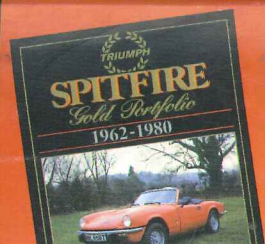


Go Ahead...



Spitfire MkII-1500cc
Brake Pads from £11.69



Spitfire Gold Portfolio
(62-80) £14.95 - Profile
Technical Illustrations - Binding - Cash



Vitesse MkII Braided Front
Brake Hoses (Pair) £23.21



Spitfire, GT6, Vitesse, Herald
1" Front Anti-Roll Bar £68.15



Spitfire Kenlowe
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Spitfire, GT6, Vitesse Adjustable
Spax Shock Absorber £62.72ea



Spitfire & GT6 (13"x6")
8 Spoke Alloy Wheel £69.97ea



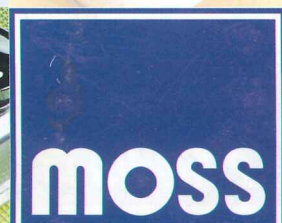
Bullet Style Chrome
Racing Mirror £17.57ea



Spanner Set Combinations



Spitfire 1500 Alloy
Rocker Cover £54.05



Oil Cooler 13 Row Radiator
(fitting Kit Not Inc.) £37.54



Spitfire, Herald High Tension
Lead Set from £11.69



13" Flat Wood Moto-Lita
steering Wheel £101.05



Spitfire, HS 2 K&N
Air Filter £41.83ea



Spitfire MkI-1500 'GT Twin
Exhaust System (S/S) £188.00

Prices correct at the time of going to press. E & O.E

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Moss Darlington

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Moss Bristol

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Moss Bradford

Freefone 0800 919971

Moss Manchester

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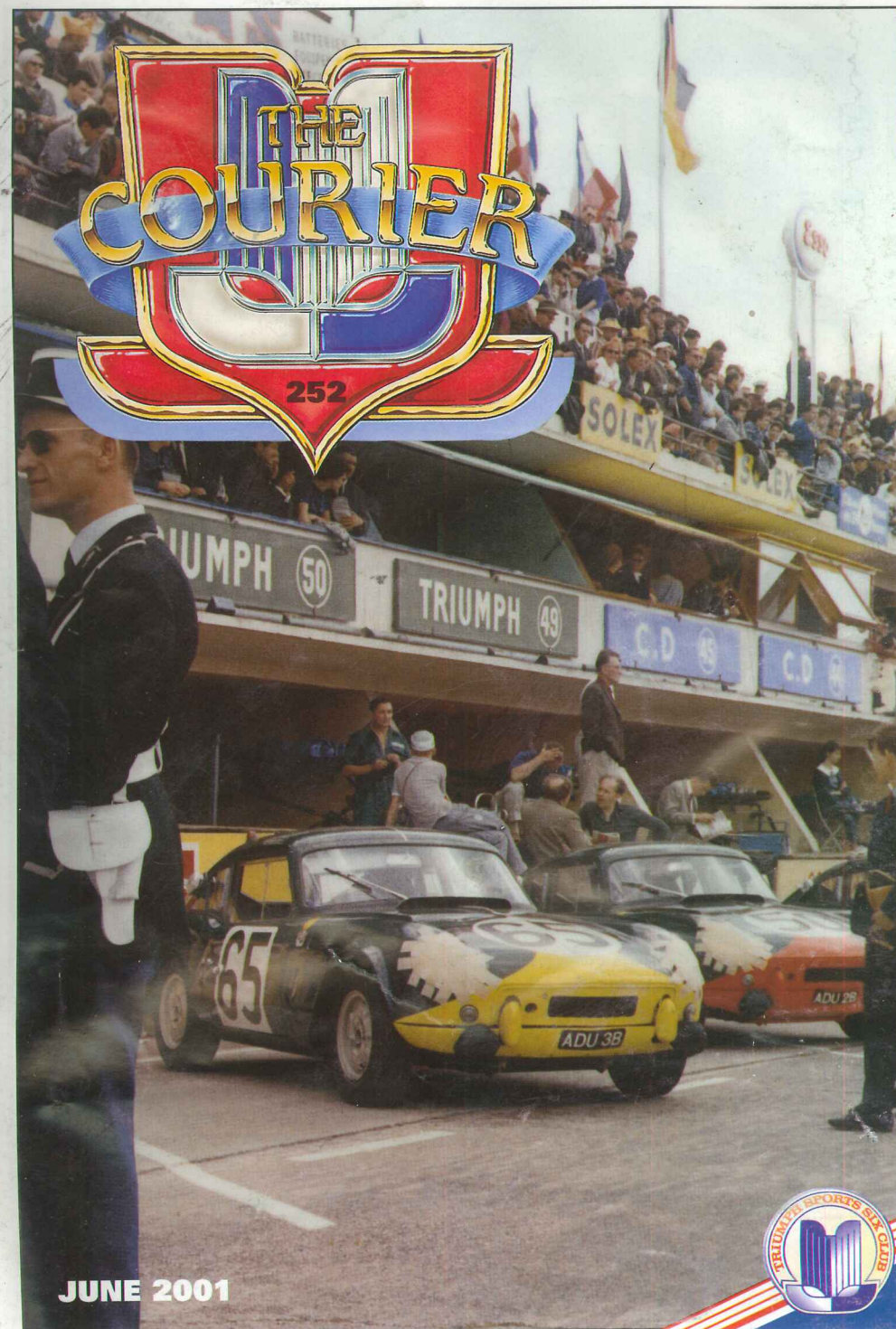
MG MMM, MG T Type, MGA, MGB, V8, MG
Midget, MG Special Tuning, MGF, TR2-TR4A,
TR5-250-6, TR7, Spitfire MkIV-1500, Triumph
Tune, Mini, Austin Healey 100-3000, AH Sprite,
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JUNE 2001



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The Market Leader

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

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.252 Vol 21. JUNE 2001
Price £2.25 Free to Club Members.

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Northampton. NN4 0SY.
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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:
It's June - 1964 - 3.30pm
YOU WISH!
Picture
The Peter Cox Archive

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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

July

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

September

THURSDAY/TUESDAY 6/11 SEPT 2001
TSSC SOUTHERN IRELAND TOUR
SWANSEA TO CORK OUT. ROSSLARE TO
FISHGUARD BACK

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

October

THURSDAY/WEDNESDAY 11/17 OCT 2001
TSSC BRITTANY/WESTERN LOIRE TOUR
FIVE FULL DAYS IN FRANCE

TSSC ORG EVENTS

Contact Local Area for more information

June

SUNDAY 10 JUNE 2001
AVON AREA STAND AT THE
ASHTON COURT CLASSIC CAR SHOW
CONTACT: COLIN 01179 691322

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

SATURDAY 23 JUNE 2001
NORTH EAST SCOTLAND AREA
THOMSON RALLY ABERDEENSHIRE
CONTACT: DANNY 01224 742315

SUNDAY 24 JUNE 2001
SURREY AREA STAND AT THE
BROMLEY PAGEANT OF MOTORING
CONTACT Karen 0208 8733022
or Richard 01737 221427

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

SATURDAY/SUNDAY 30 JUNE 1 JULY 2001
12TH WEST YORKS DALES RUN
AND BARBECUE
(Ring First to Confirm Event is on)
CONTACT GEORGE 01977 791718

July

SUNDAY 8 JULY 2001
NEWBURY AREA STAND AT THE
NEWBURY CLASSIC CAR SHOW.
CONTACT Dave. 01635 868640

SATURDAY/SUNDAY 28/29 JULY 2001
SURREY AREA STAND AT SURREY,
CLASSIC CAR SHOW & COUNTRY FAIR.
CONTACT KAREN 0208 8733022

August

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

MONDAY 27 AUGUST 2001
SURREY AREA STAND AT WOKING
CLASSIC CAR SHOW,
CONTACT KAREN 0208 8733022
FRIDAY/SUNDAY 31 AUG to 2 SEPT 2001
NORTH YORKS CONVOY & CONCOURS
CONTACT: Judy 01904 656095

September

SUNDAY 2 SEPT 2001
WORCESTER AREA CONCOURS
AVONCROFT MUSEUM OF BUILDINGS
CONTACT: 01452 618113

SUNDAY 16 SEPT 2001
NEWBURY AREA CLUB STAND AT
TRIUMPH WORLD PICNIC, BEALE PARK,
CONTACT Dave. 01635 868640

SUNDAY 16 SEPT 2001
SOUTH WALES AREA CLUB STAND AT
VINTAGE SPECIALIST RALLY
TREDEGAR HOUSE NEWPORT WALES
CONTACT: NEIL 01684 290494

October

SUNDAY 7 OCT 2001
IT'S BACK!
DUXFORD ALL TRIUMPH DAY
ORGANISED BY HERTS & BEDS AREA
CONTACT: MATT 01462 814051

OVERSEAS EVENTS

FRIDAY-SUNDAY 31ST AUG - 2ND SEPT.
International Spitfire Weekend, Venue T.B.A.

Comment

by Bill Sunderland

The Sun's out - So GET THOSE CARS OUT!

That was certainly the case for this year's SEM down in Leatherhead. We had a scorching weekend, 24 degrees, with everybody enjoying this Triumph show in the sunshine. The Sunderland family came down from Leicestershire in their trusty 2L Vitesse

attendance at this show, 28 in all, quite a few of which were White - quite amazing to see so many all together gleaming in the sunshine and the most MkIIs I have ever seen in one place before. Dick Plumridge had arranged to have the very last four Vitesse there on display over the weekend.

about how difficult it is becoming to find really good examples of 'our cars' nowadays, I began to feel a little guilty in the knowledge that I personally own four prime examples. As a result I have decided to let two of these go: My Signa! Red GT6 MkII and White Vitesse MkII



Want a Top GT6?

Convertible and decided to camp over night for the first time in years. We re-discovered what good fun it can be but the tent definitely seemed smaller than I remember - perhaps it's just that I'm bigger nowadays! We hope this will set the trend for the year to come. There were an incredible amount of Vitesse MkII Convertibles in

These cars were the last that left the production line in May 1971 - an incredible achievement! Well done Dick.

Over the weekend I did quite a few Club Valuations and chatting to friends old and new

Convertible (as seen at the show) are now up for sale.

I have owned the GT6 for 20 years and the Vitesse for 25, so if you are after a top car, just give me a call at the TSSC H.Q.



TSSC NEWS

Review

GT6 Register Secretary

I'm pleased to inform members that Colin Lindsay has been appointed as the new GT6 Register Secretary. Colin is also the Organiser for the Belfast Area so is sure to be kept even busier than usual. Owing/having owned Spitfires, Heralds and GT6s Colin has a great interest across the range of Club cars and has a series of interesting topics already lined up for Courier articles.

Welcome to your new role Colin and best wishes for the future.

Peter Williams,
General Secretary.

Members Handbook Self Help Scheme 2002

We are starting to update the Self Help Scheme in the Members Handbook for the next, 2002, edition. So, if you are already in the Scheme please check that your details are correct and let us know if any need changing. If you are in the current Scheme we will assume you would like to remain in for the next edition unless informed otherwise. As always, we would be happy to receive details of members not already in the Scheme who would like to be, so send in your details also - all by the end of July please. Forms are on page 33 of current Handbook. Happy Motoring

Peter J Williams
General Secretary

Win a Herald for a Fiver!!

A Signal Red Herald 13/60 Convertible which was restored by Ken Munford is now up for grabs in a Unique Raffle!

The car has been donated by Mr North in memory of his wife, Elaine, who died of cancer in July. He has requested that the car be Ruffed and the proceeds of the Raffle to be divided between **Ealing MENCAP** and the **McMillan Nurses**. The Grand Draw will be at this years International Weekend at Stafford. Tickets are £5. Details/Tickets from Ken Munford **0208 998 1626** or British Sports Car Spares **0208 748 7823** ask for Theo or Sheridan.

International Weekend

The RACMSA have now re-instated our Certificate of Exception which means the Concours is now OK, unfortunately dogs are still not allowed on site, but I do expect this to be resolved before the Event. Please check July's Courier for further information or contact the club office or myself.

Chris Mills Event Manager
tssc.international@btinternet.com

Rimmer Bros Offer 2

Rimmer Brothers now have some more special Club Offers to add to the source code **TSSC2001**. To get these prices your members must quote the above source code at the time of ordering. The headlamp cowl are still available and are now joined by:

RL1001R ORIG - Original Factory Gold Seal 1500cc Full Reconditioned Engine. Special Price £850.00 + Vat (£998.75) **THREE ONLY!**

plus an exchange surcharge of £125.00 + Vat (£146.88)

RL1004 - Brand NEW 1300 cc Short Engine for Late MkIV (from engine no. FH25001E) Recessed Cylinder Block type Special Price £295.00 + Vat (£346.63) **THREE ONLY!** (no exchange surcharge)

RL1007 - Brand NEW 1300 cc Cylinder Block (Bare) for MkIII and Early MkIV (non recessed) Special Price £50.00 + Vat (£58.75) - no exchange surcharges

Tel: **01522 568000** quoting **TSSC2001**



HQ OPENING TIMES

JUNE - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 2ND - 9.00 AM - 4.00 PM

SATURDAY 23RD - 9.00 AM - 4.00 PM

JULY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 7TH - 9.00 AM - 4.00 PM

SATURDAY 28TH - 9.00 AM - 4.00 PM

**NOTE: DUE TO INTERNATIONAL WEEKEND
TSSC HQ WILL BE CLOSED ON
Friday 13th RE-OPENS Monday 16th**

Save £££s by Ordering Early

Orders being taken now for
TSSC INTERNATIONAL WEEKEND 2001
JULY 14th & 15th Stafford County Showground
Members placing advance orders and making payment in advance will automatically receive a 5% Discount on their order

5%
Discount



Cop Shop



Throughout the year various members organise an incredible array of events.

Organising Events

Some are huge shows, whilst others may just be an Area get together, but they are all controlled by some sort of legislation. Some of the events have been known to run without any sort of Permit, or Certificate of Exemption, so I thought it was time to remind organisers of their legal duty.

Firstly, in order to be covered by TSSC third party liability insurance the event has to be an 'official' event. Making any event an 'official' event is simplicity in itself. All you have to do is inform the Club Office and have it inserted into the Club calendar.

If the event is going to include an element of competition which will involve cars (however tenuously) then you will need a Permit, or Certificate of Exemption from the Motor Sports Association.

All motor sport is strictly controlled by law and is under the direct control of the Secretary of State. The Motor Sports Association are the governing body for all motor sport on behalf of the Secretary of State. If you have not obtained the relevant Permit, or Certificate of Exemption then your event may be an unlawful event, which means that all organisers, marshals and the host Club may be prosecuted for an offence.

It does not matter whether, or not the Club is affiliated to the MSA, as the TSSC is.

by Mike Crewes

Over recent years the MSA have been tightening up on various aspects of Permits and Certificates of Exemption, so that eventually they will have tightened up on everything. I expect that they will soon be at this point and then they will start looking at Unauthorised events - you have been warned!

Before you start thinking about organising an event, the very first thing you should do is read the Club's Events Manual. This lays out everything you need to know, including the legislation, to properly organise an event. It details the forms, applications process and who needs to know what. Once you have read the manual and started planning your event, you must apply for any permit before the event is advertised. This is part of the authorisation process and must be adhered to.

Once you have filled in the relevant forms they must be sent to Mike Crewes for checking and he will then forward them to the MSA, unless there is a problem with your form and then he will contact you.

When the permit is issued it will be sent directly to you.

The Events Manual can be obtained from the Club Office, or for Club Officials by logging on to :

<http://www.groups.yahoo.com/group/tssctalk> where it can be downloaded complete with all the forms. Once you obtain your Events Manual make sure that it is this years copy, since it is updated and reprinted every year. If you need specific advice about legislation and events, please contact Mike Crewes direct.

So if you're planning a Concours, Treasure Hunt, Navigational Scatter, or whatever, you need to obtain the relevant Permit before you do anything else. Please note that Convoys do not require MSA permits, because there is not element of competition, but the route should be advised to the local Police Force.

If you have a query, or topic on road traffic legislation why not contact Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN, or email: MikeCrewes@Standard-Triumph.com

Foot & Mouth Disease Update

By Mike Crewes



MORE UK MOTOR SPORT ALLOWED AS FOOT & MOUTH RETREATS (04/05/2001)

With recent outbreaks of Foot & Mouth

Disease almost entirely confined to the three most heavily infected areas (Devon, Wales / West Midlands and North England/Scottish Borders), Motor Sports Association has decided to simplify its restrictions and allow some additional events.

In line with current information available from the Ministry of Agriculture, Fisheries & Food (MAFF), MSA has classified all parts of the country as either "Infected Areas" or "Non-Infected Areas".

In any **INFECTED AREA** (and in any National Park), MSA policy remains unchanged. Permits will be issued only for events taking place wholly within permanent venues (including races, hillclimbs,



sprints, rallycross, single-venue rallies, etc) and for autotests on asphalt surfaces in urban areas or at licensed motor sport venues.

In any **NON-INFECTED AREA**, however, almost any event (including all those allowed in Infected Areas) will now be authorised, on condition that National Farmers' Union and **MAFF** guidance is sought and implemented; that it does not take place on agricultural land where livestock is or has been kept; and that written permission is obtained from the landowner.

The following events will not be authorised:

Road rallies (including navigation events, scatters and treasure hunts), because these use minor or unsurfaced highways, cover relatively large distances and require organisers to personally visit residents, many of whom will be farmers.

Classic Trials, because these use unsurfaced highways, many of which remain closed and which often pass through agricultural land.

The running of major special stage rallies continues to depend on the availability of large landholdings, such as those controlled by the Forestry Commission and the Ministry of Defence. In this respect, MSA welcomes the decision by The Forestry Commission to allow the Autospars Dukeries Rally to take place in Clipstone Forest on 23 June.

This will be the first forest event held since the outbreak of the disease in February. MSA Chief Executive Colin Hilton said: "We continue to adapt our policy in light of the latest Government advice and the fact that so many infected areas have recently been removed. By taking every precaution, we believe that our new policy will permit a significant number of additional events to take place without serious risk of spreading the infection."



The Childrens Creche

By Alison Mills

Background

The Creche has always been a popular part of the International Weekend, giving children from 2.5 yrs to 8yrs a break from their Parents and something else to do apart from being dragged around Triumphs and is located in the main hall near to the Information centre.

The Creche is staffed by NNEB or BTEC qualified personnel, to ensure the children are looked after in the correct manner. The Creche has to be registered with the Local authority each year, which states the age range that can be catered for and the staff to child ratio, and must provide various measures to guarantee each child's safety such as the entry Register.

The requirements of the Staffordshire County Council and the Clubs own Health and Safety document ensure that the Creche is among the best temporary Creches available in this type of environment and we can be inspected by the County Council at any time over the weekend.

The Weekend

For 2001 the Creche Team are providing :-

- 15ft X 10ft Bouncy Castle
- Hat & Puppet Making

Drawing & Colouring

Balloons

Chalk boards

Jigsaws and Various puzzles

Books suitable for various age groups

Face Painting

Outside

Activities include Miniature Railway rides and Area games, of which some are suitable for young people

Details

The Creche will be open from 10am to 5pm on Saturday and 10am to 4pm on Sunday, each 1hr session will be charged at 1 with a maximum of 2 sessions every 4 hours to ensure as many members can use this facility as possible. Children will need to take at least a 30-minute break between sessions, as the Creche is unable to provide refreshments.

For further information please contact me on 01494 463422 after 7:30pm or write using the same address as the International Event Manager.

If you have any toys/puzzles/books suitable for 2.5yrs to 8yrs that you no longer need and are in good condition, and are able to donate them, the Creche Team would be very pleased to be able to use them.

Alison Mills NNEB
Event Official

FITC

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Front lower valance 1360 O.E.	£105.00
Front lower valance Vitesse O.E.	£105.00
Herald 1360 front panel 812140	£50.00
1200 front wings	£90.00
1360 front wings	£72.50 each
Vitesse front wings	£80.00 each
Front wing 'D' plate 703627/8	£8.00 each
Herald/Vitesse door skins 901338/9	£50.00 each
Complete door shell (902256/7)	£170.00
Sills 803070/803071	£16.50
Tread plate repair panel	£6.00 each
Stainless steel tread plate finishers Triumph logo	£16.00 pair
Front floor mounting bracket for 704033	£4.50
Front floor mounting bracket rear 607549/50	£4.50
Rear floor mounting bracket 607655	£5.50
3 post mounting bracket 607655	£13.00
Boot side panel 804611/2	£25.00
948 Herald/Vitesse rear centre valance	£42.50 each
1200/1360 rear centre valance	£45.00 each
Rear quarter valances	£20.00
Inner front wheel arch, left hand/right 903 075/6	£35.00 each
Rear Outer wheel arch, 802845/6	£35.00 each
Front wing arch repair panel	£15.00
Rear wing arch repair panel	£15.00
Bonnet corner moulding 706161/2	£17.50 pair
All chassis outriggers side rail/ boot extension	£14.50 each
Full white rubber bumper set	£90.00
Rear overriders (703708/9)	£32.00 each
Wheel arch to bulkhead seal 704033	£2.50
Bonnet catch (chrome) 607663	£21.00 each
Door hinges 607824	£14.00 each
Boot hinges	£14.00 each
R/H engine bay valance 1200 1360 903155	£27.50
Door to glass outer weather strip	£5.75 each
Hoods vinyl inc. zip out window	£130.00 each
Hoods original ICI flame retardant	£2.50 each
Pedal rubbers 122289	£2.50 each
Accelerator pedal bracket 147685	£7.50
Set of 8 front suspension bushes (119451)	£10.00 set
Front Suspension Shim 122022	£1.25 each
Caliper repair kit inc. pistons type 12	£19.50 per caliper
Caliper repair kit inc. pistons type 14	£15.00 per caliper
Caliper repair kit inc. pistons type 16P	£25.00 per caliper
Caliper repair kit inc. pistons type 16PB	£25.00 per caliper
Recon exchange Caliper type 12	£45.00
Recon exchange Caliper type 14	£35.00
Recon exchange Caliper type 16P	£55.00
Recon exchange Caliper type 16PB	£55.00
Brake pads type 12	£12.00 a set
Brake pads type 14	£9.00 a set
Brake pads type 16P/16PB	£10.00 a set
Recon steering racks RHD	£40.00
Track Rod Ends	£17.50
Rear Shock Absorbers GSA 385	£17.50
Front Shock Absorber	£20.00
Herald Rear Suspension 305894	£17.50
Herald recon exchange drive shaft assembly inc. shoes	£140.00
Herald/Vitesse Non Rotoflex Driveshaft	£57.50
Universal joint with grease nipple	£55.00
Herald new alternative Distributor (exchange)	£57.50
Vitesse Delco Distributor Cap	£6.50
Nut manifold banjo bolt (145101)	£9.00 each
Herald oil filter GFE 119/150	£3.00
Herald O.E. Head Gasket	£6.50
Set of 4 Spark Plugs 1200 and 1250	£7.50 set
Recon w/wiper motor	£40.00
Vitesse 2 litre O.H. Clutch Kit	£70.00
Clutch Slave cylinder 1360	£17.50 each
Vitesse inner sealed beam light GCU1100	£5.50 pair
Boot catch 611225	£8.50
Seat Belts (inertia type)	£45.00 pair

SPITFIRE MkII & II & III	
Spitfire MkII complete bonnet assembly	£560.00
Nearside/offside front wing 907154/5 909088/9	£22.50 each
Left/Right hand front outer wheelarch 903137/8	£37.50 each
Left/Right hand front inner wheelarch 706548/9	£35.00 each
Left/Right hand front hinge tube 811679/81680	£17.50 each
Spit MkII side lamp mounting panel (910157/8)	£45.00 each
Door skins	£27.50
Battery box 806707	£22.50
Rear valance lamp panel 569900	£42.50 each
Spitfire MkII bootlid steel 575887	£137.50
Dash top cover 706569	£27.50
Hard top rear screen 807499	£50.00
Vinyl hood MkII inc. zip window	£55.00
Hood MkII original ICI flame retardant inc. zip window	£225.00
Bonnet catch (chrome) 607663	£20.50 each
Rear lamp assembly 208532/217025	£37.50
Track Rod Ends	£65.00
Rear Leaf Spring 305894	£65.00
Recon Brake Caliper type 12	£45.00 exchange
Recon Brake Caliper type 14	£35.00 exchange
Original Head Gasket GEG314	£6.50
Distributor Cap	£3.50
Speedo cable GSD165	£9.50
Recon Voltage Regulator 806707	£17.50

SPITFIRE MkIV & 1500	
Front wings 909663/4	£27.50 each
Front wheelarch outer L/H and R/H 909351/2	£22.50 each
Front wheelarch inner L/H and R/H 909797/8	£22.50 each
Headlamp support panel assembly L/H and R/H 818871/2	£17.50 each
Rear quarter valances offside and nearside (815391/2)	£45.00 each
Door skins	£25.00 each
Nearside/offside sill 903097/8 Non O.E.	£22.50 each
Nearside/offside sill 903097/8 O.E.	£38.50 each
Sill reinforcement panel L/H and R/H 806834/5	£5.50 each
Inner sill L/H and R/H 806838/9	£12.50 each
Sill end plate (front) 706422/3	£4.50
Stainless steel oversill kit	£39.00 kit
Stainless steel tread-plate finisher Triumph logo	£12.50 pair

Half floor L/H and R/H Deep Pressing	£62.50
At post lower panel filler L/H and R/H 706288/9	£8.50 each
Bonnet hinge pivot box (RKC362/3)	£26.50
Bonnet hinge tube R/H 911108	£37.50 each
Rear wing L/H/RH repro	£57.50 each
Rear wing front repair panel	£10.00 each
Rear wing rear repair panel	£10.00 each
Spitfire rear lamp panel (716182)	£85.00
Rear valance 908970	£29.50 each
Boot floor	£60.00
Steel boot lid 911359	£165.00 each
Rear inner/inner wheelarch, L/H and R/H 725563/4	£44.00
Rear outer wheelarch 909611/2	£35.00
Hard top rear screen seal 911040	£25.00 each
Hard top seal roof/door glass 7161834	£8.00
Front windscreen chrome insert kit	£32.50
Exterior door handle L/H and R/H black YKC2837/8	£41.00 each
Window regulator L/H and R/H 911271/2	£35.00 each
Window regulator glazing channel L/H and R/H 706789/90	£35.00 each
Front outriggers 209398/9	£15.00 each
Stainless steel tread plate finishers	£12.50 pair
Oil pump TKO 1974	£29.50 each exchange
Waterpump 216939/GWP 128	£29.50 exchange
Late type water pump (viscous) UKC774	£40.00 each
Oil filter assembly including filters 217822	£35.00 each
Oil filters GFE 119/150	£3.00
Heater valve 724021	£18.00 each
Front wheel bearing kit GKH1021	£12.50
Front Wishbone bushes 119451(set of 8)	£10.00
Front shock absorbers GSA364	£20.00 each
Front suspension vertical link and turnon assembly	£15.00
Front suspension top ball joint GSJ155	£10.00
Stub axle UKC697	£17.50
Recon steering rack	£7.00
Track Rod End	£17.50
Steering lock 142140/FAM 1718	£17.50 each
Steering lock 216449/LF 52719	£37.50
Rear wheel bearing kit GKH 1021	£13.50
Early/late rear drive shaft	£57.50 each
Recon Drive Shaft Assembly	£140.00 each
Rear shock absorbers GSA 385	£17.50
Transverse rear suspension leaf spring 159640	£67.50
Recon Brake Caliper type 14	£35.00 exchange
Brake caliper offside/nearside 159130/1	£53.00 exchange
Brake disc 208715	£14.00
Caliper repair kit inc. piston	£15.00
2PL RKS brake master cylinder	£45.00 each
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Handbrake cable end fork (104749)	£1.50 each
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Rear brake lever 123135	£5.00
Clutch Kit 1500 O.H.	£60.00
Clutch Slave Cylinder GCU 1100	£17.50
New Distributor 1500	£57.50 exchange
Recon Distributor (1500) RKC 638	£47.50 exchange
Distributor cap 905283	£3.50
Recon starter motor	£20.00
Recon w/wiper motor	£40.00
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Inertia seatbelt sensor type OE	£55.00
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Bonnet assembly MkIII 913766	£600.00
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R/H front overrider GT6 Mk I 710717	£27.50 each
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Main carpet early Mk III new tan 819813	£29.50
Main carpet late Mk III new tan 822633	£23.50
Inner carpet Mk III 822633	£29.50
Quarter light seal front L/H 574098	£12.50
Rear quarter light seal L/H new tan MkII 820613	£90.00
New crankshaft 305894 and Mk II Rotoflex GBS 750 OE	£50.00
Steering lock 216449/LF 52719	£37.50 each
Seat Belts	£44.00 pair
Dash top cover 815281	£27.50
Recon exchange water pump GWP201	£29.50
Clutch Kit G.H.	£65.00
Front suspension vertical link (209072)	£55.00
Front shock absorbers	£20.00 each
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Recon Brake Caliper type 16PB	£55.00 exchange
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Estate or Courier?

By Bill Davies

While Barry Minett-Smith's Herald VVS 699 looks superficially like any other Herald Estate, it has a fairly interesting background.

in 1963 it was professionally converted to side windows and fitted with a rear passenger seat. This was a popular conversion because vans as commercial vehicles were exempt from purchase tax and therefore cheaper to buy than cars. The converting regularly maintained the vehicle. In later years it was resprayed French Blue, this being the closest match that could be obtained to the original Renoir Blue. On the death of Mr Green in 1990, the van passed to his sister and was stored at her

Just another Estate, but what about the grille?



I had spoken to Barry about this car several times before he actually became its owner and I have encountered this vehicle in the early to mid 1990s. Barry writes:

"VVS 699 was completed on May 2nd and registered as 516 VC on May 14th 1962. The van was purchased by Mr A. Green, a Triumph employee, through the dealers S.H. Newsome of Coventry.

The van was the sole transport for Mr Green and

of vans to estates was therefore an attractive way of obtaining a cheap car.

The van remained Mr Green's only transport and he

home in the garage. The hope was for a member of the family to restore the van but unfortunately this did not actually occur.

In 1991 the car was advertised for sale but only the registration number was sold. In early 1994 the garage was required and the car offered for sale again and Mr C.H. Brotherton purchased the car



Unusual side window Conversion

in February 1994 with 91,000 miles on the clock. The car was put back on the road in May 1994, in time for it's 32nd birthday. I purchased the car in March 2001 in a poor state with no MOT. It is now undergoing a running restoration."

Barry was kind enough to let me drive VVS 699 when he came down to the Swindon TSSC meeting in May. Unlike most Van conversions, this one is fitted with the normal production Estate side windows. The aftermarket windows usually fitted to vans were smaller and were cut into the sidepanels rather than entirely replacing them. The internal wooden panels have been covered in grey vinyl, and the seat is the Restall produced kit, which was supplied as a Stanpart approved item - a definite improvement over the normal Herald Estate rear seat, which I've always found to be dreadfully uncomfortable! A very unusual feature is the full length headlining, as the van would originally have had a short headlining which terminated behind the front seats. The original pressed aluminium grille is still fitted, along with the 'TRIUMPH COURIER' lettering on the tailgate. The dashboard is also untampered with, no extra gauges being fitted and all of the stainless steel and black metal trim present and in good condition. Unfortunately,



Dashboard still has rare Stainless Trims fitted . . .

12/50 - the engine currently fitted is not the original and has become somewhat smoky. I can vouch that the gearbox is tired, with very little trace of synchromesh anywhere! Despite this, VVS 699 drives very nicely. I have owned several Couriers in the past and with their uprated suspension, they are (in my opinion) the best handling Heralds ever produced by the factory.

Coupé Screen Seals

In April's article I suggested that lack of interest had effectively killed off any prospect of remanufacturing the wide finisher type Herald front and rear screen seals. There hasn't exactly been a last minute rush, but a few more Coupé owners have pre-ordered seals, which has made the project viable, though I have not been able to make the kind of volume based cost savings I had expected. Pre-ordered seals are to be supplied at the preferential price of £30 per seal or £58 for a pair, plus carriage. There may be a small number of surplus seals, which I hope to have available in time for sale at the International Weekend in July.



and the Black Glovebox surround

improvements and will soon install the engine and gearbox from a

TRIUMPH Herald 948 & 1200 Register

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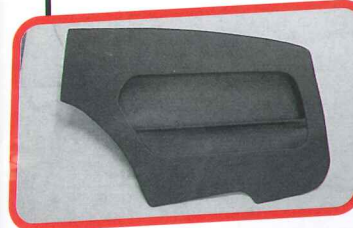
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Spartan Times

By Trevor Collett

Might as well be honest, I've not got a lot to say this month and even less time to say it in.

TRIUMPH Specials Register

I've really over-stretched my personal resources just lately. It has been building up since not long after Christmas. One weekend I finally managed to move, well it had to be pushed, my Herald 1200 Estate from its resting place next to the drive into the garage. This car has been off the road for several

I'll regret it.

Almost coincident with the move of the Estate another long held ambition took a step forward - a couple of likely landscapers moved into my garden to rip it up and start again, yes it's the Groundforce bug. A few wet weeks later I had some new decking, a new pond, a new summerhouse and some empty borders. That's where I had to step back in and this has what's been occupying every non-raining, non-office, daylight hour for

problem now is that there is no time left to prepare one car for a show let alone two, the office is mad so no chance of even a half day. Still, not the end of the world having a slightly grubby car, is it?

That's enough of my feeble whingeing, I must be able to rustle up a few words on specials, mustn't I? Looking through my database of articles on kit and specials that have appeared in these pages I notice it's been a long time since we had anything on Spartans. So, here we are, some pics of two rather natty Spartans both snapped, as it happens, at the Leatherhead show some years back.

What do I know about the Spartan? Apparently the first kit was produced by the Nottingham based company in

weeks - and continues to do so. As I write the SEM at Leatherhead is only days away and since this show is only just down the road I feel obliged to take the Moss and the 13/60 (Jackie drives the Herald, I can only drive one car at time). The

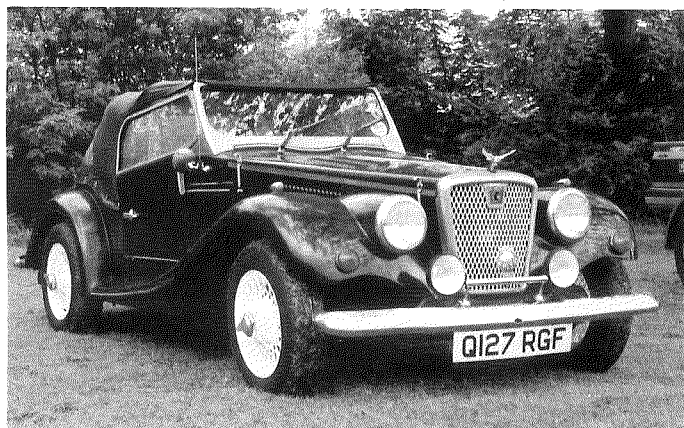
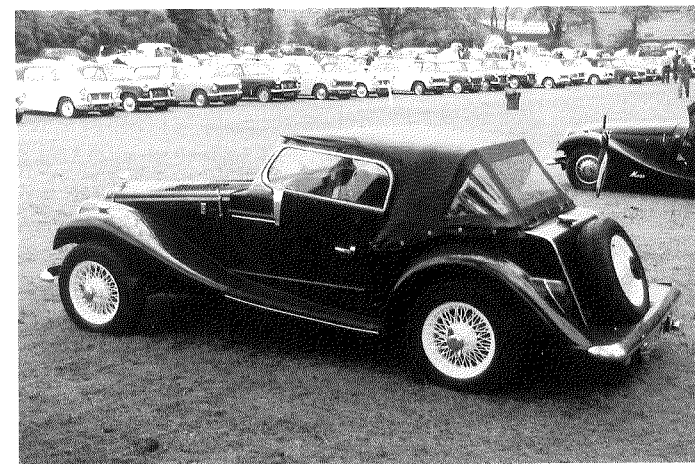
April 1973. The Spartan consisted of a steel framework that fitted on a Herald or Vitesse chassis, clothed in aluminium panels and fibreglass wings. At some point a replacement chassis was made available with a longer

wheelbase to create a 2+2 version. The Spartan sold well and maybe as many as 1000 were sold up until 1981 when the company moved to a Cortina based car. This Spartan had a similar look to the Triumph version but was different in all other respects. Production continued into the nineties.

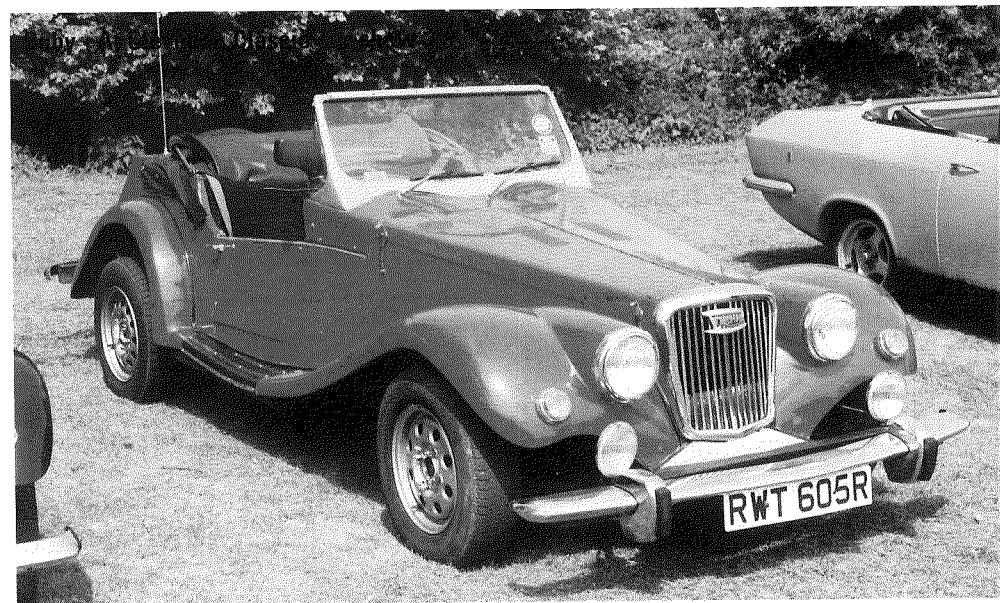
There are still plenty of fine Triumph Spartans on our roads today - do you know of any? Perhaps you have one. You can tell that I'm about to make another grovelling plea for material. Now that the sun is, begrudgingly, showing its face get snapping with your

box brownie any odd, quirky car with any slight connection to Triumph. Get the pics developed and pop them in the post. Tell me as much, or as little, about the car as you can and I will turn them into another edifying article for the entertainment of the Triumph adoring masses.

Come to think of it, send me any photos you took last year.



years and I've long promised myself that it will be rebuilt. Now that I'm ready to make a start the process seems rather daunting and against all the sensible advice about planning a rebuild I just went ahead and started to dismantle it ad hoc -





Holiday 'Snaps'

By Derek Giles

Some people can never stop thinking about Triumphs' even on holiday!

I know I always keep a lookout for our cars on the **TELLY** just in case one turns up as in The Grimleys / Heartbeat on odd occasions and then wonder if an IVR has been sent in for it, but some of you go even further than that.

The first car was discovered by **PAUL BARLOW** (of Exeter) whilst sunning himself in **CYPRUS**. Paul tells me that although the car was full of

rubbish and had obviously been there for a **LONG** time the body was solid and it still had the original engine and carb under the bonnet. As can be seen it also has a 12/50 style sunroof, an optional extra for our cars usually factory fitted.

Paul went one better than **JUST** snapping the car, he actually took the trouble to record the commission and engine No's which he passed on to me for the IVR scheme. (Thanks **PAUL**) so if you are in **LIMASOL** and fancy some spares then perhaps if this car is still there (almost a year on) then I am sure some bits would fit in a suitcase, watch out for the metal detector at the airport though! Also seen by him in running order was a 948 1200 convertible and loads of minis', plus a dumped 2000 and dolomite.

What would you be looking for if you were on a Caribbean cruise? Sun, sea, sand and the odd dusky maiden. What if you stopped in **CUBA**, rum perhaps or some culture, and the smell of wakcy backy may even find its way to your nose? But who would of thought of a Herald 13/60. Now I am sure that **DENNIS NORRIS** did'nt go looking for one but he certainly found one.



When in **LIMASOL**?



Hav an ah Good Time in Cuba?

This white convertible was spotted by him on a visit to a car museum in Santiago. The cruise was great but the Herald has seen better days (his words) and could do with some **TLC**. Having said that though if you have ever seen the state of **MOST** cars that are still in use throughout **CUBA** then the Herald is a gem! Most are held together with some string and a **LOT** of **PRAYERS**, they even have to make their own brake fluid using god knows what! Something to do with American embargoes still going after 40yrs and Mr Castro's passion for cigars. (Thanks for the picture Dennis and I bet you are glad to be back in Milton Keynes out of all that **HORRID SUN**).

By the time you read this we should I hope all be enjoying the late spring/early summer sunshine. Perhaps even thinking how good SEM at Leatherhead was, this is always a great show thanks to Mike, Tracy and their Crew. Hopefully we saw the fruition of Dick's efforts to get the **LAST** few Vitesse's off the production line to the show (it was their 30th birthday) and due to their sistership by registration at least, two 13/60s' were there to make him happy.

No matter what we all would have met some old friends and made a few new ones and perhaps obtained some bargain parts and odds-n-sods for our cars.

I doubt if at this time of year any of you are thinking about the autumn and those darker nights, but I would just like to pass on the thanks of the recipient of the efforts put in by the Round Britain Run **DRIVERS** in Oct 2000. The Children with Leukaemia charity wrote to all drivers/co-drivers the following:-

"On behalf of all at the charity I am writing to convey our sincere gratitude to you all for the wonderful support you have given us through your participation in the Club Triumph Round Britain Run 2000. Well done for successfully completing the run - a terrific achievement.

We were overwhelmed when we received a

TRIUMPH Herald 13/60 Register

cheque for the sum of £40,510.00, and it is incredibly difficult to find sufficient words to convey our debt of gratitude to you all for the time and effort which went into the contribution you made. Please do convey our warmest thanks to all your friends, family and colleagues who so generously sponsored you and assure them this valuable gift will be put to use immediately in our fight to save **YOUNG LIVES**".

Signed; **PIPPA GOUGH**

For and on behalf of **CHILDREN with LEUKAEMIA.**

It just goes to show what giving up what otherwise would have been a dull weekend in October can achieve. Both **ROB** and I would like to express our thanks again to all our sponsors. Finally if anyone fancies forming a **TEAM TSSC** entry to the **2002 RUN** give me a call and let's see if we can fly the flag by entering up to 1/2 doz cars under the club banner:



Hacker 'Herald' Radio

Those of you over 30 may like to fathom out what **YES MINISTER/PRIME MINISTER** the TV programme doing re-runs at the moment has to do with **HERALDS**, and why am I writing about it? The connection is **HACKER** (Jim) as in the programme. Or to be more precise **HACKER RADIO** Ltd of Maidenhead, still in existence I think. Back in the 60's they were along with **ROBERTS** the bees knees of portable radio's, not quite the Gheto Blaster of their day but well made and reliable with **MODERN** looks? One especially was worth a second look if you were into things **TRIUMPH**. The Hacker '**HERALD**' was available at around £20 and being available in 1/2 doz colours could be mixed/matched to suit many tastes.

Yours truly was at the time driving a TR3 having passed my test in a 12/50 I stuck to Triumph and I guess you could say was hooked for life. My dad had a new 1200 saloon (we picked it up from Canley) straight off the production line, don't know how he arranged it though. This car was Valencia Blue and as he wanted a radio (for the cricket) a Hacker was looked at and duly purchased by me in a blue that was not far off that of the car.

The real **TRIUMPH** connection was that the local dealer **PAGE MOTORS** of **EPSOM** were doing a promotional picnic pack to go with their Herald/Vitesse sales drive in 1968. Part of the pack being a portable radio (Hacker) in a colour to

match, almost, the car. The other thing they did was to tie in the Herald radio to the car by using the **HERALD** dash badge as part of the decor of the radio (see photo) on the bottom right corner. The radio still works well with it's 2 9v PP9 batteries but the cricket is **STILL** as **BAD!**

Information like this is **NOT** everybody's cup of tea but it just goes to show what lengths promotion played in the history of our cars. Probably made a few bob for Hacker as well! (may make Dick 'archive' Plumridge happy though). Cheers for now,

Derek.

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Found It!

By Guy Singleton

Firstly with apologies for it's non appearance last month a photo of Frank Bosman's 4s- looks very nice and I look forward to seeing it in the flesh sometime.

I am still investigating getting rear window seals made up, they are looking rather expensive at the moment, but hopefully more news of this next, month.

If anyone would like me to bring any bits up to the International,

please contact me by the 24 June as I will be away on holiday for the two weeks prior to the show. I should be Canal boating in Cheshire so it seems a bit silly to drive past Stafford go home, turn round and come back all on Friday so I might load up the car and not return home.

I have made some progress with the 2+2 this month and have removed three quarters of the paint from the bonnet - scraped off with a blunt 3/4" chisel. I have now got to finish the paint removal, then grind out and fill the crazes then rub down etc., etc and the garden's growing, the show season has started ... I took Grace my 4s to a show near Andover at Easter. She got there and back without breaking down - a first in my ownership. Will she get to SEM having failed to get there last year?



Frank Bosman's 4s

I moved my Convertible last weekend, and feeling that the brake pedal was rather spongy, I looked at the fluid level - empty. I first thought was the servo, then I remembered that the brake pedal looked damp: Elementary I hear you cry! Correct - only that it had been like that for ages but no noticeable drop in fluid! I took off the master cylinder stripped it down, replaced the rubber seals - the old ones were very soft - silicone fluid? Refitted the cylinder and bled the brakes. All seems OK but I will make a point of

checking the level more often.

Finally I attach copies of the Production Committees Minutes for 1 March 1967 together with a copy of the Production Schedule - interesting to see that they had problems with wiper blades and the rain gutter which was not fitted to early MKI 2 litre cars - I have seen it fitted to later cars but don't know if this was factory or retro fit.

The Minutes might tell in due course.

PRODUCT DEVELOPMENT COMMITTEE

Minutes of Meeting
held on Wednesday, 1st March. 1967.

T.S. Gratrix (Chairman) L.F. Austin, R. J. Woods, A. Pounder.

MARK III EQUIPE DEVELOPMENT OF FIRST PROTOTYPE

The mechanical assembly is virtually complete but has yet to be checked against the Engineering Specification and a number of discrepancies require to be cleared up.

INDIA MILL ASSEMBLY OF THE BODY.

(A) BONNET SECTION

Mr Pounder has checked with Specialised Mouldings Limited to confirm that the meter pattern and the female mould for the bonnet section will be ready for our collection by the end of week commencing March 6th, 1967.

(B) MAIN BODY SECTION

Mr Pounder has finalised the main body section with Specialised Mouldings Limited and the pattern making meter and female mould will also be ready for our collection by the end of week commencing March 6th.

(C) 2-LITRE MECHANICAL COMPONENTS

Mr Austin has now ordered the second lot of 2-litre mechanical components, but Triumph have suggested that rather than supply a complete set, as before, they will, in fact, supply only the items that are peculiar to the MARK III mechanical specification, and Mr Austin will now follow up the question of delivery with S.T.I.

(D) WINDSCREEN WIPERS AND BLADES

Yesterday, 28th February, Mr Hudd of Joseph Lucas Limited came to discuss with Mr Pounder the problem of windscreen wipers and blades. Lucas stated it was a question of modifying the wiper arms which should give us an

acceptable solution to the problem.

(E) 1300 BONNET GRILLE

Mr Austin has discovered that the supplier of the Triumph 1300 bonnet grille in the Coventry Radiator Co., Limited. He has asked them if they can supply the grille to our drawing and they have now asked for two or three days to consider a reply.

(F) PROGRESS SCHEDULE OF ITEMS

Mr Pounder in proceeding with schedules of all new shop item that are required for the Mark III.

We are now aiming at having the first prototype vehicle ready for the paint shop by Friday, 3rd March, 1967.

FEDERAL MOTOR VEHICLE SAFETY STANDARDS

These are still being studied and Mr Atkinson has not yet made any specific arrangement with S.T.I. to discuss their effect on our EQUIPE MARK III.

CONVERTIBLE VERSION OF THE MARK III EQUIPE

This will follow the introduction of the MARK III Saloon.

MCT/JJ.

1st March, 1967.

BOND MARK III EQUIPE PARTS - PROGRESS SCHEDULE

PART NO.	QTY.	DESCRIPTION	STOCK	ORDERED	PASSED TO PRODUCTION	IN ABEYANCE PROD'N BOUGHT OUT	REMARKS
TA 500	2	Drop Window Support Channels		✓			
TA 501	1	Rear Window Sealing Rubber		✓			Template required from Specialised Mouldings.
TA 502	1	Rear Window		✓			
TA 503	1	Front Bumper		✓		✓	L.F.A. to settle tooling costs with Wilmot Breeden.
TA 504	1	Windscreen Rubber		✓			
		Windscreen Rubber Finisher		✓			
TA 505	1	Quarter Light O/S)		✓			
TA 506	1	Quarter Light N/S)		✓			
TA 507	2	Rear Side Windows		✓		✓	A.P. to give L.F.A. aluminium template. Initial supplies will be ordered from Triplex.
TA 508	1	Roof Lining Listing Rods				✓	
TA 509	2	Door Windows		✓		✓	
TA 510	1	Rear Shelf			✓		
TA 511	1	Boot Floor			✓		
TA 512	?	Badge "6"	✓				
TA 513	1	Windscreen		✓		✓	Modified checking fixture will be returned to Triplex 3rd March.
TD 500		Vauxhall Rear Lamp Cluster	✓				
TD 501	1	Fuel Gauge				✓	Modified sample to be supplied by Smith's by 3rd March.
	2	Windscreen Wiper Arms)				✓	Following Lucas' visit on 28th Feb. we are now awaiting samples which should be in our hands by Tuesday, 7th March.
	2	Windscreen Wiper Blades)				✓	
		Hazard Warning Sign				✓	In abeyance.
		Rain Gutter				✓	We could not obtain samples of this section in aluminium from stockists and therefore L.F.A. will try to obtain a similar section in steel from Metal Sections Ltd. A.P. to supply L.F.A. with a sketch. Following A.P.'s conversation with Mr Knight of Coventry Hood on 27th Feb. L.F.A. will now ask them to submit a further modified seat.
	2	Front Seats				✓	Coventry Hood are to supply a modified Triumph Vitesse rear seat back which is 2" deeper on the bottom edge than the standard Vitesse part.
	1	Rear Seat Back				✓	
	1	Steering Wheel				✓	A sample simulated leather covered wheel is to be fitted to L.F.A.'s car. L.F.A. will obtain a sample of a leather covered wheel from Walsall Wheels and also enquire whether they can supply these with a different finish on the spokes to avoid light reflection.

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British Motor Heritage Approved



Another Challenge!

By Colin Lindsay

I knew when Peter Williams offered me the GT6 Register Sec position the other night that I was going to have difficulties.

I don't mean coping with calls or members' queries, but being from Northern Ireland I was mindful of the common phrase applied to the British and the Americans: "Two people divided by a common language." There's a very entertaining series of books by a man called John Pepper on the use of Ulsterisms, full of little phrases in everyday use over here which sound totally nonsensical to the rest of the UK; gems like "he stuck his head through the door and there I was sitting in the middle of my dinner". As soon as I used the phrase "I'm not behind the door in asking questions" I knew I was on to a winner!! I'm Colin, I'm the AO of TSSC

everybody else said the MG Midget was a better car. However, by the summer of 1993 I had already realised that County Fermanagh is one of the wettest places in Northern Ireland and that a cheap hood is no match even for light drizzle; conversely, on the two days that the sun did shine, I ended up with severe sunburn on the top of my head and the splitting headache which followed put me off Convertibles for life. By 1994 I knew that what I really wanted was a car with the same character as the Spitfire but a decent roof.

I was no stranger to the GT6; in fact the Belfast TSSC was full of them, much to the annoyance of the more sedate members who were fed-up being left behind on Club outings. I was in the middle of the re-restoration of a Spitfire 1500 (it's a long story) and a Herald

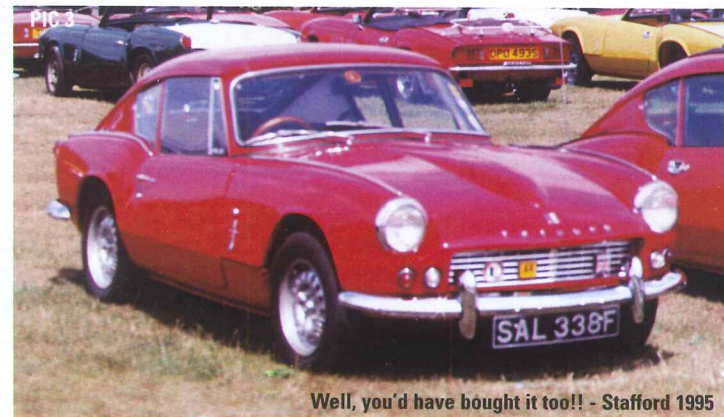


My First GT6

Belfast, and not counting a Toledo that my Father owned in the 1970s, I've driven Triumphs since 1993. The same perversity of spirit which makes me use an Apple Mac when all the world loves Windows led me to Triumph Spitfires when

1200 Estate and fed-up with attending Club meetings in a Rover Maestro, so I finally succumbed to a very nice non-rotorflex MkIII in Signal Red. Over the next five years this car and I went everywhere, although I usually

found that the Maestro held more spares and so the GT6 never got to Stafford ... a rear axle broke, the overdrive gave up, and the rear hatch developed a leak into the boot, but there are two things I've never been scared to do - ask questions, and see how things come apart - so I plagued other GT6 owners, learning tips and tricks and filling albums with reference photographs and interesting modifications. Two things irked me about the MkIII though - firstly, it wasn't tax exempt, and secondly it was just one of the pack at home. I wanted something more unusual. At Stafford in 1995 I had been



Well, you'd have bought it too!! - Stafford 1995

very taken with a Signal Red MkI, and as usual the rumours about poor handling and ventilation fuelled my love of the underdog. I answered an advert in The Courier in March 2000, only to find that it was the same car that I had photographed at

Stafford in 1995! I had no choice in the matter and drove it back from Coventry via Stranraer where I discovered the delights of no overdrive, worn brakes and two soft tyres!! Unfortunately, with three cars in a two car garage the MkIII had to go, leaving me with an album full of photos, a library full of books and a garage full of the same on-going Herald 1200

restoration ... With an amazing 13 owners since 1977 this MkI needs a stable home, and I've given it the same attention as its predecessor, with a stainless exhaust, electronic ignition, unleaded head and burr walnut dash. An overdrive gearbox awaits fitting and I'm debating the merits of a dynamo to alternator conversion, prompted by a flat



Home at Last ready to start the TLC - April 2000

TRIUMPH GT6 I-II-III Register



A Brace of GT6 - April 2000

battery every morning at Doune, much to the delight of the MG Owners camped nearby ... So that's my history. I like to think of myself as an enthusiastic amateur. I break things, I source parts, I balance cost against quality. In short, I'm a GT6 owner on a learning curve which gets easier as the years progress. I'm neither the Oracle nor the Fount of Wisdom, but I'm willing to help find things out, and above all, to listen to advice from enthusiasts with many more years of experience than I and pass this wealth on to new members. I also want to bring out the human side of GT6 ownership - I want to hear your ups and downs, and most importantly, the funny or embarrassing things which have

happened to you as a GT6 owner. Believe me, I've had plenty myself; I'm still fuming this morning after realising that I've torqued an unleaded head to Newtons instead of foot pounds, and the whole shebang is going to have to come off again... For future articles, I want to see your home modifications, no matter how outlandish; tips and tricks for the GT6, and above all, the 'do's and don'ts!!' Botches and breakdowns are all welcome, and of course I want to see the cars themselves. My thanks to Mike for entertaining us over the last five years, and here's hoping I can keep up the standard! You can contact me by phone, usually during the day, although **please call before 8 pm**, when the youngest Triumph fan in the house is asleep you can always get me by e-mail, to which I'll reply at the strangest hours, courtesy of shift work, and of course snail mail always gets through! **So get writing, and let's rediscover why we don't all drive MGBs ...**



Belfast TSSC GT6s on a Club in Co. Fermanagh 1995

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A Coat of Many...

By Mac Reynolds

Hi!... so here we are in June, Summer I hope!



So looking forward to Stafford next month...our first visit since 1998, so let's all think positive...but on the negative side I would like to start with an apology to all of you out there who have emailed me and to whom I have not yet replied (or at least not a very instant response)...by way of explanation...not excuse...we have not yet obtained our laptop, so it's not up and running as it should be...it's becoming almost imaginary (as Lewis'

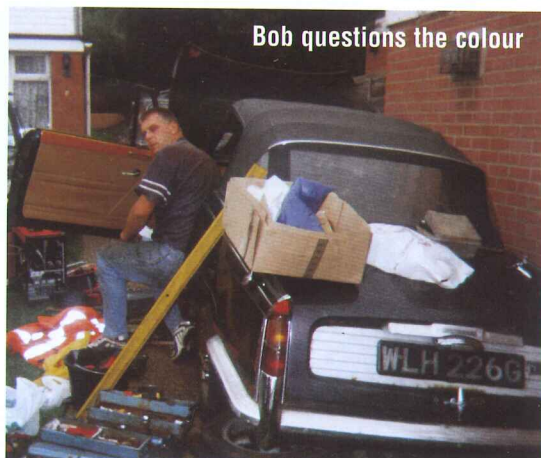
Spitfire!) but by the time you read this we should be hopefully online and surfing the net and replying to all you good people's emails...do keep them coming in, and please don't forget to include your phone number and snail mail address...So however time dictates, I can get back to you by some way or means...and I can assure you that when we do get into email mode...you will get an instant response...if possible (we don't intend to leave the country just yet!).

O.K. let's get into our two featured Vitesse...these next two



Ashley Hughes Saloon

Bob questions the colour



owners are co-incidentally workmates (sounds like a Black & Decker)...info. again comes from Dick from the Register...they belong to Ashley Hughes and Bob Hayward respectively...(from Ipswich)...first Ashley's LPV 937G, a rather tidy looking Signal Red saloon...the former owner rebuilt the car including reconditioning the chassis and also a total respray...

Bob's convertible WLH 226G, which he has owned since July 2000, was in a poor state when he

of Many...

bought it...he has now repaired the floors and chassis...and sorted it mechanically...but the door gaps and body alignment are much to be desired so more work needed in this department...Bob questions the original colour and trim code as it's now finished in Conifer Green but appears to have been originally Signal Red (see opposite for colour chart - Trim follows on page 35)...

Thanks to Dick Plumridge for forwarding the info and photos onto me for my files...and enjoyment!!...thanks Dick also for your kind comments in May's courier with reference to my decade of writing...every Register is another mark of a month gone by, frightening how quick it all passes...and how I do seem to be constantly writing a register!...but I love it...I think I may have said before, it's sometimes difficult to start these Registers, I'm lacking in inspiration...but once I do start it's hard to stop...I get onto a roll...

Going back to a question comment of Bob's re the original colour of his Vitesse, so many are altered to suit the owners preference...so many new owners know not of the previous/original colour...so check out your Commission plate then check out the following colour charts...see if and what colour your Vitesse

Triumph Colours

White Models 4, 5, 6, 7, 8, 9, 10 Paint Code No 19 1961-71	Lichfield Models 1, 2, 3, 4, 5, 6, 8 Paint Code No 15 1959-64	Signal Models 1, 2, 3, 4, 5, 7, 8, 9, 10 Paint Code No 32 1959-71	Phantom Models 1, 2, 3, 4, 5, 6, 8 Paint Code No 38 1960-63	Royal Blue Models 5, 6, 7, 8, 9, 10 Paint Code No 56 1966-71
Sebring White Models 1, 2, 3 Paint Code No 29 1959-61	Coffee Models 1, 2, 3 Paint Code No n/a 1959-61	Cherry Models 5, 8, 9 Paint Code No 22 1963-68	Gunmetal Models 5, 7, 8, 9, 10 Paint Code No 18 1963-69	Monaco Blue Models 1, 2 Paint Code No n/a 1959-60
Black Models 1, 2, 3, 5, 8 Paint Code No 11 1959-68	Sienna Model 10 Paint Code No 23 1969-71	Pale Yellow Models 2, 3, 4, 5, 8 Paint Code No n/a 1960-62	Dolphin Models 5, 8 Paint Code No 48 1965-68	Wedgwood Models 1, 2, 3, 4, 5, 8 Paint Code No 26 1963-71
Cactus Models 5, 8 Paint Code No 15 1963-66	Alpine Mauve Models 1, 2, 3 Paint Code No n/a 1959-61	Jonquil Models 5, 8 Paint Code No 14 1963-64	Slate Models 7, 9, 10 Paint Code No 68 1968-71	Powder Blue Models 1, 2, 3, 4, 5, 8 Paint Code No n/a 1959-63
Conifer Models 1, 2 Paint Code No 25 1963-68	Tango Purple Models 5, 7, 9, 10 Paint Code No n/a 1959-60	Jasmine Models 5, 7, 9, 10 Paint Code No 34 1967-70	Valencia Models 5, 7, 9, 10 Paint Code No 66 1967-71	Notes to table Model codes 1 - 948 saloon 2 - 948 coupé 3 - 948 convertible 4 - 948S 5 - 1200 & 12/50 6 - Courier 7 - 13/60 8 - Vitesse 1600 9 - Vitesse 2-litre 10 - Vitesse MK II
Olive Models 5, 7, 8 Paint Code No 35 1963-66	Damson Models 7, 9, 10 Paint Code No 17 1968-71	Saffron Models 5, 7, 10 Paint Code No 54 1970-71	Renoir Models 5, 6, 8 Paint Code No n/a 1961-64	

Chart from 'Herald & Vitesse' by Mike Costigan

should be...this colour chart inclusion into the Register was also inspired by Allen Johnson who is looking to purchase his first Mark II convertible and would prefer one in the correct colour of its time...it's an interesting point Allen, colours are a basic thing that we take for granted but tend to forget that it may not be common knowledge...it's only after some study and research do you

realise what were the original colours offered by Triumph...

A few photos of unusual Triumphs now to complement this colourful Register...the first taken by Jonathan Del-Mar whilst visiting Athens during 1994 (interesting hood)...we visited Jonathan



Vitesse - Athens style

recently when he was down in Cornwall at his coastal retreat...in his Vitesse! thanks to Annabel his good lady for the superb nibbles/lunch and to Maxim (Del-Mar junior) for the exciting Easter Egg hunt...delighted you enjoyed Sue's crunchy choccy bits!! see you in August..



'Jade' Vitesse

A final worthy contender for non-original colour is this "Orange" convertible (photo Lewis Barton)...owner not known at present but I believe I used to see her regularly at the Yeovil Festival of Transport..

These examples of non-original colours only highlight the fact that all our Vitesse's are so individual and that indeed, it doesn't matter what colour



'Pink' Herald!

The second Triumph was taken by yours truly at my local MOT station/friendly garage...for which I supplied the bonnet and several other parts to get this Herald back on the road...what can I say about the choice of colour? not quite original!

The next distinctive Triumph belongs to Marc Steinbach (Luxembourg) again I took this photo...this time at Gaydon (I have previously used this



'Orange' Vitesse

Vitesse in the Register but in black and white)...so I jumped at this colour opportunity for this "Jade Green" Vitesse...much attention to detail made this Triumph stand out from the crowd...even down to Jade Green seats with white piping...it apparently began life as a White right hand drive convertible using a left hand drive Herald to convert her...

Paint & Trim Colour Combinations

Model	Upholstery	Paint
Vitesse 1600	Phantom Grey	Lichfield, Powder Blue, Phantom Grey, Renoir
	Matador Red	White, Black, Cactus, Conifer, Lichfield, Phantom Grey, Dolphin
	Black	Jonquil, Signal Red, White, Black, Powder Blue, Pale Yellow
	Midnight Blue	Wedgwood, Gunmetal/Cactus Olive, Conifer, Cherry
Vitesse 2-litre	Black	White, Signal Red, Jasmine, Wedgwood, Royal Blue
	Matador Red	Black, White, Conifer
	Light Tan	Valencia
	Cactus	Cherry
	Midnight Blue	Gunmetal, Slate Grey, Wedgwood, Royal Blue
Vitesse MkII	Shadow Blue	Valencia, Gunmetal
	Black	White, Signal Red, Damson, Sienna, Slate, Jasmine, Saffron, Wedgwood, Royal Blue, Valencia
	Matador Red	White
	Light Tan	White, Signal Red, Damson, Sienna, Valencia
	Shadow Blue	Gunmetal, Slate, Royal Blue

Carpet Colours

Vitesse 1600	Smoke Grey/Black mottle only.
Vitesse 2-Litre	Black only.
Vitesse MkII	Black, Matador Red, Light Tan or Shadow Blue to match upholstery colour.

they are as long as they are loved and on the road!! Finally to round up this month...I'll leave you with another paragraph from the 1906 publication "THE ART OF DRIVING A MOTOR CAR" ...

DRIVING BY NIGHT

"Motoring at night requires more care than by day. The unexpected is more liable to happen, as, for instance, when between 2a.m. and 3a.m a drunken man is seen lying full length asleep in the middle of the road, or a flock of sheep, which has escaped from the neighbouring field, is met blocking the highway or round a corner. Extra care should be taken as regards hills, curves, corners, etc., especially if the road is unknown. A really good light is absolutely necessary for anything like a fast car, and although the brilliance of the modern acetylene lamp may occasionally cause temporary annoyance to vehicles meeting you, on the other hand it apprises

them in plenty of time of your approach; and, in the case of stray cattle on the highway, tends to make them visible and to induce them to withdraw to the side of the road before you can cause any danger to them or the car."

Isn't that just excellent ...more to follow next month...also the tale of woe of the Boscastle Bath visit (or why we haven't got the laptop)...SEM update...and much much more

Thanks...take care...cheers *Mac*
p.s thanks to Jill & Mike for use of their PC & roast dinner, tea, wine... and your kind hospitality.



Concours

Entries 2001

By Angela McGowan

TSSC Concours Register

With only a matter of weeks now before the Concours at the International this issue includes the advance entry form and the 2001 rules. **ENTRY TO THE CONCOURS COMPETITION IS FREE** this year and you can of course enter on the day, but it would be really appreciated if you could enter in advance if at all possible. It will save you time at the event and help ease the admin side for us on the desk. Also, if we have some idea of the numbers expected, it enables the volunteer marshals to park everyone in the hall making best use of the space available. So please, if you can, send me your form and if you are amongst the first thirty entries received, you'll qualify for a free bottle of Autoglym polish.

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

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Paintwork
Interior
Guest

In many cases, these sponsors have supported the TSSC concours for many years and their continued assistance is very much appreciated. There will be a trophy awarded to the first placed in each class, together with an Autoglym valet pack. Trophies will be awarded to the runners up in most classes. See you there!

SHOW CAR REGISTER DISPLAY REMINDER TSSC INTERNATIONAL WEEKEND

This year, Show Car Register members are invited to display their cars in Bingley Hall during the International Weekend. Thanks to all those who have already let me know that they are coming but if you have not been in touch and would like to display your car, please complete and return the form or ring me Angie McGowan on 01726 883884 for details.

The Show Car Register was formed to enable the Club to locate a wide selection of Triumphs that meet the necessary standards required for display vehicles, either for national classic car shows/events or for articles in classic car magazines and other national publications. If you would like your car included on the Register please contact **John Muggleton** on 01858 434424.

Angie

INTERNATIONAL CONCOURS ENTRY FORM 2001

ABOUT YOU

Name.....
 Address.....

 County.....
 Postcode
 Country
 Telephone no

CONCOURS CATEGORIES

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

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

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

Photocopies of this form are acceptable

YOUR CAR

Model & Series	
Colour	
Registration	
Total Mileage	
Annual Mileage	
MEMBERSHIP NO.	

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DEADLINE
(for postal entries)
6 July 2001



TSSC CONCOURS RULES 2001

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

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

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

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

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

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

7. The judging of the Master Class will take place on the afternoon of the first day of the International Weekend and entries may be made up until judging commences.

Late entries may be accepted at the discretion of the concours organisers. Eligibility for the Master Class will comprise Car of Show and the winners of the major classes except Cruised & Used from the previous three years' competitions. Those cars must make one appearance in the Master Class to be eligible to re-enter the ordinary classes within the three years following their initial class win.

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

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

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

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

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

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

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

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

(April 2001)

So Why a 'DINKY' Concours?

At this years
International Weekend

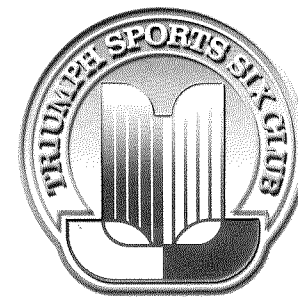
Well of course it's not a 'dinky' concours but a model vehicle concours open to all types of die

cast and other types of model. The popularity of model collecting has mushroomed over the last few years, the realisation that you are never going to have that Morgan or Ferrari lead to people collecting realistic replicas, but now things have moved on a pace.

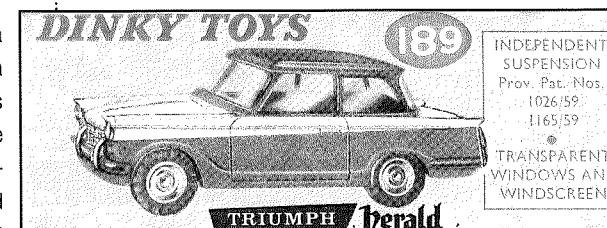
Increasing sales has begotten a new generation of models and collectors you can now purchase a copy of Del boys reliant, an Eddie Stobart truck, AA & RAC vans, all the way up to models at 1:8+ costing hundreds of pounds. New products are hitting the shelves every day, the days of toys for children are numbered when it comes the collector model which has to attain high standards accuracy and scale.

So what is out there, well quite a bit old type Heralds Vitesse and Spitfire models are sought after. In mint condition in their original boxes, they fetch hundreds of times what they originally cost, even without their boxes in reasonable condition they can fetch reasonable gains compared with their original purchase price.

Dinky produced a Herald Saloon, mostly in blue white duo tone and green and white duo tone, a few other colours were produced black and white duo tone and red and white duo tone plus some others which are extremely rare and a sought

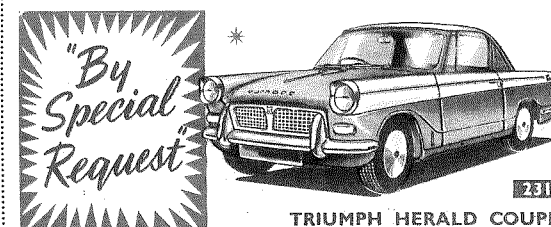


By Chris Allen



after. They also produced a Vitesse in a blue metallic similar to Valencia blue which is quite rare and expensive to buy

Corgi brought out a Herald Coupe, a really nice model with good detailing including an opening bonnet with engine detail and even a separate air cleaner. These were available in blue/white duo tone and gold/white duo tone. They are worth more than their Dinky counterparts but they are a much prettier model.



Dinky produced an early Spitfire with a lady passenger complete with seat belt, these were available in red, silver and gold they had jeweled headlamps. (the very latest fashion accessory).

The Dinky concours will consist of three classes 1/ The best Triumph model. 2/ The best non Triumph model. 3/ The best diorama. So if you can build a small "set" to show off your Triumph models in all their glory, bring it along this year - the more the merrier.

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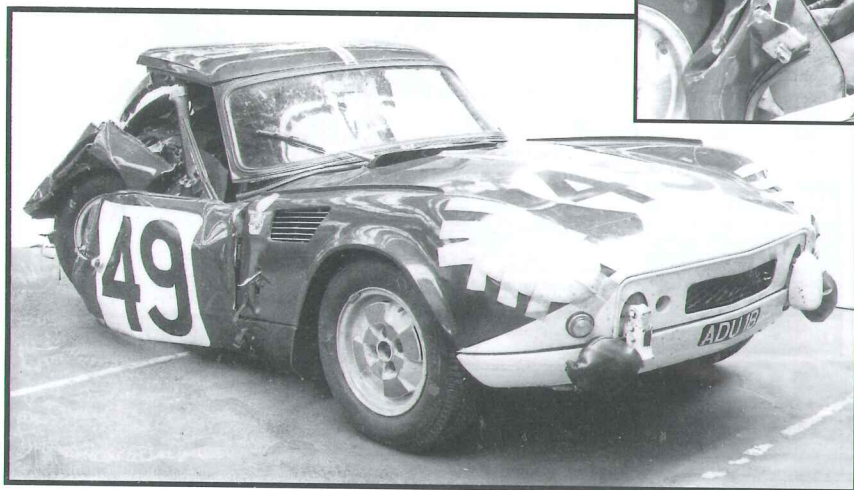
ENGINES		COOLING		HOSE KIT		TRANSMISSION	
UNLEADED SPEC		WATER PUMP		SPITFIRE		GEARBOX (ALL MODELS)	
ALL RECON FULL ENGINES BUILT TO VERY HIGH SPECIFICATION, BENCH-TESTED & CARRY 12 MONTHS OR 12000 MILE GUARANTEE. FITTING ARRANGED.				GT6		NON O/D	
SPITFIRE (FULL)		SPITFIRE		VITESSE		(RECON)	
1500	£760.00 ex	from £38.54		KENLOWE FAN KIT		from £235.00 ex	
1300	£760.00 ex	from £46.41		GT6		LESS O/D	
HERALD (FULL)		from £38.54		SPITFIRE		(RECON)	
(ALL)	£760.00 ex	from £46.41		GT6		from £235.00 ex	
VITESSE (FULL)		RADIATOR		HERALD		INC O/D	
(2000)	£1025.00 ex	SPITFIRE		VITESSE		(RECON)	
GT6 (FULL)		£104.58 ex		ENGINE OIL COOLER		from £464.13 ex	
(ALL)	£995.00 ex	£129.19 ex		SPITFIRE		DIFFERENTIALS (RECON)	
		HERALD		GT6		SPITFIRE/GT6 from £285.00 ex	
		VITESSE		VITESSE		HERALD/	
				£116.44		VITESSE	
				£138.65		from £285.00 ex	
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OTHER COMBINATIONS AVAILABLE!		FULL SYSTEM (STD)		TUBULAR MANIFOLD		TWIN SPORTS SYSTEM	
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SPITFIRE & HERALD		SPITFIRE MK2		£123.38		£323.13	
RECON		SPITFIRE MK3		£158.57		£323.13	
GT6 & VITESSE		SPITFIRE MKIV		£129.25		£311.38	
(2000)		SPITFIRE 1500		£141.00		£311.38	
				£141.00		£176.25	
				£152.69		£176.25	
				£176.19		£370.13	
				£176.19		£370.13	
				£176.19		£123.32	
				£111.63		£370.13	
				£146.88		£323.13	
				£205.63		£182.13	
				£205.63		£364.25	
				£205.63		£182.13	
				£160.39		£364.25	
				£135.13		£182.13	

24 Hours

20-21 JULY



ADU 1B
On Song - passing the Pits



2 Hours in
Mike
Rothschild
Crashes
ADU 1B
under the
Dunlop Bridge

ADU 2B
Finishes in
21st
Place



The TSSC International Weekend

14th & 15th July

The Biggest Triumph Show in the world!

Are you ready for the TSSC event of the year?

Did you think that Stafford was a difficult place to get to? Look at the map to find out just how central it is. Surrounded by motorways and main roads it couldn't be easier.



Traders ring:
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THE MARKET LEADER



Weekend Price £15

Including entertainment and camping

One day ticket £8

No prior booking needed

Car free fun

There is much more to Stafford
than the oil and rust!
**FOOD, FUN & LIQUID
REFRESHMENT**

Barn Kitchen

open 'til 10pm Friday &
from 7:30am Sat & Sun
Burgers, Butties and lots more



**EARLY NIGHT - READY TO BOP 'TILL I
DROP ON SATURDAY NIGHT**

(Pack Extra 'Bin liners - just in case
Essex Area run out !!!)

July 2001

Thursday 12

Food shop.

Friday 13

Burgers
Bacon
Eggs
Beans
Beer
Resolve

BBQ coal
Firelighters
Ketchup
COFFEE
Car polish!!!
Elbow grease

Saturday 14

Coach Trips into Stafford
must remember to go this year!

Sunday 15

JULY

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

British Grand Prix

Live Link in
Members Pavilion Bar

Balcony Bar
Bingley Hall

All Day Bar in
Members Pavilion

Stafford
Morris
Men

Gavioli Organ
One of the top 3 of its
type in the UK

Barn Shop
for camping 'gubbins'

Children's
crèche
**Qualified
VNEB Staff**

Give the children a rest
from the autojumble

Village Fete
roll up roll up...
for all the fun of the fair

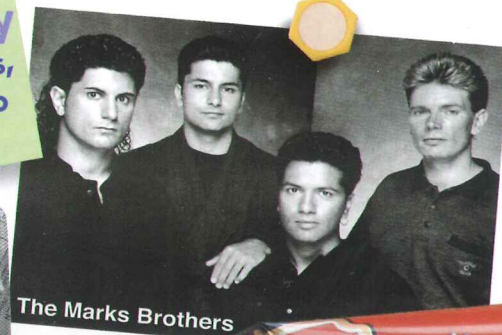
**Miniature
Railway**
Fun for all the kids,
young and old!

Evening Party
The Marks Brothers,
The Micky B Disco
& REAL ALE

Balcony Cafeteria in
Bingley Hall

**Hog Roast &
Barbecue**

Sat from 7pm
Charcoal grilled - perfect



The Marks Brothers



**STAFFORD
County
showground**
July 14th/15th
Junction 14, M6, A518
Stafford Uttoxeter Road.
Saturday Night Party
The Top TSSC Concours Event
Massive pure Triumph Trade
Parts and Autojumble Stands
TRADERS Ring
01858 434424 To Book
Stand Space

WEEKEND PRICE £15.00
INCLUDES ENTERTAINMENT
AND CAMPING

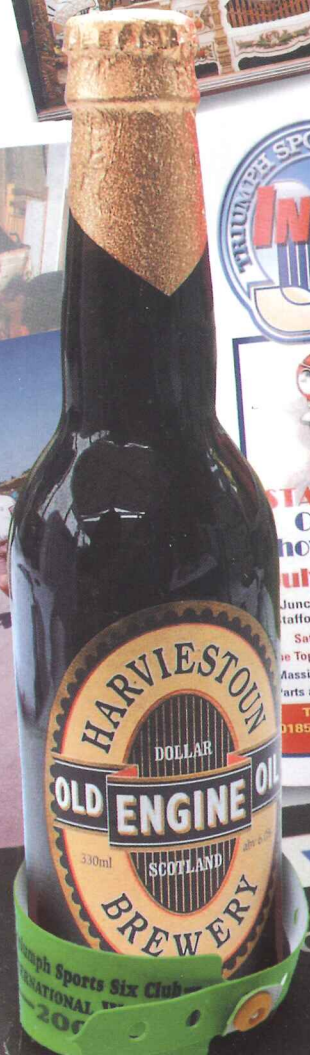
OR 1 DAY TICKET £8.00

NO PRIOR BOOKING NEEDED

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**OWNER'S
HANDBOOK**



The TSSC International Weekend

14th & 15th July

Programme of events

FRIDAY 14th JULY

- 13.00 Gates Open (and remain open all weekend)
- 19.00 - 23.30 Get-Together in *Members Pavilion*
- 22.00 Area Organisers' Meeting in the *Members Pavilion*
- Hot food available from *Barn Kitchen*
- 1800 to 2200 hrs

SATURDAY 15th JULY

- 07.30 - 20.30 Barn Kitchen open for breakfasts and hot lunches.
- 10.00 Autojumble and Trade Stands open. Information Office opens. Club Regalia and Books. Offers Stand. Technical Register Area opens. Show Car Register Display. Feature Stands
- Car Clinic (inside *Bingley Hall*)
- Children's Crèche. Also Face Painting at 10.00 - 11.30 & 13.00 - 14.30
- Car Tuning.
- Area Activities. Sideshows and Gavioli Organ
- Members' Boot Sale.
- Concours entries taken in Main Hall
- 10.00 - 15.30 Free Shuttle Bus to Stafford Town Centre
- 11.00 - 17.00 Balcony Bar and Outside Bar Opens.
- 11.00 - 14.00 British Grand Prix Practice live
- 11.00 - 16.00 Club Insurance and Valuations
- 17.00 *Bingley Hall* Closes
- 19.00 - 11.30 Quiet Bar Opens
- 19.00 - 22.30 Hog Roast/Barbecue
- 19.00 - 01.30 Saturday Night Party

SUNDAY 16th JULY

- 08.00 - 16.00 Barn Kitchen open
- 09.00 Concours Formation in *Bingley Hall*
- 10.00 Autojumble and Trade Stands open. Information Office opens. Club Regalia and Books. Technical Register area opens. Car Clinic (inside *Bingley Hall*)
- Children's Crèche. Also Face Painting at 10.00 - 12.00
- TV. Showing of Grand Prix
- Car Tuning.
- Area Activities. Sideshows and Gavioli Organ
- Last entry for Concours and judging starts.
- 10.30 - 15.00 Club Insurance and Valuations
- 11.00 - 17.00 Balcony Bar and Outside Bar Opens.
- 11.00 - 14.00 Stafford Morris Men perform
- 16.00 Concours Results and Prizegiving.

The premiere TSSC event of the year.

The Organisational Team behind the TSSC International Weekend endeavour to bring you a bigger and better event every year. We are excited by some of the new attractions this year, many of these changes have been introduced as a result of the Club Questionnaire. We are happy to demonstrate that we are listening to your views and will try anything that will enhance your pleasure at the event.

Please enjoy yourselves, and remember, this is your event.

Le Mans 1964

This was the Design of the original Souvenir Sticker

Courtesy of Fred Nicklin

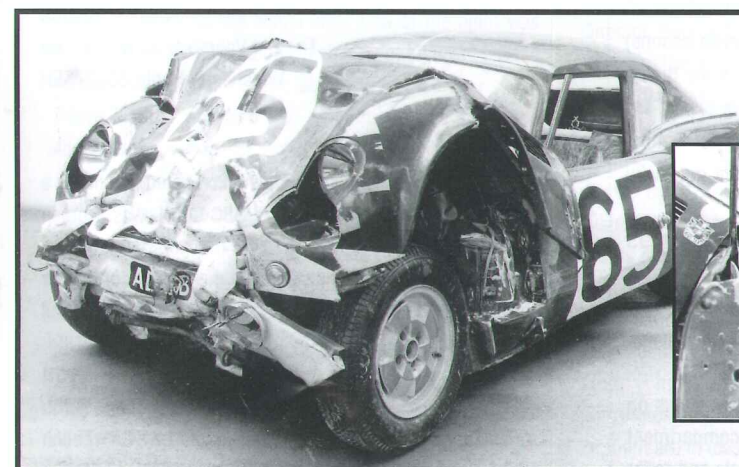


ADU 3B
Unloading from
Transporter

Mechanic
Peter Cox
Steering

Le Mans 1964

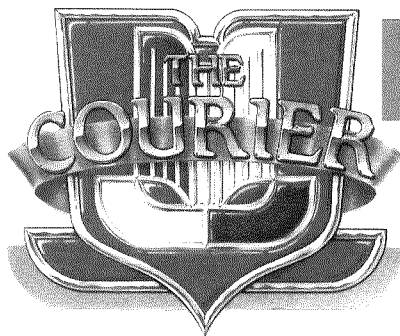
The Pictures on this page are from The Peter Cox Archive and illustrate the TRIUMPH and the TRAGEDY of that years entry



Overcome by fumes 4.30am
Jean-Louis Marnat
Crashes ADU 3B
just after the pits



Interior covered in
Extinguisher Powder



READERS

Write . . .

Test Triumphs?

An oft heard comment when paying for petrol or buying one's car park ticket from one of those machines is, "I learnt to drive in one of those."

This set me thinking. I passed my test in 1977 but if I had to take a test again or if I was teaching someone else to drive, given the choice (I believe you can still choose), I would use my trusty 13/60 for the task. The reasons are clear:

1. All round visibility is better than anything else I know - there just aren't any blind spots.
2. The low gearing makes pottering along in top gear easy - and exceeding the 30 mph speed limit less likely
3. The small turning circle and light steering make manoeuvring a doddle
4. The fairly light body and torquey engine with heavy fly-wheel make stalling less likely.

You may be able to think of other advantages.

So, has anyone taken their test (or even lessons) in one of our cars fairly recently? Is my theory borne out in practice? If so can we expect the big driving schools, BSM et al, to be running fleets of Heralds in the near future - if not - why not!

Adrian Lucas

Engine Bay Plate?

I've got a question that I can't solve in Holland, well not by the people who I've asked:

I own a 166 GT6 MkI, KC 467 LO it was built on 17 October 1966. In the engine compartment there is a plate, it's an old plastic plate and as far

as I can read it, it says: **TRIUMPH STC 67**

Does anybody know what this means, and to what cars they where fitted, because I have never seen it on a GT6 before.

P.S. this car is imported from the USA

Thank you in advance

Willem Wiersma

wiesterweg 15

9143DP Nes (d)

E-mail to: willemwiersma@hetnet.nl

GT6 Trace

In 1985, when I was a student, I bought a Saffron coloured GT6 MkIII (reg TTM10K) in North London. I spent the next nine years tinkering with it and was a member of the TSSC for that period.

In 1994 I sold the car as with two young children I could no longer justify the expense.

I often wonder what happened to the car and as circumstances change and the income gets better, I wonder if I can track down the car and maybe buy her back. When I sold her she was Toyota Pillar Box red. Does anyone have any record of the car or current owner? As I would be very interested.

Alan Roberts

The Old Volunteer 22 North View

Winchester Hants SO22 5EH

Spitfire Trace

I am trying to trace a Triumph Spitfire which I sold just under a year ago. The vehicle, registration plate SBC 900N, was a green 1974 Spitfire MkIV.

If anyone has any record or knows of the whereabouts of the car could they contact me either at the address below or e-mail pdwbr@pdrobinson.fsnet.co.uk.

Peter Robinson

Stone Cottage North

Calk Village, Asby - De - La - Zouch

Leicestershire. LE65 1RJ

In Suspense!

Reading through the answers to the Spitfire quiz in the February edition of The Courier set me on a bit of a nostalgia trip when I saw my old company mentioned (Q27. Who supplied Spitfire front suspensions) and prompted me to write down a few facts and memories which I hope will be of interest.

The company was actually called Alford & Alder but for some reason it is nearly always referred to as Alford & Adler as per the answer given. It was known simply as A & A or Alford's both locally in Hemel Hempstead and in the car trade. I worked there as an apprentice and then a planning engineer from 1960 to 1972.

One of my first duties was to file away drawings in the Design Office (No CAD CAM then!) and I noticed on several sheets the word Zobo in the space marked 'used on'. On telling the other first year apprentices about a new car coming out called a Zobo I picked up a nick name that stayed with me throughout my time at A & A!

The factory was set up in machine groups with each group producing a range of similar components i.e. 74 Group produced brake discs, E Group car brake drums, G group brake drums for commercial vehicles and so on. This system worked well as most components were similar within a given range that is until Triumph decided to go in for front wheel drive with the 1300 when it was necessary to put in a complete new production facility for component manufacture in an already cramped factory. Space was created by erecting mezzanine floors all over the place and putting areas such as stores and offices on two levels. The end result was that the actual floor area of the plant was greater than the land area on which it stood! It was I believe the most compact site within BL.

Alford & Alder was also - so I was told at the time - the oldest company in the BL Group having started life in South London making horse-drawn carriage springs as long ago as 1817. The company also had garage interests in London and to differentiate this area of the business from the manufacturing side the latter became known as Alford & Alder (Engineers) Ltd moving out to Hemel Hempstead in Hertfordshire in the early 1950s. After purchase by Triumph and then BL its name was changed to Alford & Alder SU Butech.

As I well remember for I received a rocket from the General Manager as not all of the company vehicles had had the

name change completed on their sides at the time of the name change and were thus running illegally!

As well as producing suspensions and steering gears for Triumph the company also made units for Jaguar, Lotus, and Saab to name but a few as well as front axle assemblies for most BL commercial vehicles plus Chrysler and smaller axle units for electric vehicles.

Triumph, like most other car companies at the time, decided to build a plant in Liverpool and I had to travel with the first load of Toledo suspensions as our trailers were of the maximum height then allowed and the M6 link to the M1 had not been completed. I well remember standing in the middle of the A5 at Cannock, where there was an arched bridge over a dip in the road, and seeing the vehicle through. Another episode involving a trailer was the time when a unit, fully loaded with suspensions for Triumph, was left in the road adjacent to the works and one of the landing legs was over a section of road which had recently been dug up and subsequently repaired - Unfortunately the landing leg compressed the repair to such an extent that the trailer tipped over into the road. Had the accident happened a few minutes later a stream of traffic from the Kodak Colour Processing factory next door would have been passing but as luck would have it no traffic was passing at the time and a couple of large fork lift trucks were quickly summoned and the trailer was lifted. I don't know what became of the suspensions!

One of the most interesting times for me was after Donald Stokes had tasked the then A & A Managing Director, George Turner, to produce a document for the BL board listing details of all its plants, with capacities, layout drawings etc. and providing a summary of what could be made inside the Group that was currently being purchased out. The diverse range of companies owned by BL at that time was amazing with a bridge building firm and a printers as well as fringe motor plants making fork trucks.

It gave me a very strange feeling to see the main plant partially demolished where once there been so much activity and queues of lorries from the likes of Notts Industries, Dartmouth Auto Castings, Garringtons and Leys Malleable Castings - how many of them are in existence now?

Colin Catley



Maria's Story-UYD 888W

By FGR Taylor

Seeing Bernard Robinson's photo feature about the last Spitfire produced at Canley, in the March edition of the Courier, has prompted me to record the history of UYD 888W.

Back in 1981 I was a young bachelor, solvent and without the need for a 'serious' car. I resolved to treat myself to a sports car (something that I had never expected to aspire to), and took to checking garage advertisements in the 'West Somerset Free Press'. To be honest, what I really wanted at the time was an MGB Roadster, but that was a tad more than I was willing to spend.

One wet August afternoon I wandered onto the



**1987. Retired to Minehead at 90,000 miles
Note sensible Rover 1600 in background**

forecourt of Wadham Stringer (Taunton) Ltd., and saw a traffic-grimed Vermillion Spitfire 1500 parked to the rear. On enquiry I was told by a young salesman that it was a demonstration car and not for sale. After producing the newspaper advertisement, a quick check with the manager proved that it was in fact on offer at £3,895, complete with soft top, overdrive and just 4,000 miles on the clock. To the apparent distress of the salesman I expressed an interest and took a test drive.

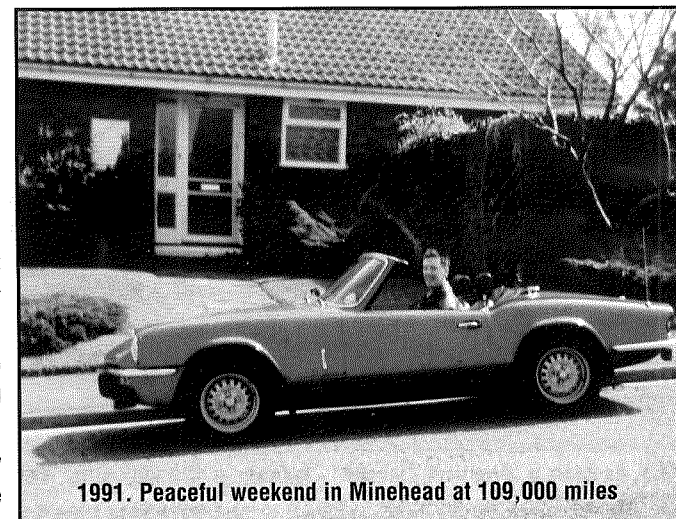
It was quite unlike any other car that I had driven and I was quickly hooked, despite a monologue from my minder in the passenger seat about the comparative merits of a TR7 that had just been prepared for sale. After some debate over the potential trade-in value of my Capri 1600 GL, I paid a deposit of £100 and arranged to return a week later with a cheque from my building society. As luck would have it, the Capri's overhead cam began to knock during the week, a common problem of that vintage caused by blockage of the narrow oil feed. This seemed to put the deal in jeopardy, but on returning to check my purchase, now gleaming and freshly serviced, I found to my complete astonishment that the speedometer had jumped to 8,000 miles! After

much discussion it was admitted that with the impending sale of the car one of the young salesmen had taken it for a final fling before resigning and taking off. On reflection, I decided that the extra mileage was a fair trade for a Ford replacement cam kit, so I completed the deal and drove off. The date was 22nd August 1981 and I would not have believed then that the car would remain in my possession

for almost twenty years. Maria was registered on 2nd February 1981 and was presumably among the last Spitfires to be manufactured in 1980. Since joining the TSSC in 1988 I have often wondered about her birth date and frequently regret the absence of an archive register for 1500s. For the sake of posterity, I have recorded the car's details in the accompanying table at the end of this tale.

Returning to 1981, I quickly developed a great affection for the car. In those days I had a bungalow

and a weekend social life in Minehead, whilst working during the week at Bristol University. The Spitfire would ply the A38 between work and play at least twice weekly, as often as possible with the hood down. Needless to say, the idiosyncrasies soon came to light. An intermittent, quiet knocking noise from the rear led to replacement of the differential assembly by Wadham Stringer, under warranty. It made no difference and the noise remained undiagnosed for the next 19 years, despite attention to replace half shaft bearings later in life. In a similar vein, the head gasket was replaced, again under warranty, because of a low grade but persistent oil leak from the rear left of the block. Again, this made no difference and I lived with the problem thereafter. One of the lessons I learned quickly was that it was almost impossible to find a mechanic in a commercial garage who understood Spitfires, unless they had actually owned one. I soon fell victim to the overheating problem and several garages attempted carburettor adjustments, all to no avail. After a year or two, investment in the Haynes Workshop Manual revealed potential causes and



1991. Peaceful weekend in Minehead at 109,000 miles

solutions. I replaced what seemed to be a deteriorating heat shield between the manifold and carburettors, and toyed with the idea of replacing the waxstat jets, fitting a Kenlowe fan etc. In the end I dropped the front registration plate below the air intake to allow the engine to breathe. This worked well and continued to do so for the next 16 years. I seem to remember Mike Crewes mentioning in one of his 'Cop Shop' articles that this positioning of the registration plate is illegal, but fortunately I was never challenged. Another foible was the manifold to downpipe gasket blowout, which occurred regularly every 10,000 miles. In desperation I effected a union with chemical metal and it solved the problem thereafter. However, these minor inconveniences were more than compensated by the sheer joy of open top driving. My fondest memories are of summer evenings, driving home to Minehead from the 'Bicknoller Inn', a favourite watering hole in West Somerset, inhaling the sweet warm scents of the fields and knowing that the whole weekend lay before me.

One eccentricity that I never overcame was leakage of rain between the header rail and seal at speeds in excess of 50 mph. While I learned to tolerate this, it was a source of con-

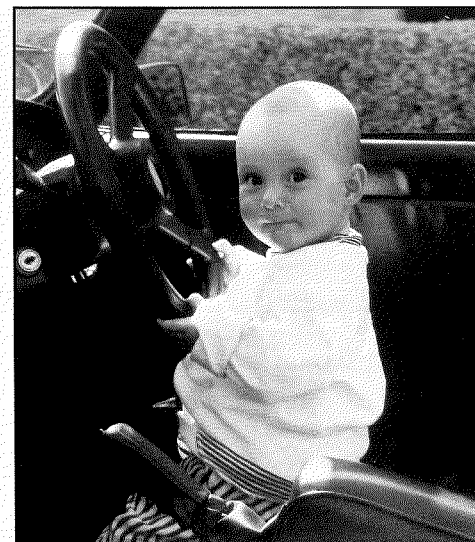


2000. As seen in 'Practical Classics' - for sale at 120,000 miles. Note rust appearing on 1/4 Valence

siderable annoyance to girlfriends. Curiously most girlfriends, including the one I was lucky enough to marry, disliked the car. Much of this seemed to relate to hair disarray and wind chill when the hood was down. One received an oil smear on a much treasured dress after brushing against the striker plate following a recent service, and had more to complain about than most. The only girlfriend who was truly enthusiastic about the car was the one who christened her 'Maria'. She did so because she thought that it suited her 'fiery Spanish character' and her Vermillion paintwork, which seemed to fluoresce under street lighting. I wasn't quite sure of all this, but



August 2000. The Author with one of the reasons for Sale



"Just one Last Drive"!

the name seemed apt and it stuck. If memory serves, this was in 1987 when the car had completed 99,000 miles and the service book was filled with 6,000 mile service stamps. At that point I decided to retire her and bought a sensible Rover 1600 Vitesse for everyday use while garaging Maria at the bungalow for weekends and holidays. For the next 13 years I lavished the sort of attention on her that is normally reserved for ageing relatives and she completed another 30,000 miles before we finally parted company. I joined the TSSC a year after her retirement and have always drawn comfort from the fact that the parts, expertise and sheer enthusiasm to keep the marque alive, continue to be available. Fortunately, little work was ever necessary to keep her on the road, apart from the early work under warranty, and she never failed an MOT.

Sadly, as time went by I spent more time cleaning Maria than driving her and towards the end of the 1990s I realised that between MOTs only a few hundred extra miles appeared on the clock. Marriage and the birth of a daughter allowed even less time and I finally concluded that I should sell. In July 2000 I advertised her in the Courier, together with an ad and colour photo in Practical Classics. A serious buyer appeared and was immediately enthusiastic, having viewed several rusting hulks already. Maria's body and paintwork were in extremely

good condition as can be seen from the recent photographs. The only serious rust was in the front quarter valences. She was mechanically sound despite 120,280 miles and retained all her original parts in good condition (except for the early replacements). Although new to Spitfires, the buyer had competent mechanical help to maintain Maria, which somehow made me feel better about parting and we agreed a price. She left my ownership in August of 2000, complete with the original sales papers, full service history and all back issues of the Courier from July 1988. At the end of a personal era I am left with happy memories of a car that owes me nothing and I still continue to enjoy the Courier!

Triumph Spitfire 1500 overdrive UYD 888W
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Engine No: FM132763HE
Commission No: 125321FH
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Trim: C11

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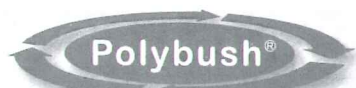
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Spitfire **ADU 3B**

By Bernard Robinson

1965 LE MANS SPITFIRE Now under restoration!

Many of us when June comes around think of how nice it would be to travel back in time to 1964 or 1965 and to Le Mans in particular. Why? because that was when Triumph's Wild Underdogs graced that particular part of France. Imagine the sights and sounds as for 24 hours the Team Triumph averaged over 90mph and eventually lived up to their name.

Now it may be possible to relive that experience as one of the Last Two remaining works LeMans Spitfires is being restored in France (as I relate this tale) in preparation to grace a circuit once more. The New owner is Herve Lequippe from Paris who supplied the following Photos and tells me that the car is virtually complete **Except** for one vital ingredient - **A 70X works engine!**

Herve has a Cylinder Head but I think that if anyone has an engine or **any** original LeMans Spitfire parts **then this is the rightful place for them to end up!** If any of you reading this can help Herve finish this project then Herve fully intends to demonstrate the car at events here, so we could **ALL** relive that 24 hours in June 64/65.

The only other Race Spitfire (ADU4B - which is complete) now resides in the United States but who knows a re-union could one day happen - but only if we can assist Herve in his ambition.

These are fully documented works cars with a traceable history so if you can help contact me Bernard Robinson: **01858 434424** or Email me on **bernard@the-studio.demon.co.uk**

Live the Dream! More Pics overpage.



Can you help?



First 2 pics 3B as found in 1989

The rest - 3B as bought 2001



The Greatest

Part 2

**Concluding the Story from
Car & Car Conversions of February 1971
of Peter Cox's Marvellous GT6.**

The production banana-shaped bottom wishbones with single inner fulcrum points on the chassis are replaced by double stainless steel wishbones, cross-braced for rigidity, with two inner fulcrums for each wishbone pivoting on special nylon-type bushes. Radius arms are abandoned - all very well mounting on to a steel body, but mount them on to this shell and you'd end up with large lumps of alloy coming adrift.

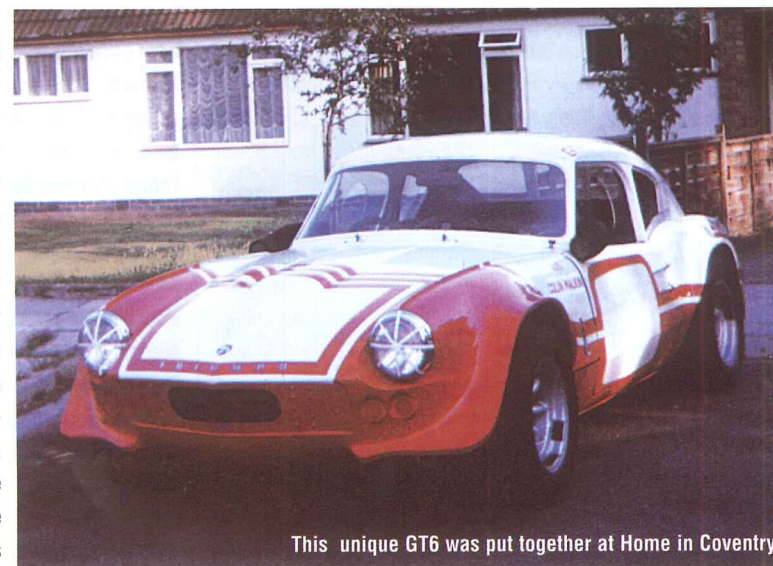
Suspension uprights are basically latest GT6 type, fashioned out of aluminium instead of malleable iron. Tempered Spring of Sheffield make up a flat transverse spring with six leaves instead of eight. Solid bushes replace the Metalistic spring end pivot bushes. Dampers all round are Armstrong adjustables, with that handy side ratchet tweaking device. Rear wheels have two degrees of negative.

With all the power that has to be transmitted to the rear wheels, drive-shafts had to receive very particular attention - and treatment. Gone are those dreadful rubber doughnuts and in their place are Hardy-Spicer couplings grafted on to the outer end of the shafts, almost counter-sunk into the uprights, while the rest of the movement is taken care of by sliding splines

linking the inner and outer shafts. Diff is a 3.63:1 Salisbury limited-slip in the standard housing.

Front suspension mods are amazingly slight: wishbones, bushes and uprights are standard; a fat one-inch instead of three-quarter inch roll bar, 7 inch instead of 8 1/4 inch long springs with thicker coils (again made by Tempered Springs and as used on the Racing Spits) with an alloy spacer to adjust the ride height, and the Armstrong dampers, are the only deviations from standard. Lack of adjustment facilities dictate the 1 1/2 degrees negative camber and a future project might be to make the front end fully adjustable.

Girling AR aluminium calipers force Ferodo DS 11 pads on to standard size (9.7 inch) discs made with a different offset so the bigger calipers will clear the Minilites. Rear drums are standard 8 x 1 1/4 with VG 95 linings. Girling tandem cylinders provide a dual system and there's no servo. So far the brakes have proved adequate, even over the punishing Mugello circuit.



This unique GT6 was put together at Home in Coventry

GT6 in the World!



All GT6's Get Hot inside! Note: large Drivers air duct through window

Now we know how this exquisite machine contrives to corner so well, weigh so little, go so ridiculously quickly yet manage to stop, but where the hell does all that power come from? And 183 bhp at the flywheel at 7000 rpm is power with a capital 'P' when it comes from a 2-litre Triumph engine. To put it in proportion, it means some 20 bhp advantage over the 2.5 litre Weberised engine in Culcheth's Group 6 Scottish Rally-winning saloon and nearly 60 bhp more than the detuned 2.5 injected saloons

which did so well on the World Cup Rally! Yet there could be still more power to come: triple 42 DCOE twin-choke Webers feed fuel to the six thirsty pots at present, giving more power lowdown than would 45's, but limiting top end power and maximum revs. So really a set of 45's is needed to adorn the Cox-designed inlet manifolds. Peter also made the free-flow exhaust manifolds which feed into twin 1 1/4 inch unsilenced exhaust pipes.

Much of the success of any competition power unit must lie in the quality of the cylinder

head modifications, which in this case were done by Ernie Dugmore, who runs a small head-doctoring and engine-rebuilding shop at Radford, Coventry. Like all head-modding geniuses his secrets for perfection are in his brain and expert hands alone, so even Peter knows only that the GT6 head is 'flowed and generally carved about'. But from past results from the Dugmore-modified Spitfire heads there's little doubt that the mods will be the ultimate. The head started life as the latest production GT6/2000 'wide head' with the advantages of longer and more efficient porting. Improvements Ernie could disclose were the fitting of large inlet valves, nimonic like the standard size exhaust valves. Compression ratio is 12:1.

Peter made dural pushrods, lightened the base



Practice at Mugello

tappets, fitted solid steel instead of cast iron rockers, and stronger valve springs. Activating all this valve gear is the wildest cam useable in the 2 litre unit, made specially to Peter's own requirements with inlets opening and exhausts closing at 60 degrees and inlets closing and exhausts opening at 80 degrees.

Block and crank are standard Triumph items, but the flywheel bears no resemblance to that in an ordinary GT6. Machined from aluminium it weighs next to nothing.

Meanwhile, back in his shed Ernie was boring out the block to insert some nice, shiny, chrome liners, too hard for the very short, solid-skirt Hepolite Racing pistons to digest, but still showing 1,998 ccs on any over-enthusiastic scrutineers's measuring devices. The Cox kitchen table took a hammering while Peter polished up the standard con rods, and then rods, crank, pistons, flywheel and front pulley gathered together, Ernie balanced the lot, before

the crank was mated to the bearing shells. Moving the block using perfectly standard engine rearwards away from



This GT always attracted admirers here in UK



Peter Checks the state of Tune

the front cross-member enabled the sump to be extended forwards, giving an extra one-gallon capacity of that necessary lubricating fluid. At the same time the oil pick-up pipe from the standard pump was moved to the centre of the new-shape sump and baffles made up round it to stop surge. A 10-row oil cooler mounted in front of the radiator keeps the two-gallons of lubricant at a safe temperature. Water cooling is taken care of by a Triumph 1300 radiator mounted at an angle instead of vertically.

Suprisingly in a car built to this sort of specification, the gearbox is bog-standard GT6, as is the Laycock diaphragm clutch, though lined with Borg and Beck competition material. Only trouble so far has been a broken mainshaft in practise for the Silverstone AP meeting,

which meant bolting in a spare box before the Race.

The Lucas Competitions Department performed their usual wiring tricks and sorted out a competition distributor to suit the engine.

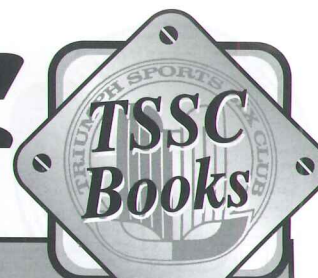
With the car ready to Race, Peter was running desperately short of money to put it anywhere near a circuit, until at the last minute the Gold Seal Car Co stepped in once again to fill the depleted coffers.

Now this article is meant to be about a GT6, as we've said several hundred times, but it's also about a Spitfire, believe it or not. That sounds like nonsense, but the fact is that part way through the season the car did become a Spitfire in GT6 clothing, when Peter decided to enter the Barcelona 12 Hour Race with one of his old 1000cc Spit Racing mills dropped in place of the Six.

This involved a complete rebuild to move the transmission forward again, alter all the suspension to allow for the weight differences in the units, and 1001 other jobs. This vast reconstruction job being completed, the organisers decided to cancel the Race and all Peter's work was wasted. Out came the 1000 engine and back went all the GT bits without the Spitfire having turned a wheel. A large lump of the season thrown away for nothing! What did we say about bad luck?

Plans for next season are in the balance at the moment. The Cox brain had been working on an idea for a one-off 2litre monocoque GT car and the sale of the GT6. Such a project would need too much bread, so that's another interesting machine gone by the board. If anybody came along with the right amount of cash he would still sell the GT6 and offer to look after it for the season for the new owner. Failing that he'll continue to Race it, but money's still very short, and as the Gold Seal tie-up has ended he needs a sponsor with hard cash to offer. Then he could settle down and try to realise the full potential of this remarkable car, a tribute to his own engineering genius. That's what we'd like to see happen! **Car & Car Conversions 1971**

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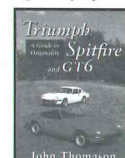
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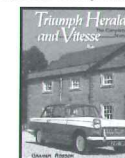
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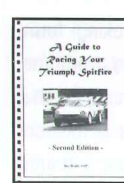


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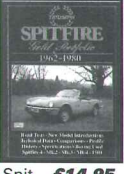


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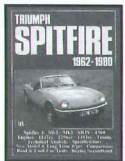
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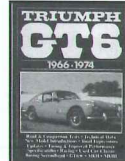
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Brean 2000 Report

From the Avon AOs Perspective!

I was very lucky really, Nev and Sean had done all the hard work two years ago, when they first resurrected the Brean Beach Party!

Having helped them then, I had a slight idea what I was letting myself in for! Normally the weekend is booked with Unity Farm, during the Brean Stages Rally (end January) but no, despite us being there, this was not done! Nev set up the dates with Unity. Thanks Mate, and we're in business! June 16-18th the weekend not to be forgotten! Rob did a sterling job with the advert for The Courier, which we also used for fliers at I.O.W., SEM, TIME etc., etc. The booking form was up-dated from the previous years. The weekend was advertised in The Courier, Triumph World, Practical Classics, Classics, 2000 and 2.5 Register, and TR Register (somehow they managed to transpose the dates to July not June. The phonecall on the 8th July to see whether someone was still in time for Brean was quite amusing! The

Riverside Pub agreed to reserve the car park for us (free-of-charge) yet again Nev and Sean's

earlier hard work pays off! Rob and Hen sorted out a Treasure Hunt and all the awards were taken care of by them too! Unsung Heros!! It's about May now, and Sean's on holidays the two weeks prior to Brean (Don't Panic Mr Mannering!), and won't be around much for the actual weekend either, something to do with Country Dancing I recall!

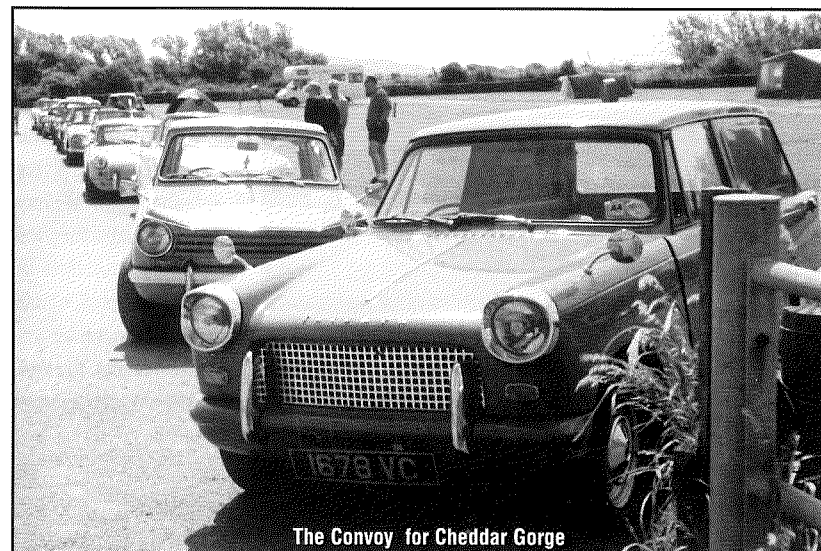
The first booking forms come rolling in, albeit slowly at first! Great to get forms from the Essex Area (always a boost to any Club event!). Your phone call boosted me that night Lizzie, as did Annie's form and note straight after SEM!

The week leading up to Brean, and a heatwave is forecast for us! Things are looking up! Last minute bookers - why do so many leave it to the last minute????

Work attempted to chuck a spanner in the works, by trying to get me to go to Derby on the Thursday (means not getting back to Bristol much before 8pm), so a days holiday was taken, and all was well! The day was spent down at Brean, chilling-out, making signs and putting them up, sweet-talking security, sparking up



the barbecue and soaking up the sun and a few beers! Loads of thoughts start racing around my head: Will the rain hold off? Will



The Convoy for Cheddar Gorge

the sun come out? Will everyone turn up? Will loads come who haven't already booked? Will Unity give us a hard time? Will we cause loads of trouble (after all Stafford Area are attending!) Will we run out of Beer? Will the signs stay up? Will pranksters change the signs, resulting in people getting lost? The biggest dilemma of all, should I stay at Unity and let the Wurzels entertain me or not?

Friday morning - the point of no return! A sunny warm 28 deg C is forecast - mmmmm Bring it On! Most of my signs were still up, and untampered with too! Heat Mist ... a good sign! More sweet talking of security, and wardens, followed by chilling out in the sun, just waiting for the sound of Herald related cars! After a couple of false alarms, Mick and Jude are first to arrive! Soon followed by Lizzie, Paul, Annie, Kim and Trev! The party has begun!

7.30 pm and the first complaint goes to the Stafford Area, for alleged speeding! Tut Tut!! Friday night and the partying begins! Hen gets involved with dressing a bloke up in drag, on the dance floor, and it wasn't even

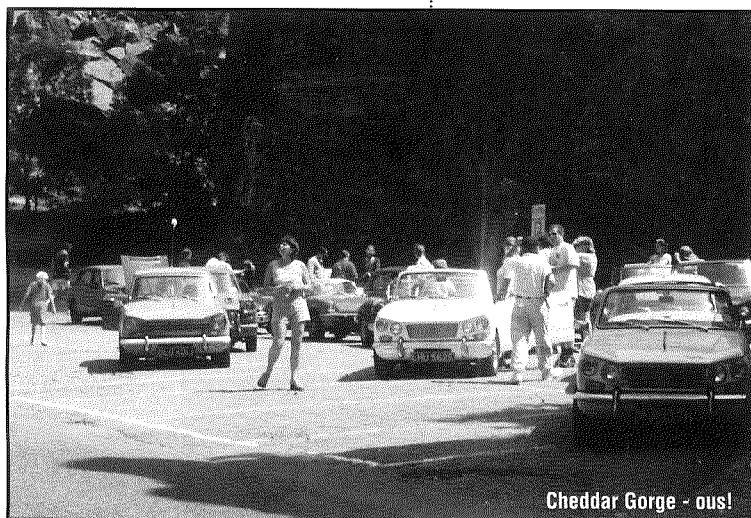
one of us! Once the club kicked us out, it was back to tents for the usual drink and chat routine!

Rob gained a bollard along the way, and Mark just couldn't resist the temptation to wear it as a hat! "I can see now, I've been cured!" The usual "Famous Names" game kicks off, but

came off the rails a little "Someone famous beginning with B Steve Davis" wasn't quite right somehow!! Hen was allegedly up all Friday night - not sure why though!

Saturday morning (not too early) and it's convoy time to Cheddar! 18 cars took part in all, with no casualties along the way! The Riverside Pub did its normal sterling service, with great food, and plenty to drink for the non-drivers! The weather came up trumps again, with a scorching hot sunny day, as is normal for Brean Weekends! The children were well catered for, with the Bouncy Castle. Annie, Hen, Nev and I took it in turns, to revert back to our childhoods, and joined them on the bouncy castle! "Ice Sir" will never mean the same again, it being tipped down my back ... certainly cooled me down though! The afternoon finished, with a couple of us taking a scenic route back, via Weston Super Mare, to the campsite. As Dave (Lines) said, when you've travelled the distance, you might as well see a little of the surrounding area!

Saturday evening started with Nev sparking up the big Barbecue. This was complemented by us watching England beat Germany at football! This as you can imagine, set us up



Cheddar Gorge - ous!

the mud, down on the low tide area of the beach. for some hours. We told him not to venture out too far, but no! When he returned to the campsite, he and the car were completely plastered in mud! So he deserved to win - it's a swamp thing!

"Andy Webb Award, for Services to the Environment" ... a very special award, for the person who gave their all on Friday and/or Saturday

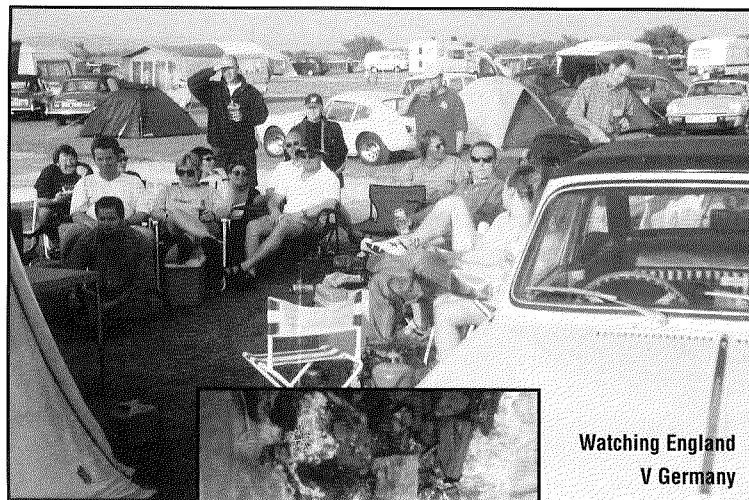
well for a good Saturday night party, beginning with the FunFair including Go-Kart racing etc., etc.!

After much partying, came Sunday morning, all too fast for some! Some went off to the swimming pool/water slide complex, where Nev nearly fell out of one of the water slides. Once the water sports brigade returned, we made various presentations: The "Indiana Jones Award for Navigation" (i.e. treasure hunt) went to Andy Webb, with all of 3 1/2 points out of 20! "Octagon of Shame"

awarded to the person, or people, who let the side down, and generally disappointed the host Area for failing to live up to expectation. Stafford Area walked away with this one, due to not kicking up, over partying, noise or trouble, causing the wardens to say to me, that there must be something wrong, due to them not receiving enough complaints, and us not being noisy enough?? The award was justified, albeit a little premature, because Stuart got stuck in



Nev's Barbie!



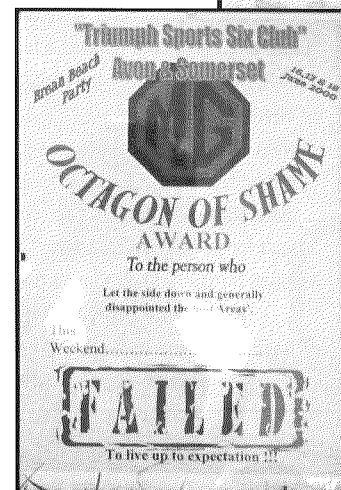
Watching England V Germany

an his face, as well as how long it took him to actually get out of his tent, from the moment his head first popped out of the tent, on Saturday morning! Nick Gorran with his great Mk1 GT6, won the "Colin Murrell long

distance award" for endeavour, relentless tenacity, and overall endurance in getting to the event (257 or so miles!) Dave got the "Bear Ass Scratcher" as runner up, for The 221 miles travelled from Lines!

The "Stella Tourtois (Stella Artois) Weekend Party Animal" was awarded to Ray Lomax, for letting his hair down to "Agadoo" and "The Timewarp" only to carry on with "Timewarp" actions to the following six songs, then falling over, resulting in a load of kids creating a "Pile On!" Ronnie (The Barron) came a close second, for his Saturday night performance!

After the formalities, it was down to the beach! Out with the Barbecues for another big chill out session! More water sports, (those water pistols doing overtime), they did come handy, trying to clean Mungry and Go up, after their apparent mud wrestling session - girls will be girls! Sadly, back to the campsite, it was almost upsetting to see

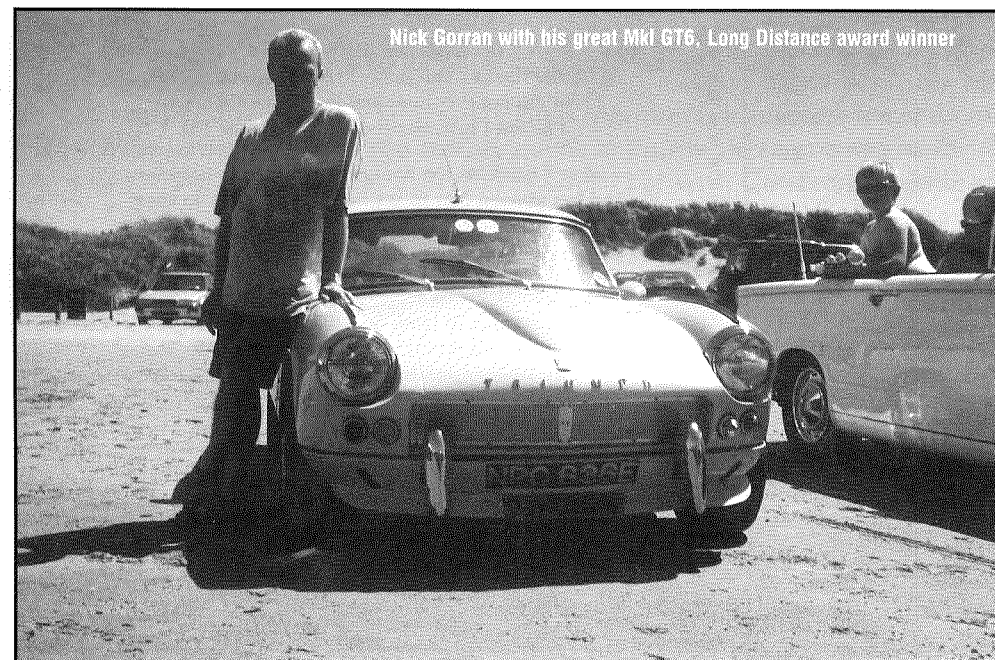


Stafford's Award



It's a Swamp Thing!

everyone go! Before long there was only Stafford Area left! I woke up Monday morning, still hot and sunny, so



Nick Gorran with his great Mk1 GT6, Long Distance award winner



**Party Animal award
Awarded to Ray Lomax**
another day (Tuesday) off
work was booked, for a
recovery chill out!

Looking back, there was no
real stress or panics, due to
the amount of work and
effort put in, for previous
Breans, by Nev and Scan,
with lots of help running the
event from Rob, Hen, Nev,
Paul etc. Thanks gang!!!
This was so much the case,
that it was easy to forget
that you were part of a team
running an event, it seemed
more like a little holiday,
than hard work!!

There were one or two
alleged misdemeanours:

I had to jump-start the
Vitesse Sunday eve.

Mark and Mary's tent
became airborne whilst
putting it away - if only I had
the camera!

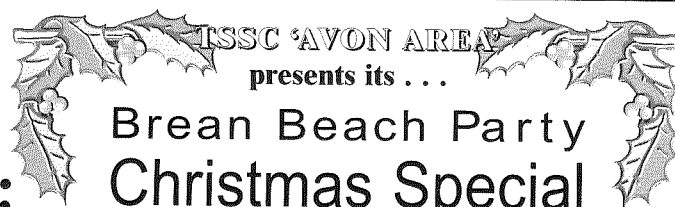
The big Barbie disappeared,
around the time a big splash
was heard! But no, it was

someone falling into a ditch whilst having a wee that caused the splash!
A few touching moments were had, like Rob and Hen's text message,
Lizzie and Pauls card (almost a tearjerker!), the note left by Dave (red
Dolly), phone calls from both Nev and Paul!

Cheers to all that came, took part, enjoyed the party, and went home
having really enjoyed themselves. Same again is planned for 2001,
albeit with a festive Christmas theme!

June 15th -17th 2001 - Come On Down, it's Christmas After all!
Don't forget your Xmas decorations, and we hope you've been good
enough for Santa to give you a present!

PRE BOOKING ESSENTIAL OF COURSE! - SEE BELOW
Last minute pre bookers can get me on 07778 778985, as I may
already be down there! Ho Ho Ho! - Colin Murrell



Brean Beach Party Christmas Special

15,16+17 June, 2001

**Come and enjoy the occasion and all of the fun,
With the Avon Area, down in the sun.
We thought we were barred, but now allowed back.
So its Unity Farm again for the crack.**

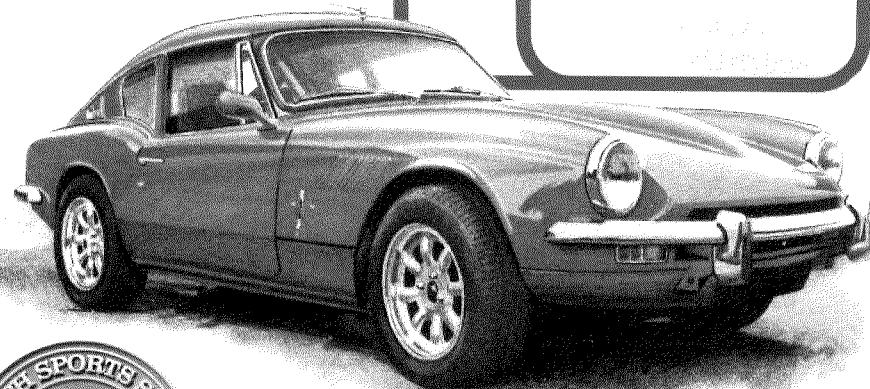
**Prizes galore, if you join in,
With the fun and the games, you think you will win,
So dig out the tinsel and last years old tree,
The old Christmas records on tape or CD.**

**Father Christmas has booked his hols from the snow,
And has phoned Nev to say "do you want me to show?"
"I will come with pressies for girls and for boys if you
build me a grotto which I can enjoy"**

**So fairy lights on tents, down upon he will see,
A runway to land, he will know it to be.
Triumph headlights at night will guide him to land,
Towed by Donner and Blitzen and the rest of the band.**

**So if you are up for a party weekend,
Ring the numbers below for forms to attend.
Either Number is fine, but please
could you ring
Evenings or weekends because of working.**

**Colin 01179 691322
Nev 01173 774720**



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The Market Leader



Things that go Bump in the Night

By Jonathan Binnington

And there I was, driving steadily in third and there was this big bang from the transmission and I knew I'd be going home on a rescue truck that night.

replacement diff from Jigsaw Racing. Thanks Mark!

Day Three: (Wife's birthday). Drop diff out of the chassis. On opening the diff I find more loose teeth than outside a Glasgow pub on a Saturday night.

Day Four: Replace diff and carry out some rear suspension maintenance.

Coasting up the road to a lay-by I could hear a sound like dried peas bouncing off an empty tin can. What had broken? Nothing had fallen off or was flapping around. It sounded terminal.

At home, investigations revealed a rattly gearbox and a 'notchiness' in the diff.

'Looks like both the diff and the gearbox broke at the same time!' Now what are the odds of two breakages happening at the same time?

Day One (Good Friday!): Source a new gearbox from Fitchets. Thanks Guys! Drag the old gearbox out of the car.

Take the lid off it and behold: three teeth sheared off each of the third gear pinions. Diff action still feels very odd.

Day Two (Easter Saturday): Source

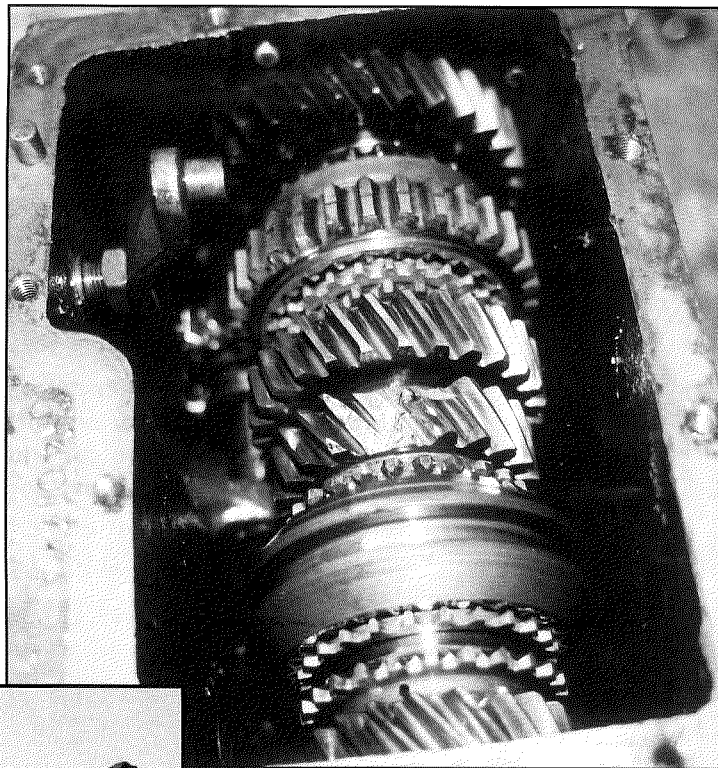


Photo 1 (above) : Teeth sheared of 3rd gear by sudden force showing crystalline fracture.

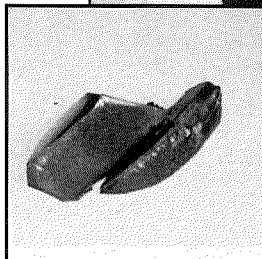


Photo 2 (left) : Broken teeth also showing the crystalline fracture surfaces

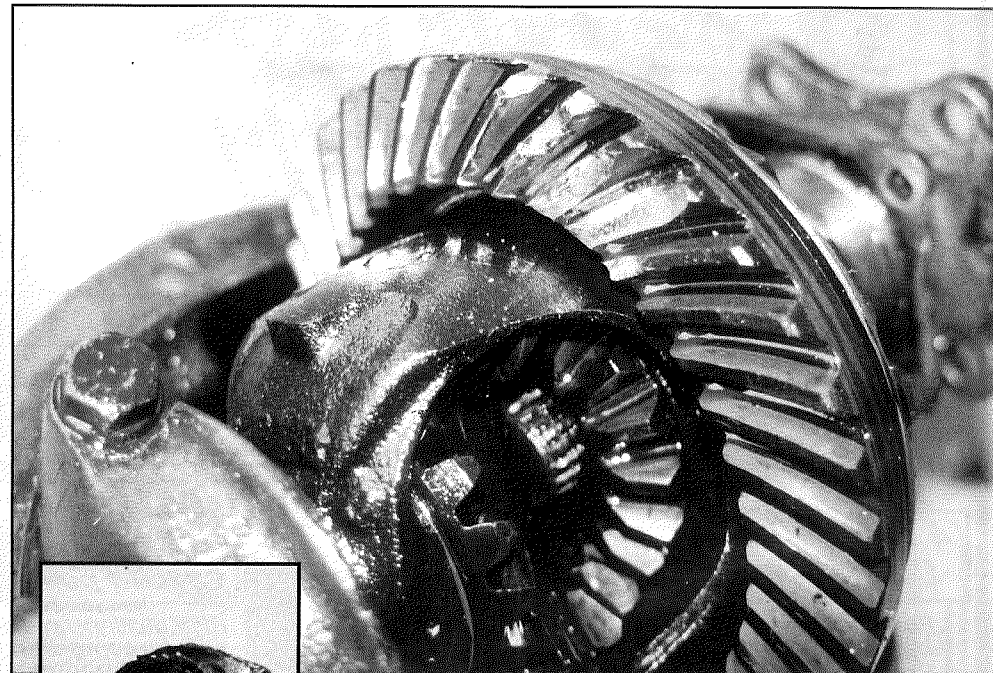


Photo 3 (above) : Broken Diff Crown Wheel Tooth showing crystalline fracture surface consistent with sudden force failure.

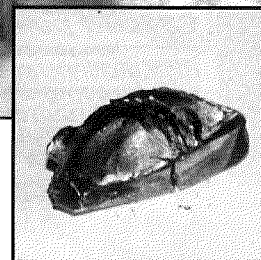


Photo 4 (above) : Broken Diff Pinion Tooth showing polished concentric lines characteristic of Fatigue failure

Day Five: Replace Gearbox and finish the job.

I am still interested in what the sequence of failures was though. It probably started with my driving style, but that's another matter. Close inspection of the fractured gearbox teeth showed grey, crystalline metal surfaces, like snapped carrots. These breakages occurred when a sudden irresistible force was encountered, i.e. when the diff locked and the engine wound the gearbox up to breaking point. **Photos 1&2:**

gearbox with broken 3rd gear and close up of broken tooth. I then salvaged the dentition from the diff. The broken teeth on the crownwheel also showed some granular fractures but with a polished outer edge to the crack (**Photo 3**).

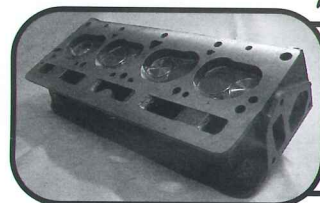
I finally found a tooth off the diff pinion. This showed concentric, semi-circular, smooth crack lines and a very polished edge, characteristic of a fatigue fracture (**Photo 4**). That clinched it. **1:** The diff pinion lost a tooth due to metal fatigue after 30 years use (and 4 years of abuse). **2:** That locked up the diff. Drive from the roadwheels wound up the diff and broke teeth off the crown wheel. **3:** The engine also wound the gearbox up against the locked diff and smashed teeth off the driven 3rd gear. Not my fault at all!

Your Honour, I rest my case for the defence.

TSSC SPECIAL TUNING



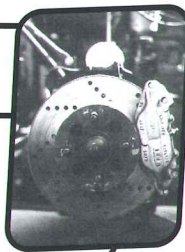
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WH007.....SUPASLOTS - POLISHED SILVER - 5½" x 13"	£285.00
WH014.....WHEELNUTS - (SET 16) (MUST BE USED WITH ALL THE ABOVE)	£28.00

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Rear Bracket Conversion Kit

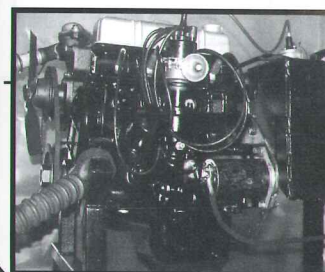


Kit includes:- Pair Spax Dampers Pair High Quality Brackets
 Fitting Instructions CONVERSION KIT £150.00



FRONT (PAIR) £105.00
 Front Pair Adj S/Seat £140.00
 REAR (PAIR) £95.00

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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.freeserve.co.uk

TSSC7 Technical Secretary

Hello again! Carrying on from Sparky's letter about ignition advance curves and data last month, I've delved through the Lucas parts books that I have here and have put together Figure 1, **FOR**

TRIUMPH CARS FITTED WITH LUCAS DISTRIBUTORS THAT COULD FIT 'OUR' CARS. This links the Lucas part number (eg. 41449) to the model but it does not tell you about the mechanical or vacuum advance.....so, I've checked what I have got here and put in the corresponding figures. If readers can help me fill in as many blank spaces as possible, that would be great.....I'll then publish a more complete table again later. The vacuum numbers are all stamped on the nose of the vacuum units. The numbers represent the start and finish vacuum figures and the advance **AT THE DISTRIBUTOR** (eg. 3-10-12 means 12degrees of advance between 3 InHg and 10 InHg). The mechanical advance figure is stamped on the bob weights that can be seen through the top plate (or possibly through the hole covered by the condensor). This figure represents the maximum mechanical advance at the distributor

FOR TRIUMPH CARS FITTED WITH LUCAS DISTRIBUTORS THAT COULD FIT 'OUR' CARS.

Lucas No	Car	Vacuum	Vacuum Advance Unit part number	Mechanical Advance @ Distributor	Mechanical Advance @ Crankshaft	Static Advance @ Crankshaft
41331	Triumph 1500 & TC (71)					
41449	1500 TC (72-75), Spit 1500 Dolomite 1300/1500 (75-)	5-12-6	54424752	8°	16°	10°
41230	Herald 1200	3-18-7	54413516	10°	20°	15°
41127	Herald 13/60					9°
41314	Triumph 2000 (70-71)					
41378	Triumph 2000 (72-73)					
41452	Triumph 2000 (74-75)					
41621	Triumph 2000 (76-)					
41236	Triumph 2.5 PI (70-72)	5-10-6	54418481	13°	26°	
41502	Triumph 2.5PI (73)					
41582	Triumph 2.5PI (73-75)	None	None	12°	24°	
41219	Triumph TR6 (70-72)					
41501	Triumph TR6 (73)					
41542	Triumph TR6 (73-75)					
41273	Vitesse MkII (early?)			12°	24°	10°
41305	Vitesse MkII (70-71)					10°

We continue with some more feedback this month (which is always good to have).....

Vibration Problems

"Referring to Ralf and Brian's vibration problems in the December issue, I discussed this problem with a friend of mine who was the service manager for the local Stand Triumph main agents in the Sixties and Seventies. He had the same problem with a new Herald. They spent hours checking and changing parts including balancing all the tyres without success and as a last resort they changed all the wheels with another Herald. This cured the problem, so they fitted a new set of a different make of tyre to the original wheels and had no further trouble."

I don't for one moment believe this to be the cause of their problem, but during my fifty years in the motor trade I have experienced many completely illogical things, not least the problem with an O/H cam twin carb Vauxhall VX490. It lost all power on 2 & 3 cylinders, having checked every cause and resorting to changing parts with a similar car, it turned out to be the ignition condensor. Why did it fail on only two cylinders?"

Arthur Mallard

Thanks for the comments Arthur.

Sticking Starters

"Following two generations of proper motor mechanics, I recall my father always insisting that to avoid a sticking bendix starter gear you NEVER EVER OIL IT!!!

Apparently the bendix is a crude sloppy coarse gear that is expected to wear and keep working. If you oil it, the oil attracts metal dust, friction material flying off the clutch and this all combines to give a nice glue which jams the bendix. The trick is to VERY thoroughly wash the gear, spring and shaft in petrol to remove old gunge leaving it squeaky clean - then resist the temptation to apply any lubricant whatsoever, not

even WD40. It should then fly back happily. I recall it worked on both a Standard 10 and a Singer Gazelle - no further trouble at all. Personally I always suspected that if you have to do this there is something not quite right, such as a leaking rear main oil seal or a bad bendix - but it worked for me!"

Ross Fielding

Pinking Delay Valves

"Regarding Andy West's pinking Spitfire problem (april 2001 pp79) and your suggestion to remove the vacuum advance pipe. I remember reading in these pages some time in the past that Ford do a 'delay valve' to go between the inlet manifold and the vacuum advance unit, on Ford Cosworths, price £10. Overpriced when you see what you get! I have fitted one to my overcompressed GT6 with a lumpy cam and a dislike for anything much other than 100+octane leaded. It's difficult to be categorical but the idle is smoother, the pick-up at low revs is cleaner and I can run more static ignition advance which makes things more fun.

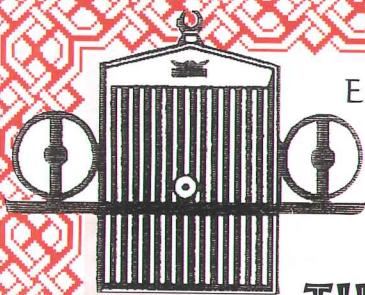
However it still misfires when cornering hard on left-handers at low revs and wide throttle openings. Is this due to fuel slopping around in the float bowls, or the mixture flow 'stalling' in the inlet manifold under centrifugal force?"

Jonathan Binny

It was in the April 2000 Courier that we discussed the Ford Delay Valves with Nick Fane. With regard to your misfiring on corners, it'll be due to the fuel swirl in the float chamber I think. Stromberg positioned the jet centrally in the float bowl to try and remove this effect but I suspect that under very hard cornering there is still some level change around the jet.

Hot Starting problems

"Interested to see your reply to Luke Fenner in Courier 251 about problems in starting club cars when hot. There was an almost identical request and reply from Peter Simpson in Practical Classics a few months ago - maybe you saw it. I think you both missed the most likely cause. I've owned



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club cars now for almost 35 years, have met the problem several times, and always cured it the same way.

You put a new diaphragm and valves in the fuel pump. The problem is caused by fuel having evaporated from the carbs, coupled with a vapour lock in the fuel lines. Old sloppy diaphragms in the pump don't give enough pressure to overcome the pressure caused by the vapour lock. They start after a few minutes of cooling due to the pressure of the vapour lock dropping on cooling, and the cooling in the fuel pump stiffening up the diaphragm, and causing it to pump a bit better. I'm never quite sure what effect the replacement valves in the pump ever had, but since it was stripped down I always replaced them as a matter of course. Hope this helps."

Kevin Martin

To fit, or not to fit a rocker feed

Q. *"Hopefully an easy one for you! I am about to fit a new unleaded head to my '79 Spit 1500. It has done 84,000 miles, I think on the original engine. Disassembly so far has revealed no horrors but I wondered whether I should fit a new rocker shaft on reassembly as a matter of course. I understand this is a "failure prone part" but one wonders whether such rumours are exaggerated. Also, is a rocker oil feed a worthwhile investment. The total cost of a new rocker shaft and oil feeder would come to about £80.00 but if it avoids a major breakdown it may be worth the money. What do you think?"*

Bryce Taylor

A. The rocker shaft is prone to wear and, as it wears, the oil that is fed up to the rocker shaft at the back of the head gets lost at the rearmost rockers. The more the shaft wears, the less oil the rockers at the front of the engine seem to get.....presumably meaning it is more of a problem on sixes. Some people are concerned that the rocker feeds can starve the crankshaft bearings of oil but this should only ever be a

problem if the engine's oil pressure is very low. My feeling is that fitting a rocker feed on a worn engine is really a waste of time.....the damage is done.....and that the best time to fit a rocker feed is after the engine has been rebuilt and you have good hot oil pressure. I use one on my Spitfire's engine and there's definitely no oil pressure reduction or problem.

1500 wiring and MOT-fail copper brake pipes

Q. *"Help please on 2 problems, first I am nearing the end of a 3 year rebuild of my spit and the previous owners answer to an electrical problem was to cut off the wires where they leave the loom! I have sorted most of it but am left with the following;*

- On the nearside, under fascia; I have at the exit from the loom to the multiplug for the rear wiring a red and a red/green wire both live with the lights on. Are they for map light & boot light? Also after the plug on the rear loom I have half a fuse holder on a red/purple wire.

- On the offside, under fascia; I have a purple wire (no current)and a purple/black wire, live when horn sounded.

Any ideas as to what to connect them to please? all instruments and lights appear to work.

My second point, my local MOT man tells me he will not accept copper brake pipes as the flared joints are too weak to withstand the pressure and the pipes age harden and are liable to snap with vibration. Do you have any info on this please? Thanks"

Derek Hewett

A. I am afraid that I have shortened part of your question because I couldn't understand it, but I hope that what I have left still reflects your problem! The red lead on the nearside under the fascia is for the map light, I think. The red/green lead could be the feed for a rear fog light. The lead goes to a switch, then on to the red/blue lead going to the rear of the car. The only red/purple (actually purple/red) on a late 1500 is from the boot light to the boot light switch.....so what's that doing under the fascia (presumably you mean the dashboard?) I don't know!

The purple/white wires next to the A-posts are the wires going to the door-contact courtesy light switches. These are ground wires. The right-hand wire should go to one side of the courtesy light. The purple wires are live when the side lights are on and, in the location you describe, the loose wire is probably the power to one side of the courtesy light you describe. The purple/black wire comes from the horn switch and is the feed to the horns at the front of the car. If your horns work, I cannot understand why you should have a loose purple/black wire? Unless you want to fit an

air horn system, I would terminate the wire with a single bullet connector to make sure it doesn't touch any bodywork when live.

Copper does work harden, but it won't become hard and brittle if it isn't worked! So if the pipes don't vibrate and rattle, then there should be no problem **BUT** I do think that extra clips and fixings are required for some of the copper pipes used on our cars. Triumph had some quite long runs of pipe without any fixing and these are prone to vibrate. With regard to burst pressure, I have never heard of any problem with copper pipes. I would add some additional fixings to keep your MOT man happier. As a last thought, many so called 'copper' brake pipes are actually a copper-based alloy I think, and, maybe, this is to reduce the work-hardening??.

Four-pot Calipers

Q. *"Hopefully a quick and easy question for you regarding the fitting of four pot callipers to a GT6 MK3 non-rotorflex car. I have purchased a set of four pot Princess brake callipers which have been already spaced to accept Ford Capri vented disks and have been told that I need to fit either a Herald 1600 or Spitfire 1500 hubs, vertical links and wishbones but I am not sure if this is correct. Previously in the Courier the fitting of four pots is said to be a common modification but I cannot find any technical material regarding this. Could you please point me in the right direction either to previous Courier articles or how to carry out this modification please.*

Your help would be gratefully received

Best Regards

Simon Lewis

A. There was a good article in October 1999's Courier by Brett Dennis. Essentially the Princess calipers had the same fixing spacing as the Spitfires/Heralds with the Type 14 single-pot caliper. Therefore, you will need to use Spitfire III, IV or 1500 or late Herald 1200 and 13/60 vertical links. My only word of caution for your GT6 is that GT6's and Vitesse's used larger front hub bearings (and different hubs and stub axles) and I don't know if you can fit the GT6 stub axle and hubs to the Spitfire vertical links (can someone let us knowhelpful trader?). If they don't fit, then you'll need to use the smaller Spitfire hub and bearings, which will presumably wear out a bit quicker due to the extra weight. You will need to use the GT6 discs

and spacer the calipers away from mounting face on the stub axle to get the disc central in the caliper. Also, the flexible hoses will need to be changed because the calipers have a metric thread rather than the GT6's imperial thread. Good luck and if I find out about swapping stub axles, I'll let you know through these pages.

Two cylinder Spitfire MkII

Q. *"I have a problem with my Mk II Spitfire which had a replacement engine some 40,000 miles ago, well before I got it. The problem is simple to describe. On starting, the engine runs on the rear two cylinders only, for a few minutes, before the front two do anything at all. Once they start, there seems to be no problem. I had assumed that perhaps this was a problem with the front carburettor and reset the carbs several times. However, it has been suggested that the valves in the front two cylinders are sticking and don't start opening until some oil is sprayed on them via the rocker-box. Could this be the case? And if so, is there anything I can do about it short of taking off the head? With thanks,*

Geoff Jones.

A. I am fairly sure that the problem you describe is fuel supply to the front carburettor. Check the fuel supply pressure, the float levels and the operation of the choke mechanism on this carb. I am sure that it isn't a problem with sticking of the valves but you can easily check this yourself by doing a compression check. If the readings are all within 10-15%, don't take the head off.

Misfiring GT6

Q. *"I have a 1973 GT6 MK3, out of the US, of which I had the engine totally rebuilt some years ago when I was back in Holland (with the car). After that it never ran OK, ie it was backfiring very badly in the Stromberg CD carbs, especially when cold and when accelerating.*

On advice I started to play with the timing and noticed that I needed at least 20 degrees more advance with a setting of 4 degrees advance running idle, in order to almost eliminate the backfiring. To me that appears excessive unless something is wrong with the static setting, which I have never checked so

far (what is an easy way to find out if that is wrong?). At this advance setting, the engine runs noticeably better at higher rpms, ie seems to have more power; Idling is not more smooth. So I like this setting from that point of view as well. What is your opinion? Is it too much advance?

I also heard that a too lean mixture can cause this problem. So I pulled up the needles as far as possible but no noticeable effect. Slightly lifting of the piston, as recommended, to check the mixture still gives a noticeable reduction of the engine idle speed and this seems to mean that I am still too lean. Should I try other needles? The current ones do have no numbers or so and what type would you recommend, and where to buy? Should I have the CO measured and what should it read when I have the right mixture for good running? Can sludge build up in the flame trap separator in the rocker cover cause back firing? I read something about this (Your Classic, Sept 1993) Thanks for your comments. Regards,"

Chris Werkhoven

A. Ignition advance. I don't have the ignition settings for the US MkIII GT6s but I would run as much advance as you can before the car pinks. If you detect any pinking, knock the advance back a couple of degrees until it is gone. Some US distributors ran very high advance and were fitted with a vacuum retard unit as opposed to an advance unit (1500 Spitfires, for example). The vacuum retard unit then pulled the high static advance setting back to a 'reasonable' figure.

Stromberg CDSE and CO reading. Your carburettors are emission control CDSE versions and there is very little adjustment on the needles of these carbs (which is done by raising the needle, as opposed to lowering the jet from underneath as on the earlier cars. I cannot recommend alternative needles and I suspect that you would not be able to get them now even if I could. CO needs to be less than 2.5% but you would normally be able to achieve 1-1.5% quite easily.

Flame trap separator. I cannot see how this can cause backfiring but you need to keep this separator and the pipes from the rocker cover to the carbs nice and clear. These pipes suck away the crankcase emissions but they also have the effect of putting the inside of the engine under a slight vacuum, which helps stop oil

leaks. Take off the rocker cap when the engine's running and put the palm of your hand over the hole. You should be able to feel the vacuum on your hand and the engine revs will rise slightly as you take it away. If you cannot feel a vacuum, there is a blockage in the pipes or in the drillings in the carburettor bodies.

Door hinge replacement

Q. "I have a small technical query you may be able to help with. I have stiff doors on my Herald 1200 so am going to change the hinge pins. Can these be changed without removing the doors, there looks enough room to get at the pins and which way do they drive out, up or down? Regards"

Ray Guy

A. I wouldn't even try removing the pins in situ. They are normally very tight to get out and I don't think that you'll be able to 'persuade' them enough if they're fitted to the door. If you look closely, one end of the pin has a splined form. You need to drive the pin out by pushing from the other end. The spline just locks the pin into the hinge.

Swing spring mounting box assembly

Q. "A recent examination of the rear suspension shows that the "swing spring" was incorrectly mounted sometime earlier in the history of my car. Instead of the bottom leaf clamp plate being between the bottom and second leaves it was mounted below the bottom leaf and the whole assembly was pivoting on the spacer tube and its bolt, with the bolt taking the full weight of the rear of the car. The result was, that the holes in the mount box were elongated and the bolt and spacer tube were badly bent and worn. To correct this, I had the holes welded up and redrilled in the correct position and a new spacer tube turned to the same dimensions as the damaged one. My problem now is, that I cannot get the holes in the mount box to match up to the spacer tube when it is in position. (I am doing this with the spring still in position) No matter what I do, I cannot get the bolts through the mount box and spacer tube.

Question one: Do I need to remove the spring from the car to assemble the mount box to it?

Question two: Could the spacer tube which I removed be a non standard item of incorrect outside diameter?

Question three: What is the correct diameter of this tube? It is easy for me to have another one made here. I hope

you have someone familiar with this suspension, who can help me get the car on the road again. I look forward to a speedy reply. Yours sincerely,

Peter du Sautoy

A. Yes, you will need to remove the spring from the car to correctly assemble the mount box to it. I doubt that somebody has made up a new tube of the wrong diameter, but probably your best solution is to buy yourself a new tube, bolt and, importantly, a new rubber pad (fitted inside the mounting box) from one of our traders and then remove the spring to investigate. These parts won't cost a lot (£3.50 in one catalogue I've just checked) and I am sure that the rubber pad will need replacing anyway, if it's the original.

Delco distributor advance curves

Q. "I have been a TSSC member since 1983, and I've owned the same Mk 4 Spitfire since 1975. In that time, I've completely rebuilt it, rebuilt the engine at least twice, and have lost count of the number of times I've rebuilt the gearbox, replaced the clutch, etc. I was pretty sure that I knew most things about the car, but the distributor has me stumped!

All the manuals I've read tell me that the Mk 4 was fitted with the Delco-Remy D204 7953460 up to engine No. 25000, when the cam was changed to the milder 18-58-58-18 type. From then on, the D204 7992128 was fitted. My engine no is FH 63376 HE, and it has always been fitted with the D204 7992423 type (- I even bought a replacement of the same type several years ago.) Visually, the D204 7992128 and the D204 7992423 look the same, and both use the same vacuum advance unit, No. 7992130. What has surprised me recently is that when I stripped down two distributors, one of each type, I discovered that the amounts of mechanical advance are completely different. The D204 7992128 unit has a figure of 19.6 stamped on the underside of the rotating plate which holds the bobweights and springs, which corresponds with the 20 degrees quoted by Triumph. The D204 7992423 has a much lower figure of 13 stamped on the plate, and I have checked that the amount of movement of the mechanism is approximately 2/3 of the other type. Close examination shows that the shape of the internal cam is also different.

I had always assumed that the change of number was

nothing more than a change of manufacturer's part number, and that the two types had the same characteristics, as I was unaware of any changes to the engine specification after 25001. I've checked the Moss and Rimmer catalogues, and apart from a moving the heater's water supply from the head to the inlet manifold pipes, I can't find any other changes. I had always set the static timing to 8 degrees BTDC - the implication is that I may have been running with retarded ignition for 25 years or so. (I did once burn out an exhaust valve - I put that down to the way I drove the car, but there may have been other reasons....)

Are you aware of any changes to the specification of the very late Mk 4 Spitfire which could account for the change? Similarly, if you've any idea of the correct ignition setting for this engine, I'd be very pleased to hear. (I do remember having a few difficulties trying to convince the local Triumph agents many years ago that it was actually fitted with a J-type overdrive. I also get the impression that the late Mk4 and early 1500 models were fitted with a mixture of parts during the model changeover period.) Any help will be appreciated.

Best wishes

Steve Jackson

A. The original workshop manual has a lot of data for these distributors. In Europe, 7953460 was fitted up to FH25,000 (static advance setting 6deg BTDC), after 7992128 was fitted (static setting 8deg BTDC). The 7992423 isn't listed in the original manual but could well have been a service replacement for both of these distributors. The advance curve is actually very similar and could probably be interchanged quite well. If you are using the 7992128 on a earlier engine that should be

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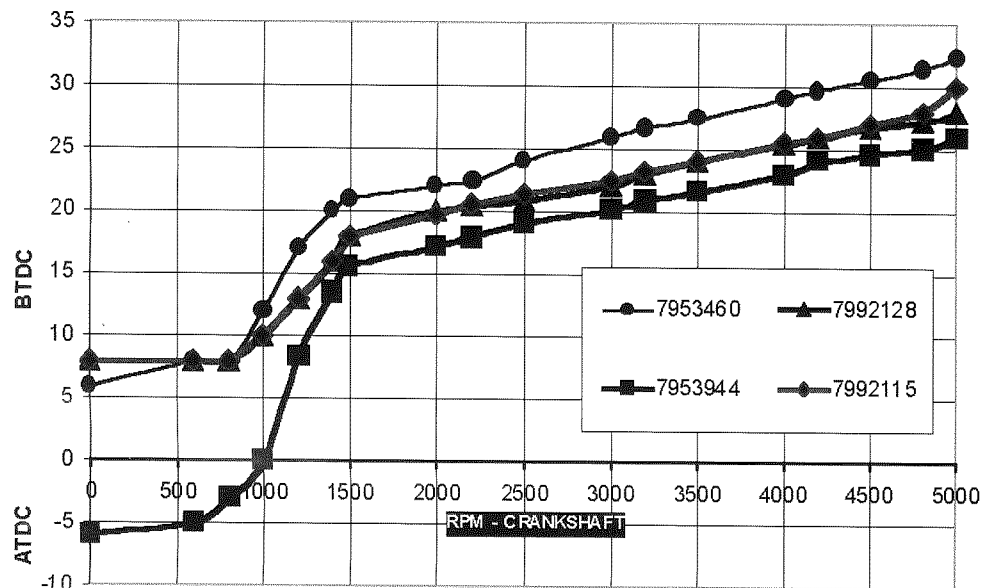
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Distributor Advance Curves DELCO MkIV



fitted with 7953460, I would recommend setting the advance as advanced as possible (say, 8-10 deg BTDC) before the engine starts to pink. As I say, if it pinks, retard it a couple of degrees.

There are another couple of distributors listed in the workshop manual for USA and Sweden (USA - 7953944 up to FK25,000 (6 deg ATDC static) and 7992115 from FK25001 (8 deg BTDC static) Sweden - 7953944 fitted up to FL2HE (6deg ATDC static) and 7992128 from FH25001 HE (8 deg BTDC static)). I have plotted these as advance curves in Figure 2.

Notice how the USA version, 7953944, runs a very retarded static setting and has a very steep advance curve to give normal advance figures when running. According to the manual this is 'to meet the legal requirements of air pollution'. I hope that this data helps out, Steve

Rotoflex conversion shock absorbers

Q. "I have a Mk1(1967)GT6, which a previous owner has fitted with Rotoflex suspension. The problem that I have is that they did not fit it fully!. I have the roto driveshaft, couplings, lower wishbones fitted, but still have the non-rotoflex shocks fitted to the chassis. I have marked the shocks in situ, then took one off & marked it fully compressed, the difference being about half an

inch of travel!! As you can imagine the ride is a tad firm to say the least. What I need to know is which is the best way to go about sorting this. Do I weld the brackets into rear wheelarch and fit roto type shocks (if these parts are available) or would you recommend the club conversion brackets & spax shocks, or something else.? One other point is the rear spring, would they have had to fit a rotoflex type leaf spring or could I still have the mk1 type non-roto still fitted.? (how can I tell what leaf spring I have.?). My goal in all this is for the best comfort, not out and out handling, as with all this seasons shows coming up, I don't think my spine could take many more miles as it is.! Your thoughts on my problems would be greatly appreciated.

Roy Lacey.

A. You cannot use the standard Mk1 shocks, as you've discovered. There's very little travel left in the shock but, also, the angle of the shock brings it dangerously close to the edge of the rotoflex couplings themselves.

The correct (best?) solution is to weld the box assembly and the 16 gauge metal strengthening plate inside the wheel arch. This would give an original installation like the MkII and early MkIII GT6, but this is a lot of work and, although the box-mounts have been remade, I don't

think that you can get the larger strengthening pressing that goes behind it. Also, as many owners will have discovered, this rusts. Many simply cut it all out and fit the conversion brackets and different shock absorbers as sold by the Club and other Traders. This has to be your best option. I don't think that it will make any difference which spring you have fitted because the distances between the spring 'eyes' were all very similar. If the car sits at the right height, then I would leave well alone.

Modern engines for our cars

Q. "I am considering the idea of possibly putting a 1.4i Rover 'K' series engine in my Herald 13/60 estate. I know this has been done with Morris Minors (a kit for approx £1500!). Do you know if any other members have done/are doing this? From what I have researched, including Caterham Cars, I would need a special bell-housing, a new engine sump, and probably a Ford 5 speed gearbox (agh F**d!). Just how do you mate the engine to a different makers gearbox? ie input shafts etc? Some metal surgery will probably be needed too. As far as brakes/diff/suspension go would an upgrade to Vitesse brakes/diff and swing spring conversion suffice? I would not be looking at any tuning potential, just a standard engine. Any other gearbox suggestions, I really couldn't consider a Ford you see as I am a Triumph man thro' & thro'!

Anonymous

Q. "Please can you send me any info. you have on putting a modern engine into a 1500 Spitfire:- which engine, how easy, etc..Thank you for any help you can give me. Kind regards"

Toby Cowper

A. I have no information on fitting a Rover engine or other modern engine into our cars. That doesn't mean I'm against it, far from it but there has been very little written about doing this. I've seen Alfa Twin Cams and other lovely engines in our cars so if anyone reading this has already done a conversion like this, please send me some details. I'll then publish them. I think John Thomason may have put out a call for this kind of information but I am not sure? Any response, John?

Speedo calibration

Q. "I have recently purchased a 1968 Vitesse Mk2

2000 o/d and the problem I have is that the speedometer reads 50mph when the car is travelling at 70mph and pro rata down the scale. I have checked the mileometer and trip meter against our Astra eurobox and these show correct readings.

The person from whom I bought the car said he was told that it was possible that he had a non o/drive elbow take off the gear box where he should have a correct o/drive take off. At the time I thought this was sales talk, but before going to the expense and trouble to replace the speedo I wonder if you could tell me if this could be the case.

The other snag is the rev counter swings wildly all round the dial, but I assume this is the cable causing the trouble - could I be right? Thank you from a very non-technical but enthusiastic Vitesse owner!"

Seamus Crawley.

A. No, it's not right. The right-angle elbow drive used on overdrive cars is needed because the cable comes off the overdrive too close to the chassis. The drive ratio is 1:1, so this won't effect your speedo calibration. It sounds to me like someone has changed the diff in your car to a 3.63:1 (Spitfire 1500) or, more likely from your description of the error, a 3.27:1 from a GT6. Check the number of turns of the propshaft to one turn of the rear wheels. It should be 3.89:1 for a Vitesse Mk2. Also, check the small number written on the face of the speedo against other Vitesse, to be sure the speedo is the correct one. If you are happy with the drive ratio you have, you can always get the speedo recalibrated. I have used a company called Speedy Cables (advertise in Practical Classics) and they did a good job.

That's enough for this month. Happy motoring.....

Carl

Talked Technical

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Volume 21: July 2000 - June 2001.

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