



British Sports Car Centre

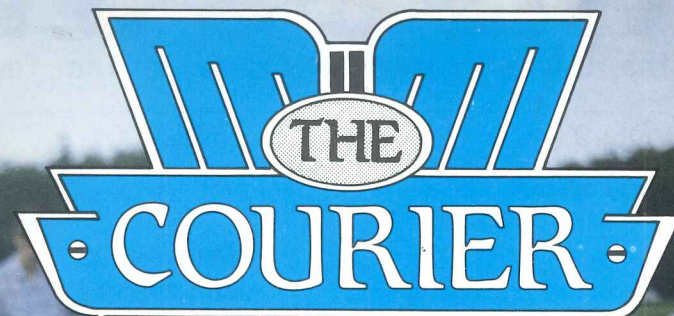
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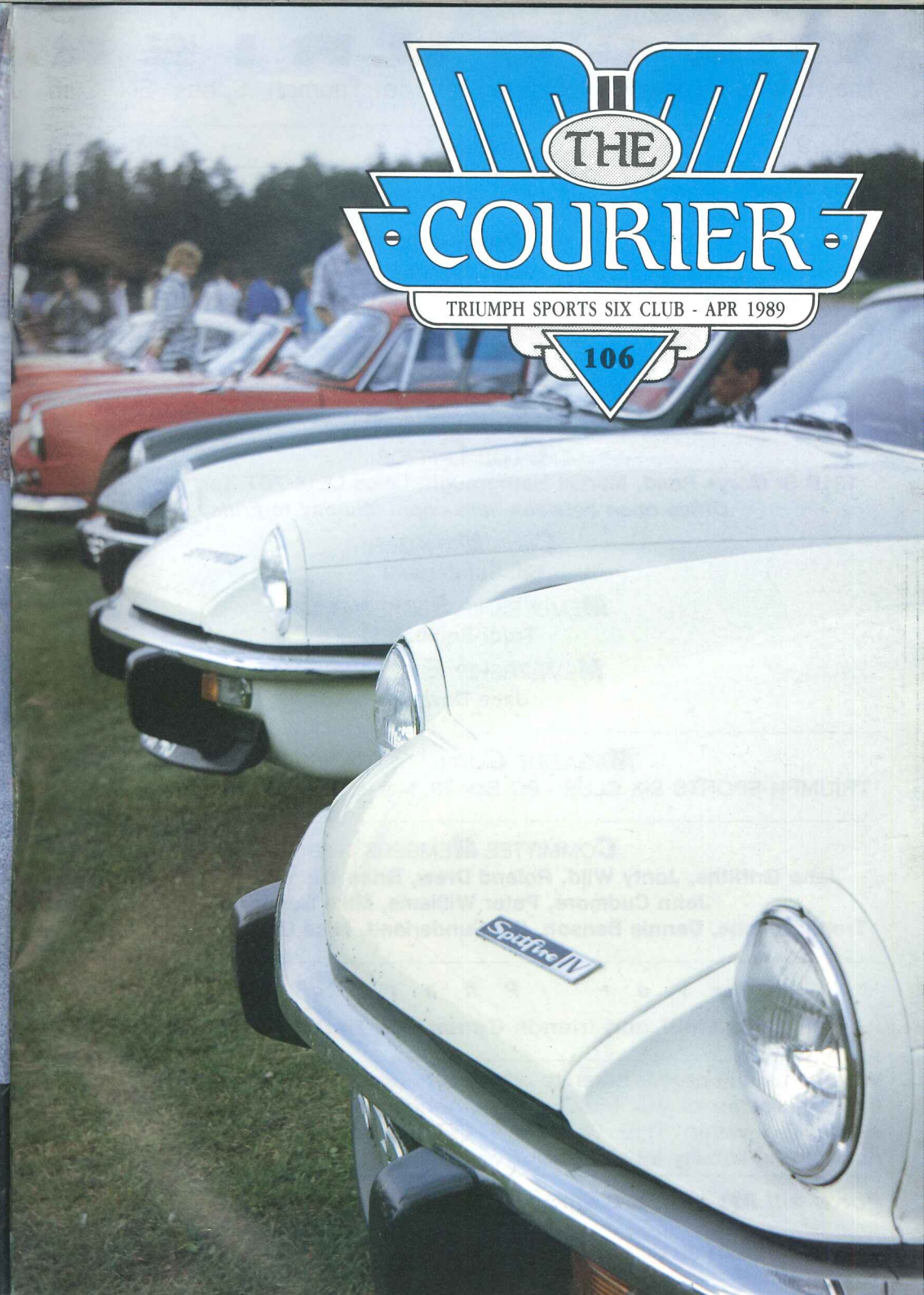
Spitfire, GT6, Herald, Vitesse
Spares Specialists

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TRIUMPH SPORTS SIX CLUB - APR 1989

106



THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 9 No. 106 APRIL 1989

Price £1.00 Free to Club Members

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John Cudmore, Peter Williams, Mike Costigan,

Trudi Squibbs, Dennis Benson, Bill Sunderland, Mike Crewes, John Thorpe.

C o v e r P h o t o g r a p h

Spitfire MkIV and friends Cambridge Barbecue June 1988

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

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EDITORIAL

Keep it coming!!

It's been said many times - but never ceases to amaze us - the quality and quantity of copy sent to The Courier - keep it coming! The TSSC and it's cars are riding high, and there's never been so much interest in the Club. Over the last 12 months we have revamped all the TSSC administration, prospective and new members receive a superb package and this all goes to give further confidence in the Clubs future.

Consistency is the biggest rod for anyones back and with people like Chris Longhurst (submitting his 100th article this month) the rod never gets too near. Thanks Chris, may your articles continue for the next 100.

Inserted in this months Courier is the 1989 Recruitment campaign cards. The system has been simplified this year, using a card which the intested driver fills in their name and address and sends back Freepost to the Club. For 'our cars' and the Club this is an essential task, as over the past 4 years 40% of the remaining Club cars have left the road for good! So please get recruiting. The 1989 events calendar is also enclosed - place it on the wall and please try to attend as many events as possible; your support will go some way to thanking our hard working events organisers.

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PRESIDENTS

INTRO



John Griffiths

CELEBRATION MOOD

Celebration mood, and why not? The Mother car of the Triumph Sports Six Club is 30 years old. Yes, it was 22 April 1959 that the first HERALDS appeared in the showroom. The saloon cost £702 and the Coupe £731. But you had to pay an extra £14 for the occasional rear seat if you wanted one!

1959 was quite a year for new cars seeing amongst others the introduction of the MINI and ANGLIA. In most things, development tends to form a pattern and car producers even in 1959 were pretty well all converted to monocoque construction. But good old Standard Triumph flew straight in the face of convention by introducing the HERALD built on a traditional chassis. So let's raise our glasses to the fact that they did because without the chassis there wouldn't have been the Spitfire, the GT6, the Vitesse or Bonds.

The HERALD was enthusiastically received by the press, who found the construction very intriguing, but also liked the all round independent suspension (no other small car had such a feature at the time) and the incredible London Taxi look. But what about the colours? You could choose 'Wisteria' or 'Alpine Mauve'. (Eat your heart out Laura Ashley).

WHY NOT GO OUT NOW AND GIVE THE HERALD AN EXTRA SPECIAL POLISH AND CELEBRATE YOURSELF WITH A SMALL TIPPLE?

CHRIS LONGHURST

HERALD REGISTER SECRETARY

How right it is that we should have this opportunity to enjoy Chris Longhurst's 100th article in The Courier. Well done Chris, keep um coming.

COURIER ARTICLES:

Talking of 'copy' for The Courier, we have been really pleased at the quality and number of good articles coming from members and Register Secretaries. Sharing your knowledge and enjoyment of the car is what it is all about. THANKS.

RECRUITMENT DRIVE:

Yes folks, this month's Courier contains details on the 'new', 'revamped', 'improved' you name it, RECRUITMENT COMPETITION.

Recruiting members is important to us all. It is one of the main ways that will achieve our ambition of getting our own premises. What I would like to do is suggest that everyone in the Club has the following very simple objective for 1989:

ONE MEMBER PER MEMBER

Many of you will be able to recruit many more than one and no doubt win prizes under the Recruitment Competition but each one of us should be capable of getting at least one new member. If you see a Club car, try to talk to the owner about the Club, tell him about the benefits the Insurance, Special Offers, Parts for Sale, the superb publications and so on. That way you make him/her see that rather than spending £19 to join, they'll soon be saving money and enjoy the friendship of the TSSC.

GO ON HAVE A GO TODAY!

SPECIAL OFFERS:

The new Special Offers service that is being run by Jonny Wild has got off to a good start. Jonny has had to learn the business quickly but has made good progress and no doubt many of you will have enjoyed browsing through the Special Offers catalogue which went to all members last November. Nearly all of those Offers are still current so don't forget, think TSSC Special Offers when you next need something.

Copies of the Catalogue are available from Jonny (0462) 56315.

NEWS/REVIEW

Classic Saloon Car Club

This Club is running a four round pre '74 Challenge Race at four main racing circuits.

Included will be Standard and Modified classes, with any car or year as long as the model was made before 1974, i.e. Sprints, Spitfire 2.5PI, 2000 MkII, Stag, TR6 and GT6. The first race is at Lydden Hill, Dover on 30th April and Test Day 1st May. For more details, contact Rob Slater (0923) 675105, address: 15 Riddenden Turn Garston, Watford, WD2 6PU.

STANDARD TRIUMPH INTERNATIONAL RALLY

May 27th 28th RENESSE HOLLAND - We have just had news that the details for the bank draft are wrong in last month's Courier page 69. They should read 51.96.99.505 ABN The Hague. Please support this international event.

ALPINE RALLY ASSOCIATION

4, rue de la Vinaigrerie, CH-1204 Geneva Switzerland.

If you have even dreamt of crossing the slopes of the Stelvio (2757 m.), the Grossglockner (2505 m.) or the San Gottardo (2180 m.), of crossing the Engadine, the Tirol or the Dolomites in your classic car, this will probably interest you!

A group of enthusiasts from Geneva came up with the idea of bringing back to life for one week each summer, the legendary "Rallye des Alpes".

As you might recall, one of the principal characteristics of this infamous rally was the unusually long distance covered daily - approx. 800 to 1200 km - on abominable roads, nearly always unpaved, all this at breakneck speed.

In its new form, the "Rallye des Alpes" will comprise over 1500 miles in all, to be covered in 7 stages. Five countries will be visited including over 50 mountain passes - 25 of which are over 6000 ft. Although today's roadways are in better condition - some passes are replaced by motorways or tunnels, most of the roads through the passes to be visited this year remain in their original condition. Evidently, we are talking about something more than just a Sunday drive in the country!

Assuredly, participating in this prestigious rally is something unique and unforgettable. Crossing the Alps surrounded by such marvellous landscapes is worth to be doing once in a lifetime.

So, if we have not succeeded in discouraging you by the difficulties of such a long drive, we kindly invite you to contact the Alpine Rally Association (see below) without delay, as the number of participants - (due to the infrastructure involved by the size of this project) - will be limited.

Regulations allow for the registration of 40 sports cars only, and the absolute deadline for this is 30th April 1989.

The "Rallye des Alpes 89" will be exclusively reserved to sports cars in perfect working order of any make that participated in those rallies held prior to 1962.



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Whats on next

Jonty Wild

Of course the big news is that a date and venue has been fixed for the **TSSC International Weekend** and that is Fri 30th of June through to Sunday 2nd of July, the place, Staffordshire County Showground, Stafford. Access is simple (close to the M6) and fairly central in the country, ie. about 10 miles north of Birmingham so it should be convenient for all members and we can expect a huge turn out with even more people making it a full weekend event.

The more immediate events are as follows:-

We have a new 'regional meet' ie. the **MIDLANDS MEGAMEET**, held on Sunday 30th April at the Moxhull Hotel, Wishaw - contact Andrew Murdock, 0332-368632 and very early in May (6th & 7th) we have the first 'national meet' **SEM 89 (South of England Meet)** at Leatherhead Leisure Centre, Leatherhead, Surrey - contact Mike Crewes 0344-885541.

There are also two indoor shows which of course we will be attending, **The Collectors Car Spectacular** - 8th & 9th April, Bingley Hall, Staffordshire Showground, Stafford (so you can sneak a preview of the facilities available for the TSSC International Weekend).

The National Classic Cars Show - 29th April to 1st May

- held at the NEC (National Exhibition Centre), Birmingham.

This is the largest of the indoor shows, unfortunately as happens every year they do not let me have details of the 'cheap tickets' early enough. This year they want details of ticket orders from me by the 31st of March. Obviously I can't do this but if you get your orders to me by the 5th of April I will try and persuade them to send me the tickets (or I'll send your payment back). With this show the chief advantage of advance tickets is not the saving in money, but the saving of time in queuing to get in.

All orders should be sent to TSSC Events, 13 Common Rise, Hitchin, Herts SG4 0HN, NOW and should be accompanied by payment (to TSSC Events) and in view of the lack of time a **FIRST CLASS STAMPED** - self addressed envelope.

	Normal price	Special price
Adults	£5.00	£4.00
Children (U14)	£2.00	£1.50
OAP's	£2.00	£1.50
Name	Address	

Tickets required - Adult Children OAP's
Orders must be received by the 5th of April. Don't forget the stamped addressed envelope and payment.

STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP

TSSC TEST DAY GOODWOOD

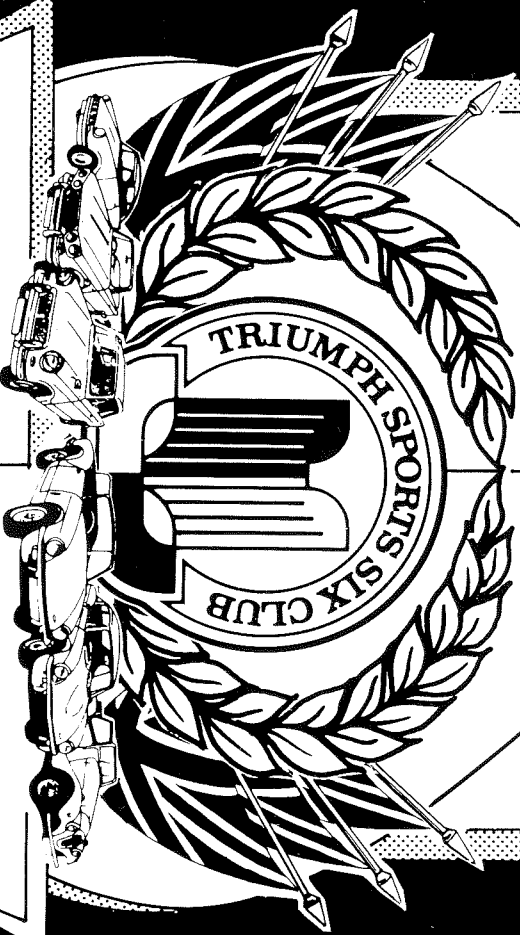
Saturday 8th April - Cost £30.00 per car

Phone Tony Lindsey Dean 01 570 0389 or 01 890 6777
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30th June 1st & 2nd July '89

STAFFORD SHOW CENTRE
STAFFORD
10 miles north of Birmingham

INTERNATIONAL
WEEKEND



THE
TRIUMPH SPORTS
SIX CLUB

THE TRIUMPH SPORTS SIX CLUB INTERNATIONAL WEEKEND 1989

Stafford Showground, Stafford

1st & 2nd July, 1989
(plus the evening of Friday 30th June)

More details will follow in future Couriers but put this event in your diary NOW - IT MUST NOT BE MISSED!

This Event will be:-

- the largest TSSC event ever
- the largest gathering of Club members in the club year
- the most important TSSC event of the year
- the largest Autojumble for 10 years
- the most important Club Concours of the year
- a full TWO days of Triumph fun and games

PLUS

- Friday Night Get Together
- Separate Family Camping Areas
- Separate Ladies Accommodation
- Evening - Raffle - Area Shows
- Technical and Display Stands
- Club Regalia Sale
- Video Cars Display - Gymkhana
- and much more

Full Camping facilities

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Undercover bar and disco

Saturday

THE MOST IMPORTANT OF THE YEAR CLUB EVENTS

Autojumble, indoor space, advance bookings only

Any members requiring indoor space at this years event should contact Bernard Robinson at the address given for an advance booking form. Members bringing more than a boot full of spares (i.e. Estate car, Vans or Trailers) will be charged and will be allowed into indoor autojumble area only. Space allotment is expected to fill early and is by advance booking only, so book early to avoid disappointment.

There will be NO outdoor autojumble area other than members boot sale.

Fee for indoor autojumble space £30.00.

Contact Bernard Robinson

PO BOX 28 Market Harborough Leics LE16 7FX - Telephone 0858 32110

ALL CHEQUES PAYABLE TO TSSC EVENTS

This is the Clubs premier event
Watch this space for more information
INTERNATIONAL WEEKEND 1989
SEE YOU THERE!!



Mike Crewes

COP SHOP

Towing ?

Each year, more and more motorists join the thousands of caravanners and campers who take to the roads for their holidays or for weekend trips to the coast or countryside. For many it will be the first time they have towed a caravan or trailer. If you are one of those, you will find it takes considerable care and skill to make it easy for yourself - and safe for other road users. The RAC offers towing guidelines which should ensure that your trips will be safe and trouble-free under all normal circumstances.

Experience of towing is not essential when setting out on the road with a caravan or trailer but drivers without experience should take great care when manoeuvring. Speed should be built up gradually to get used to different handling characteristics. Training is available and details can be obtained from the specialist clubs.

It is important to remember that extra weight makes a big difference to braking distances. Allow a much greater distance between yourself and the vehicle in front than you would normally. It helps to let others overtake you safely, saving time and temper. Make allowances for others when you are overtaking, or someone is passing you. When cornering, pull the car out further to prevent the trailer or caravan from swinging in and clipping the kerb - or a cyclist.

Starting needs care. Avoid starting on a hill if you can; the greatest strain on the car is when you are pulling away. If the trailer has been standing on soggy ground, try not to tow it straight off as this could put great stress on the car's transmission. You can sometimes avoid this situation by putting two boards under the trailer's wheels when parking it, or manhandle the trailer on to harder ground before towing it. The smoother the start, the better.

Keeping an even speed is very important when towing, especially on a hill. Engage a lower gear at the bottom - that will help keep the speed consistent and will save wear by cutting down the loading on both engine and transmission. Excessive loading can damage them.

Trailers are also subject to special speed limits. On single carriageway roads where a lower speed limit is not in force, they are restricted to a maximum of 50 mph. On dual-

carriageways and motorways where a lower speed limit is not in force, caravans may be towed at up to 60 mph.

Effective loading of your trailer is important. Equipment and effects should be loaded so that any heavy items are low down near the floor and mainly over or in the front of the axle(s). The remainder should be distributed to give a positive load at the towing coupling. Incorrect trailer loading can cause overloading of the towing vehicle's rear suspension or trailer tail heaviness. In either case, poor stability will result. The weight should be distributed so that each trailer wheel carries the same load. Manufacturers quote a gross weight beyond which is illegal to load the trailer being towed. The trailer/towing vehicle weight ratio has a major influence on stability. It is recommended that:

- The actual laden weight of the trailer should always be kept as low as possible. The lower it is when the trailer is being towed on a road, the safer the trailer/towing vehicle combination will be.
- As a general rule, the actual laden weight of a trailer should not exceed the kerb weight of the towing vehicle, particularly if the latter is a conventional car.
- The greater the actual laden weight of the trailer is in relation to the kerb weight of the towing vehicle, the more careful and experienced the driver needs to be.

- For the newcomer to trailing a trailer/towing vehicle weight ratio of 85% is a good starting point, providing the trailer and towing vehicle are properly maintained, fully serviceable and other towing guidelines are followed.

- Care is always taken not to exceed the towing vehicle's loading limits.

The power to weight ratio of towing vehicle and trailer have to be considered. No hard and fast rules can be stated, but as a general guide, conventional petrol engines with a capacity of up to about 1500cc should be adequate for towing a trailer weighing around 85% of the towing vehicle's kerb weight (as stated in the manufacturer's data). Above 1500cc, such engines should be able to manage a trailer weighing up to 100% of the kerb weight of the towing vehicle and still give an adequate performance, but the towing vehicle may state a lower limit.

Vehicles with automatic transmission may need additional cooling for the gearbox when towing. Advice should be sought from the vehicle manufacturer. Remember, excess speed and poorly distributed load can lead to dangerous 'tail-wagging' or 'snaking' by the trailer - and that's not a pleasant experience for you or other motorists.

Points To Note:

- Tyres specified by the trailer manufacturer should be satisfactory for towing in the United Kingdom and should be rated for a minimum of 62 mph (100 kph) at the maximum laden weight of the trailer. If you are considering visiting overseas countries, it is important to check the suitability of your tyres with a trailer dealer.
- Trailer and towing vehicle tyres must be at the pressures recommended for towing or heavy loading, otherwise towing stability may be affected. Pressures should be given in trailer and vehicle handbooks.
- The load at the towing coupling should be between 50kg and 75kg. This can be adjusted by the distribution of the load in the trailer. The noseweight may be measured by using an indicator obtainable at caravan and trailer dealers. It is possible to use bathroom scales under the coupling head with a piece of wood fitted between the coupling head the the scales - ensuring that the wood is of the right length to keep the trailer floor horizontal.
- It is important that the towing vehicle's rear suspension is not deflected excessively by the noseweight on the tow ball. If it is excessive, towing stability will be affected and the headlamps will require realignment. If in doubt, consult an expert.

- A good stabiliser can make an acceptable trailer/towing vehicle combination more stable and safer to handle. It should not be used to improve a combination which has poor stability because instability will reappear at a higher speed. A good stabiliser is no substitute for good driving.

- Because a trailer is a road vehicle, it will need regular servicing - in particular for its braking system, wheels and tyres and road lighting.

- Mirrors are important because the driver of a towing vehicle must have an adequate view to the rear.

- Trailers may not be towed in the outside lane of a three or four lane motorway.

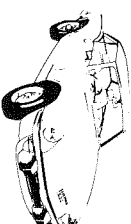
- The law requires that trailers and their towing vehicles and the loads they carry, must be in such condition that no danger or nuisance is caused.

If you have a query or idea about Road Traffic Law why not contact Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN with a stamped addressed envelope. Remember, help is only 28p away.

L&M MOTORS

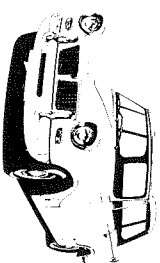
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Please State Model (each)	£32.00.
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Front Hub Grease Cap,	
Please State Model (each)	£2.25
Front Spring Top Plate (3-Stud)(each) £9.50	
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(State Model) (each)	£16.50
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Recruitment Drive -89/90

Jonty Wild

As far as our own 'club cars' are concerned for every real enthusiast there can be nothing more important than being able to keep their own car on the road and doing so at a reasonable cost. Members of the TSSC are fortunate, parts availability is generally improving and the position is better than most people dared hope for, even say five years ago. This is largely due to the TSSC's size and to the enthusiasm of our membership. Believe me no supplier would consider re-manufacture of panels and parts if there wasn't a large enough market to supply, at least not at anything like reasonable prices. To the suppliers it is also vitally important that their market place can be easily reached. We are that market place and the importance of this magazine and the size of the TSSC cannot be overstressed it terms of the long term future of our cars and to the costs of keeping them on the road. Despite what some people say the costs involved in running a TSSC car are still very reasonable when compared with most, much newer cars. 'Our cars' still are very practical, enjoyable and cheap to run.

The message that I am trying to get across to every member/owner is that although we have been and are a very successful club, if we want to keep our cars and protect their future we cannot afford to be complacent AND it is not just up to the 'Club' to look to the future, but to each one of us. Even today 'Club cars' are disappearing permanently from the roads at a frightening rate, if we want to protect and run our cars for anything more than the short term (and surely that is all of us!) then we MUST do what we can. It is not difficult JUST RECRUIT, use the leaflets in this magazine to involve other owners, carry them with you, in your car, in your pocket, in your handbag, whatever. The more cars saved for the future for all of us and owners once involved with the TSSC are more likely to save their cars and indeed have the means to do so.

The most important reasons for recruiting now will be seen in future years, but there are more immediate possible benefits. Recruit and you stand a good chance of winning a prize. As I have already explained, in themselves these prizes are not the most important reason for recruiting, but they do add a certain spice and excitement in doing so. This year there are no prizes for members gaining the most new recruits, instead all the prizes are 'raffle style prizes' (except the Area prize), so simply the more members you recruit them more chances you have of winning one or more prizes. They can be won by any Club member whether in the UK or Overseas. There are both monthly and yearly prizes, & every time you recruit a new member you are automatically entered in that month's draw and in the yearly draw.

For maximum flexibility allowing the winners to get the prize of their choice many of the prizes will be in the form of TSSC Club Vouchers these can be used to their face value for any national TSSC Club Service, ie. Regalia, Special Offers, Insurance, TSSC trips abroad (such as Arcen), they are exchangeable for books through Triumph Bookshop and even for membership of the TSSC itself. So the prizes themselves :-

YEARLY PRIZES - drawn in time to appear in the October 1989 Courier (eg. drawn Courier deadline for that issue ie. 15th September 1989)

- £200 in Club Vouchers
- two fully paid up places on the TSSC's much sought after Christmas Weekend
- £100 in Club Vouchers
- £100 in Club Vouchers
- 5 runners up prizes
- of TSSC Sweatshirts your choice of type and colour
- £150.00 for the Area who's members gain the most new recruits

OVERSEAS MEMBER'S PRIZE - for overseas members who recruit new overseas members

- £100 in Club Vouchers (raffle style)

MONTHLY PRIZES - these are also raffle style prizes drawn from those gaining new recruits since the previous draw. Again one chance for each recruit gained. They will vary from month to month but the first prize will be a stainless steel exhaust for your Club car

Very worthwhile prizes and given to further a very important cause - the future of TSSC Cars. Don't forget to put your membership number and Local Area number on the leaflets and Remember :-
CARRY THE LEAFLETS WITH YOU AND GET RECRUITING NOW!!!

More leaflets available by photocopying or ringing 0462-56315 or 0858-34424. Good luck!



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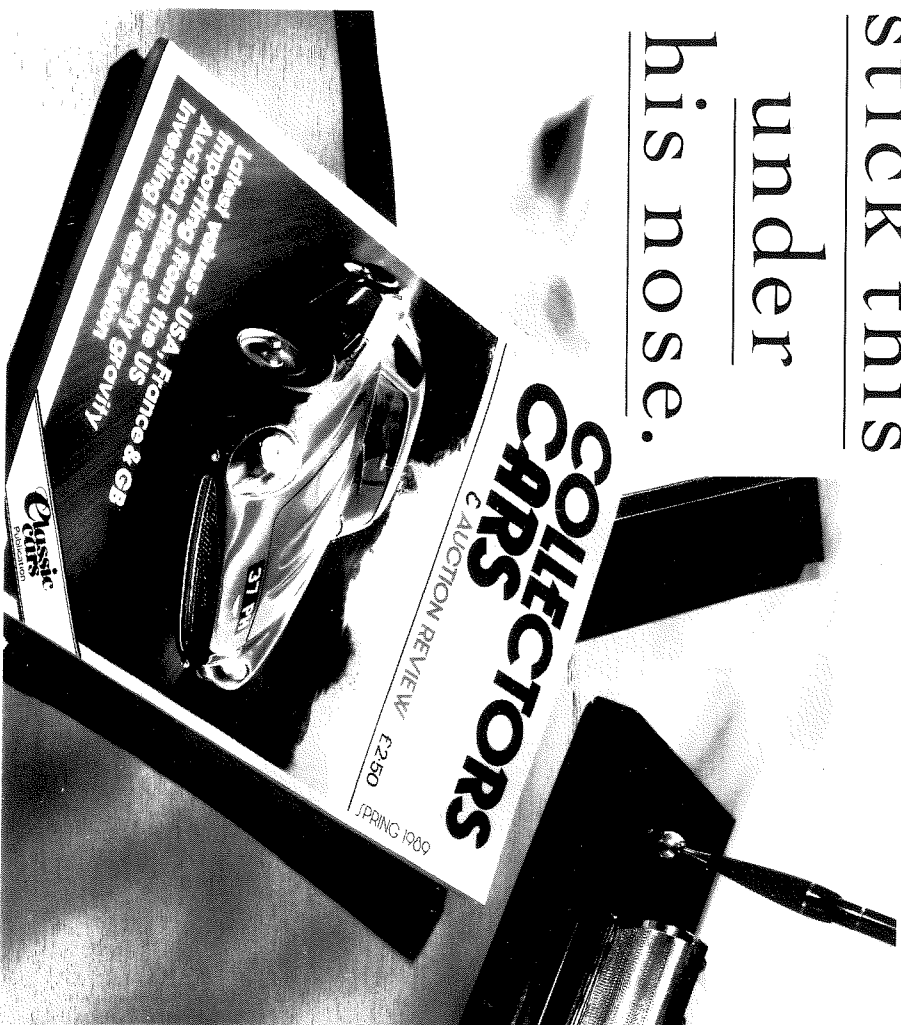
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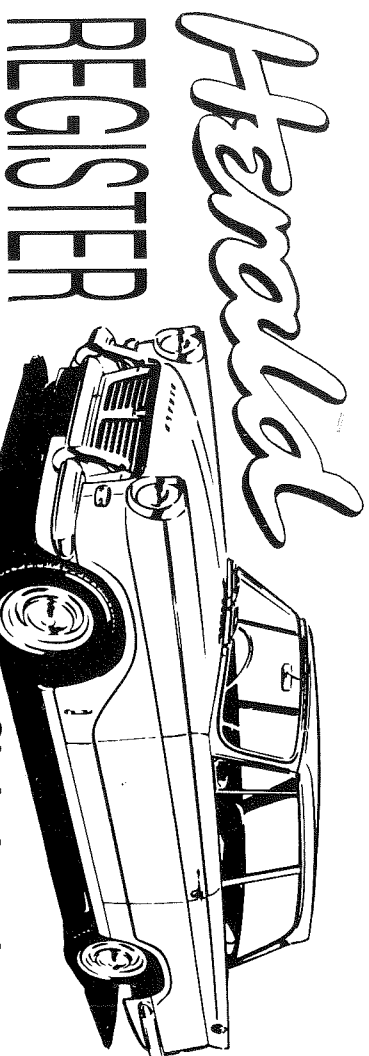
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Chris Longhurst

As this is my 100th article as Herald Register Secretary, I thought it was about time I introduced myself and my cars. I should have done this in 1980 but never quite got round to it. Well here I am folks!

What is an Entomologist doing as Herald Register Secretary? I was a late starter when it came to cars - I didn't pass my driving test until 1975, when I was in my early twenties.

I had no idea of one end of a car from another but when a colleague in the laboratory I was working in offered me TJT 437 (1962 Herald Mk1 saloon) for £85, I handed over the money. My inspection consisted of a drive around the block and looking in the brake master cylinder. For some reason, I felt I had to look somewhere and this looked interesting. Fortunately I'm a rapid learner and the car was very reliable (the only problems were caused by me leaving the choke out!) and I was soon (with the aid of Mr Haynes) servicing the car.

TJT 437 is still with me - the 'winter saloon' - with nearly 180,000 on the original (apart from rings/bearings) engine and differential. February 1976 - February 1989 with only a few niggles - can't be bad!

My 'next' car was not really needed. BEA 210C was a 12/50 which I planned to turn into a convertible. This was before the days of the TSSC

and I didn't realise that it wasn't just a matter of removing the roof and fitting a hood. Luckily AEL 410B, a 1200 convertible for £45, turned up (it just needed a new propshaft), so I scrapped BEA 210C for spares and used AEL 410B as a summer car and TJT for the winter. Eventually, AEL's chassis rotted and the rear shell was bolted onto 389 GOR's chassis/bulkhead. This saloon was rotten at the back but had the best bulkhead I've ever seen!

In the meantime I rebuilt a 1200 coupe but sold it on completion as I couldn't afford to run three cars at the time.

With three children, a bit more space was needed so the 1200 estate, 199 AWV was rebuilt onto a new chassis. This car is now fitted with a 13/60 engine as with two adults/three children (now 4/8/10 years) and luggage, the 1200 engine was a bit underpowered.

I also had a few other cars which people have given me -



a coupe if I can find a 948 or 1200 Mk1 back-end (any offers?). The estate will probably be replaced by a Montego saloon (I've been saying that for 2½ years!) or a Triumph 2000/2500 saloon - if I can find a decent one. A difficult decision after 13 years of very reliable and cheap Herald driving!

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BOND REGISTER

Peter Jacklin

QUESTION: how many countries was the Equipe exported to?
ANSWER: twenty-six! That is according to Tom Gratrix, Managing Director of the Company in an interview during 1968.

The countries mentioned in contemporary articles I have read include France, Holland, Austria, Greece, Japan, Scandinavia, Nepal, Malaysia, Latin America (Borneo) and North America. The Bond concern were, of course, using the worldwide facilities of the Standard-Triumph organisation through whom the Equipe was marketed.

I have seen a reference to a 100 car order from France and a figure of 12% of the 1965 production being destined for the export market (this represents nearly 120 cars according to my calculations). Unfortunately, I can find no reference to the exported vehicles in the factory records, which is slightly puzzling as I have confirmation that a car sent to Greece was fitted with a Herald engine instead of the normal Spitfire unit and was given a BGA series Commission Number. It is also probable that exported 2-litre cars were fitted with GT6 power units (to meet exhaust emission requirements ? - the GT6 was already being sold in the USA by S.T.).

Incidentally, I have sold reproduction Equipe badges to owners in Holland and Greece and whilst on the subject a second batch of badges has been obtained. So those of you who missed out first time, act now! The cost has been held at £11.95 including P&P. This will be the last run of these badges for some time as the next project is to be bonnet badges which I hope will be available in time for the Bond Equipe Weekend - just another ploy to get you to attend! So, make a note of the date, June 10th and 11th at Yaxley nr. Peterborough.

GT4S (Serial No. 2517) in USA
GT4S (Serial No. 1009) in Jersey
2L (Serial No. 4036) in Seattle
Three 2Ls with one owner in Ontario
Two 2Ls in Switzerland & a 2L MKII in Malta

If any of these cars are still owned by current members, I would be most pleased to hear from them with details of their Equipes with a photograph if possible.

On the spares scene, I am on the look-out for some 2 + 2 items: two front seats in good condition, a full set of glass and trim. If you can help, please let me know.

Another member contacted me recently as he is considering having reproduced the aluminium extrusions which form the bumpers on the 2 + 2 and 4S. If you are interested, give me a call and I will put you in touch.



Shown with 2 young Vitesse enthusiasts, this months Vitesse, a smart looking 1965 Royal Blue 1600, was sent in by Shaun Mitchell of Dunstable. Shaun sent me details of the car by photocopying the top of the Vehicle Registration Document. Perhaps other members could do the same when writing to me, so that I can keep the register up to date.

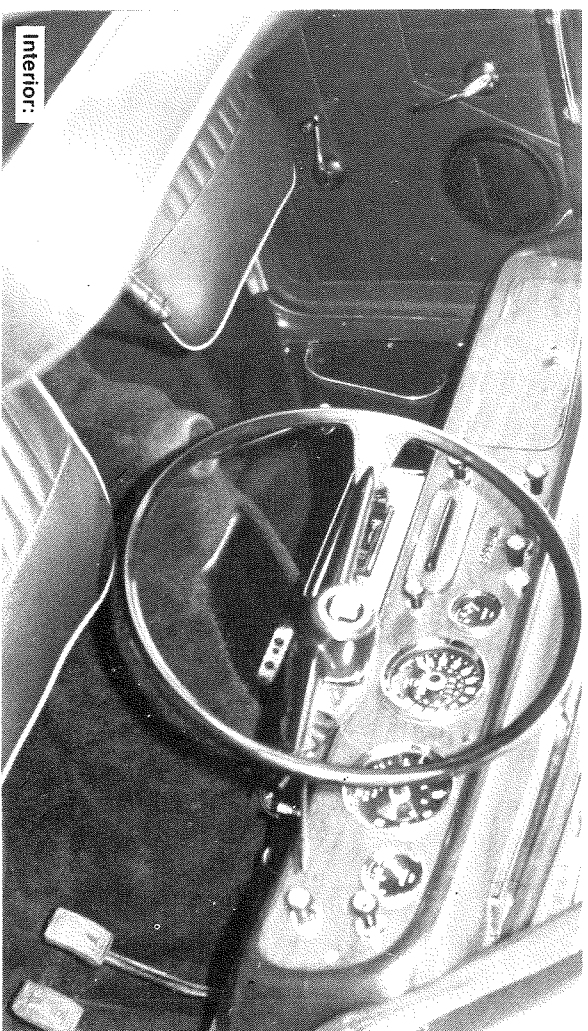
SPRING CLEAN

Now is the time of year that the concours cars start to come out of hibernation, and the rest of us should be giving our cars a good spring clean, cleaning away all the winter salt/grime, in preparation for the forthcoming events. The following lists suggest areas of attention with a few pointers for concours preparation.

John Thomason

Bodywork:

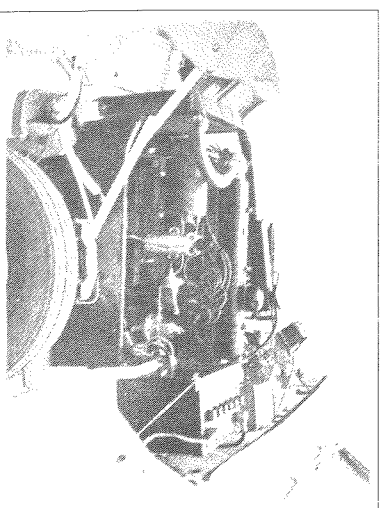
1. When washing the car pay particular attention to those little areas that are usually forgotten about, such as:-
 - a) The inside of the front valance.
 - b) Inside the wheelarches, particularly at the front.
 - c) Around raised number plate letters.
 - d) The rear number plate light lens (especially 1600's).
 - e) The rear reflectors tucked up under the / of the rear wings.
 - f) Windscreen wipers.
 - g) The boot and roof gutters.
 - h) The radiator grille - a toothbrush or washing-up brush is very good for this and cleaning into corners.
2. If you get carried away, wash away all the muck/salt etc. from under the car, it will do the car a world of good.
3. Treat the coach work to a good T-out and polish. Not only will it transform the car, but it does offer protection to the body.
4. After polishing remove the excess polish from the seams etc. OK on a white car, but it looks a mess on darker coloured cars. Cotton buds or a toothbrush are very good for this - particularly around the Vitesse badge.
5. Give the chrome a good clean - it's surprising how much there is on the Vitesse.
6. A sponge polishing mop, drill attachment, used with SOLVOL AUTOSOL, can really make the Aluminium bumpers shine (be careful of the paintwork!).
7. Remove the headlight cowls and clean the area behind. The chrome headlight bezels can be cleaned at the same time.
8. The green algae that collects on window seals can be cleaned away with petrol.
9. The plastic (stainless steel on very early cars) windscreen/side window bright trim that fades with age can be easily and cheaply replaced with new.
10. Windows (remember the insides) clean up well with WINDOWLENE CLOTHS.
11. Brushing with black shoe polish gives the tyres a forecourt appearance.
12. Reserve a set of wheel trims just for shows.
13. Clean soapy water has always been sufficient for cleaning the hood. I am told that DURAGLIT can be used for cleaning the rear windows.
14. A chrome exhaust tail pipe finisher, neatly finishes off the rear of the car.



1. Cellulose thinners is very good at removing ground-in dirt from vinyl seats, trim panels and headlinings etc. Use it sparingly as it softens the vinyl until dry, giving it a matt finish. Whole areas must be cleaned as small patches stand out. DECOSOL VINYL CLEANER also cleans vinyl very well. Finish off with TURTLE WAX VINYL PLUS to give a good polished appearance.
2. SIMONIZ BLACK DIAMOND and VINYL PLUS work well on black vinyl such as on top of the dash.
3. Interior card trim can be repainted to give a better than new appearance using the wide range of HUMBROL modellers paints that can be mixed to give any colour match. Mixing gloss and matt paints produces a nice satin finish. Thin down the paint so that card's grain detail is not lost. For best results spray the trim with primer first.
4. Look closely at the interior chromework, it is amazing how dirty it gets. A few minutes cleaning the instrument and switch bezels, door handles and 1/2 light catch will add a little sparkle to the interior.
5. The aluminium carpet retaining strip polishes up like chrome with AUTOSOL.
6. The owners manual recommends that the wooden dash and door cappings should not be polished, but buffed with a damp cloth.
7. The paint on the rear parcel shelf and door pillars is usually in quite good condition and responds well to T-cut and polish.
8. Don't forget to clean behind the rear view mirror and backs of the sun visors.
9. Reserve a set of new pedal rubbers just for shows. Pedal arms can be painted gloss black.
10. Pedal rubbers and floor mats clean up well by lightly brushing with a black shoe polish brush.
11. BLACKFRIARS SEMI GLOSS BLACK PAINT on the trim under the dash and in the boot gives a lovely velvet finish. The same paint looks well when applied to the glove tray on top of the gearbox cover.
12. An offcut of carpet cut to shape in the boot gives a clean and tidy appearance.

Engine Bay:

1. If not preparing a concours engine, by concentrating on certain key items a smart pleasing appearance can still be achieved.
2. Items such as the air filter box, rocker cover, radiator header tank (1600's), heater unit, dynamo and engine fan blades can be easily removed for cleaning and painting, transforming the engine bay appearance.



3. Try and use the minimum number of different colours under the bonnet e.g. paint the rocker cover, air filter box and 1600 radiator header tank the same colour.
4. Use functional colours, and colours that go together well. Avoid the use of bright silver paint which can look quite garish. Aluminium paint looks far more professional and original. Be fussy about the colour of spares that you buy e.g. black instead of yellow accelerator cables.
5. Rough Aluminium castings such as the Brake/Clutch Master cylinders, inlet manifold and thermostat housing etc. can be burnished with a wire brush, and finished with AUTOSOL. A lasting finish can be achieved by spraying with clear laquer.
6. Master cylinder caps and carburettor dash pots respond well to burnishing with a soft, suede shoe wire brush, and finishing with AUTOSOL. Remove any scratches with fine emery paper first.
7. The 1600 radiator header tank is made of Brass. Stripping the paint and polishing can give an unique and attractive finish to the engine bay.
8. Radiator Hoses clean up well with petrol, to give a matt black finish.
9. Replace Jubilee clips with shiny new ones.
10. Blow through the radiator core with an air hose to remove dead flies/leaves etc. A mattsemi gloss, black paint finish looks well.
11. If replacing the windscreen washer bottle and pipe with new for concours, I have found that using distilled water maintains their new appearance, preventing algae and scale build up.
12. From experience the only lasting solution to preventing rusty exhaust manifolds is zinc coating. If a stainless steel exhaust pipe is fitted, the down pipe can be polished.
13. Engine side valances can be easily removed for cleaning and if necessary painted gloss black.
14. The underside of the bonnet is a large area which attracts the eye. It is surprising that underneath the dirt/oil etc. the paint is usually quite good. T-cut and polish works wonders, although there is no denying it's hard work. At the very least the internal wheel arch/bonnet seams should be washed out to help prevent rusting.
15. Finally change the engine oil so that it's nice and clean!

With regards to concours preparation, perhaps some of the Club's more regular concours winners could write in and divulge some of their preparation tricks. Concours is all about presentation and attention to detail. The winning car must look smart and pleasing to the eye. The secret is, unfortunately, lots of time, patience and sheer hard work!

A weekend spent working on some of the areas

listed above will show a marked improvement in the appearance of the car. Remember a clean car not only looks smart and is a credit to the marque, but also helps to keep the dreaded rust at bay.

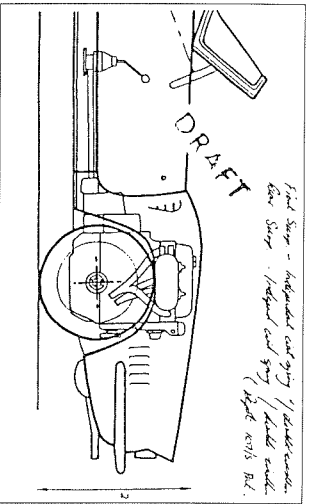
Let's have the Vitesse the best turned-out car at the shows this year!

Imponderable Feature:

Why should the front suspension trunnions be left and right handed?

EXCLUSIVE - SPITFIRE PROTOTYPE

As I also own a Spitfire, I like to keep my eyes open for interesting information of the Spitfire. On a recent visit to the Triumph Archives (researching a Vitesse article), I came across the drawing shown below, giving details of a MID-ENGINE SPITFIRE feasibility study. Information is very limited but the study appears to have been based upon fitting the Triumph 1300 FWD engine and transmission to the back of the Spitfire to drive the rear wheels.



PROJECT 107/S DRAWING

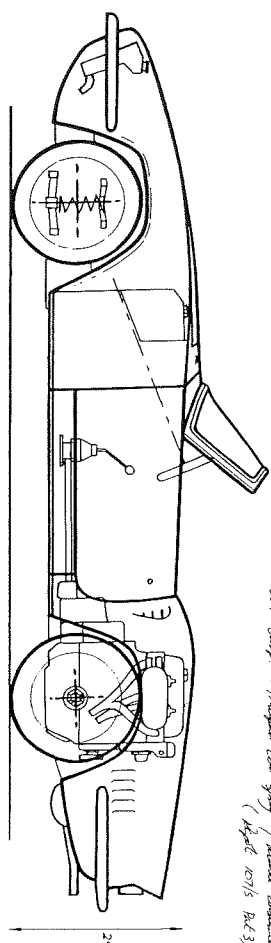
In the mid 60's Triumph were looking at new models to replace the MkIII Spitfire, and it was thought that any resulting body changes could be incorporated in the new design. The concept would appear to offer several notable features:-

1. The Spitfire would become a mid-engined sports car, with improved weight distribution giving benefits in improved handling.
2. The installation would allow the incorporation of

CLASSIFICATION		3RD ANGLE PROJECTION	
STANDARD ORG. NO. 1	SHEET 2	1 in line 4 (approx. 1972 m.s.)	
ST 5737	of 4	A good mechanical specimen	

Used on Project 107/S
Part 3.

Handwritten notes:
Front Sump - Independent coil spring / 1/2 inch shock absorbers. Rear Sump - Independent coil spring / 1/2 inch shock absorbers. (Approx. 1975/6)



STAGE	CHECKED	CERTIFIED	REMOVE ALL SHARP EDGES AND CORNERS	SCALED	DATE	BY	DATE	BY
PROTOTYPE			MARK DRG. NO. AND MAKE-UP APPR.					
APPROVED FOR PRODUCTION			SYMBOL WHERE SHOWN IN					
DESIGNER	J. LOWE	1/20	12-7 cad					
ORIGINAL								
DUPLICATE								
DATE	APRIL 1965							
FINISH								
PC TITLE	PROJECT 107/S							
CLASSIFICATION	ST 5737							

a wishbone suspension at the rear, similar to that used at the front of the 1300 fwd saloon. This would replace the existing rear suspension, that was receiving such poor reviews from the motoring press at the time, with a far superior IFS.

3. The engine and transmission were already designed and in production.
4. The bonnet would no longer be a one piece design and would be lowered in the restyling. - Think of the luggage area!
5. The pop-up headlights that Triumph were experimenting with at this time would have appeared on this model.
6. Unfortunately, the marvellous engine access that our cars enjoy would have been lost.

The major drawback of the concept was the radical departure from the rest of the model range; e.g. a rear engined GT6? Nevertheless, if brought to fruition, the concept would have made the Spitfire a superlative sports car and certainly have put the Flat X-19 in its place.

BOB ROWLAND

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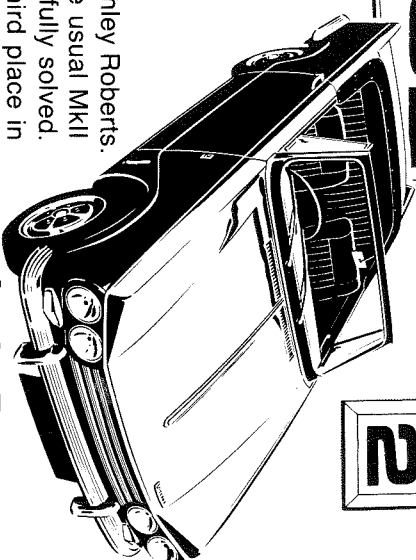
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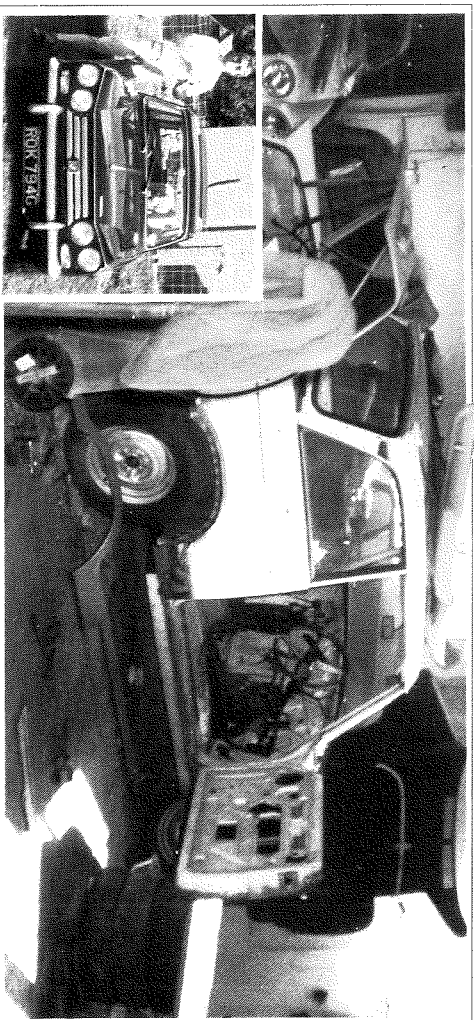
MK 2



REGISTER

This month's feature car belongs to Ashley Roberts. It seems to have suffered from all the usual MK1 problems, which have all been successfully solved. In it's first TSSC event 'ROK' gained third place in the class at WAC '88.

Andy Bonner



Two things in Ashley's letter are worthy of further investigation:

1. Does anyone make good quality, good fitting, original-type carpets for our cars?
2. How do you remove the long, lower wishbone bolts from the rear suspension?

The last time I overhauled the rear suspension on a MK1, I had to cut through the bolt on both sides to separate the hub-carrier and wishbone and then get a local engineering firm to bore out the remains of the bolt. All other forms of persuasion having failed, i.e. hammer, bigger hammer, hammer and heat, 5 ton press etc. I cannot make any recommendations regarding

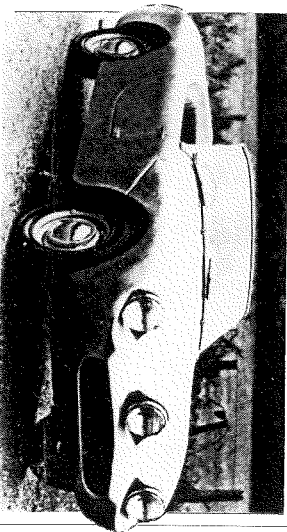
quality carpets but if any of you can help, please write in either to me or the Club for inclusion in the letters page. On the subject of recommendations, I have been asked on a number of occasions about good quality hoods. From my own experience, I can suggest that you try: **Jim Hawkins (Trimming), 32a Bridge Street, Mills Industrial Estate, Witney, Oxon OX8 6TH, phone (0993) 778207.**

They also have a fitting service, which you have to book up for and in addition, they can help with some trim and have a useful catalogue.

Going back to last month's Courier and the MK1 previously owned by Tony Bostock (Hot Car Editor), registered GAY 40, we now know that

this was the Triumph road test car MWK 668G, white convertible. The other road test convertible, MWK 667G, has been on the register until recently, commission number HC 50007 CV. The first convertible chassis number issued was HC 50006, it would, therefore, seem extremely likely that GAY 40 (MWK 668G) was the first Mk1 convertible ever built. As Tony Bostock kept GAY 40 as his personal plate, this car may well still exist with a different registration number. The present owner is possibly unaware of his car's past adventures. If it is still around, it would be quite an interesting car as it was used as a test bed for many ideas and modifications and featured regularly in Hot Car Magazine.

Also brought to my attention was an advertisement featuring a Herald 13/60 with the registration MWK 669G, which was also attributed to a 'works' Mk1 as road tested by the Sunday Mirror. I think that we can accept that the Mk1 is the genuine owner of the registration (MWK 669G) as the Herald was only in advertisement form whilst the Mk1 was road tested with that number plate. Triumph certainly did indulge in some naughty number plate swapping as I believe that there is also a factory issued photograph of a GT6 with a registration number from those featured in the original article, although I haven't found it yet amongst my own Triumph library!



FAIRTHORPE ROCKETTE

For those of you who may be interested as to why I have been asking for tuning information on the Mk1 engine, I enclose a picture of my other favourite, the Fairthorpe Rockette. Only a handful of this model were made and three are known to survive. Mine is the only one with the three headlight configuration; most people think it looks bl*dy ugly but I've got used to it. Anyway, this model was introduced in September 1962 and designed to use the then new 1600 Vitesse engine. Optional extras included modified exhaust/manifolds, overdrive

and triple SU carbs. I am, therefore, rebuilding my car to as near standard condition as factory records allow but with all the optional extras that were available at the time.

If any of you have any knowledge of any further Rockettes still around, I would be delighted to know, or any information on Fairthorpes generally as original production records are rather sketchy.

I've just received a letter from Peter Lless. His Mk1 convertible has recently failed it's MOT on chassis rust and he wants to sell it with a huge number of spares. He may possibly split it. Phone him for more details on Oxford (0865) 242176.

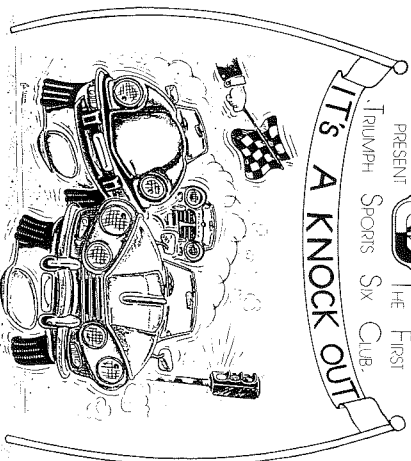
Also a friend in the Fairthorpe Club has informed me that a rare TXS model, coupe with 2.5 Triumph engine, 1969 Motor Show car, has just come on the market. Contact me if you want more details.

I will be including the second list of optional extras and another batch of registrations from the 'unknown' file next month. ★

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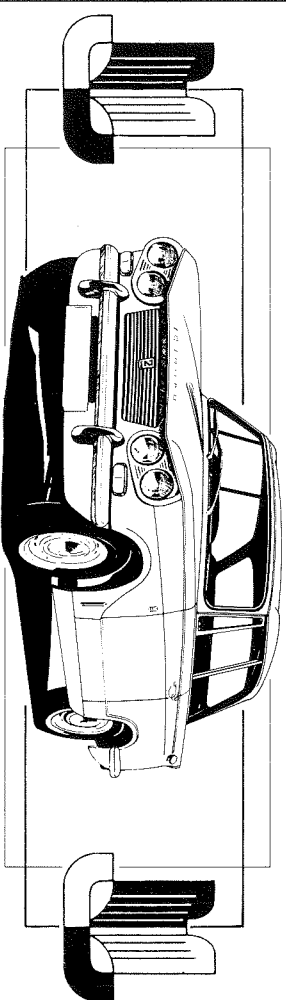
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International Liaison Secretary

Leon F. Guyot

My second report as I.L.S. already! Wherever did that month go? Oh yes, I remember now, we were working to get my Herald ready for the Standard Triumph International Rally at Renesse in Holland on May 27th-28th, 1989, an event NOT to be missed by any true Triumph enthusiast.

As promised last month, here is my first article on exported cars, beginning with the Triumph Vitesse '6', available from May 30th 1962 to 1966.

I have examined this model first because the parts manual is presently out of print and I have managed to get a copy of it. So, exactly how do the 'export market' cars differ from the 'home market' cars? Well, excluding the on-going modifications made to all cars during their production runs, two main types of engines were used:

In cars exported to countries using high octane fuel, an engine with a compression ratio of 8.75:1 was fitted, whereas in the cars exported to countries with low octane fuel, an engine with a compression ratio of 7.00:1 was installed. Because of the different compression ratios, cylinder heads varied, as did the cylinder head studs, push-rods and distributors.

In the U.S.A. and probably Canada as well, the Vitesse 6 cars were badged as the Sports 6 model (this Sports badge is presently available as a repro. item in the U.K. but I don't know why!). These stateside cars were subject to stricter emission regulations than other export markets, even back in the early 1960's, thus a closed circuit breather system had to be fitted, which meant a different rocker box cover, a different oil filter cap, a change in inlet manifold with an emission control valve, with the attendant hoses between the emission control valve and the inlet manifold and also between the emission control valve and the rocker cover. The air cleaner and silencer system changed, with the addition of a breather pipe from the air cleaner to the rocker cover.

As the above variations seem to have been confined to Stateside cars only, I would be interested to learn how much the performance of the Sports 6 was affected by all this. Strangely, different part numbers were quoted for 'home market cars' sparking plugs and for cars which were destined for Holland. On all cars which went overseas on board ship, the boot floor outriggers were equipped with 'stowage brackets', which were also fitted to the front of the cars as modified anti-roll bar U-bolts. These 'rings' were only designed with enough strength, so that the cars could be lashed down, thus preventing contact with each other during the voyage. These 'rings' are sometimes mistaken for towing eyes and on NO account should they ever be used for that purpose, as the chassis brackets behind them are just not strong enough and WILL be damaged. If you should have them on your home market car, don't be too surprised; this filament does seem to be quite common, at least on the boot outriggers but is in fact strictly incorrect on home market cars.

The wire wheel kit (available by special order), including adaptors, nuts, wheels and the mallet were different for Germany and Switzerland to those fitted to cars intended for all other countries.

German cars had the luxury of a locking steering column with the ignition switch fitted to it, as well as a different column cowl for the light switch. Obviously the steering rack differs between LHS (left hand steer) and RHS (right hand steer) cars.

Unfortunately for the Americans, their tool kit did not contain the two open-ended AF spanners and the feeler gauge that were so thoughtfully supplied to everyone else but why?

So far as electrical equipment is concerned, column lighting switches differed between the USA, Sweden (still RHS in 62-66), other LHS countries and the remaining RHS countries. The Americans also had

a different panel light switch on the dashboard. The headlamp assemblies also differed from country to country. RHS countries using one type of lamp (both inner and outer), whilst the following countries used a pair of lamps unique to their market; i.e. France and Vietnam, USA, Sweden (still RHS), Austria, Italy and 'Continental', which I assume to mean all other LHS countries on continental Europe excepting those already mentioned.

The lens in the front side lamp differed between home cars and USA/Canadian models. Also I am assured that German cars may have had an amber glass lens in the front sidelight (?).

Regarding the stop, tail and flasher lens, the USA and Canadian cars had an all red plastic lens fitted, whereas all other countries had the amber and red lens fitted. Only the Swiss, for reasons best known to themselves, had to have a special round rear facing reflector affixed to the corners of their boot-lid, in addition to the original triangular ones found inside the tail fins.

The USA export 'Sports 6' had a Herald 1200 type number plate light fitted and not the anodised aluminium cowl as found on the home market cars (and Herald 1200 estates).

The Americans love convenience, or so I'm told, and just couldn't live without the foot light dipper switch as fitted to their cars plus the fuse box that everybody else had to do without (now there's an ideal).

The Canadians, with their harsh winters had a different battery and retaining bracket and rods fitted; export cars being fitted with dry batteries for transport reasons.

Rev. counter cables, accelerator and choke cables are different on LHS cars - longer I believe (John Kipping has LHS accelerator cables in stock).

Our much-loved veneered wooden dashboard and fascia panel are not the same on LHS and RHS cars, the USA and Canadian cars having a unique filament.

Most markets, including the home market, got the ordinary zone toughened windscreen but a laminated screen was available to special order only, whereas the USA and other special orders got a high-impact inter-layer laminated windscreen, which sounds like a good idea to me. It should be noted that the RHS and LHS cars have different zone toughening in their ordinary screens and International members should take this into consideration when either buying a car in the UK to take back home, with a view to converting from RHS to LHS, or alternatively, if they have to buy a replacement screen from the UK for their LHS vehicle, as it has obvious safety implications, if the zone toughening is not where it should be.

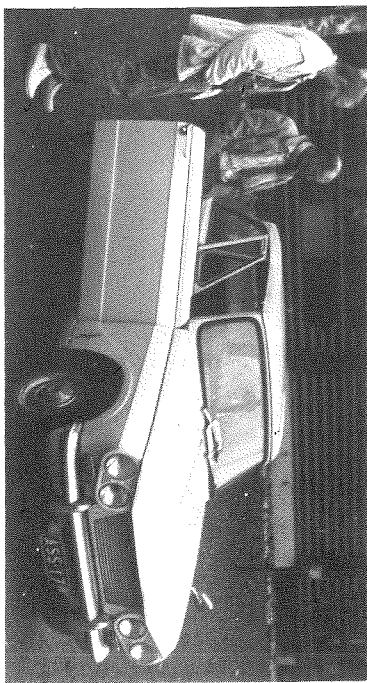
LHS & RHS sun visors differ, the vanity mirror being on the other side. Much of the sound insulation differs from LHS to RHS cars, as does the under-dash milboard.

That's all, I hope and if I have perchance missed anything out, you will, no doubt, let me know.

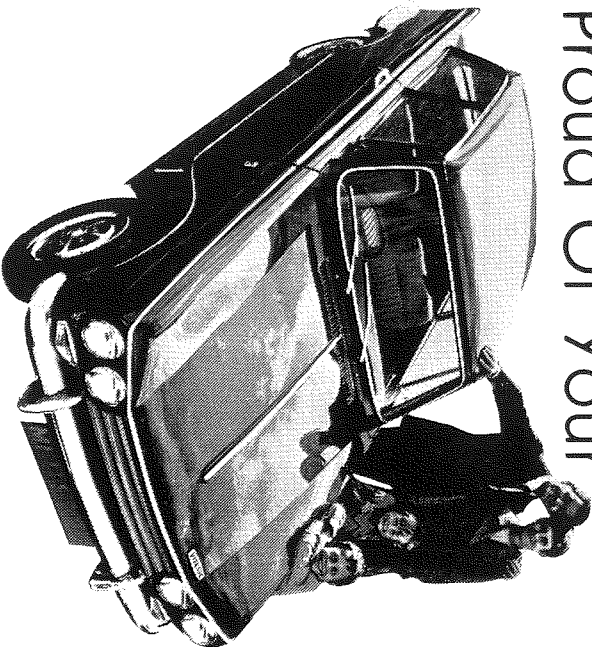
Now you can all see just how important Standard Triumph International Ltd. regarded the export markets to be, especially the USA. I would be very interested to hear from any members on the 'other side of the pond', who run 'Sports 6' cars and receive stories and photos of their substantially different Vitesse's.

I hope that you find this article interesting. Your reactions would be welcome and anything I may receive from you will be considered for inclusion in this space, so until then, keep on enjoying your

Triumphs and to be going on with, here is another one of my photos of International members with their Club car; this time it's Hans Moring from Helsinki with his splendid Vitesse 6 saloon at the Triumph Sports and Classic Cars Club meet at Punkaraju near Savonlinna in Eastern Finland in August 1986.



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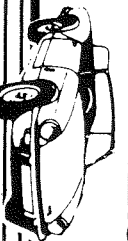
Then why not share it with us ?

We are currently looking for material for the forthcoming VITESSE TURNING CIRCLE, so if you have any information or technical nature please forward it as soon as possible (along with photos or drawings) to the Editor, PETE WILLIAMS 10, CHESHAM RISE, CHERRY LODGE, THORPLANDS, NORTHAMPTON

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TECHNICAL 6 Cylinder

Peter Gidden

The gauges in our cars are often taken for granted, normally reliable, we refer to them almost subconsciously, like the rear-view mirror. Only when they become faulty do we realise how much we rely on them. Try covering them up with masking tape for a while and you will see what I mean. DO NOT cover up the speedometer as this is a legal requirement. This month explains the workings of the 'small gauges' i.e. temperature and fuel level. Next month will feature the speedometer and rev. counter plus how to install and interpret the readings of oil pressure, ammeters and voltmeters.

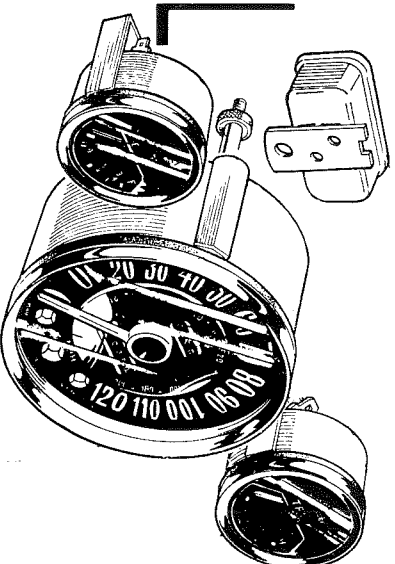
In order to understand the operation of these instruments a little knowledge of basic electrical theory is needed. In any electrical circuit there are three variables: voltage, current and resistance. In 1826, a German scientist called George Simon Ohm discovered that in any given circuit, the current increased in direct proportion to the voltage applied.

Hence Ohms law: $V = I \times R$
or voltage = current x resistance

It can be seen that if the voltage is kept constant, then an increase in resistance must result in proportional decrease in current, and visa versa. It is on this fundamental electrical principal that both the fuel and temperature gauges operate.

Voltage stabiliser:

Although we all have a 12 volt battery in our cars, in practice the actual voltage of the battery is not exactly 12 volts. It can reach as high as 14.5 volts soon after being charged, and as low as 10.8 volts in a discharged state. To supply the gauges with a constant voltage, the positive feed is passed through a voltage stabiliser. This is a small metal box normally attached to the back of the speedometer.



GAUGES

Fig. 1

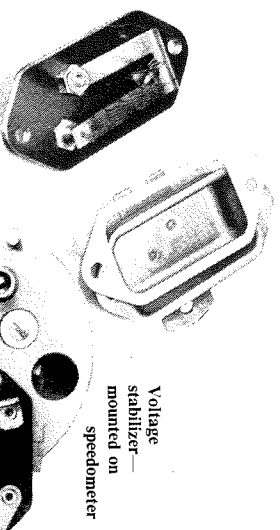
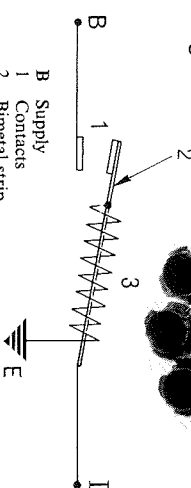


Fig. 2



It functions as follows (Fig. 2): supply voltage is fed to terminal B, across the contacts, through the heater winding to output terminal I, and onto the gauges. As the current flows through the

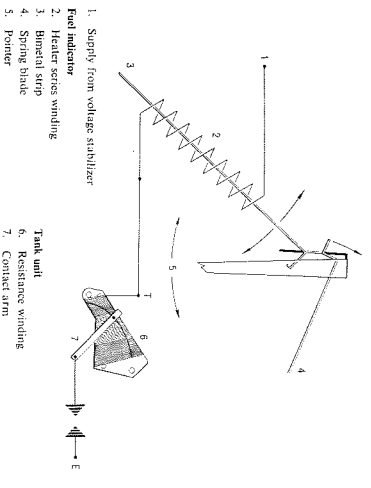
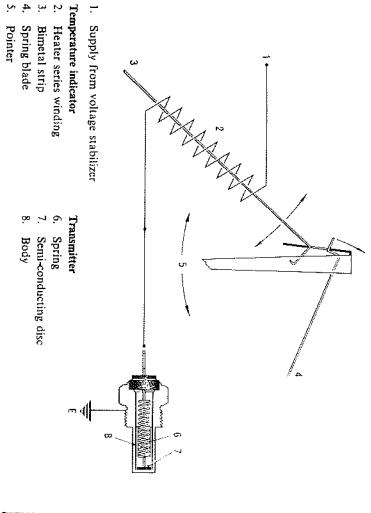
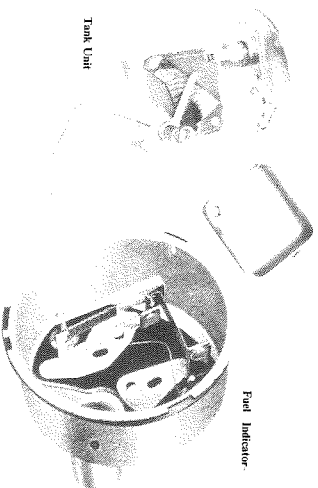
heater winding, it heats the bimetal strip, distorting it, causing the contacts to part. With no current flow, the bimetal strip cools down and the contacts close, resuming supply to the gauges. This action continues, resulting in a fluctuating output of a mean value of 10 volts. This fluctuating output is quite suitable for these gauges as they are quite slow reacting (notice how long they take to respond when the ignition is switched on or off).

Stabilisers can become faulty, giving rise to erratic readings on both gauges. To test, connect a voltmeter to terminal I and earth. The voltage should pulse between system voltage and 10 volts. Remember to wait at least a minute for the bimetal strip to react. Repair is by replacement and it is important that it is mounted with B and E terminals uppermost and not tilted more than 20° from the vertical in either plane.

Gauges:

Both the temperature and fuel gauges work in the same way. (Fig. 3)

Going back to our theory, we have a constant voltage, and current sensitive gauges, so by varying the resistance according to either temperature or fuel level we can make the gauges react. In the case of the temperature sender, the hotter the engine gets, the lower the resistance in the sender unit, hence a higher current flow and higher pointer deflection in the gauge. In the case of the fuel tank sender, the fuller the tank, the lower the resistance. As before this results in high current flow and a large deflection of the pointer.



Gauge Wiring Diagrams Fig. 3

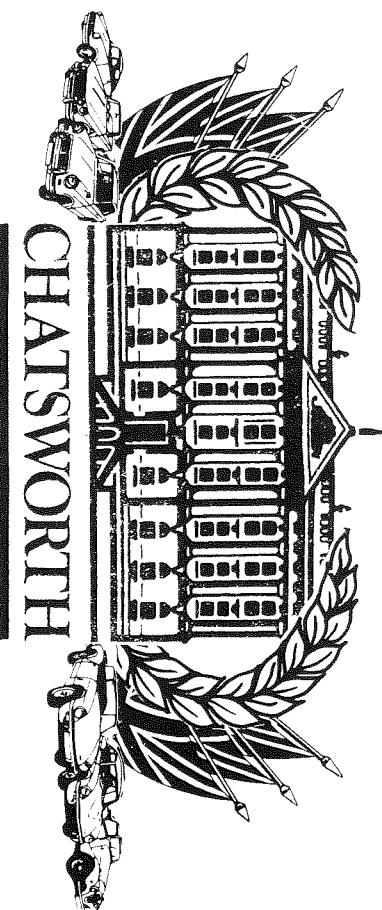
Each gauge contains a bimetal strip surrounded by a heater winding (much like a voltage stabiliser). Current flow through the heater winding heats the bimetal strip which consequently distorts. The gauge pointer is suspended between the moving end of the bimetal strip and a spring blade. This arrangement causes the pointer to assume a position on the scale relative to current flow. As before, repair is by replacement.

Sender units:

The temperature sender unit and fuel tank sender unit are basically variable resistors.

Generally faults in these circuits arise from either poor wiring or a problem with the sender units. Once again, repair is by replacement.

On the subject of electrics, I am currently (no pun intended!) rewiring my car from scratch. Improvements will include a 21 way fusebox and relay control for all heavy duty circuits. All wiring will conform to the standard Lucas colour coding system. When complete, its design and construction will feature in a future issue of The Courier. Don't forget, if you have any electrical or mechanical problems, you know where I am.



The Derwent Valley Area Announces The 1st Derbyshire Peak Run and Concours

Sunday 25th June 1989

A Spectacular run from Winster near Matlock the Peak District National Park ending with a concours at Chatsworth House, stately home of the Duke and Duchess of Devonshire.

The run will start at 10.30am from the Miners Standard pub at Winster. The convoy will wind its way through the heart of the Peak District taking in many scenic and historic areas. There will be a stop for a pub lunch before continuing the run to Chatsworth.

The concours will start at 3.30pm with results and prize giving at 6.00pm.

For those wishing to arrive on Saturday afternoon there will be a get-together for a drink and a chat at the Miners Standard. Camping is available in the grounds of the pub or there are local hotels and bed and breakfast - information on request.

Chatsworth House, in its splendid setting on the banks of the River Derwent, has plenty of things to see and do to interest all members of the family. For those who don't want to spend all day round the cars the house is richly furnished and decorated throughout. The gardens cover over 100 acres inside grounds of 1,000 acres. There is also a farmyard, adventure playground, cafe, restaurant, shops and a garden centre.

To attend the first Derbyshire Peak Run please fill in and return this slip with £3.50 per car to: GREG TAYLOR, 4 RYKNIELD HILL, DENBY, DERBY DE5 8NW

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SPLITFIRE REGISTER

Nick Lord



Well, after nearly two years of being Register Secretary we at last have a photo of me. **W** is this a good thing, we ask ourselves?

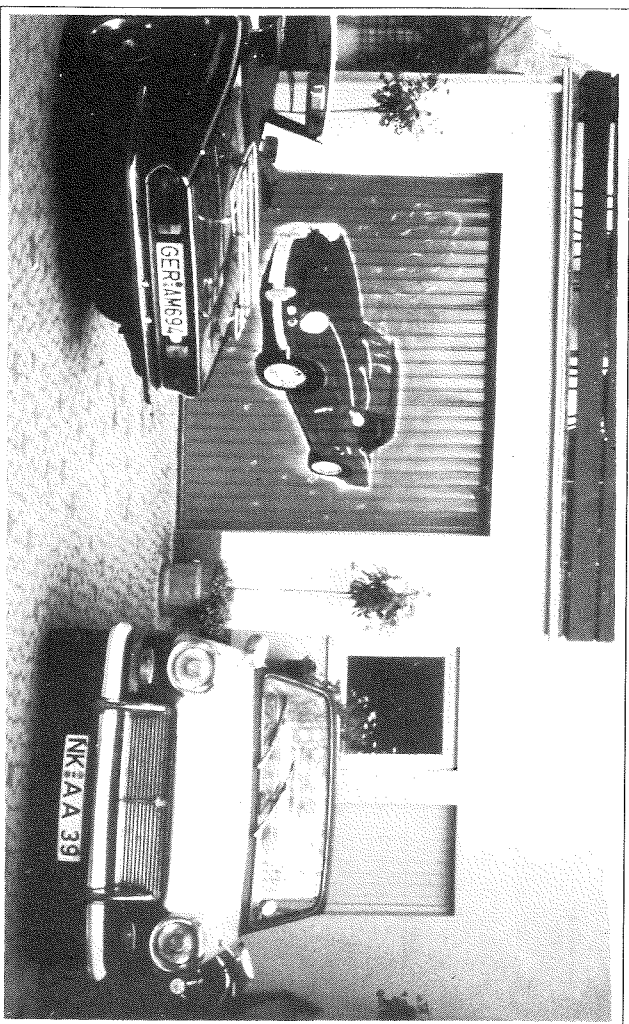
I have been in contact with the owner of 3139 KV. It's the original experimental car, **NOT** for sale but in the process of restoration. There will be an article on this at a future date.

Whist Stage 2 engines are under discussion. I chose for this month's memory an article, from 1965, on the Leyland-Triumph Swiss Racing Team who used Stage 11 type cars at Monza in 1964.

A bit of technical stuff now. Following on from Karl's article last month on diffs and ratios, the Spitfire 4, Mk2 and Mk3 were all fitted with a final drive ratio of 4.11:1. The overall gear ratios were 4.11 (3.3M in o/d top), 5.74, 8.88, 15.42; reverse 15.42:1.

Also pictured this month is Hans Speicher's (Weingarten, W. Germany) Spitfire 1500 with a wonderful painting of his red Mk2 on the garage doors.

If you have any news, interesting photos, etc., please send them to me for inclusion in this column. I purposely do not include technical information that can be found in the common workshop manuals, but try to find interesting and varied information that is not normally available to, or know by, everyone. ★



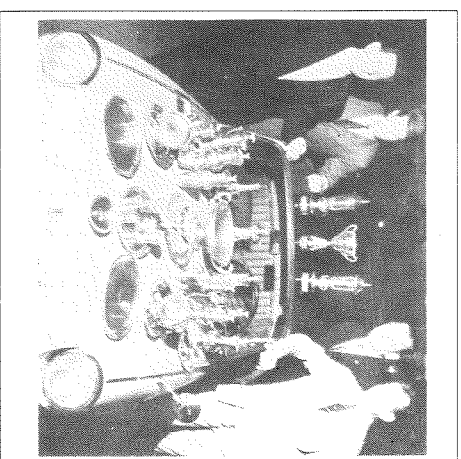
SIX 'FIRSTS' IN SEVEN EVENTS

Swiss Teams Imposing Debut Year

In 1964, their first year of existence, the Leyland-Triumph Swiss racing Team registered a formidable number of successes. In seven events of the Swiss national sporting calendar, the team were first on six occasions in the Grand Tourism Class (1000 to 1150 c.c.), gained five second places and five 'thirds'.

The Team drove Spitfire Stage 11 type cars at Monza (1st, 3rd, and 4th), Mitholz-Kandersteg national hill trial (1st, 2nd, 4th, 5th, 6th), St-Ursanne/Les Rangiers international hill trial (1st, 2nd, 4th, 5th, 6th). The Stage II engines, fed by two Weber carburetors, supplied 90 hp.

With homologation not carried out, normal series Spitfires were entered in the Slalom de Payenne, and achieved 3rd, 4th, 5th and 7th places.



Drivers during the year were Jean-Jacques Thuner, Walter Rheiner, Rudolf Binder, Oskar Muller, Peter Benz, Antonio Laghi, Patrick Lier and Claude Sage.

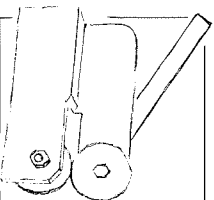
In the Geneva International Rally the Swiss team of Thuner-Gretener drove a factory Spitfire into second place in the Grand Tourism Class behind another Spitfire driven by Englishman Terry Hunter and Genevan Patrick Lier. In the 1965 Monte Carlo Rally the Swiss-entered factory Spitfire (Thuner-Gretener) took fourth place for Grand Touring cars 1001 to 1300cc with works Spitfires in 2nd and 3rd place.

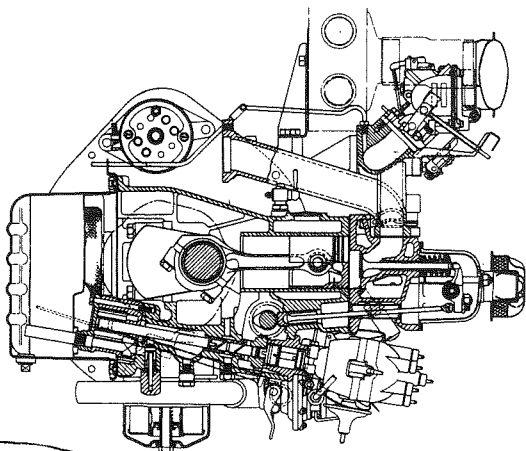
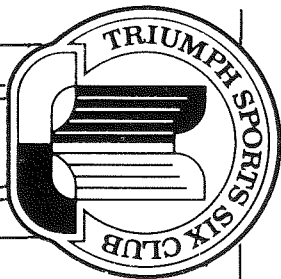
New Spitfires, still further removed, are to be used during 1965 when activities will be concentrated on the Swiss championship. Drivers retained are Thuner, Rheiner, Binder, Muller, Edwin Wildhaber, Hans-Rudolf Benz, Armand Schaefer and Claude Sage for certain occasions.

ARDEN COMMERCIAL ENGINEERING

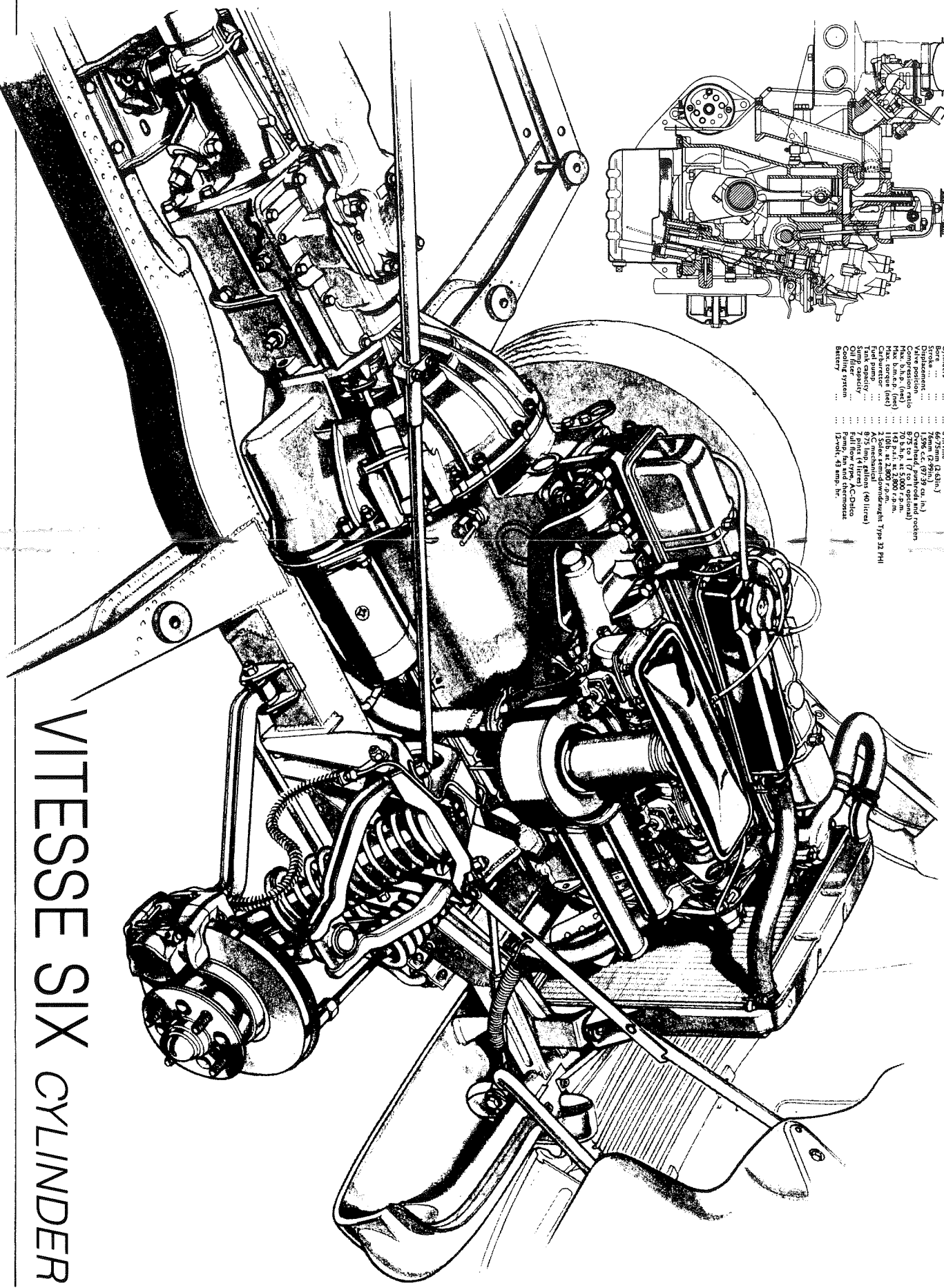
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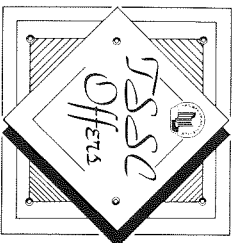




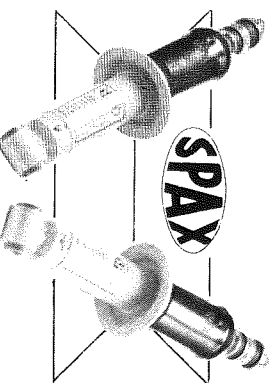
ENGINE	
Cylinders	6 inline, 0.820" x 3.150"
Stroke	1.596 cc. (97.39 cu. in.)
Displacement	1.596 cc. (97.39 cu. in.)
Compression ratio	8.75 to 1 (7 to 1 optional)
Max. b.h.p. (net)	70 b.h.p. at 5,000 r.p.m.
Max. torque (net)	110 lb. at 2,800 r.p.m.
Carburetor	2 Solex semi-down-draft Type 32 PH
Tank capacity	6.75 imp. gallons (40 litres)
Pump capacity	1.5 imp. gallons (10 litres)
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PLEASE NOTE: New shorter telescopic shock absorbers will be required for all fittings, therefore to avoid confusion the Mk II brackets are now ONLY sold as complete kits ie. with the correct specially selected shock absorbers. These are available either in replacement or adjustable form as below.

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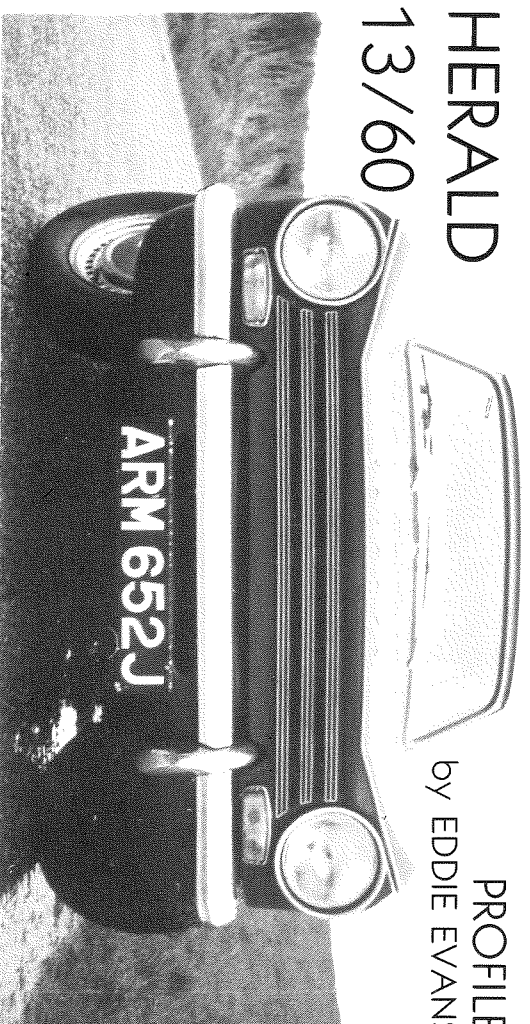
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HERALD

13/60

PROFILE
by EDDIE EVANS



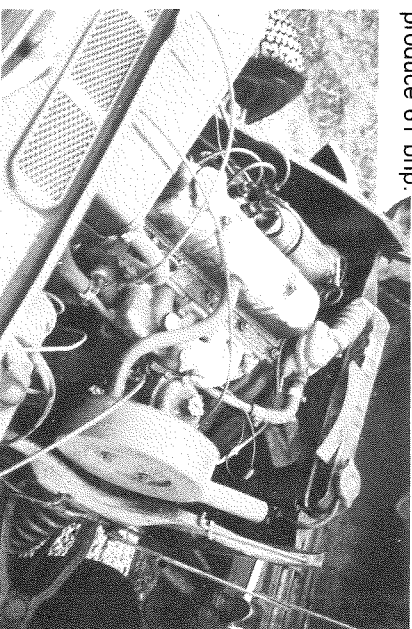
With the exception of the Mk3 Spitfire, the Herald 13/60 saloon enjoyed the highest production total of all TSSC cars during its four years of manufacture. And with 40,433 units built between August 1967 and December 1970, it remains today as the most abundant and easily obtainable of our classic stable.

But why should this be so, eighteen years after the last of these saloons rolled out of Canley? The answers serve only to underline the reasons for the outstanding success of the whole Herald range throughout the sixties. Basically, the 13/60 offered a quality both of build and of finish which was simply absent in other saloons of similar capacity and price.

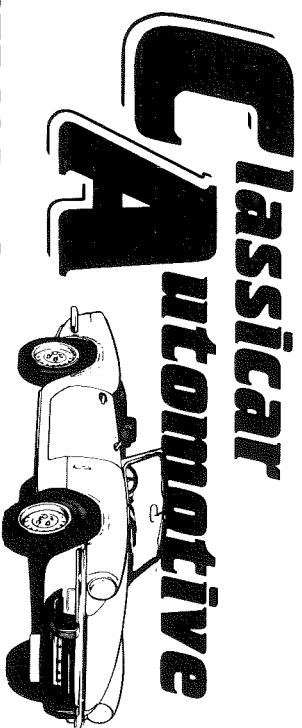
As the successor to the Herald 12/50, the 13/60 showed definite and logical development in every aspect. The new "Vitesse-shaped" bonnet with single 7 inch headlamps and aluminium grille stunningly updated the Herald's outward image, whilst a new dash and improved seating confirmed the changes were more than just skin deep.

In those days, model updating was synonymous with increased engine power, and so it was that the 1147cc 12/50 unit was bored to 1296cc for this latest saloon - a size which already existed in that uncelebrated pioneer, the front wheel drive Triumph 1300.

In the 13/60 however, the engine featured a new four port head and inlet manifold, combined with new camshaft profiles and a larger, 1500CD Stromberg carburettor, to produce 61 bhp.



This represented a very significant increase of 10 bhp over the 12/50 model and an increase of 10lbs. ft of torque to 73lbs. ft. During its production, the engine received other minor changes to the cylinder head and bottom end internals, and whilst irrelevant here, their significance is clearly explained by Chris Longhurst in his register column of the March, 1988 Courier. (Similarly there were subtle changes to screen wiper racks and wiper positions, in order to utilise parts from the other vehicles as production drew to a close).



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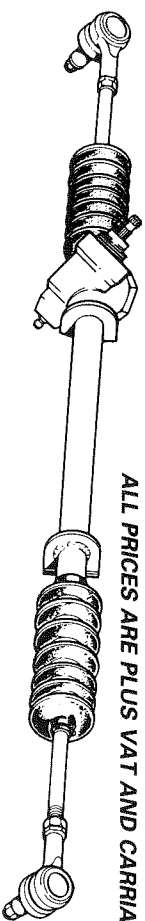
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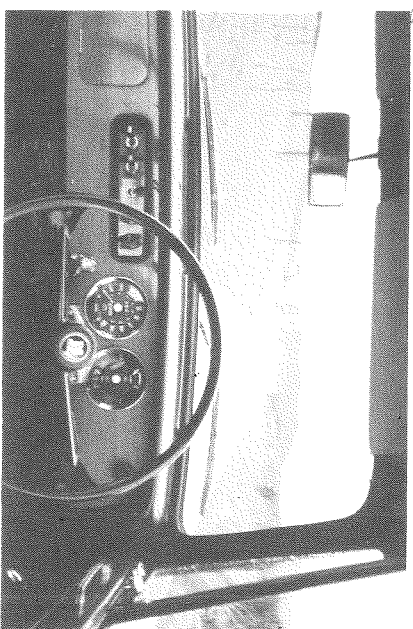
Drive train modifications were confined to the rear axle, where larger inner axle shafts in the differential coupled to larger universal joints went far towards eliminating a Herald weak point. Other less desirable features received attention inside the car. That earlier scatter of dashboard switches was now grouped safely and tidily in a central recess of the veneered fascia, and the wiper switch and washer button were combined in one control.

No longer would Herald owners need to drive no-handed in order to operate washers and wipers simultaneously.

Some later cars featured an even simpler dash, having the ignition switch incorporated in a column steering lock. To compliment this new layout, the big old speedo was replaced by a smaller 4 inch diameter unit with a matching composite dial which displayed water temperature, fuel and warning lights, rendering all information to the driver with barely a glance from the road ahead. Re-shaped backrests on the front seats gave more sideways support whilst lending a plusher appearance to the car, though it is a pity the cushion was not extended forward to improve lower thigh support, as on the Vitesse Mk2 of that time.

Both front and rear seats were cleverly re-profiled to provide an extra 2 inches of legroom in the rear, whilst elbow room here was increased by letting armrests into the rear side panels, complete with oddment trays.

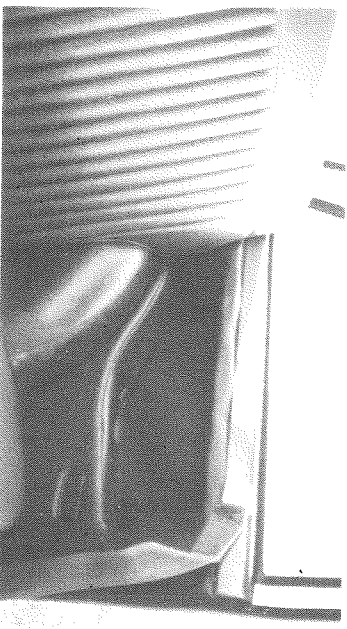
Such detail improvements continued outside the car where new badges reflected current fashions at the rear, complimented by a new number plate lamp in a wide polished aluminium bezel. The rear roof pillar badges were now all in blue, bearing the name "Triumph"

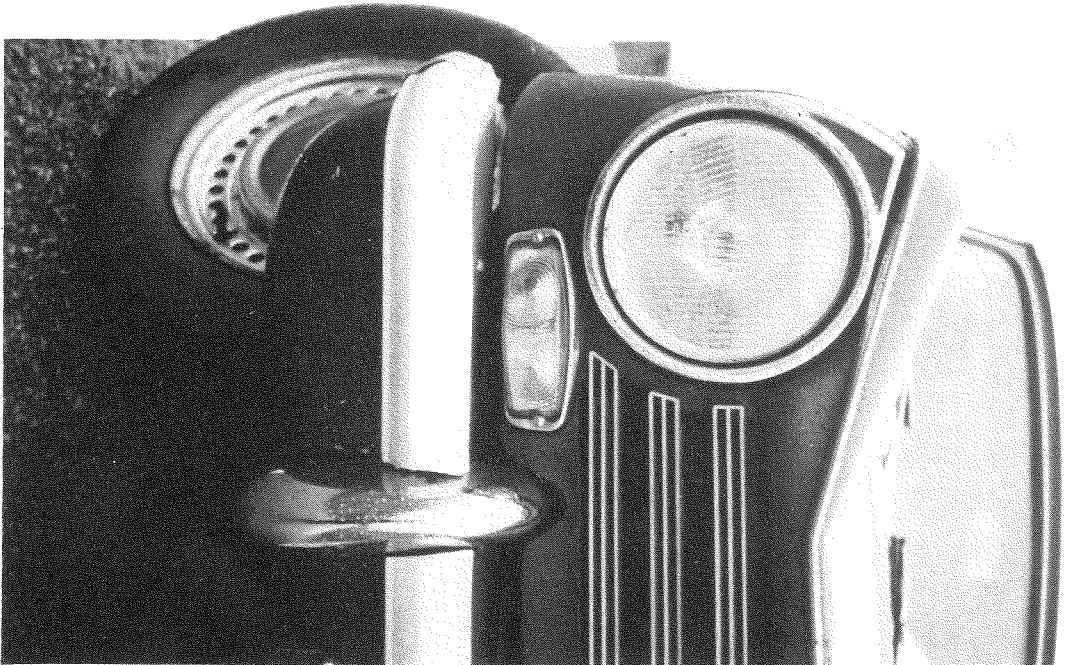


instead of "Herald", while at the front, revised bonnet and grille features were balanced with lower front overriders and detailed changes to the front valance.

Triumph had improved the species without losing an inch of it's identity.

On the road, the 13/60 is again a pleasant experience, as I was recently reminded when TSSC Cumbria member, Jack Procter, loaned me his self restored example for photos and a test drive.





It was some while since I had driven a Herald and so I inevitably tended to make comparisons with modern equivalents; so for me, the large diameter, thin-rimmed steering wheel, veneer dash and angular bodywork gave the car an air of antique curiosity - which I suppose, is one of the essential ingredients of a classic. But the most notable character was the relaxed precision of the whole car, from the excellent close gear change and accurate steering through to the predictable and positive axle movements.

Only in a high cross wind did the Herald show any sign of instability, though gentle swerving did produce a directional lag, but this is to be expected with the softer saloon suspension.

And despite that high wind, draughts and wind noise were absent and engine noise only became noticeable at 60mph, though above this speed I was looking for fifth gear - a Spitfire overdrive would be a worthwhile conversion. I have always felt that gear ratios on our four-cylinder cars were too low, and like others, this Herald was content to pull away in second gear on the flat, avoiding that characteristic but unpleasant first gear whine.

For overtaking, the car accelerates well from 30 to 50mph with the engine sounding healthy at high revs under load and in third gear. Above this speed, fourth gear acceleration seems lethargic but then we're not talking about a sports car.

Nevertheless, the 13/60 shows a huge 8 second improvement in 0-60mph time over the 12/50 and a 1 second improvement on the standing 1/4 mile time, whilst still maintaining fuel consumption at an average 30mpg.

Hill climbing ability was excellent - and this is where I eat my words

about that first gear ratio - as no gradient will stall the 13/60 when double-de-clutched into it's ultra-low bottom gear. If you do stall, the effortless handbrake will hold you like a fly on the wall

The foot brake also bites well but it's short pedal movement requires a hard push, though this may have been affected by the torrential rain throughout the test run. The wipers coped well with this weather while the rather noisy demister just held it's own against the condensing moisture.

All in all, the 13/60 is a relaxed "driver's car" in which you can choose to amble along or really get down to some enjoyable driving. And returning to that comparison with modern small saloons, I would say the 13/60 lacks only a fifth gear and a red nose on the front.

This variant of course, represents the Herald in it's final stage of development. It gave way in 1970 to the Toledo, again very much Triumph, sharing it's body contours with our own Herald and Vitesse and an interior relating it to the Stag and Triumph 2000. Yet unlike the 13/60, the Toledo's monocoque styling has become dulled with the passage of time, and serves only to further emphasise the classic elegance of the Herald and the fascination of it's now rare independent chassis construction. ★



At a glance - 13/60 Triumph Herald

MECHANICAL

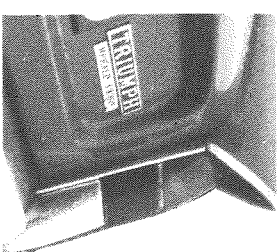
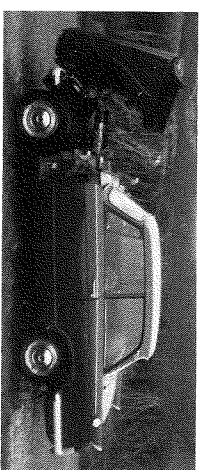
Cylinders	4-in line
Bore	73.7mm
Stroke	76.0mm
Capacity	1296cc
Compression Ratio	8.5 : 1
Carburettor	Stromberg 150 CD
Power	61 bhp at 5000 rpm
Torque	73lbs ft at 3000 rpm
Bhp/Tton	58.9
Clutch	6.5" diaphragm
Differential	4.11 : 1

PERFORMANCE

Max speed	84mph
1/4 mile	20.9s
0 - 60mph	17.7s
30 - 50mph	7.5s (3rd gear)
50 - 70mph	17.5s
Max. speed in gears	1st 27mph - 2nd 47mph - 3rd 72mph
Fuel consumption	30mpg (typical)
Miles per tank full	195
Mph/1000rpm	15.7

STATICS

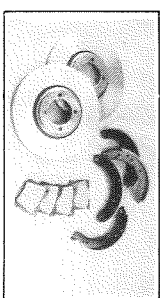
Kerb weight	16.5 cwt
Front/rear weight distribution	54.2/45.8%
Overall length	12' 9"
Overall width	5' 0"
Rim width	3.5"
Tyres	Dunlop C41 5.20 x 13





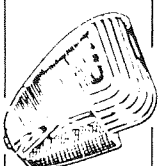
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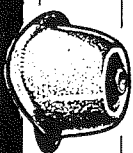
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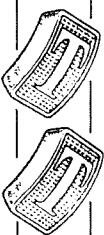


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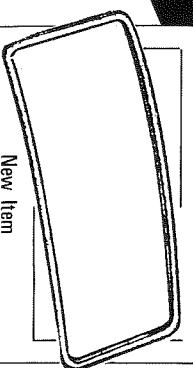
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White PVC	£64.50	£37.50
Black Canvas	£79.50	£49.50
Tan Canvas	£79.50	£49.50
Black Mohair	£145.00	£79.50
Sprite Mk.4/1500		
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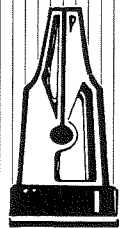
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MORE RATTLES

To further the continuing saga of the rattling front disc pads, I would like to add that I fitted a set of disc pad anti-rattle springs to the brake callipers on my Vitesse MKII convertible, which solved my rattle problem.

The springs were purchased from my local F**D dealer, (pt. no. 1491244 SPRING), 4-off required, total cost £11.84.

The spring eyes need to be enlarged with a pair of pliers, a simple task just to bend the wire slightly, this allows them to be fitted to the Vitesse caliper and possibly to other Club cars.

Steve Elmes - S. Benfleet, Essex

THE NIGHT DIMMING RELAY - AN MOT FAILURE?

Sheridan Earl Russell's recent article on the Night Dimming Relay (Feb. 1989) which is fitted to the Spitfire MKIV and GT6 MKII, although a 'standard' BL fitting, will probably cause an MOT failure certificate to be issued if it's operation is noticed by the testing station. After rear side-lights, brakes and indicators are tested independently, however.

The approximate rule the MOT testing station will follow when inspecting the relay's operation is whether the 'rear lights are clear', a very subjective assessment. My local garage noticed the back lights and indicators operated at half power when the side-lights were on and declared that my car had failed the MOT. I understand from Sheridan that the relays were primarily fitted to our cars in order to meet USA regulations but, of course, American cars often have such an impressive array of rear lights, a reduction in their illumination at night is hardly noticeable. In any event, I consulted higher authorities in the Department of Transport, who advised I should take the car to appeal. The garage, however, advised against this on the basis that imported American cars they had failed for the same reason had also been failed by the MOT appeal inspector.

The solution? I disconnected the energizing lead to the relay so not only do the rear lights now operate like any other car, but also driving at night and in fog is a lot safer.

Ian Blight - London SE13

EARLIEST VITESSE

I was interested in Andy Bonner's article under the heading 'Mystery Solved' in the February '89 Courier - page 23. I should like to know more details regarding the 'earliest saloon known to survive' - 4394 NF, i.e. chassis no. date of registration etc.

My car is a Vitesse MKI model, chassis no. HB2900DL of 1962 vintage and first registered in early October 1962. Although rebuilt, the engine block is the original- no. HB2777HE.

M J Phillips - Bexley, Kent

GETTING WARMER

I have owned by Triumph 1500 Spitfire for about 11 years, which I purchased new. The first item that was replaced was the engine driven cooling fan. That was replaced with the Kenlowe electric fan which is more efficient in all conditions. My car is used for work every day throughout the year, my journey is about 6 miles each way.

In winter I have tried radiator blinds and also I made an electrically operated lower system blind. The heater still took about one mile to warm up and about three to get hot. My journey

is along country lanes with no stop/start driving. As my car stands outside all the year round, I thought about fitting an engine pre-heater but the only ones available were for commercial vehicles and used paraffin for fuel and were too big to fit. Whilst visiting the Motor Show at the NEC in 1986 I saw on the Kenlowe stand, a mains electric 3KW engine pre-heater on demonstration with an integral electric pump, which only measures 3" (7.6cm) wide, 5.5" (15cm) high and 6" (15cm) deep. The price is around £70. I purchased one and fitted it the following week. The heater pre-heats your engine to 85c in around 15 minutes even in winter, at about 5p per day cost. I have fitted a time switch on my set-up with a weatherproof external plug and socket. My Spitfire starts instantly on cold, frosty mornings without choke and with the luxury of warm air from the heater. With the added advantage of less engine wear, I consider this an excellent investment.

Alan Cooper - Leicester

A couple of Points

In the eight years that I have been a Club member, I have seen the TSSC grow from a small club to a large organisation, embracing the general aim of preserving 'our cars' indefinitely. However, there are a couple of points I would like to throw out for other members to comment on. Firstly, car values. I feel that we are generally getting too tied up in how much our cars are worth, to a point where it is beginning to surpass the more important question of how much we enjoy owning them. £5 or £6000 for a concours Vitesse is a vastly inflated figure and, as for insurance, is £338 third party fire and theft on a Vitesse 'good news for 17-25 year olds'? I think not. I was lucky enough to buy Vitesse as a 21 year old when top prices were nearer £800 and insurance rates were considerably lower. If we are not careful, 'our cars' will soon be out of reach of the ordinary person to run as an everyday classic. We may laugh at people joining the Morris Marina Owners Club or Austin 1100/1300 Club, but faced with rising prices, what else can they afford? Whilst I agree that nobody wants to see our cars lose value, surely we should aim to keep them cheap to buy and run and not treat them as an investment.

CAR VALUES

Following the President's "Intro" in Courier 104, it was encouraging to see the awareness of maintaining values of Club cars. However, in my opinion he has not got it quite right.

Presumably the values given on page 6, columns A1, A2 and A3 are gleaned from actual sales of cars and not opinions of values based on a misguided sense of fairplay to the needy as the concours column would appear to be. If the values given are used by insurance companies when a car has been "totalled", is it feasible that £2000/2500 would provide a 1961 Herald in concours condition? For example an A2 car costing £500 is given to a professional restorer with a brief to spend no more than £1500 to £2000 and turn it into a concours winner. On the other hand, is 3 years work, at nights and weekends, plus parts, only worth £700 to £1200 to bring an A1 GT6 to concours condition? - No way - either way!!

The President is quite right to say we should break the humble image: we must also break the "Glass's Guide Syndrome", i.e. if we see it in print it must be true and we accept it rightly or wrongly. In this case it must be wrong. If, for whatever reason, my wife loses her GT6 (1967 - 27,000 miles), I cannot just buy another in the same condition with the measly insurance settlement, unless I am lucky enough to meet a fellow owner facing imminent bankruptcy or suffering some severe mental disorder.

To nearly finish and be really controversial, why is an 8 year old Spitfire, with a funny rear end and an engine bay full of tubes, wires and other mysterious gadgets worth twice as much as a Classic MKI which has been painstakingly maintained for 25 years? Does this mean the owner(s) of the MKI has (have) been wasting time and effort for half his (their) life?

Having got that off my chest, as a newcomer to the Club (Ex. MG.OC) may I compliment you on the very high standard of the Club's magazines of which I hope to receive many more.

J.R.Smith - Doncaster

Modify

I am the owner of UUU 150, an original and unmodified 1970 MKII Spitfire and I notice that

each month when reading my Courier, there appears to be more and more advice on how to modify 'our cars'.

The object of the TSSC, I feel, should be to preserve the vehicles to the specification when originally manufactured or at least encourage it. What is the point of a 'period' car smothered in warning buzzers, non-standard carbs, over-size tyres, electronic ignition etc., etc.? I was particularly disturbed by Nick Lord's advice in the February Courier, MKI-III Register notes, to consider a Lancia or Alpha engine for more performance. What sort of a car would that be? Perhaps for racing, modifications are acceptable but I cannot help feeling that the whole point of owning a period vehicle is the charm of the way it was made and it's performance (or even lack of it). If that is what is wanted, why not run a modern car, even the most mundane of which could probably run rings around even a 'modified' version of one of 'ours'. Let us preserve our Heritage.

Grahame Watts - Bedford

What Lights!!!

I would like to add the following note to Sheridan Earl Russell's article in the February Courier on the night dimming relay fitted to Spitfire MkIV's and GT6 MkII's.

The first time I took my Spitfire MkIV to be MOT'd, the tester initially thought the brake lights were not working. He had the sidelights on, and with the night dimming relay in circuit, the additional brightness of the brakelights was negligible!

In the dark, this effect might not be so critical but what happens, for example, when you switch your headlamps on in fog?

Needless to say, I disabled the night dimming relay straight away and would recommend anyone else to do the same. The simplest way to do this is to disconnect the black earth connection from the relay and tape it back to the wiring harness.

In the meantime, I wonder how many Spit IV's and GT6 III's have smaller boots than they used to

Mark Howell - Leamington Spa

Make Me Happy?

As the proud owner of a 1975 Spitfire 1500, inevitably I occasionally have to have work done on my car. However, I've never been 100% happy with work that any garage or 'mechanically minded friend' has done for me.

I am, therefore, writing to ask if any reader knows of a garage or private enthusiast who has the time, knowledge and facilities (three vital things I unfortunately have too little of!) to carry out all kinds of work to a high standard. Like most other enthusiasts, I've not got endless reserves of money but I am, of course, prepared to spend whatever is necessary as long as I can trust that work on my cherished car is carried out by a skilled person who cares about their work.

If anyone can recommend a garage or private person fairly local to myself, please write to me: Andrew Hammond, 182 Downs Road, Hastings, East Sussex TN24 2DZ. I would be most grateful.

Go To Your Local Area Meeting

Reading the letters in a recent Courier has prompted me to write on the subject of Area Meetings and, hopefully, kill two birds with one stone.

Firstly, no offence meant, but 99% of the technical queries raised could quite easily be answered at Area meetings by members with knowledge and experience of our cars. Since attending my first Area meeting (Worcester West), I wouldn't miss one for anything! So why not give it a go? Should you be unfortunate enough to miss the meetings (for whatever reason), why not give your Area Organiser as ring? They are there to help. This conveniently brings me to my second point.

I would like to praise Worcester West's organisers, Bill and Bev Dixon. Their warm friendship and genuine eagerness to help others is outstanding - they are excellent ambassadors of the Club and I wish them all the best for their fourth (?) year at Worcester West.

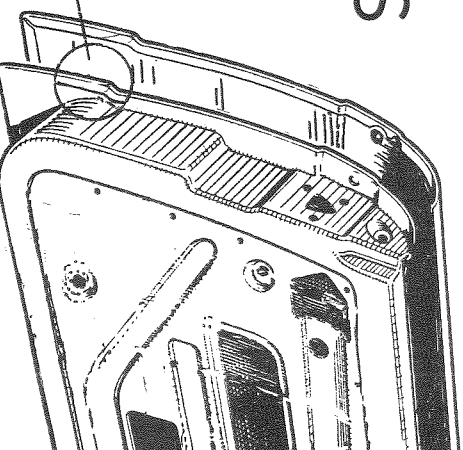
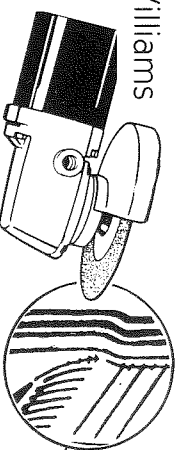
Finally, congratulations to Alison and John Woolley for their excellent Rally results.

Simon Coldbreath - Kempsey, Worcs.

Back to Basics

Reskin your Herald or Vitesse Doors

Peter Williams



With a snip and a tuck to relieve those droopy lids, Peter Williams lifts the skin on a Herald 1200's door with neither plastic padding or silicone in sight.

Along with most areas around the lower body work such as the base of front and rear wings, footwells, valances and tread plates, Herald and Vitesse doorskins have a tendency to rot out along their lower sections. Whereas repair panels are available, letting in the relevant sections without adding weld-heat generated distortion is quite a skilled job and although at first glance replacing the whole doorskin might seem more expensive and time consuming (but not that much), the latter certainly lends itself to achieving a much better job: eliminating weld joint distortion and reducing the risk of rust bubbling through the joint at a later stage to zero.

Some tools though not essential certainly make the job easier and/or quicker such as the doorskin pliers shown amongst the following figures but one tool which is absolutely indispensable is an angle grinder. There are lots of these on the market (mine's a 4 inch diameter Black and Decker model) and if you do any amount of metal work, once you've bought one you'll wonder just how you managed without it. The plain fact is you can't.

On with the job. First off, it's not worth even thinking about reskinning your existing door if the frame is itself rotten in any major way. Rust pinholes along the base of the door may be easily rectified and again, patch panels are available, but if the degree of rot in the frame itself is at all bad, think about obtaining a good secondhand example. Generally, doors with

good frames though requiring reskinning can still be had for about £10 so set this against any time/effort/expense calculations before attempting to right any existing faults in the original doors.

Assuming everyone knows how to remove a Herald/Vitesse door, start the dismantling procedure by removing the outer door handle....



Fig.1
The door handle is held in place by two bolts. One inside the door lip, remove with a spanner...

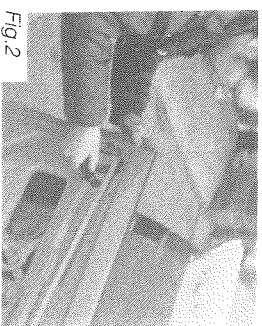


Fig.2
...and the other attached through the inner door panel with a screwdriver.

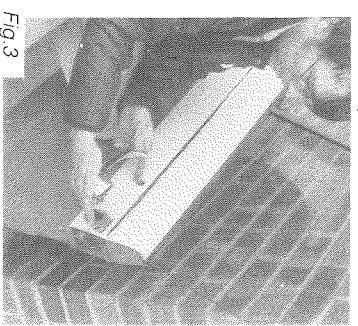


Fig.3
Off it comes. Screw the bolts back into the handle for safe keeping. Handle to doorskin gaskets can also be re-used if removed undamaged.

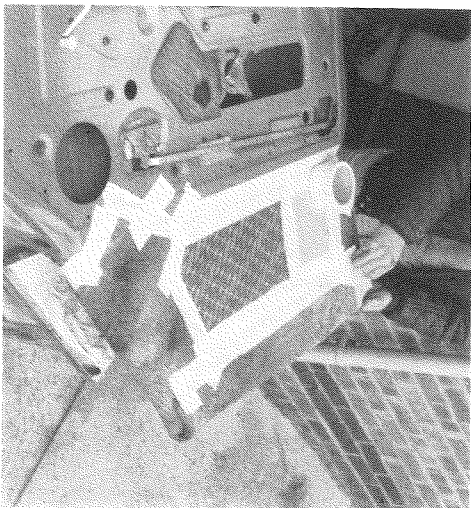


Fig. 4
It is quite possible to remove the main and quarterlight glasses at this stage by undoing the glass runners and quarterlight frame securing bolts but it's generally easier to cover up the glass prior to starting to use the angle grinder. If left unprotected, the glass will be irreversibly damaged by red hot steel particles imbedding themselves into the surface. We used an old carpet plus lots of tape. Don't rely on thin cloth. It's not up to the job.



Fig. 6
Once you've completed a run of a few inches or so, you might like to check the work by chiselling away the relevant return lip section. No great force should be required. One important note is that decent leather gloves should be worn as the ground-off edges are very sharp. Avoid distorting the frame. Once you've built up a level of confidence, carry on grinding away and separating the skin lip all the way around the vehicle and lower door edges.

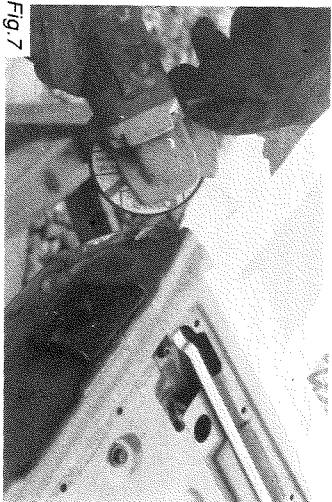


Fig. 7
In addition to grinding away the 'bent-over' sandwiched lip, additional grinding of two weld runs is required above the door lock and top front corner, and a couple of other places around the frame. No problem.

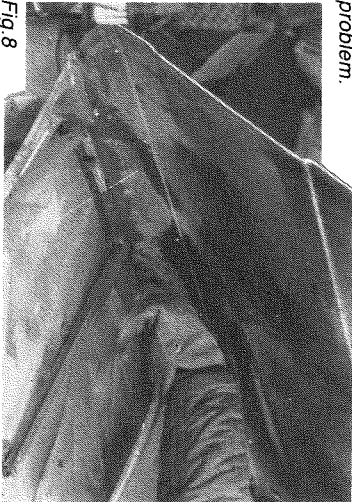


Fig. 8
With the skin return edge removed around three sides, the skin can be bent up to show the remaining attachment area which is a bridging section between frame and skin just below the quarterlight frame.



Fig. 9
The easiest way I've found to complete the old skin removal is to grind around the connecting bridge following the roughly painted line shown here. The skin can then be lifted off.

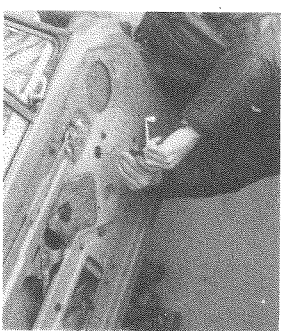


Fig. 10
The next set of operations involve removing the doorglass and quarterlight frame which I find makes life a lot easier. The quarterlight frame is held in place by a series of screws/nuts released from the inner frame side...

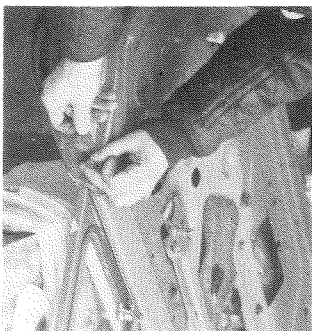


Fig. 11
...not forgetting the screw hidden behind a rubber gromet in the leading edge of the door.



Fig. 12
The door glass itself is retained in the raising mechanism by two spring washers. Lift the spring section slightly (not too much) and slide off then remove the leather washer beneath.

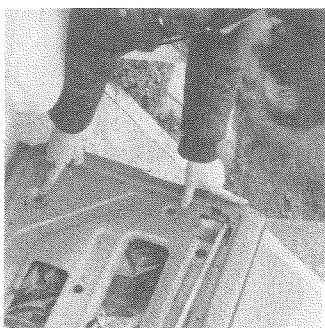


Fig. 13
Glass removal may be assisted by removing the rear runner securing bolts but I'm pretty certain that this wasn't necessary. (-admission by the photographer that I don't remember why I took this shot!)



Fig. 14
Lift out the glass...

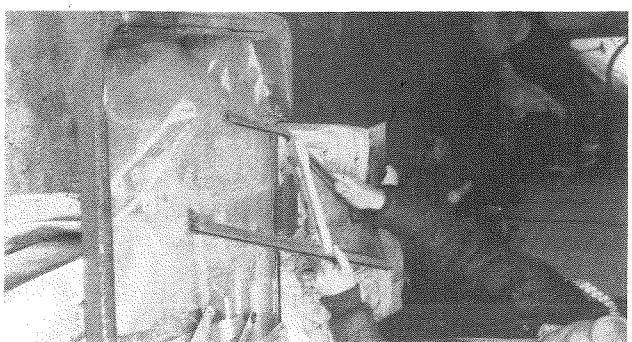


Fig. 15
...followed by the quarterlight frame.

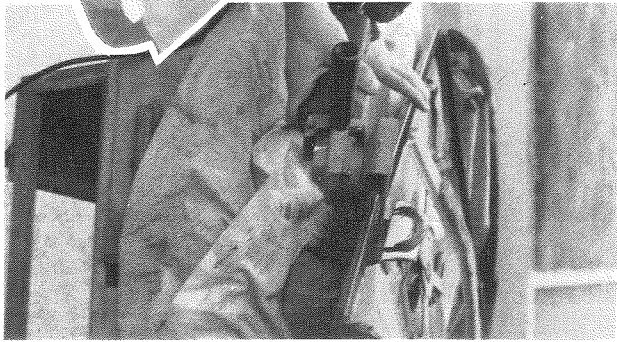


Fig. 16
The top connecting bridge can then be dressed back with the grinder to remove the remnant of the old skin and to prepare the frame bridge to receive the new.

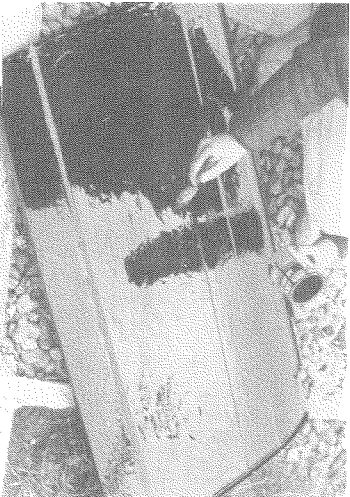


Fig. 17.

Now to the new skin. Good quality skins for Heralds and Viesses as produced by Melbros are easily available from specialist Triumph dealers or more than likely even your local panel shop and they do fit (I've reskinned a number of Herald/Viessa doors and the fit has always been excellent). The one used here was obtained from my local panel shop in Northampton at about £17. As shown here, a good coat of paint at this stage doesn't come amiss. While would probably have been better.



Fig. 18

Another useful though not essential tool is a double action joddler used here on the skin's frame connecting bridge in its hole punch mode. You'll see why later.

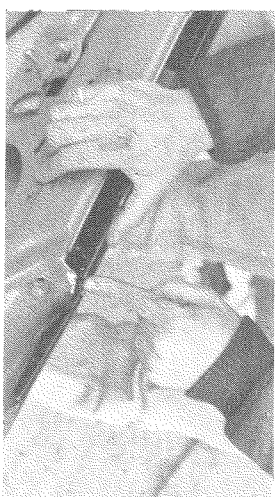


Fig. 19

Offer the skin close to the frame and inspect the top front...

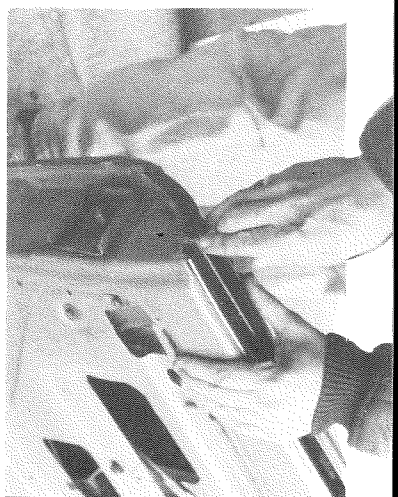


Fig. 20

...and rear corners. Usually a tiny amount of metal needs to be ground away to allow really accurate seating. Trial fit the skin around the frame checking the top window gap and general fit are correct until happy.



Fig. 21

Offer the main doorglass and quarterlight frame into the doorframe but don't fit the quarter light frame bolts. The internal plastic weather curtain as highlighted in John Thomason's excellent weather proofing article in last month's Courier can clearly be seen (also in figure 14).



Fig. 22

Rest the skin in place along the top door edge, clip the tensioner in place and lower the skin onto the frame. Spring over all the edges. It may help to run a small tack weld at the top front corner (fig 19) at this stage.



Fig. 23

All downhill now! Tap over the return lip just enough to hold the skin on the door. My favourite tool for doing this job is a tried and tested 'Thor' copper/hide mallet. It's not easily seen, but the new skin is sitting on top of a folded old sheet to act as padding on the bench top to avoid getting any dents in the new skin. The door could be offered back into the car at this stage to check whether any frame distortion has occurred during the skin removal process and if so firmly twisted back to rights but I must admit to never bothering with this as I've never had any problems.

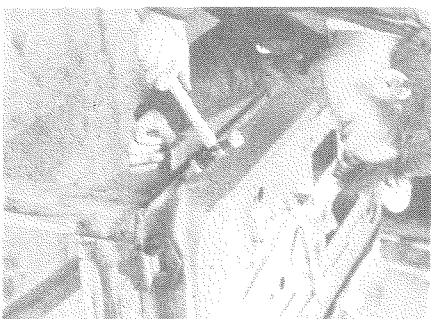


Fig. 24

Next, gradually either tap the return lip over and in place against the edges of the frame with a hammer and dolly...

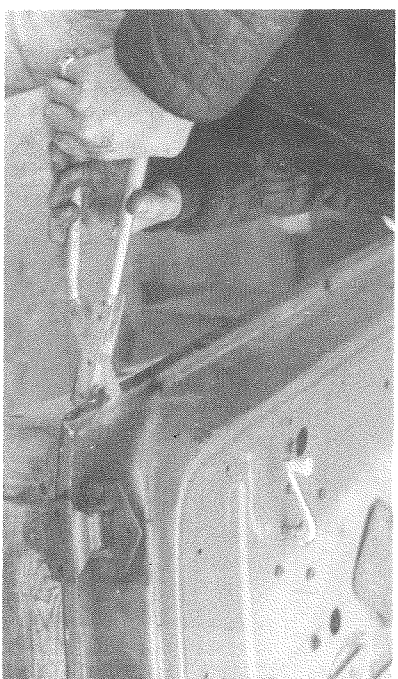


Fig. 25

..or use a purpose made pair of doorkinner pliers. In either case I find it best to work from one chosen corner of the door to the next bending the lip over, say, a third of the way and then starting again at the original corner making the final bend in a third pass rather than bend the lip over the full 90 degrees in one go. On first buying the pliers pictured here (by Sikes-Pickavan) I thought them to be rather too springy but having used them a few times I now find that they do the job very well and for me much better than the traditional hammer and dolly approach. However, where the curve of the frame is large, ie. close to the top front corner, a hammer and dolly has to be used

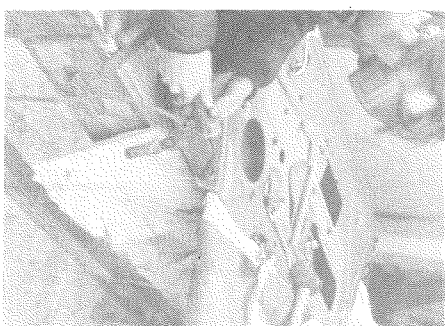


Fig. 26

With the glass covered up again, run about one inch long weld passes at the front and rear top corners plus a few tacks around the door lip as per the original skin. (You did make a mental note where those extra little bits of grinding were required when removing the old skin, didn't you?). Wear gloves as well as goggles.

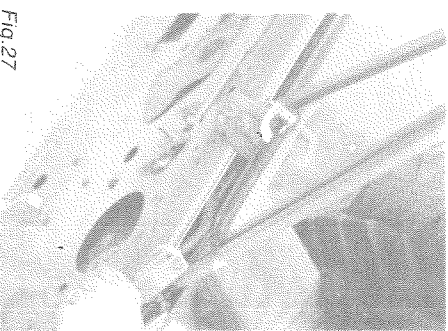
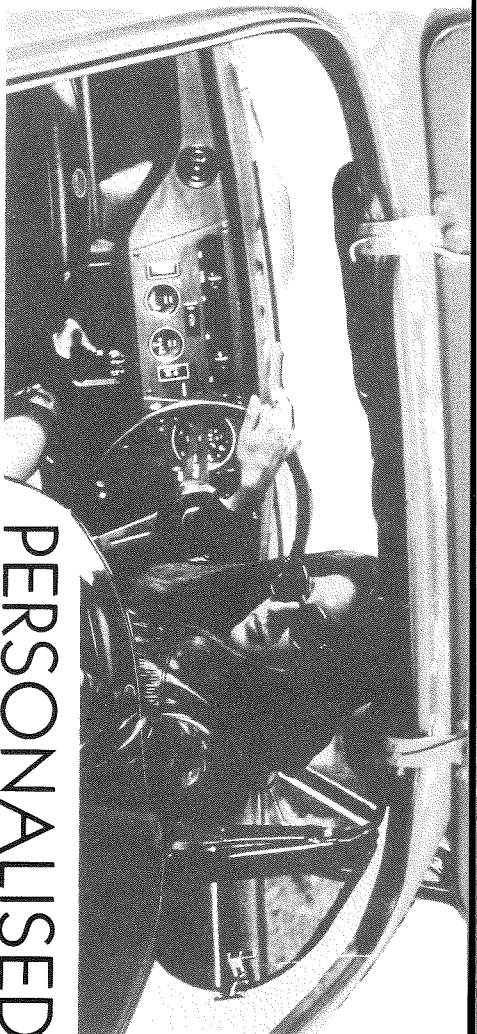


Fig. 27

The final bit of welding brings us back to the frame-to-skin connecting bridge. With the quarterlight frame raised, squeeze the skin and frame together and plug weld through the joddler punched holes onto the frame bridge. Slap a bit of paint on and then lower the quarterlight frame back into position ensuring the window can be raised and lowered freely and then tighten home.

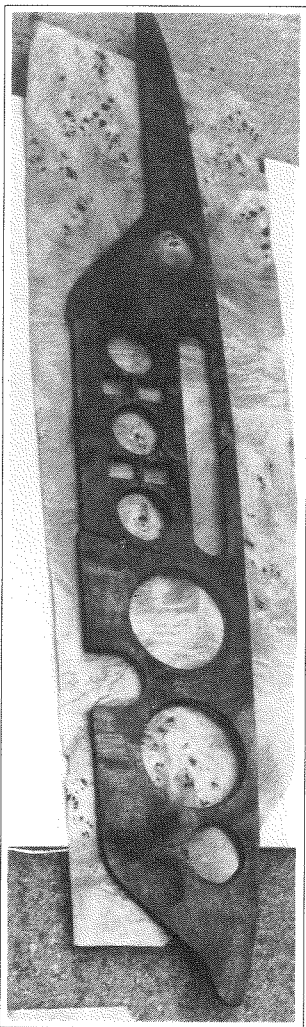
Well that's just about it save for refitting the outer door handle, interior trim and bolting the door back from whence it came. ★



DASHBOARD PERSONALISED

Steve Love - Taunton

How many of you Triumph owners have ever wanted to add switches and gauges and been a bit stumped as to where to put them? Faced with this problem a few years ago I decided to build a dashboard from scratch (useful stuff that scratch!) which was mentioned in the Courier at the time. At the moment I am rebuilding a GT6 and decided to do the same again, but have discovered a few things to make life easier and improve the finished article.

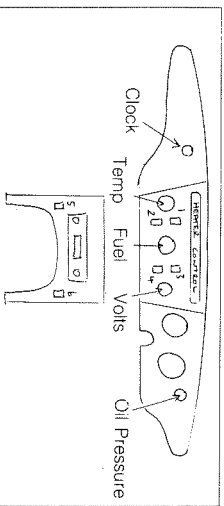


The bare material I have used is 9mm birch ply. This is a 7 ply wood which is dense enough to stay flat when glued to the veneer and of sufficient quality to cut easily, without 'fraying' at the edges.

By using this, I have found it is not necessary to give a balancing veneer to the back. With some 3 or 5 ply woods giving a veneer to one side only will twist it out of shape.

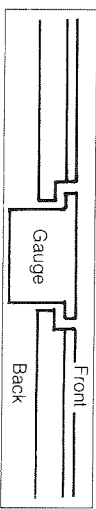
Use the old dashboard as a template, but decide where you want to put any extra switches etc. Don't be afraid to shift everything around, you can always extend any wires which may not reach the repositioned articles. Get the layout that you want! (Sorry purists!) I have found that three gauges and four switches can be fitted easily into the central part of a MkIV/1500

Spitfire dashboard, without hacking away at the steel work behind.



The switches I have used are the ones fitted to Mini/Marinas, of which a good range is available from Leyland or any kit car supplier. They are fitted with their own warning lights. The ones I have fitted are 1/Lights, 2/Rear Fog 3/Hazard warning 4/Kenlowe Fan 5/Interior light

6/Heated rear window. Having selected the layout, now cut the holes. I have found an adjustable hole cutter, made by Draper which (with some practice and care) works very well. With this it is quite easy to cut recessed holes, so that gauges can be fitted flush, as in the original item.



Cut the front (larger) hole first to the depth of the bezel on the gauge, then finish off by cutting through from the back.

Cut all holes before fitting the finishing veneer, as this can crack at the edges if you are not very careful.

Dashboard MKI was finished with burr walnut which is probably the ultimate for this purpose. This wood has certain disadvantages.

1. It is very expensive, certainly for experimental purposes.

2. It is very brittle, and difficult to work with.

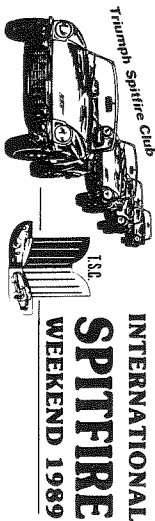
3. Due to the fact that burr comes from the root of the tree, it does not come in very long lengths.

This means that - to go from one side of the car to the other you have to join it. Matching the grain at the join entails a lot of frustration and some wasted wood.

There is an alternative - burr poplar. This is relatively cheap (but still a bit expensive for a first attempt), much easier to work and is available in sheets large enough to cover the whole dashboard in one go, and (alright, I know its cheating!) when stained with colron walnut stain it would take the antiques roadshow to tell the difference.

The veneer becomes very leathery when stained. Before gluing into place, cut roughly to shape and give it a good soaking over a kettle. Use cascarnite wood glue or any water based glue, as the veneer must be glued whilst still wet. Position over the base plywood and put a piece of scrap ply over that (with a few sheets of newspaper in between) and clamp well down. (Don't forget the newspaper - as the glue will come through the veneer and you won't get it apart again!). To ensure flatness of the veneer, beg steal or borrow every G Clamp you can get hold of! (I even used a couple of valve spring compressors). The more the merrier!

Leave it overnight somewhere warm to dry



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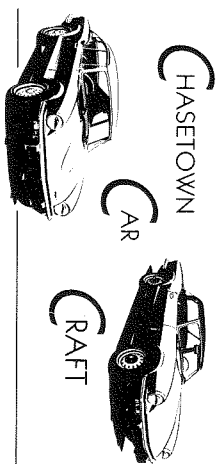
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thoroughly, then have a look see! I know it looks horrible, but don't worry! The newsprint and excess glue will all disappear when you sand it down! But first of all, trim the edges and gauge holes with a sharp stanley knife. Go carefully, not to split the veneer, and watch your fingers.

Now you can start the preparation. Rub down well with medium sandpaper on a block of wood until flat. Don't worry about going through the veneer, you won't. Its surprisingly thick, and it should be flat long before then.

Then apply the stain with a rag. Here again you can experiment with all sorts of finishes.

There are then two courses you can take. You can use a polyurethane type varnish. This will give a very good finish, but will darken the appearance of the stain. Or you can use the car type clear lacquer. I used an aerosol by Hols. This gives a finish, the same colour as the stain.

The varnish is probably the easier of the two, because it goes on thicker with a brush, and does not need so many coats! (but the coats take longer to dry).

Put on three coats, rubbing down with fine-ish sand paper between each coat.

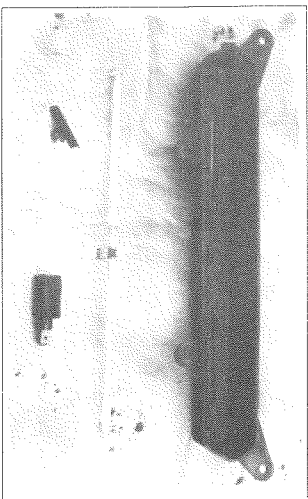
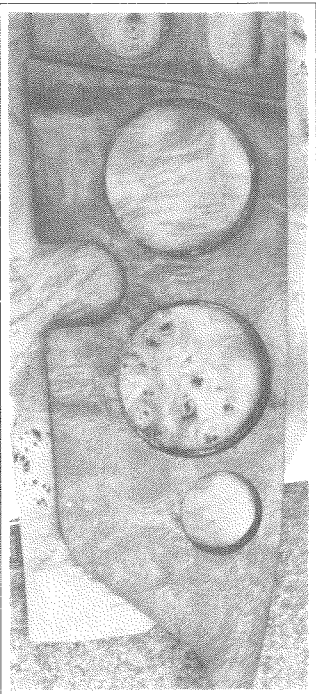
This will give a good layer of varnish to work with (don't forget to coat all edges and the back to keep the damp out!). When you have got an acceptable flat appearance, attack it with wet1200 wet'n'dry. This will get it very flat and dull. Work at it until it is uniform and then polish with T-Cut. Honest - it works! This will bring it up like glass (eat your hearts out Rolls Royce). A good rub with turtle wax as a finishing touch does no harm.

I have also made a plywood front for the 'A' gearbox tunnel support, which gives a finishing touch.

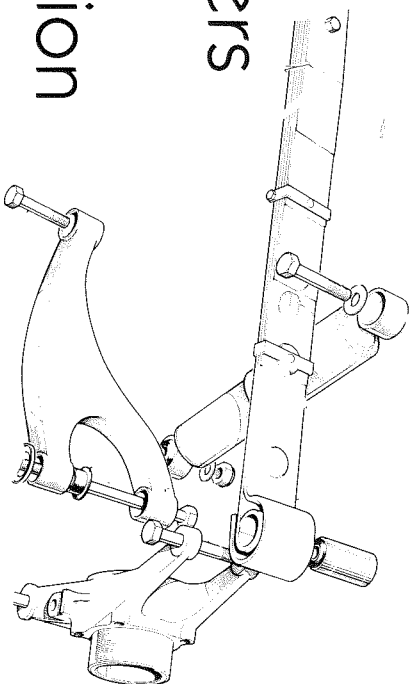
Also its worth considering fitting a bulb into the heater control panel and wiring it into your side lights while you have it out.

If anybody wants any more information my telephone number is in the back of the Courier. P.S. An afterthought. For any owner of a 1500 Spitfire with the later type steering column, I have often wondered what might happen if an MOT man ever said the car could not have a new 'ticket' due to a worn top steering column bush, which (I believe) are very difficult to obtain!

I stumbled across a bush made by Moprod which can probably be ordered from your local 'bits and pieces' shop. The bush number is MSJ 100, and it appears to fit!



Shock Absorbers & Rear Suspension



I am hoping to write a technical article shortly on the rear suspension on all TSSC cars. It will help immensely if as many members as possible could supply me with a little basic information. The information I want is a simple couple of measurements, (on both sides of the car), for most cars all I want is the 'at rest' length of shock absorber, i.e. the distance between the centre of the top mount to the centre of the bottom mount (see fig. 1 measurement A). It is important that this is the 'at rest' length i.e. with the car parked on a level surface, without having been recently jacked-up.

For GT6 rototflex models, I would like the above length and one additional measurement each side. This is the distance between the centre of the bottom mount and the hole in the top leg of the chassis (see fig. 2 measurements A & B).

For Vitesse MKII models (i.e. no shock absorbers), I would like the latter measurement (see fig. 3 measurement B) and again both sides of the car.

To sum up it is the 'at rest' lengths I require for the rear and offside of the car with the following information:

Car/Model/Year/Mileage
 Has the rear spring been replaced (if known)
 If so, at what mileage (approx.)

Fig. 1.

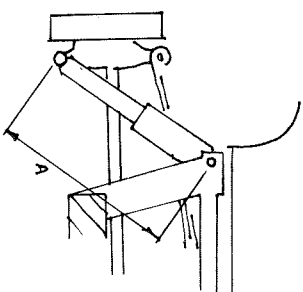


Fig. 2.

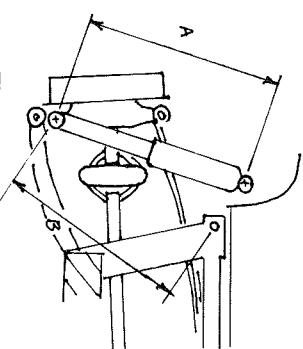
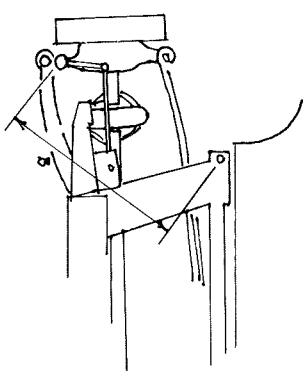


Fig. 3.



It doesn't matter what model (TSSC) car you own, you help in this matter will be greatly appreciated and should result in an article of interest to all. Please send information to:

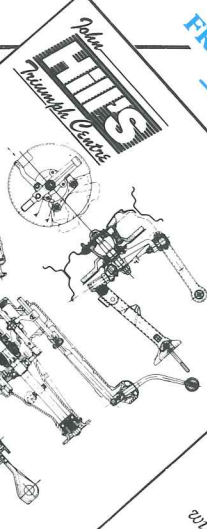
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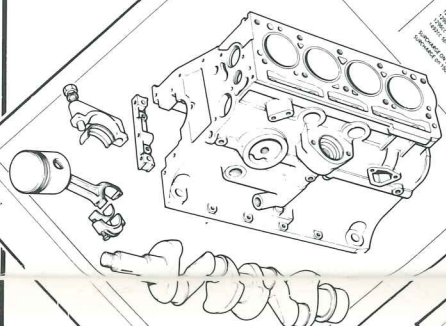


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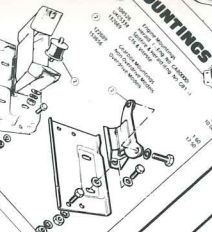
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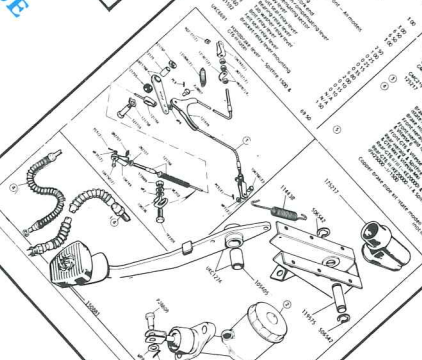
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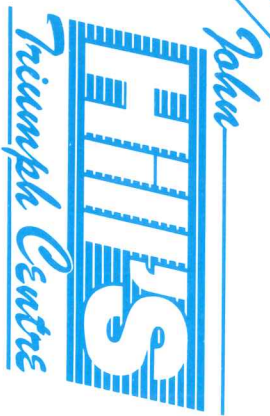
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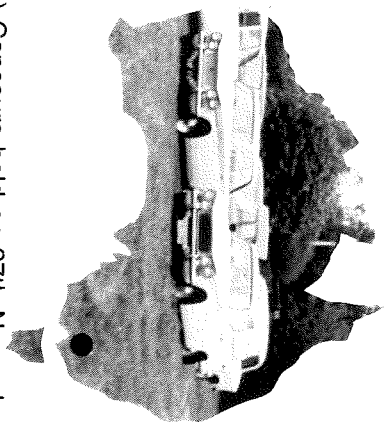
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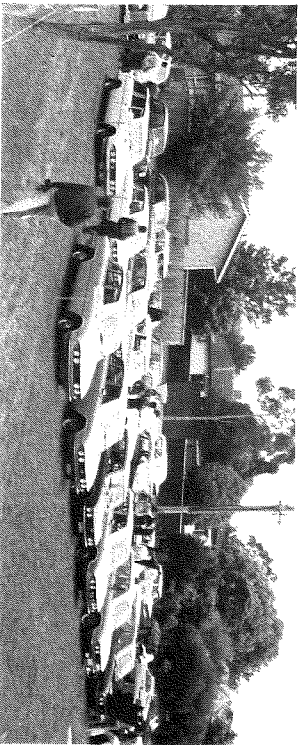
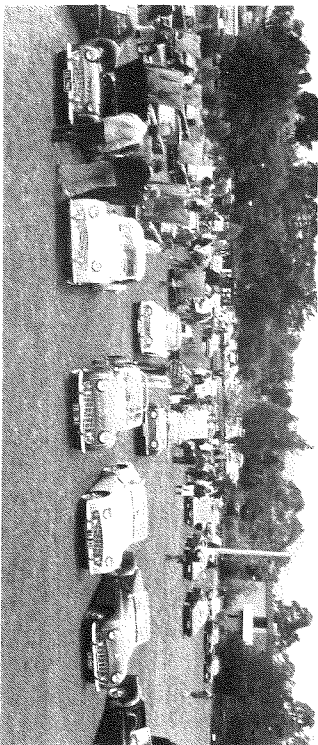
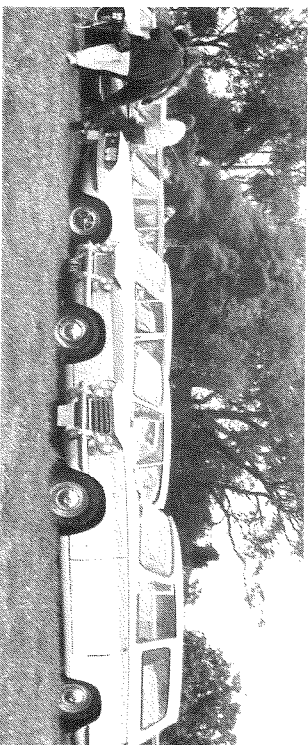
I am writing to report on the T.S.O.A. (Victoria) Concours held on 27th November, 1988 at Nunawading, Victoria - the only ALL Triumph event in Victoria.

On display were the BEST of British cars from around Melbourne (Victoria) and around Melbourne was the best of British weather - WET! There was going to be a lot of 'chamois shimmying and wringing'! Fortunately, the wet was only an occasional drizzle leaving owners wondering if they left their chamois in their raincoat or up their T-shirt.

This one and only ALL Triumph display and concours in Victoria is organised by the T.S.O.A. with the STD Vanguard Club, Triumph Club of Vic. and the T.R. Register helping.

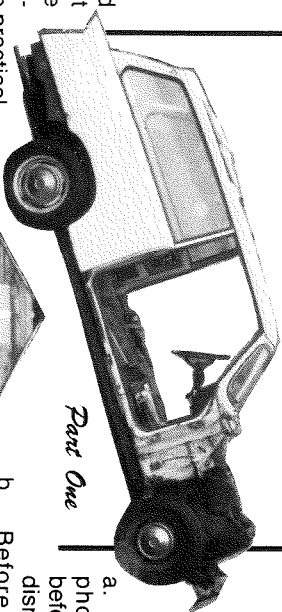
Turnout numbers were about usual with about 70 cars, including 5 assorted Spitfires, 4 assorted GT6s, a 2L Vitesse and a 13/60 estate (yes, 13/60! My Herald is not very original but you take what you can find/afford down here). Last year I had the company of four other Heralds. This year the Vitesse was for sale at A\$8,000 o.n.o. I think it is still for sale!

This display is always held around the same time of the year, so if any of you are in the area around November, check the Melbourne 'AGE' newspaper and/or give me a call (48 Kevin Avenue, Ferntree Gully, Vic. Aust. 3156).



REBUILD OF UKO 635H 13/60 ESTATE

Peter Moss - Kent



Part One

Decision time had arrived - I'd bought 'UKO' in 1972 in time for our second baby - an estate being more practical for the carry cot, etc. By 1983 it was looking very sorry for itself and I decided to take it off the road.

I am fortunate to have the use of a fairly big shed and was able to put it away "for the time being".

Well I'm afraid it was a case of "out of sight, out of mind" and in April 1987 I decided something had to be done - it either had to go or it had to be 'done-up'. Decision was made to 'do it up'.

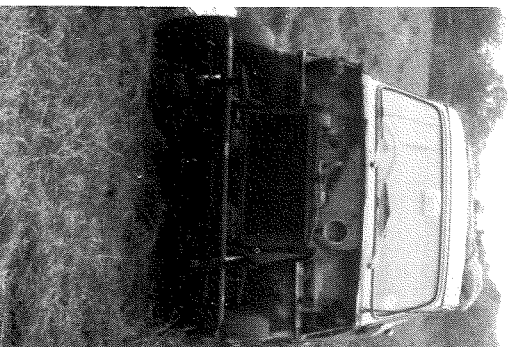
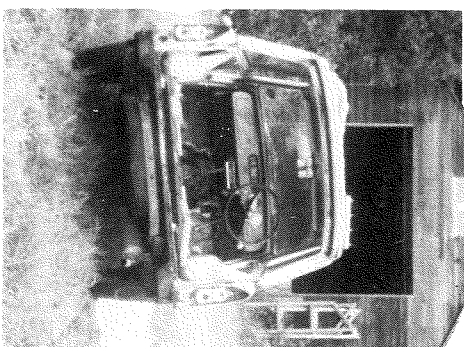
Having been stored for 4 years or so it was apparent on close examination that small pieces of rust had fallen on the car from the tin roof of the shed causing rust pitting of the paintwork *Hint No. 1* always cover a car if it is being stored.

The chassis side rails were in a poor state and would need replacing and the underbody was suffering from the usual rust problems around the body mounting points.

It didn't take long to decide that it would have to be a body off chassis job.

Dismantling began in the April of 1987 - tailgate, doors, bonnet, sills were taken off and put to one side.

For anyone contemplating a rebuild: *Hint No. 2*



a. Take plenty of photographs both before and during the dismantling process.

b. Before starting any dismantling get plenty of containers (tobacco tins or the like) and adhesive labels. Don't rely on one big cardboard box and hope you remember, because, take it from me, after 12 months has elapsed, you just don't.

c. Put each set of nuts, bolts, washers, etc. in one dedicated and labelled container and put it in a secure place for storage.

The body to chassis securing bolts came undone surprisingly easily, but I can't say the same for one of the rear over-riders, the captive nut wasn't ill!

The front and rear valances and one of the side valances were beyond repair and would need replacing.

At this stage of the operation friends, wives, children - in fact anybody are vital because the time had come to "just lift the body off" and roll the chassis out from under. *Hint No. 3.*

Always check to see that what needs to be undone or loose is just that. I didn't and it cost me a new accelerator cable.

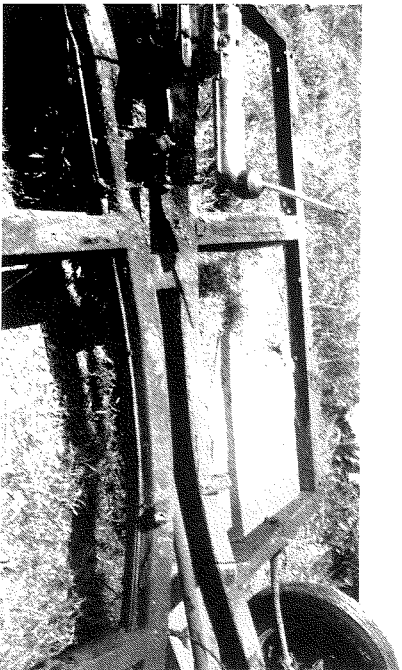
With all assembled, ropes were thrown over the 'A' frames of the shed (I hasten to add that both shed and 'A' frames were very substantial). With suitable packing under the rear wheel arches, the body

was hoisted up reasonably easily and yes - the chassis did roll out from underneath.

With the body off and laying on the floor of the shed the extent of the work ahead became apparent. The chassis was in reasonable condition apart from the two side rails.

The body was turned over on its side using two old bed mattresses and it's at this stage I began to ask myself "why bother". The underside was

rather worse than I expected with extensive corrosion around the body mounting points. This would need to be cut out and new pieces welded in. Not any easy task but I decided to have a go. I obtained some sheet metal from a friend who runs a metal workshop and carefully formed new sections. This is a painstaking job requiring plenty of patience and can involve forming the same section two or three times before it is right, but it can be done.



I'd had an electric arc. welder for some time, but I knew this would be too vicious for sheet metal, so I decided to purchase a MIG welder - the best buy I had made for some time.

It took a lot of practice and after a while I managed to master the technique. Needless to say the metal has to be clean to achieve a satisfactory weld, so a lot of time was spent in getting the areas clean. Not easy when a grinder cannot be used due to difficulty of access.

With the underside of the body finished the areas that hadn't been properly undersealed from new were cleaned off, de-rusted, using Jenoilite, and treated with two coats of red oxide, before finally treated with a flexible underbody seal. It's interesting to note that if the factory underbody seal had been applied properly in the first place, I feel sure a lot of this corrosion wouldn't have taken place and "our cars" would have had more chances of survival.

The chassis job only involved a thoroughly good clean up, other than the welding on of the two side rails. The engine, gearbox, back diff and spring unit were all removed and put to one side. Old brake pipes were removed to be discarded as new copper ones were to be fitted. With the chassis cleaned off, it was treated with two coats of red oxide followed by two coats of Hammerite.

With the underside of the body and the chassis finished the time had come to commence re-assembly. Brake pipes, fuel



line, steering rack, front suspension and engine/gearbox were all fitted. *Hint No. 4.* Don't bother using old nuts and bolts - I saved hours in purchasing a kit for the front suspension from Classicar Automotive.

To fit the body back on the chassis, the same motley crew were assembled and in almost the reverse order of events for removal, the body was refitted using new rubber mounting

washers. With the steering wheel fitted, it wasn't too long before the car was mobile - the light was beginning to appear at the end of a very long and dark tunnel.

The next item to receive attention was the bonnet, basically sound but with some serious rusting around the bonnet catch areas and wheel arches. The extent of the corrosion was too much for a re-rust approach which meant cutting out the bad bits and making good with new metal. *Hint No. 5.* I found it very difficult in certain areas to be able to clamp pieces of metal in position prior to welding. I overcame this by holding the metal in position with pliers in a suitably gloved hand or even just in a gloved hand, getting the MIG welding torch in position, shutting my eyes and pressing the trigger. This gives a tack weld to hold the piece in position to enable the proper goggles to be used and a full weld to be made.

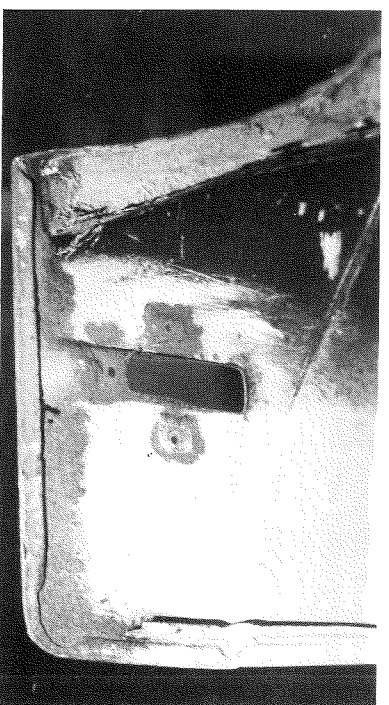
This technique came in very useful when fitting a new bottom skin to the offside door - not an easy task, but made easier by using the MIG welder.

Next to receive attention was the tailgate, again basically sound, minor welding required but nothing too serious apart from one detail. *Hint No. 6.* Always be sure to remove any electrical cables from inside box sections prior to welding nearby. I didn't take this precaution and suffered the consequences of a burnt out number plate light-cable.

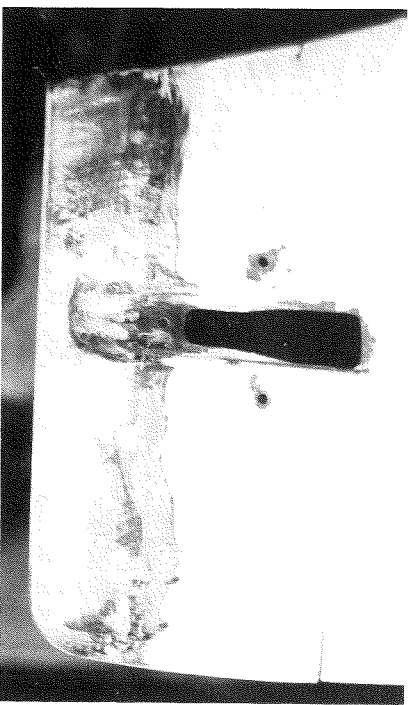
The rear gutter above the tailgate was in a very bad state. In fact, it was corroded right through in some places with quite serious corrosion around each spot weld. It was also very bad inside the gutter where access was almost impossible. I have particularly looked at Herald Estate gutters and I have never seen one in anything like the state of mine, so I don't suppose many people have had to overcome such a problem.

As I saw it, the only way this particular problem was to be solved would be to take the old gutter off - just like that! It may have looked as though it could fall off of its own accord, but actually getting it off was a nightmare. I needed to get it off in one piece in order to use it as a pattern to make a new one and by drilling out each spot weld and using a small coal chisel I finally succeeded. Making a new gutter section, I knew wouldn't be easy, as the metal needed to be bent to two directions, but with a lot of patience and several attempts I finally managed it.

To weld the gutter back in position would have presented all sorts of problems, not least being it's close proximity to the roof lining which I was reluctant to take out. I decided finally to fix it back with self tapping screws. The area between the gutter and the roof was rubbed down, treated with Jenoilite and then given a coat of Finnegan's No. 1 followed by spray-on white Smoothrite. The gutter was fixed on with a liberal application of sealant. I had doubts about this part of the



Before



Both sides of the bonnet were in a sorry state

After!

project and although it's not perfect I am reasonably happy with the result.

Nearly there, or so it seemed, but there was still one major problem to overcome - Where to get a new metal front valance. Bob Rowland's efforts, mentioned in the "Courier", to obtain new steel front valances was to no avail due to lack of support, but he managed to let me have a good secondhand one from a damaged rear end 13/60 saloon - thanks Bob you saved the day.

I had to do a lot of work on it by way of welding on the lower edges and fitting a new centre bumper rail - but the fixing brackets were sound and it was well worth it in the end and far better than having to resort to using those "Guess how you fit me" fibreglass units.

I think it is fair to say that the most difficult and frustrating task of all was fitting the rubber bumpers. They were original so they were not very pliable - fitting them "by the book" was just not on. The only way I could see to do it, was to apply a liberal amount of Waxoyl to both bumper and bumper rail and slide them on - not very easy and definitely a two handed job. Now came the fun - fitting the back ones on - the sides were too long to slide on (because of the shape) and again they wouldn't bend. The only way to tackle this job, as I saw it, was to literally cut the bumper in two, at the bend. It then became an easy job sliding the long piece on from the wheel arch end, the short bend on from the over-rider side. If care is taken in cutting, the two halves come together very cleanly - the joint being hardly visible and by applying white sealant to the joint it almost disappears.

Before the bumpers were fitted a lot of time was spent cleaning them up using wet and dry - the finish was very smooth giving a nearly new appearance. *Hint No. 7.* Always round off the ends of the bumper rail before attempting to slide the bumper on. This prevents the tendency for the rail to dig in to the bumper.

Next month - "The Finishing Touches".

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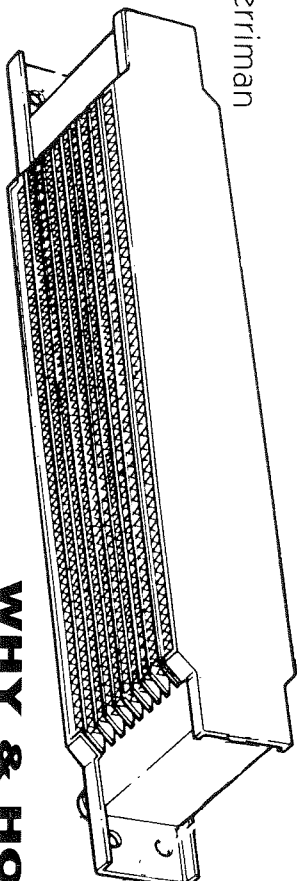
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Oil Cooler

D. Herriman



WHY & HOW

The summer is not too far away (I hope) and now is the time to thinking about the cars cooling system. One very important accessory is the Oil Cooler.

First of all what is an Oil Cooler?

An Oil Cooler is really a radiator for the cars engine oil. This is connected to the engines lubricating system via the oil filter opening in the engine.

Hot oil is passed down a pipe, not any old pipe but a high pressure pipe, to the oil radiator or oil cooler.

Here just as in a water radiator the hot oil is cooled by the air flow created by the movement of the car.

Another pipe then carries the cooled oil back into the engine.

Why do we need an oil cooler?

Well, basically the engine oil travels around the engine and is cooled on the engine surfaces (which have been cooled by the cars cooling system).

In theory this should be sufficient, and for most cars it is.

At this point I should like to mention that in the 1950's and early 60's when these engines were designed, there were few motorways and people tended to drive at speeds around 55 m.p.h. If you only drive your Spitfire at 55 m.p.h. then you shouldn't need an oil cooler either.

If you tend to drive quickly and then long distances the engine oil gets very hot. On hot days the oil can reach 140°. At this temperature the oil is so thin that it can't protect the bearings in the engine properly.

The bearings, especially those on 1500 Spitfires, then start to wear rapidly. As the bearings wear, greater friction is created at the bearings, this friction being passed on in heat, makes the engine even hotter. Its a vicious circle.

The ideal oil temperature is about 110° and under 70° the oil isn't warm enough to do its job properly.

cooler. This is important when fitting a thermostat in the pipes.

Remember the hot oil that comes out of the engine goes to the cooler and is then filtered. Take into consideration that the oil enters the filter via the small holes on the outer ring and after being filtered it comes out of the middle hole.

Before tightening the plate connect the pipes and ascertain the best route for the pipes so that they will not get damaged.

After fitting the take-off plate refit or fit a new oil filter.

Connect the pipes to the cooler. If you are fitting a thermostat in the pipes you can now see the best place to fit it. You will have to cut the pipes and shorten them to the amount used by the thermostat. Make sure you tighten the jubilee clips up real tight.

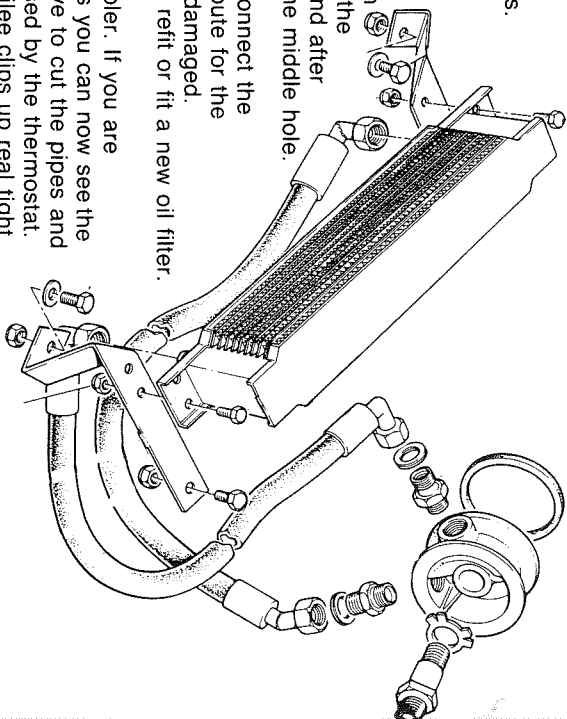
At this stage you should protect the pipes from any danger of being worn through. Fasten the pipes together using the plastic fasteners that are used these days for electrical wiring. Anywhere there is the SLIGHTEST danger of the pipes coming into contact with the metal of the chassis you MUST protect them. I have found thin rubber, as found on car mats or even better, bicycle mud flaps, wrapped around the pipes and then fastened with plastic fasteners, the perfect protection.

Remember, the oil inside these pipes will have between 50 and 90 p.s.i. and if they should rub through you could lose all your engine oil in SECONDS.

You must now top up with new engine oil. Allow about 1/2 litre for the cooler and pipes plus of course the same for the new filter (or empty old one).

Run the engine and check these are no leaks.

At this stage it is no good checking the dip stick as the oil will not be in the cooler and pipes until you have run the engine to a temperature greater than the openings temperature of your thermostat. In other words, go for a drive in the car until it has reached its proper running temperature, feel the pipes between thermostat and cooler to make sure they are warm. Let the car stand for an hour and then top up to the top mark of the dip stick if necessary. You now should have doubled the life of your "big-ends".



The Fun



of buying a
GT6

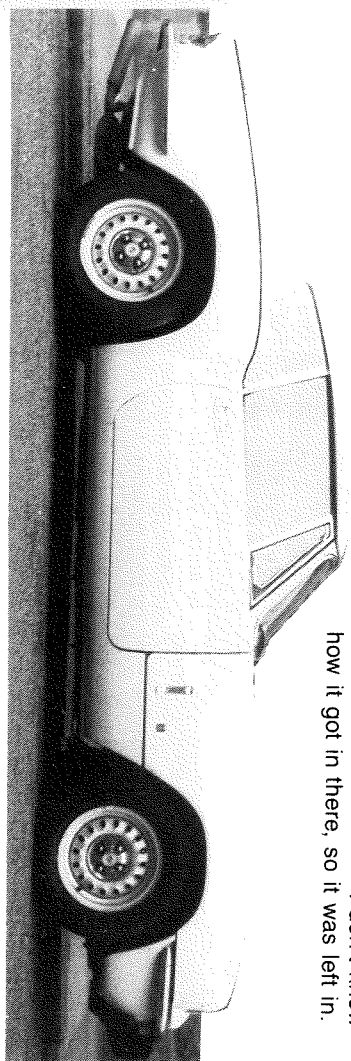
My wife has a GT6, registration NBY 328K, which she purchased in August 1984. On the face of it, it was in remarkably good condition with 86,000 miles on the clock, genuine, with every service receipt since day one and underscaled from day two. However, after a short period of time, major faults developed. The first of these seemed initially to be a 'clicking' rear wheel bearing. "No problem!" I hear you say. When the rear end was stripped down, it was found that all of the studs had ripped out of the differential housing and had smashed holes in the floor. The rear suspension had collapsed and the leaf spring was wedged firmly against the underneath of the car.

It was a costly repair because the work was done by a B.L. main agent, Beadles of Dartford, who did a very good job. The threads on the end of the halfshafts stripped when the nuts were taken off. Beadles were unable to supply new shafts as they were no longer listed but we obtained some from John Kippings in the next post. They were amazed at how quickly I got replacements.

have stuffed S.T.P. in the oil to keep the bearings quiet. As the oil got topped-up and the 'goo' got thinner, the lack of oil pressure became quite apparent, especially when starting from cold (clatter, clatter!). Needless to say, the oil light was on at tick-over.

Because of this, I took the car off the road in January 1985 where it stayed in a garage until November, when I started work on the engine. Baldyne Engineering (01-462 4050) did all the machining and the final rebuild. The crank is on it's first re-grind with heavy duty bearings. New oil pump, timing gears, tappets, push-rods, rockers, shaft and valve guides were fitted. Bore wear was minimal and, as the pistons were so good, they were re-ringed. The crank, rods and flywheel, with the clutch were then balanced. I was going to have a better camshaft installed but Baldyne thought the cam was not a standard one for a GT6 but a better one. I don't know how it got in there, so it was left in.

The next problem concerned oil pressure, or rather the lack of it! The dealer who we purchased the car from must

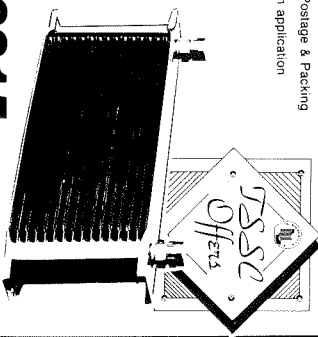


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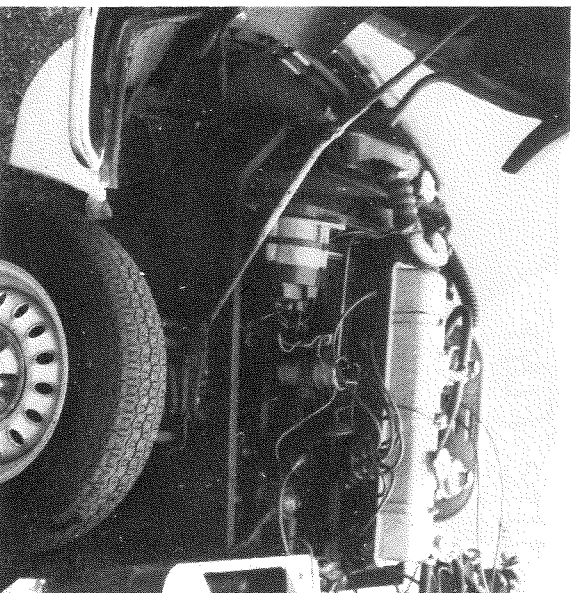
At about this time I had to re-direct my time and money into getting the house ready for the new addition to the family. The nice rebuilt engine stood in the front of the car all greased up and under cover until February 1987 when I started work again.

The engine went in OK but it was very messy and time-consuming, cleaning and painting ancillary components.

My friend has one of those vans with computer tune-up gear in the back and he offered to set-up my engine for me. Another problem reared it's ugly head when the timing was being set; it was found that the distributor was 11 - 14% out, shown clearly on his V.D.U. The firing intervals were all over the place, not good at all for a smooth running engine. On inspection, I found light wear on the shaft and bushes and the plastic retainer holding the points plate under spring tension had broken, letting the points and plate bounce around.

Several phone calls later, I found that a new Delco distributor was impossible to find as they were obsolete. I tried to get a new points plate assembly but I had no luck. I tried many places over the next year until January 1988, when I found myself determined to get what I wanted.

I phoned every advertiser in The Courier, who all told me the same story: "You'll be lucky". The British Sports Car Centre said that they had a new Lucas unit that would fit. I was loathe to buy secondhand over the phone without seeing what I was buying for fear of being supplied a wrong or worn unit. A friend told me of a place in Greenwich who did nothing but Triumph parts, who I duly rang. "Yes mate, I've got a pile of new six cylinder Delco distributors. I dunno what they're for but bring yours in and I'll try and match it". I went there but had no luck. He had in stock.



6 x D204 - 7953343 - XD3341
(believed to be early 1600 Vlt)

1 x D204 - 7953547
(believed to be export, very strange vacuum advance/retard unit)

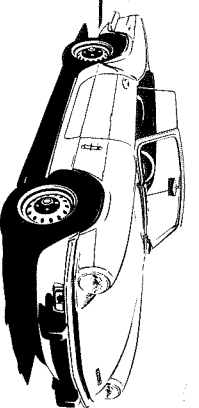
1 x D200 - 7953291 - XD3291 (G16 up to KE10,000)

I obtained the phone number of Delco Technical Information (0582-426676) and spoke to a Mr B Iwaite who confirmed that none of the above would be of any use to me. The unit I required was a D204 - 7992127 - XD2127 which was the same unit as mine.

At about this time, I phoned Lucas Technical Information (021-236 5050) who said that they never made a distributor for a G16 but said that they supplied one for a 2 litre Vitesse '71-74' number 41168. They said that it worked but was now obsolete and they had none in stock anyway.

I phoned Delco again and asked if they had a distributor listed for a 2 litre Vitesse 71-74, which had characteristics close to that of the unit I required. The answer was NO! Mr Iwaite came up with a part number for the plate assembly (7952978) and said that it was fitted to some Vauxhall cars but he didn't know which ones.

I duly started phoning Vauxhall dealers but armed with a part number, I felt slightly confident that I may have some luck. I was hoping that a plate assembly might turn up in an old parts list. Needless to say, I had no luck but I obtained a phone number for an auto electrical dealer in Rochester: Squires and Knight (0634-41651). I told



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them what I required and they said "No problem". When I said that what I really required was a new distributor, he said "Hang on" (rustle of paper) "Yes, I can have one here tomorrow morning". I was, to say the least, flabbergasted!! After all this time and effort, I had eventually come up trumps!

True to his word, I have my distributor which cost me £81.85 including VAT.

The main reason why I have written in to The Courier is because I thought of how many Club cars would be running about with wrong distributors because of non-availability of the correct items. Using a wrong distributor will affect power, performance and economy. If anyone has bought a secondhand distributor, or

suspects that he may have the wrong unit in his car, check the manufacturer's records to find out if you have the correct distributor. If you haven't, give Squires and Knight a ring.

I hope this information is of use to someone. Incidentally, since drafting out this letter, another year has passed and our GT6 project has been shelved yet again because of the domestic upheaval of moving house. The next jobs to be done are the fitting of new brake pipes, discs, servo and stainless steel exhaust. We have all the parts but not the time at the moment.

Sometimes we think we'll never get it finished! When all the work is done, we will enrol in the TSSC Insurance Scheme and get the old girl back on the road which, hopefully, won't be too long.

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