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Vitesse

SPITFIRE

GT6

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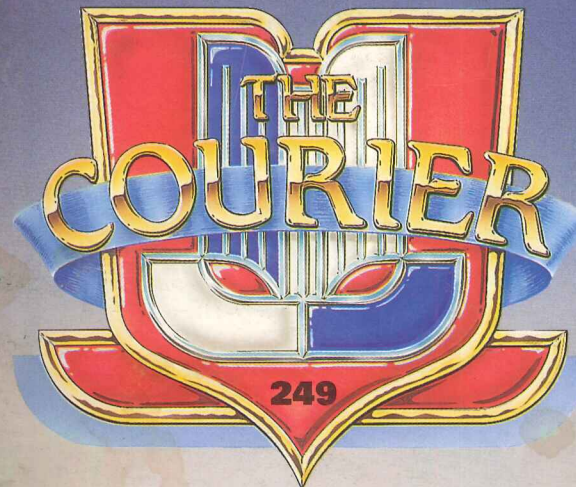


RIMMER BROS

SEE OUR LISTINGS AD
INSIDE ON PAGE 72/73.

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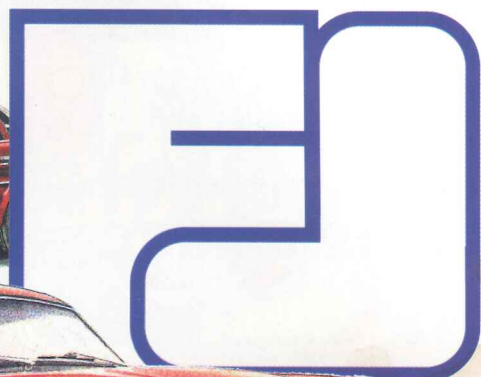


MARCH 2001





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The Market Leader

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.249 Vol 21. MARCH 2001
Price £2.25 Free to Club Members.

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Copy By 10th of
Each Month

Courier / Area News e-mail:
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We will only accept TXT files **NO** Attachments

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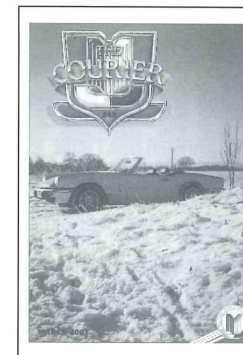
COUNCIL MEMBERS 2001

David Aspinall, Annis Green, Chris Gunby,
Léon Guyot, Tom Longley, Chris Mills,
John Muggleton, Stuart Newbould,
Simon Roberts, Vivien Thompson,
Bill Sunderland, Trudi Prettyjohns,
Brian Waters, Peter Williams.

For a full list of TSSC officials see page 8.

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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
Andrew Wearmouth's
Spitfire Rrebuild
See Page 52
Photo by Andrew Wearmouth

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T.S.S.C. Events Calendar

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

NATIONAL EVENTS

Contact Club H. Q. for more information

May

SUNDAY 27 May 2001
THE STANDARD TRIUMPH MARQUE DAY
HERITAGE MOTOR CENTRE
GAYDON, WARKS

July

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

TSSC ORG EVENTS

Contact Local Area for more information

March

SUNDAY 25 March 2001
DEVON AREA TREASURE HUNT
CONTACT: Gordon Hill 01392 668 577

April

MONDAY 16 April 2001
TEST VALLEY AREA STAND
SPRING VEHICLE MEET & AUTOJUMBLE
CONTACT: Bob McDay 01256 410192

May

FRIDAY/MONDAY 4/7 May 2001
ISLE OF WIGHT CAMPING WEEKEND
CONTACT: Garth 01983 872913

SATURDAY/SUNDAY 12/13 May 2001
SOUTH OF ENGLAND MEET
LEATHERHEAD LEISURE CENTRE
CONTACT: Mike 01344 885541

SUNDAY 20 May 2001
2001 NEW FOREST RUN AND
CHRISTCHURCH QUAY RIVERSIDE
RALLY - CONTACT: Trevor 01202 548582
or Mark 01425 619978

June

FRIDAY/SUNDAY 15/17 June 2001
BREAN BEACH PARTY
CHRISTMAS SPECIAL
CONTACT: COLIN 01179 691322
Or Nev 01173 774720

FRIDAY/SUNDAY 22/24 June 2001
LAKES TRIUMPHWEEKEND
KESWICK RUGBY CLUB
CONTACT: Shirley 01946 832080

June

SATURDAY/SUNDAY 23/24 June 2001
13TH ANNUAL PEAK RUN & CONCOURS
DERWENT VALLEY
CONTACT: Pete 01773 857342

August

FRIDAY/SUNDAY 3/5 June 2001
LINCOLNSHIRE OPEN WEEKEND
CONTACT: Dave 01529 455561

September

FRIDAY/SATURDAY/SUNDAY 21/22/23 Sept 2001
MILE OF TRIUMPHS
BROAD FARM CARAVAN PARK
FLEGGBURGH NORFOLK
CONTACT: Joe 01493 728764

CLASSIC CAR SHOWS

(CLUB INVITED)

March

SUNDAY 25 APRIL 2001
HAYNES SPRING CLASSIC TOUR
CASTLE COMBE TO
HAYNES MOTOR MUSEUM

April

SATURDAY/SUNDAY 7/8 APRIL 2001
GRAND FIGURE OF EIGHT TOUR
TRANS-CYMRU CLASSIC EVENTS
250 MILE TOUR FROM LLANDINDOD WELLS

SUNDAY 15 APRIL 2001
SPRING CLASSIC CAR ENTHUSIASTS
SHOW AND SPARES SPREE
THE NAC STONELEIGH WARKS

FRIDAY/SUNDAY 27/29 APRIL 2001
HAYNES 2 DAY CLASSIC
PLYMOUTH TO CASTLE COMBE

SATURDAY/SUNDAY 28/29 APRIL 2001
NEC SPORTSCAR SHOW 2001
THE NEC BIRMINGHAM

OVERSEAS EVENTS

July

FRIDAY to SUNDAY 27/29 JULY 2001
INTERNATIONAL TRIUMPH DAYS
ALINGAS-GRAFSNAS. SWEDEN
TRIUMPH CLUB OF SWEDEN
TEL: 0046 454 19298. www.triumphclub.se

Comment

by Bill Sunderland

NUMBERS UP!

The first shows of 2001 have shown substantial increases in attendance with enthusiasts returning to classic car shows. With many events coming up in 2001, get ready event organisers.



The first major Triumph show had all the ingredients needed and for the TSSC it was a superb boost for us and hopefully for Triumph traders. The Club is only too aware that Members want to use their cars and we have just signed up for tours to southern Ireland and France. These events will be very well organised with value for money high on the picking list. We envisage high demand, so booking early will be the order of the day. Trudi Prettyjohns is working with the tour operator and full details will appear in the April edition of the Courier.

In this issue you will receive the 2001 TSSC Offers Catalogue, John and Cain are waiting for your orders, we have a comprehensive range for Club cars and the products are firmly aimed at improving

a further year, so if you don't insure via the Club get a quote, you may be pleasantly surprised. I must mention here once again the TSSC Valuation Certificate, you must have a current valuation to enjoy agreed value insurance, furthermore you must send your yellow copy to Footman James once you have received it back from the TSSC H.Q. It is only when Footman James receive that yellow copy that you cover will be Agreed Value. As discussed before, Market Value is a fraction of Agreed Value, so please check that -
a) you have a current valuation
b) you submit the yellow copy to Footman James. The Scheme is extremely well supported by TSSC Members but the above must be adhered to, or we cannot fight a Market Value based offer if the unthinkable occurs.

It's now 20 years since any Club car was manufactured, let's see more Club cars on the road in this the new Millennium.



TSSC NEWS

Review

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

International Weekend

The organising Team of the TSSC International Weekend have been approached by several Members with a request for a formal dinner with speaker/s on the Saturday evening from 7 pm to 11 pm at the Stafford County Showground.

To gauge initial demand for this evening function, which would probably cost in the region of £18 £20 per head for a three-course dinner, we would invite Members who may be interested to contact Trudi at the Club H.Q. either by telephone, mail, fax or e-mail before 1st April 2001. Tickets would be available in advance.

This would be in addition to the normal Saturday night party with band and disco in the Pavilion at the showground.

FAX: 01858 431936 PHONE: 01858 434424

E-MAIL: tssc@tssc.uk.com

Quiller Takeover

Quiller, the Woolwich based Triumph Specialist have taken over Chris Slaughter Triumph Spares, previously of Venner Road, Sydenham. All parts have been moved to Quiller's base, who now declare themselves to be "inundated" with used parts, are currently offering clearance prices parts to help clear their overstocked lines. More details on **0208 854 4777**.

Support Required!

HELP US TO HELP YOU!

Following the Chancellor's pre-budget speech in November, we know that the cost of 'petrol' will drop in March as more sites switch to Ultra Low Sulphur Products.

Despite this welcomed reduction, we feel that it is unfair that the classic car user has been ignored in this area. Since its re-introduction Leaded Four Star has been blended from Ultra Low Sulphur Petrol! This should therefore make the product eligible for the same reduction in duty!

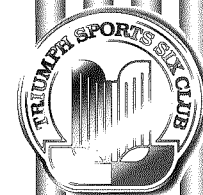
The government however has refused to recognise this and have remained insistent that the current duty structure for Leaded Four Star stays unchanged. In reality this means that the end user will be paying an additional 7p per litre in duty this spring.

Bayford Thrust currently has over a network of 160 sites retailing Leaded Four Star with more sites coming on board weekly. By keeping leaded four star alive, we are keeping Britain's motoring heritage alive!

Classic cars need lead to achieve optimum performance and protect their valve seats. There is no real substitute and certainly no other product within the market place to the BS4040 British standard.

So, help us stop the government pricing our treasured vehicles off the road! Support us by asking your members to either write to their local MP or by logging onto the forum and registering their protest at the brand new www.leaded.petrol.co.uk site.

Please could you also take a few minutes to fill in the short questionnaire regarding you club and its members. Please e-mail it back to leaded.petrol@bayford.co.uk.



HQ OPENING TIMES

MARCH - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 10TH - 9.00 AM - 4.00 PM

SATURDAY 24TH - 9.00 AM - 4.00 PM

APRIL - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 7TH - 9.00 AM - 1.00 PM

SATURDAY 21ST - 9.00 AM - 4.00 PM

OFFICE CLOSED 13TH TO 16TH FOR EASTER

SHOWCAR Register CARS WANTED

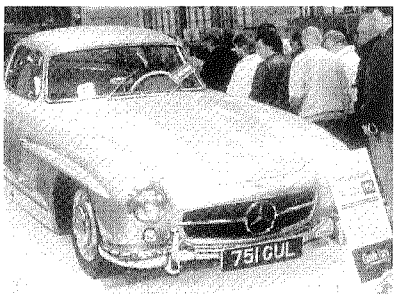
We are currently looking for cars to feature on the Club stand at the Nec Sportscar Show in April. Due to the new theme, if you have a highly modified car or one with competition history and can make it available for the Club Stand please ring for full details.

John Muggleton 01858 434424



Save £££s by Ordering Early

Orders being taken now for the NEC Sportscar Show April 28th/29th. Members placing advance orders and making payment in advance will automatically receive a 5% Discount



the nec SPORTSCAR SHOW 2001

**28 - 29 April 2001
NEC Birmingham**

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10 pairs of Free Entry Tickets
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How to Enter

**Can you tell us
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raced at Le Mans
in 1964?**

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

The Triumph Model was

.....
My TSSC Membership No. is : /

**Entries should then be posted to
'TSSC SPORTSCAR SHOW COMP'**

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

CLOSING DATE FOR ENTRIES IS April 10TH 2001



**ARE YOU
FIT TO DRIVE?**



Cop Shop

by Mike Crewes

When you applied for your Driving Licence, part of the application form required you to state whether you were or, had ever suffered from any relevant disability or, any prospective disability. This is covered under Section 92 Road Traffic Act 1988, where relevant disability means any prescribed disability or disease likely to cause the driving of a vehicle to be a danger to the public. A prospective disability is any other disability or, one which is not yet dangerous, but may become so. The Secretary of State must not refuse a driving licence application on account of any relevant disability if the applicant has passed a relevant test and the disability has become worse, or if the applicant satisfies any such conditions as the Secretary of State may make. If such a disability is found and the type of vehicle to be driven is limited, then the Secretary of State must serve notice on the applicant to that effect.

Under Section 93, if the Secretary of State is satisfied, at any time after an inquiry, that a licence holder is suffering from a relevant disability, he may serve written notice on the licence holder revoking the licence. On receipt of a revoked licence, the Secretary of State may grant a further licence for a determined period, free of charge. When a licence is revoked it must be returned forthwith to the Secretary of State.

If a licence holder becomes aware of a disability or a worsening disability, he must, under Section 94, inform the Secretary of State also, if he has a disability which will extend past three months, the Secretary of State must be informed. If he fails to notify the Secretary of State, then he commits an offence. The Secretary of State may require a licence holder to attend a medical either with a specified G.P. or, officer of the Secretary of State. The Secretary of State must defray any fees or other reasonable expenses.

If a licence holder is refused Insurance on medical grounds, the Insurer must notify the Secretary of State, under Section 95, of all the licence holders details.

Section 96 (1) deals with eyesight. If a licence holder cannot comply with the requirements as to eyesight then he is guilty of an offence. The requirements provide for corrected vision. (i.e. you can wear spectacles or contact lenses to take the eyesight test.) Subsection (2) gives a Constable power to test a driver and subsection (3) makes it an offence to refuse a test.

The Driver and Vehicle Licensing Agency (DVLA), Swansea is an agency that carries out duties on behalf of the Secretary of State.

So there you have it. If you think that you may have a disability that may affect your driving; consult a Doctor. If you are not safe on a road, then neither are your passengers or, other road users around you. We have all heard stories about the 'silly old codger that shouldn't have been driving' - make sure that you are not in that group, irrespective of your age. It's too late once the accident has happened, act now and be safe.

.....
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** enclosing a stamped, addressed envelope, or email: MikeCrewes@Standard-Triumph.com.



IVRs & Boot Tidy

By Derek Giles

Here are the, last set of cars In Reg Suffix letter order
i.e. K/L/M (71, 72, 73, 74).

Figure now based on 280 13/60 cars as at Oct. 2000.

Body Type:	Earliest Reg:	Latest Reg:	No. on Reg:	% on Reg:
Convertible	JGH 308K 01/08/71	JUU 920K 04/05/72	10 cars	3. 5%
Convertible	ORF 630L	* (built 1970)	1 car	0.35%
Convertible	RUM 847M 05/04/74 (imported car)	YBM 625M 13/06/74 (imported car)	2 cars	0. 7%
Estate	LFB 730K 09/09/71	(still latest car to exist)	1 car	0.35%
Estate	OHR 309M 19/03/73 (imported car)		1 car	0.35%
Saloon	BDU 64K 20/08/71	KGF 831K 22/09/71	2 CARS	0.7%

These 15 cars represent some 5.9% of the 280 cars on the register as at Oct. 2000. This figure will now be somewhat out-of-date due to the way the register is input on around 2 monthly intervals. The position these cars hold will remain fairly **TRUE**.

I know figures can be confusing and it is said you can prove almost anything with them (even a flat earth) BUT if you have filled out an IVR for your 13/60 it is in here somewhere and I am sure

given the time I can find it. So if you have any queries let me have your Registration Number and I'll see what I can do.

One thing that does show up is quite a few of our cars **MUST** have sat in a showroom somewhere to be purchased for some time. This shows if I collate **COMM NO** to date of registration, i.e. earlier cars registered later than later built cars, but that's another story. Here's a little tester for you (no prizes) what was the **MOST POPULAR** Body colour? All will be revealed next month hopefully.

Boot Tidy

Keeping the boot of your car tidy may not be high on your list of things to do this year, but it will be worth the effort. I have never been entirely happy with the offside rear wing area of the boot, all those seams, wires etc., very untidy. The Club do a panel for the Spit & Herald/Vitesse., but why not make one for yourself?



All you need is some hardboard the and hey-presto! Well not quite as you will need to make a pattern and some way of fixing it.
You need:-

- 3' x 2' hardboard panel,**
- 1" hinges x 2 with screws,**
- Waterproof glue (it can get wet in the boot),**
- Craft Knife/Saw**
- Surform File/Plane,**
- Self tappers,**
- Wire Coathanger (minus hook),**
- Something to make brackets (flat metal)**

Remove anything in the way, i.e. jack/mounting strap, from the area. Use the wire coathanger to make a pattern of the wheelarch/boot floor/curve up to the overider area, (**see Fig 1 overpage**). Once done transfer this shape to the bottom edge of the board. Cut to the line (some trimming may be needed later).

Where the panel is **TOO LONG/HIGH** towards the front/rear trim carefully (**see Fig 2**) leaving enough for final fitting.

Once you are happy with the fit at the wheelarch/boot floor the top will need marking to shape. Remove the bootlid seal and mark the

board using the rain channel lip as a guide. Remember this will be **TOO** high so cut below this line by about 1/2" - again you must allow for final trimming.

It this stage it will be best to reinforce the rear of the panel for some 2" all the way round the edge, use the off-cuts for this. Glue them to the **BACK** of the shape you have (waterproof glue) and leave under pressure (bricks/books) overnight. Once dry trim back to main shape a and offer panel for fit, trim until you are happy with the fit (little and often).

Now you can decide if you want a hole or a flap for access to the area behind the panel. Whichever you want mark out the a size on the panel (remember what you are going to put in there and allow enough room to get it out). Cut this out with the craft knife. If you don't want a flap, make up brackets and fix them to the car (**see Fig. 2 Overpage**). If you

want a flap, screw hinges to bottom of opening and flap, cut a hole in the flap (finger size) and find some form of turn button to keep it closed.

The brackets can be made of any thin metal (I found an old radio fixing bracket/strap to be ideal) mount these to the boot floor (1) and the rain channel (2) with self tappers/pop rivets. Offer up the panel and mark where the brackets are, drill through and screw the panel in position.

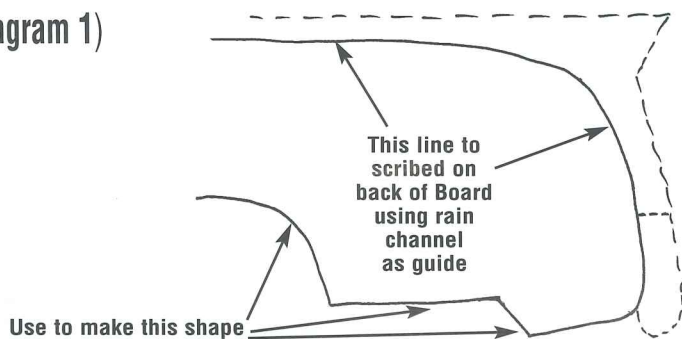
As can be seen from the photo I even fixed the wheel brace and jack handle to the panel. If you fancy this then give it a go, it only cost me about £3. If you don't want the hassle of trying to make the pattern I could be persuaded to supply a full size drawing if you send me a large sheet of paper and an SAE. As with all my **MODS** if you need any further into give me a **BELL**. Cheers for now,

Boot Tidy

South of England Meet Reunion

Calling 13/60s **GYV930J** and **GYV932J**, are you still out there? Dick "Archive/IVR" Plumridge is arranging to reunite - at the South of England Meet on 13th May - the final four Vitesse built. One of these is **GYV933J**! At the last count the two 13/60s were owned by Mara Thorne of Little Bookham - right on the doorstep of the SEM!! - and Stuart Miles from Brighton. Obviously some great photos there if you could make it to Leatherhead! Also Dick'll have some material there that may interest you. If poss, please let Dick Plumridge know.

(Diagram 1)



Panel should look like this - Double thickness on back shown by dotted line

Flap/Hole

Bracket Positions approx



(Diagram 2)

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SCALE

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What's New?

By Dick "IVR" Plumridge

Lots of topics "bubbling under" -

I won't take too much space here with partial progress, but I've got advances on Vitesse Estates; on the Vitesse Wiper/Bulkhead change; Hood colours; Chassis-frame numbering; LHD Vitesse; One-Owner Vitesse; more close relations between 13/60s and Vitesse; etc! But I know some of you have said you've got further info, or BMIHT Certificates, etc to pass-on, so I'll hold off for a bit Also, if you saw my proposal last November to re-unite at the South of England Meet this May, the final four Vitesse built - well, at the time of writing, three of the four Owners have so far confirmed their wish to do this, on Sunday 13th. (SEM will be the 30th Anniversary of these cars' rolling off the Production Line, almost to the day!) Hopefully all four will make it. Don't miss this - more news in May!

To start with, a mention for the Members who've sent new IVRs since my last feature.

Nearly all were cars unknown to the IVR Register! To all these contributors below, Thank-you. Hope you're finding the reply-packs interesting and useful - and I'm always interested to hear how you get on.

Vitesse 6: **J Everett.**

Vitesse 2-Litre ("Mk1"): **Richard Pearson, M. Grossmith, R D Young, Chris Ray, Roger Buck, Barry Minnett-Smith (for that Estate info, Barry - no luck liberating it yet?), Paul Hollands.**

Vitesse Mk2: **Shaun O'Dwyer, Colin Finn, Darren & Lesley Rattew, Glyn Dymond (SAK12J Estate info Glyn - thanks), Bob Hayward, Matthew Hollingsworth, D. G. Hughes Thomas, Jon Attwood, Peter Hudson, Mr M. Burridge, Chris Hall, Martin Gilbert, Russell Clifton, Gary Davey, G. W. R. Barber, C. Pinks, Peter Brodt.**

Well over 1000 of you have sent me your Vitesse IVRs, but please don't let anyone think "that should be enough"! Every IVR is unique - the 1000th as valuable as the 1st. No-one else can supply me what'll be on your IVR! The condition of your car doesn't matter at all. It's all about identifying production changes, "odd" Engines, the statistics of Factory options like Overdrive and Sunroofs, Paint/Trim/Hood colour schemes and the ups and downs of Sales, production of "specials" like LHD cars, the Dealer/Registration process etc etc! All this info I extract from the figures you supply me on your IVR. At your end, the Reply-pack I send back helps you trace all aspects of your car's history. Intriguing stuff when it's your own car - but also good for your car's value! This is best not delayed, though - your car's original Dealership with all its Records may be getting bulldozed under an office-block or DIY superstore while you wait. (Or a Car-Park, one I heard of this week.) Once these things are gone, that's it! In particular, if your car's off the road, then please, please don't wait till it's back before you start looking into this. Just send your IVR and that'll kick the whole thing off for you now.

Your IVR is more important than you may think. "But my car's just an ordinary Vitesse, not LHD or anything!" someone out there is thinking? Ah! But when I put your car into the database of all the Vitesse, I find for example, the Factory had just about then been doing a block of LHD cars for Export. And yours is the first one on record when they went back to RHD! So, yours tells us how big the block of LHD cars was! Another angle: amongst the IVRs I've just had is a Commission No. HC53923CV. This is possibly the closest yet to that wiper/bulkhead production change that many people have queried. Gary did his IVR quite oblivious to this. But, put his data with all the rest and it's clear his is a "key" car. This kind of thing

happens all the time - the info you supply me on your IVR Form all means something! **Your IVR helps you, but it helps everyone else too, worked on like this.** This is why I so much want IVRs from longer-standing Owners too - even though you may already have your own car's history nicely sorted, your data is key to me being able to help other Owners.

"WANTED!"

This month the **IVR WANTED** spotlight is on SDE654H, a White Mk2 Saloon with Matador Red interior. Mac featured this picture of SDE way back in Nov. '93 (p. 18) when it lived in Derbyshire. I haven't got an IVR on this car though. Then last October driving in SW London what should purr past the other way, but SDE! I was in a friend's Polo at the time so waving manically wasn't going to help! (Do you find you do this all the same, even when you're in some other car?) Well, to the Owner - it was really good to see SDE out and about - could you take a few mins to fill an IVR so I can add SDE to the Register? If anyone knows the Owner, perhaps you'd pass this on?



IVR WANTED spotlight is on SDE654H

AND FOUND!

I was delighted to get news of this next car. This photograph arrived just this morning and I want to include it. UDU73G is a One-Owner



Any more HDES Plates still fitted?

car, and rare for that. Even rarer as far as I can find, it still has its

yellow-edged "HDES" number-plates. The "Home Delivery Export Scheme" enabled buyers who were shortly moving abroad with their car, to buy without the full UK tax - I believe the yellow-edged plates were partly to alert HM Customs at the port of exit to verify and register the Export paperwork. Owner Peter Hudson has supplied the fascinating story on this car which I'll pass on to Mac, as I'm sure he'll want to

cover it very fully in a future column. A real find. Thank you Peter. Any more HDES plates still fitted, around the Club? I'd love more piccies.

Finally - Perhaps this is "Archive" News rather than IVRs so I'll give details in the May Archive column. But I'd like quickly to acknowledge more really great help from several individual Members dotted around the UK (and the Netherlands?). More on those Service Info Sheets; some first-hand Factory knowledge about the Production Line; hopefully some info on Dutch Vitesse; and an individual effort by Andrew Burford in Leicester, researching copies of a Triumph Dealer's entire Sales Records over several years. All this and more in May! And do book yourself the week-end off, for the South of England Meet!

Very nearly Spring! Drive careful,



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SEALS - HERALD/VITESSE

Front windscreen seal	£19.50
Bonnet scuttle/bulkhead seal	£4.70
P seal on windscreen frame	£3.82
Saloon roof to header w/screen frame seal	£11.75
Hood header rail seal, front	£6.99
Hood front outer finisher/ seal (white only) original	£14.98
Front quarter light rubbers per pair	£34.08
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.53
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.99
Wheel arch to dash seal (small mud flap)	£3.17
Door aperture seal, convertible	£12.93
Chrome door aperture seal cappings Convertible pair	£11.75
Door aperture seal, saloon	£15.28
Front valance seal	£1.41
Door check link seal	£2.64
Gear lever gaiter	£7.05
Handbrake gaiter	£8.23
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.88
Bonnet stop cone. Upgraded, longer lasting, pair	£10.58
Master cylinder dust cover/boots	£3.82
Boot seal - as original	£18.80
Boot seal (non original)	£9.99
Estate rear tailgate glass seal original	£39.95
Rear quarter window seal, saloon	£21.15
Rear windscreen rubber, saloon	£23.50
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£11.75
Petrol tank filler neck seal	£6.23
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.70
Petrol tank sender unit cover	£6.23
Petrol tank drain neck seal, sponge	£6.23

SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£24.68
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.92
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£24.68
Hood header rail/hard top seal, front, SPITFIRE	£6.99
Door skin to door glass, outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.53
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£3.17
Door check link seal	£2.64
Door aperture seal (Furlex) SPITFIRE	£14.10
Door aperture seal (Furlex) GT6	£18.80
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.41
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaiter, SPIT I, II, III, IV	£8.23
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.88
Bonnet stop cone. Upgraded, longer lasting, pair	£10.58
Master cylinder dust cover/boots	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£27.03
Petrol tank filler neck seal	£6.58
7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING



PANELS - HERALD/VITESSE

Front valance, Steel, State Model	£123.38
Front valance, quality fibreglass	£35.25
Bonnet D plate, HERALD, VITESSE	£11.75
Front wing, HERALD 13/60 ORIGINAL PRESSING	£88.13
Front wing VITESSE	£105.75
Front wing, HERALD 1200	£111.63
Front wing arch repair	£18.80
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£69.33
Door under section repair panel, HERALD, VITESSE	£22.33
Door step/tread panel (not aluminium finisher) as original	£9.40
Rear wing, HERALD, VITESSE	£79.90
Rear wing arch repair	£18.80
Rear quarter valance steel (with or without bumper strip)	£30.55
Rear centre valance, VITESSE, original pressing	£58.75
Rear centre valance, HERALD, original pressing	£61.69

PANELS - SPITFIRE/GT6

Battery box	£15.28
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£54.93
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£34.08
Front wing, original, SPIT I, II, III, GT6 I	£75.20
Front wing, original GT6 II	£99.88
Front wing, SPIT IV/1500, GT6 III	£37.60
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£29.96
Sill, all SPIT, GT6, as original	£19.98
Six piece sill kit, both sides SPIT/GT6	£76.38
Door skin, SPIT I, II, III, GT6 I, II	£29.08
Door skin, SPIT IV/1500, GT6 III	£30.37
Full floor, One Side, front to rear, new improved with Captives	£69.91
Heelboard panel	£27.03
Heelboard bracket for radius arm	£27.03
Rear wing, SPITFIRE IV/1500, GT6 III	£104.58
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£42.01
Rear valance, SPIT I, II, III, GT6 I, II	£51.08
Rear valance, SPIT IV/1500, GT6 III	£39.95
Boot floor, all models	£71.68

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front transom/swivel ORIGINAL STANPART	£16.98
Front wishbone bushes	£1.41
Steering rack exchange	£49.35
Steering rack rubber mounting	£2.94
Aluminium steering rack mount kit	£22.91
Driveshaft all models, non rotolux	£65.80
UJ flange to diff, small or large	£16.45
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£64.63
Front vertical link HERALD, SPITFIRE, original	£64.63
Front wheel bearing kit (inc. hub felt)	£13.51
Top ball joint, all models	£11.75
Track rod end, all models	£7.99
Universal joint, all models	£6.99
Front suspension bolt/nut kit, all models	£14.10
Rear suspension, non rato, bolt/nut kit, all models	£12.93
Front coil spring, STANDARD, state model	£15.86
Front coil spring, HEAVY DUTY, state model	£16.45
Front shock absorbers (inc. bushes) all models	£21.15
Rear shock absorbers (inc. bushes) all models	£19.98
Rear full wheel bearing kit, rotolux models	£17.63
Rear full wheel bearing kit, non rotolux models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£79.90

BRAKES ETC.

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

FUEL SYSTEMS & CARBS

Petrol tank sender unit HERALD, VITESSE	£28.80
Petrol tank sender unit SPITFIRE	£28.80
Fuel pump HERALD, SPITFIRE	£18.80
Fuel pump VITESSE, GT6	£19.98
Carb repair kit (Stromberg) inc. needle valve	£16.10
Carb repair kit (S.U.s) inc. jet	£24.68

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HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£71.68
SPITFIRE 1500	£91.65
VITESSE 2 Litre, GT6 all models	£111.63

MOUNTS & BUSHES

Engine mounts, 4 cyl.	£5.23
Engine mounts, 6 cyl.	£7.05
Overdrive gearbox mounting	£17.63
Standard gearbox mounting	£2.12
Steering column bush (excluding late 1500)	£8.52
Bump stop rotolux suspension	£5.23
Rear inner wishbone bush rotolux models	£7.34
Rear spring eye bush, all models	£6.17

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Hoods, HER, VIT - original quality	£108.10
Hoods, SPITFIRE zip rear window original quality	£109.28
Hoods, HER/VIT - double duck/canvas	£176.25
Hoods, SPIT - double duck/canvas	£176.25
Hoodwell Cover HER/VIT including fixings	£49.95
Headlining, HER/VIT, saloon, coupe	£58.75
Pair of front seat recovering kits HERALD/VITESSE	£141.00
Rear seat covering kit HER/VIT	£141.00
Pair of door trim panels, HERALD	£52.29
Pair of door trim panels, VITESSE	£58.75
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£62.28
Front scuttle side panel, HER/VIT	£11.75
As above, left hand for VITESSE, with pocket	£21.15
Under dash mill board panel HERALD/VITESSE	£19.39
Seat base diaphragm, HERALD/VITESSE	£17.63
Moulded carpet set, HERALD/VITESSE	£132.78
Carpet set, SPITFIRE, tufted and bound	£88.13
Moulded carpet set, SPITFIRE	£179.78
Moulded carpet set, GT6 (state model)	£205.63
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£115.15
Door trim panel, SPIT IV/1500, black	£25.97
NEW SPITFIRE, GT6 dash top cover (state model)	£41.13
Door trim panel GT6 state model	£25.97
Glove box, SPITFIRE, GT6, each	£16.98
Pair of sun visors SPIT IV/1500, GT6 III	£31.14
Radiator cowl, GT6	£14.45
Radiator cowl, SPITFIRE	£12.34

ALL OTHER INTERIOR TRIM STOCKED

LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£22.33
Halogen headlight conversion set, HERALD, SPITFIRE & GT6	£36.13
Halogen headlight conversion set, VITESSE	£52.88
Chrome 7" Headlamp Stagnards per pair	£11.75
Wood rim steering wheel, all models	£49.94
Leather rim steering wheel, all models	£36.43
Fibreglass tunnel covers, state model	£35.25
Overdrive column switch cowl	£18.80
Alloy rocker cover, 6 cylinder	£56.40
Alloy rocker cover, 4 cylinder	£44.06

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Readers Letters

By Brett Dennis

I just haven't had any spare days lately to fiddle with Triumphs.

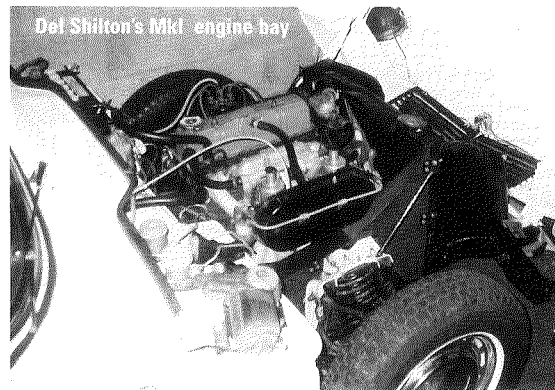
So, luckily for me, I've had a couple of interesting letters sent to me. The first is from Del Shilton:

"Thought you would like to see a photo of my 1966 MkII Spitfire outside the Triumph sign at Canley. Chassis No. FC83325, Engine No. FC85191HE, original engine

unique owning a Spitfire nearest to its place of birth than any other. Regards,

Del Shilton

A very nice looking MkII Del in white with optional extra wheel trims.



with 96,000 miles. I live about 800 yards from the old Canley Works and can see the now Coventry Business Park from my back window. I must be

The second letter I have received is from a Mr K J Bennie: "I have enclosed a few photos of my Spitfire MkIII (NTR 990F) which I thought might be of interest to you. I bought the car 18 years ago in a rather tired and tatty state and over the years have run it regularly in between doing odd jobs



over the phone which were spot-on. Please accept my sincere thanks). The front of the car has now been welded back in place and a new radiator etc. fitted. With the suspension all nuts, bolts and bushes were replaced with new in case of hairline fractures; the wishbones were also replaced and checked for alignment.

I am now looking for a bonnet and bumper in reasonable condition and not too far away because living in the far west of Cornwall, carriage charges can be quite high. Before closing, I would like to say how much I enjoy reading The Courier, particularly your articles on the MkIII.

As a new member, I only joined in September 2000, I have not as yet attended any meetings. However, I hope to rectify that this year. Once again, may thanks for your help.

K J Bennie

It's good to know that I can help some members with their Spitfire problems. Please keep the letters coming in. We all like to read about other peoples' cars.

and replacing parts as required and, as can be seen by the photos, it looks quite reasonable.

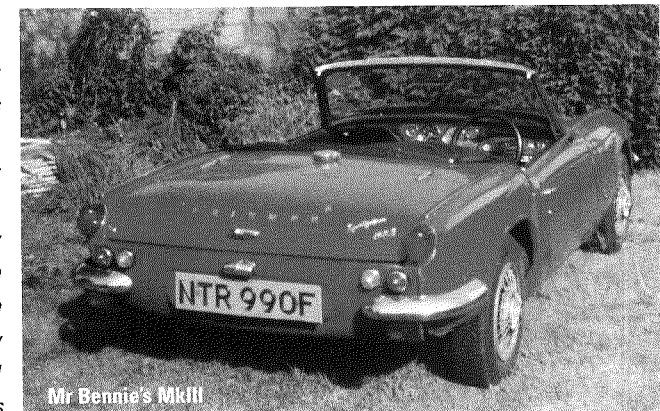
Unfortunately, on July 22nd last year about two weeks after the photos were taken, the car, with myself driving and my wife with me, was involved in a collision with a Volvo which severely damaged the front of the car, i.e. the bonnet, bumper, front cross-member offside end sheared off, bent wishbones etc. It also caused the engine to go forward, wrecking the radiator and bending the mounting brackets on the front engine plate.

Although the car looked a complete write-off, my wife and I escaped with a few bruises and mild whiplash.

I then had the car towed back home and put in the garage and later stripped off all the broken and damaged parts; the engine and gearbox was taken out and put on the work bench to check and also to remove the front engine plate for straightening.

With the engine out the chassis was checked for damage and alignment - this was found to be OK.

The next problem was the cross-member and hinges which were torn off. However, I got new ones from Rimmers but, as they came as separate items, I was not quite sure of the measurements between the hinges (you may recall I rang you a few months ago to ask if you could help and you very kindly gave me the measurements





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Front Wheel Bearing set (state model)	£12.99
Track Rod end	£6.99
Solid Rack Mount Kit	£17.56
STANPART Trunnion	£15.21
Front Spring (standard OR uprated)	£14.68
Top ball joint (all models)	£11.69
Front Trunnion kit (all models)	£4.64
Front vertical link (state model)	£58.69
Anti Roll Bar Links	£15.21
Front Shock Absorbers + Bushes	£17.95
Steering Rack (exchange)	£41.06
Front Wishbone Bush/Rear Tie Rod Bush	£1.12

REAR SUSPENSION (NON ROTOFLEX)

Rear Leaf Spring (Spit MkI, II, III/GT6 MkI)	£58.69
Rear Leaf Spring (Spit MkIV/GT6 MkII) (High spec won't sag)	£87.24
Rear Leaf Spring Spit 1500 (High spec won't sag)	£87.24
Rear Shock Absorber (state model)	£16.39
Rear Trunnion Bush Kit (per side)	£4.64
Rear bearing kit (bearings, seals, hub nut and gasket)	£13.51
Universal Joint (new)	£6.99
Rear driveshaft Her/ Spit/ GT6 (Short)OE Spec	£57.57
Rear driveshaft Spit IV/ 1500 (Long)OE Spec	£57.57

ROTOFLEX SUSPENSION

214623 Inner Driveshaft	£88.12
152273 Rotoflex Coupling with Bolts Original Genuine	£42.24
149051 Rear Hub	£58.69
212867 Inner Flange	£25.26
214514 Outer Flange	£58.69
Rear Bearing Kit	£14.04
149769 or 149770 Wishbone	£24.95
308437 or 308436 Rear Vertical Link	£41.12
148795 or 148796 Bolt / Bracket	£18.74
Complete Roto Trunnion Bush Kit	£28.14
GT6 Rotoflex Rear Spring SPECIAL OFFER	£58.69

MECHANICAL

Engine Mountings (4 cylinder)	£4.70
Engine Mountings (6 cylinder)	£6.46
Oil Filter Spit/Herald High spec Wipac	£3.52
Oil Filter 6 Cyl (Except GT6)	£4.03
Oil filter (GT6)	£6.99

OFFERS

Spit MkIV/1500 Rear Exhaust Boxes	£42.24
Spit MkIV/1500 Original Heritage Rear Wings	£93.94
Spit MkIV/1500 Original Heritage Front Wings	£35.19
Leather and Alloy Steering Wheels inc Boss	£46.94

UNLEADED HEADS - Crack tested - Pressure Tested - Bead Blasted - New Valves/Guides Springs - with Hardened Seats - £193.87

Gearbox (fully reconditioned, exchange)	£229.00
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Decoke Sets from	£14.04
Bottom End Sets (all) at	£9.34
Fuel Pumps from	£17.56

BRAKES

Servo Kit	£169.00
Herald and Spitfire	£34.95
Vitesse and GT6	£36.95
Fully Restored Calipers as new (exchange) Her/Spit	£53.95

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Fully Restored Calipers as new (exchange) Vit/GT6	£64.56
Caliper Seal Kit Type 12 (early Spit/Her)	£8.16
Caliper Seal Kit Type 14 (late Spit/Her)	£7.25
Caliper Seal Kit Type 16 P/B (Vit/GT6, state chassis no)	£10.51
Caliper Pistons from	£10.51
Front Brake Pads (type 12 caliper)	£12.86
Goodridge Stainless Hoses (Spitfire Set)	£41.06
Front Brake Pads (other models) from	£8.16
Brake Discs Herald/Spit	£15.21
Brake Discs Vitesse/GT6	£17.03
Brake Shoes Spit/Herald	£12.86
Brake Shoes Vit/GT6	£7.95
Brake Drums (all models) from	£32.84
Copper Brake Pipe Kits from	£31.66
Rear Wheel Cylinder (Herald/Spit)	£7.50
Rear Wheel Cylinder (1500/GT6)	£7.50
Silicon Brake Fluid (1 litre)	£19.91

BODY PANELS

We ONLY sell the best body panels currently available. Before you buy inferior panels elsewhere please call us for an honest opinion of what does and does not fit! Remember we fit our own panels in our workshop!

Spit MkIV/1500 Rear wing excellent quality Still	£82.19
Spit/GT6 Outer Sill (excellent fit)	£23.44
Spit/GT6 Quarter Valance (fibreglass)	£23.44
Spit/GT6 Quarter Valance Steel	£46.94
Spit/GT6 Floor Pan	£62.21
Spit/GT6 Door Skin (high quality)	£25.79
Spit/GT6 Front Wing (high quality)	£28.14
Spit/GT6 Boot Floor steel	£58.69
Spit/1/2/3 Bootlid steel	£169.00
Spit Mk IV/1500 Bootlid steel	£179.00
Rear Valance (MkIV / 1500)	£35.19
Rear Valance (Spit I, II, III)	£43.41
Front Outrigger (Spit/GT6)	£18.74
Front Chassis Crossmember (Spit/GT6)	£25.79
Chassis Outriggers (Her/Vit) (Heavy Duty) all	£16.39
Front Chassis Cross Tube	
with overrider brackets (heavy duty Her/Vit)	£64.62
Front Cross Tube Repair ends (Her/Vit)	£17.03
Her/Vit Front Valance (F/Glass high quality)	£28.20
Her 13/60 LH Front Wing	£67.56
Herald 13/60 RH Front Wing	£67.56
Herald/Vitesse Sills	£17.04
Herald/Vitesse Front Wheelarch Lip Repair	£15.22
Herald/Vitesse Doorskins (original pressing)	£53.99
Herald/Vitesse Rear Quarter Valance (f/glass)	£15.22
Herald/Vitesse Rear Centre Valance (f/glass)	£25.79
Herald/Vitesse Centre Valance Original Pressing	£26.87
Herald/Vitesse Rear Quarter Valance (steel)	£26.43
Herald/Vitesse Rear Arch Lip Repair	£15.21

Full Width High Cooling Spec (Spit) £111.62

Standard Herald and Spitfire exchange	£76.37
4 row, High Spec for all GT6/Vitesse, (no Kenlowe required) exchange	£117.44
Kenlowe Fan Kit (for the power hungry)	£99.00

RADIATORS AND COOLING

RUBBER SEALS/BUMPER COVERS	
Windscreen Seal (Spit 1/2/3 GT6 1/2)	£15.21
Bright Trim Finisher (for Spit IV/III/GT6 VII Her/Vit)	£5.95

Windscreen Seal (Spit IV/1500)	£14.98
Pair of Bright Trims for (Spit IV/1500 seal)	£39.89
Windscreen Seal (Herald/Vitesse)	£18.80
Rear Screen Seal (Herald/Vitesse)	£25.85
Door Seal Furlex (per side) from	£12.69
Outer Door Glass Seal (all cars)	£5.81
Inner Door Glass Strip	£4.11
Boot Seals from only	£13.47
'T' Pedal Rubbers	£2.34
Herald Rubber Bumper Set (6 parts)	£99.87

EXHAUST SYSTEMS (STAINLESS STEEL)

Herald all types (state year and engine size)	£99.94
Vitesse all types (state year and model)	£140.95
Spitfire MkI, II (without front pipe)	£99.87
Spitfire MkIII (full system)	£111.56
Spitfire MkIV (complete system)	£115.09
Spitfire 1500 (complete system)	£129.19
Extractor Manifold (1500)	£159.00
Twin Pipe System for above manifold (also see below)	£150.95
Adaptor pipe 1500 (fits standard D/pipe to twin system)	£17.56
1500 Spit downpipe for use with adaptor/twin system	£35.19
MkIII/IV downpipe (does not need adaptor) for twin system	£29.37
GT6 Mk III downpipe for twin system	£29.37
GT6 MkIII (complete stainless system)	£136.24
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How's your Handling?

By Trevor Collett

Did you read Lance Smith's article in the December Courier on suspension design?

TRIUMPH Specials Register

Good stuff. The maths was a bit heavy though, wasn't it? A lot of effort would be needed to move some of his suggestions from the computer screen to an actual car. If any one does try any such serious alteration to the rear end of a kit or special you must let us know how it turns out.

Rear suspension geometry is complicated enough but the handling, road handling and ride quality of a Herald based special are affected by even more things. Such factors as weight distribution, front suspension set up, tyres and tyre pressures all play a part.

To give you a point of reference I'll just run you through the set up on my own Moss Malvern. The chassis is Herald with the four cylinder engine kept on its original mounting points. Due to its relatively light weight fibreglass body the Moss will have a greater proportion of its weight over the front wheels than the original Herald.

At the rear I used the spring from the donor 13/60, which had 85,000 miles on the clock, with three leaves removed - as per the Moss instructions. The diff mounting and radius arm geometry were unaltered. I first ran the car with 4.5x13

profile, and spaced out the rear wheels with aluminium spacers and screw on stud extenders. The larger diameter tyres and the fact that they were brought out nearer the lip of the wheel arch made the back look a lot



John Raglan's Gentry

Spitfire rims and 165x13 tyres. The car sat with a slight positive camber (leaning in at the top) but the wheels looked too small for the wheel arches. After a couple of years or so I changed the tyres for 175x13, normal

better. Spacing out the rear wheels also put the "at rest" rear camber at just about neutral.

My mods to the front end were again driven mainly by the need to get the car to look right. I started off with a set of

second hand spring/damper units that were allegedly from a Spitfire, but I don't think they were. There was too much of a gap between the top of the tyre and the lip of the wheel arch. After a while I separated the springs from the dampers and cut two inches off the free length. This put the front wheels nicely in the wheel arches.

That just leaves one thing from my list of factors affecting handling and ride quality: tyre pressures. For several years I ran at 18 psi front and 24 psi back, but one day, after a chance conversation with another kit car,

driver I let the rear tyres down to 18 psi. This single, simple adjustment had a more noticeable effect on the feel of the car than any other. Before, the car had sort of crashed over bumps in the road but now the softer tyres gave it a much more pliant feel, not quite Rolls Royce but far more relaxing.

So, the big question, how does my car handle? If I had driven half as many cars and had half as much driving ability as, say, Tiff Needel I might be able to give you an objective answer. My favourite word for this is "fun", not very scientific I have to admit. I would say the Moss corners as well as or better than my Herald, the tyres can be easily made to squeal if the gas is applied a fraction too early - boys and their toys. Of course, if you want a car that handles like a Mini, buy a Mini and if you want a go kart, buy a Seven.

What have you done to your kit to make it handle? We are all dying to know.

Now here is part two of the story of John Raglan's Gentry:

Off came the shockers. This allowed a look at the rear trunnions. Oh yes, trunnions! The good book showed the trunnions to consist of several bits of material including bolts, bushes and washers. There was no movement at all - they were seized solid. I had to hacksaw through the bolt on both sides to release the vertical link. Then, I had to use a certain injudicious amount of heat to release the spring bushes. With vertical links off I went off to my friendly engi-

Ruby - At Clevedon Classic car show



neering man to borrow his hydraulic press. The remains of the bolts came out in the end but it took eight and a half tons of pressure to release the nearside one! So far so good, but, after cleaning up the vertical link I found that I had wasted more time. The trunnion bolt hole was

Completed engine bay



a very pretty oval shape. Only the build up of rust had prevented some very dramatic clunks whilst I drove around Weston Super Mare. The offside was better but starting to go, so ring John Kipping again.

No vertical link available till mid August. Damn! Called Rimmer Brothers. Yes, they had a Stanpart offside but the nearside was a repro. OK, must have, so send them down with all the bushes, bolts and a pair of shockers. I didn't believe it when the box arrived, the Stanpart offside was OK but the repro had the radius arm brackets

welded a quarter of an inch out of true! What price my tyres if I'd put that on? Back to Rimmers who were very apologetic and found their whole repro stock was wrong. They then dismantled a Vitesse, reconditioned a Stanpart nearside vertical link and I had it fitted that week, very good service. Thank you Mssrs Rimmer.

I then put the whole rear end back together with all new bushes and dampers and found that the tales of very harsh Gentry suspenders were not true. It did spring, well, after a fashion. Oh, I did refurbish the brakes while I was at it.

Would you believe it? The front end wasn't too bad. I found that the steering flexi link had its rubber bushes hanging in shreds, so that was replaced and the anti-roll bar bushes were shot due to being fitted with u-bolts which didn't fit, no doubt obtained from a friendly hardware store. I fitted the correct items and gave the car a good service. Again, MOT pass in Wales? Oh, surprise, surprise, the front callipers were partly seized. Moreover, the pad retaining pin eyes were broken; the pins were held in by rust. And, wait for it, the discs were like corrugated paper. A pair of refurbished callipers and new discs were obtained and fitted together with new hoses, pads and

shims; Ruby had brakes. While this end was in pieces I fitted new trunnions, bushes and a pair of dampers just for the hell of it. After all, if you are up to your eyebrows in oil and grease it's just as well to coat the rest of your body! Oh, the joys of refurbishment in an eight foot wide garage. I put it all together again and, surprise, it all felt just like a motor car should. I drove it down the road and back again and put it to bed for the night. The following day, I had planned a longish drive as a proving run before final adjustment. On backing out of the garage, I noticed

some black spots on the floor. When I looked under the bonnet I could see the lower radiator hose and the bottom pulley were oily. I had an oil leak from the timing case. Why? That was one bit I had not touched.

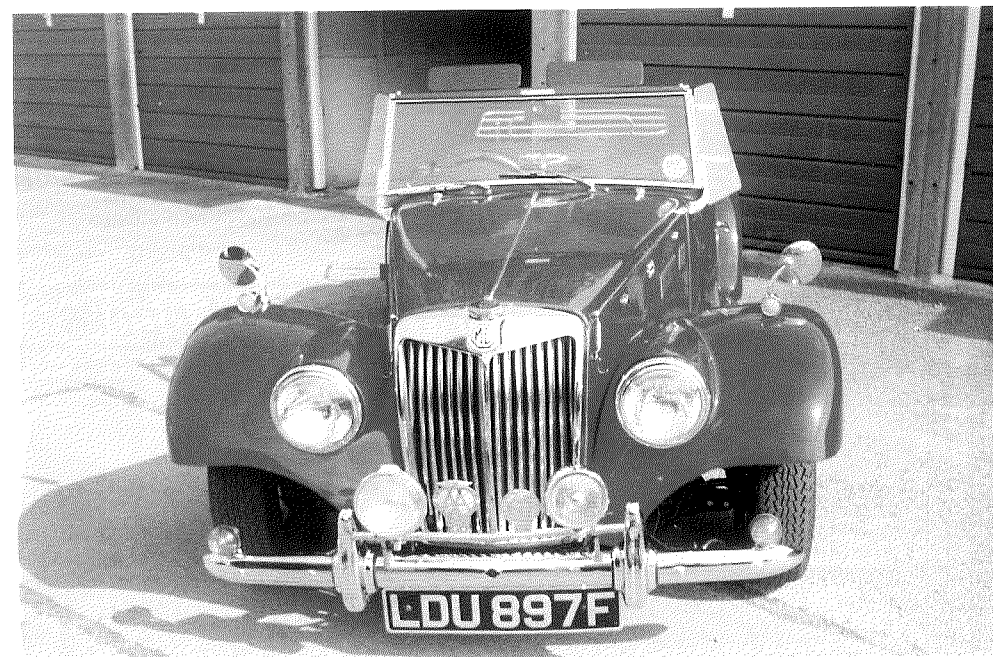
Engine again. Now, the Gentry is not the car to allow easy access to the front end of the engine. You need to be a midget with pencil thin fingers to carry out any task forward of the thermostat. There was only one thing for it. Off came the bonnet, grill and the radiator. It was now evident that the leak came from the pulley oil seal and not the cover. After pulling that lot to bits, I renewed the timing chain tensioner while I was at it (the chain was within limits), fitted a new seal and gasket and put it all together again. With the radiator off, I renewed all the hoses and hose clips. The whole lot was made pretty with some nice black engine paint. The oil leak had gone. A good long run around the Mendips proved the new seal was a good one so another worry had been eradicated. The only other drama of the summer was the clutch.

After a rally around the Mendips in company with about a dozen other Gentrys I returned home without incident. The next day I found I had lost my clutch and limped back to my garage after a shopping trip. The problem was not clutch but hydraulics and was basically my fault. I had not checked my fluid levels for a week. The bits all worked, didn't they? Not any more! On examination

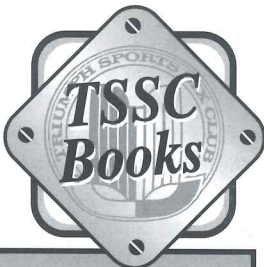
there was no fluid in the clutch reservoir. A pipe joint was leaking, so was renewed. That was the easy part. When I came to bleed the slave cylinder, I found that the Gentry was built so compactly that I was unable tighten the bleed screw fully. It's tucked up very neatly between engine and chassis with the bleed screw hidden behind the clutch pipe. It sucked more air into the system than I bled! After half a day trying all sorts of tools and ideas I manufactured an extension piece from the bleed screw hole to allow the bleed screw to project down alongside the chassis member. All cars should be fitted with one of these because bleeding was done in a couple of minutes, single handed with no (more) barked knuckles.

After finding all the failure items that had passed in Wales, and a few that occurred since, I wanted my MOT man to be a real stickler. He was very hard on Ruby but she passed. I was very pleased but he included the caveat that he had only passed the headlights because they were low and did not blind traffic but they would require adjusting to pass the next time. With a car as low as the Gentry that was going to be difficult. Perhaps eighteen inch tyres at the front with fourteens fitted at the back?

Moral: a recent MOT does not mean that the car is serviceable or even safe. Clearly in my case the MOT was not very thorough, if done at all. Take care.

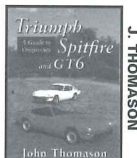


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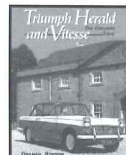
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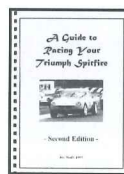
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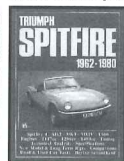
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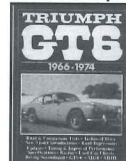
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Coupé Comes Home!

By Bill Davies

When I saw the photographs of Richard Philpot's 1200 Coupe I couldn't work out why the car was so familiar.

Richard lives in Coventry, so it's fair to say that his Coupe has finally come home.

It seems that every early Herald that comes to light

front of the bonnet where Richard expected to see "TRIUMPH". The lettering was first changed to **HERALD** with the introduction of the 948S

I soon realised that I'd almost bought this very car back in 1998 when it was for sale in Ystradgynlais, South Wales! This is very close to where I went to school, and the son of one of my old teachers was selling the car! I have subsequently seen 359 DTH at a couple of rallies including the Triumph 75th birthday rally at Gaydon.

raises a whole series of questions. 359 DTH has "HERALD" lettering across the

and 1200 models in 1961, all previous cars having the **TRIUMPH** lettering. This lasted



359 DTH



359 DTH

until around the end of 1964 for home market cars, when the lettering reverted to **TRIUMPH**. 1200s for the American market were not badged as **Heralds**, they were marketed as the "Triumph 1200" - all reference to the Herald name was omitted, even the dashboard badge. The bonnet of course was no exception, so the **TRIUMPH** lettering prevailed in this

that I was able to point him in the direction of a very sound Mk1 Saloon body tub. This will serve as a donor shell to which the Coupe's upper panels can be grafted. I'll be very interested to hear how Richard gets

Note the 12/50 style grille, standard on American 1200s.



The Triumph 1200

market, with the US spec bonnet sometimes finding its way onto home market vehicles. Courier van bonnets were similarly badged **TRIUMPH** throughout production.

A second Coupe recently joined the Philpot household, this time a ribbed roof 948 model from 1960. Richard tells me that this one is in need of some fairly major attention to the rear body, so it was fortunate

on with this project, as one of my own Coupes is likely to need similar treatment in order to see the road again!

Single Owner 12/50

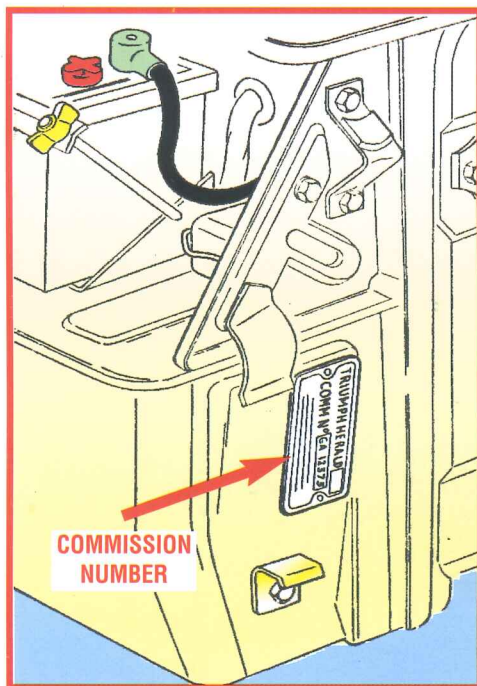
Gordon Hill, the Devon area organiser, has told me of an elderly gentleman in Tiverton

TRIUMPH Herald 948 & 1200 Register

who has owned his Herald 12/50 for 37 years, having bought it new in 1964. Due to ill health he has to give up driving, so the Herald is now for sale. Gordon has known the car for some time and tells me that it's in excellent original condition, with 2-tone Cherry Red and White bodywork. The car is MOT'd until November and comes with some spares accumulated over the years. If you would like any further details please give Gordon a call on (01392) 668577.

Hopefully this one will find a sympathetic home.

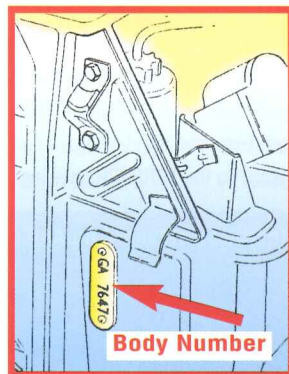
Identification Numbers



I often deal with confused members who are trying to understand the relationships between various numbers they have found attached to the bodywork of their Heralds. Each and every Herald produced carries its own individual identification number. This is what we know as the **Commission Number**, also referred to as the Chassis Number, or VIN (Vehicle Identification Number) on the V5 logbook. This can be found stamped onto a printed aluminium plate riveted to the left hand side of the bulkhead. This is the most important number we need to be aware of, and should not be confused with any of

the numbers which appear in different places on the bodywork.

The **Body Number** is stamped into a brass plate screwed onto the right hand side of the bulkhead - on an original car it will be painted in the main body colour.



This number is used to identify the completed bodyshell rather than the complete vehicle. This, like the Commission Number is unique to each vehicle, though there is no direct relationship between the two

numbers. It is worth being aware of this number, as it is often quoted in the factory literature, with reference to changes in specification of body fittings.

Other numbers

Additional numbers can be found on each of the major sub assemblies. On the bulkhead the number is usually on a plate welded onto the topside in front of the battery or master cylinders, or on earlier cars the plate is located on the vertical face beneath the heater unit. The rear shell will have its number recorded on the front edge beneath the driver's or passenger's seat. Again, early cars were different, having the plate welded to the bootlid stay bracket. Some early cars also had numbers on the roof (front edge under the headlining) and bonnet (back edge of a wheelarch), though it's doubtful that this practice continued for very long.

The most confusing is the sub-assembly number attached to the chassis frame, usually found beneath the steering rack part way through a restoration! This number is very similar in format to the Commission Number, but it is not the same. None of these additional numbers are quoted in any of the manuals. The individual companies who produced these assemblies for Standard-Triumph used them as identification - they are not quoted in factory literature and should not be a cause for concern.

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The End is Here!

By Bernard Robinson

Pictures

By Kevin Murray (Ex Canley Drawing Office)

John has kindly allowed me to take over his Register for a rather special if poignant Photo Feature. He has also asked me to ask you to send in some Feature Photos for his column along with any Ideas for subjects you would like him to cover in future Spitfire IV/1500 Registers.

TRIUMPH Spitfire
IV/1500 Register

Shown here is as far as the Canley Lads were concerned, the **VERY LAST SPITFIRE EVER PRODUCED AT CANLEY!** These Photos were taken by Kevin Murray who was employed in the Drawing Office at the time. Kevin is the New Coventry Area Organiser and can well remember being told off for taking these pictures at the time!

Remember this is the Last Spitfire travelling down Inspection Lane 7- **NOT** the Last car Sold.



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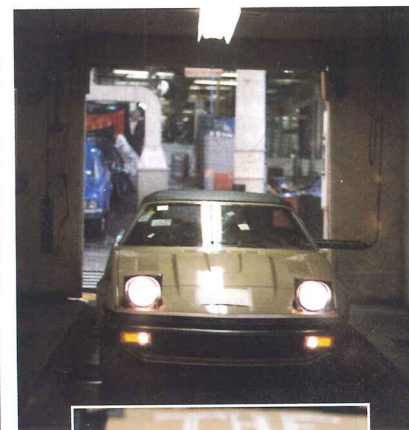
The Canley Lads Gather to see the car off



The Drawing office where Kevin Worked



The Canley Assembly hall is gutted just a short while later



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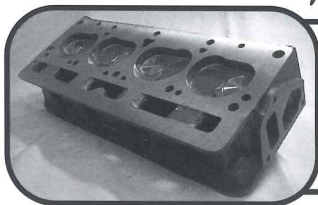
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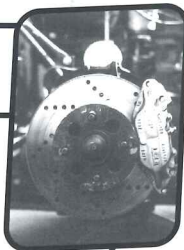
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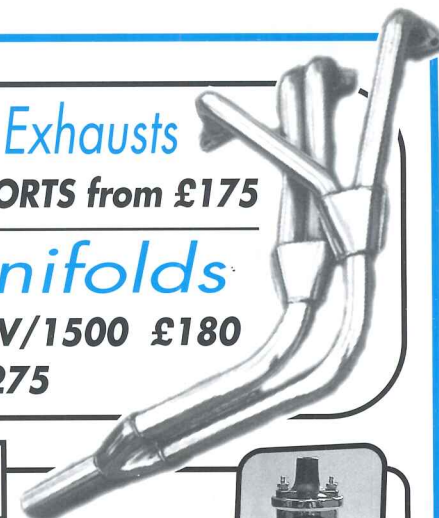
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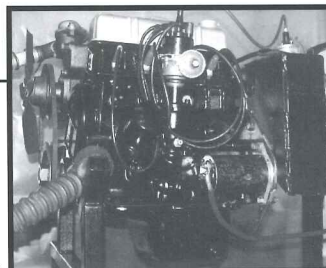
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Rebuilds & Index Marks

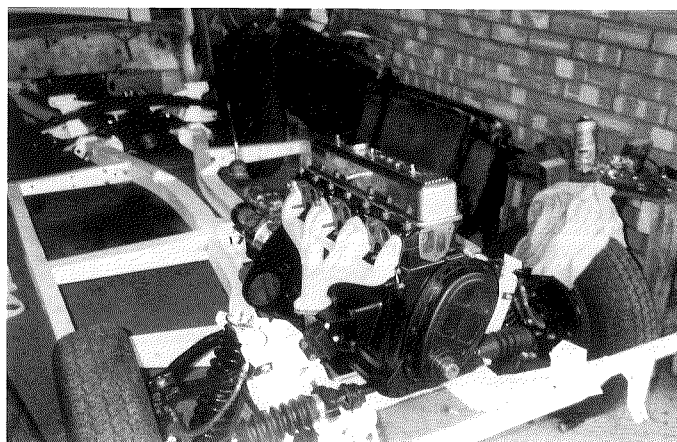
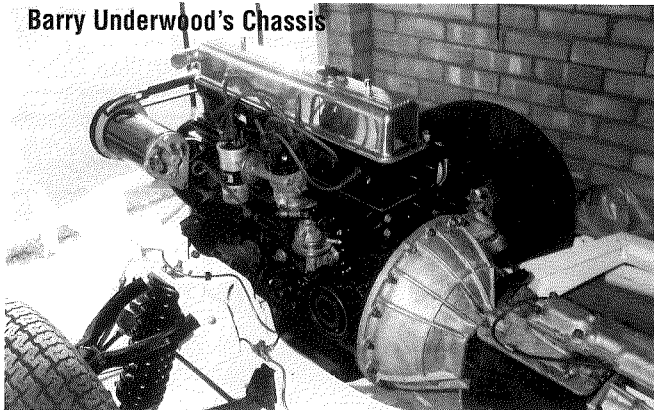
By Mac Reynolds

Hi!!!... Where do we start this month?



Maybe with a small apology for the rather over-long Register last month ... It's amazing how you can sit down in front of a blank piece of paper ... faced with writer's block ... no inspirations ... no ideas ... then things just flow and flow ... like a domino effect ... and you just can't stop ... So, before we duplicate last month's epic ... let's introduce you to this month's first featured

Barry Underwood's Chassis



also the front cross tub assembly. These parts were replaced; the chassis then blasted and painted in Triumph White. While this was being done I stripped down the engine, which was found to be in very good condition. The head was replaced after being converted to unleaded. I stripped all the running gear to bare metal, repainted it in black,

replacing all necessary bushes. I then proceeded to rebuild the rolling chassis. Then the reconditioned gearbox and engine were fitted to the chassis. The next step was to make and fit copper brake and fuel lines; these were fitted then the whole chassis Waxoyled. Next followed the stainless exhaust, radiator and water hoses. It was then time to start on the bodysheet which took all of three weeks to strip and underseal; when stripped I found that most of the floor pans needed replacing. So I purchased a rear bodytub with a good floor. I will now, hopefully, put that floor on to my bodytub ... We leave Barry at this point ... with a 'Watch This Space' sign ... please don't forget to send on photos of MBP when she is completed ... Best of luck with the forthcoming tasks ... Don't forget we are all here to help ... with information and advice ... (if nothing else!) ... although judging by the photographs you are doing an excellent job on your own ... In answer to your question Barry, no previous IVR is held for MBP ... so get filling out a form ... please ... (a blank is included in this month's Area News) ... Thanks ...

The next featured Vitesse is

KTR 812E ... passed on from Dick so she has an IVR and is on the register ... wonderful! ... So in the words of her owner, Paul Hollands (Liphook) this is the story so far ...

"For a year now, I have been building a relationship with my long-awaited Triumph Vitesse Mk1 Convertible ...

December '99 (10 years, 3 kids later): At last!! Purchased a tatty convertible (1967) KTR 812E, so slowly put back together as pieces fell off (after a lick of paint of course). Pictures you see came with the car, 1995 shots!

Great trip back home from the car's 5 year home on the Isle of Wight (prior to that it was purchased from a car dealer in Eastleigh, Hampshire). Howling winds, heavy rain, wrestling with the worn steering, suspension



Paul Hollands's Vitesse Convertible

and gearbox. That wonderful sound of the only smooth part of this car, the straight six, interrupted by cries of "I'm getting wet!" (My wife Abbey, who also looked rather concerned that this was going to be her daily transport).

Jan/Feb 2000: Gearbox getting worse, clutch deciding to join in (UJs could do with changing), worrying rattles and creaks from bodywork. But hey! Great driving and Abbey

absolutely loves the challenge!

March 2000: Enough is enough, clutch failed. "I'll have it off the road for two weeks and do all of those little jobs".

April 2000: Wow! Exploded view!!

January 2001: Still in bits, but becoming lovingly restored bits (funny how a car grows on you during this process).

My neighbour, John Conquer (aptly named), thankfully, tackled the task of converting the two main body sections

from floppy sieves into rigid components. What an amazing difference! No bending! (been in the trade for life, worked on early Rolls, Astons, Jags to modern racing cars. I believe this was his first Vitesse. Probably his last after the example I asked

TRIUMPH Vitesse Register



Interior KTR 812E

him to work on). Still, de-fillerised, bare metalled and primed (hated doing that bit), looking forward to rolling chassis stage - think I'm doing this in the right order, never done it before.

The other think I've learned about this restoring lark, it makes you inquisitive. Why doesn't that dent on the rear wing continue onto the door? Why is the rear tub white underneath when the front is green? The floor looks like it didn't really want to fit round that overdrive. How come it's got a Dolomite gearbox? Hope somebody got a discount buying all of this filler in bulk?

"I'll write to that Club I've been a member of since I bought the car". Seemed sensible, finally got the car, pushed the boat out and joined the Club! "One of the members may have owned it, or even been the sculptor that filled it!" AND .. I'll fill in one of those IVR things at the same time. Might learn something from that...

Now then ... er ... Comm. No. ... HC ... er ... Oh, surprise, surprise a Vitesse ... er ... 2899 ... fine ... DL ... errr ... Saloon ?!!! In the words of my idol, "DOH!!"

With all due respect to Saloon owners ... **PLEASE TELL ME THE**

NUMBER IS FAKE!! Error at the factory maybe? The afternoon of Fred's birthday drink on a Friday. He was on punching duty. Easy mistake. Anyone could do it. Someone must remember that day!!? Yours hopefully,

Paul Hollands

P.S. I am very confused about this suffix business, as the 'Rimmer Bros' catalogue clearly states that Convertible models end in CV, whereas Saloons in DL. However in the December Courier I note a Convertible 'WRL 600J' also has the DL suffix but

there is no mention of it once being a Saloon. Perhaps there are genuine convertibles with DLs?

Sorry, would have sent pictures of the car since work began, but I have a back-log of undeveloped films. They're in there somewhere!

Thanks for all the info on KTR Paul ... good story ... now Dick adds his comments ... as follows ... "In the case of KTR Paul, I'm afraid that I have to agree that DL on a commission plate in place of CV would be quite unknown to me as a factory error - whereas an owner-conversion from Saloon body to Convertible sadly is far from unknown. DOH indeed. On the good side, the 25-13 paint and trim codes on your commission plate suggests that the car has retained its original colour spec., Conifer Green/Light Tan. Very attractive on a Vitesse I think and presumably a combination that you like too. So often, rarer original colours are lost, so this is good to see. WRL oddly, is a car I've never had an IVR on, but it does appear from both the serial numbers that Mac quotes, to have begun life as a Saloon. Through your DVLA trace, you should be able to learn when KTR's work took place and therefore document it to some extent. I hope this helps." ... Thanks for that Dick ... and apologies to Paul for any confusion that I may have caused in the December Courier with the Convertible WRL 600J ... having DL as its suffix, it was an oversight on my part not to mention that she should have a CV to be a true Convertible ... obviously started life as a Saloon ... but without members filling in IVRs and missing bits of history it is difficult to know what has occurred - when, where and by whom! ... (and where is Guy Bragg??) ... I almost feel guilty here as I have had MCR converted from a Saloon to a Convertible ... but by way of dispensation ... I never ever intend to sell her and I have kept her the original colour and trim ... Wedgewood/Black ... (ok, Dick?) ...

Which leads me on to Convertible sun visors: What colour are yours? It appears from Mike Costigan's excellent book (page 86/87) that a colour change took place from white to black for the MkIIIs ... can anyone shed any light on this small change ... and are yours thick or thin? This one may be a difficult answer to pin down ... as along with several other items of trim, sun visors are so easy to change/replace ... but I am confident that you will all let me know, please.

... I note that Bill Sunderlands MKII ... see Comment page January Courier ... has just such black Visors but the rather nice MKII on the cover of February's Courier has white ones what is the answer? On the subject of tracing information etc I have casually been collecting old AA books (only from a few pence to a couple of quid) I thought that it would be one of those things to collect that you can actually achieve and get the full set! ... they are quite interesting in their changing content ... populations ... etc but I thought that the list of index marks for registration number locations would be of interest and a beginning point as to where your Vitesse started life 'on the road' after it left the factory so this is taken from the 1970-71 AA Members Handbook ... (I'm not too sure if they are all still relevant today maybe Jonathan Del-mar could assist here?) ... long time no speak Jonathan.

Index marks - vehicle registration numbers

Certain cars owned personally by the Queen, are the only ones not bearing an index mark and number.

Licensing Authorities will supply the registered name and address of the owner of any vehicle recorded by them, together with a copy of the the registered particulars, on payment of a search fee of five shillings. You must satisfy the licensing authorities that there is a reasonable cause for wanting such information.

Index marks are made up of one, two or three letters. When councils had exhausted all available one and two-letter marks, followed by numbers 1 to 9999, three-letter marks were allocated to them. These were formed by the addition of a pre-fix letter to the councils existing two-letter mark and were followed by the figures 1 to 999. When councils exhausted their allocation of marks with the numbers then following the letters the marks were 'reversed', the numbers then preceding the letters.

Under this system a maximum number of symbols in an individual registration mark was kept to six.

By 1963 a few councils were still using their original two-letter marks followed by the figures but some councils had exhausted all their available marks both with the figures following and preceding the letters. A modification of the existing system was therefore introduced using a 'year letter' to denote registration in 1963. Successive years are indicated by the other letters of the alphabet used in order, excluding the letters I, O, Q and Z and thereafter by reversal of the order of the symbols. Instead of the year letter commencing with registrations for January 1, 1968, the additional suffix letter will commence with registration as from August 1, 1967.

As all basic two-letter marks had already been allotted, special arrange-

ments had to be made to provide three-letter marks for any newly constituted authorities.

Kirkcaldy Borough Council, which became a registration authority on April 2, 1963, was allotted the marks AXA, BXA and CXA for use in the new system and similar arrangements were introduced for Coatbridge in the series AXB. Solihull was allocated the series AXC, Luton the series AXD and AXE, and Torbay the series AXF.

The Greater London Council to whom the original marks were allotted will not use them with a 'year letter'.

Exceptions

The following are exceptions to the general provisions mentioned above: The index marks GPO and USN have been allotted to the Greater London

Council.

In the BF series only CBF to HBF, JBF to PBF, RBF to TBF and VBF to YBF have been allotted to the Staffordshire County Council.

In the WC series only BWC to HWC, JWC to PWC, RWC to TWC AND VWC TO YWC have been allotted to the Essex County Council.

The letters MN with prefixes have not been allotted to registration and licensing authorities to avoid any confusion with Isle of Man series of registrations.

Similarly, the mark MAN has not been allotted to the Greater London Council. Letters after a place name indicate the status of the registering authority:

(B) Borough	AL Nottinghamshire	B Lancashire	BN Bolton (B)	CA Denbighshire	CO Plymouth (B)
(CC) County Council	AM Wiltshire	BA Salford (B)	BO Cardiff (B)	CB Blackburn (B)	CP Halifax (B)
(BC) Burgh Council	AN London	BB Newcastle upon Tyne (B)	BP Sussex (West)	CC Caernarvonshire	CR Southamptonshire (B)
A London	AO Cumberland	BC Leicestershire	BR Sunderland (B)	CD Brighton (B)	CS Ayrshire
AA Hampshire	AP Sussex (East)	BD Northamptonshire	BS Orkney	CE Cambridgeshire	CT Lincolnshire
AC Warwickshire	AR Hertfordshire	BE Lincolnshire (Lindsey)	BT Yorkshire (ER)	CF Suffolk (West)	CU South Shields (B)
AD Gloucestershire	AS Nairnshire	BF Staffordshire	BU Oldham (B)	CG Hampshire	CV Cornwall
AE Bristol (B)	AT Kingston-upon-Hull (B)	BG Birkenhead (B)	BV Blackburn (B)	CH Derby (B)	CW Burnley (B)
AF Cornwall	AU Nottinghamham (B)	BH Buckinghamshire	BW Oxfordshire	CI Laciohis	CX Huddersfield (B)
AG Ayrshire	AV Aberdeenshire	BI Monaghan	BX Carmarthenshire	CJ Herefordshire	CK Preston (B)
AH Norfolk	AW Salop	BJ Suffolk (East)	BY London	CL Norwich (B)	CM Swansea (B)
AI Meath	AX Monmouthshire	BK Portsmouth (B)	BZ Down	CL Birkenhead (B)	CZ Belfast (B)
AJ Yorkshire (NR)	AY Leicestershire	BL Berkshire		CM Birkenhead (B)	D Kent
AK Bradford (B)	AX Belfast (B)	BM Bedfordshire		CN Gateshead (B)	DA Wolverhampton (B)

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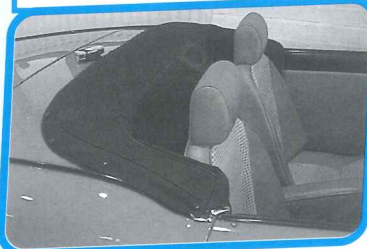
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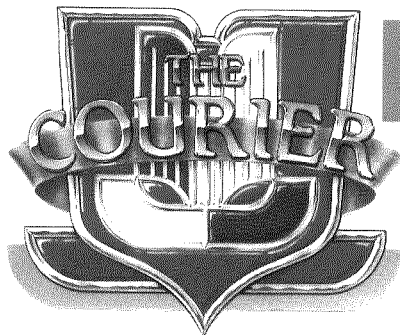
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READERS *Write . . .*

Anyone Help?

This may seem a strange question to address to a car club but I am appealing for some help with my trailer which incidentally is in no way connected to Triumph mechanicals.

It is built on an old caravan chassis which came from the dark ages. The brakes are a very old design which need a lever operating on the hitch to allow it to reverse. To reverse the trailer onto my drive requires a certain amount of manoeuvring and this makes solo reversing somewhat tedious as I have to keep hopping in and out of the car. When full the trailer weighs in excess of a ton and as we live on a steep hill manual manoeuvring is not a realistic option!

The lever needs to be moved about 1.5" and my thought is to enable electric operation of the lever from within the car. If memory serves I recall that some starter motors have a solenoid that operates a lever to engage the cogs onto the flywheel. If I can find such a solenoid then I could rig this up to operate the reversing lever.

Can anyone please direct to the type of car I need to find in the scrapyards with such a solenoid? Alternatively are there any budding engineers out there with an alternative solution. I would appreciate any help please.

I can be contacted by post at 37 Elsley Road, Tilehurst, Reading RG31 6RP; at home on 0118 942 8471; at work on 0118 939 2282; or failing that mobile 07775 836990.

Many thanks.

T M Pepper

Tracing an old Friend

Not having been in the TSSC for some years, and after moving on to and away from a Lotus Elan, I find myself wondering (as many seem to) where my old car is now. As it had some unusual features it may perhaps have survived the ravages of time, and ferrous oxide! It was a green MkIII SPITFIRE reg no. YTJ 926J with a 2.5 engine and O/D box from a 2.5 pi fitted. I realise this is quite a common mod, however I also fitted a Dolomite Sprint live axle to try to improve the somewhat wayward handling. This was successful enough to take my wife and myself across the Alps and all around Europe three times (something I recommend everyone does at least once). Other mods I can think of I did were the fitment of GT6 front anti-roll bars front and back, vented discs, Bond Equipe interior bits (the seats were particularly nice!) and a TR5 windscreen (no rain channels on the edges if I remember correctly). It would be nice to know what, if anything happened to my old 'spitty', and how it's doing now. Hope you can help me in my search and good luck continuing the club.

Regards,

Andy Simpson

Suspension Modifications

I am about to embark on a Lotus 7 look-a-like 'special' based on a MkIII Spitfire and am contemplating modifying the rear suspension by replacing the transverse spring with wishbones. The springing will then be provided by coilover damper units. I should be interested to hear from any members who have tried this already and succeeded (or failed!). Yours faithfully,

Glyn Smith

Dad Roped In!

As a new member, I thought you might be interested in the history (or at least the last ten years), of my Spitfire 1500. It was originally bought by my son. As he knew little about cars, let alone Spitfires, I urged him to let me have a look before buying. Needless to say, he ignored my advice and turned up one day with a Carmine Red Spitfire 1500, registration UFB 497T. It looked very smart from a distance but on closer examination my heart sank. There was no

doubt that it was a dog. Much use of filler and lots of bodging, scruffy interior, eight previous owners. The differential howled like a banshee and subsequently turned out to have two different length halfshafts! Nevertheless, my son did a lot of work on the suspension, brakes, and exhaust and ran it for a couple of years, including a trip to the south of France. When he went to University, the car was parked in my garage and there it remained for four years with the rust eating away the metal behind all the filler and glass fibre. It became obvious that the only way I could get my son to remove the car was to get it roadworthy and at the very least the sills had to be replaced and other welding carried out. Fortunately I have the skills and the tools to do this and in due course the car got its MOT and was back in use for a couple of years. My son's marriage meant the car had to go and once again Dad was roped in to handle the sale. Somehow enthusiasm replaced need and eventually I assumed ownership. Over the past two years I have eliminated all rust, replacing panels where necessary and re-spraying the whole car Pimento Red. The seats were recovered, the interior retrimmed and many smaller parts replaced. One major problem was that the drivers door was misaligned, with the trailing edge hard against the door pillar whilst there was a gap of about half an inch between

the bonnet and the leading edge of the door. The obvious answer, of course is to loosen the hinges and slide the whole door forward. However all the clearance had already been taken up, disconnecting the door hinges showed that the door could be located accurately in the aperture. I am sure my solution is well known in the Spitfire world but what I did was to remove the bolt plates from the door pillar; the lower is easily removed. The upper one is in a closed box and it is necessary to cut a hole on the inside of the pillar. A nibbler is ideal for this. A quarter of an inch was then removed from the leading edge of the plates and while they were out, because some of the threads were stripped in at least two of the plates, (they are rather thin) nuts were welded on the rear of the plates. The bolt holes in the door pillars were enlarged at the front edges, the plates replaced and the door replaced. Success! the shut lines were restored! Next year I shall probably start again as I have obtained a powder coated chassis! In the meantime, come the spring we will be off to the south of France for the summer.

Regards,

Chris Wood

Camberley, Surrey

M. W. Restorations

Technical Tip of the Month

Bleeding Brakes!

If you find that you can't get all the air out of your brakes when bleeding them, and you've got a servo fitted, it could be that air is trapped in the servo itself.

Try wrapping some rag around one of the brake pipe unions on the servo, loosen the union slightly, and get an assistant to very slowly push the pedal down. Tighten the union before allowing the pedal to return. With a bit of luck you'll see tiny air bubbles escaping past the union. Remember that ordinary mineral based brake fluid can do terrible things to paintwork, so be sure to catch the escaping fluid/air in the rag. Washing any spilt fluid immediately with lots of water will turn it into non damaging soluble oil.

All the best

Mike

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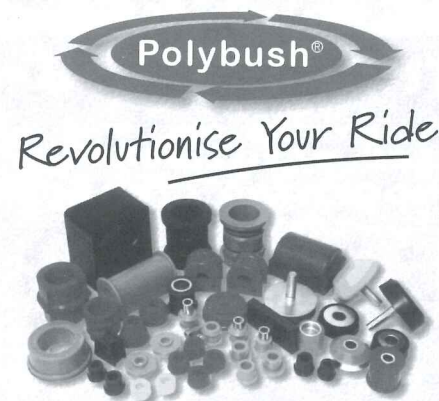
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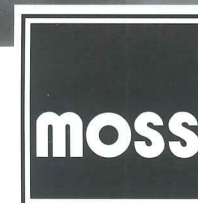
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Arthritis

By John Fairey

or STIFFNESS of JOINTS

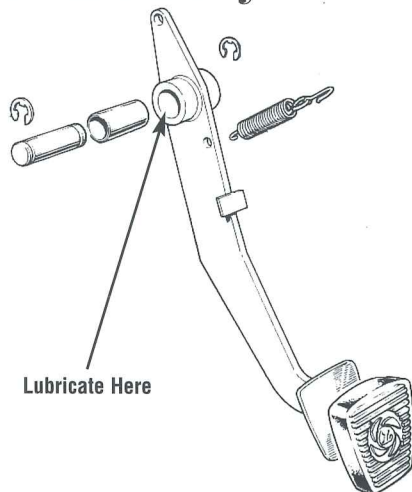
A complaint not normally associated with our Triumph cars, or any other cars for that matter. Stiffness of any mechanical joint or part requires more effort to be put into operating that part. More effort means possibly more wear and tear on the parts associated with that part that requires more effort to operate. Enough of this, what I mean is that of late, two parts in particular have given trouble to some owners of if our cars. One is the return of the clutch or brake pedal being (in the case of the clutch) nearly non-existent. The car was showing signs of clutch slip but not constantly. The owner supplied new slave and master cylinders to fit. The car, a GT6 MkIII, showed the usual signs of leakage from both master cylinders and visible rust around the clevis pins and fittings. The assembly was taken off the bulkhead and replaced.

Before I re-assembled, I

checked the clutch pedal for return. To my surprise it required some considerable effort to pull the pedal back. The brake pedal was the same but as its travel, was not as long (fortunately) as the clutch it had gone unnoticed. It took half an hour of WD40 and light oil and much in and out of the pedal before it was freed off enough for the pedal spring to return the pedal unaided.

Once both pedals were free, the system was re-assembled and the clutch bled and the owner was happy as the clutch now returned with much more of a positive action. It is **NOT** mentioned in the handbook to lubricate these pivots but obviously as they are moving parts they do need lubrication.

Just remove the rubber seals then spray or oil the assembly. The next one (mentioned, but ignored in a majority of cars, is the door hinges). These poor things carry the weight of approximately 30-40 lbs on smallish pins. If the door will not close under its own weight, then it is very likely that the pins need lubricating, changing etc. Take them off one at a time, you will find (more than likely) that you



cannot open and shut them by hand. Clamp them in a vice, clean out the oil holes top and bottom, apply an adjustable spanner to the free half and **GENTLY** work it backwards and forwards lubricating at the same time. Eventually a rather nasty colour fluid will come out of the hinge. **THIS IS RUST** - we all know what this is. It may be necessary to remove the pin to clear it, a good vice, a good 3/16 inch punch and patience is required to move this pin. When out, emery off, drill out the muck, clean, check pin for excessive side play now its free of muck (replace if necessary with new pin), grease and tap back in, clean off, re-paint and re-assemble to car.

When both or all four door hinges are free, it is not necessary to slam the doors. Although pretty basic, this advice is often ignored and the day to day driving of our cars is not as smooth as it could be. Perhaps a cod liver oil pill in every tankful will make this advice unnecessary given time. **IT WORKS FOR ME, TRY IT ON YOUR PRIDE AND JOY, YOUR TRIUMPH.**

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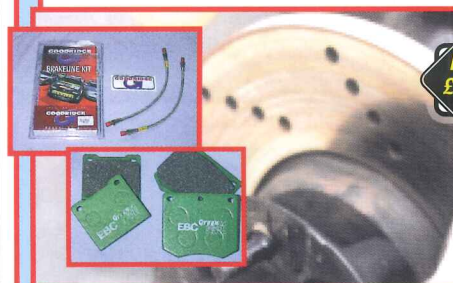
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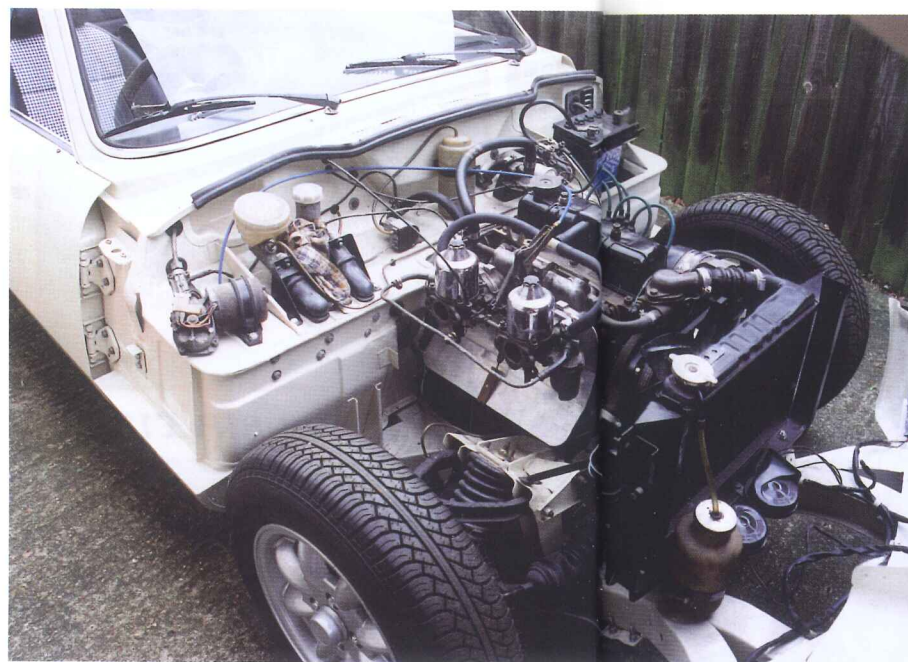


Spitfire Rebuild

Part 2 By Andrew Wearmouth

Finishing the restoration and the end results of our labours in which all the family and our friends joined in, providing the support you need on such a project.

In winter I warmed the metal with a fan heater, (my wife wondered where that had gone ...) but I did the main body areas in hot weather when the paint was less likely to run. It was quite a sight, though. All sorts of pieces from suspension wishbones to front valances hung from the branches of the old apple tree in our garden while I sprayed them!



Engine Compartment as it is today.



Seat rebuild and reupholster

My friends were all very supportive and interested (well,

that's what they said) and on my 50th birthday last year, just when I was starting to wonder whether I would ever finish, some of them clubbed together to buy me a set of

alloy wheels. That's the sort of support I like! Even the family joined in, Edwina in particular of course, and Emily, my youngest, likes to tell her college friends that she tightened her Dad's big ends. **No comment...**

She went back on the road in May 2001 two



Edwina at Knebworth

Knebworth Club Stand





BEFORE - Prior to starting this rewarding project.

weeks before her 21st birthday. So far she has only done a few hundred miles, but the high point for me was the Knebworth Classic Car Show on August Bank Holiday Monday when I

took up a tiny place on the Club display stand.

I know I'm not alone in having totally rebuilt a Spitfire, many

people have done it before, but this one has to be different.

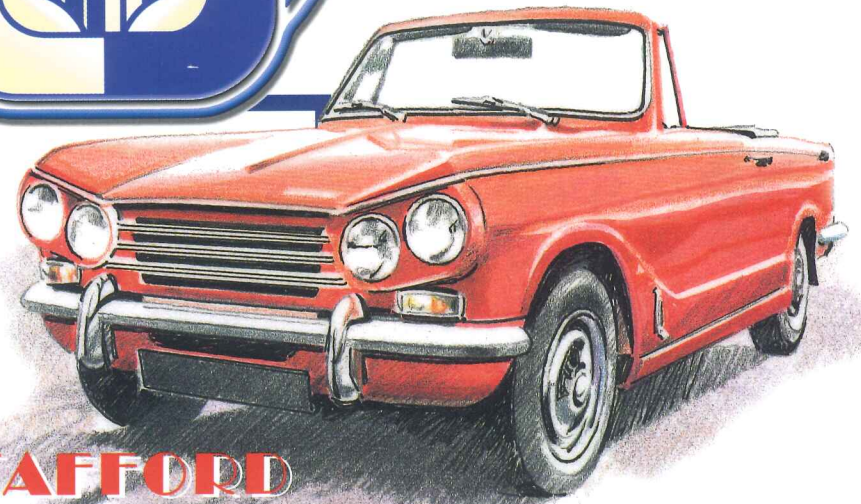
She's mine!



AFTER - The Reward for all that work - She's mine!



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THE MARKET LEADER



Body Colours

By Guy Singleton

Not much news on my cars again this month - still lacking in motivation - or maybe sun and heat together!

At present I am hoping the 'phone doesn't go as I have left some messages about two cars! - one a 2 litre Coupe, the other a competitor - more on this later maybe!!!!

I have been asked about standard Bond Equipe colours - they are as follows: -

2-2 colours

Standard White	(105)
Cherry Red	(85)
Conifer Green	(63)
Wedgwood Blue	(60)
Signal Red	(37)
Powder Blue	(35)
Opalescent Silver Grey	(30)
Dover White	(24)
British Racing Green	(3)
Phantom Grey	(1)
Slate Grey	(1)

GT 4S and GT 4S 1300 colours to 1967

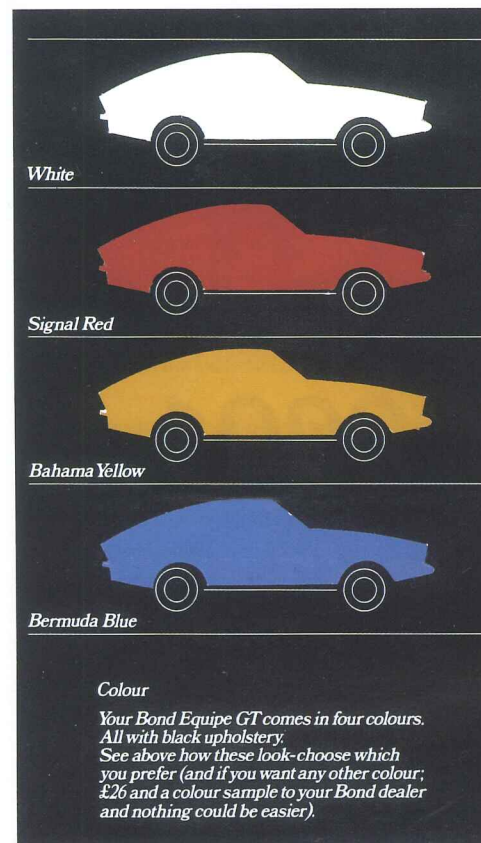
Standard White	(846)
----------------	-------

Golden Sand	(384)
Wedgwood Blue	(208)
Cherry Red	(240)
Conifer Green	(240)
Quartz Blue	(60)
Winchester Blue	(60)
Cactus Green	(53)
Signal Red	(32)
Dolphin Grey	(15)
Regal Red	(11)
Jonquil	(3)
Fish Silver Grey	(3)
Zircon Blue	(2)
Gunmetal Grey	(2)
Prairie Beige	(2)
Opalescent Silver Grey	(1)

2 litre MKI and II

For those that like maths, not all cars were recorded!!!

Signal Red
White
Dolphin Grey
Winchester Blue
Bahama Yellow
Manhattan Blue
Caribbean Green
Satin Silver
Bermuda Blue
Prairie Beige



I attach a copy of a Bond Colour Chart for 2-Litre cars - reproduction will depend if Bernard can get this in colour or not!!

Please keep the weekend of 9th and 10th June free as I am hoping to hold the Equipe Camping Weekend then, at the Beamish Open Air Museum in conjunction with a Triumph Rally - not sure of details or if it will be possible yet, but will let you know as soon as possible.

Photos this month (overpage) - Bond Camping Weekend at Wroughton last year and 2+2 52 FMO looking very lonely at the International last year - it is well worth going and I hope to see more Bonds than ever there this year!!!

PS if anyone is interested in a MKI 2-litre Coupe near Bristol - sounds reasonable but needs front floor pans and respray - priced @ £250.00.



Wroughton Camping Weekend



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PRODUCT DEVELOPMENT COMMITTEE

Minutes of meeting held on Friday,

6th January, 1967 T.S. Gratrix (Chairman) L.F. Austin
R. Atkinson J. Woods A. Pounder present

MARK III EQUIPE

DEVELOPMENT OF FIRST PROTOTYPE

Having received the prototype body from Specialised Mouldings Ltd., and the 2-litre mechanical components from Standard-Triumph Sales Ltd., we are now in a position to build the first prototype and it was agreed that this would be done on follows:

- Assembly of the chassis and mechanical components at Ribbleton Lane Works;
- A parallel assembly of chassis, floor section, bulkhead, modified windscreen frame and body at India Mill.

In order to progress the development in this way it will be necessary to obtain a further Vitesse chassis and bulkhead and Mr. Austin was asked to make the necessary arrangements with Standard Triumph Sales

In order to facilitate production assembly it was agreed that when the development referred to in (a) above was started it would be related to the current 4.S. build sheets which would be amended, as necessary.

It was agreed that the target date for the completion of the first prototype vehicle would be 17th February, 1967.

PROGRESS SCHEDULES

The Progress Schedules for Bond and Triumph parts which had been prepared which the date of the last meeting were produced and each item considered and worked appropriately.

Mr. Pounder will, as the body development proceeds, produce a schedule of all new shop items that are required.

FEDERAL MOTOR VEHICLE SAFETY STANDARDS

It seems quite clear that the EQUIPE Mark III will not comply with the United States standards, but in view of the fact that these standards will not be finalised until January 31st, 1967, it was agreed there would be no point in pursuing the matter at this time and it was therefore left in abeyance until the next meeting.

CONVERTIBLE VERSION OF THE MARK III EQUIPE

This will follow the production Of the Mark III Saloon,

MCT:

10th January, 1967.

BOND MARK III EQUIPE PARTS - PROGRESS SCHEDULE

PART NO.	QTY.	DESCRIPTION	STOCK	ORDERED	PASSED TO PRODUCTION	IN ABEYANCE		REMARKS
						PROD'N	BOUGHT OUT	
TA. 501	1	Rear Window Sealing Rubber		✓				Awaiting template 13/1/67
TA. 502	1	Rear Window		✓				
TA. 503	1	Front Bumper					✓	Price W/Breedon.
TA. 504	1	Windscreen Rubber		✓				
		Windscreen Finisher	✓	✓				
TA.305	1	Quarter Light (O/S)		✓				
TA. 506	1	Quarter Light (N/S)		✓				
TA. 507	2	Rear Side Windows					✓	
TA. 508	1	Roof Lining					✓	
		Listing Rods					✓	
TA. 509	2	Door Window					✓	
TA. 510	1	Rear Shelf				✓		
TA. 511	1	Boot Floor				✓		
TA. 512	?	Badge "6"		✓			✓	To be ordered.
TA. 513	1	Windscreen		✓				
TA. 514	1	Outside Door Handle (N/S)					✓	
TA. 515	1	Outside Door Handle (O/S)					✓	
TD. 500		Vauxhall Rear Lamp Cluster		✓				
TD. 501	1	Fuel Gauge					✓	To be ordered.
		Wiper Arm and Blade						
		Hazard Warning Sign						
		Rain Gutter						
	2	Seats front 2					✓	In Abeyance. A.P. to check Sample 14/1/67.
		Rear Seat Back					✓	



GT6 Do's & Don'ts

By W Miller

My love affair with Triumph as a marque and the GT6 MKIII as a model goes right back to 1975

When as an eighteen year old I was lucky enough and temporarily wealthy enough to buy an Emerald Green MkIII rotoflex with overdrive. The car was three years old with about 35,000 miles on the clock and had been bought new in Glasgow by a Gresham H Barber in late '72.

When I bought the car in late '75, GSU 300L had travelled to Aberdeen and was sold to me by a small garage called the Bon Accord.

I managed to run the car for two years but finally, in 1977 as a penniless student, I was forced to sell it. I still remember watching it being driven away and swearing that one day I would own another like it.

Fast forward to 1988. Having just returned from living in Hong Kong, with two young kids and a third on the way, it was perhaps not the ideal time to start a restoration project but with some money saved that I realised wouldn't last long, I advertised in The Courier for a MkIII GT6. I received a few calls, all from the south of England and was preparing to take a weeks holiday to view cars when Michael Gildea (is he still a member?) called. BUF 548L fitted the bill. It was pretty much complete, seemed solid, with no sagging or overlapping panels and was a rotoflex model with overdrive. I think I paid about £ 1500 for the car and drove it home one rainy, stormy night in Feb '89. My intention had always been to complete a last nut and bolt restoration and that is what subsequently took place over the next 12 years.

I have read many restoration reports that follow the same theme,



so I would like to focus in this article on some of the mistakes and don't do's that wasted me time and cost money, in order that other potential projects prove less stressful.

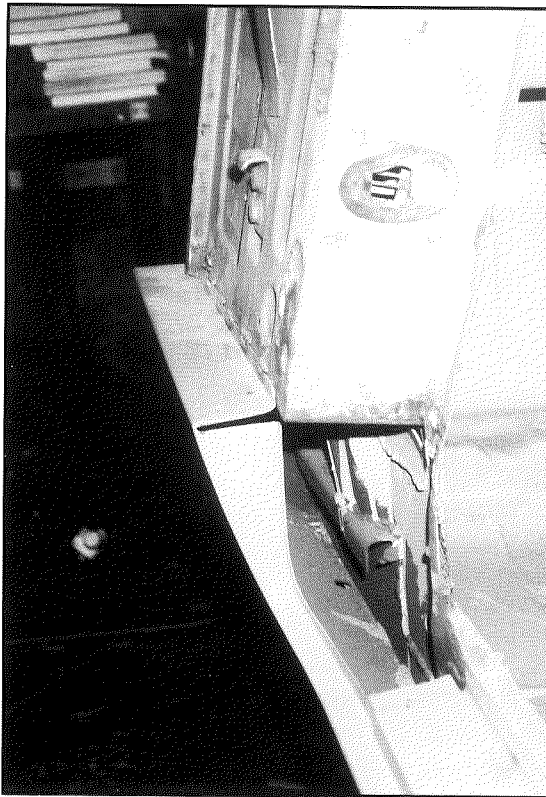
The chassis was complete and solid with no sign of accident damage and only a small amount of welding was required on the front outriggers. I can absolutely reinforce the advice of countless others when MIG welding - prepare, prepare and then prepare more. MIG welding is a dream when the metal is clean and paint free. It is a waste of time when dirty. Before dismantling the chassis, don't forget about the shims on the front turrets. I did and it took a lot of work to put right later on. I used Hammerite primer on the shot-blasted chassis, followed by high quality marine paint (more like tar), then grey primer before finishing in the final colour of Emerald Green. Ten years later there is still not a mark but the down side is that the finish is not spray quality.

All the major body panels and floor-wells were replaced. Beware of danger lurking in cavities. When I first took my angle grinder to the offside front sill box section, the toilet roll inner, newspaper and cataloy filler went on fire. Always have a fire Extinguisher to hand in a visible location. I took weeks to finally weld any panel into place and spent hours adjusting and re-adjusting before tack welding. Using original panels and being patient really paid off the shut lines and



gaps are as good as I have seen and it really makes all the difference to the appearance of the car. When disassembling the car I threw away the parts that were beyond repair. Don't do the same! Even though you may intend to replace them, years later you will have forgotten that they ever existed at all (e.g. chrome sill finishers).

When removing the wiring loom, reconnect all the



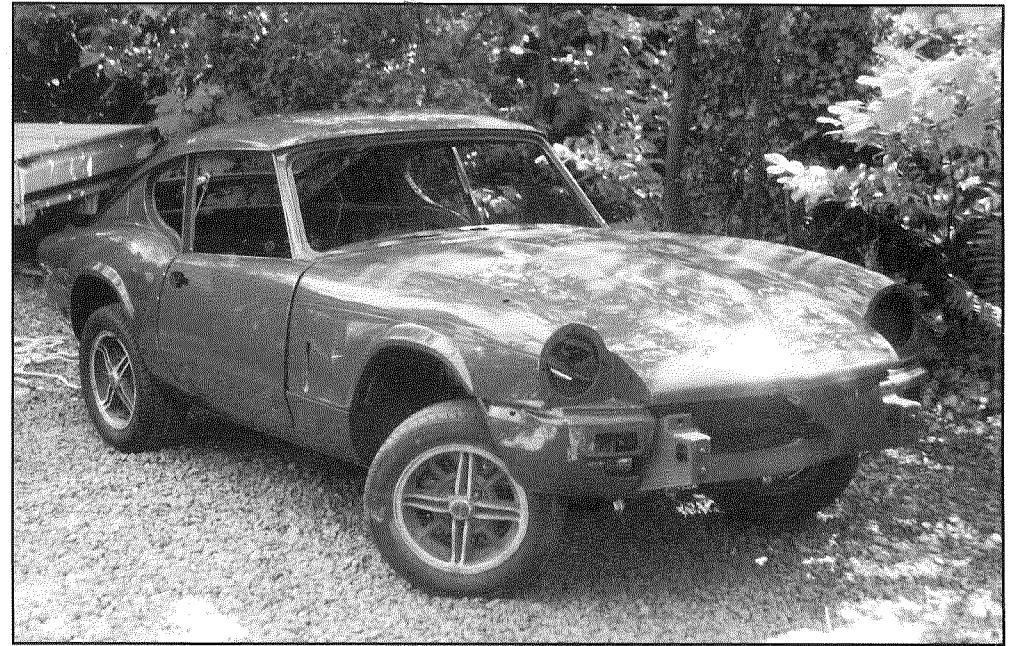
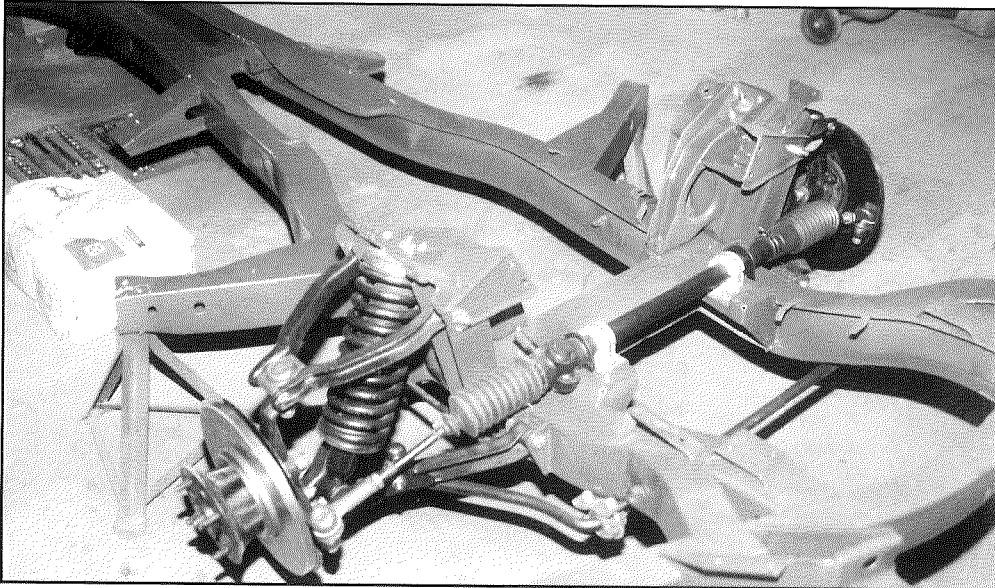
The underside of the body tub was treated in the same fashion as the chassis after having the front bulkhead shot-blasted. I then assembled as much as I could on to the chassis e.g. diff, suspension, brakes, pipes and fuel line. If you don't have a pit this is essential. I would also recommend fitting the exhaust to check alignment as I fitted mine close to the end of the project and it rattles off the rear of the chassis where the clearance is tight. I also think the holes drilled in the new bodywork for the rear box are slightly out.

When sourcing parts, be sure to get a good solid heater box. After you have assembled everything forward of this rust-prone item, including the dashboard, you will be suicidal if it leaks.

Some of the metalwork proved to be beyond my capabilities, particularly the front seam on the roof and the A-pillars which were all rotten. I had that work done for me and it is at this point I will give my strongest piece of advice, find a reputable specialist that is prepared to treat you as a valued customer and not like an irrelevant irritation visiting a 1970s Unipart parts dept. I tried two local outfits and my experience varied from having parts of the car disappear forever at one and being overcharged

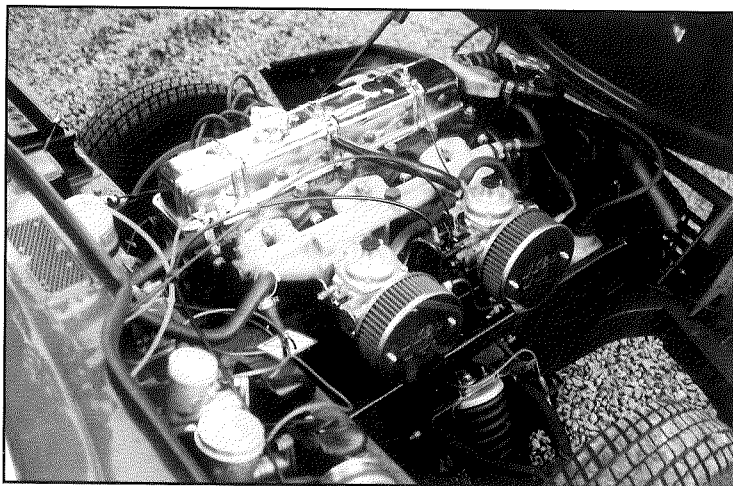
switchgear and instruments. Ink runs and then the tags deteriorate!

and unprepared to help with information and parts at the other.



Finally I happened upon Sports Car Supplies in Swalwell, Newcastle. Andy and Mike were a breath of fresh air. Nothing is too much trouble and they will offer help and advice without being asked and without making you feel like a complete dimwit. I can't recommend them highly enough. The benefit for them of course is that I spent all of my hard earned cash there! I had dabbled with resprays years ago and decided to





using a pot of hot water and a thermocouple.

I had the engine and gearbox reconditioned as it would have taken another twelve years to complete the project. Ironically, at the beginning, that is the part I most looked forward to and felt the most qualified to do. All major electrical components are new or reconditioned as are the hoses, water pump and radiator. You don't want to break

do a cellulose job myself. Primer, filler primer and three coats (all flatted between) were completed successfully : down on your first journey because you skimmed on these. One problem that had me stumped for ages was the

before my wife rebelled, having seen the freezer, various boots and bicycles acquire the same colour of the car. I trailered the car to a local shop where a barrier coat and two-pack were applied to finish the job. The result is excellent with only one or two minor imperfections.

The interior was completely retrimmed. Think carefully before finally gluing with contact adhesive as all is not as it seems! I made a mess of the plastic door cappings but found retrimming the seats a breeze.

The headlining was a nightmare and was readjusted by Sports Car Supplies at the pre-MOT stage. None of the specialist windscreen companies were remotely interested in fitting the front and rear screens and again Andy and Mike obliged.

Rewiring was easier than I thought with the aid of a good meter and wiring diagram. If you have access to the internet, some US websites have tremendous articles on Lucas and the logic of their colour coding, as well as hosts of other useful info. One such article covered recalibration of the carb. temp. compensators

purpose and function of the ballast resistor. My car has a separate unit attached to the coil bracket and not incorporated in the loom. I hadn't appreciated that standard coils output 6v to the distributor, the ballast resistor being bypassed when the starter solenoid is engaged to provide 12v for optimal starting. So don't throw away that white porcelain thing!

Having spent all those! years and a considerable amount of money, I reasoned that it was wise to have the car checked and MOT'd by a specialist. Back to Sports Car Supplies! Which was just as well - when winning the car



allows the spare interior light switch lead in the replacement loom to be fed through the same grommet as the wiper motor lead and puts the switches on a common circuit. The control pack is tucked inside the left parcel tray.

Worth the piece of mind.

One last piece of advice and the most obvious in retrospect is to go to local Club meetings. I am ashamed to say that I haven't attended any, partly because my job takes me abroad frequently

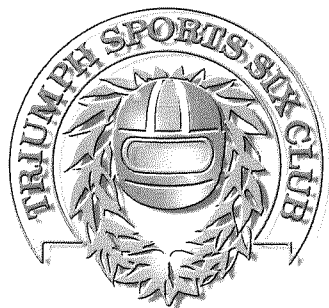
off the trailer at their premises in front of a crowd, the rear wheels jammed against the rear of the sills. Guess what? No rear tie rods! How embarrassing. After a lot of tweaking and road testing plus MOT, I collected the car from Newcastle and trailered it back to Glasgow. Andy advised against a long first drive in case any faults hadn't been uncovered, sound practice I think. I have driven the car about 300 miles since and it looks great and drives even better.

The only non standard fitment is a remote Sparkrite alarm discretely fitted with the alarm unit beside the battery tray and an additional switch for the bonnet attached on the bulkhead above the wiper motor. This

but mainly because for some reason I had it in my head that there wasn't any point in going if I didn't have a car. That fundamentally sound lack of logic was pointed out to me recently by a fellow member who came to see my car. He explained that I could have put to use the collective knowledge of fellow enthusiasts over years and saved myself a lot of grief in the process. Obvious I know, but it was lost on me for a time. I certainly intend to get to the West of Scotland meetings in 2001 and will be more than happy help out with advice to anyone who needs it.

Finally, if anyone knows the history of BUF 548L, I would be very interested in hearing it as I don't even know where the car was originally registered.





Successful Intro?

By Adam Bagnall

Was this a successful introduction to classic motor racing?

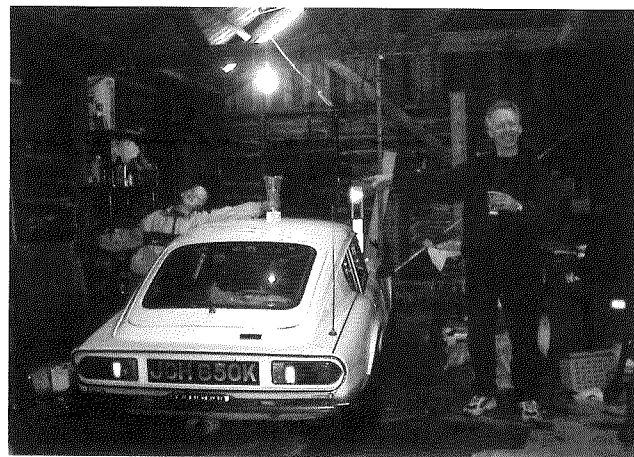
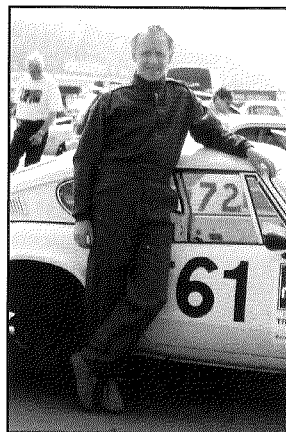
I started my motor racing in 1999: competing with the TSSC (Triumph Sports Six Club) after a 13 year rebuild of my rusty (not trusty) white 1971 GT6 Mk 3 (JCH 650K), which I had acquired with an undeserved MOT for £550.

1999 - A baptism of fire.

At my very first race at Brands Hatch the commentator said that the engine looked like it had blown up in practice when the car was enveloped in smoke - I had more confidence than he or my very depressed pit crew (wife, son Luke and cousin Alistair): it was only an oil cooler pipe that had popped off. During the year, I finished all 9 races that I entered (even though I coasted across the finish line at Anglesey with a broken gearbox, thus handing a second in class to Andy Vowell by a bonnet's length).

With 13-year-old tyres the grip was not very high, but I had bought the tyres when I started the project so I was going to use them (I didn't dare suggest otherwise to my long-suffering wife, Carole). The low grip led to some entertaining sideways driving and taught me how to hold a slide - in fact the handling of the car was excellent and the tyres showed hardly any sign of wear at the end of the season.

Because I had gas-flowed the head, fitted a full-race camshaft and fitted my own design of 6-branch exhaust manifold, the car had to run in the modified class. With the standard carburettors and the standard steel (and filler!) bodywork, I expected to be outclassed against the real racers, so I wasn't too disappointed that my reliability was showing Clive Gimson's modified GT6 Mk 2 a clean pair of heels and that I was mixing it with Dave Thompson's so-called standard (plastic bonnet, plastic windows and SU carbs!?) GT6 Mk2. I had some really good dices espe-



cially with Dave at Croft where my powerful engine kept his better grip at bay until the very last corner where he slipped past as we were being lapped under blue flags.

After the final round at Donington Park I had gained 9 signatures from the stewards and 21 points to finish the season in 7th place in class in the TSSC/TR Register race championship.

The car was going well and I needed a 10th signature to upgrade my competition licence, so I obtained an invitation entry with the HSCC (Historic Sports Car Club) for their end of season round at Silverstone. On my first visit to Silverstone and after a fantastic battle with a Porsche 911E, I finished 3rd in class and was less than a second off the class-leading pace. I had my first racing "off" (without losing a place or spinning); I think I frightened the Porsche driver into staying behind me: he slowed visibly for the final couple of laps - sorry Ken!

Having enjoyed my first year of motor racing I was hooked and needed more. I had proved that the car could take it and that I could push it to the limit in relative safety. I convinced Carole that new tyres would give me the speed advantage to be competitive in the up to 2 litre class in the HSCC 70's Roadsports Championship - so off came the ventilated discs on went the tyres and that's where I headed for 2000.

2000 - Champion plugs engine!

To compete in the HSCC 70's Roadsports Championship the car must be a genuine road-going car, in showroom specification in terms of trim and all up weight, so I had to dig out all the old trim and fit in a new headlining. To get up to the correct weight I even had to include the scissor jack and a stereo system with 4 speakers (still not loud enough to compete against my exhaust).

Donington Park, 16th April 2000, HSCC

So in April of this year I drove off to Donington,

having fitted a new set of wheels and tyres (6x13 Minilites plus 205/60x13 Yokohama A032R'S), to battle it out with an interesting variety of machinery. Apart from the Lancias and Alfa Romeos in my class, there was a smattering of Loti (Elans, Europas, Seven and Esprit) plus some big monsters (Colin Jasper's Jensen Interceptor and Chevrolet Camaro), a fast TVR Tuscan and even a Ferrari 308 GTB. The Triumph was a revelation on new tyres: I was just that much more confident in my car control. Practice put me 6th on the grid, ahead of the Elans and Porsches and way ahead of the Ferrari! I could hardly believe it...nor could some of my competitors, as I found out later.

The race went well and I enjoyed myself immensely: I was tussling with supposedly faster machinery, refining my line on each lap, but never quite finding enough bottle to keep my foot planted all the way through the Craner curves. I finished 10th overall, 16 seconds ahead of the Ferrari, won my class and bagged fastest lap into the bargain.

My euphoria was crowned at the weigh-in when Ian Conway in his very first race commented that he enjoyed watching my car dance through McLeans: I wasn't too sure quite what he meant until he said that he'd always enjoyed watching motor racing and was now awestruck to watch an expert from the driving seat of his own car. Wow! What a compliment and what a fantastic first race in the HSCC 70's Roadsports Championship: by committing to driving to the circuit I had gained a maximum 12 points and this was to prove to be the pattern for the rest of the season - so long as I finished.

Result: 10th overall, 1st in class, fastest lap in class 1:32.642 @ 76.06 mph

Cadwell Park, 14th May 2000, HSCC

This is an excellent track, including a 1st gear hairpin through the blind-crested woodland "Mountain" section. I was a full 8.7 seconds a lap quicker than the previous year with the old tyres and I still had a misfire.

Result: 6th overall, 1st in class, fastest lap in class 1:53.72 @ 68.79 mph



Silverstone, 28th May 2000, HSCC

The heavens opened just before practice started. After 3 steady laps to get a place on the grid I tried speeding up and was the first person to discover the oil on Copse at the end of the pit straight: I spun off into the gravel and had to be towed off. Rain-master motorcyclist Gordon Russell from my class was 2nd on the grid, whilst my 20th place on the grid meant that I had some overtaking to do. Fortunately the race was dry.

Result: 12th overall, 1st in class, fastest lap in class 1:16.185 @ 77.44 mph

Mallory Park, 29th May 2000, TSSC/TR Register Race Championship

Because it was there (so close to Silverstone and on the way home) and because it was a big Triumph Millennium celebration, I thought I would try a race with my old Triumph chums. I think John Wolfe was surprised to see me lapping so quickly in practice. His exact words were "what are you running on? - rocket fuel".

Anyway the promised race with John never materialised, but I had an excellent battle with Andy Vowell and Martyn Adams, both of whom I beat. I really enjoyed drifting the car in a

power-slide through Gerrards - seeing how close I dared get to David McDonalds TR6 that was parked niftily on the apex. Someone noticed my efforts because series sponsors Cambridge Motorsports presented me with a rather nice pewter hip flask for being nominated **Driver of the Day**.

Result: 7th overall, 2nd in class, Driver of the Day

Brands Hatch, 1st July 2000 HSCC

I think the highest point in my season was qualifying second overall at Brands Hatch and starting the race next to a Lotus Elan on pole position. Now I had to concentrate really hard and watch those timing boards and lights that I had heard about, but never seen. However, despite a demon start for the Triumph (5000rpm in first gear until I could drop the clutch 40 yards down the track), I was left for standing by the V8's etc. behind me and arrived at Paddock bend in about 6th place with people still barging through - I kept clear as someone spun and collected a few others in the process. Then the race was red-flagged and my poor little Triumph had to repeat the arduous start process on the way to maximum points again. At the end of the race the club officers demanded that my engine was sealed so that I couldn't remove any illegal parts without the club knowing (there was a rumour that I had a 2.5 litre crank in the engine). I knew that the engine was perfectly legal and that I only had 102 bhp compared to others in my class with 40 bhp more: it should have been obvious from my lack of acceleration that it wasn't the engine that was making the car fast - just a good handling car being driven consistently on, close to and sometimes beyond its limit.

Result: 8th overall, 1st in class, fastest lap in class 0:59.94 @ 73.64mph

Thruxton, 23rd July 2000, HSCC (non-championship)

Just to show that I wasn't trophy hunting and because I'd never been there before, I decided to do this non-championship round. The weather was fine and I had spectators to support me. The

Historic Roadports (pre1970 cars) was amalgamated with the 70's Roadsports and I was itching for a head to head with Mike Treganowan and his Triumph GT6 Mk2. As it turned out I had my best race of the year, dicing with Cliff Brindley's 1300cc Lancia Fulvia Coupe: he really knew how to drive and showed me the kerb-riding fast lines and beat me into the bargain. It was here that I discovered that I could hold a slide at 110+mph!

Result: 1st in class, fastest lap (record) in class 1:38.23 @ 86.34 mph

Castle Combe, 5th August 2000, HSCC

Here was another new circuit to me and it was fast despite the chicanes. Unfortunately I had employed a new scriptwriter and the differential packed up towards the end of practice. This was slightly annoying, as Carole and I had interrupted our holiday in Cornwall, but it did mean we could send the car home on its own by courtesy of the RAC breakdown recovery.

Result: practiced 1st in class but did not start the race. Nil points.

Snetterton, 24th September 2000, HSCC

This was yet another new circuit and I was expecting great things with the new lower ratio differential: perhaps I might be able to use top gear. Unfortunately I still couldn't follow the script: I forgot to use top gear and an indicated 7,000rpm turned out to be 8,700 rpm. The engine pulled up stumps (or big end bolts) after three laps of practice: there was an almighty bang followed by smoke and flames. At least the resulting hole allowed John Gadbury (the registrar) to inspect the legality of the engine prior to stripping it down. The RAC had to earn their subscription yet again.

Result: practiced 2nd in class, but did not start the race. Nil points.

I was now 1 point behind the championship leader (Jim Baynam) with 3 weeks before the final round at Silverstone. Could I hold down my job, my marriage and afford to get a new engine together in time. As everyone said, I had to have a go: but would their enthusiasm be enough? After the offer of a loan from Carole's uncle Bill and persuasion from my son, Carole gave me the go-ahead and it started to look less impossible. I finished the engine

on the Wednesday before Silverstone and ran-in the car by driving it to work for 3 days.

Silverstone, 14th October 2000, HSCC Championship Finals

The atmosphere was electric, the banter was acetic and the photographer was snapping the usual suspects. The car was running with no worrying knocking noises, but 300 miles was hardly run-in: so I'd have to go gently in practice, working up to full throttle with a restricted rev limit (but at least the rev-counter was now accurate and reliable). After fastest lap in my class in practice, I knew that I just had to keep calm and keep the car in one piece. The oil looked clean so the promised oil change never materialised - I would continue running-in the engine during the race.

The race stayed dry, I accelerated away well after a sleepy start and regained a couple of places before the first bend. I had a good dice with Paul Stafford's 240Z and Ken Davies' Porsche 911E (I noticed that he'd gained some speed by getting the same tyres as me), but I eventually let them by because they were in a different class and no threat to me. I didn't win the race, but I punched the air victoriously as I crossed the finishing line, knowing that I was the Championship winner! I was so fired up that I demanded that the commentator interview me for what time he could spare after he had dealt with race winner Richard Thorne.

Result: 1st in class, fastest lap in class, 1:15.057 @ 78.61 mph

End of year result: Wesprey Castings 70s Roadsport Champion - 2000

So back to the question "was this a successful introduction to motor racing?"

The answer must be - YES

I discovered just how much I enjoyed it and what I'd been missing all my life up until then: when I get on the track there is a real buzz and until I drove on a circuit I just hadn't experienced what driving fast is all about. When I started, I realized that the car is almost out of control: the locus around the turn is pre-ordained by how you enter it (there is no grip left to adjust your trajectory - you can adjust the speed and attitude). There



To the Victor - The Spoils!

is a certain indescribable beauty about holding the car in a slide and stringing a complex set of corners together in a sort of ballet move. I've never been able to ski competently - but I expect that the enjoyment and satisfaction must be very similar.

I've discovered that I can put together a reasonably reliable racing car and it hasn't cost an absolute fortune. I haven't had any crashes and the camaraderie between competitors is first class. I can't say that the HSCC is better than the TSSC or vice-versa, but only that the marque identity with one is offset by the variety of machinery in the other. Personally I like the idea of racing a true road car, but I can see the attraction of modifying a car and coming up with original and creative ideas.

Acknowledgements

It must not be forgotten that none of the above would have been possible without the understanding and backing of my wife Carole. She has trailed around with me for little more reward than a bacon butty - I am not

much company on race day, especially when I start getting technical or stressed.

My son, Luke has been a stalwart supporter, wheel changer and indispensable pit-crew - he has given me encouragement when things haven't been going well. My cousin Alistair has taken over getting the car ready when I'm just too tired to bother. John Gadbury has lent tools and his muscle power to change the engine over. (You will get your connecting rod back sometime!)

The competitors have been great fun and some of them haven't tried to drive me off the road.

The track marshals and club officials helped to make the events run smoothly, even when I was in too much of a hurry to be particularly polite or forgot to do things in the right order.

So to everyone above and to all those that I have forgotten, who have offered their services, who have just come up for an encouraging chat or have supported me in any way may I take the opportunity to say: **THANK YOU!**

ps. I've got a lovely White body with plenty of space for sponsors decals!



Welcome race enthusiasts, to the 2001 TSSC Race Season.

And already preparations are well underway for competitors in the TR Register/TSSC Race Championship. The 2001 Championship will be competed over 13 rounds commencing in April with Oulton park, other rounds will include Castle Combe, a welcome return to the race calendar, and also the introduction of the New Rockingham Circuit at Corby, although we will not be using the full oval, apparently part of one of the straights is included in the circuit for our selves.

We look forward to an interesting season, and also look forward to welcoming all fellow race enthusiasts at race meetings this season.

2001 Dates

By Jo Field

The 2001 Championship rounds are as follows

Date	Circuit
April 7th Saturday	Oulton Park
April 28th Saturday	Brands Hatch
May 7th Monday	Castle Combe
June 10th Sunday	Pembrey
June 16th Saturday	Silverstone
July 7/8th Sat/Sunday	Croft
July 28/29th Sat/Sunday	Rockingham (Provisional)
August 12th Sunday	Cadwell Park
August 19th Sunday	Snetterton
August 25/26th Sat/Sun	Zandvoort (To be confirmed)
September 9th Sunday	Mallory Park
September 23rd Sunday	Cadwell Park
October 20th Saturday	Croft

Should anyone like further information on our Race Series, or how to start racing, please do not hesitate to contact me.

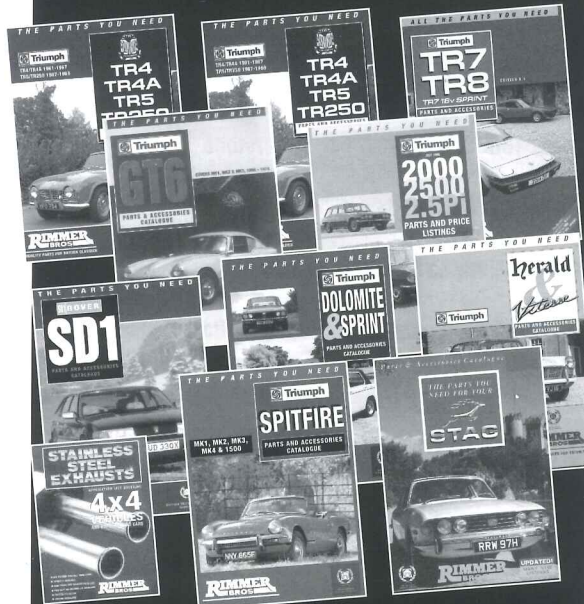
Here's looking forward to a competitive and a very enjoyable season for 2001.

Racing News

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Updated 3500/3900/4600 units also available.

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SPITFIRE/DOLOMITE/HERALD	£220.00 ex
GT6 & 2000 Sal/VITESSE	£299.00 ex
SPRINT	£381.88 ex
1850	£310.00 ex
TR8/SD1 (EACH)	£169.00 ex
TR8/SD1 STAGE 1 (PAIR)	£535.00 ex
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	INC O/D	£464.13 ex
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	INC O/D	£464.13 ex
TR7/8	4 SPEED	£205.63 ex
	5 SPEED	£346.63 ex
SPITFIRE/GT6	LESS O/D	£210.00 ex
HERALD/VITESSE	INC O/D	£398.32 ex
SPRINT/1850	LESS O/D	£198.57 ex
	INC O/D	£346.62 ex
DOLOMITE/1500/1300	LESS O/D	£210.00 ex
	INC O/D	£346.62 ex
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	INC O/D	£346.62 ex
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SPITFIRE	£27.30	£22.91	£14.69
GT6	£23.44	£17.57	£14.69
HERALD/VIT	£23.44	£21.09	£15.21
DOLOMITE	£23.44	£23.50	£14.69
2500/2000	£35.19	£20.56	NCA
SD1	£28.79	£15.86	£14.10
	£27.30	£28.82	£38.19

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GT6	£193.87
2000/2500	£205.62
SD1 (V8/PAIR)	£293.75

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TR4A	-	£157.27	-	£216.63	£296.51
TR5/6	-	£117.44	£170.38	£187.59	£264.73
TR7/8	-	£135.13	£193.88	£176.25	£258.50
SPITFIRE	£99.82	£123.32	£164.44	£158.57	£234.94
HERALD/VIT	£111.95	£131.92	-	£175.49	£257.18

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	F/WING	R/WING	D/SKIN	SILL	BOUNNET	BOOTLID	B/BUMPER	R/BUMPER
STAG	£152.69	£440.00	£49.94	£76.38	POA	£252.62	£276.12	3 PIECES £293.69
TR4/4A/5	£305.50	£276.13	£64.62	£22.32	POA	£287.88	£209.15	3 PIECES £198.93
TR6	£164.50	£164.50	£58.70	£22.32	£293.75	£193.88	£209.15	3 PIECES £199.63
TR7/8	£143.64	£205.62	£76.37	£19.94	£111.62	£135.12	£135.12	3 PIECES FROM £81.08
SPITFIRE	£52.88	£88.13	£29.37	£23.44	£581.62	£176.19	POA	POA
GT6 (Mk3)	£52.88	£88.13	£29.37	£23.44	£616.88	POA	POA	POA
HERALD	£82.19	£84.60	£58.69	£23.44	NLA	POA	POA	POA
VITESSE	£93.94	£84.60	£58.69	£23.44	NLA	POA	£111.62	£111.62
DOLOMITE	POA	£217.38	£73.22	£16.20	£111.62	£111.62	£193.88	£116.33
2500/2000	£376.00	POA	£64.62	£22.40	£155.82	£117.50	£193.88	£168.74
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STAG	£35.25	£15.00	£18.00	£34.66	£46.15	£67.56	£21.09	£51.50	£49.94	£20.56	-	£20.56	-
TR4/4A/5	£17.62	£12.87	£17.62	£17.57	£49.11	£51.67	£17.55	£115.00	-	£17.04	£20.56	£18.21	£20.56
TR7	£17.62	£12.87	£17.62	£17.57	£49.11	£51.67	£18.21	£115.00	-	£17.04	£20.56	£18.21	£20.56
TR8	£17.57	£10.52	£9.34	£29.32	£42.78	£64.62	£21.09	£49.23	£47.00	£15.86	£17.62	£15.86	£17.62
SPITFIRE/HERALD	£49.94	£15.00	£14.68	£29.32	£42.78	£64.62	£21.09	£49.23	£47.00	£15.86	£17.62	£15.86	£17.62
GT6/VITESSE	£17.04	£12.87	£20.56	£23.44	£51.77	£57.49	£20.56	£45.08	£51.44	£17.04	£23.44	£18.12	-
DOLOMITE	£25.35	£11.69	£15.86	£19.92	£54.44	£66.56	£19.92	£52.20	£61.69	£18.39	£25.26	£68.45	£25.92
2500/2000	£45.07	£15.00	£14.68	£34.66	£46.15	£67.56	£21.09	£51.50	£49.94	£23.44	-	£19.39	-
SD1	£34.02	£15.00	£19.92	£35.19	£85.99	£82.25	£23.50	£63.88	£73.44	£23.50	£29.37	£22.27	£29.37

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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

TSSC7technical Secretary

We start this month with more feed back on some previous problems;

Wheel Spacers

Q. "About six months ago, you discussed the need for spacers with Dolomite wheels, to which I contributed, for what it was worth. Since then, I have found a possibly related problem: Both rear brake drums of my race prepared Vitesse cracked!

The cracks were visible, radiating from the little securing screw holes. Ok, they take some stick these drums, but why should they crack? Talking it over with some non-Triumph friends the consensus was, spaced wheel not centralised at centre by spigot (as you described in the July 2000 issue, p64), slight out-of-balance wheel stresses drum,

drum cracks in fatigue. Seemed very sensible, until I realised - Rotaflex hubs do NOT have a central spigot! So I am still perplexed, why don't unspaced Rotaflex wheels have the same problem? Can you suggest another cause?

While I'm talking to you, I'd be grateful for your ideas on a follow-up to that. The cracked drums led to locked rear brakes and a spin-out from Clervaux at Croft, into the gravel trap. Immediately after, I had a loud "scrape-scraper" noise from the rear axle, road speed related, that new drums has not silenced. I plan to replace the rear wheel bearings and do'nuts anyway, U/Js if they look at all leery - should I check anything else? The LSD diff was rebuilt last season. Best wishes"

John Davies

A. I don't think your cracks have been caused by a wheel balance problem because it has happened on both sides. Just guessing, but it sounds more like the drum has cracked because the centre location area is being stressed differently to that on a standard Vitesse. This could be because of the increased thermal stresses caused by the higher temperatures of racing or because of the way the spacers contact the drums.....is the contact area of the spacers-to-the-drum similar to the wheel itself?.....perhaps the spacer provides more or less restraint to the normal deflection of the drum, causing it to crack.

Once you've got the drive shafts off the car, you should be able to feel the rotation of the diff and determine if the scraping noise is internal to the diff or is actually one of the halfshafts. Only use the genuine Metalastik do'nuts if you change them and I'd recommend that you fit the heavier duty Hardy Spicer HS152 universal joints.

Weak seat belt

Q. "Just a little something you might want to pass on to TSSC members with late model Spitfire 1500s with inertia reel seat belts. A couple of years ago I noticed my drivers side seat belt anchor (the bit that bolts to the floor at the transmission tunnel) seemed to be a little wobbly. On peeling back the plastic sheath I saw it was only held together by a single thin strand of wire. The rest of the cable looked like it had been cut very

cleanly with a knife. On closer inspection I realised it had been caused by severe metal fatigue. If I'd had an accident the seat belt would have been as much use as a chocolate teapot! For those with this type of belt it might be worth having a quick inspection. Regards"

Ian Johnstone

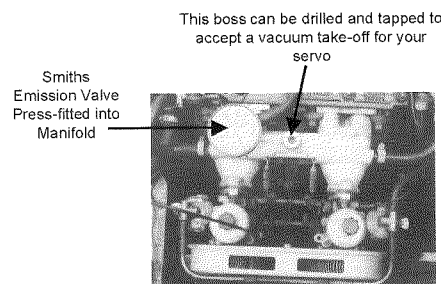
Fitting a Servo

Q. "I am just about to fit a Lockheed remote servo to my mk. 3 1970 spitfire. As there is no blanking plug on the inlet manifold, would it be acceptable to fit a T-piece to one of the hoses entering the manifold and connect the servo there? In fact- Do these servos actually work..? Muchas Gracias"

Steve Moore

A. Yes, they work, but don't connect into one of the hoses going into the manifold. These are water hoses. The connection you need is into the vacuum balance pipe linking the two 'sides' of the manifold. You have two options;

1. Remove the manifold and drill and tap the manifold for a take-off connection that will screw into the manifold. This connection needs to be on the same 'bulge' on the manifold as the Smiths Emission Valve. This is the balance tube closest to the engine.



Tap the thread for a take-off point in this hole and connect a length of pipe. Obtain a T-piece and a Similar Smiths Valve from a Vitesse or GT6. These valves have a hose connection on the underside rather

than a press-fit boss. Connect the vacuum take-off from the manifold to the T-piece and, from there, connect to the servo and also the Smiths Valve.

Tom Johnstone's Vitesse Electrics

"I am not sure if Tom Johnstone's car uses an inertia starter with a remote Lucas solenoid, then suspect the solenoid. I experienced exactly this problem (on a Land Rover). A meter showed the discharge - very small, but definitely there, and enough to flatten the battery beyond having a 'start' left in it in approx ten days. New solenoid, no problem. Regards,

Andy Burnett

Vibrating GT6

Q. "I'm a Belgian member since 1987, and I'm having a "vibrating" problem since a reconditioned 2.5 engine has replaced the original 2.0 ltr engine. During a mechanical overhaul of some parts of the car, all worn moving parts were replaced with new/reconditioned items (including the propshaft). Very soon after completion of this rebuild, after only a few 100 kmtrs, the car started vibrating harder and harder at high speeds. After some 3/4000 kmtrs, even at slower speeds you could see the scuttle/windscreen shifting back and forth. After checking the propshaft I've found play in both front and rear UJ. Although this was a reconditioned unit, it surprised me that the UJs were worn out on such a short mileage. The propshaft was brought to a workshop for replacing the UJs and balancing at the highest possible speed. Back on the car again, everything seemed normal, but after a few 100 kmtrs, the vibrating started all over again. As the engine is slightly tuned (approx 130 bhp), I thought that the standard UJ might not cope with the extra power although John Kipping (where I bought my diff and gearbox) confirmed that the standard setup is sufficient for this extra power. As my propshaft had to be rebuilt again, I decided to play it safe and made from scratch a new propshaft with bigger UJs which can take loads up to 990 Nm, (compared to the standard UJs 550 Nm). To my surprise the vibration showed up again, getting

worse after a few 1000km. The UJs were worn again, although still in better condition than the standard UJs.

Desperately the following items were replaced, hoping this would solve the problem. They included:

- 4 new tires + balancing.
- new polyurethane bushes F+R
- ball joints & trunnions were found ok
- reconditioned steering rack + aluminium supports + new track rods
- front wheel bearings
- new (club) discs/calipers + servo
- brand-new drive shafts with new UJ's, bearings and reconditioned hubs
- track/alignment was checked / set up properly

during this period the reconditioned gearbox (overdrive) started slipping and was replaced by John under warranty, as well as the diff fell apart (broken cog on the pinion) which was also replaced by John under warranty.

After fitting again the reconditioned propshaft, surprise...., vibrating again. A friend told me that maybe the bronze bush in the crankshaft was missing or worn, possible making the input gearbox shaft running out of balance. When I removed the gearbox + flywheel, I found the bush was there in position and in good condition. When I looked closer to the flat rear end of the crankshaft, I found a small lump of approx 0.4 mm thick at the edge of the flat rear end of the crankshaft. On the engine side of the flywheel you could see the marks where the flywheel had touched this lump, preventing the flywheel to be mounted exactly in line with the rear of the crankshaft, resulting in an uneven running. As you calculate that the flywheel is canted 0.4mm at approx 30mm out of the centre of the crankshaft, this will allow the flywheel to run out of line few mm at the rim of flywheel, causing probably the vibration.

It seems that the lump in the rear crankshaft end was caused by a rather big dent at the side of the rear end of the crankshaft. Probably somebody dropped the crankshaft with the

rear end on the ground (under approx 4500), while rebuilding the engine. (thanks to the garage in Kent for rebuilding this engine on a Monday - I have a LONG list with faults in this "reconditioned" engine, (worn rocker shaft, worn oilpump, 2 broken pistons, etc... but that's another story)

With a file I've made this lump evenly flat in line with the rear end of the crankshaft. I tried to file as accurate as possible, but when mounting the flywheel in position, and turning the engine on the starter motor, I've noticed the flywheel is still running slightly out of line (+/- 0.2 mm) measured where normally the clutch plate touches the flywheel. Of course the flywheel should run straight but is any uneven running supposed to be normal/acceptable or are there any figures available?

It's a long story for such a short question, but maybe other club members have advantage from above info. I hope the vibrating will be over once the flywheel is running even or maybe there is another cause for this vibration, which I possibly overlooked? Thanks in advance for your reply.

PS. I bought my RHD car in the UK (build 1969). As the original GT6 body was beyond economical repair, a Belgian built 1967 spit MK III body was build on the chassis, using a GRP GT6 Mk I bonnet. (GT6 bonnets are rare on the continent). The car is now converted to swing spring, with original front springs (too high with a GRP bonnet (lower weight) and too soft). These are now replaced by TSSC lowered springs combined with Spax F+R. The car ran at that time on Stromberg carbs, which are now replaced by 2 x SU HS6 (+ K&N filters, altered needles and damper springs). Combined with a full flow twin exhaust and tubular exhaust manifold, results in a rather amusing performance. With 3.27 diff and overdrive, top speed at the (German) motorway was measured at 205 km/hrs (followed/measured by a friend in a Porsche) which is rather frightening with the top down in a Spitfire. Best regards"

Peter Van den Bussche

A. Yes, I am sure that you will have improved your vibration. According to the Standard-Triumph Manual, the maximum run-out for the flywheel, measured at the outer periphery of the clutch friction plate (8" diameter), should not exceed 0.003" (or 0.076mm). I would estimate that this would equate to 0.004" (0.1mm) at the outer edge of the flywheel, just inside the ring gear.

Q. "My '67 2 litre Vitesse was fitted with an overdrive just before I bought it. My brother owned the car before me and he re-built the o/d box and propshaft and took the opportunity to replace the clutch and the gear box engine mountings at the



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same time. The gearbox mounting plate was modified and I believe moved back to accommodate the longer box and I understand that there was great care taken over the alignment of the box with the propshaft.

Ever since I have owned the car there has been a significant low frequency vibration that makes the scuttle shake at engine speeds over approx. 2000 rpm. The vibration gets steadily worse as the engine speed increases and it happens both when in gear and moving, and when revving the car out of gear. The clutch seems smooth enough on take up and there is no significant oil leakage from either the clutch slave cylinder or the bell housing. Apparently this vibration was not present before the o/d box was fitted. My brother blames the fact that the rubber of the new gearbox engine mounts is too hard: much harder he says that the mounts from the 4 speed non-o/d box. My own personal theory is that it is the clutch which is at fault being out of balance and causing the flywheel ass'y to vibrate as it spins up. I intend to try to sort this one out over the winter period but some pointers would be appreciated. Thanks and kind regards"

Richard Sutherland

A. From what you describe, I would agree with you. It sounds to me like the flywheel, the clutch cover or the complete assembly are out of balance. Perhaps you have the same problem as Peter above. Check the run-out of the flywheel and that the same type and length of screw have been used for securing the clutch cover. Check also the three dowel pins locating the cover.

Braided Hose end fittings

Q. "Do you know why the braided brake hoses the TSSC sells are labelled "for off road or competition use only"? I have them on my Herald and the MOT tester says he doesn't know why either. Regards"

Simon Holland

A. I didn't know why, so I sent your enquiry to John Muggleton, the Club Shop's Manager..... "Thanks for the enquiry, regarding the stainless steel brake hoses. To answer your question, all the packaging that Goodridge currently use has this disclaimer printed on the insert card. There are 3 types of end fitting used with these hoses, stainless steel, zinc plated and alloy. The Stainless steel and zinc fittings are fully approved for use on road cars and have the necessary certification. The alloy fittings however are not suitable for use on road vehicles, hence the warning.

Why they don't point this out on the literature that comes with the hoses I'm not sure, but it would save a lot of people asking the question! For your reference all of the hoses that the Club supply, come with the Zinc type end fittings (and are fully approved for road use) We have found Zinc-plated end-fittings to be perfectly acceptable over the years.

We do occasionally get asked by members for the ones with the stainless steel ends, but the extra cost usually means they go for the normal stock items....If you need any info from me in the future regarding any TSSC Offers bits and bobs please let me know. Regards,"

John Muggleton
TSSC OFFERS Manager

Vitesse Brakes on a Herald

Q. "I am about to fit the complete front braking system from a 2 litre Vitesse onto my modified Herald. I have all the necessary parts to complete this change over, including the larger bore master cylinder, as the rear brakes are to remain standard. Referring to a previous question in July's Courier, what size rear wheel cylinders do I need in order to maintain some sort of brake balance? I am currently using 0.75 rear wheel cylinders cylinders. On a different subject, in May's Courier you state that if putting the engine from a 2000/2.5 saloon into a club car, the inlet manifold must be changed. Is this because of potential carb flooding problems, or simply a question of height, as the manifold is angled? I ask this because I am sure I have seen some club cars with this manifold fitted. Thanks in advance"

Stuart Taylor

A. I would recommend fitting the rear brakes from a Mk1 GT6 or a Vitesse Mk1. The Vitesse used 3/4" wheel cylinders and 8" drums and these were the largest fitted to 'our' cars. If you retain your rear Herald 7" brakes, you will, at least, need to use these 3/4" cylinders. For the master cylinder, you should use the 0.7" version used on Vitesse and single-circuit GT6s that didn't have a servo fitted. The 0.7" cylinder will compensate for the increased fluid volume used by the Vitesse Type 16 front calipers. These calipers had bigger pistons (and, therefore, use more fluid) than the Type 12's or 14's of the Heralds or Spitfires. Regarding the manifold, I always thought that you had to change over to the GT6/Vitesse type of manifold because the engine is installed at an angle in the saloons.....but I've never tried it, so I may be wrong.

Spitfire Gearing and MPG

Q. "I have just purchased a IV, 73, SPITFIRE and joined the club straight away, and having no books on her, I was wondering whether you could let me know what sort of M.P.G. I should expect back from her. She is a 1300cc engine with no O.D. and standard twin S.U.'s. And what would a 1500 with the same spec do, and what if a overdrive was fitted to either engine (I figure the weight would not make it worth while ?).

Should I fit a single 1 1/2 S.U. ? What about fitting a Moss different differential crown, to give it more legs?, I am aiming for max M.P.G, as I plan to use it every day (my friends think i've lost a cog, from using a B.M.W.,but it's more fun). Would buy-passing the inlet manifold of hotty water increase the "engine canny take it"(power). If you could enlighten this numpty, I would be most happy. I hopeth to hear from you soon, kind regards"

Scotty

A. You may well have lost a cog Scotty, but your Spit will probably do more to the gallon than your BMW did. Your MkIV should do an average of 31-34mpg. Fitting an overdrive does help economy a little but their great benefit is that the slower engine speed makes the car more comfortable and quiet. The 1500 had a 3.69:1 ratio diff (yours has a 3.89:1) and this will have reduced the engine revs. However, the 1500 was able to 'pull' the 3.63 diff because the engine had more torque and you may find a 3.63 diff in a MkIV a bit too low-ratio for first gear get-aways! There won't be any warp-factor wheel-spins with a 3.63 diff in a MkIV I am afraid! During Motor's test of the 1500 in 1975, they got an overall mpg of 29.8. They also liked the effect of overdrive; ".....To illustrate the benefit of the overdrive, it's worth quoting a few steady speed figures. At 50mph in top the Spitfire is returning 48.5mpg - exactly the same as 40mph in direct drive, Moreover, at 70mph in overdrive, the Spitfire's engine is spinning at little more than 3000rpm and is returning an impressive 36.2mpg"

As far as fitting a single carb goes, you could fit the single Stromberg carb set up from a Herald 13/60 with few other modifications or, as John Thomason uses I think, a single 11/2" SU and manifold from a Dolomite 1300 (1976-1980). I wouldn't recommend by-passing the hot water channel in the inlet manifold. The thinking behind this, apparently, was to improve fuel vaporisation when the engine was cold. The water from the head would circulate through the inlet manifold and warm the inlet tracts. This prevented the fuel condensing in the manifold. Whether this was the real reason I am not sure. I would have thought that the heat from the exhaust would have warmed the manifold faster than the water and I am certain that the water in the inlet manifold actually cools the manifold when the engine is hot. I suspect that the water channels in the inlet manifolds were as much about cooling the manifold when hot as much as heating it when cold; always a problem on non-

crossflow engines where both exhaust and inlet manifolds are on the same side. The cooling will actually increase the density of the air going into the engine, potentially increasing your power and this is why I don't recommend removing the water flow. Another tip is making sure that the carbs are fed with cold air from the front of the car.....it really does make a difference.

Stiff Steering

Q. "I'm coming to the end of a Spitfire 1500 restoration; all the body and mechanical stuff done and only the cosmetic stuff to be done at my leisure....or so I thought. I replaced the suspension at all four corners (spax shocks + standard springs) and fitted a recon steering rack from John Kipping but the damn car won't drive in a straight line at least not without bicep bulging effort and 100% concentration. Not much fun. It's not pulling to a particular side and in fact it corners like it's on rails (very precise and surefooted). I've had it tracked twice the second time by a guy with lots of Spitfire experience and while it was toeing out before being tracked the improvement is not significant. Can worn wishbone bushes have this extreme an effect on handling or is it something more serious.Thanks in advance,

Alan Forde.

A. It sounds to me like there is another problem. First off, check the condition and free movement of the trunnions, the top joints and the track rod ends. This is probably best done by jacking up the car and turning through their steering lock. There should be no resistance. If this doesn't reveal anything, I would get a full alignment check completed.....heavy and wandering steering can be caused by incorrect camber, castor angle in particular, but also using wheels with the wrong offset. The equipment you are looking for is normally described as four-wheel laser alignment gear. This checks front and rear tracking, camber and castor angles. To adjust the front suspension you will need a handful of the shims that fit behind the lower wishbone brackets I don't think that worn wishbone bushes would have caused the effects you describe.

"Carl, Are you sure the 13/60 has no fuses? I seem to recall that mine had an in-line fuse (35 Amp?) in the headlamp flasher circuit tucked down by the battery. Whilst this looked like an afterthought (because it was just that) it was factory fitted. From memory the fuse

appears in the wiring diagram. My 13/60 was for a long time plagued with a metallic clattering sound which took ages to track down. I changed all the UJs which were in a dreadful state and tightenend many other things but to no avail. It turned out to be the drive straps on the propshaft had stretched so much that they effectively "over-centred" as the length changed, with the noise echoing from the propshaft. Keep up the excellent work, Regards"

Chris Bailey

Hi Carl. I am hoping that you will mention a new Triumph discussion board in your next Courier review. Here people will be able to swap views and information about all things Triumph:

Ask questions, especially technical ones & maybe even get answers! Post the address of your own Triumph site (or any that you recommend), attempt to locate that elusive part or post details about parts or cars board users have for sale, etc.

No membership is required - users can just read the messages and post their own thoughts to the world.

The address is: <http://members.tripod.co.uk/TriumphDiscussion/index-2.html>

Thanks a lot and Best regards,

Jim

That's it for another month, See you soon,

Carl

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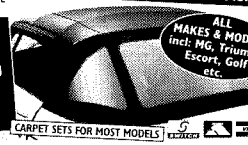
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Caliper repair kit inc. pistons type 16PB	£25.00 per caliper
Recon exchange Caliper type 12	£245.00
Recon exchange Caliper type 14	£236.00
Recon exchange Caliper type 16P	£55.00
Recon exchange Caliper type 16PB	£55.00
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Brake pads type 16P/16PB	£10.00 a set
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Track Rod Ends	£17.50
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Herald recon exchange drive shaft assembly inc. axle	£140.00
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GT6	
Bonnet assembly MkII	£595.00
Bonnet assembly MkIII 913766	£600.00
Nearside/offside front wing Mk II 909154/5	£80.00
Nearside/offside front wing Mk I 907154/5	£60.00
R/H front overrider GT6 Mk I 710717	£27.50 each
Control tank cover board (Mk I and Mk II) 710703	£20.00
Boot floor carpet MkI and II 810841	£20.00
Main carpet early Mk III new tan 819813	£29.50
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Quarter light seal front L/H 574098	£12.50
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Dash veneer set Mk III 820073	£90.00
Steering lock 216449/UKC2719	£37.50 each
Seat Belts	£40.00 pair
New crankshaft 308034	£95.00 exchange
Recon exchange water pump GWP201	£29.50
Clutch Kit Q.H.	£65.00
Front suspension vertical link (909072)	£52.00
Front shock absorbers	£20.00 each
Track Rod Ends	£7.00
Rotoflex coupling 152273	£20.50 each
Recon Brake Caliper type 16P	£55.00 exchange
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Rear brake shoes MkI and Mk II Rotoflex GBS 750 OE	£13.50 set
Front side/flasher lamp assembly 155416	£20.50
Delco Distributor Cap	£5.50

PRICES INCLUSIVE OF VAT - Carriage extra.

Please quote original part number if available. It will help us to help you.

Complete range of overriders built by ex-laycock engineer, POA.

Also complete range of coil suspension springs to fit all models £20.50

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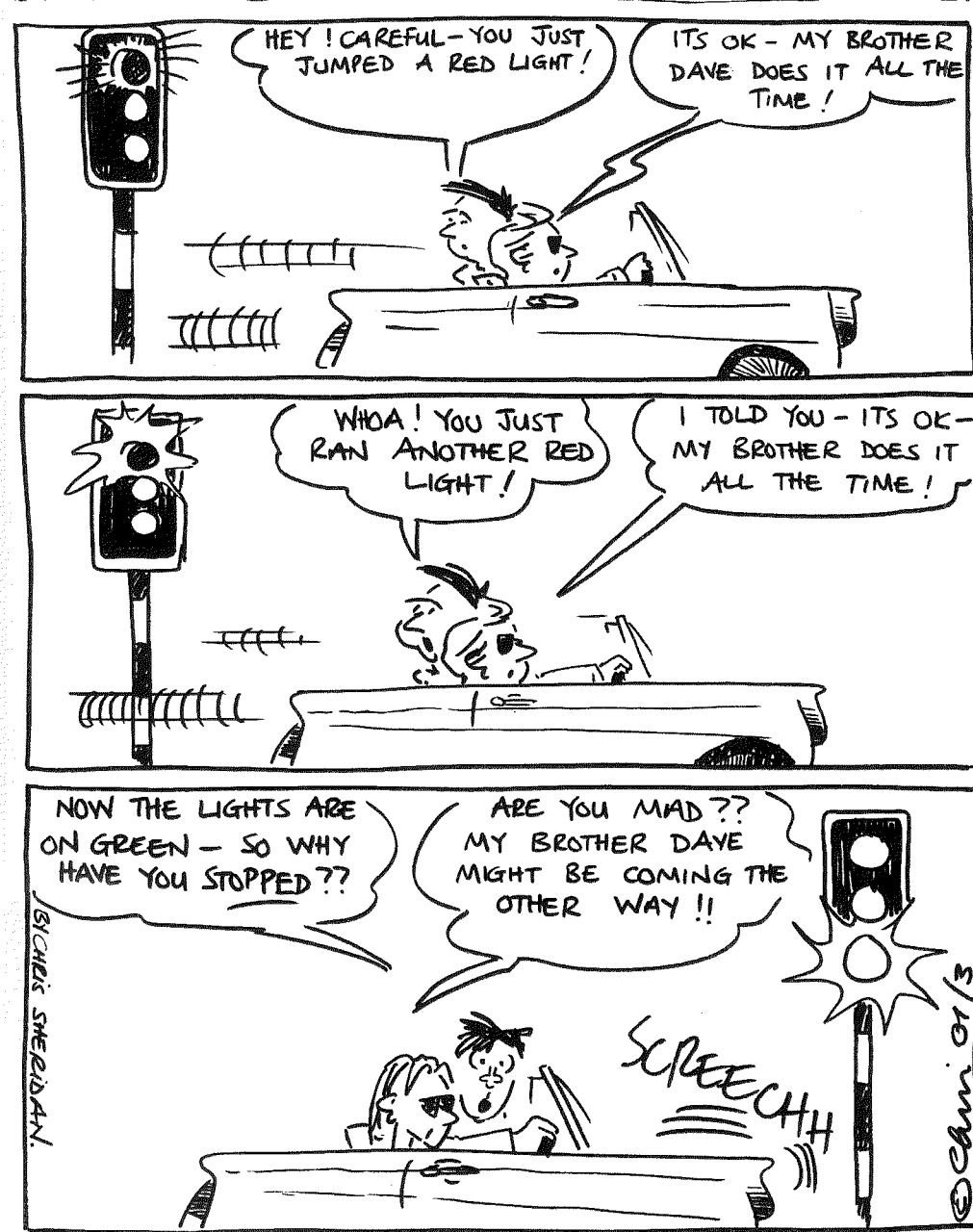
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Unleaded

Performance Engines

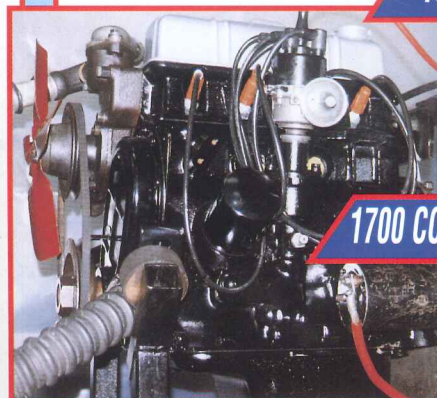
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SEE FITTING ARTICLE
Page 28, October 2000 - Courier

Surcharge Information

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CARRIAGE

All engines are shrink wrapped and despatched inside a metal frame for protection during transit. A surcharge of £95 for 6-cylinder and £75 for 4-cylinder cars will be refunded on return of old engine in the frame. **Carriage cost is £60 on all engines. This includes delivery of your new engine plus collection of your old engine and delivery frame.**

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HER 13/60	960	175
SPIT MK1	960	235
SPIT MK2	960	235
SPIT MK3	960	175
SPIT MK4	960	175
SPIT 1500	860	175
VIT 1600	1950	350
VIT MK1	1450	235
VIT MK2	1450	235
GT6 MK1	1450	235
GT6 MK2	1450	235
GT6 MK3 EARLY	1450	235
GT6 MK3 LATE	1450	235
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