does not have the desired effect. What could be the problem? Could it be a faulty solenoid, which was replaced only last year when the original problems started? Could it be that the wiring is particularly bad and a re-wire is the only option? I look forward to your reply."

Neil Cassidy

A. The problem is the spliced-in lead for your radio. The idea of the ballast resistor is a good one because it generally helps starting. To explain, your car has a 6V coil. When the engine is running, the 12 or 13 volts from the battery is fed through the ballast resistor wire and to the coil. The ballast resistor wire has roughly the same resistance as your coil and, therefore, the coil only sees 6 volts across its terminals, with a similar voltage drop of 6V across the ballast wire. The reason for doing this is so that you can improve the ignition power at starting by putting the full battery voltage of 12 volts across the 6V coil. This gives a much stronger spark than a normal 12V coil. So, when your key is in position (3), the coil sees the full 12 volts, but when in position (2), it only sees 6 volts. In position (1) or (0), it should see none. Original 6V ballast systems used a separate ballast resistor alongside the coil but then someone had the bright idea of incorporating a length of resistance wire into the loom and saving the cost of the resistor.

Your problem started when someone spliced your radio into the ballast resistance wire. Firstly, your radio would not have seen the full 12 volts and the current taken by the radio would have changed the voltage at the coil. You need to get the radio wired correctly. The ignition switched 12V supply should go to terminal 1 of the switch (the loose ended white/pink wire) and the constant 12V feed, if your radio has a memory or a clock, needs to be connected in parallel to the heavy brown wire feeding the ignition switch.

It sounds to me like you have a constant 12V connection sliced into the ballast wire and this is constantly supplying more than 6V to the coil. This will make it get hot and melt the connections. I suspect the reason it only does it sometimes is because it depends on whether the contact breakers were open or closed when the engine came to rest. When the points are open, there is no current flowing through the coil.

As far as the ballast resistor wire is concerned, a good repair to the spliced-in connection point should see that OK. The confusion has originally occurred because the ballast resistor wire is also white/pink, but this connects with three other white wires being fed by the white wire connection on the back of the switch.

Q. "I have a problem with vibrations in my GT6 Mk III Convertible. The car begins to vibrate at 40 mph. From the speed of 45 mph it becomes quiet again. From the speed of 70 mph it starts to vibrate again and the vibrations become heavier and heavier with rising speed. The whole car vibrates then and you can feel the vibrations with your body, but it is not possible to localise it. I have a 2litre-GT6-engine with o/d-gearbox and swing-spring rear-axle (late GT6 MkIII-type). The vibrations are independent of the engine-rpm's (the car vibrates at the same speeds with or without overdrive or in different gears). I tried to eliminate the problem first by balancing the propshaft several times from different companies. Then bought a new propshaft. Then I tried different differentials and driveshafts at the rear-axle. I bought a new gearbox with D-type-overdrive. I changed the engine-, gearbox and differential - mounting - rubbers. I changed the brake-discs and - drums to new ones. I balanced all the wheels with the wheels on the car. I balanced the crankshaft with flywheel and clutch. None of these efforts eliminate the problem - the vibrations were still there at exactly the same speeds I mentioned before. Then I sent the car to three different garages (two in Germany, one in Belgium) - but all of them failed also by

trying to find a reason for the problem. Do you have a good idea what the reason for the vibrations could be?

Thank you!"

Ralf Neumann

Q. "Can you help please. I have a Spitfire MkIII with overdrive, 1969 vintage and owned from new, now with 252,000 miles on the clock and still on original engine/gearbox. There is a vibration between 55 and 65 mph. I suspected the UJs so renewed all of them - no difference. I had the propeller shaft dynamically balanced - no difference. I had the bearings and oil-seals replaced on both axle shafts and as one shaft was slightly worn I renewed it. The vibration is slightly less but still there. The only thing I haven't replaced is the gearbox/overdrive unit which is making nasty noises in all but top gear. Could renewal of this solve the problem? What else can I do in short order to eliminate the vibration? Any suggestions would be most welcome.

Kind regards"

Bryan Whitworth

A. I still think that, in both Ralf and Bryan's cases, that the vibration is the propshaft. If it were my car I would try to pin-point the problem by trial and error. Now in both your cases you've swapped and changed parts to fix the problem, but you have to have been warm at least once!!

Try jacking the car up and putting axle stands securely under the car. If you run the car on stands, does it still do it? I suspect the answer will be yes. Get an observer to observe for any wheel buckling or other noticeable problems **BUT DO NOT GO UNDERNEATH THE CAR.** If there's nothing obvious, drastic action is required. I would recommend removing both rear halfshafts, just leaving the differential and the propshaft. Make sure that the handbrake cable and brake pipes are tied back, well out of

harm's way, and run the car again. For sure, the vibration will now be different because you haven't got the weighty wheels spinning on the car (there is always likely to be a certain amount of imbalance from them).

Has the vibration gone completely? If it has, then it is one or both of the driveshafts causing the problem. You can then refit just one side and diagnose which side is causing the vibe, trying with and without the wheel, because a buckled hub could cause a balanced wheel to shake. If the vibration, however, is still there, then it is the propshaft or a buckled/damaged gearbox/differential flange. It would now be a good idea to remove the propshaft and inspect the flanges of both the propshaft and the gearbox/differential. On the propshaft, check that the flange is dead flat. Very often, when the flanges are gripped in a vice to change the UJs, this bulges metal up on the mating face. Lightly run a file of them to check for lumps. On the gearbox and differential flanges, use a DTI with a magnetic base and check for run-out while the flange is turned. It is time to put the propshaft back on, but first just run the car again to confirm that the vibration has now gone. Now fit the propshaft, checking that the flanges engage nicely on the spigots of the gearbox and differential.

If the vibration is still there after refitting, I would try balancing the propshaft using the 2 jubilee clip method. This cannot compensate for a worn sliding joint, broken straps (on strap driven props) or worn UJs, but it can help balance a good propshaft:

- 1.. Get two jubilee clips that fit nicely around the main body of the propshaft
- 2.. Fit the clips around the propshaft, next to each other, facing the same way, about 50mm in from the weld line for the sliding joint at the differential end.
- 3.. Get the bodies of the clips at 90° to one another and tighten both clips
- 4.. Mark the propshaft midway between the clips with a (1) and then at equally spaced 90° intervals with (2), (3) and (4) around the prop.
- 5.. Run the car. Is the vibration worse or better?

If worse move the clips to either side of (3).

Keep trying alternative positions, keeping the clips at 90° to each other and then noting when the least vibration is observed. At this position, you can then increase the effective balancing weight of the clips by bringing them closer together (keeping the centre point between them the same) or reduce it by moving them apart (more opposite each other). Try both until the vibration is acceptable/gone. I always used to think of this fix as a bit of a botch-job



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but I know that it has worked on so-called (balanced) propshafts before so we should look at it as fine-tuning!

Q. "I have a brake problem with a GT6 III that has just appeared out of the blue. Under braking the car weaves from side to side - not violently but enough to be very disconcerting. The fluid level in the master cylinder was down by 6mm and is now topped up to correct level. Fluid is 2 years old. There does not appear to be any leaks anywhere. I have put WD40 around front caliper piston cylinders. I have greased the rear brake cylinders so they slide on the back plates - there does not appear to be any leaks from them. The front discs do not appear warped and are in good condition. I have run out of ideas of what is causing this problem. I have not bled the brakes as the pedal is quite firm. I will keep an eye on the fluid level. Have you come across this problem before? Have you any suggestions? I look forward to your reply."

Peter England

A. You've damaged the front caliper seals by putting WD40 around them. Firstly, they do not need any lubrica-

tion and, secondly, WD40 is a mineral-based oil and the seals are specified to work in vegetable-based oils. You need to rebuild your front calipers. You will find the seals soft and swollen. Completely strip and clean, not in petrol. Wipe out all the bores and the pistons with Alcohol (you can buy a bottle of IPA (isopropyl alcohol) from a chemist) or use 1.1.1.tetrachloroethanol (you can buy it as brake cleaner from Halfords). Only lubricate the seals and pistons, after you've completely cleaned them, with brake fluid.....and throw the oil can and WD40 away next time.

Q. What is it with the rear wheel bearings on my MKIII Spitfire? I have just spent a very long and frustrating weekend trying to refurbish my rear drive-shafts, universal joints, brakes et al and got well and truly bogged down at the wheel bearing replacement stage. Having removed the the shaft assembly complete and dismantled the brake drums etc I found it impossible to pull the hub off the shaft, allowing access to the bearings. Yes, I did remove the central nut (silly not to really), but No, I didn't use the Triumph hub extractor tool recommended in the Haynes manual. Mainly because they seem to be a bit like rocking horse pooh!. I do, however, have access to an extensive collection of tools at a car club and used a 3 arm puller of substantial girth. I applied so much force on the puller that the square hub 'plate' (the bit with the wheel studs on it) that it started to flex alarmingly. The central thread on the puller, some 5/8" in diameter, started to be stripped. I felt this was a good time to stop.....I'm not daft me ya know! As I use the car all year round, I gave up and reassembled the whole thing ready for work on Monday. I get the distinct feeling that I have missed something here. Can you help? The Haynes refers to a "key". In context, this could mean the key to a diagram mentioned in the same sentence (i.e remove, referring to the diagram and pay special attention to the key), or is it a keyway (as in woodruff key) that has to be lined up somehow? It could of course just be referring to the key to the fountain of knowledge required to understand a typical Haynes manual. Many thanks

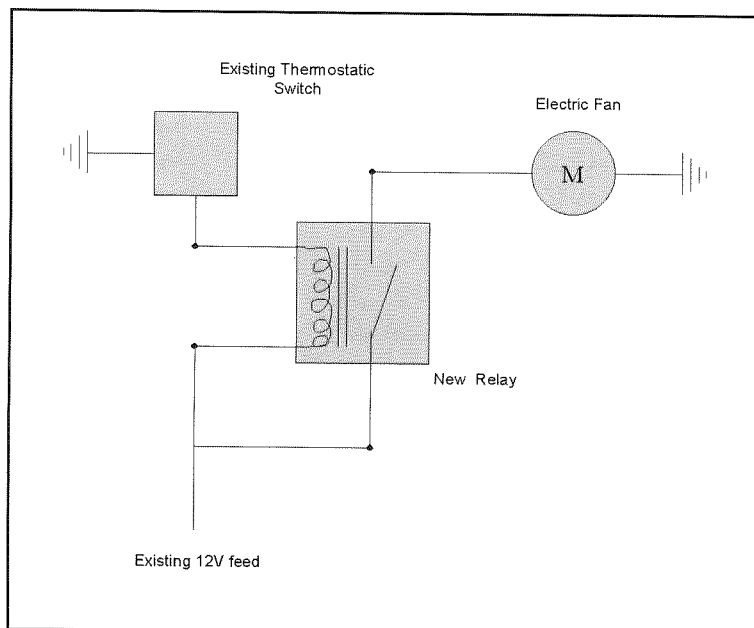
Nick Hunter

A. Yes, the hubs are really hard to get off. You had not done anything wrong but you will probably have bent the hub now. This would give you what looks like a buckled wheel as you drive down the road. The correct hub puller is a really solid affair. A number of the Triumph Traders and the Club Shop sell them. They are quite expensive, but that's because they're good and you can always hire it out to local members afterwards! (*Some Local Areas rent these out. Ed*)

I would buy a new hub and a puller. There is a keyway on the shaft and hub but this is not what is stopping your hub coming off. If you can hear that the wheel bearing is worn, I suspect that the needle bearing that runs directly on the shaft will have also damaged the shaft. In that case, a complete second-hand hub and shaft would be a good bet. You could then rebuild this in your own time and swap the whole rebuilt assembly in a morning, rather than worrying if you are going to run out of time. A good secondhand unit would also be cheaper than a new hub and, possibly, a new shaft.

Q. "I have an electric fan fitted to my Spitfire. It uses a screw in type thermostat situated in the lower radiator hose, as used on modern cars. It has been wired in with an over ride switch. However one of the thermostat terminal plastic covers has melted. Indicating lots of heat / current. Have you any suggestions on why it is doing this. The thermostats do not last very long before they stop functioning. I am thinking that a relay might help but I am not sure on what type to fit or how to fit it. Would this reduce the current flowing to the thermostat? Many Thanks"

James Wykes



A. Yes, you need a relay. Buy yourself a 4-terminal, 10 amp relay from a motor factors. They sell them with a screw fixing on the top for mounting to your car somewhere and with Lucar-blade type connections that make them easy to wire. You already have a 12V feed going to your switch and this can now be used to operate the relay and the fan. See the attached wiring diagram ..and now to the on-going saga of Sprint wheel fitment..

Q. "I see the Courier discussion on Sprint wheels. I have several sets fitted with 185x60x13 Yokohama 509's and A032r's also full and cut slicks, used for road, sprint and hillclimb events in our Spit III and Spit IV. Early sprint hubs had smaller wheelstuds, we use the later ones replacing the standard Spit studs, but apart from the thread all nuts are the same profile. The alloy ones used on the road Spit IV and steel on the competition Spit III. All used without spacers with very minor mods, both have short early 1/2 shafts. Take an angle grinder to the outer lip of the top front wishbones removing about 1/10" to clear the inside wheel rim. Remove the rear radius arms and bend ever so slightly to clear the inside tyre wall, a thicker shim (1/8") under the front chassis mount makes up for the shorter effective length, the rear rubber/poly bush being

flexible enough to accept the slight change in angle. All suspension checked on racecar alignment jig and found to be ok. Front camber is -1.5 deg on the racer and -1.0 deg on the road car. Rear camber is 0.0 deg on both cars. We also have a '77 Sprint and the standard tyres (175x70x13) will not clear the outer spit wheel arches, front or back.

Peter Hill

.....thanks for that Peter.

Q. "I wonder, if you can help me, as my question is not genuinely technical, but maybe you can forward this e-mail to someone else. Anyway, here is my problem: My Mk II Spitfire has been undergoing a nut and bolt restoration for 5 1/2 years now, and I hope it will be finished by next summer. A couple of months ago, I did the respray with a mate of mine. After wrapping the car into paper for 2 1/2 hours, we finally did the job. Having forgotten to apply front-, rear- and side-flaps of paper, due to the time pressure, a slight spray of primer and paint covered the bottom of the engine bay and the respective area underneath the boot floor. I tried all sorts of thinners, even

Talking Technical

those used by professional garages for paintjobs, to remove this spray without any significant success. Is there another product on the market, which can achieve a satisfying result without spending days of hard rubbing and spoiling my health? Maybe even the TSSC stores such a product. I would highly appreciate a positive response, as the a.m. spray spoils the overall impression of the restoration, at least to the one who did all the work - me ! Best regards,"

Wolfgang Boentgen

A. I am sorry, but when this has happened to me, the only way appears to be to polish the overspray off using a fine grade of rubbing compound. This is OK when it is on a large panel on the outside of the car, but underneath, where there are corners and creases in the panels, it is a lot harder. Perhaps a single coat of top coat locally applied on the problem areas is the easiest way to lose the problem? Anyone else got any recommendations?

That's all for another month.

Have a good Christmas and see you next year!

Carl

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Clutch Slave cylinder 12/50	£35.00
Vitesse inner sealed beam light unit GLU105	£8.50
Boot catch 611225	£45.00 pair
Seat Belts (inertia type)	£45.00 pair

SPITFIRE MkI & II & III

Spitfire MkIII complete bonnet assembly	£560.00
Nearside/offside front wings 907154/5 903088/9	£60.00 each
Left/Right hand front outer wheelarch 903137/8	£37.50 each
Left/Right hand front inner wheelarch 706548/9	£35.00 each
Left/Right bonnet hinge tube 911679/81 109	£25.00 each
Spit MkII side lamp mounting panel (910157/8)	£45.00 each
Door skins	£27.50
Battery box 806707	£11.50
Rear valance lamp panel 569900	£45.00 each
Spitfire MkIII bootlid steel 575787	£137.50
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Hard top rear screen 807499	£25.00
Vinyl hood MkIII inc. zip window	£85.00
Hood MkIII original ICI flame retardant inc. zip window	£130.00
Bonnet catch (chrome) 607663	£20.50 each
Rear lamp assembly 208532/217025	£37.50
Track Rod Ends	£7.00
Rear Leaf Spring 305894	£65.00
Recon Brake Caliper type 12	£45.00 exchange
Recon Brake Caliper type 14	£36.00 exchange
Original Head Gasket GEG314	£3.50
Distributor Cap	£3.50
Speedo cable GSD165	£9.50
Front Valance Support Bracket 712567/8	£8.00

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Front wheelarch outer L/H and R/H 909351/2	£22.50 each
Front wheelarch inner L/H and R/H 909378/8	£32.50 each
Headlamp support panel assembly L/H and R/H 818671/2	£17.50 each
Front quarter valances offside and nearside (815391/2)	£45.00 each
Door skins	£25.00 each
Nearside/offside sill 903097/8 Not OE	£22.50 each
Nearside/offside sill 903097/8 OE	£38.50 each
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Sill end plate (front) 706422/3	£4.50
Stainless steel oversill kit	£39.00 kit
Stainless steel tread-plate finisher Triumph logo	£12.50 pair

Half floor L/H and R/H Deep Pressing	£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 LH/RH repro	£37.50 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	£60.00
Steel boot lid 911327	£165.00 each
Rear inner/inner wheelarch, L/H and R/H 725563/4	£44.00
Rear outer wheelarch 909661/2	£35.00
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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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Geindoor regulator L/H and R/H 911271/2	£35.00 each
Window regulator glazing channel L/H and R/H 708789/90	£15.00 each
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Front shock absorbers GSA384	£20.00 each
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Steering joint 142140/FAM 1718	£37.50
Steering lock 216939/UKC2719	£13.50
Rear wheel bearing kit GHK 1029	£57.50 each
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Recon Brake type 14	£53.00 exchange
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GT6

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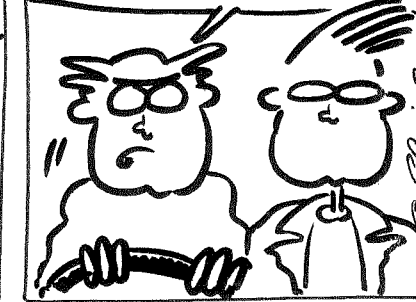
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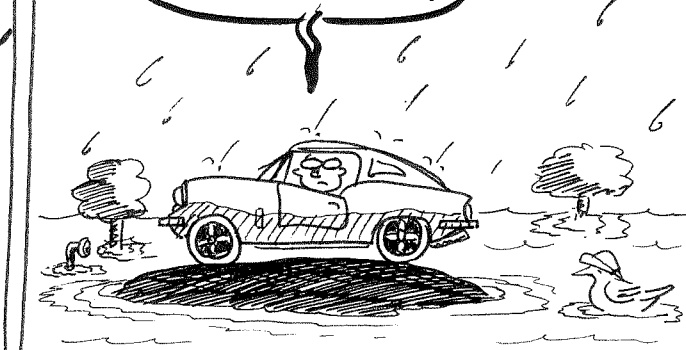
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