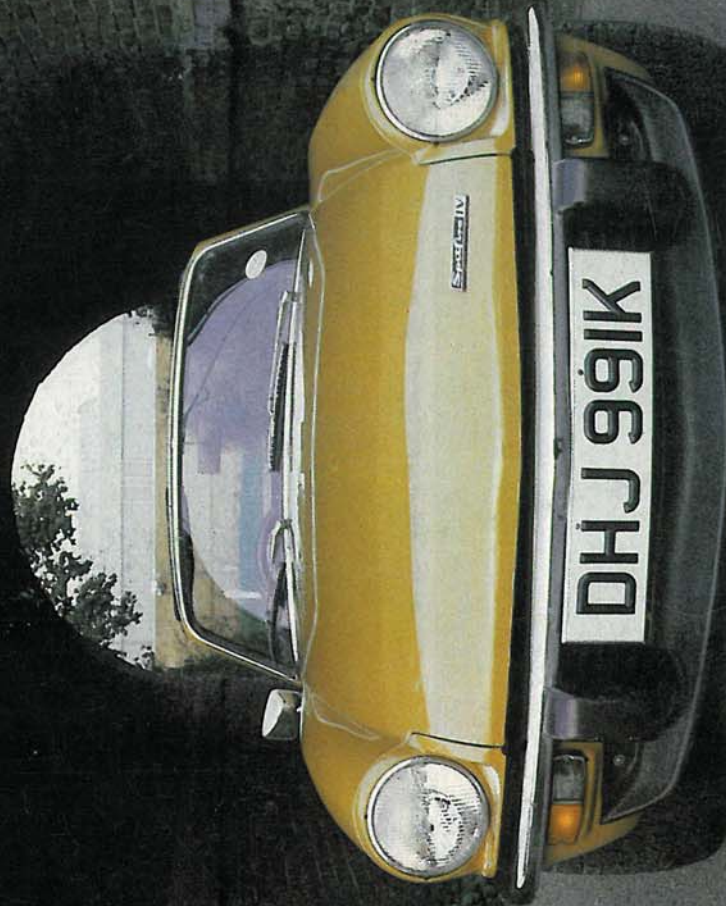


Spitfire, GT6, Herald, Vitesse
Spares Specialists



British Sports Car Centre

303 Goldhawk Road, London W12 8EZ Telephone 01-741 7075 01-748 7823

Magazine Typeset, Produced and Published by Bill & Jo Sunderland
Printed by Peak Print (A5 Specialist Magazine Printers to Clubs and Societies)
3, Lee Vale Avenue, Desborough, Kettering, Northants NN16 2PU

**THE
MOTOR
COURIER**

TRIUMPH SPORTS SIX CLUB



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COMMITTEE **M**EMBERS 1988
John Griffiths, Jonty Wild, Roland Drew, Brian Waters, Glyn Ridgewell,
John Cudmore, Dave Bayliss, Peter Williams, Mike Costigan,
Trudi Squibbs, Dennis Benson, Bill Sunderland, Mike Crewes.

C o v e r P h o t o g r a p h
Group shot taken at Cornwall Rally for Triumphs September 1987

Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within THE COURIER OR TURNING CIRCLE and cannot accept any liability for erroneous or misleading information found therein.

For a full list of TSSC Officials see page 66

EDITORIAL

Peterborough here we come!!

With summer now upon us, the TSSC International Weekend days away, it would be much to your advantage to turn up to this momentous event. This new venue for our International Weekend offers more than any other TSSC event ever held. Over the weekend there will, hopefully, be the largest gathering of Triumphs yet staged. The Club has organised this weekend for you, so please come in your thousands.

Without stealing the President's Intro. with regard to the Club's Survey, some of the points raised have been on the drawing board for change for a little while and, bearing your comments in mind, three things have now been changed:

1. The magazine is now being despatched in polywrap to replace the conventional envelope.
2. Using this method of packaging, the Mailing House should be able to process The Courier even quicker, to ensure delivery to you by the 1st of each month.
3. The centre spread is now the centre spread! Area News and the Classified sections now have their own, separate booklet.

So you see, we do act on your suggestions (albeit that this is not always possible at the drop of a hat!) and your comments are always welcome as to how you would like to have your Club magazine presented. Keep writing.

For those of you who are due to renew during August and September, you will find a renewal notice with this Courier. Please be sure to renew as soon as possible, to help our Membership Team in the office. Even though we now have a system of 'rolling membership', this time of the year is still when the majority of you will be renewing.

PLEASE NOTE: September renewals will have their September magazine despatched on receipt of their renewal.

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Incorporating 24 page Area Review & Classified Booklet



YOU SAID IT

As promised, the findings of the recent Questionnaire are as follows:-

Question 1: Membership of the TSSC represents excellent value for money.

86% Agreed, 11% were neutral, less than 1% disagreed.

Question 2: I find The Courier enjoyable and informative.

97% agreed, 2.3% were neutral, less than 1% disagreed.

Question 3: The Club's Insurance Scheme represents good value for money.

61% agreed, 32% were neutral and 7% disagreed. Some members

commented that the rates are too high for young drivers. This we accept.

We are working on this at the moment. Watch this space.

Question 4: The Service provided by Footman James is excellent.

25% agreed, 48% were neutral and

14% disagreed. This is a low "agreed" figure and we wish to take positive steps to improve this.

Question 5: The Club should continue to consider other services for members which can benefit the Club financially.

62% agreed, 20% were neutral and 11% disagreed. Amongst those that

disagreed came the comment that the Club was for cars and not financial services. We all accept this general statement but believe that if benefits in terms of special offers can be arranged, which benefit the Club and the membership, then they should not be discounted. For example, we are currently looking at special offer holiday offers diversification need not centre on financial services.

Question 6: I nearly always buy from one

67% agreed, 19% were neutral and

Question 6 Cont..

of the Traders who advertise in The Courier.

Question 7:

I would probably buy more Club Regalia if it were:

- a) Cheaper
- b) More expensive and better quality.

Question 8:

I believe communications within the Club could be improved.

Question 9:

We have been considering putting together an attractive TSSC car wallet which would house all your important information. Would this be of interest to you?

OTHER COMMENTS:

There were a lot of very kind, warm and supportive comments. Ideally I would like to thank each one of you in writing, but please accept that this is not possible. I and my fellow friends are of course very grateful for such words of support.

Other comments can be summarised as follows:-

COURIER:

- Problems were mentioned regarding delays in its receipt. We are very much in the hands of the Mailing House and the Post Office, but will maintain pressure on these organisations for a better, more efficient service.
- Stronger envelope required: although only a few people have written to say they have received a damaged Courier, we are aware that the envelopes do rip. Very shortly you will be receiving your Courier in a plastic polywrap which should overcome this problem, in fact this month!!
- Some of you would like to see the month on the front cover. What do you think Bill?
- Some of you think the yellow pages spoil the magazine and in particular the centre fold. Bill is looking into this and is contemplating the separation of the Area pages from The Courier (i.e. to separate stapled magazines) - watch this space. No sooner said than done yes, we now have Area News and Classified in its own booklet!
- One member asked for an index of previous years' articles. This appeared in the June Courier and previous years are available from the Club Office.
- "Cannot have too many articles on practical maintenance and technical support". "More information on GT6s required". Come on Barry! We love printing good quality technical articles the trouble is getting someone to write them! We are indebted, in particular to Peter Williams and Bernard Robinson who constantly deliver the goods. How about more of you technical boffins having a go?

only 5% disagreed. This is clearly good news for the Traders who advertise in The Courier.

50% said they would buy it if it were cheaper and 50% if it were dearer. That helps us a lot! One member did request a chrome and enamel car badge instead of the current one. This would be more in keeping with the cars. The Club offers a wide range of regalia and invests considerable sums of money in its production. We are often disappointed at the level of sales but hope you will all vote with your wallets at Peterborough (Club International) by purchasing something from the Club stand. Watch out for new items too!

37% agreed, 43% were neutral and 10% disagreed. No matter what the organisation, it would always be difficult to say that communications were perfect. We believe that our members do better than most (compared to other clubs) - monthly magazine, Area Organiser's Seminar, Area News in Couriers etc. But we are keen to make it even better and any constructive comments are always welcome.

31% said yes, of which 19% wanted the dearer leather version at approx. £20. 28% were neutral and 33% were not interested. Not a very positive response. We will have to look carefully at the logistics of this one.

INSURANCE:

See comments under Questions 4 and 5. One member found the way we display the rates confusing. I wonder if this is general is it generally misunderstood?

Thanks to all of you who took the trouble to complete the Questionnaire. Next time we must make sure it is a loose leaf item to help you respond easily.

Please remember that whilst the voting Council of Management and the various officers of the Club like the Marque Register Secretaries, Area Officers, etc. are **voluntary**, they are there to listen to your views.

THE BIG ONE:

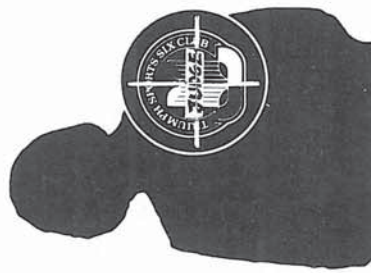
See you **ALL** at Peterborough, yes **YOU** as well. No excuses please, let's see each and every one of you. The more the merrier.

CHILDREN IN NEED APPEAL:

In this month's Courier you are invited to contribute towards the very worthwhile **BBC Children In Need Appeal**. After last year's TSSC support of the British Heart Foundation we are very pleased to select this as the Club's charity of the year. Stephen Ash of Plymouth, who has been masterminding the whole thing, has done a great job and put in a lot of hard preparation work to get us to this stage. Please make a contribution if you can. If each member contributed just £1 we would be able to make a donation of over £10,000! Alternatively have a go as an Area to organise a fund raising event (Area Organisers please note that further help and instructions will be coming to you via the Area Organisers Forum newsletter). We would like to donate a sizeable TSSC sum to the Appeal at the Autumn presentation. Who knows, we may even get some publicity for the Club in return.



NEWS REVIEW



WANTED CONCOURS JUDGES:

Anybody who would like to offer their services for judging the cars in this year's Concours at the International Weekend at Peterborough, please contact Jonty Wild or myself, Dennis Benson, for full details. The Concours will be on Sunday 10th July and anyone who wishes to become part of the team of Judges will have free admission and lunch - "disguises" available on request.

JONTY WILD: 13 Common Rise, Hitchin, Herts SG4 0HN
DENNIS BENSON - 'Courier Cottage', 78 Barley Mow Lane, Catshill, Worcs. B61 0LP

RECRUITMENT DRIVE - Jonty Wild

HELP!! Now that the TSSC Special Offers have joined my daily post delivery, the postman is really struggling, (I suppose that means an even bigger Xmas tip this year!).

It is worth briefly pointing out for the benefit of those members who have joined since the start of this year's Recruitment Drive how the monthly prizes work. It is very simple; each new member that you recruit gives you a chance of winning a prize in the Monthly Draw. There are also prizes at the end of the 'season', these are given both 'raffle-style' and for the member who gets the largest number of new members.

Anyway, back to the present. The winner of this month's prize of a set of Copper Brake Pipes and a set of Goodridge Cadmium Brake Hoses is: 87/17896 - Well done!

The prize next month is a front pair of Spax Adjustable Shock Absorbers or a set of four replacement Spax Shock Absorbers for your Club car.

WHAT'S ON '88

If you have any event news it must be sent to Jonty Wild for future publication in The Courier

Triumph Sports Six Club International Weekend 9th/10th July 1988

East of England Showground
PETERBOROUGH CAMBS.

ENTRANCE ON THE GATE

£3.00 per person - O.A.P.'s £1.50

UNDER 16's FREE

OVER 4000 PEOPLE EXPECTED

TRIUMPH SPORTS SIX CLUB CONCOURS

The Concours now has new organisers. Obviously our thanks must go to the previous organisers who have put so much work into the event in the past.

This year represents the start of what will be a new era for TSSC Concours, as well as the traditional finding and judging the best cars, the intention is to encourage several aspects ie, getting more owners to enter, to give owners with 'nice examples of non-restored cars a chance of winning a prize (see below) and to encourage owners to progressively work on their cars. For instance, if you are working on a limited budget and perhaps have only finished the engine bay, then you have a class to enter and you will not be competing against the 'Car of the Show'. The aim is simply to encourage more owners to improve their cars.

OWNERS OF 'GOC' UNRESTORED CARS ie, just good examples, which perhaps are not in top traditional 'Concours' condition, then can enter a separate class. In this class you will be being judged against similar cars not top concours cars.

INTERESTED READ ON Anybody who enters the TSSC Concours will receive a plaque and will be entered into one of the following classes:-

- Best original Herald - Sponsored by John Kipping Triumph Spares
- Best modified Herald - Sponsored by Cambridge Triumph Spares
- Best original Vitesse - Sponsored by John Woolley Triumph Renovations
- Best modified Vitesse - Sponsored by S W Classics
- Best original Spitfire - Sponsored by Classicar Automotive
- Best modified Spitfire - Sponsored by Midland Spitfires
- Best original GT6 - Sponsored by Triumph Scene
- Best modified GT6 - Sponsored by Chiswick Car Craft
- Best Bond Equipe - Sponsored by Triumph Bookshop
- Best Special - Sponsored by Dorian Motors

The best 'Original' car from each of the above will be automatically entered into the Triumph Sports Six Club CAR OF THE SHOW class.

Original classes will be judged on originality and in the modified classes modifications will be judged at the judges discretion.

Prizes will also be awarded in the following classes:-

- Charity choice (prize awarded by voting with donations)
- Overseas choice (may include cars not entered in the Concours)

Prizes will be given for winners and runners-up, plus a substantial number of 'highly commended' rosettes (exact number depends on number of entrants). These will be given at the judge's discretion. They may be for good, original examples or for exceptionally interesting example, and may also be given out to cars not entered in the Concours, but which again are considered to be for good original cars or exceptionally interesting (tatty? examples).

ALTERNATIVELY cars in various stages of restoration (or good unrestored condition) can be entered in the following separate classes. **PLEASE NOTE cars entered in the classes above are NOT eligible for these prizes.** The intention is that these classes are to encourage owners to work on their cars, they will not necessarily be judged on originality.

- Best interior - Sponsored by Newton Commercial
- Best Paintwork - Sponsored by R W Rush
- Best engine bay - Sponsored by Cox & Buckles/Triumphantune
- Original Unrestored - Sponsored by John Kipping Triumph Spares

There will also be a Model TSSC Club Car Concours (no entrance fee) so polish up your Dinkies.

I hope you will see that we really are trying to get more entries and a wider range of entries than ever before and that we are trying to be as fair as possible, so why not give it a whirl - don't be frightened of the 'possible' competition.

Remember, this is the organiser's first year; it won't be perfect (yet!) and a Concours without controversy is probably impossible, so enter for the fun of it!

General enquiries should be addressed to Jonty Wild or Dennis Benson (Show Car Register Secretary). Entries at the Event between INFORMATION CONTROL DESK 10.00 am and 4.00 pm Sat and 9.00 am and 10.30 am Sun. Cost £3.00 per car including plaque.

The event to go to this month is the TSSC International Weekend at the East of England Showground, Peterborough (right alongside the A1) on the 9th and 10th. A lot has already appeared in The Courier about this event, so I won't say too much more except **BE THERE!** However, PLEASE NOTE that members who wish to join in the evening entertainment at the International on Saturday evening, whether for the full Disco/Buffer (excellent value), or for just the Disco, or indeed just to enjoy the bar extension, should be advised that numbers are going to be strictly limited and therefore you are strongly advised to book in advance to avoid disappointment.

The only other TSSC organised event this month is the North East Area Second Camping Weekend, taking place at Wotton Castle near Durham on 22nd to 24th.

The outdoor shows at which the TSSC will be represented are as follows:- ● Bromley Pageant of Motoring, Norman Park, Bromley on the 3rd. ● The Autosunday, Easthamstead Park, Bracknell, Berks on the 3rd. ● The Rotary Club of Uxbridge Classic Car Show, Hillingdon, Middx. on the 17th. ● The Eastern International Air Fair, Humberside Airport, Kirmington on the 24th. ● The Vintage & Classic Car Show, Springfield, Spalding, Lincs on the 31st (not the 24th as previously stated). I would also like to draw members' attention to another Club's event which takes place this month: it is the Triumph 2000, 2500, 2.5 Register National Weekend. They have written inviting us to attend, so I hope quite a few members can find their way there. It takes place on the banks of the Ullswater at Dalemain, Pooley Bridge, Cumbria on the 29th, 30th and 31st.

Jonty Wild



DANGEROUS
LOADS

From time to time I give you updates on topics as a little reminder. One such topic that pops up with perhaps boring regularity is that of dangerous loads. Before you immediately turn over, no I'm not going through all that again. One thing I have consistently missed out is the ever more popular use of boot racks. Boot racks in themselves are quite innocuous, even handy gadgets that some people find it difficult to live without. Like any accessory of course there is a right way and a wrong way of fixing it.

If you stop and consider the way the rack is made, then common sense should really tell you how to fit it correctly. However, over ninety percent of boot racks are fitted incorrectly.

If you look at the rack itself, you will see that on one of its long sides it has a raised bar. The majority are fitted with this bar at the rear of the rack. Usual excuses are 'the boot slopes down at the back', or 'things fall off it as I accelerate quickly'. If anything falls off the back of the rack for any reason, then it has not been secured properly.

Now ask yourself, 'What would happen to the load if I had to do emergency braking or hit something in an accident?' You will stop much quicker than the fastest acceleration and you are now relying on the security of the load to hold it in place.

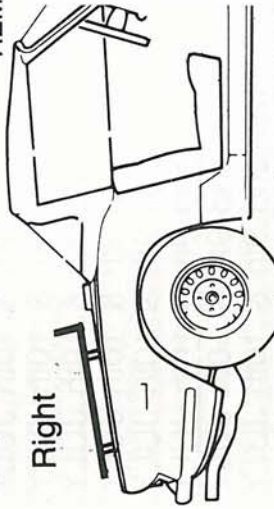
If the rack is correctly fitted, the raised bar will be at the front of the rack to assist the security of the load in emergency stops or accidents. Remember, if the load comes forward, you are right in front of it.

If you doubt my reasoning, you need to look no further than any reasonably busy road. Motorcycle racks are in the main only capable of being fitted one way - without exception this leaves the raised bar at the front of the rack. Have you ever seen a Heavy Goods Vehicle with a tall headboard at the rear? These vehicles are of course specially constructed to carry loads.

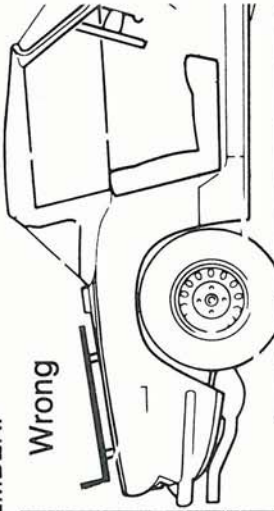
Another tip - the rubber suckers under the rack are to assist the rack in staying in place, never remove them or put anything under them, always do up the fixing clips tightly.

REMEMBER:

Right



Wrong



If you have a query on Road Traffic Law, write to Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW5 7JJ with a stamped, addressed envelope. Help is only 26 pence away.

THE
TRIUMPH SPORTS SIX CLUB

For all owners of:-

HERALD ★ VITESSE ★ SPITFIRE ★ GT6
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SOLVE THEM!

TRIUMPH SPORTS SIX CLUB

INSURANCE SCHEME

COMPREHENSIVE WITH AGREED VALUE

Club cars are rated by Model and Members by Area

MODEL	AREA 1	AREA 2	AREA 3	AREA 4
HERALD (all models)	£113	£126	£144	£167
SPTFIRES (excl. 1500)	£165	£177	£196	£236
VITESSE 1600				
SPTFIRES 1500	£172	£201	£253	£292
VITESSE 2 LTR				
BOND 4 Cylinder				
Gt6 (all models)	£218	£246	£270	£349
BOND 2 Litre				

DISCOUNT

For age & limited mileage

COVER

Fully comprehensive with agreed value

Schemes for Specials, Kit cars and modified younger drivers

Full details with membership



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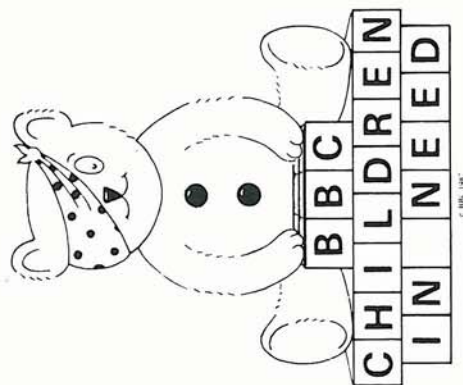
COVER

Fully comprehensive with agreed value

Schemes for Specials, Kit cars and modified younger drivers

Full details with membership

CHILDREN IN NEED APPEAL



Dear Member,

Over the last 5 years, we have seen the Triumph Sports Six Club membership more than double its size, thereby becoming one of the most influential and well represented Clubs on the Classic Car scene. Last year saw one of our first major charity events, resulting in over £2,000 being presented to the British Heart Foundation.

This year, your Club is holding an even bigger fund-raising effort for BBC CHILDREN IN NEED. As many of you know, this appeal performs sterling work in helping many under privileged children throughout the UK.

HOW CAN YOU HELP YOUR CLUB TO HELP CHILDREN IN NEED? Firstly, you will find below a Giro credit slip. On the basis of 10,000 members giving just 50 pence, we could raise £5,000! We are hoping to be able to present this either on National or Local television, which will result in some valued publicity for our Club. Please give generously to make this a success.

Secondly, individual Areas can carry out their own events. Your Area Organiser will shortly be receiving a poster and stickers along with directions to help in organising such events. If you can include Club cars, all the better but any event such as a sponsored walk, parachute jump etc. will do.

Please help to make this appeal a success. In this way our Club will become well known not only for preserving Triumph cars but also as a group of people ready to help others.

Steve Ash - Appeal Organiser

Date _____ Paid in by _____ bank giro credit **£5**

Cashier's stamp and initials _____ Bank Use Only _____ Notes £50

2 **53-81-46** **510115114** £20

National Westminster Bank £10

MARKET HARBOUROUGH BRANCH £5

£1

Coins £

£

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CHILDREN IN NEED APPEAL

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TSSC CHILDREN IN NEED 'FREPOST' 121B ST MARY'S RD MARKET HARBOUROUGH LEIC LS16 7DT

CAMBRIDGE TRIUMPH SPARES

60 RAMSEY ROAD ST IVES HUNTINGDON CAMS PE17 6XL

Spitfire IV/1500 Inner Choke Cables	£3.50
Herald/Vitesse Convertible Siderail Seals	£3.50
Herald/Vitesse Convertible Siderail Channels (per side)	£9.50
Herald/Vitesse Wing Mirrors With Stem (each)	£10.90
"Herald" Scroll Boot Budge	£9.50
"Triumph" Letter Sets	£10.50
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4-Cylinder Engine Mountings	£4.00
Vitesse Complete Radiator/Heater Hose Set 5-Hoses	£15.00
Spit/Herald Cooling Fans	£5.50
Spit/Herald Water Pumps	£17.50
Spit IV/GT6 III Window Wiper Arms (Stainless Steel)	£3.95
Spit IV/GT6 III Window Wiper Blades (Stainless Steel)	£22.95
All Models Girling Brake Master Cylinders 5/8"	£22.00
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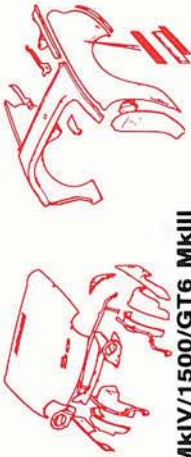
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Access

VISA

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Sill Strengtheners	£3.95
Doorskin (State Model)	£15.00
Full Floor Pan	£27.00
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Boot Floor	£45.00



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Front Wing ORIGINAL	£49.00
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Rear Wing ORIGINAL	£69.00
Rear Valance ORIGINAL	£29.50

MKI/II/III/GT6 I/II

Front Wing ORIGINAL	£42.00
Rear Wing ORIGINAL	£42.00
Rear Valance	£42.00

OTHER PANELS IN STOCK PLEASE ENQUIRE

SUSPENSION PARTS — ALL MODELS:

Vertical Link (Kingpin)	£33.00
Brass Trunnion & Bushes	£12.50
Bush Kit Only	£2.50
Inner Wishbone Bush	£0.65
Top Ball Joint	£7.50
Rear Driveshaft	£69.00
Wheel Bearing Kit	£9.50
Driveshaft/Propshaft UJ	£5.00

HERALD/VITESSE

MAJOR BODY PANELS & FITTINGS:

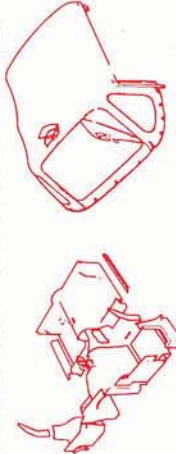
Original Doorskins	£19.00
Front Valance F/Glass	£19.00
Rear Valance Steel	£16.00
Rear Qtr. Valance Steel	£23.00
Floor Footwell	£23.00

CHROME & FITTINGS: Spitfire/GT6

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Rear Bumper	£123.00
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1500 Boot Transfer	£5.00
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Speedo Cable	£5.90
Tacho Cable	£7.90

Herald/Vitesse:

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Window Channel	£7.50
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TECHNICAL

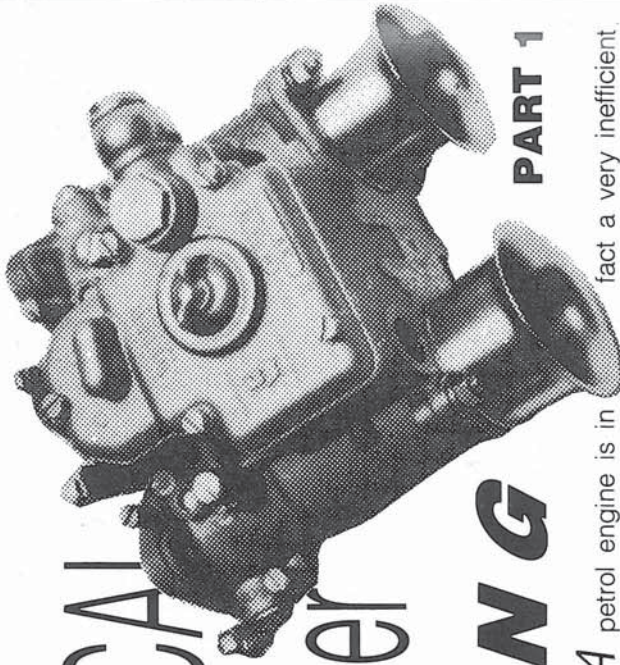
6 Cylinder

TUNING

Brian Gray

A few months back we looked at the merits of increasing the capacity of the 2 litre motor. So now we should look at the other "Road to Power" we could take, i.e. tuning the existing motor.

There are several stages of tuning from "a slight tweak" to full race, so what we will look at is straight forward "bolt on" tuning, i.e. you buy a part and you "bolt it on".



PART 1

A petrol engine is in fact a very inefficient machine, in that only 25% of the fuel burnt provides power to drive the piston down the bore. The remainder is lost to the exhaust system (33%+), the cooling and lubrication system and power needed to drive itself i.e. camshaft, fuel pump, water pump etc., so if we can improve these figures we should increase the power output.

The first consideration should be the breathing efficiency (volumetric efficiency) of the engine i.e. how quick and how much fuel/air mixture we can get in the cylinder, and how quickly we can get the burnt gas out of the exhaust pipe.

Most production engines are made with small carburetors for reasons of economy and drive ability. A small carburetor choke size will give a fast air speed at low to mid, engine revs providing us with a nice smooth "tick over" and a crisp flexible engine; unfortunately when you wish to use the full engine power the small carburetor will strangle the breathing efficiency of the engine. Quite the same as you trying to sprint 100 metres with a "jubilee" clip tightened around your throat. If you walk you could breathe adequately, but as soon as you run...!!!!

So on reflection a good multi-carb set up will allow the engine to breathe easy, or even a size larger than you have as standard would be an improvement, but do not go too wild if you fit a large carburetor (or multi-carb set up) then the air speed will be slower at low revs reducing the driveability of the engine.

The safest way is to purchase a carb set up from a tuning specialist, suited to your vehicle and your requirements, i.e., are you looking for "full bore" power or improved mid-range power.

Having got the extra gas in then we need to exhaust it as fast as possible, so a good exhaust system is a must. Points to note:

- (1) The silencer should be straight through, i.e. if you look through it you should be able to see "straight through it" with no restriction in the way.
- (2) It should be of a large bore, adequate to allow the extra gas to escape.

The exhaust manifold should be a gas flowed multi-pipe item offering no resistance to the flow of gas. In fact an extractor manifold will use the suction of the gas from one cylinder to draw the gas from another cylinder. It is important to understand that you do not make an engine go faster by increasing the petrol supply. Fuel needs oxygen to burn, and you can only burn a measured amount of petrol before the oxygen in the air in the cylinder is used up. This is the reason why fuel mixtures must be weakened at high altitudes, where the air is much thinner and lacks oxygen and not richened as one might expect.

A bigger carb (or multi-carb set up) will burn the same air/fuel ratio, but is getting its extra performance by ramming in more air at high speeds.

It is also important to understand that it is atmospheric pressure (14.7lb.sq.inch) that forces the air flow into the engine, and it is unlikely that it will completely fill the cylinder except for a very narrow part of its rev range, i.e. if you have a 500cc cylinder

then you may only get 500cc of air fuel in it at about 3000 to 3500 revs per minute. The rest of the time it could be as low as 300cc of air/fuel mixture that is flowing into the cylinder, hence the beauty of a supercharger that pushes the air in at a higher pressure, perhaps getting 600cc into a 500cc cylinder - but that's another story.

So, to sum up a good carburettor and exhaust set up should give a noticeable power increase. We have also to consider camshafts and cylinder heads, but we will look at them at a later date.

As a point of interest the reason why the inlet valve is bigger than the exhaust valve is because the fuel/air mixture has only atmospheric pressure (14.7lb.sq.inch) to force it into the cylinder, but the exhaust is under pressure in the cylinder when the valve opens causing it to start to flow from the cylinder, it is then pushed out by the rising piston. ★

Apologies to all the people who have had difficulty trying to contact me by telephone - but at the moment I work long hours. If you have a problem, feel free to drop me a line.

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SPITFIRE REGISTER

Nick Lord

So this is Summer! Many thanks to all those who have already written in with your details. If you haven't yet done so, could you please include the model of car and any special or altered features. Please do return these forms as there are many people who have written on their Renewal Forms 'Details as before'. As I do not have previous forms, I am unable to place these people on the Register. Likewise, those who omit their chassis numbers.

We now have an addition to the family: a new 2CV Dolly. What amazing cars they are, even if they are 100 bhp less than my Spitfire! My 4 MkII is now back on the road again after a 15 month total restoration. A point worth mentioning here is that my Triumphtune twin exhaust system needed totally replacing due to rust. This was two years old plus a year's standing. Having spoken to many other owners using these exhausts, their life expectancy does seem to be from two to three years. I have, therefore, purchased the stainless steel version which has a lifetime guarantee. At £121 for the system, this seems much more sensible if you are considering keeping the car for more than two years. The mild steel versions are £54 and £68 for oval and round silencers respectively. In addition to the peace of mind and avoiding buying a new system every two to three years, you also have

the added selling point with a stainless steel system.

I unfortunately missed the South of England Meet with getting mine on the road and picking up the Dolly the same weekend but now we're all set.

TECHNICAL TIP

This may seem pretty obvious to most of you but I must bear in mind that many of our members join to find out more about their cars, or, quite simply, are not interested in things too technical. The circular holes (usually fitted with rubber bungs) in the footwells are for brushing out dust and rust and taking on water. I recently inspected a Vitesse where the top of the owner's jack had fitted neatly into these holes. Consequently crash a Vitesse with a rather large drain hole!

Give us a wave if you see us - a red MkII or a cream and magenta 2CV, probably with

the dog's head out the roof!

TITBIT

THE FIRST Triumph Spitfire to be prepared for competition use by the factory was placed second overall in the 800 - mile Welsh Rally International Rally. It also returned the best performance by any sports car in the event.

A private entry, the Spitfire was driven by 33 year old Roy Fidler, of Stockport, with John Hopwood, also of Stockport, as co-driver.

More than 100 competitors from all parts of the British Isles took part in the rally, which covered almost the length and breadth of Wales and used some 12 Forestry Commission special stages with set average speeds of up to 50 m.p.h. Conditions were very foggy and icy throughout the event.

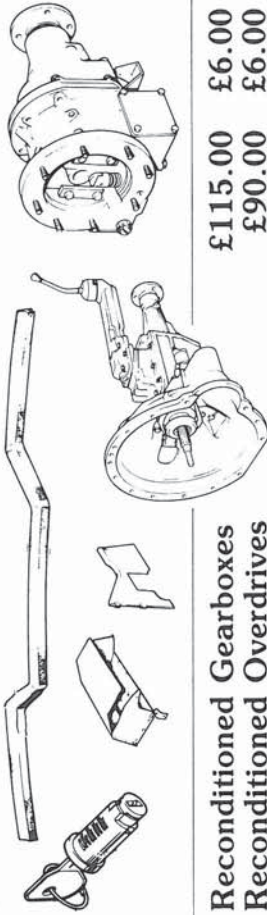
Roy Fidler will be using the Spitfire, which is homologated with the F.I.A., extensively in suitable British events in the spring.

WINTER 1992



New and Used Spitfire, GT6 Parts off the shelf
Rapid mail order service

Late Spitfire Cap - Stat conversion Kits - 2 Jets and linkages	P&P	
Carb Heat Shields	£17.50	£1.00
Original Scuttle Seal All Cars	£6.75	£2.00
Original Spitfire Header Seal	£3.50	£1.00
Spitfire/GT6 Windscreen Frame to Door Seal	£3.50	£1.00
Spitfire/GT6 Door Outer Weather Seal	£3.50	£1.00
Spitfire Boot Seal	£6.00	£1.00
Spitfire/GT6 Window Winders	£7.00	£1.50
Spitfire/GT6 Lock Barrels Pair	£5.50	£0.50
Spitfire IV GT6 Lock Barrels	£10.00	£1.00
Spitfire 4 Handle and Keys Right Hand	£16.10	£1.00
Spitfire 4 Handle Left Hand	£14.00	£1.00
Spitfire N/Side Engine Side Valance	£8.50	£2.50
Spitfire 1500 O/Side Side Valance	£8.00	£2.50
GT6 Engine Side Valances	£12.50	£2.50
Spitfire/GT6 Clove Box	£5.50	£2.00



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HERALD REGISTER

Clutch Up-Date (Part 1 - Parts!)

Early 1200 Heralds (and Spitfire I, II) were fitted with 6 1/4" coil spring clutches (see Table 1 for application) It is possible to exchange this clutch for the later 6 1/2" diaphragm spring clutch. This later clutch is easier to operate, requiring less pedal pressure; cheaper (see adverts in Courier!) and is also probably less prone to slip, as the clutch 'bites' harder as revs increase.

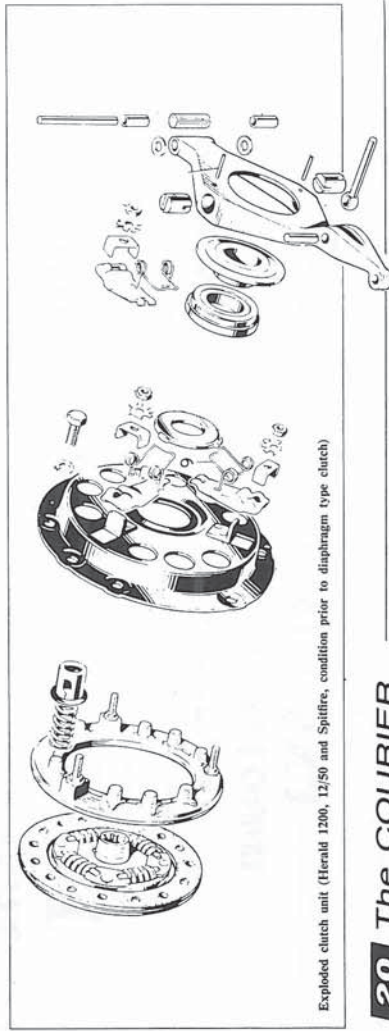
To fit the diaphragm clutch you will need the following items from a later car (late 1200, 13/60, Spitfire III, IV, early 1500, Toledo):-

- Flywheel with 3 clutch positioning dowels.
- Slave cylinder.
- Thrust bearing carrier.

You will also need a complete new clutch system (diaphragm driven plate, diaphragm pressure plate and "diaphragm" thrust bearing).

It is also worthwhile replacing the pivot pin (129410), sprung bush (129412), lockpins (2 x DS0914) and brass bushes (2 x 129358). The pivot pin has been known to drop out, so this and the sprung bush should be replaced with the rest of the clutch system.

(CONTINUED NEXT MONTH)



Exploded clutch unit (Herald 1200, 12/50 and Spitfire, condition prior to diaphragm type clutch)



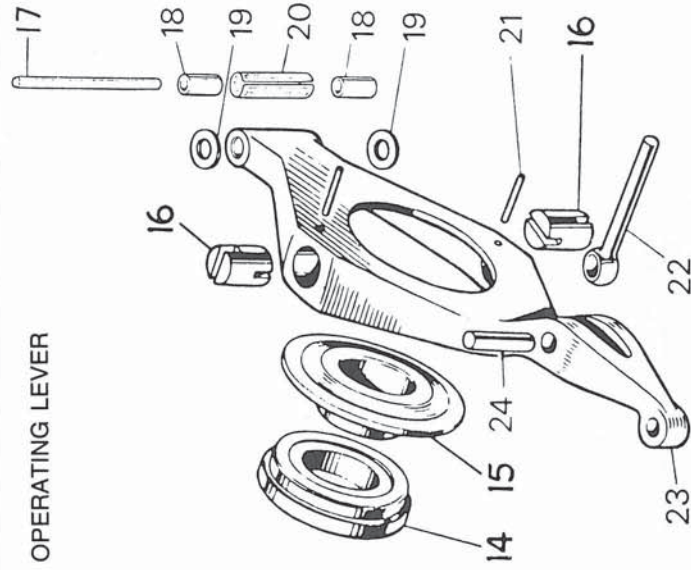
Chris Longhurst

TABLE 1 - Herald Clutch Interchangeability

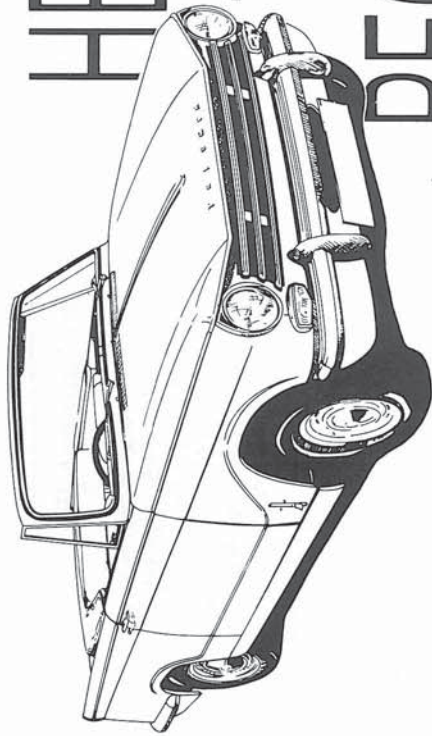
Engine Numbers*	6 1/4" Coil Spring	6 1/2" Diaphragm Spring
	GA1-GA191265	GA191266 - 201700(1)
	GA191266 - 201700(1)	Full use from
	GD1 - GD71657	GA201701
	GD71658 - 76472(1)	GD71658 - 76472(1)
		Full use from
		GD76473
		All 13/60 Heralds
		212268 or 214081
		147515, 148788
		or 148788
		139572
		139563
		144716
		141675
		DP0410 (3 off)
Clutch Pressure Plate	510446 or 514300	
Clutch Driven Plate	207461 or 210910	
Clutch Thrust Bearing	112527	
Thrust Bearing Carrier	125374	
Slave Cylinder	110762	
Flywheel Assembly	129460	
Dowel (Clutch/Flywheel)	DP0410 (2 off)	

(* There is some contradiction in the Parts Manuals/Workshop Manuals as to when these changes occurred. The above numbers are from the Parts Manual Flywheel and Clutch pages. The Bearing page quotes intermittent use from GA198954 - 201700E and the Workshop Manual full incorporation from GA204020, GD44446!!)

FIG 1 CLUTCH OPERATING LEVER



14 (Thrust Bearing), 15 (Bearing Carrier), 16 (Thrust Plug), 17 (Pivot Pin), 18 (Brass Bush), 20 (Spring Bush), 21 (Lockpin)



HERALD 13/60 REGISTER

Dave Beardsley

First an introduction:

the purpose of my contributions to the Herald Register is to cater specifically for the owners of 13/60's. As you all know, they are somewhat different to the Heralds that came before. My own car, British Racing Green, with a Spitfire engine and the outward appearance of a

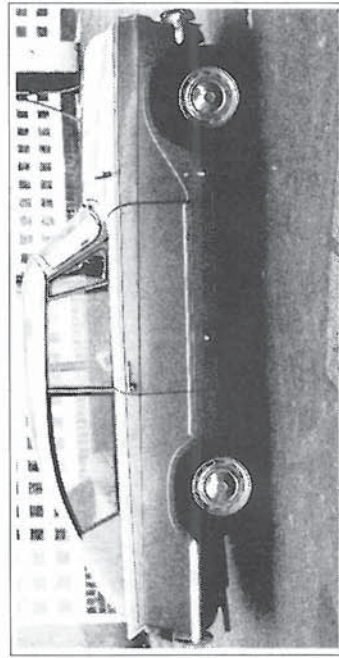
Vitesse 2L MkII, is far from original, so next time you see it, come and say hello and please don't cry - "You've parked in the wrong place, this row is for Heralds" - I know there's a 13/60 under there somewhere!

To start the ball rolling, manifolds. We have all at some time had cause to remove the inlet and exhaust manifolds to change a gasket, service the carb(s), or whatever. Upon refitting, the temptation is to bolt the two manifolds together, off the car, and offer them up as an assembly. DON'T. It is impossible to align the two mating faces perfectly to obtain a gas-tight seal to the cylinder head. Instead, loosely connect the two manifolds (finger-tight is too tight as they could be able to move freely in relation to each other) and offer up to the cylinder head. Once they are tightly fastened to the engine, tighten the bolt(s) connecting the two manifolds. This way the two castings can seat themselves fully before they are rigidly connected.

So if these bolts cause so much trouble, why fit them at all? The answer, because of the way the inlet manifold is connected to the head, i.e. no direct bolting, there would be a tendency for the manifold to flap, thus weakening the seal and perhaps leading to stress cracks in the casting.

Alternatively, offer up the two manifolds individually. However, unless you are a master juggler or have six hands, I think you will find the above preferable.

I thought the photo below of a Vitesse 2-litre would be of interest to members. It was taken from 'Street Machine', July 1984.



VITESSE REGISTER

Andy Bonner

WIRE WHEELS FOR THE TRIUMPH VITESSE

Although you do not very often see a Vitesse fitted with wire wheels and consequently think that when you do it must be a non-standard fitment; they were available from Triumph to special order under the following part numbers:

Part Description	Part Number	Number Required
Wire Wheels (60 spoke)	212344 N.L.A.	5
Hub Adapter RH	142597 N.L.A.	2
Hub Adapter LH	142598 N.L.A.	2
Adapter Attachment Nut	144504 N.L.A.	16
Wheel Nut RH	121295 N.L.A.	2
Wheel Nut LH	121296 N.L.A.	2
Wheel Nut Spanner	121297 N.L.A.	1

N.L.A. = no longer available - on that number



I have heard it said that the Vitesse is too powerful/heavy for wire wheels but I think that if it is good enough for E-Types and TRs, then it must be OK for the Vitesse and they look very nice too!

CLUB REGALIA ... 1988

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BLUE SUNSTRIPS (Triumph Sports Six Club)	£3.00 + 50p P/P
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TSSC LOGO	£0.55 + 20p P/P
4X4 SILVER ON BLACK ROUND WINDSCREEN STICKERS WITH INDIVIDUAL MARQUE —	
HERALD, VITESSE, SPITFIRE AND GT6	£0.55 + 20p P/P
NEW REAR WINDOW STICKERS, VERY LATEST DESIGN SILVER ON BLACK	£1.00 + 20p P/P
MY OTHER CAR IS A HERALD, VITESSE, SPITFIRE, GT6, BOND. (New Club Logo now 3 colours)	£1.00 + 20p P/P
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HERALD DRIVERS DO IT TOPLESS (New design 3 colours)	£1.00 + 20p P/P
SPITFIRE DRIVERS DO IT TOPLESS (New design 3 colours)	£1.00 + 20p P/P
VITESSE DRIVERS DO IT TOPLESS New design 3 colours)	£1.00 + 20p P/P
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I LOVE MY HERALD, VITESSE, SPITFIRE, GT6 (3 colours)	£1.00 + 20p P/P
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(PLEASE STATE WHICH CAR WHEN ORDERING)

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SIZES 44", 46" £28.50 + £1.50 P/P

SWEAT SHIRTS Individual Marque Sweat Shirts with 3" logo on left hand side for the following HERALD, VITESSE, SPITFIRE, GT6, BOND

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TEE SHIRTS Individual Marque Tee Shirts with 3" logo on left hand side for the following Herald, Vitesse, Spitfire and GT6

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SEE ACROSS PAGE FOR NEW LINES

NEW LINES FOR 1988

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This month we have several very good offers:-

ADJUSTABLE SHOCK ABSORBERS & REPLACEMENT SHOCK

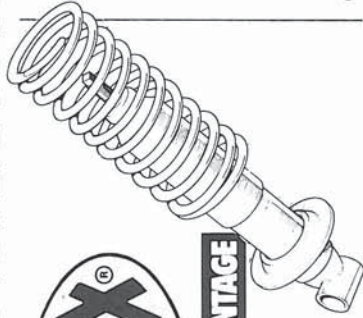
ABSORBERS

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SPRING COMPRESSORS

+ GUARANTEED FOR LIFE STAINLESS STEEL EXHAUSTS



watch out for the

SPAX fitting

THE UNFAIR ADVANTAGE

SHOCK

ABSORBERS:

article in next months COURIER

As the current advertising on TV goes, 'one worn shock absorber can extend the emergency braking distance of your car by 8½ feet'. That's quite a frightening thought, especially when you consider that unless they have been replaced in the last few years, most Club cars will have worn dampers. In fact, it's not just your braking that is effected, tyres and suspension wear out quicker, vibration can also be a problem and, of course, handling of the car is effected with the obvious safety implications.

We are offering two solutions to this problem, direct replacement and uprated/adjustable shock absorbers; both are supplied by SPAX - I am sure everybody has heard of them and they are obviously a leading manufacturer and supplier. As you will see, the prices are very competitive, when comparing them remember they are *per pair* (nobody in their right minds would fit one!) and include the dreaded VAT, but P&P (Securicor) is extra.

AND whilst on the subject of shock absorbers, we can also supply FULL COMPETITION SPAX DAMPERS and if you run another car every day, we can probably supply dampers for that car at similar discounts, but please note - MEMBERS ONLY! For a price, write to: TSSC Offers, 13 Common Rise, Hitchin, Herts SG4 0HN - enclosing a stamped, addressed envelope.

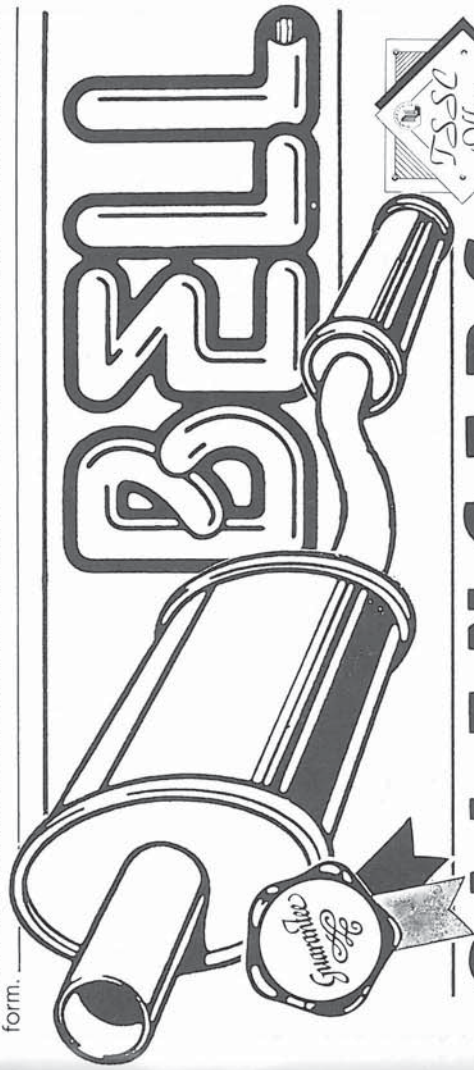
FRONT ROAD SPRINGS & SPRING COMPRESSORS:

Obviously as with the above, unless they have been replaced in the not too distant past, most of our cars will have worn springs and, dare I say it, I bet most Club car's springs have never been replaced. For those of you who are going to replace the front shock absorbers, it makes sense to do both jobs at the same time, so we have arranged a TSSC Special Offer on these items as well. Again you have a choice: standard replacements or 10/15% uprated items, the latter may slightly lower the car's ride height and will improve handling but will give a harder ride. The prices quoted are also *per pair* and include VAT with postage being extra.

Owners of Vitesse Mk1s and Rotoflex GT6 owners with weak inner wheelarches watch this space

for telescopic damper conversion article and kit.

To do the job (see next months article) you will need a pair of spring compressors, if you don't have access to these you can order them through the TSSC Special Offers, prices on attached order form.



SILENCERS

STAINLESS STEEL EXHAUSTS Manufactured by BELL SILENCERS

A good stainless steel exhaust should last a lifetime, so the advantages of fitting one to your car are obvious. Quite simply, they do not corrode, unlike their mild steel cousins. They are more expensive but if you intend to keep your car longer than the normal life of an exhaust (12 to 18 months) then they must be a worthwhile investment.

In my experience, it is not the obvious external corrosion that eventually causes failure, but the internal corrosion caused by the normal waste combustion gases and by the condensing of the water which is also produced by combustion. Once present, the latter takes place irrespective of whether your car is being used or is laid up for the winter. The only real answer is a stainless steel exhaust. The trouble is that there are many different makes around at many varying prices. They do vary in quality quite dramatically and even some exhausts which are guaranteed for life, can still have problems, i.e. do they fit? And they may last but what do they sound like? Some resonate quite badly, some have boxes which are backed with corrodable material - so, although the box stays whole, the insides gradually break up. Also how easy is it to get replacement parts in the event of accidental damage?

When it was decided to organise this TSSC Special Offer, I looked around at as many manufacturers as I could, spoke to as many people who had fitted them as I could, compared prices and value for money and visited the chosen manufacturers. It was decided to offer the ones manufactured by BELL SILENCERS, although possibly not the cheapest available, it was considered that the value for money offered was exceptional.

Each system is hand made and has a lifetime guarantee and is totally interchangeable with standard systems, so in the event of accidental damage, a normal mild steel system can be fitted in an emergency (although, obviously individual parts can be obtained via the TSSC). The prices quoted are *inclusive* of VAT but P&P is extra as is the fitting kit which you may or may not require. As with the SPAX, if you have another car which you use every day and are interested in a similarly discounted price for the system, write or phone but it must be stressed that the service is only extended to Club members and their own cars.

PLEASE NOTE THAT THE FOLLOWING TSSC SPECIAL OFFERS ARE STILL AVAILABLE:-

Cadmium Flexible Brake Hoses - Courier No. 96 (July)

Copper Brake Pipes & Silicon Brake Fluid - Courier No. 96 (July)

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CONCOURS D'ELEGANCE

STANFORD HALL 7th AUGUST 1988

Once again Leicester Area is staging its 6th National Event in the beautiful setting of Stanford Hall grounds, on Sunday 7th August. Whilst major changes are being made to the Pre-Rally Format on Saturday 6th, the Sunday event remains basically the same as in previous years.

This year there will be NO CAMPING or disco at Stanford Hall on Saturday night. Instead we are holding an "Inter-Area Mega Meet" at The Bath Hotel, Shearsby Spa and full camping facilities are available there for all TSSC Club members FREE with a convoy to Stanford Hall on Sunday morning.

The Mega-Meet will be an informal Noggin 'N Natter Evening with food and drinks available and hopefully some inter-Area revelry and rivalry.

On Sunday the Leicester Area Concours is one of the main features of the day and this is different to all other Club Concourses. It has basically two stages, Concours D'Elegance and Concours D'Etat. All cars attending are deemed as entered for the Concours D'Elegance. Our Judges select several cars of each and every Club marque for further detailed scrutiny in the Concours D'Etat. The Concours D'Etat is a very detailed inspection along the lines of the Club's Concours marking and eventually gives us a Best of each Marque, e.g. Best Herald, Best GT6, Best Spitfire etc. and a runner-up.

Cars that have won in the previous three years cannot enter this class. They are only eligible to compete against each other in our other class: The Master Class. In this way we always have new cars winning each class every year.

Master Class Competitors for 1988

Bill Dixon	-	Spitfire MkIII
Geoff Fletcher	-	Vitesse MkII
Carol Judge	-	Herald 948
Clive Roulston	-	Bond MkI
Bob Stanard	-	Moss Mamba
Carl Heinlein	-	Spitfire 4 DRW 503B
Daniel Jones	-	Herald 1200 convertible KAW 831E
Dennis Benson	-	Vitesse MkII convertible UVT 962G
John Thorpe	-	GT6 MkIII PPN 123M
Paul Espin	-	GT6 MkIII SEG 567
Sid Jensen	-	Vitesse MkII convertible VHY 814G
Steve Meek	-	Spitfire 1500 JHP 740V
David Cox	-	Herald 1200 convertible MJU 51F
Dave Jeffries	-	Moss Malvern GPF 110C
Ed Marriott	-	Bond Equipe HCL 777F

So that's the way we do it. I look forward to seeing who is our Master Class Winner for 1988 and welcoming another "Sporting Six Triumph" into next years Master Class.

In conclusion, may I remind you that as the largest Area National Event, we always attract a large number of Trade Stands and Auto-Jumblers for those elusive spare parts.

THE 6th NATIONAL LEICESTER EVENT

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SUNDAY 7th AUGUST

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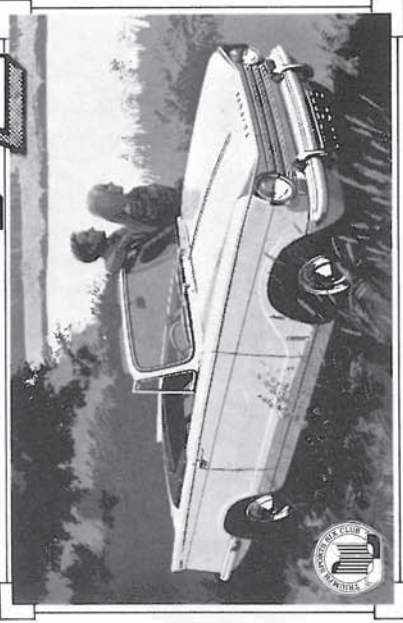
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6th & 7th AUGUST 1988

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★ I wish to reserve Bar Meals.

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BOND EQUIPE REGISTER

Peter Jacklin



In August 1967 the 2-litre Equipe was introduced, based on the Vitesse chassis and powered by the Triumph 1998cc 95 bhp six-cylinder engine. This car was radically different from the four-cylinder cars, showing much less external evidence of it's Triumph parentage.

A new raked back windscreen was attached to the usual Triumph bulkhead assembly, the inner doorshells were modified to allow the fitting of a new profile of doorskins and the dash was covered with a black 'basket weave' vinyl material. Nearly 600 of these MkI, four-seater saloon versions were manufactured before it was superseded by the MkII, this incorporated the revised rear suspension introduced by Triumph on the Vitesse. Almost at the same time (October 1968) the convertible was launched and these two versions of the 2-litre continued until August 1970 when, like the GT1300, it all came to an end when Reliant shut the factory.

Serial numbers for the 2-litre start at 4,000 and run to 4,590 for the MkI and from 4591 to 5431 for the MkII (including saloon and convertible).

This completes the brief history of Equipe models produced by Bonds in association with Standard-Triumph between 1963 and 1970.

The 2-litre is the most numerous member of the Equipe family currently on the Register with a total of 154 (nearly 11% of production). Unfortunately, serial numbers appear to be missing from many 2-litre I.V.R. forms, so it is a bit more difficult for me to identify early/late examples but some that have come to my notice are mentioned.

MRY 7F (Serial No S12-4041, Dec 1967) which is in fine fettle, having been re-sprayed and tidied up by it's previous owner, Peter Prime of Yaxley.

EJ3 (T9 - 4617) again an early car but this time a MkII, owned since new by Finn Egeland Jensen in Exeter and featured on the cover of Turning Circle No. 5.

There appear to be a number of one-owner 2-litres which must prove that the addition is almost incurable once you're into 'Bondage'! These include **PAH 142F** owned by Henry Hodgson of Kings Lynn, **WNJ 985G** owned by Malcolm Spray of Sheffield, **DJI 6440** owned by Sinclair Allen in Northern Ireland. There are also two presentable convertibles around, namely **NJA 791G** and **633 B00**, owned by Keith Dungworth and Kevin Perry respectively.

Many of my recent enquiries have been on the subject of exhausts for both four-cylinder and six-cylinder cars. Whilst the Spitfire (or Herald?) system and the Vitesse set-up will fit, they are obviously not entirely original without some modification. Does anyone know for certain which exhaust system was used by Bonds as a basis for our cars? What modifications were carried out by them? What is the best currently available solution? Please write to me and share any knowledge/experiences you have. Has anyone any photographs showing an original exhaust?

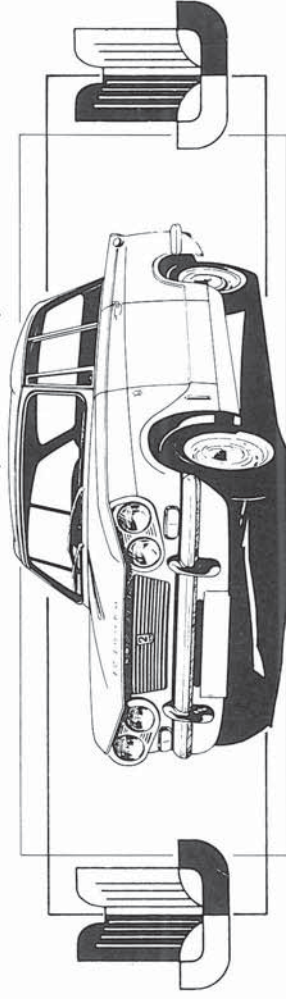
Next month I hope to publish a table showing the source of many 'bought in' components used by Bonds.

BOND WEEKEND - STOP PRESS

The Bond Weekend was a most successful event, blessed with a clear blue sky all day Sunday. 31 Equipes attended with representatives of all models, including a lone 2+2 and several attractive 4S and 2-litre cars. A full report will appear next month.

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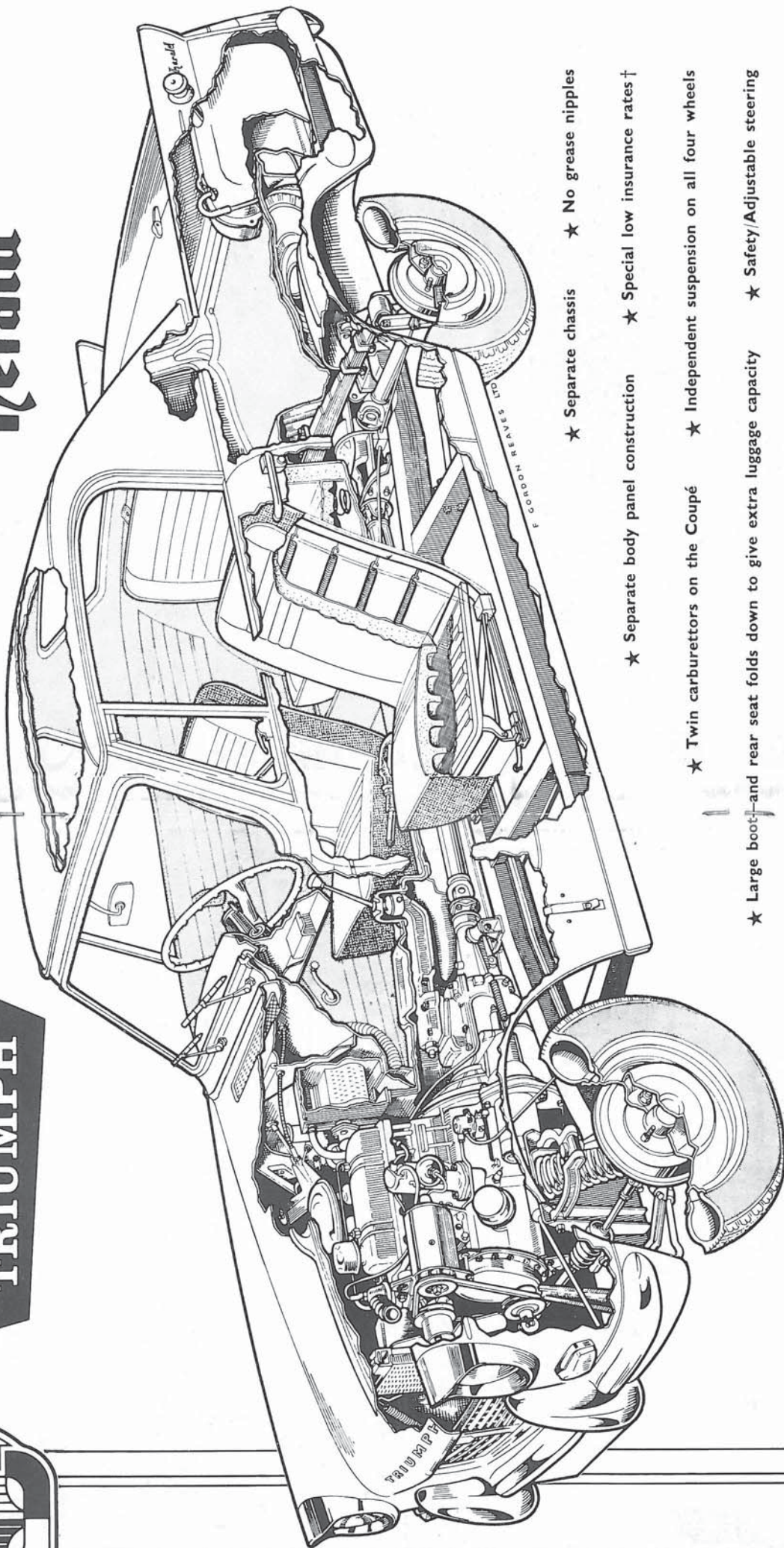
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THE

TRIUMPH

Herald COUPÉ

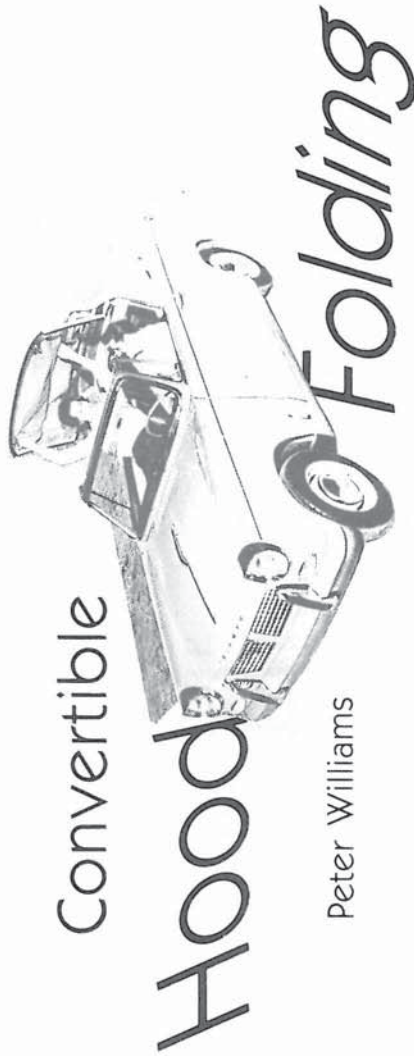


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THE STANDARD CAR REVIEW 1959

Convertible



Hood

Peter Williams

The time of year has arrived when the optimists amongst us start to think of cloudless skies and warm summer days. Of course dyed in the wool convertible enthusiasts have had the roof down all winter and lived with wearing well padded coats, furry collars zipped right up. Personally speaking, there's little to beat driving a convertible Herald, Vitesse or Spitfire with the roof down on a bright frosty morning. However, for many, only the bright days of summer bring the thought of droppping the hood. Whatever you do, don't leave it up!

I'm sure I'm not alone in that I've certainly been guilty in the past of abusing my Spitfire hood by simply unclipping the front and shoving it down behind me whilst sitting in the driving seat (not whilst driving I might add). It's not surprising that with this sort of treatment hoods become tatty and due for replacement before their time.

So no-one has any excuse, the proper way of folding Vitesse and Spitfire hoods is shown below. Of course Spitfire 4 and Mk.2 hoods are different being totally removable: the fabric being stored behind the quick release rear deck trim and the irons slipped around the fuel tank and locked in place with a leather strap.

Spitfire Hood



Fig 1: Unclip the windscreen rail locking arms, or on some Mk.3s, buckles similar to the Herald/Vitesse



Fig 2: Release the central bar popper studs and the four rear quarter deck studs each side and allow the hood and frame to fall towards the hood well

Fig 3:

The fabric itself should be pulled out of the frame and laid onto the ear deck

Fig 4:

Fold the fabric back over the frame...

Fig 5:

...and then the rear quarters over on top.

Fig 6:

The folded fabric should then be carefully folded behind the seats...

Fig 7:

...and covered with a hood bag or full tonneau cover to stop it flapping around

Herald/Vitesse Hood

Fig 1:

As with the Spitfire, the start by releasing the front header rail locking buckles. Ease the hood back a little...

Fig 2:

...and start carefully feeding the rear quarter and main windows into the well

Fig 3:

Carefully feed the main window into the well. Keep everything smooth avoiding sharp kinks. As the frame falls into the well, ease the chrome strip on the rear top of the hood past the rear window to avoid scratching. This point is also important when re-erecting the hood

Fig 4:

Tuck the locking buckles past the rear seat and give the frame a firm push into the hood well clearing the frame just below the level of the rear deck

Fig 5:

Again a hood bag or full tonneau sets the car off a treat



Acknowledgements

Thanks very much to Dave Petham for patiently folding his Spitfire hood for me at last year's Birthday Barbeque and to Michael Williams of Kew Power Wash fame for doing the same on the Vitesse.



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SPECIALS REGISTER

Carrying on the theme of the cost of building a kit, I thought I'd give you a breakdown of the expenditure involved to build my own Moss Malvern. I make no apologies for pushing the build - cost point - because it is probably the most important aspect of building a kit-car. Most of us have the necessary mechanical aptitude, most of us could find the necessary time (even if it is well spread out) but can we all find that extra £1,000 on top of our original budget of £2,000? What's more, the kit-car press do not seem, to me, to give the full picture.

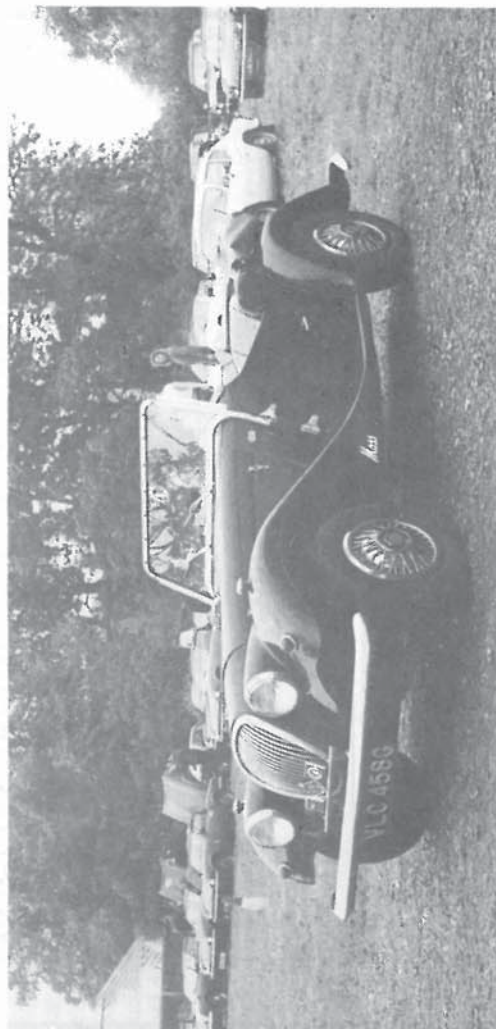
Trevor Collett



My Malvern was built 83/84 so you can apply whatever inflation factor you think appropriate to my costs. Some parts were bought new, some were new old stock and some secondhand. If you think there are some items missing, this could be because I've forgotten to include them (in the list, not the car!) or I used the bits directly from the donor Herald with no reconditioning.

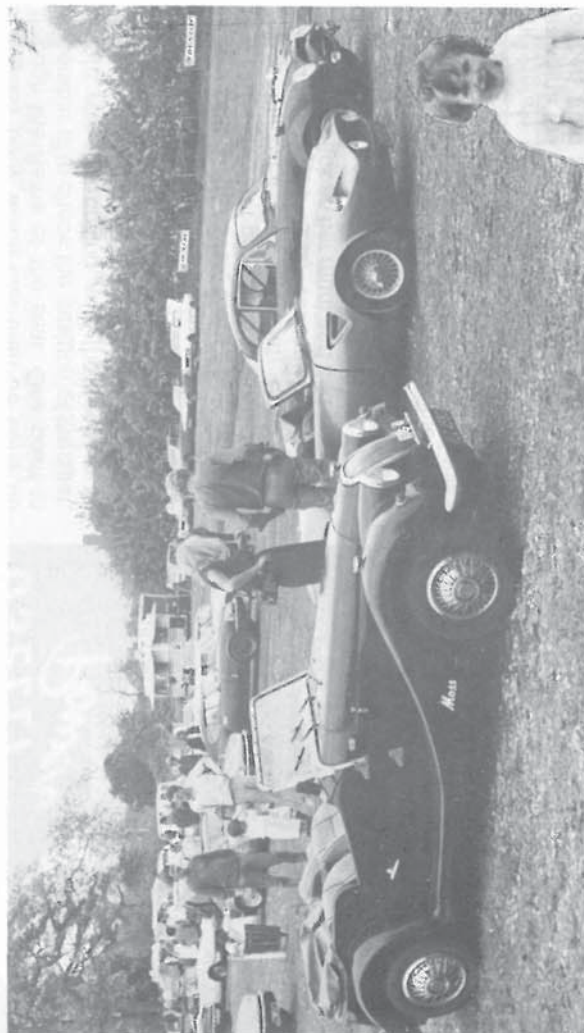
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2. REST:

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Wiper Arms & Blades	12	Water Hoses	5	Ignition Coil	7
Fuel Tank	15	Plugs & Points	4	Electronic Alarm	12
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Seat Belts	15	Steering Rack Bellows	6	Steering Column Mod.	17
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Suspension Bushes	10	Disposal of Herald Body	12	U.J.	4
Hammerite	10	Engine Oil & Filter	6	Mirrors	6
Brake Caliper	10	Rear Shock Absorbers	8	Wheels & Tyres	110
Front Suspension Upright	5				
Trunnion Bushes	6				
Handles & Catches	4				
Petrol Cap	3				
Carb. Overhaul Kit	8				
Timing Chain	5				
Recon. Gearbox	55				
Exhaust	26				
Gear Oil	4				
Choke Cable	2				
Clutch	25				
SUB TOTAL	776				
TOTAL	£2565				



My original budget was £2,000 so as you can imagine things were getting a bit embarrassing on the bank account front. This amount was enough to get the car on the road in reasonable condition but there were several things that I would have liked to have done, in fact still would,

if I could justify the expense, these include: 14" wire wheels with decent tyres; overdrive gearbox; Spitfire head and carbs.; professional trim (I do not seem to have the knack for producing a neat interior and it does let the car down); modified front and rear springs with adjustable shocks. As you can see, this little lot would come to a few bob, at least £1200 I'd say.

So where does this leave us? If you want a good Moss Malvern, allow yourself £4,000. This figure fits in pretty well with Dennis Graves' formula in the June Courier, but I'd say his formula was a bit on the hopeful side.

That's enough about money for now. I managed to spend a few hours on my Moss recently to make provision for a baby seat. I don't intend to use the Moss regularly for family transport but I see no reason why Gemma (she's 18 months old now) should be denied the pleasure of kit-car motoring. Her seat is the type with its own frame that is intended to go on the back seat of ordinary cars and be held in by a three-point seat belt. Fitting this to the Moss rear shelf involved bolting and screwing wooden blocks to stop the seat moving fore and aft, and sideways. Steel hooks on the front wood block stops the seat tipping back under heavy acceleration or a shunt in the rear. The major restraint in the event of a crash is provided by a two-point fixing rear seat belt attached to the fibreglass body which can then be done up through the frame of the seat. One point to remember is to check the position of the seat, before you start drilling, with the hood up as there is only just enough headroom in my Malvern.

Gemma has been out for a test drive and she seemed to approve. The big question, of course, is how safe is she? Well, there's only one test and since I haven't got £2565 to build another car, I think I'll pass on that. Engineering judgement must prevail; I reckon she will be as safe in the back as her mum and dad are in the front.

Finally, a small but select band of kits braved the showers to join the more standard cars at the South of England Meet. The most interesting car was a Triumph-based Rochdale from the Southern Area, which goes to show that the Herald-based kit-car concept is almost as old as the Herald itself. I did not have a chance to examine the car in any detail, so perhaps the owner, from the Southern Area (that's twice) could send me a few lines for publication in The Courier. That goes for all you other special owners and builders, let's pool our experience for everyone's benefit.

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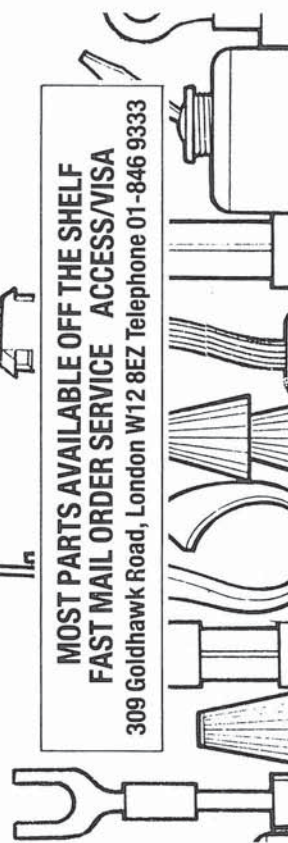
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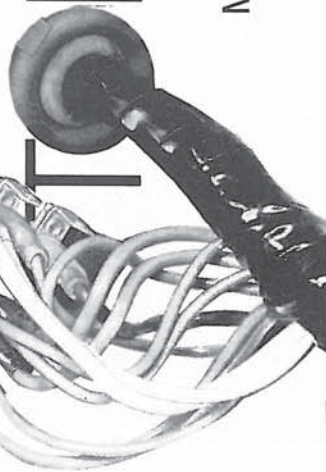
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ELECTRICAL SPORTURE



Mark Robinson - Northampton

After being 'bitten by the bug', as it were, from working on 'our Kid's' engine, I have been spending most of my spare time getting my GT6 MkII on the road.

The car was totally stripped: no lights and no interior except steering wheel and dash. The rest came in 'placky bags' and boxes. The dash wasn't very good, it was split and had been water stained due to a leaky screen. Luckily a spare came with the car which was in very nice condition. So out came the old and in went the new with not a spare wire left over anywhere.

The next job was the lights. These went back in with no problem and amazingly they all worked. Then Mad Sunday arrived On the Saturday I got a new set of carpets and odds and ends from GB Sportscars in Leighton Buzzard, so that I would be all set for working on the car the following day.

Sunday started OK, the carpets went in and fitted fairly well then the seats, (the passenger one I've had to borrow from brother Bern

what the hell I'd done to deserve this - it couldn't be something to do with the carpets? Surely not. Before I started ripping them out along with the fuses and light units, I decided to think it through. Well, the indicators were working so the earth must be OK at the front. The brake lights were working, so the earth must be OK there too and the dashlights worked and they were on the same circuit so the fuses must be OK. The switch must be OK because the dashlights come on when switched to sidelights. So I thought a bulb must have gone but I couldn't really see how that would effect the other three. Anyway I had no luck there as all the bulbs checked out OK, even with a circuit tester. And so it went on I could not find anything amiss or rectify the fault by changing fuses and bulbs, I just found myself going round in circles.

- let me know if YOU have a spare for sale). And then it started Not really being the suspicious type but neither prone to leave things to chance (after all the car reg. is EVV 666G - EVV being 'Evil' and 666 being the number of the devil!). The car is also green in colour so who am I to be suspicious!

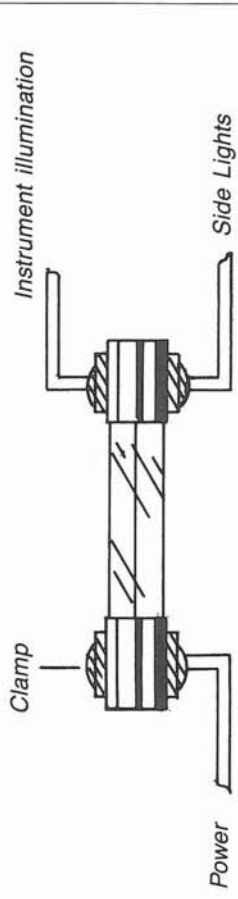
Well, I decided to check the lights out once more. What the heck, they worked last week. Flashes, yes. Headlights, yes. Dashlights, yes. Interior light, yes. Sidelights, NO. I wondered

After about two hours I decided to call it a day and go and make up to the girlfriend who had popped out to see me earlier just at the wrong time and asked exactly the wrong question. Having been answered in 'French', she had disappeared back into the house.

To rub me up further the wrong way, I had been watching a program on TV about a World War 2 bomber which had spent over forty years at the bottom of a loch. This had recently been retrieved and guess what? When it was wired up, the sidelights still worked! So, not being one to be beaten I got the manual out and studied the wiring diagram to see if I could find any clues.

The only thing I could find was the way the fuse box was wired up. OFF each clamp of the fuse holder there was a wire.

e.g.



As I understood it, this way it became possible to get power to the fuse, then from the fuse to one clamp but not the other by way of muck etc. It seemed to be likely because as I said, the dashlights were OK but the sidelights were dead.

Out to the garage I went again, armed with some emery cloth and I proceeded to clean the connections - all of them. As if by magic the sidelights worked. Well, it was incredible to think that if even one clamp

was dirty, one circuit could go down and another would stay working from the same fuse. I'm now like a dog with two tails and I have put away my gallon of petrol and box of matches

- all because my lights are working! If you have a similar deadness in your electrical

circuits, please check your connections on the fuse holders and don't assume just because something is working off the same fuse, the other circuit must be working as well. I did and it cost me a bit of time and money getting back in favour with 'err indoors' - know what I mean chaps! Well, I hope I have helped someone out there with this hint, so goodbye for now and happy 'gremlin hunting'!

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Comment

I feel that I must write and comment upon some of the statements by Brian Gray in the articles on pages 29/30 in Courier 95.

The clearance between crankshaft and con-rod can never be at the top when the piston is moving upwards because the only way a piston can ever reach the top of the cylinder is by being pushed there by the crankshaft; further, on the stroke before firing the gas is being compressed so the crankshaft is pushing against this increasing resistance as the charge is being squashed into the combustion chamber.

On the other upward stroke - the exhaust stroke - the piston still needs to be pushed up by the crankshaft but the resistance is less as the exhaust valve is open; nevertheless, the clearance can only be at the bottom of the con-rod.

To my mind, the changes in position of the gap come at the end of the exhaust stroke when the piston has been pushed up and before the induction stroke when the piston is being pulled down; again the gap position changes at the end of the induction stroke and the start of the compression stroke.

I hope this amendment is of benefit to other members.

Can I help?

R W Hayman - Esher, Surrey

I am writing in reply to the letter from R Soul, published in the May Courier.

Maybe I can help. The engine in question is a Cosworth twin cam engine in Racing Spec. Thus, it makes it very difficult to identify which type it could be: a BDA or a BDG etc. I am not surprised that it goes better than a Spit engine because a BDG for instance is rated at 280 bhp at 9250 rpm. I would have thought it would have been a pig of a job to fit, especially as it is in backwards. Please tell me what gearbox is fitted. Is it out of a Renault 4, which has the gearbox in the front of the car. I should have thought that an engine of this specification in a Spitfire chassis would make the hairs on your chest stand up with the performance. Incidentally, don't worry about putting oil in as it is a dry sump engine!

A Pratt - Berks

Phew! my clutch

We have a big problem with a clutch for a 1200 Herald!

The clutch disk is always sadly worn next to the clutch cover (it is the fourth plate!). Does anyone know if other Herald users have the same problem and can anyone solve this?

Claude Buntinx - Belgium

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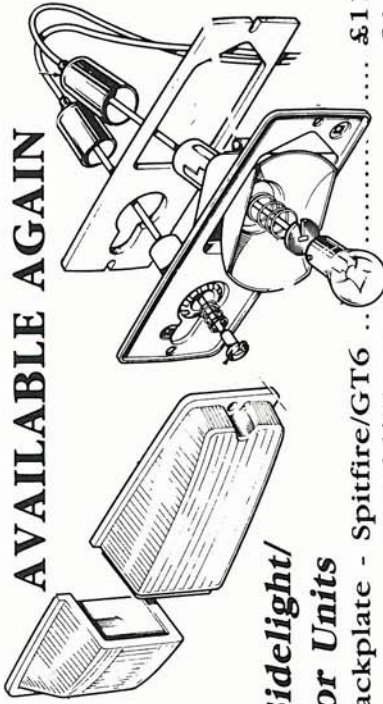
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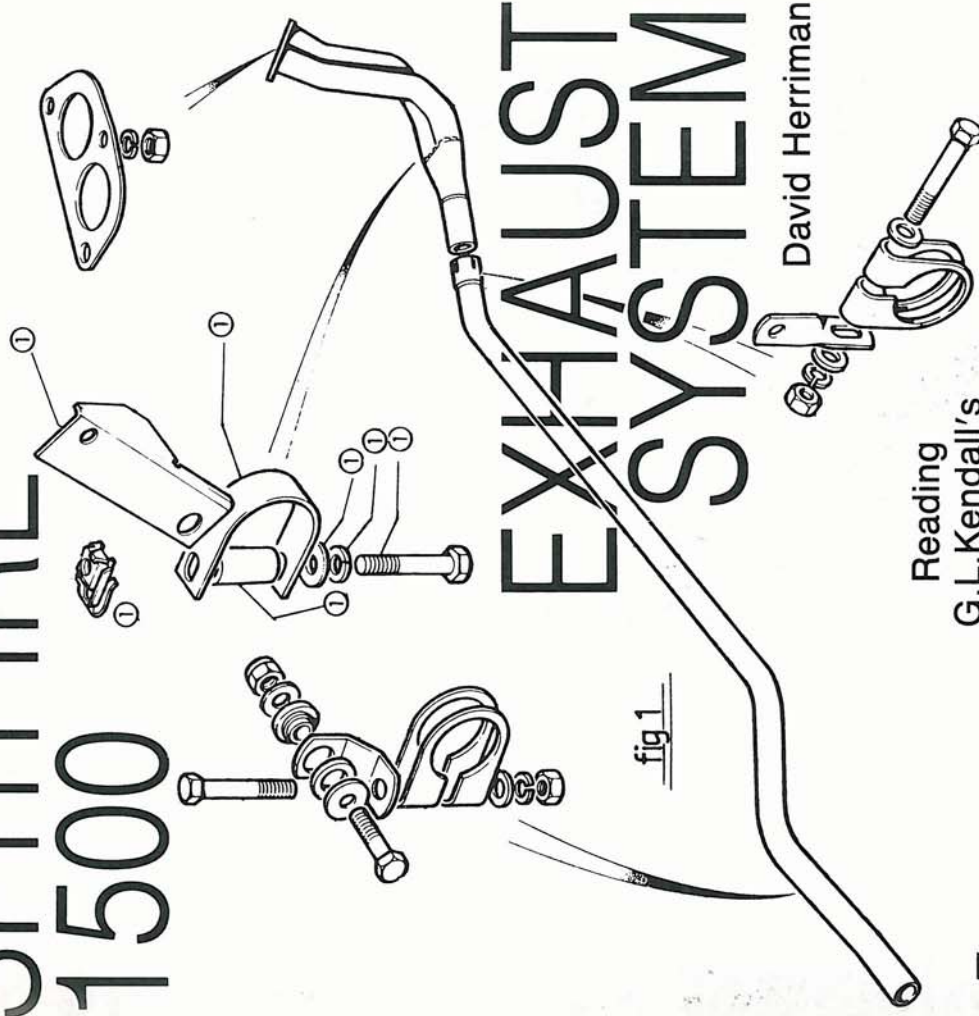
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SPITFIRE 1500



David Herriman

Reading
G.L.Kendall's
Technical Tip in
January's Courier

caused me to
think back about
problems I have
had and heard
about with 1500
Spitfires and their
exhausts.

Fitting a standard exhaust should present no problems to the average DIY person and if you look at figs. 1 and 2 you can see exactly what goes where.

In fig. 1 the parts marked with a "1" were only fitted to late Spitfires. As far as I know to try and cure the gasket problem which BL actually admitted existed.

As Mr. Kendall points out the gasket between the flange and manifold gets very hot and is

subject to fatigue. That is, it starts to blow and eventually falls apart.

This can occur at anything between 5000 and 1500 miles. I have also filed my pipe and manifold but the gasket didn't last any longer than before (although mine wasn't badly distorted) I have also found that if you retighten after, say, 500 miles the gasket will have settled. This will help to prolong its life.

BL seem to think another

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*N.B. Standard quality only available while stocks last.

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MODEL	AREA 1	AREA 2	AREA 3	AREA 4
HERALD (all models)	£113	£126	£144	£167
SPIRIFRES (excl. 1500)	£165	£177	£196	£236
VITESSE 1600				
SPIRIFRES 1500	£172	£201	£253	£292
VITESSE 2 LTR				
BOND 4 Cylinder				
GTE (all models)	£218	£246	£270	£349
BOND 2 Litre				

DISCOUNT

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COVER

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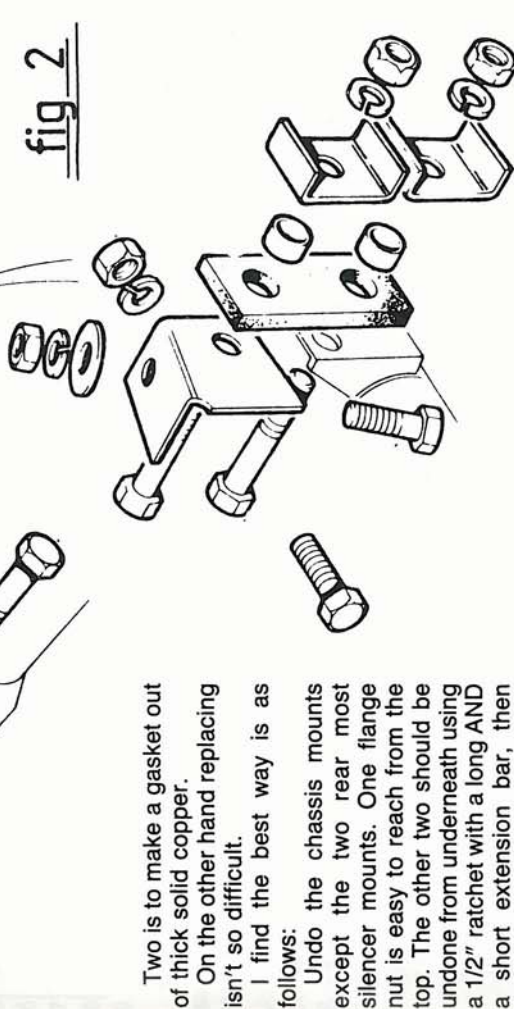


fig 2

bracket as in fig. 1 will help and I think its obvious that all other brackets should be in place and tight.
There seems to be only two cures:
One is to fit a branch manifold which doesn't have a flange.

Two is to make a gasket out of thick solid copper.

On the other hand replacing isn't so difficult.

I find the best way is as follows:

Undo the chassis mounts except the two rear most silencer mounts. One flange nut is easy to reach from the top. The other two should be undone from underneath using a 1/2" ratchet with a long AND a short extension bar, then between the socket and extension a universal joint.

Now the exhaust will drop down and give you enough room to fit a new gasket.

Removing the manifold along with the downpipe has

the disadvantage that if the pipe is somewhat old and rusty a gas tight seal at the pipe will be almost impossible to achieve. Also hacksawing off studs as well. ★

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COMPETITION NEWS TSSC RACE CHAMPIONSHIP

After two rounds, the Championship positions are listed below. With a further seven rounds to go to, competition is bound to intensify.

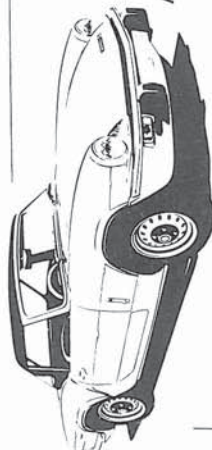
**NEXT ROUND: 15 LAP RACE MALLORY PARK, 30TH JULY
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Championship Positions:

Name	Car	Class	1st Round	2nd Round	Total Points
1. I Nash	Vitesse conv.	Mod. 6-cyl	6 + 1 pts.	6 pts.	13 points
2. E Wilkins	Spitfire IV	Mod. 4-cyl	6 pts.	4 pts.	10 points
3. P Lucas	Spitfire III	Mod. 4-cyl	1 + 1 pts.	6 + 1 pts.	9 points
4. K Ginger	Special GT6	Spec. 6-cyl	6 + 1 pts.	1 + 1 pts.	9 points
5. P Cranwell	GT6	Mod. 6-cyl	4 pts.	1 pt.	5 points
6. J Bateman	GT6	Mod. 6-cyl	-	4 pts.	4 points
7. N Ogdan	Spitfire IV	Mod. 4-cyl	-	3 pts.	3 points
8. C Smith	Spitfire IV	Mod. 4-cyl	-	2 pts.	2 points
9. T Dean	Vitesse conv.	Mod. 6-cyl	-	1 + 1 pts.	2 points

May I wish, from myself and all the other drivers, all the best to Grahame Jenkins who has sadly sold his very smart Spitfire and hope to see him out again before too long. Welcome to Nick Bishop who has purchased Grahame's car - see you at Mallory. I am also pleased to have John Bateman with his very tidy GT6 joining us from the ranks of the 750MC. Finally, commiserations to Pete Cranwell whose GT6 suffered certain indignities with the armco at Snetterton, the first major casualty. With the likes of Ian Nash knocking at the back door, the door not only needs shutting but bolting.





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3rd 68	Ian Nash	Mod 6-cyl.	Best Lap 1:00.1	Record*
4th 7	Peter Cranwell	Mod 6-cyl.	Best Lap 1:01.7	
5th 9	Grahame Jenkins	Mod 4-cyl.	Best Lap 1:01.4	
Retirement	No. 4 - Paul Lucas	Mod 4-cyl.	Best Lap 0:58.9	Record*
Non-starter	No. 6 - T Lindsey-Dean	Mod. 6-cyl.		
Non-qualifier	No. 11 - Chris Smith	Mod. 4-cyl.		

Conditions: Sunny, Track Dry



SNETTERTON 12TH JUNE

1st 4	Paul Lucas	Mod. 4-cyl.	Best Lap 1:25.4	Record*
2nd 3	Edward Wilkins	Mod. 4-cyl.	Best Lap 1:26.9	
3rd 68	Ian Nash	Mod. 6-cyl.	Best Lap 1:30.0	
4th 44	Nick Ogden	Mod. 4-cyl.	Best Lap 1:32.6	
5th 19	John Bateman	Mod. 6-cyl.	Best Lap 1:38.6	
6th 11	Chris Smith	Mod. 4-cyl.	Best Lap 1:41.8	
Retirements:				
6	T Lindsey-Dean	Mod. 6-cyl.	Best Lap 1:27.8	Record*
7	Pete Cranwell	Mod. 6-cyl.	Best Lap 1:30.0	
38	Kevin Ginger	Special 6-cyl.	Best Lap 1:25.6	Record*
Non Starter:				
10	Dave Lancaster	Mod. 4-cyl.		

Conditions: Hot & Sunny, Track Dry

Revised points scoring 1st 6 pts., 2nd 4 pts., 3rd 3 pts., 4th 2 pts., 5th 1 pt.

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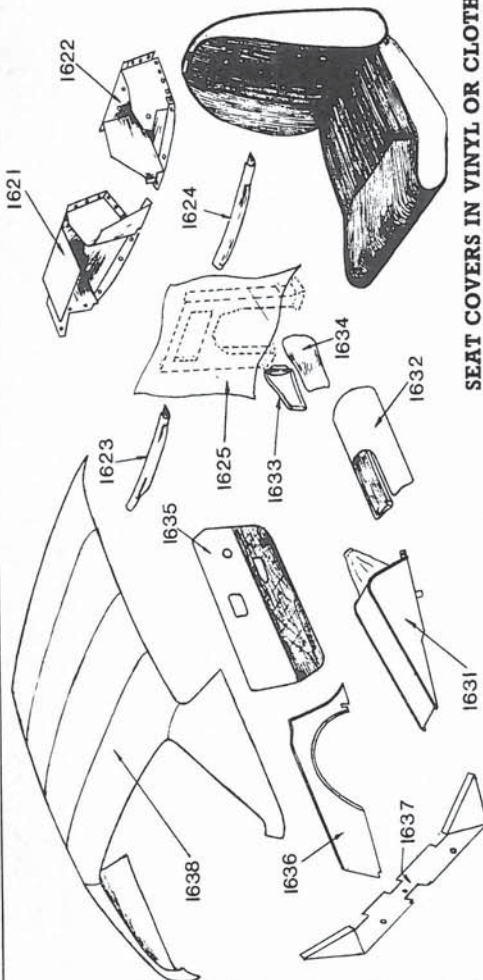
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A piece of information has come our way from Chris Drew of Bishop's Stortford, who thought it would be of interest to other members:

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