

Wire Wheel - Chrome	£75.00
Wire Wheel - Silver	£42.50
Wire Wheel Adaptor L/H	£22.50
Wire Wheel Adaptor R/H	£22.50
2 Eared Spinner	£ 9.90
Continental Spinner	£ 9.90
Fixing Nut	£ 0.64
Copper & Hide Hammer	£ 8.50
Lead Hammer	£ 4.95
Cleaning Brush	£ 3.50
Continental Spanner	£ 3.90

#### CHROME WIRE WHEEL KITS

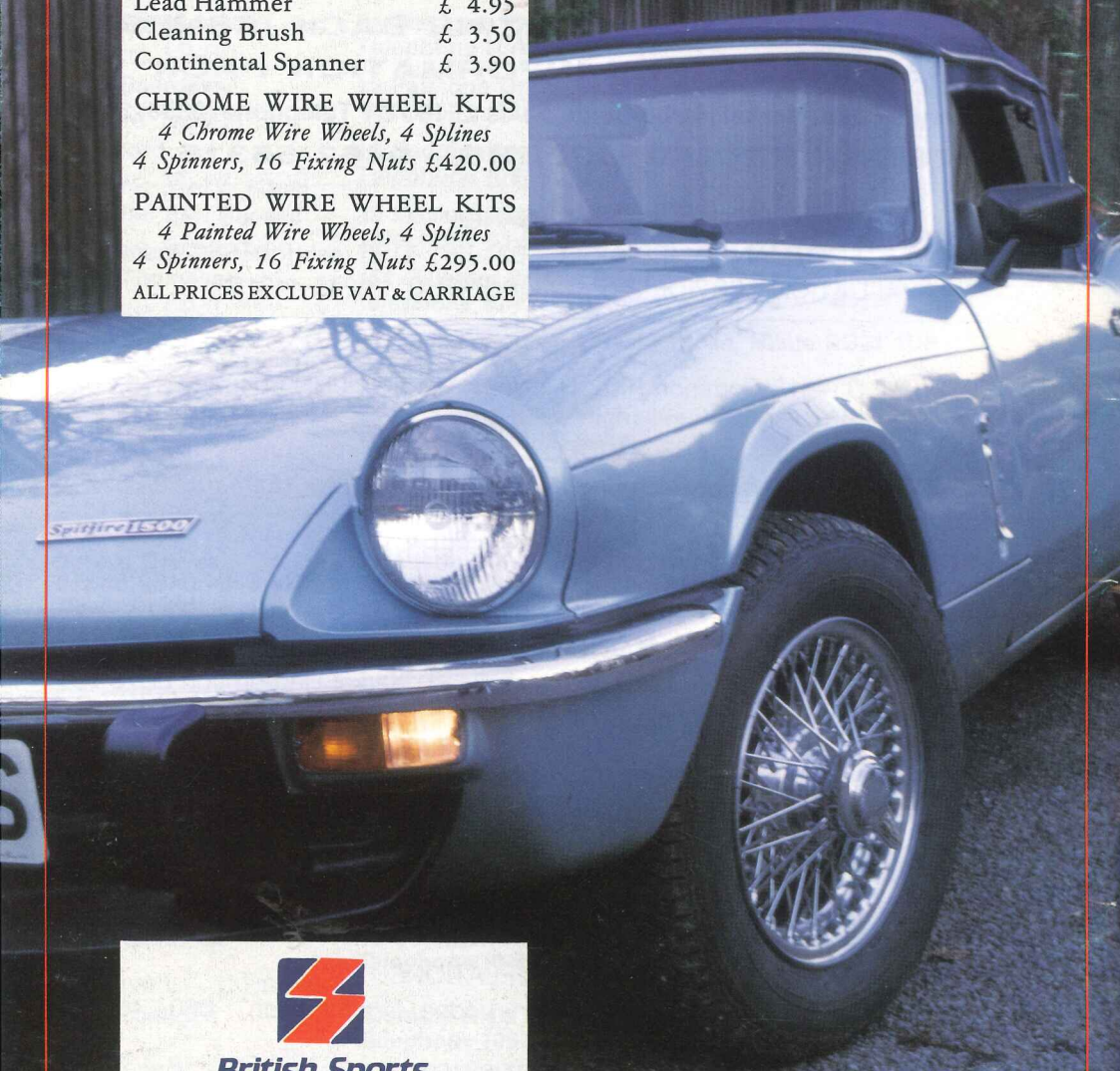
4 Chrome Wire Wheels, 4 Splines  
4 Spinners, 16 Fixing Nuts £420.00

#### PAINTED WIRE WHEEL KITS

4 Painted Wire Wheels, 4 Splines  
4 Spinners, 16 Fixing Nuts £295.00

ALL PRICES EXCLUDE VAT & CARRIAGE

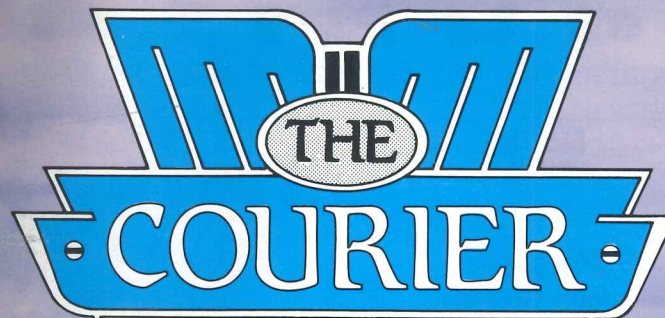
## Wire Wheels & Accessories



**British Sports  
Car Centre**

303 GOLDHAWK ROAD  
LONDON W12 8EZ  
TEL 01-748 7823 01-741 3997  
FAX 01-563 0101

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TRIUMPH SPORTS SIX CLUB - MAY 1989

107





# THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 9 No. 107 MAY 1989

Price £1.00 Free to Club Members

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John Griffiths, Jonty Wild, Roland Drew, Brian Waters, Glyn Ridgewell,

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

Viesse 2 Litre MkII Saloon TSSC International Peterborough 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 74

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# EDITORIAL

## Where are the Cars?!

Now we are heavily into the show season, with Bristol, Alexandra Palace and now NEC behind us, members often complain of the lack of cars on our stand. The simple answer is that not enough room is allocated to the Club. All clubs have the same problem, although we personally bring hundreds more members through the doors at these shows than most. The organisers are blind to this fact and allocate space ad-hoc. The exception to this rule is going to be at the Brighton Classic Car Show in September where we have been given the special feature stand with a 10 car capacity (remember at present shows, 2 cars max. in most instances). This show will certainly be worth visiting and full details will appear later in the year. One thing is for sure - the TSSC will always welcome it's members and general public on to the stand. It was a little disturbing to see the Stag Club, having the feature stand at Alexandra Palace, roping everyone out except an honoured few. Members must appreciate the work that goes into running stands at these shows, and the standard of the Stag stand has to be applauded but didn't they miss an opportunity to enjoy the event with many more fellow enthusiasts by roping the whole area off. This sort of stand will surely kill indoor shows as it is enthusiasts who year in year out give their support.

Please find enclosed the 1989/90 Members Handbook - the most comprehensive listing of Triumph Companies and Specialists plus Members Self Help breakdown Scheme to date.

MORE GREAT REMANUFACTURING NEWS - Original moulded Carpet Sets for all Spitfires now available see page 10. Well done Newton Commercial.

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# PRESIDENTS

I N T R O



John Griffiths

## GENERAL GOING'S ON

Good Friday saw me driving the Viesse from Chelmsford to Newton Abbot in Devon for a few minor finishing touches at S. W. Classics. The weather wasn't that good, so the hood, regrettably, stayed up but the car performed splendidly and I'm really pleased to be getting over 30 to the gallon now on the 1¾" SUs. I hope to collect it on the 8th April, so I can spectate at the first '89 Prescott meeting and it can have it's first public appearance!

The family followed me down to Devon in the Vauxhall and we spent a super week at a cottage in Cornwall, (Botelet). Whilst down there, we managed to visit the Cornwall Area for their monthly meet at Mitchell. Thanks everyone for a very warm welcome. It was great to see Jack's car looking better than ever.

● ● ●

Just before Easter, I was watching "EASTENDERS". Whoops, there goes another little secret! You might have seen Mike Reid setting up his new secondhand car business. On the forecourt was a 13/60 Herald convertible, showing a windscreen price of just £395! Well, you guessed it, I just had to write to the 'Beet' and tell them that a convertible would be worth much more .... "Know what I mean".

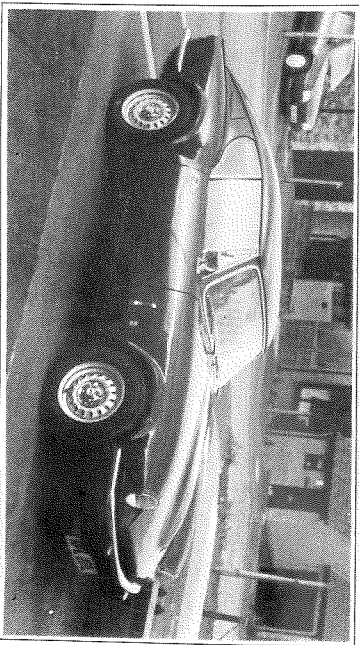
Within seven days I had a reply telling me that the car had been brought in for the day as a prop. It was apparently very rusty and had no MOT but was a goer! "Nice little motor .... Frank".

The company it was hired from ("Action Cars") paid just £200 for it. According to the BBC, Roger or Vas will be delighted to hear from any member on 01-863 6889 if anyone wants to make an offer!

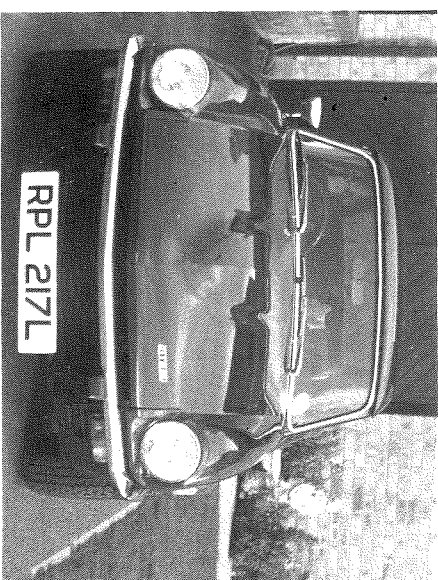
I can see the advert now: "Famous TV featured motor car ..... just 395 readies".

● ● ●

Another more famous car recently came forward for valuing. It is a superb, low-mileage GT6 MkIII (RPL 217L) that was originally owned by Leo Villa O.B.E. who, as you will know, was the lifelong racing mechanic of Sir Malcolm Campbell and also the "speedking" himself, Donald Campbell.



Leo purchased the car in 1973 at the grand age of 73. He died six years later in 1979, when the car was passed on to his nephew, Philip Villa. Phillip was also a prominent member of Donald's record-breaking team. Phillip married Donald's daughter, Gina who, in her own right, became the fastest woman on water in 1984. Their marriage broke up in the eighties and Phillip gave the GT6 to Gina. She in turn sold it in 1984 to a lady friend on Guernsey to raise cash for her now commonplace trips to New Zealand where she has a home and spends much of her time powerboat racing.



I am indebted to the current owner, Stewart Crofts, for the above information. Stewart has written to Gina to try and glean more information about the car's history following which he has promised to write a more detailed article for The Courier. We look forward to that with interest.

If anyone else has a Club car with an interesting past, please drop me or your Marque Register Secretary a line.

● ● ●

## CLUB CAR INSURANCE NEWS:

Some members have asked me to explain how premium refunds are worked out when they cancel their policy before it expires, following say the sale of the car. As this is of potential interest to a number of members, Footman James have kindly prepared the following information on this matter:

1. Cancellation during the first year (i.e. your first year insured under the Club scheme).

★ You will be charged one twelfth of the annual premium for each month or part thereof, plus 75% - up to six months - after this period no refund will be made.

Example: Annual premium £120  
Cancellation after 4 months: (£120 x four twelfths) £40  
Plus 75% £30

Total Charge £70  
Return Premium (£120 - £70) £50

2. Cancellation during the second or subsequent years.

★ You will be charged one twelfth of the annual premium

paid for each month or part thereof, plus 25% - up to 9 months - after that period no refund will be made.  
Example: Annual premium £120  
Cancelled after 4 months: £40  
(£120 x four twelfths) £10  
Plus 25% £50  
Total Charge £50  
Return Premium (£120 - £50) £70

General Note:

★ The above assumes that no claim has been made or initiated during the current period.

I hope that clarifies the situation but if you have any specific queries on this subject, please contact Footman James.

● ● ●

## ARE YOU GOING TO BE WHERE THE ACTION IS?

★ May 6 and 7 sees the first major Club event of the year, namely the South of England Meet at the Leatherhead Leisure Centre.

★ On the same days the Club is being represented at the Scottish National Vintage and Classic Show, In-gestion Showground, Edinburgh, which will please northern members. Contact John Malcolm for details on 0292-56624.

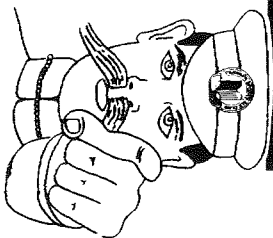
★ May 20 and 21 sees the return of the TSSC "It's A Knock Out". For those who can remember back to the early days of the Club, you might remember making a fool of yourself at the first such event at Wookey Hole. I think in 1980. This one is being staged by John Thomason at the Rushmore Arena, Aldershot, Hants. For more details telephone 0252-874283.

★ Finally, let's not forget the Standard Triumph International Rally (STIR 14) which takes place at Slot Moermond, Renesse, Holland on Sat/Sun 27 and 28.

● ● ●

PS. I shall be cheering for Jonny Herbert in the British Grand Prix on Sunday 16th May at Silverstone. His sister is one of the Secretaries in our office!

# NEWS REVIEW



## IMPORTANT! TO ALL AREA ORGANISERS YOUR CLUB NEEDS YOU!

The Club needs the help of YOUR Area, to run a small event or side show and/or assist generally at this year's International Event. Possible advance funds for a suitable event and the opportunity to make some money for your Area funds.

Contact Dave Beardley (0582-416684) as soon as possible as similar events will be allocated on a first come basis.

Also, will any members who wish to assist individually, even if only for a couple of hours, contact Jonty Wild or myself (01) 975 7062.

### FREE ENTRY TO THE INTERNATIONAL WEEKEND

To offer help in general marshalling contact - Mike Crewes, 0344-885541

### 1989 INTERNATIONAL WEEKEND

Some more help for our International Weekend at the Stafford Show Centre, Stafford on the 30th June to the 2nd July, will be the main event of the Club's year and as such, requires a great deal of manpower to ensure that everything runs smoothly.

I have been asked to organise the running of the gate for the weekend and I need HELP! Anyone who helps me on the gate for more than three hours, not necessarily all in one go, will receive FREE entry to the event.

Please ring me, Chris Childs or Tessa on (01) 330 1389. If we are not in, please leave a message on the answering machine.

### OLDEST VITESSE:

The earliest Vitesse on record in the Vitesse Register is 777 CWD, commission number HB179DL, a red saloon owned by John Hickman, Birmingham in 1987. If anyone has an earlier Vitesse, write in with details of commission number etc. Perhaps the owner of the earliest Vitesse could send me a photo for The Courier.

I have just received a member's letter that I would like to respond to in this month's Courier, as follows:-

#### Weather-Proofing

Following on from March's article on weather-proofing, Leon Price writes in to say that his car leaked from new. The Triumph representative explained that, since the car was only spot-welded together, that all joints had to be sealed but bonus schemes meant that this wasn't always done properly. Triumph extended the guarantee on Leon's new car for 6 months. Subsequently, Leon used Bostic strip bath sealant to seal joints on this car and enjoyed 17 years of dry motoring.

#### MID-ENGINE SPITFIRE

For those of you who haven't already guessed, last month's Spitfire exclusive, was conceived by myself on April 1st. Nevertheless the idea is sound and with a small modification to the gearbox, could be made to work.

#### HOPE TO SEE YOU ALL AT THE 'IT'S A KNOCKOUT COMPETITION ON 21ST MAY

John Thomason

#### REAR SUSPENSION -

Jonty Wild

Has my request for rear suspension dimensions (page 59, last months Courier) fallen on deaf ears? I expected a flood of replies from our 12,000 members, but what have I got so far.... 3, all from members with very new rear springs. Please it won't take more than 5 minutes of your time, so please let me have details as requested. It will be an interesting article

#### STAINLESS STEEL EXHAUST

TSSC Special Offers will be announcing, new sports systems shortly, as per all systems supplied by TSSC Offers Dept they will be guaranteed for life and be excellent value for money.

Owners of Herald 948's and early 1200's you have not been forgotten, original pattern stainless steel exhaust will be available soon.

#### OLD MAGAZINES

I have recently been clearing out some old magazines and have come across 53 copies of Standard Car Review incorporating Triumph News, dated 1958 - 1965.

These are all in very good condition and as some feature Heralds and Vitesse's, I thought Club members may be interested in them. If so, please contact me on Hinckley 632996.

## THE TRIUMPH SPORTS SIX CLUB INTERNATIONAL WEEKEND 1989

Stafford Showground, Stafford (Junction 14, M6)  
**1st & 2nd July, 1989**  
(plus the evening of Friday 30th June)  
**OVERSEAS MEMBERS PLEASE SEE SPECIAL BOOKING ARRANGEMENTS**

You surely can't have failed to see the adverts in previous Courier for the above event, it is certainly the most important event of the TSSC year and once again likely to be the biggest TSSC event ever.

## SO BE THERE

Of course you'll be there won't you?, (that goes without saying), but note this is a full two day event, so if you can stay for the whole two days. Details of on site camping, hotels and bed & breakfast accommodation or how to get them are below.

After the success of last year we expect a record turnout of members and a record number to be staying overnight, because of this we have chosen a site with the best available facilities. They include good camping facilities with toilet/shower blocks (with hot water), a shop for milk, newspapers etc. The camping will again be divided in to 'lively' and 'quiet' areas and you should be able to just turn up and camp, however if you wish to join in the evening festivities it is strongly recommended that you book in advance.

Numbers for the very popular Saturday evening disco/buffet (with separate quiet bar) will again be strictly limited. Many members were disappointed last year because they could not get in 'on the night'. If you don't book then it is likely that you will not get into the on site bar, the disco and you certainly won't be able to get a buffet.

... **SO BOOK, YOU HAVE BEEN WARNED!**





The purpose of this article (apart from persuading you to come!) is to give a brief description of what will take place at the event. The main features of the event remain the biggest Autojumble anywhere for 'our' cars and, of course, the most prestigious and important Concours of the Club year. The latter, totally revamped last year was very well received and looks like repeating it's success this year. (details from Dennis Benson 0527-77059). We have excellent, huge indoor facilities and they will house the Concours, the traders and the Autojumble under one roof. They have lighting, heating (though we shouldn't need that in July!) and they will ensure the Events success irrespective of the weather.

A rough programme is below, but obviously the organisation for the event is still in full swing so it is likely that even more will be added to it as time goes by and, of course, the programme could be subject to changes due to any unforeseen circumstances.

### PROGRAMME OF THE EVENT

#### AVAILABLE EVERY DAY:

Food (snacks/salads/sit down meals), hot and cold beverages, bar.

#### FRIDAY 30TH OF JUNE:

- (Friday evening, no site entry before 5.00 pm except by prior arrangement)
- informal get-together and welcome in the on-site bar, with possible videos (bar snacks available)

#### SATURDAY 1st OF JULY:

- Autojumble and Trade Stands
  - Technical/Register Stands
  - Competition Section Stand
  - Gymkhana
  - Feature Stands
  - Club Regalia & Books
  - Club Insurance & Valuations
  - Free bus trips out shopping & sight seeing
  - Guest Triumph Club Displays
  - Car Tuning
  - Video Show
  - Raffle
  - Area Sideshows/Games
  - Members' Boot Sale
  - Saturday Night Disco & Buffet
- Autojumble and Trade Stands
  - Concours Judging and Prize giving
  - Technical/Register Stands
  - Gymkhana
  - Club Regalia & Books
  - Bus trip out sight seeing (free transportation)
  - Club Insurance & Valuations
  - Car Tuning
  - Video Show
  - Dutch Spire Weekend Video & information
  - Area Sideshows/Games
  - Members' Boot Sale
  - Feature Stands
  - Local horse/pony jumping

#### SUNDAY 2nd OF JULY:

**PLEASE NOTE:** numbers allowed in the building for the official welcome/disco/buffet/quiet bar will be limited and will be by ticket only, so booking is strongly recommended to avoid disappointment.

### ACCOMMODATION

Because this event is going to be a FULL two-day event, it is anticipated that a record number of members will want to arrange overnight accommodation. :-

**CAMPING:** On-site camping, two areas have been set aside, one 'in the hub of the action', ie. the 'lively' area and the other the 'quiet' area which is some distance (walking distance) from the main area of the event. Both are level and have water points, the toilet/shower blocks with hot and cold water are again within easy walking distance.

**HOTELS AND BED & BREAKFAST:** A list of this type of accommodation has been prepared. Area Organisers should have a copy and a copy can be obtained by writing to the address on the booking form (enclose an SAE). All tastes and pockets are catered for.

### EVENT ENTRANCE ON THE GATE

**Day/Weekend Entry £3.00 per person  
UNDER 16's FREE, OAP's £1.50**

### ADVANCE BOOKING FORM - discounted prices

**OVERSEAS MEMBERS PLEASE NOTE - bookings are taken in good faith ie. send no money, just complete and return the form and pay on the gate.**

Details required:

Name: ..... Telephone No. (inc. code): .....

Address: .....

#### NORMAL PRICES - per person

- \* ENTRY - Weekend/day entry £3.00, under 16's free, OAP's £1.50 \*
- \* SATURDAY NIGHT - Bar/Disco £3.50, Buffet £6.00 \*
- \* CAMPING - Saturday only £5.00/unit, Friday/Saturday £8.00/unit \*  
(Sunday night Free)

**ADVANCE PRICES - per person**  
Entrance Tickets £2.50 per person (saving £0.50)  
- No. Req'd. .... TOTAL £ .....

OAP's £1.50  
- No. Req'd. .... TOTAL £ .....

Weekend Entry Tickets/Saturday Night Bar/Disco £5.50 per person (saving £1.00)  
- No. Req'd. .... TOTAL £ .....

Weekend Entry Tickets/Saturday Night Bar/Disco & BUFFET £9.00 per person (saving £3.50)  
- No. Req'd. .... TOTAL £ .....

#### CAMPING COSTS

Saturday night only £4.50 per unit (saving £0.50)  
- No. Req'd. .... TOTAL £ .....

Friday & Saturday nights £7.50 per unit (saving £0.50)  
- No. Req'd. .... TOTAL £ .....

\*\*\* 'Lively' or 'quiet' area - please delete \*\*\*  
Sunday night free  
- No. Req'd. .... TOTAL £ .....

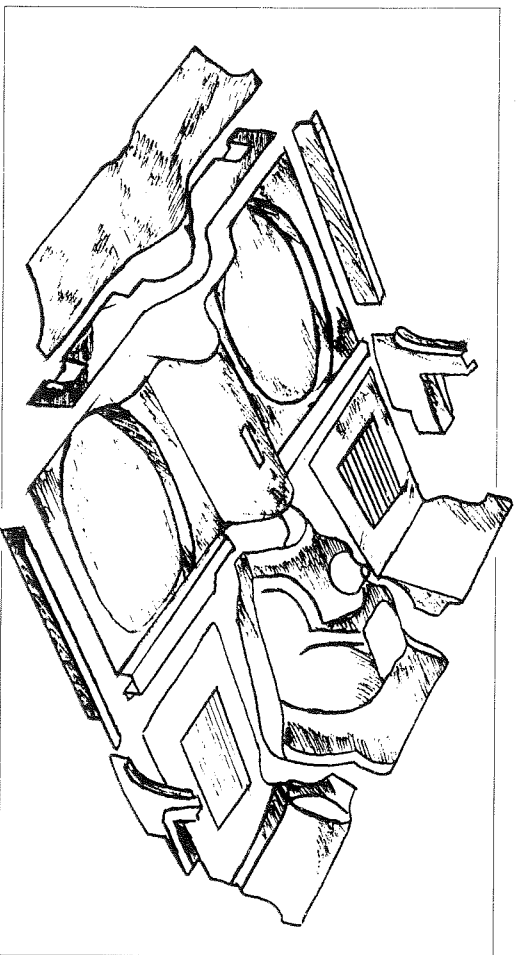
**Send completed form to:-**  
**Triumph Sports Club International Weekend**  
**GRAND TOTAL £ .....**

c/o Jonty Wild, 13 Common Rise, Hitchin, Herts. SG4 0HN, England  
Tel : 0462-56315

**Enclose payment and include a stamped, self-addressed envelope**  
*If you do not wish to destroy this Magazine send a photostat*

TSSC/IN/589

# At Last ! Spitfire Moulded Carpet Sets



We are now able to offer you a complete set of moulded carpets for Spitfire I,II,III,IV & 1500 models to original factory specification.

Black sets only are complete with all pieces including necessary fitting clips etc.

**£98.00 + £4.00 Carriage + VAT**

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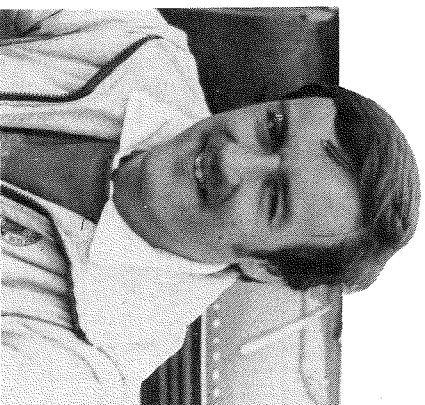
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**TEL: 0728 832880**

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SSC 581



**COP SHOP**  
Mike Crewes  
**DANGEROUS  
LOADS**

*From time to time I give you updates on topics as a little reminder. One such topic that pops up perhaps with boring regularity is that of dangerous loads.*

Before you immediately turn over, no I'm not do up the fixing clips tightly.

going through all that again. One thing I have consistently missed out is the ever more popular use of boot racks. Boot racks in themselves are quite innocuous, even handy gadgets that some people find it difficult to live without. Like any accessory of course there is a right way and **wrong way of fixing it.**

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

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

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

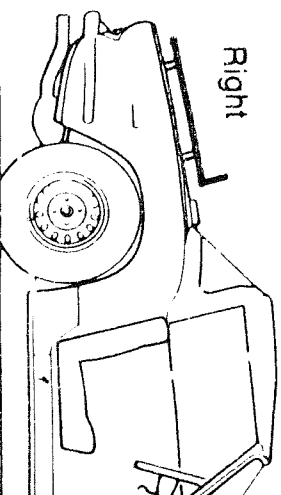
If the rack is correctly fitted, the raised bar will be at the front of the rack to assist the security of the load in emergency stops or accidents. Remember, if the load comes forward, you are right in front of it.

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

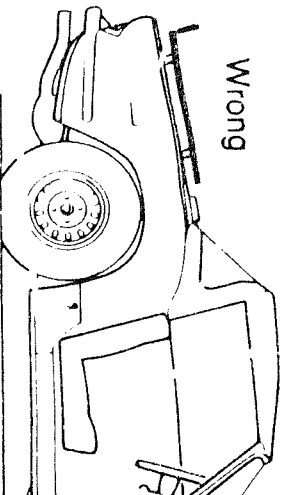
Another tip - the rubber suckers under the rack are to assist the rack in staying in place, never remove them or put anything under them, always

**REMEMBER:**

**Right**



**Wrong**



If you have a query on Road Traffic Law, write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN with a stamped addressed envelope. Help is only 28 pence away

**S.E.M.**  
**LEATHERHEAD LEISURE  
CENTRE**  
**6th & 7th MAY**



# CAMBRIDGE TRIUMPH SPARES

Next to SHORTS COTTAGES 16FT. BANK MOUNT PLEASENT FARM CHATTERIS CAMBS PE16 6XN

## MAY'S SPECIAL OFFERS TO TSSC MEMBERS

**DIRECTIONS:** Take the A141 from Huntingdon to Chatteris. From Chatteris take the B1098 (signposted Downham Market) and drive along the 16ft drain. Take the second white bridge on the left across the drain and drive straight ahead on the un-made track. Shorts Cottages are dead ahead at the end of the track. Cambridge Triumph Spares are located to the right of the second cottage. Please do not call at any of the residential properties, our premises are clearly marked.

*Please note: Callers are welcome between the following times:  
Monday to Friday 9.30 am to 5.30 pm Saturday 10.00 am to 2.00 pm Sunday Closed*

VITESSE 2 LITRE MK II REAR EXHAUST BOX (UNIPART) .....	£22.00
HERALD 948cc BRAND NEW CARBURETTORS .....	£35.00
HERALD SPEEDO CABLES .....	£5.50
SPITFIRE/HERALD WATER PUMPS .....	£18.00
HERALD 1200 HEADLAMP PEAKS (ORIGINAL LUCAS) CHROME .....	£18.00
HERALD/VITESSE REAR LAMP TOP CHROME "V" FINIS .....	£6.90
SPITFIRE/IV/1500/GT6II COMPLETE FRONT SIDE-INDICATOR UNIT .....	£15.00
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ALL MODELS (NON ROTOFLEX) REAR SHOCKS (SHOP SOILED) .....	£10.00
ALL MODELS (NON ROTOFLEX) REAR DRIVESHAFTS NEW ORIGINAL .....	£45.00
ALL MODELS FRONT AND REAR WINDSCREEN SEALS .....	£16.00
BRIGHT SCREEN INSERTS FOR ABOVE (EXCEPT SPIT/IV/1500 & GT6II) .....	£6.90
ALL 2 LTR MODELS 3 - PIECE CLUTCH KIT (24,000 MILE GUARANTEE) ....	£42.00
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SPITFIRE MKII HOOD AS ORIGINAL (NON-ZIP WINDOW) .....	£59.00
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HERALD/VITESSE CONVERTIBLE HOOD COVER (COVERS HOOD WHEN DOWN) ..	£29.50
HERALD/VITESSE IGNITION LOCK BARRELS & 2 KEYS .....	£7.50
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SPITFIRE "ALEY" ROLL OVER BAR STANDARD MODEL .....	£49.00
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SPITFIRE (NOT 1500) GIRLING BRAKE MASTER CYLINDER (64068633) .....	£24.50
ALL MODELS EMERGENCY LIGHT BULB PACK (6 BULBS) .....	£2.95
SPITFIRE IV/1500 REAR LIGHT BULB HOLDERS INCLUDING BULBS .....	£1.25
SPITFIRE III REAR STOP/TAIL LENS .....	£5.50
SPITFIRE IV/1500 REAR STOP/TAIL LENS .....	£4.95
HERALD RUBBER BUMPER SETS (6 PIECES) .....	£75.00
INDIVIDUAL PARTS RUBBER BUMPERS .....	£14.00
HERALD/VITESSE/SPITFIRE II/III ORIGINAL WING MIRRORS .....	£13.95
HERALD/VITESSE/SPITFIRE II/III ORIGINAL BOOT HINGES (PAIR) .....	£15.00
SPITFIRE IV/1500 FRONT WINGS .....	£29.50
FRONT SHOCK ABSORBER SPAX ADJUSTABLE (GAS) .....	£27.50
REAR SHOCK ABSORBER SPAX ADJUSTABLE (GAS) .....	£25.00
ORIGINAL STANPART FRONT TRUNNION (BRASS) INCLUDING BUSH KIT ..	£11.00
FRONT VERTICAL LINK ORIGINAL .....	£32.00
UPPER BALL JOINTS ALL MODELS .....	£7.90
SPITFIRE/GT6 FULL FLOORPAN .....	£27.00
SPITFIRE/GT6 FOOTWELL FLOORPAN .....	£9.90
HERALD/VITESSE FRONT FOOTWELL FLOORPAN (RIBBED) .....	£23.00
REAR WHEEL BEARING KITS (NON ROTOFLEX) .....	£9.50
SPITFIRE IV/1500/GT6II CHROME WHEELNUTS (EACH) .....	£1.50
ALL MODELS MATCHED BONNET LOCKS .....	£12.50
HERALD 13/60 NEW CHROME HEADLAMP BEZEL .....	£18.00

## CARS FOR SALE

GT6 MkII 1969 -  
overdrive runs and drives very well needs work no MOT - £650.00  
Spitfire MkIV -  
drives well reconditioned engine 200 miles, needs respray and front wings  
MOT sept - £395.00  
Vitesse 2Ltr Salon -  
no MOT needs some work - £550.00

ALL PRICES PLEASE  
ADD POSTAGE AND VAT AT 15%

FAX (03543) 5256

*Our telephone number is*

TEL: (0354) 34140/34144



Venue: Runswick Bay. Accommodation available at Runswick Bay caravan and camping park. There are numerous bed and breakfast facilities in the area.

Date: Friday 19th May to Sunday 21th May 1989 inclusive.

Events: Friday evening: pub meeting at The Royal public house (bottom of Runswick Bay bank). Saturday 11 am: leave for convoy run and pub lunch. Route details will be given on the day. Saturday evening: beach barbecue. Food NOT included. Sunday 11 am: informal concours on the campsite.

# North Yorkshire Triumph Weekend 1989

Campsite: The campsite is well organised with metalled roads. We have been asked to give numbers in advance so please could you forward details along with £1.50 registration fee (to cover trophies, administration) to:

**Kathy Sleightholm,**  
12 Strait Lane,  
Stainton,  
Middlesbrough,  
Cleveland TS8 9BB

Daily Fees: TENTS £1.50 per person, per night (children under 14 are half price). This includes a unit of tent plus car. TOURING CARAVAN/MOBILE HOME £5.00 per night. EXTRA CARS 50p each.

If further details are required contact Dave Ferguson (0642) 700107 - office hours

## NORTH YORKSHIRE WEEKEND 1989

CLUB: .....  
AREA: .....  
TYPE OF CAR: .....  
TENT, CARAVAN OR MOBILE HOME: .....  
NUMBER OF ADULTS: ..... NUMBER OF CHILDREN: .....  
ARRIVAL TIME: .....  
I enclose £1.50 per car registration fee (to cover trophies and administration)

Signed: .....

Address: .....

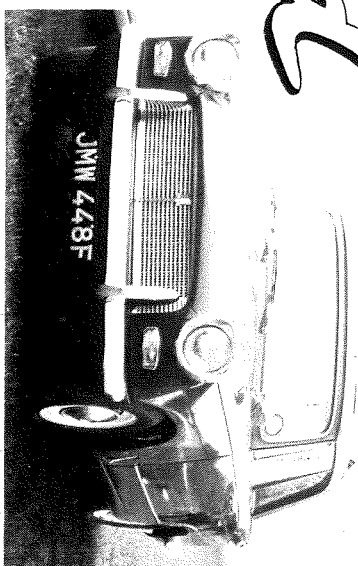
Phone Number: .....

# Herald

## REGISTER

Chris Longhurst

### 12/50 HERALD - BODY NUMBERS



The 12/50 Herald was introduced in 1963 and was in production until 1967. The 12/50 was a slightly more powerful version of the 1200 saloon with redesigned front grill, sunroof as standard and a 12/50 badge on the bootlid and (until September 1966) on the rear wings.

Commission numbers started as GD1RS, the final commission number was GD55689RS. Engine numbers are prefixed GD rather than the GA of the majority of 1200 saloons.

Selected body number/commission number sequences are listed in Table 1. Note that after commission number GD50000RS (approx.) the body number changes from a GDT suffix to a GAT suffix. This body number sequence is also found on later 1200 saloons.

TABLE 1

#### Commission/Body Numbers for 12/50 Saloons (sequences selected from the TSSC Register)

COMMISSION NUMBER	BODY NUMBER	COMMISSION NUMBER	BODY NUMBER
* 1962 GD1RS	?	* 1965 GD29034RS	?
* 1963 GD1409RS GD3015RS GD3526RS GD5782RS GD8928RS GD15047RS	1417GDT 3084GDT 3568GDT 5794GDT 8757GDT 15345GDT	GD30113RS GD32950RS GD35922RS GD38393RS GD40703RS GD41666RS	30137GDT 32952GDT 35846GDT 38217GDT 40551GDT 41511GDT
* 1964 GD15755RS GD15818RS GD16874RS GD21735RS GD27107 GD28735RS	?	* 1966 GD42716RS GD44184RS GD46476RS GD48785RS GD49927RS GD50793RS GD51298RS	?
(* production year)		* 1967 GD51363RS GD51397RS GD52549RS GD54356RS GD55601RS	?



# JOHN KIPPING

TRIUMPH SPARES

## HERALD VITESSE SPITFIRE GT6

Shop Open - 9.30 - 5.30 Mon to Fri 9.30 - 3.30 Saturday

TELEFAX 0203 637238

### More Re-Manufactured Parts



### Four Branch Manifolds

For all 1300/1500 Engines with twin carbs.

From an original design (guaranteed increased performance) ..... \$60.00

Appropriate carb needles (pair) ..... \$10.00

### Petrol Tank Sender Units

Herald/Vitesse six screw type ..... \$22.00

Herald/Vitesse (late) locking ring type ..... \$22.00

Spitfire all models ..... \$22.00

### Laminated Windscreens *Brand new stock - Collection only*

Herald/Vitesse - Spitfire I/II/III/IV/1500 - GT6 I/II/III ..... \$45.00

Herald/Vitesse *Toughened* ..... \$30.00

### Door Glasses

Spitfire I/II/III/IV/1500 - Herald/Vitesse Convertible ..... \$18.00

★ Prices include VAT post extra



**WORLDWIDE MAIL ORDER SERVICE**

**Illustrated Catalogue £2 - Overseas Free**

**124 ALDERMANS GREEN ROAD COVENTRY CV2 1PP**

**TELEPHONE 0203 683926**

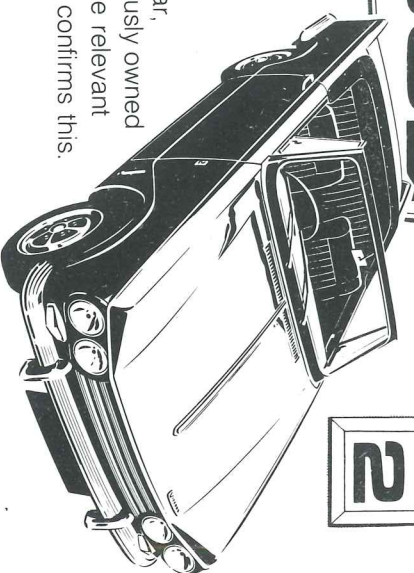
# VITESSE



## REGISTER

A s reported last month, the 'works' car, A MWK 668G, was the Vitesse previously owned by Tony Bostock and I am including the relevant picture from *Hot Car* magazine, which confirms this.

**Andy Bonner**



*Hot Car's convertible Vitesse Mk2 gets its new identity—before on Opus and Fairthorpe*



**CRANKSHAFT PULLEY BOLT REMOVAL:**  
With Thanks To G D Barnett-Smith

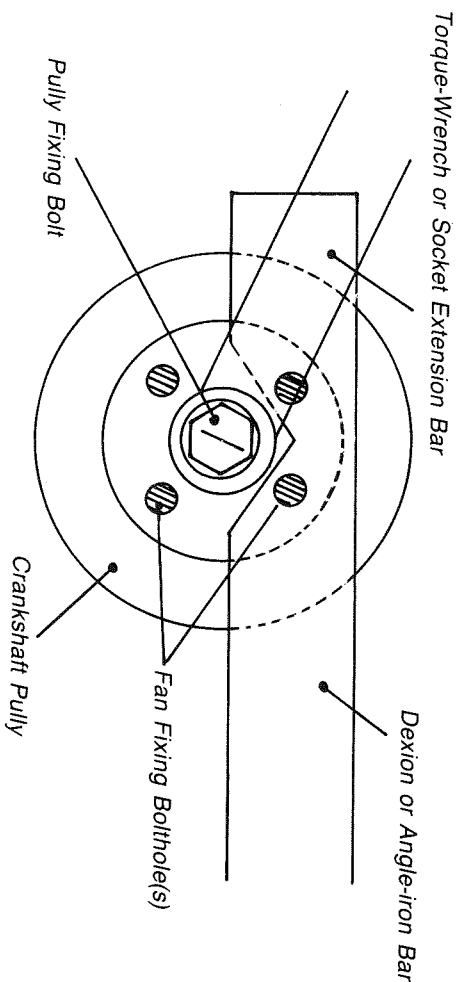
Removing Your Vitesse/GT6 Crankshaft Pulley Bolt When Normal Methods Fail!

When renewing my timing chain recently, I came across the "seized-bolt-syndrome", as I call it! I tried the normal, recommended method - i.e. put the car in gear, handbrake on etc. - but to no avail. So I thought readers might be interested in my method of removing the offending item, as follows:

1. Remove fan, if still fitted.
2. Find a suitable piece of angle-iron or Dexion, or similar bar about 3-4 feet long.
3. Drill two holes near one end, the same distance apart as the fan fixing bolts, and the same diameter as the above bolts. This is not necessary if you are using slotted bar, like Dexion, as you should be able find a couple of slots that will do.
4. Cut out a Vee-shaped slot between the two holes, as shown in the diagram. NOTE: this cut-

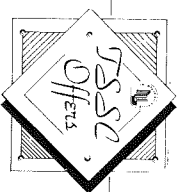
out must be large enough to clear the socket you will have on the crankshaft bolt.

5. Bolt your bar onto the pulley, using two of the fan fixing holes and their associated bolts. Make sure that the fan bolts are done up tightly and the bar is flat against the pulley.
6. Put the car in gear and the handbrake on. Now get a helper to hold the bar against one side of the chassis. Then using a suitably long socket bar, or torque-wrench, you lean the other way and hopefully the bolt "cracks".



Thanks to all fellow MK1 owners for your letters, especially on the official estate cars. Information is still slowly coming in and I will up-date this section some time in the next few months. Those of you who have sent photos of the estate models and have asked for them back, will have them returned when the article is published (I have not forgotten).

Two members have written to me recently asking if their cars have been on the register before. However, they did not quote the commission number and, therefore the cars cannot be traced. Please also note that if you want a reply, you must enclose an s.a.e. ●



## Joddlers & Crimpers

- Prices inclusive of VAT



JODDLER £25.75 .....Postage & Packing (UK only) £1.50  
CRIMPER £22.95 .....Postage & Packing (UK only) £1.50

Overseas Postage & Packing costs on application

Send payment to:- TSSC OFFERS 13 Common Rise, Hitchin, Herts SG4 0HN  
**or PHONE 0462-56315**

Members wishing to use ACCESS or BARCLAYCARD enclose Cardnumber and full name appearing on card  
Information Required

Name ..... Membership No. ....  
Telephone Number ..... Address .....

Credit Card ..... Exp. Date .....

Although normally quicker please allow 28 days for delivery.

**TSSC OFFERS ★ TSSC OFFERS ★ TSSC OFFERS**

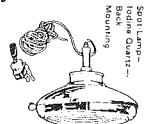
## STANPART PARTS AND ACCESSORY LIST FOR THE VITESSE

Description	Model	Part No.	Retail Price £ s. d.
<b>ANTI-FREEZE</b> — Smith's Bluecol. Recommended for all Triumph Vehicles.			
5 gallons		507966	9 12
1 gallon		507967	1 18
1 quart		507969	10
1 1/2 pints		513431	7
1 pint		507970	5
1 1/2 pints Top-up mixture		514530	4
<b>ANTI-FRICTION THROTTLE CABLE</b>			
Makolite Delrin Sleeve	Herald Range and Vitesse	516018	7
<b>ANTI-MIST PANEL</b> , 30" x 14" - Rear Window			
	All Saloons	566298	19
<b>BADGE BAR</b>			
	Herald Range	570107	4 0
	Vitesse	568993	3 10
	(1300 and 2000	570483	3 15
	Herald Range inc. 13/60,		
	Spliffre 1,1,1,1 and GT6	562116	1 15
<b>BONNET LOCK KIT (2 Locks)</b>			
<b>BRAKE FLUIDS</b>			
Girling:			
8 Fluid oz.	Girling Brakes	517632	4
16 Fluid oz.	Girling Brakes	517633	7
32 Fluid oz.	Girling Brakes	517634	13
Lockheed:	Lockheed Brakes	506629	4
8 Fluid oz.	Lockheed Brakes	515327	7
16 Fluid oz.	Lockheed Brakes	58398	12
32 Fluid oz.	Lockheed Brakes		
<b>BRAKE KITS</b>			
Disc Brake Conversion	Herald 948 and 1200	511045	32 10
Girling Powerstop	Herald Range inc. 13/60,		
	Vitesse, 1300 and all Sports	514600	13 10
<b>BULBS</b> - The recommended replacement bulbs for all lamps can be obtained from your local Stanpart stockist.			
<b>CIGARETTE LIGHTERS</b>			
Press-down	All	569116	10
		+PT	4
Pull-out	All	138737	1 5
		+PT	8
Element only for 138737	All	515842	12
Knob only for 138737	All	514108	3
Bracket for 138737	All except 2000	514940	1
COAT HOOK (as 1300 and 2000)	All	618187	
<b>DEFROSTER</b> - Electric (Front or Rear Screen)			
	All Saloon and Hardtop Sports	59844	1 17 6
DE-ICER - Aerosol Can - 10 oz. Fill	All	574790	4 6
<b>DOOR BUFFERS</b> (No Reflectors)			
	All	574888 pair	2 0
<b>FIRE EXTINGUISHER</b>			
Refill service (12/6d.) available direct from Bradville Ltd., London, W.7.	All	554449	2 5 0
<b>FUEL FILTER LINK</b> (Fits into petrol feed line)			
	All	515448	3 9
<b>GASKET JOINTING COMPOUND</b> - Hylomar			
	All	510288 tube	12 0
<b>GAUGES</b>			
Oil Pressure Kit (lb./sq. in.)	Vitesse	514833	3 6 6
Oil Pressure Kit (Metric)	Vitesse	514834	3 6 6
Mounting Panel for Gauges-Single Instrument	(Herald Range inc. 13/60,	574761	7 6
Mounting Panel for Gauges-Twin Instrument	(1300 and all Sports	574762	10 0
<b>HEATED BACK LIGHT</b> - Illuminated switch 515396 should be used			
	Herald Range and Vitesse Saloon	571380	11 0 0



## LAMPS

**Fog-Bottom Mounting**  
**Iodine Quartz**  
 Fog-Back Mounting  
**Iodine Quartz**



Plinth - suitable for mounting iodine  
 Quartz lamps on valance under Bumper  
 4" Sealed Beam (Eversure) New High Output, 50 watt

	Herald Range (Drill Valance)	516311	4	13	6
Herald Range inc. 13/60, Vitesse and 1300	516278	4	13	6	

Fog  
 Replacement Sealed Beam Unit for Fog  
 Lamp above, 50 watt

	All except GT6	515976	3	8	9
All except GT6	515976	3 <td>8 <td>9</td> <td></td> </td>	8 <td>9</td> <td></td>	9	

Spot  
 Replacement Sealed Beam Unit for Spot  
 Lamp above, 50 watt

	All except GT6	516164	1	12	6
All except GT6 <td>515975</td> <td>3 <td>8 <td>9</td> <td></td> </td></td>	515975	3 <td>8 <td>9</td> <td></td> </td>	8 <td>9</td> <td></td>	9	

Rear Mounting Ball Joint for grille fixing of  
 Eversure 4" Lamps

	All except GT6	516163	1	12	6
All except GT6 <td>515977</td> <td>15 <td>3</td> <td></td> <td></td> </td>	515977	15 <td>3</td> <td></td> <td></td>	3		

Base Mounting Ball Joint for Valance/  
 Badge Bar fixing of Eversure 4" Lamps

	All except GT6	515978	15	3 <th></th>	
All except GT6	515978	15 <td>3</td> <td></td> <td></td>	3		

(All other parts of Eversure lamps are serviced as separate items, obtainable direct from  
 Eversure)

	2000	High Output Bulb Unit	616480	2	6
2000	High Output Bulb Unit	616480	2	6	

High Output Bulb Unit for Outer Lamps

	2000 and Vitesse	515905	each	2	5
2000 and Vitesse	515907	each	2	5	

Iodine Quartz Replacement Bulb Unit

	2000 and Vitesse	515906	each	1	8
2000 and Vitesse	515906	each	1	8	

Reverse Kits  
 Manual Control  
 Automatic Control (Actuating Shaft 127740  
 also required on certain models - 8/9d.)



	Herald Range	502251	3	7
Herald Range <td>502251</td> <td>3</td> <td>7</td> <td></td>	502251	3	7	

Reverse Kits  
 Automatic Control (Actuating Shaft 127740  
 also required on certain models - 8/9d.)

	Herald Range from G.26784	509792	3	14
Herald Range from G.26784 <td>509792</td> <td>3</td> <td>14</td> <td></td>	509792	3	14	

Reverse Kits  
 Automatic Control (Actuating Shaft 127740  
 also required on certain models - 8/9d.)



	Vitesse, Spitfire I and II	213288	3	5
Vitesse, Spitfire I and II <td>213288 <td>3</td> <td>5</td> <td></td> </td>	213288 <td>3</td> <td>5</td> <td></td>	3	5	

Continental Touring - Headlamp Conversion  
 (2 Light Units 511609, 2 Light Units 511610, 2 Bulbs 510219 and 2 Retainers 511611)

	Vitesse and 2000	511166	3	8
Vitesse and 2000 <td>511166 <td>3</td> <td>8</td> <td></td> </td>	511166 <td>3</td> <td>8</td> <td></td>	3	8	

## LUGGAGE RACKS

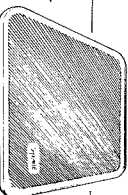
Boot fitting, suction pad feet, front and side  
 Clamps (completely extendible and removable).  
 Ski racks can be obtained and fitted to this rack  
 Roof fitting - Heavy chrome, wooden  
 slats, drain channel fixing



	575234	1	4
575234	1	4	

## MATS

Luxury, deep nylon fur  
 Rubber -  
 Front Well  
 Rear Well



	Herald Range, Spitfire and GT6	567314	10	6
Herald Range, Spitfire and GT6 <td>567314</td> <td>10</td> <td>6</td> <td></td>	567314	10	6	

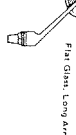
## MIRRORS

Interior  
 Anti-Dazzle - Dipping  
 Driving - 7 1/4" x 2" (2000 type)  
 Ball Joint for fitting 574260 and 710999 to  
 Herald etc.



	1300 and 2000	574260	1	8
1300 and 2000	574260	1	8	

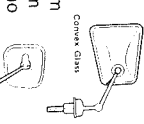
Wing  
 Desmo 166, Flat Glass, Short Arm  
 Desmo 168, Flat Glass, Long Arm



	Customer's Choice	573349	1	9
Customer's Choice <td>573349</td> <td>1</td> <td>9</td> <td></td>	573349	1	9	

## Mirrors cont .../

Replacement glass (Flat) for Desmo  
 mirrors 573349 and 573461  
 Desmo 166, Convex Glass, Short Arm  
 Desmo 168, Convex Glass, Long Arm  
 Replacement glass (Convex) for Desmo  
 mirrors 574862 and 574853  
 Desmo 169, Flat Glass, Round, Boomerang  
 Arm Extension for caravan towing -  
 use with Desmo mirrors



	574580	3	9
574580	3	9	

Magnatex 09, Convex Glass, Oval  
 Magnatex R7, Stem only  
 Magnatex R7, Head only, Convex Glass  
 Magnatex S6, D Type, Convex Glass  
 Head only for 560632 above  
 Base Plinth to fit Magnatex mirrors  
 Arm Extension for caravan towing -  
 use with Magnatex mirrors



	574579	12	6
574579	12	6	

Wingard, Flat Glass, Flyback, Tr. 2000 type  
 Wingard, Round, Swing Arm  
 Racing, Lightweight, Silver Anodised  
 Door Pillar Fixing - Clip-on, rear view mirror -  
 Flat Glass



	574940	12	0
574940	12	0	

Triumph Mofit - Rear Wheel



	514424 pair	1	7
514424 pair	1	7	

## MUDFLAPS

Triumph Mofit - Rear Wheel



	514424 pair	1	7
514424 pair	1	7	

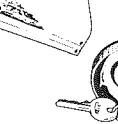
## PAARCEL TRAY KITS



	574890	1	17
574890	1	17	

## SEAT BELTS

Current Models - Front Seat  
 3 point fixing - Black  
 3 point fixing - Black  
 SKID PLATES  
 Sump Protection Kit  
 (Use also 2 Brackets 133319, 2 x HU 0909, 2 x WL 0209 and 2 x HN 2009)



	712600 ea.	3	5
712600 ea.	3	5	

## STEERING COLUMN LOCKS

by Trico-Folberth  
 for maximum security

	306133 inc.	2	10
306133 inc.	2	10	

## STEERING WHEELS

Leather Covered

	147896	6	15
147896	6	15	

## STEERING WHEEL COVERS

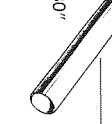
Simulated Leather - Black  
 Simulated Leather - Brown  
 Leather - Black  
 Leather - Brown



	516668	9	11
516668	9	11	

## SWITCHES

Illuminated (for ancillary accessories)  
 Toggle - Lucas



	515396	13	6
515396	13	6	

## TAIL PIPES

For Exn. Pipes with outer dia. of 1.380"



	140039	12	0
140039	12	0	

## TONNEAU COVER KITS

Sebring White - LHS  
 Sebring White - RHS  
 Black - LHS  
 Black - RHS

	562131	11	0
562131	11	0	

## TOOLS

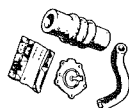
Spark Plug Spanner - "Plugmaster"  
Wheel Brace - "Levermaster" - Size 4

## TOURING KITS

A comprehensive pack of parts is available for all models. These are sold on a returnable basis and cost is refunded, less 10 per cent. upon return. Any item used is, of course, charged at full retail price. Full particulars of our touring aids and the covering scheme can be obtained from your local Stantpart stockist.

## FAN BELT AND HOSE

A complete set of rubber hoses, a fan belt and a petrol pump diaphragm. Packed in plastic water container.



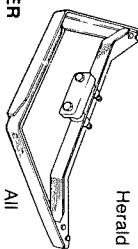
Viesse

514962

1 7 6

## TOWING BRACKETS

Coupling Ball is normally supplied with trailer

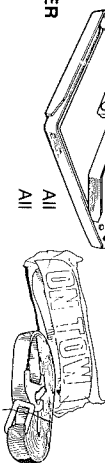


Herald Range inc. 13/60 & Vti.

509675

5 10 0

## TOWING BRACKET BALL COVER TOW ROPE/LUGGAGE STRAP



All

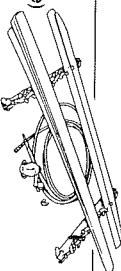
517055

516543 1 9 6

UNDERSEAL - "Carseal" - Approved by Standard-Triumph Engineering department. Please consult your local Stantpart stockist.

## VENETIAN BLINDS

(Reduces night dazzle)



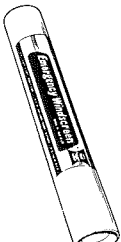
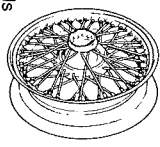
(Herald Range inc. 13/60 (and Viesse Saloons only)

560605

560715 6 0 0

## WHEEL BALANCE WEIGHTS

1/2 oz.  
1 oz.  
1 1/2 oz.  
2 oz.



All  
All  
All  
All

137531  
140073  
140074  
140075

1 0  
1 2  
1 4  
1 6

## WHEELS, ROAD, WIRE - 60 Spoke

Complete Kit, 4 1/2 L Lacquer Wheels  
(Wire Wheels also require (Home and Export) 2 Front Hubs, 114283, 2 Rear Hubs 113173 for 2 Hubs 212403 for IFS models), 2 Extensions RH 202446, 2 Extensions LH 202447, 16 Nuts 110366. For Home Market only - Knock-on Type - 2 Nuts 107948, 2 Nuts 107949 and 1 Mallet 108450. For Export Special requirements - Screw-on Type 2 Nuts 121295 RH, 2 Nuts 121296 LH and 1 Spanner 12197).

## WINDSCREEN EMERGENCY

Replacement Tape for Emergency Windscreen  
WIPER BLADE - Replacement Kit

All

Herald Range inc. 13/60 & Viesse 574532

574818 roll 2 2 6

8

Herald Range

130036

574818

roll

2

2 6

12

3

## TOUCH-IN PAINT DETAILS (1/2 pint Tins with brush)

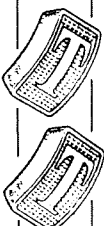
Black	CD31481	5 6	Grey, Phantom	CD31663	5 6
Blue, Monaco	560002	6 0	Gunmetal	569545	5 6
Blue, Powder	CD31633	5 6	Mauve, Alpine	559998	5 6
Blue, Renault	565406	5 6	Olive	569539	5 6
Blue, Royal	571228	5 6	Purple, Tango	559994	5 6
Blue, Valencia	574626	5 6	Red, Cherry	569557	5 6
Blue, Wedgwood	569527	5 6	Red, Signal	554264	5 6
Cactus	569533	5 6	White	569521	5 6
Coffee	CD31658	5 6	White, Sebring	559630	5 6
Damson	575194	5 6	White, Spa	567514	5 6
Green, Conifer	569286	5 6	Yellow, Jasmine	574885	5 6
Green, Conifer (Acrylic)	571276	5 4	Yellow, Jonquil	569551	5 6
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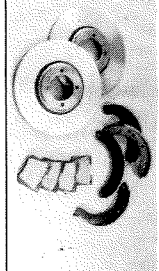
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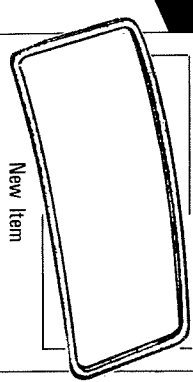
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# REGISTER

# Nick Lord

Mr Watts (Cower 106), you do not have to fit an Alfa or Lancia engine in your Spitfire! The suggestion is made for those who may wish to do so rather than rebuild an ageing Triumph unit. The result? Preservation of a car that might otherwise be scrapped!

The question of whether to modify or not is a difficult one, which I addressed nearly two years ago. On the other hand, I also live in remote countryside with little lighting and one-track roads!

What of the reasons for oil coolers and electric fans? Again, greater efficiency, safety and PRESERVATION of the engine. More information on the need for oil coolers can be found in D Herriman's article 'Oil Cooler' in Courier 106.

Most of these modifications mean that the cars can be used all year round on all roads and preserved for the future. Surely this is better than 'wrapping them in cotton wool' or using them for a few years before scrapping! My engine has just completed 100,000 miles - would it still be as beautiful to run without being 'preserved' and 'helped' by the oil cooler, fan, balancing, breathing, etc.?

Actually, whilst writing about various modifications, it does become apparent that many people criticise them on the grounds that they are new-fangled, needless, despoil the car etc. The majority of modifications for our cars: brakes, oil coolers, fans, Weber carbs, manifolds, exhausts etc., were developed from the Le Mans and Alpine Spitfires (upon which mine is based) and, therefore, stem from the early sixties.

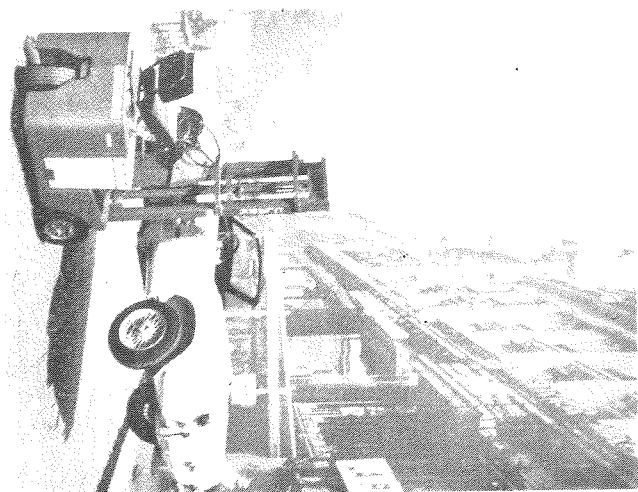
By the way, for those who were interested in using an Alfa or Lancia engine, it is worth thinking first, I have discovered, about the Fiat Mirafiori twin O.H.C. engine and it's 5-speed box. This still involves engine mountings and prop flange change. Has anyone done one?

So, I am not telling people they have to modify their cars but I am making available information for those of you who would like to use them as everyday, long-distance cars, still preserve them into the next century and to drive in safety. Thus, of course, most of the modifications are under the bonnet, apart from tyres (if you have changed to radials) and do not detract from the beauty of the design of our cars.

Many of you will be sad, I know (eh Mr. Jacklin?) to hear that the 2CV has gone. It was fun but it got too frustrating on hills and in head winds. The crunch came when five of us were going out and we had to use the Spitfire as well! It has been replaced with a Citroen BX14, which is without doubt the most comfortable and luxurious car I have ever driven.

As to my Spitfire, it is currently being fitted with new brake discs, cadmium (Club Offer) brake hoses, new master cylinder and piston seals and stainless steel (Hotec) hoses on the oil cooler. This month's picture, from June 1965, shows Spitfire/fork truck combination on the Champs Elysees. How about writing to June's Courier with a suitable caption? ★

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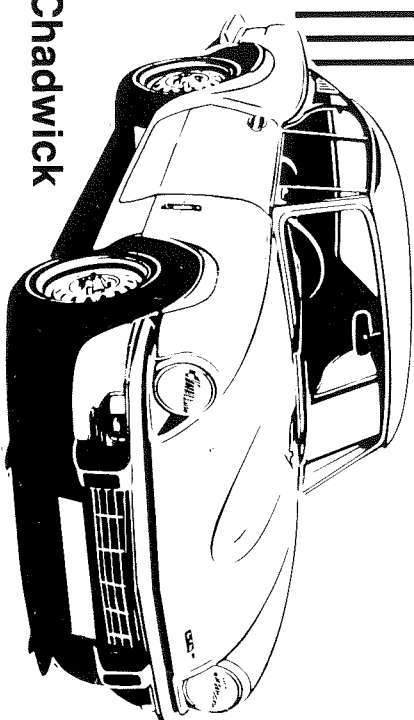
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# GT6 | | | | REGISTER

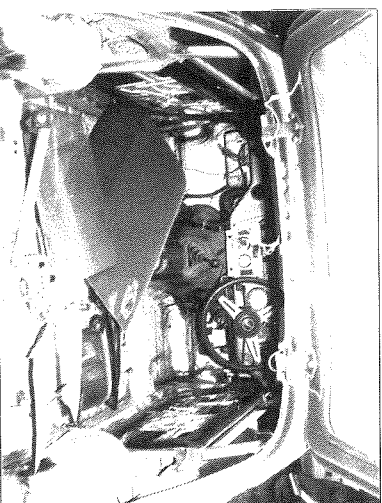


Chris Chadwick

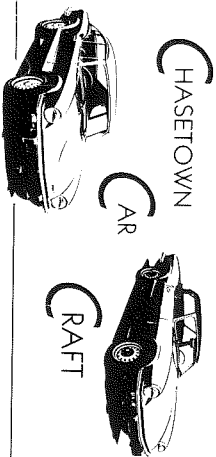
Welcome to my column, fellow GT6 owners! Having very recently enrolled as GT6 Register Secretary for our Club, it would appear that I have only a short time to dash off my initial letter. So herewith the following introduction.

As a committed 'old car nut', I have to standard specification wherever possible. As I sincerely hope that I can be of interest as I have been away at nut, bolt and jubilee clip. At the almost as long as I can remember, I bought a GT6 as soon as I could afford one. Although I considered an MGB V8 at the same time, I eventually opted for the GT6 because I felt that it had so much more character. I have not yet had cause to change my mind and still prefer the GT6 to a variety of other sports cars that I have since driven. Of course, I was probably 'had' over the purchase price of my car but would very likely have gone ahead anyway had I known. My 1973 model turned out to be the best possible hobby and has given me countless hours of pleasure since I first sat behind the wheel in 1980. I immediately joined the TSSC and have since enjoyed both Courier and Turning Circle immensely. My immediate plans are simply to contribute a little myself over the forthcoming months.

My views on repair, restoration and alteration have changed considerably over the years. At first, every bolt-on extra found its way onto my car. More recently I began to realise that our own and other classic cars are probably better in standard form (more on this subject another time). I am quite sure that few would now wish to purchase my own GT6 with all its non-standard bits, so I shall try to give some account of my own mistakes and would urge readers not to repeat them: over the forthcoming months, I shall produce a number of articles on general restoration and repair using my own car as a project vehicle and I shall be returning my GT6



If I can possibly be of help, please do feel free to telephone me but I would prefer sociable hours if at all possible. Meanwhile, I attach a photograph of my car; as you can see, it is the most untidy GT6 ever. That is, unless you know better!



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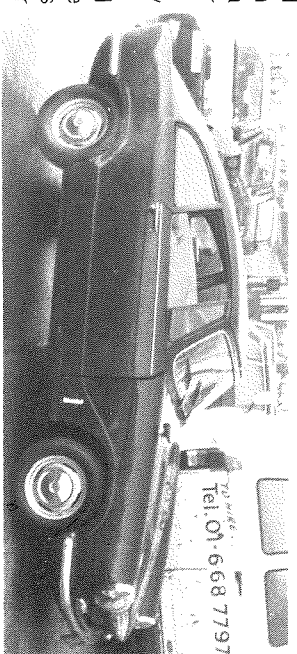
**A-REGISTER**

A number of Equipes have been owned by well known personalities in the past. Some of those to come to my notice include the following: Stuart Hall (TV presenter), the late Richard Burton, Lonnie Donegan and Johnny Dankworth are among those from 'show business'.

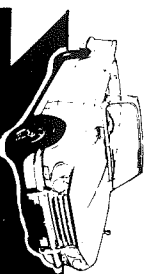
The Dutchess of Newcastle is reported as owning the first Equipe in the West Country. The King of Nepal was supplied with a special order 2-litre, which had black paint and red leather trim, including red Britax seat belts. The car was shipped to Calcutta and then by train to Nepal.

There is no record of James Bond owning an Equipe, though contemporary advertising made a humorous reference to 007's ejector seat car and "Bond-type dolly birds" featured in many publicity photographs.

Now for some interesting news: I have been fortunate to purchase what was described by the seller as an early Equipe. On further investigation, which was initially confused by a colour change from grey to red, the car turns out to be very early, in fact it is the first production 2 + 2 bearing the Serial No. 05.101. Stored for a number of years, it has recently been mechanically refurbished in order to obtain an MOT certificate and it was driven from Surrey to Peterborough (a distance of 125 miles) on a foggy morning earlier in the year. Still fitted with its original engine, which runs very well, the car has so far required the replacement of a well-worn clutch and a faulty ignition switch, other running repairs are to be carried out during 1989 and I hope to attend a number of Club events this year, so keep a look out for 516 FYL.



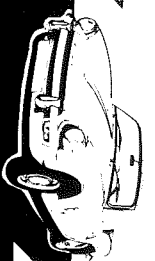
Now, it hardly seems a year ago that I was exhorting all you Equipe owners to get your cars ready for the Third Bond Equipe Weekend. Well, it's that time again! Reserve the date: Sat/Sun June 10th/11th at Yaxley, near Peterborough. I have Booking Forms, location plans and further details available now, so send a large S.A.E. for yours, a Guest House/Hotel Guide is also on offer - please ask if you want one. Camping on-site as before, pub grub, commemorative plaque for all Equipes attending, Driving Test, Choice Bond Competition (more prizes this year i.e. 4-cyl. and 6-cyl.), Distance Award, Bring & Buy spares and much, much more - all combine to make this what must be the biggest gathering of Bond Equipes in the world! So let's make it a half century of cars. I look forward to meeting old and new friends and hope that the weather is as kind as it was in 1988.



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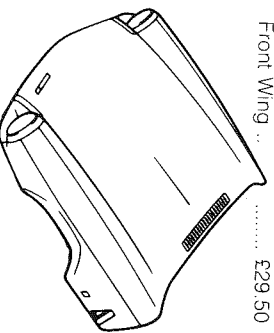
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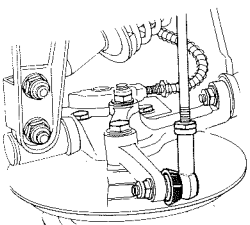
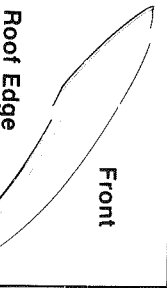
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# SPECIALS REGISTER

Dennis Graves

## CAR CONVERSION

Over the past few months we have had articles about KIT CARS, complex rear-end conversions and inexpensive home builds. So how about this? A basic and reasonably simple (?) engine conversion. I am indebted to Dr Mike Smith for his contribution:

### ESTATE IMPROVEMENT By M Smith



Already owning a Vitesse '66-based Spartan and a consummate collection of spares, I came to realise that a working wife and a growing daughter required something more practical and weatherproof. Through the pages of The Courier, I purchased a Triumph 13/60 estate in very good condition, which we drove for at least one year in it's original condition. The estate proved to be extremely useful, economical and highly practical and, in the meantime, I was busy planning the conversion and collecting essential parts.

Preparation: Restoration of Herald cars has been described before but briefly the chassis and selected underbody areas, were cleaned, stripped, and repainted with 'Hammerite' and sprayed with 'Waxoyl'. The doors, in particular, were dismantled to permit repainting of the quarterlights (ventilators), replacement of seals and rust-proofing the interiors. The front valance and rear quarter valances were replaced in addition to removal and repainting of the sills. The fibre-glass valance proved to be a false economy since it necessitated several hours of tedious work to transfer the bumper retaining strips. The Vitesse



'6' engine was overhauled as usual with a rebore and new pistons, oil-pump, shell bearings, rocker shaft with rocker arms as necessary, cam-shaft, timing chain and distributor (reconditioned by 'Accessory & Motor Supplies', Newbury). A S/H radiator was obtained through The Courier plus manifolds and odd pieces of fuel pipe, etc. The carburetors were overhauled by replacement of needles, jets, gaskets, etc. I had obtained a recon. O/D gearbox some time ago and this was mated to a recon. O/D unit (J Kipping). The differential was retained since the later 13/60 Herald diff. is better than the Vitesse '6' unit. However, I did replace the half-shafts with the larger flange type from a Vitesse 2L diff. (Courier again!). A certain amount of flange swapping is necessary to mate all the drive-train units and I now have quite a comprehensive collection. Obviously, a Vitesse O/D propshaft (balanced by Prop Shaft Services, Hounslow) is required.

The Herald 13/60 engine, gearbox and some other redundant accessories were easily sold through, you guessed it, The Courier again.

A problem did occur in that the ring gear of the Vitesse fly-wheel was well and truly 'gaunched'. However, contrary to the harbingers of doom, I successfully transferred the ring gear from a good Herald fly-wheel. The old gear can be easily cut/chiselled off. The good gear can be removed by patient, gentle tapping with a copper headed hammer after gentle heating with a propane torch, e.g., Ronson. The Vitesse fly-wheel was then put in the deep-freeze and the ring gear gently heated again. Voila! They go together easily.

All suspension bushes and joints were replaced as a matter of course. The steering rack was retained since it was not worn. Apparently (?) the pinion : rack ratio is not the same but I cannot detect the difference.

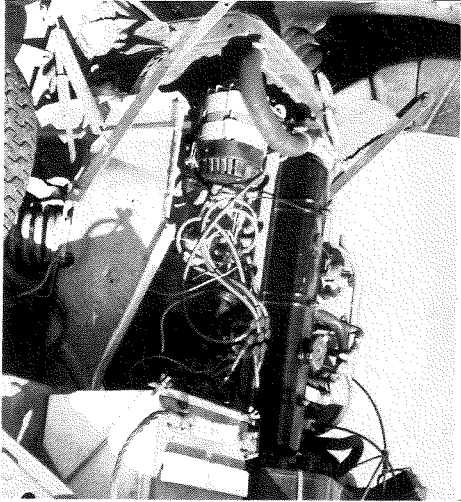
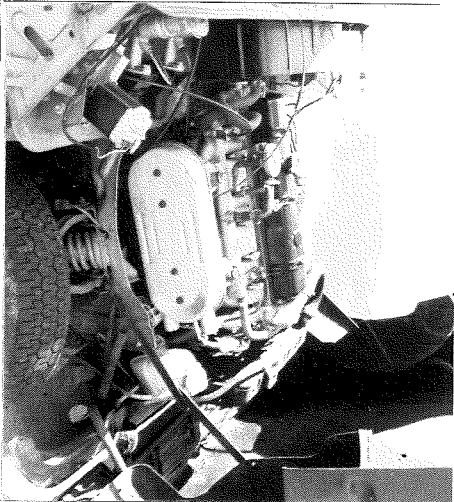
Inertia reel seat belts were fitted (see Courier April '87).

#### The Conversion:

In principle, the engine and gearbox fit readily into the 13/60 chassis. The front coil springs should be replaced with the Vitesse items, so I rebuilt units with new shock absorbers. I designed a spring compression unit (free loan if wished) comprising two annular discs and four threaded compression rods. The pair of hooked threaded rods (see Courier August '88) sold as a D.I.Y. tool, scare the hell out of me! The braking system was

substantially renewed with new seals, new hoses, copper alloy pipe and silicon fluid. I retained the Herald calipers and the 13/60 discs are identical to those of the Vitesse 6. Herald type (14LF) calipers are interchangeable with Vitesse type (12LP), (see Courier June '88) easier to overhaul incorporating a better design of dust seal in my opinion. Owing to the greater engine weight, the front stub axles (vertical links) should be replaced with Vitesse units thus also requiring the Vitesse hubs. I fitted a S.S. exhaust system since the Vitesse '6' sections are becoming difficult to find. Indeed I used a 2L system anyway. You will also require the right angle speedo-drive and a longer speedo cable.

At the same time I replaced the dynamo with an alternator, which conveniently leaves a space, where the control box was located, to fit the overdrive relay. The ignition coil can be moved from the bulkhead to the engine block.



#### Minor Difficulties:

1. A cable is required to connect the solenoid to the starter motor which is now on the opposite side of the engine.
2. The gearbox cover must be modified since the gear lever is now moved a few inches rearwards.
3. An overdrive mounting plate (reproduction available from J Kipping) and mounting (Spitfire will do) are required.
4. The engine side valances must be cut-away or replaced with Vitesse items. The horn mounting bar is also lost and the horns have to be relocated.
5. Overdrive switches and column crows are rare but I bought them at a TSSC Annual Meet. A gearlever with integral switch is available but it isn't cheap!
6. The Vitesse 6 has a solid rod accelerator linkage which could be transferred. Otherwise a lever must be fashioned to accept the cable throttle or an entire system cannibalised from, for example, a 2L Vitesse, Hunter GT, etc.

#### Problems: unanticipated by me anyway!

1. A Vitesse heater valve unit must replace the Herald unit or connection to the manifold if difficult.
2. The 13/60 propshaft tunnel must be cut back to permit access to the flanges.
3. The Herald fuse protection system is ridiculously inadequate. After tampering with the electrical system some short circuits seem likely and I separated several circuits and 'fused' them through a box mounted behind the battery. However, this retrospective action followed some damage, considerable potential danger and a lot of inconvenience.

#### Conclusions:

The Vitesse 6 estate is smoother and quieter than the 13/60 but there is not a great difference in performance. The insurance rate has increased and probably the petrol consumption. Overall, it is unlikely to be worth the cost and effort if the 13/60 is in good condition and you do NOT possess most the parts already. A 2L conversion may be quite another story! ★

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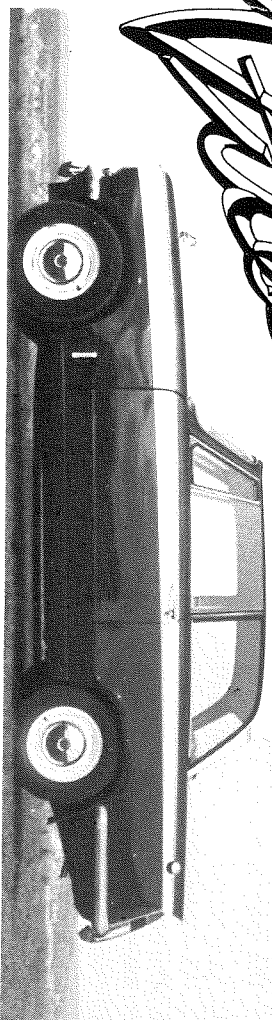
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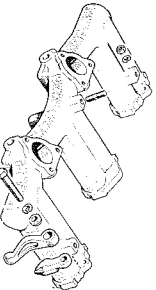
(Adjacent to Raith Rovers F.C.)



## John Thomason

This month's rather smart red/white 1600 saloon, with 88,000 miles on the clock, was sent in by .... me, since it would appear that all the other 1600/Mk1 Vitesse's in the Club are camera shy! Let's have some more GOOD photos of your cars for The Courier, otherwise next month we'll have a R.H. view of my car.

## Hot or Cold Inlet Manifolds



## 1600/Mk1

The question has been asked why our cars are fitted with cold air intakes to the carburetors and yet the inlet manifold is heated. Well, let's look at some basic theory first.

The only way of increasing the power output of a given engine per cycle is to:-

- Increase the efficiency of the engine; mechanical, thermal, volumetric.
- Increase the mass of air/fuel mix available for combustion.

For the purposes of the article we are concerned with increasing engine power by increasing the mass of air/fuel mix available for combustion.

Getting fuel into the engine is not usually a great problem but getting the air in can be. The mass of air inducted into an engine can be increased by increasing the volume and density of the air.

$$\text{Mass} = \text{Density} \times \text{Volume}$$

The **VOLUME** of air inducted is determined by how well the engine 'breathes', or it's volumetric efficiency and can be improved by gas flowed-heads, extractor manifolds etc.

The **DENSITY** of air induced can be increased by:-

- Increasing it's pressure.
- Decreasing it's temperature.

$$\text{Density} = \frac{\text{Pressure}}{\text{Temperature} \times \text{constant}}$$

The most common method of increasing air density is to increase the air pressure by pressure-charging, better known as Super-Charging or Turbo-Charging.

### Cold Air Intakes

To date, it has not been considered practical by vehicle manufacturers to fit a refrigeration unit to reduce the temperature of the air entering the engine, thereby increasing air density. Should a unit be made small enough to significantly reduce air temperature, then the resultant increase in engine power would be similar to that achieved by pressure-charging (N.B. turbo-charging does produce additional effects on the engine).

Triumph settled for the next best thing by ensuring that the air entering the carburetors is as cold as possible; by ducting cold air from the front of the car to the carb. intakes.

The benefits of cold air supply can be significant in increasing engine power. For example, for a typical temperature under the bonnet of 40°C and an ambient air temperature of 15°C, then the use of a cold air supply would increase the air density and potentially the engine power by

approximately 9%. Not bad considering it is available free. If the cold air ducting were removed, then the engine would breathe warm air from under the bonnet, reducing air density and engine power. The situation would be particularly bad on our cars, since the carb. intakes are positioned directly above the hot exhaust manifold.

This is why some owners who have fitted pancake filters, and lost the cold air supply, have complaints during the summer of poor idle and loss of power at low speeds.

An alternative would be to fit a remote filter, i.e. fit a large Triumph 2500 air filter or K & N filter at the front of the car to collect cold air, and then duct the air direct to the carburetor.

The practical limit on increasing engine power, by reducing air inlet temperature, is that of carb. icing, although this is not a common problem on our cars.

### Heated Inlet Manifolds

We now turn to the heated inlet manifold. Why should we want to heat the air up, after we have just established that we want a cold air inlet. Well as always, it is a compromise.

The fuel spray leaving the carburetor consists of partly evaporated fuel, a mist of fine particles and a considerable quantity of heavier particles of fuel. By the time the mixture reaches the combustion chamber, it must consist of a homogeneous mix of air and vaporised fuel necessary for rapid and even combustion, essential for maximum power. The introduction of large globules of fuel into the combustion chamber would cause erratic burning and misfires etc.

The even distribution of mixture between cylinders is also essential for smooth running, maximum power and good fuel economy. Unequal distribution results in some cylinders running lean while others run rich, causing poor power distribution between cylinders and fuel wastage on those cylinders running rich. In addition carburetor adjustments would be made much more difficult.

Correct fuel vapourisation and the even distribution of the air/fuel mixture between cylinders is influenced by:-

- Manifold Design.
- Charge Temperature.

### a) Manifold Design

It is not my intention to cover the aspects of manifold design now, except to say that

vaporisation will be aided by maintaining high mixture velocities and manifold depression. In addition, deliberately introducing turbulence into the mixture, although causing pressure losses, is beneficial in breaking up larger globules of fuel and aiding air/fuel mixing.

### b) Increased Charge Temperature

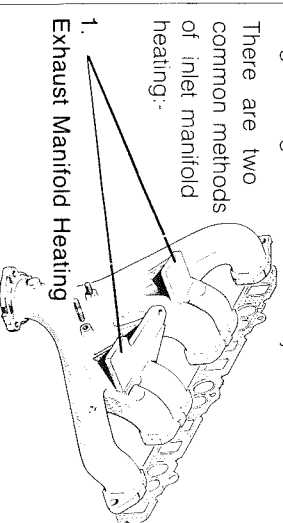
Under starting conditions only a very small percentage of fuel evaporates to produce a combustible air/fuel mix. Thus excess fuel, provided by the choke, is introduced, increasing the quantity of fuel vapour for combustion. To further improve fuel vaporisation, the mixture can be heated by applying heat to the inlet manifold. Good fuel vaporisation is also essential for mixture distribution, since it is easier to distribute fuel vapour than large globules of fuel. Therefore, after warm-up, the manifold continues to be heated but to a lesser extent. Manifold heating also re-vaporises any globules of fuel that fall out of the mixture stream or films of fuel that may line the walls of the manifold.

Unfortunately, heating the manifold to increase fuel vaporisation and distribution has the disadvantage of lowering charge densities. A compromise must, therefore, be reached, since good fuel vaporisation (heated manifolds) but low charge density (cold air intakes) are both requirements for good power output.

It may appear that heating the fuel to aid vaporisation would avoid the need for heating the manifold. Unfortunately, this method would cause vaporisation and vapour locks in fuel lines, carburetors etc. and increase the temperature range through which the carb jets must meter.

There are two common methods of inlet manifold heating:-

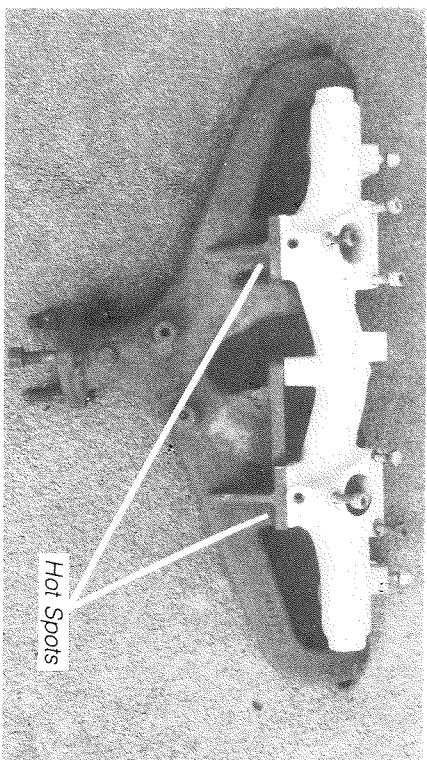
1.



This method is used on the Vitesse 1600 and other early Club cars. The exhaust manifold is cast with flanges on which the inlet manifold rests, creating localised hot spots on the manifold by conduction. The hot spots are located close to the manifold inlet as shown in Fig. 1. The disadvantage of this method of manifold heating is that the supply of heat to the manifold is approximately constant and continuous.



Fig 1 1600 manifold -



## 2. Water Heated Inlet Manifold

This form of heating is used on the Mk II 2-litre engine and other later Club cars. The Vitesse 2-litre MkI manifold uses a combination of the two methods of manifold heating. The inlet manifold quickly during warm-up.

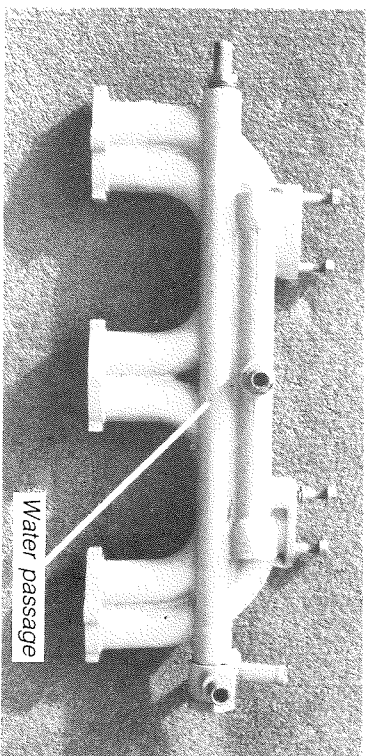
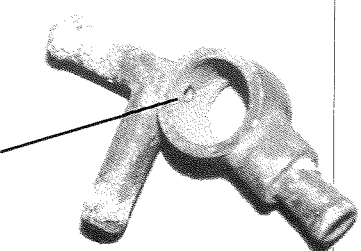


Fig.2. 2 litre MkI manifold -

Ideally the flow of coolant through the manifold would be thermostatically controlled providing maximum heating during warm-up, then reducing to the minimum required for good fuel vaporisation. However, on the majority of older cars, the coolant flow is constant. The degree of manifold heating is thus dependent upon the coolant temperature regardless of ambient temperature i.e. hot coolant in the summer, when manifold heating is least required.

On our cars Triumph incorporated a crude method of temperature control. During normal running with the car's heater switched off, the small restrictor hole limits coolant flow through the manifold and hence manifold heating, to a specific level as shown in Fig. 3.



Heater Valve Closed

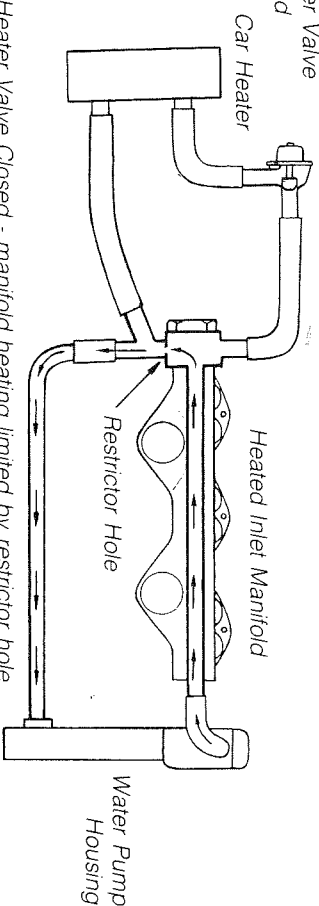


Fig.3. Heater Valve Closed - manifold heating limited by restrictor hole

During cool weather the manifold will require additional heating to aid fuel vaporisation. In addition the driver is likely to have the car heater on, opening the heater valve. Those clever people at Triumph arranged for the opening of the heater valve, to not only supply hot coolant to the car's heater, but also increase the flow of hot coolant through the manifold, thus increasing the heating effect, as shown in Fig. 4. (A similar arrangement is used on 1300/1500 engines, the restrictor hole in this case being located in the heater return pipework).

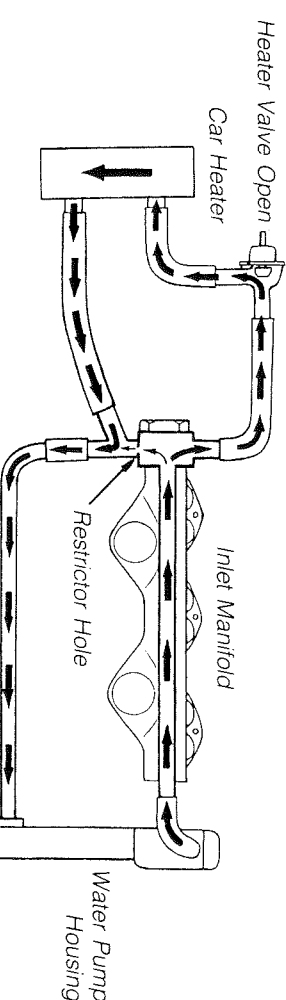


Fig.4. Heater Valve Open - maximum manifold heating

N.B. Drilling out this restrictor hole as suggested some time ago in The Courier, will not increase the efficiency of the car heater as was suggested. In fact coolant flow to the car heater would be reduced, and manifold heating increased.

**MODIFICATION** The simple summer modification shown in Fig. 5 is suggested for those owners wishing to extract the last BHP of power out of their engine, by taking maximum advantage of the cold air intake, and reducing manifold heating to a minimum.

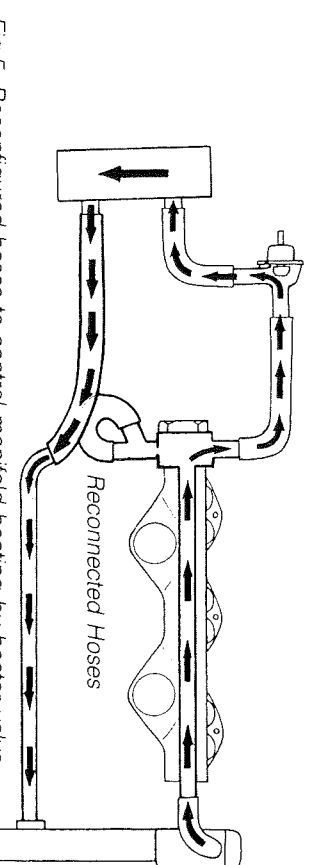
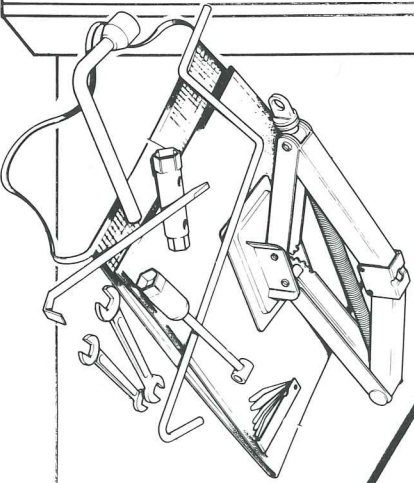
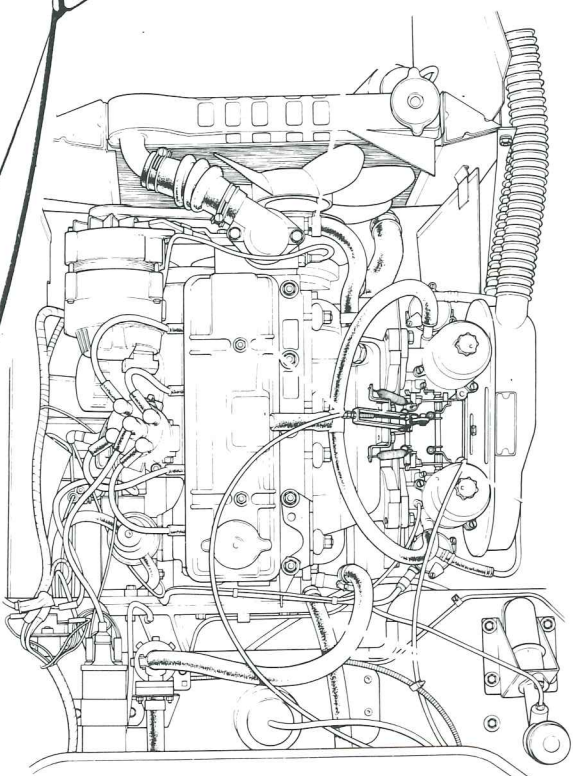
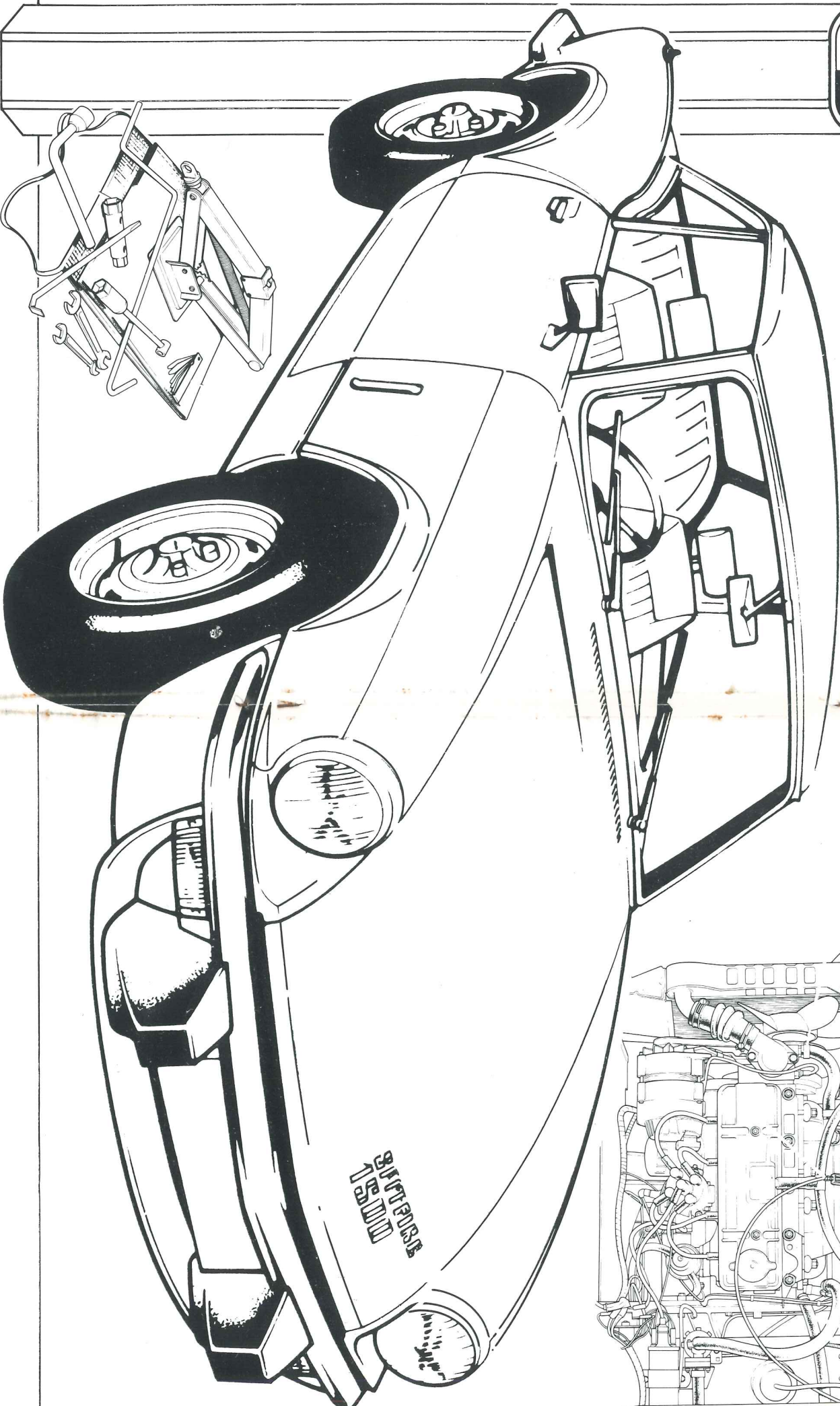


Fig.5. Reconfigured hoses to control manifold heating by heater valve

By reconnecting the hoses as shown, coolant flow through the manifold heater can be controlled by the car heater valve. Open the valve during warm-up, thereafter close the valve to reduce manifold heating to a minimum. \*



# SPORTSMAN 1500



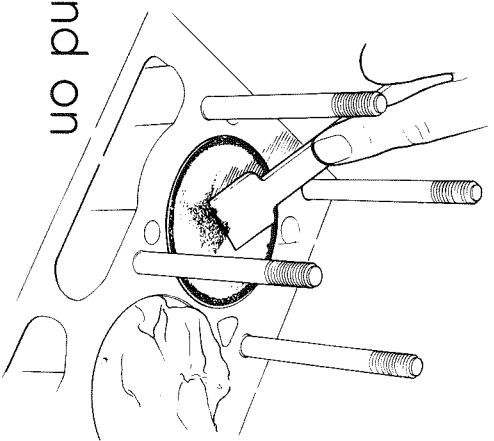


# TECHNICAL 4 Cylinder

Carl Heinlein

## Running on ...and on and on

This topic has got to be as old as 'our' cars.



*'Running-on' is the problem that occurs when you switch-off the ignition and your engine continues to 'run-on'. Very often this is very irregular and lasts only a few seconds. This problem is caused by one thing only; there is something in the combustion chamber getting so hot that when you switch off the ignition this 'hot-spot' continues to ignite the fuel-air mixture.*

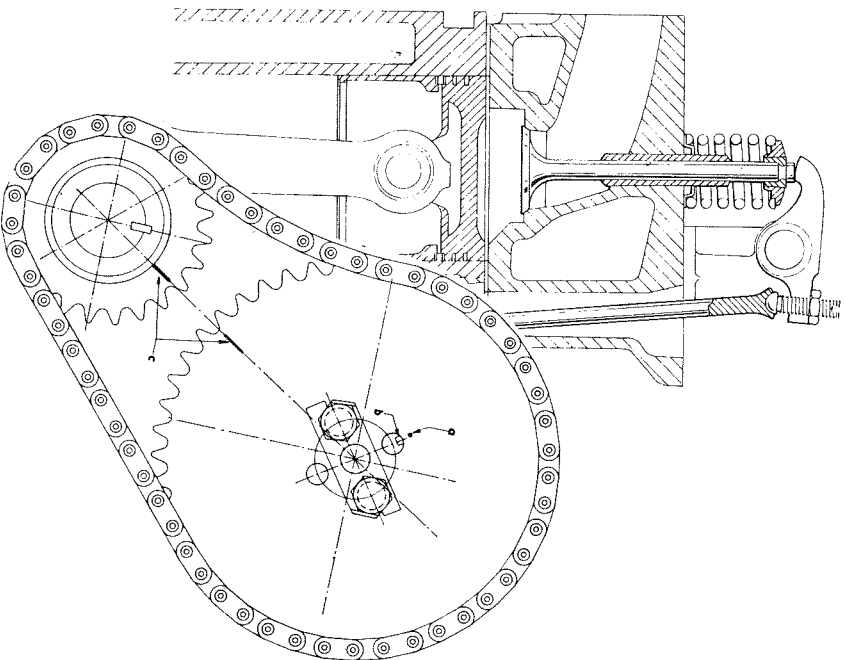
Before examining the individual components of an engine that can get too hot, there are several conditions that will cause an engine to generally run too hot;

### HIGH COMPRESSION RATIO

This is the main factor determining what octane rated fuel (4 or 5 star) your engine requires. 'Our' engines run high compression ratios for their design and require 4 or 5-star petrol. High compression ratios dictate high combustion temperatures, bringing the engine nearer to 'pinking' and running-on.

### IGNITION TIMING

Over-advanced ignition timing starts the fuel burning too early, increasing the temperature of the combustion chamber and promoting knocking (or 'pinking'). This is when combustion starts in two places within the chamber and the 'knock' occurs when the two flamefronts hit each other. The extreme pressure shock causes



very high rates of heat transfer to the piston and cylinder walls, eventually causing extensive damage.

### WEAK MIXTURE

The high ratio of oxygen to fuel in a weak/lean mixture causes very erratic, yet, complete levels of combustion (ie very low levels of unburnt fuel are exhausted from the engine) and combustion temperatures are very high. A normal/rich mixture effectively cools the combustion chamber because there is more fuel in the mixture and combustion is not so complete.

So, which is the most likely component of the engine to cause the running on:

- the piston?
- the spark plug?
- the inlet valve?
- the exhaust valve?
- carbon deposits?

**The Piston?** A possible, but unlikely cause. A lean mixture, incorrect ignition timing or too-high-a-compression ratio will cause excessive piston temperatures. The piston-crown is cooled by the incoming charge of fuel/air mixture every cycle and the piston has relatively good heat conduction to the con-rod and the piston-bore. An excessively hot piston is more likely to show up as temporary seizure or holed pistons (this is when the crown of the piston melts away).

**The Spark Plug?** The best suited spark plug for your engine will neither run so cold as to collect carbon deposits and foul-up nor so hot that the electrodes 'glow' and erode very quickly. Having too-hot-a-plug will cause running-on. Use the right plugs (or slightly cooler plugs if you've tuned the engine) and they won't be the cause of running-on.

**The Inlet Valve?** This will not cause running-on. Every cycle of the engine cool, fresh air/fuel mixture rushes past the valve taking the heat from the valve with it. The Inlet valve will always run cool UNLESS your valve clearances are too small. This holds open the valve and burnt mixture squeezes past the valve during the power stroke. Valve seat temperatures get very high causing rough running, popping in the inlet manifold, burnt valves and, yes, running-on! Engines running like this won't run for much longer! Slightly loose valve clearances may be noisy but they won't damage your engine.

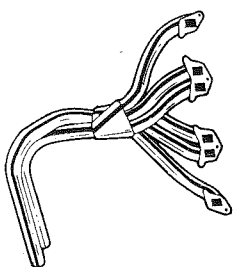
**The Exhaust Valve?** I believe this is the main cause of running-on in our engines. I have experienced this on a 2 litre Mkl engine. The use of 4-star petrol means we have to retard the ignition several degrees from that in the owner's handbook to prevent knocking. This means the fuel will be burnt later in the cycle and, as such, the burnt mixture exhausting past the valve will be hotter than it would have been for a more advanced ignition. Less of the fuel's energy goes to doing work on the piston but is wasted as heat to the exhaust. The exhaust valve gets hotter than it already is and we get running-on. It's a compromise .... too advanced and it knocks and too retarded and it runs on. Ideally, we should advance the ignition to the correct book reading and add an octane-boost to the petrol to prevent pinking....it works! Advanced camshaft timing can cause the valve to get too hot in a similar way so if you've just done the timing chain and it has started running-on you know what to check! Again, tight valve clearances cause burnt valves and running-on.

**Carbon deposits?** This is when the engine needs a decoke. A lump of carbon may protrude into the cylinder and, because it is an extremity, it has very poor heat conduction to the chamber wall and it gets very hot...causing running-on. This is more likely on a car that was once a 'shopping-car' and was never really 'off-the-choke'. Motorway runs and a 'good-hard-thrash' do not normally cause heavy, thick carbon build-ups.

So, summing up, what's the most likely cause of the dreaded running-on?

- i) The Spark Plug
  - advanced ignition
  - lean mixture
  - wrong plugs
- ii) The Inlet Valve
  - unlikely
- iii) The Piston
  - retarded ignition
- iv) The Exhaust Valve
  - lean mixture
  - camshaft timing
  - decoke
- v) Carbon Build-up
  - denotes more easily and will cause knocking (damage) and running-on.
- vi) Low-Octane Petrol

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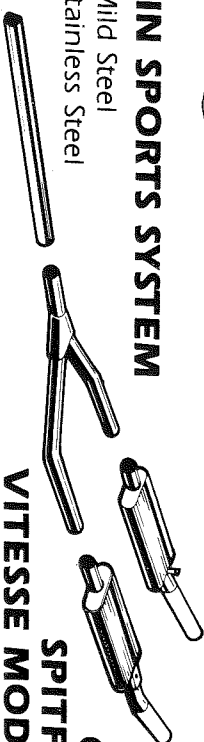


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# TSSC SPRINT & HILLClimb

## EVENTS 1989

By Neil Sleightholm



This years Sprint & Hillclimb Championship will be held at the following venues. Anyone who is interested is welcome to come along to an event to spectate or marshal (marshalls are always needed and without them we would be unable to compete). Not all events are attended by TSSC members, although someone will usually be at Goodwood as this is the most popular venue (spectators are not allowed at North Weald but a competitor may have a spare pass you can have). Please note that my address and telephone number have changed - see back of Courier.

9th April	North Weald	see note	BARC
23rd April	North Weald	see note	BARC
6th May	Goodwood	Provisional	TSSC
13th May	Goodwood	Provisional	TSSC
20th May	Lydden Hill	see note	BARC
21st May	Goodwood	Confirmed	TSSC
4th June	Goodwood	Confirmed	TSSC
11th June	North Weald	see note	BARC
18th June	Gursdon Down	Confirmed	TSSC
15th July	Goodwood	see note	BARC
6th August	Goodwood	Provisional	TSSC
8th August	Goodwood	see note	BARC
3rd September	Gursdon Down	Confirmed	TSSC
3rd September	Goodwood	Confirmed	TSSC
17th September	Goodwood	Confirmed	TSSC/BARC
24th September	North Weald	see note	BARC
30th September	Lydden Hill	see note	BARC
21st October	Goodwood	see note	BARC
25th November	Snetterton	see note	BARC

Provisional events will be confirmed as soon as possible and all BARC events are subject to additions and deletions.

## Test Days at Goodwood:

27th May    Test day with TR Drivers Club. Tuition and skid-pan available.  
2nd September    Test Day with TR Register.  
5th November    TSSC Test Day.

# INTERNATIONAL SECRETARY

LEON F GUYOT



*Here we are again. Another month has rolled by and, due to force of circumstances, bad weather (it's snowing outside tonight and is minus 6 Celsius), lack of time and the usual financial constraints, my poor Herald is still undergoing it's 'rebuild' and, despite massive inputs of energy and cash, it is looking increasingly like it won't be ready to go to STIR in Holland at the end of May but we are all doing our best to make sure it does!*

International news this month: no doubt you will all have now received your TSSC events planner for 1989. You will note the two events being organised by the Triumph Club de France, i.e. The Amnecy, Haute Savoie event from Thu 4th to Mon 8th May '89 and the race day at the Jean-Pierre Beltoise circuit near Trappes, Paris on Sun 28th May 1989. Further information on both of these events can be obtained by telephoning Monsieur D. Thone on 331-30-95-79-77. I cannot yet promise that number is correct but it's the only one that I presently have. However, you might like to try writing to the latest notified address of 'TC de F', i.e. 29 Allée du Furiguet, 76310, Criquebeu, France.



The Triumph Club de France is known to be well organised and these events should be well supported, as indeed should the superb Standard Triumph International Rally at Renesse (pronounced 'Rene-sus') in Holland, on Saturday 27th - Sunday 28th May. A good time is assured for all nationalities and the trip is heartily recommended. Contact in the U.K. is our very own, hard working John Cudmore on 099-389555. Whilst in Holland, members might like to consider extending their stay to 10th/11th June to encompass Club Triumph Holland's 'English Car Rally' at Eurocircuit near Valkenswaard.

N.L. - the contact for this one is Frans Dieckhaus on 01620-52901. The postal address of 'C.T.H.' is Voorzitter, Koekoekstraat 53, 4714 AJ Sprundel, Holland and if writing, I would suggest you mark your envelopes 'English Car Rally' and put your name and address on the reverse of the envelope. Also, in the April Courier, you will have seen on page 5, what appears to be a true '80s, rally-style event, organised by the 'Alpine Rally Association', an organisation of whom, I regret, I presently know nothing, except that they sent the article/advert precisely as published, to The Courier magazine, via the TSSC

somewhat earlier notification. Incidentally, has anyone considered that of all the cars in our Club, only a perfect condition 1962 Spitfire 4 need even bother entering that particular event!

Those members who intend travelling to Le Mans on 10th/11th June this year to see the Jaguars, Aston Martin Nimods and Ferrari F40's, might be interested in a classic car event being organised by the Auto-Retro French classic car magazine. The 5th Festival Auto-Retro is scheduled to take place at the Parc de Saint Cloud (to the west of Paris) on 3rd/4th June 1989. On the Saturday is the Concours D'Elegance for "Les Populaires", (us, I suspect) and on the Sunday "Les Prestiges" (the exotica, I believe).

An entry form (bulletin d'inscription) can be obtained from Auto-Retro, 23 Bd des Capucines, 75002, Paris, France. There is no telephone number but Auto-Retro magazine is now part of the same group as Restoring Classic Cars, so it might be worth giving them a call on (01) 977 8787. Public entry is from 9 am - 9 pm and costs 30 FF for adults and 15 FF for children aged 7 - 14. I wouldn't mind going to that one myself, if the Herald is ready, Gareth!

To all our members and even non-members, within range: why have you got a car if not to drive it, even occasionally. Our very own TSSC International event at Stafford Show Centre from 30th June - 2nd July 1989 is an absolute must and I can promise you will not be disappointed when you make that extra

special effort to come along and be part of the TSSC.

It is not too early to be thinking about the International Spitfire Weekend at Arcen in S. E. Netherlands from 2nd - 3rd September 1989, which is why you will find an advert, for it on page 57 of the April Courier - an event not to be missed, even if you don't have a Spitfire! Come along and show them a real Triumph (joke).

This month, I've dealt with queries from W H Thomas Jr., in Burlington, North Carolina, USA, who is having fun mixing paint for his GT6 + rebuild and Charles Schenck in Tarxien, Malta about his Herald van.

I've also had a letter from Doug Hellyer in Ferntree Gully, Victoria, Australia, which is receiving special attention and, hopefully, I will have been able to reply to it before he reads this report. Speaking of Doug, one of our staunchest Ozzy members, wasn't his 'Down Under' article great! It certainly is nice to see so many Triumphs being enjoyed so far away from their Coventry birthplace. Keep the articles coming all you overseas members and photos too.

This month's photo is the beautiful Triumph Vitesse 2L MkII convertible, seen at the 1988 TSSC International at the East of England Showground, Peterborough, all the way from Hauts-de-Seine, south west of Paris. Unfortunately, I don't know the owner's name but he certainly has a car to be proud of there and so very rare in France.



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# MATLOCK MOTOR CLUB ..... MARCH HARE STAGES RALLY

Saturday 11th March 1989

**T**he growing interest in Historic Rallying is being reflected by the fact that some enlightened motor clubs are now offering classes for historic cars within the framework of an 'ordinary' rally.

Matlock Motor Club invited members of the Historic Rally Car Register to their recent rally, held at Manby Airfield near Louth in Lincolnshire. There was an entry of ten historic cars of which no less than four were Triumphs, although only two were 'club' cars .... and the other one failed to turn up ..... *where were you Alan?* The other cars were a Sunbeam Alpine, a Lotus Cortina, John Handley and Tony Moy's Volvo, Bobo Linhoff's Lotus Elan and a VW Beetle (how that-

qualifies as either historic or a rally car I am not sure, but I daresay someone will enlighten me).

The stages consisted of two laps round the airfield with the link between the first and second laps being a section through an area of track where there were piles of sand, gravel and clinker, (and goodness only knows what else) which we had to try and avoid. We were issued with maps of the stages so we could see where we were meant to be going, and where they had made changes between the stages.

Cars were started at 30 second intervals which always makes life interesting as the total mileage for each stage was 4½ miles, so there were, obviously, quite a number of cars on the stage at any one time.

It is obviously going to be a problem for rally organisers to seed historic cars within the main rally as, until there are more classes for the cars, no one is quite sure just how fast they are likely to go. At Manby all the historic cars were together at the back of the field, more or less seeded according to recent historic

results. After our wins at Weston Park and Longleat (sorry, I didn't manage to write a report on that one - thought you might get a trifle bored by the winning Woolleys!), we were first away at Number 55. After a disastrous season's grass track racing with that number in 1984, I should have known we were going to have problems!

The marshalls at the start allowed us a three minute delay after the previous car started in the hope of our not catching anybody up. Unfortunately, we caught him up almost immediately as he was on his second lap. In an attempt to keep speeds reasonable, the stage was interspersed with piles of sand and chicanes made from enormous straw bales, which made passing rather difficult. On the first stage we were held up behind three different cars, passing one of them as we went into one of the chicanes (John is full of surprises!).

The first two stages contained a 'water splash' (a large and rather mucky puddle). On the first time round we threw muddy water all over the windscreen and bonnet, with the result that, as we progressed, the windscreen grew muckier and muckier until I could no longer see all the arrows. After several hints like, "Are you sure you can see darling?" the penny finally dropped for John (whose vision had not been impaired) and we got the windscreen washers working .... it would help if the switch was on my side!

After two stages, we were lying third behind the Lotus Elan and the Beetle. We had expected to be slower than the Elan who was, in fact, taking ten seconds a stage off us as the tarmac was dry as opposed to wet and mucky as on our two

previous outings. I was amused to find that I was furious to be being beaten by the Beetle ..... I'm getting so competitive these days!

The layout was altered for the third and fourth stages, cutting out the 'water splash' and adding in various other twists and turns along the way.

The Elan continued to pull away from us, the Beetle obviously had problems and after stage four, we were second in class and thirteenth overall (the Elan was fifth overall which apparently embarrassed some of the 'modern' drivers!).

We had another slower car in front of us on the third run, as we came up behind him on a very fast and tight stretch of track, with no room to pass. I suggested that John put the headlights on. Unfortunately, (or fortunately, depending on which car you were in at the time) the car immediately spun off in front on us, luckily leaving room for us to nip by on the way.

The section between the first and second laps had remained unchanged in the first four stages. This lulled me into a false sense of security before the fifth stage and I did not study the plans hard enough. John and I came flying into this expecting a long right-hander before a hair-pin, only to find the arrows saying 90 right and a pile of nasty black clinker blocking the way! The poor Vitesse tried to climb over the stuff, but only succeeded in getting half-way before John reversed off and we were on our way again. Unfortunately, it soon became obvious that all was not well, clouds of steam were appearing round our feet and the car was getting hotter and hotter. At the end of the stage we discovered that the engine had pushed the fan through the radiator and we had, of course, lost all our water. A spare rad was something we had not got and since there was no friendly Vitesse to cannibalise in the pits, our rally was over.

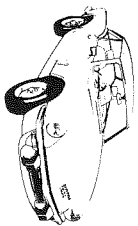
Matters were made marginally worse when we discovered that the Elan had rolled on the same stage, which would have put us in the lead! Luckily, the crew were unhurt - they stuck the roof back on with sticky tape and set off back to Manchester with the rear screen in the front of the car, it being the only unbroken glass left! We loaded the Vitesse back on the trailer and followed suit (a night with friends on the way home being the only bright spot in the day!).

We learnt various lessons in any case: we shall carry a spare radiator in the future and I have learnt to pay much greater attention to the route maps. Also, with any luck, the person who said that he HAD thought of warning me about the tight right-hander, will actually do so next time. If nothing else, we have proved that I need all the help I can get!

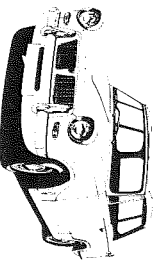
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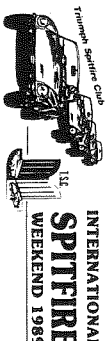
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2 - 3 SEPTEMBER 1989

Irene Fussell

1st to 3rd of Sept

The Triumph Sports Six Club, has once again, been invited to the above event organised by the Dutch Triumph Spitfire Club. Many TSSC members are now familiar with this event which takes place in Holland, this year on the 1st, 2nd, and 3rd of September. The venue will be the usual one, viz. the Klen Vink, Holiday Park, near Arcen, Holland.

Those members who have already attended one of these weekends will know what an excellent event it is. With its superb setting, its friendly atmosphere and slick organisation, it must be the best Triumph event in Europe.

Each year the event attracts people and cars from all over Europe and increasing numbers of those attending are Triumph Sports Six Club members travelling from the UK. In fact the number of TSSC members reaches well in to three figures and although the event is obviously directed towards Spitfires, more and more other Triumphs (particularly TSSC cars) are attending each year. They are attracted to the event because of its comradery and friendship and to meet the friends they have made on previous visits.

Entertainment at the event includes an autolumble, competitions and games, concours, an official welcome, Saturday night disco plus much more. On Sunday morning there is usually a convoy of Spitfires around the Dutch countryside and last year it won a place in the Guinness Book of Records for the longest one marque convoy. Also, whilst at the event, the park facilities are available including indoor swimming pool, tennis, table tennis, plus a restaurant, snack bar and supermarket etc. In fact, plenty to keep everybody entertained (including those not interested in Triumphs).

Accommodation is either camping or in chalets on site. The latter are extremely good value for money. They are clean, comfortable and contain a living room (with colour TV), shower, toilet, a fully equipped kitchen and two bedrooms. They can sleep either 4 or 6 people, (with 6, two sleep in the living room on bed settees).

This year the TSSC is again offering a choice of packages to members and their friends. Details of the TSSC packages are as below, all are subject to availability and bookings should be made as soon as possible as the Klen Vink get busier each year. The prices in brackets are the reduced prices which are applicable if bookings are made and 50% deposits

received before the 15th June.

You will have to make your own arrangements for ferry crossings, either direct with a ferry company or via a local travel agent. The cost for a car and two people should be in the region of £80 to £90.

## DETAILS OF TSSC PACKAGES

If you are booking a whole chalet you can book for either 4 or 6 people, (see accommodation details above). If you only book a room in a chalet, then the accommodation will be based on four to a chalet (ie, not six). This means if you travel as a couple you will share with two others, ie, each couple will have their own room. If you travel on your own you will have to pay for a whole room or be asked to share a room with one other (subject to availability and the same sex - sorry!) and a chalet with two others.

If you would like to attend either, use the booking form with this article or write to the address below for an event booking form.

If you would like further information, contact:- Irene Fussell 55 Heathfield Road, Hitchin, Herts SG5 1TA or contact Jonny Wild on 0462 56315 Enclosing a S.A.E.

## BOOKING FORM

Name: ..... Telephone No. (inc. code): ..... Details required: ..... Address: .....

(PLEASE SUPPLY NAMES OF ALL THOSE GOING PLUS MODELS & REGISTRATIONS OF ALL CARS GOING. USE ADDITIONAL PAPER IF REQUIRED.) PRICES IN BRACKETS REPRESENT DISCOUNTED PRICES IF BOOKED AND 50% DEPOSIT PAID BY 15TH JUNE

EVENT ENTRANCE			
Number of persons	AT £4.50/person		TOTAL £
CAMPING COSTS			
No. of units	No. of nights	£5.00 (£4.50) per unit per night	TOTAL £
No. of campers	No. of nights	£3.50 (£3.00) per person per night	TOTAL £
PACKAGE 1 - ie. Friday 1st to Sunday 3rd (all nights included).			
COSTS WHEN BOOKING A WHOLE CHALET			
Number sharing	Whole chalet	£110.00 (£100.00)	TOTAL £
(ie. £18.33 (£16.67)/person - 6 sharing, or £27.50 (£25.00)/person 4 sharing)			
COSTS WHEN BOOKING ONE ROOM IN A CHALET (4 people to a chalet)			
(Couple or single occupancy) : £55.00 (£50.00)			TOTAL £
(Single person sharing with someone else : £27.50 (£25.00)			TOTAL £
PACKAGE 2 - ie. Monday 28th Aug. to Sunday 3rd Sept. (all nights included).			
COSTS WHEN BOOKING A WHOLE CHALET			
Number sharing	Whole chalet	£280.00 (£240.00)	TOTAL £
(ie. £43.33 (£40.00)/person - 6 sharing, or £56.00 (£50.00)/person 4 sharing)			
COSTS WHEN BOOKING ONE ROOM IN A CHALET (4 people to a chalet)			
(Couple or single occupancy) : £130.00 (£120.00)			TOTAL £
PACKAGE 3 - ie. Friday 1st to Thursday 7th (all nights included).			
COSTS WHEN BOOKING A WHOLE CHALET			
Number sharing	Whole chalet	£230.00 (£210.00)	TOTAL £
(ie. £38.33 (£35.00)/person - 6 sharing, or £37.50 (£32.50)/person 4 sharing)			
COSTS WHEN BOOKING ONE ROOM IN A CHALET (4 people to a chalet)			
(Couple or single occupancy) : £115.00 (£105.00)			TOTAL £
A DEPOSIT IS REQUIRED TO SECURE BOOKING AND SHOULD BE 50% OF EVENT COSTS. THE REMAINING MONEY WILL BE DUE ON JULY 21ST. (PROMPTLY!)			
Send completed form to:			TOTAL DEPOSIT £
Irene Fussell, 55 Heathfield Road, Hitchin, Herts SG5 1TA			
Enclose the deposit or payment in full and include TWO stamped, self-addressed envelopes			

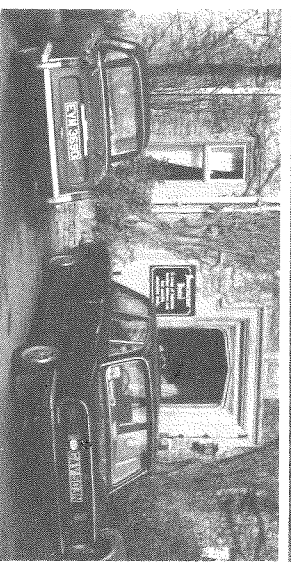
There are basically Three packages:-

- normal weekend option ie. Fri 1st Sept to Sun 3rd Sept. (all nights inc).
- extended stay ie. Mon 28th Aug. to Sun 3rd Sept. (all nights included).
- extended stay ie. Fri 1st Sept. to Thurs 7th Sept. (all nights included).

Booking an extended stay option means you can have a weeks holiday, which enables you to attend the event and see some of Holland as well, but remember Klen Vink is very popular so book early.

Obviously for all these options if you are part booking a chalet (or room in a chalet - single people), then availability at the prices below is subject to us being able to fill the remainder of the chalet. This applies to all the packages and although this has not proved a problem in the past, I strongly recommend early booking.





## TSSC WINTER WEEKEND 1989

By Leon F Guyot

**A**s you probably noticed, due to re-decorating of our long-standing venue at the Fosse Manor Hotel, Slow-on-the-Wold, this years weekend was delayed by about one month. Of course, this was not allowed to detract one iota from the enjoyment that all participating Club members gained this weekend.

This year, the event was ably managed by our very own first lady, Pam Griffiths, who valiantly managed to 'replace' the venerable Mike Atkinson et al.

Most guests somehow managed to reach the hotel by dinner time on the Friday evening, some in Club cars, brought out early due the unseasonably mild weather but others (myself included) arrived in whatever transport was available.

Triumph Dolomites and my father's trusty Triumph 2000 are, I feel, excusable but what a certain Dennis and Vicky Benson were doing in that leaky Porsche Turbo, I have no idea (green with envy) and as for Mr and Mrs Andy Jones in a Ford Capri - I reserve my comments, even if it was a good one. Triumph enthusiasts all the way from Bungay, Norfolk in a Volvo 345, despite their veritable flock of Triumphs (do any of them actually go?).

After a fine dinner, we had a very interesting talk and slide show by Richard (pay attention, I'll ask questions later), Westcott, the General Manager of the British Motor Industry Heritage Trust, upon whom we attempted to impress the insatiable demand for reproduction Triumph body panels in the same way as the repro MGB bodysheils that we hear so



much about - we all live in hope, Richard! Most of us repaired to the bar for the usual extended noggin and natter into the wee small hours.

Saturday morning was a little dull, damp and windy but we all set off for Warwick in high spirits, no not the alcoholic kind. Squeaky and Squawky, the quirel and gopher hand glove puppets sticking out of the sunroof on Andy Jones Capri causing constant bemusement to all and sundry, including the very nice AA man for, for the entire 13 mile drive.

After exploring the delights of Warwick Castle, the one time home of the Earls of Warwick and one of the first Medieval Castles in Europe, containing many fascinating features, including the grim dungeons and torture display on loan from Nuremberg. I could think of a few members that I'd like to leave down there for a while. Part of the castle is arranged very cleverly as an authentic Victorian stately home, including Tussade Waxworks of eminent Victorian Royalty and Politicians, some of the dummies appearing much more lifelike than some Club members (Mick - too many late nights me-thinks). Perhaps John Griffiths can remember, exactly which of the Earls of Warwick died without issue and then tell me what it means?!

After the castle, we all explored charming Warwick and its' rather tourist orientated antique shops. I hope that the Aspinall's 78 RPM record wasn't too scratched and Pam Cudmore's Victorian (?) teapot wasn't as cracked as John? (only joking John!).

Later that evening, we had another one of those stand-up singer/comics, who almost everybody eventually appreciated. He did deserve full marks for the effort, even if it was sometimes difficult to guess what he was actually singing! Come back Neil Williamson - all is forgiven! was heard from more than one corner.

I can't remember what happened next but I do remember being set up and a white carnation being used somewhere unlikely - it was a plant I tell you!

Did John Griffiths really drive all the way back to Chelmsford with that toilet seat around his neck?

Sunday morning and most, not all, members slipped rather quietly down to breakfast and no, David, I wasn't going to let you steal the Marmite sachet two mornings running. After breakfast we all went for a nice, invigorating walk around Lower Slaughter, we think but it may have been Upper Slaughter. Wherever it was, it was picturesque and we did have fun seeing who might slip down the rather steep and muddy fields without using their feet! Exactly what the large white goose found attractive about the Presidential GT6, we really can't imagine - perhaps it was a concours judge in a previous life? Or perhaps she was just looking for somewhere to lay her egg!

After our perambulations, we stopped for morning coffee in the rather posh hotel, in which only cellphone toting yuppies in brand new German built company cars can afford to stay, despite which it was super coffee, right down to the French sugar cubes that looked like they had all had the corners knocked off! Designer sugar, whatever next?

Then after a very pleasant buffet lunch, (I told you the chicken was alright) we all exchanged pleasantries and departed on largely amicable terms. ★





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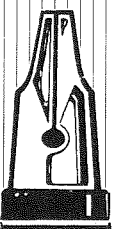
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## Pen to paper



### GETTING DOWN TO THE NITTY—GRITTY

I am writing about the excellent Courier, which I have received for some years now. PLEASE can we have some more technical articles which are really practical. It is quite interesting to read about people's trips abroad etc. *sometimes*, but I am sure I speak for a lot of members when I say that we want to have more about how to make our cars go better, last longer, or even go faster - but not the theory (or perhaps just a little theory).

For example, no one actually tells us how to improve the carburettors on twin-cylinder cars. It's all very well saying that SUs are good but how do we go about changing the linkage, getting the right needles, air filters etc? When are we going to have an article about changing the camshaft and giving advice on the best sort of up-grading cam for a bit more pep? And who will tell us how to make the self-cancelling indicators, self-cancel again and how to up-grade the indicator system so that you can hear the warning with the hood down and so it doesn't almost stop working when headlights and Kenlowe fan are on? There's so much information which must be at the fingertips of so many people in a club of this size - come on, write in and share your knowledge with us all.

I have a tip. If your Kenlowe fan keeps blowing a fuse, it may be because the twin fuse holder is corroded and the higher than normal resistance produced causes local heating at the ends of the fuse which melts the solder. When I replaced my fuse box (did you know it is the same as a Mini one?), the problem was solved.

Can Register Secretaries please provide an up-dated register of interchangeable parts? I have already mentioned the Mini fuse box and I also found out recently that the bottom radiator hose is the same as the one in a Ford Fiesta, which is quite a lot cheaper. How many people knew that? There must be many other parts which can be substituted satisfactorily at lower cost than original parts.

Oliver Brooke - London SW15

### UNLEADED PETROL — 1147

Since John Kipping's are now offering an unleaded petrol conversion to 1300 and 1500 engines, and are likely to bring in the 1147 engine too, how about an article on the possibility and practicality for the average Herald?

Expert information would be gratefully received. I know, on this very current subject.

P R Teague - Winchcombe

### LOCK WHO'S HANDBRAKE

On reading the March Courier, various things seem to need answering:

Firstly, Trevor's article on security queries the effectiveness of handbrake/gearlever locks. I have first-hand knowledge of this as I went to the factory in New Mills. The salesman there fitted one to my 13/60 as a demonstration and stood back smugly and said, "There, get that off!". The look on his face, however, suddenly changed when I simply unscrewed the gearknob, slid the lock off the gearstick and handed it back to him, still locked! The only way these will suit our cars is if the gearknob is securely pinned to the gearstick.

I also have misgivings about the combination handbrake locks, knowing the effectiveness of the average Triumph handbrake!

A worthwhile improvement for the Herald, Vitesse and early Spitfire is to fit the upper steering column from a Spitfire IV, complete with the column lock. As many of you will know, a column lock was an option on the Herald and Vitesse and was standard on the final production run, so this is not much of a sacrifice to originally. The optional lock kit included a blanking plug for the dashboard ignition switch but why not use the hole for an extra switch, cigarette lighter or whatever. A better solution (and the one I have used myself) would be to obtain a dash from a later car which didn't have the hole cut at all (Herald and Vitesse only).

Richard Jones "imaginary" article contains a nice, almost truth about Herbert Austin producing a car with a German firm - did you know that in the 1920s the Austin 7 was produced in Germany by a firm under licence: the firm in question, almost unbelievably, was BMW!

Surely Ben Johnson isn't buying a Sprint - though I thought it was a TR6 - with injection of course! John Thomason questions how water gets into A-posts. This is usually due to poor sealing where the A-post's gutter is welded onto the A-post itself. A fresh dose of 'sealastik' should cure this.

Finally, congratulations to John Kipping on the new arrivals (Clare and front wings!) BUT does John stock the 12 foot long bonnets and the VERY up-rated front springs needed for the 15 litre Spitfire mentioned in his advert on page 177?!!

Kevin Atkinson - London N22

## CALLING BOND SAH 136

In Eddie Evan's article on 4-cylinder Bonds, there is a photo of a GT 2 + 2, registration number SAH136.

This is the same registration as Syd Hurrell's (SAH tuning parts) tuned GT6 Mk1, as featured in Car & Car Conversions, February 1968 and the first GT6 'Turning Circle'. Does anyone have any information on this Bond, which must have come before the GT6?

The subject of engine transplants was raised again (not a Rolls Royce conversion though) last month. Maybe members who have something unusual under the bonnet (I know of an Alfa engined Spitfire Mk11) could write in about how easy the conversion was, problems, performance etc. and getting insurance cover.

Dave Ridge - Kent

## LUCAS WINDSCREEN DRIVE BOXES

May I, through the club magazine, pose a question on Lucas windscreen wiper drive boxes no. 14W (twin-speed), as fitted to a late GT6 Mk11?

Could somebody out there please inform me of the sweep angle required for the GT6. Originally my car was fitted with a 100° actuating mechanism which did not totally clear the windscreen (perhaps not fitted by Triumph to my car). Consequently, I fitted a 120° mechanism from a scrapped Mini drive-box but this is slightly too much. Although this adequately clears the screen, it also oversweeps on the nearside. Lucas could give no details as to the correct mechanism.

So if anyone out there knows the answer, i.e.

100° correct or too small?

110° ? perhaps standard.

120° correct or too large?

I would be delighted to hear from them.

Chris Line - Havenstreet, Isle of Wight

## LEAD FREE WHERE ARE WE TO GO?

I have been thinking! What is all this *hoo-har* about lead-free petrol, expensive conversions, lubrication properties and octane ratings?

As yet there has been little said and less information available for the classic car owner. We are told - "See your dealer". Anyone know of a Standard-Triumph dealer? People who encourage

me in the shopping precinct to use lead-free petrol tell me - "Herald isn't listed in here, only Dolomites and Accliams". So what is all the palaver? I'm no expert, but I have tried to gather information where possible. The problems appear to be two-fold:

1. Upper cylinder lubrication caused by the absence of lead.
2. An octane deficiency due to unleaded 2-star fuel.

As far as I can see, both these can easily be overcome:

1. There's a lead substitute available from Halfords (or similar High Street shops).
2. Either change the timing of your car (in the case of the smaller engines) or use 4-star unleaded fuel, such as BP Supergreen (I predict other companies will follow suit).

So, what is the problem? If I have made a hideous error and my engine will soon crumble into a heap of irreparable components, someone please tell me. If not, then let's all move to the use of lead-free petrol and breathe easily.

Jes Phillips - Ealing, London

## FORD WEATHER STRIPS

I thought it might be worthwhile to mention that the problem with most Heralds are the weather strips that seal the doors to glass. Readers might like to know that if they go to their local Ford Dealer and order (if it's not in stock) Part No. 6051692, this is 39" long and can be trimmed to suit. Clips are again Ford Part No. 6014764. The cost of the strip is £2.77 + VAT and the clips are 6p + VAT each.

John Bowman - Somerset

## TWICE AS MUCH

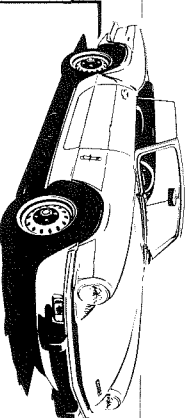
I received my Courier today and reading through the Pen to Paper section, Mr J. R. Smith, Doncaster, wished to know why an 8 year old Spitfire was worth twice as much as a Mk1 which has been maintained for 25 years.

I am an owner of one of those '8 year old Spitfires' (first registered in 1981) and thought the answer was obvious: the vehicles are the end of an era and the last of a few. They are, for today's motoring with motorways etc., the most comfortable of all the Spitfires.

The interior is pleasant to the eye as is the body styling. The drive is great! Having owned a 1974 MkIV 1300 (I joined the TSSC in 1986 but sold car shortly after and let membership lapse) the difference was flabbergasting.

Since Mk1 and II prices are now on the increase as are most of 'our cars', the price difference will, I am sure, close but people do tend to be attracted by a later (newer) model of a popular car. I wonder, does Mr Smith own a Mk1 or MkII Spitfire worth half the price of mine.

V Kelly - South Harrow



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Black PVC  
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# WINTER PROJECT

## 2.0 SPITFIRE MKII OR GT6 MKI CONVERTIBLE

By Robert Poulson - Hornchurch, Essex

The underside of the body and bulkhead was sprayed in Tahiti Blue and replaced into the chassis. The doors, boot, front window and frame plus bonnet were all added. OMU 307E now looked like a car.

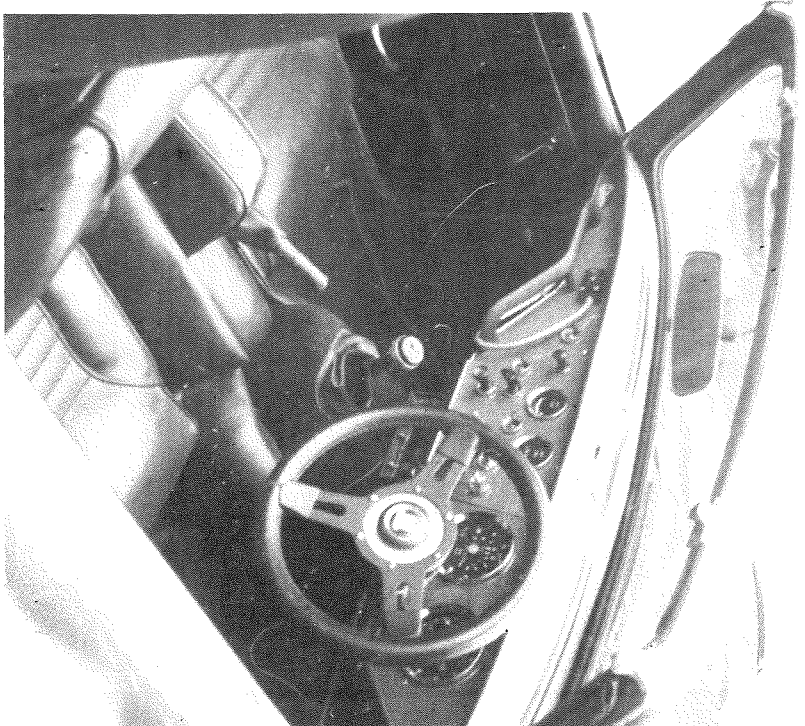
The next stage was to tow the

car to be sprayed. The car was taken to S & B Motors (Rainham 52366) where the car stayed for a week. S & B Motors did a good job and at a reasonable price. Once the car was back home things really started to move, with adding new chromed bumpers, overriders, badges, petrol cap, weather strips, boot hinges and lenses (it didn't take long to spend lots of money at T R Improvements).

The interior was ready and waiting, new carpets were stuck down and cut about to fit. The reclining seats, wood dash, arm rest, door panels were easily fitted. Then came the bit I was dreading - the electrics. With car manual on my lap, I set about the job. Several hours and cups of tea later, all the wires were connected. The battery was connected and the ignition key turned: the engine started, O/D worked, front lights worked, brake lights worked - everything except indicators. Another day was spent on indicators with hazards being added.



PART 2

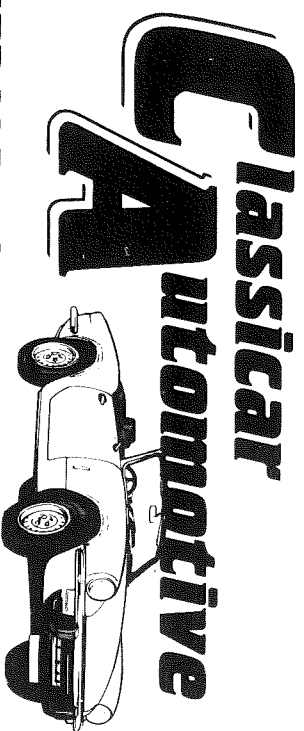


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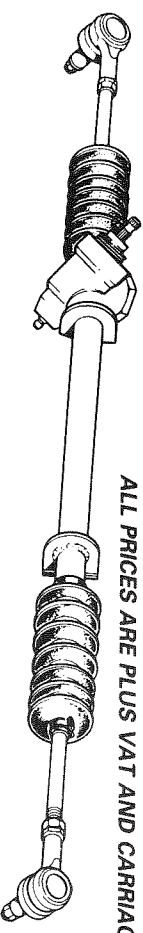
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With everything checked, the car was taken for an MOT. It failed! The side-lights were too bright! And the hand-brake needed adjusting! The handbrake was adjusted and lower watt bulbs replaced the existing ones in the side-lights. The car was then taken back and an MOT certificate was mine.



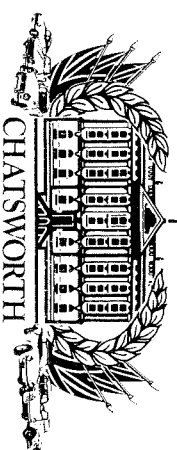
The car was taken back to S & B Motors to be polished. OMU 307E was at last finished.



The Triumph Sports Six Club  
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**Saturday 6th and Sunday 7th May 1989**

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The Derwent Valley Area Announces  
The 1st Derbyshire Peak Run and Concours  
**Sunday 25th June 1989**

A spectacular run from Winsor near Matlock through 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 Mithras Standard pub at Winsor. 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.

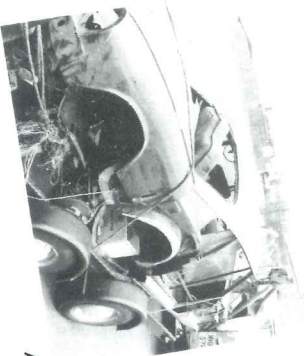
For those wishing to arrive on Sunday afternoon there will be a get-together for a drink and a chat at the Mithras Standard. Camping is available in the grounds of the pub or there are local hotels and bed and breakfasts. Information on request.

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 famous, 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

Car cover, trophies, administration and car parking at Chatsworth.  
Information about Camping/B&B/hotels will be sent to you, along with directions to Winsor.  
NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
TYPE OF CAR: \_\_\_\_\_  
NO. OF PEOPLE: \_\_\_\_\_  
ARRIVING SAT OR SUN: \_\_\_\_\_

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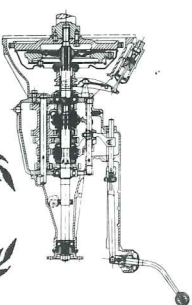
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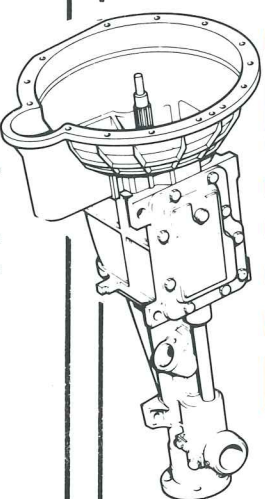
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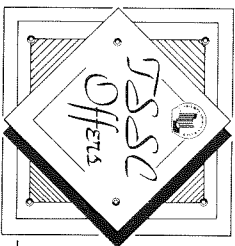
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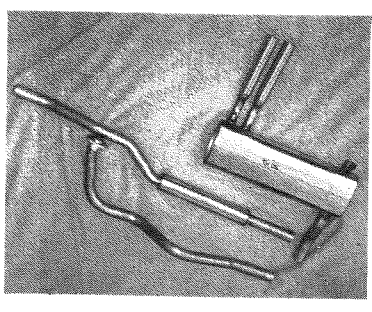


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(P & P free with towing bracket)		



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BE 199	Spitfire MkII	£115.00
BE 200	Spitfire MkIV	£115.00
BE 201	Spitfire 1500	£125.00
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Now available Spitfire IV & 1500 Sports system		£69.95
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## DIY SPRAY EQUIPMENT - APOLLO 400

This offer which appeared in the March Courier has prove an incredible success, which has obviously please us and Apollo. Consequently although 'officially' this particular offer should now be closed, Apollo have allowed us to extend the offer prices for a further month. It certainly does offer excellent saving in money. Also since the original write up I have notice a further number of tests on this product appearing in national magazines and they seem to like to.

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TSSC/SC/589

REPORT FROM BRIAN WATERS -  
T.S.S.C. Council Member  
Club Representative to  
The Federation of British Historic Vehicle Clubs.



FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS -  
"to uphold the freedom to continue the use...of all mechanically  
propelled road vehicles".

FIRST A.G.M. - 22nd OCTOBER 1988

was one of the seventy delegates who attended the first Annual General Meeting of the Federation at the Crest Hotel at South Mimms.

Those present heard the Federation Chairman, Derek Grossmark, announce the appointment of Edward Seymour-Rouse, a professional political lobbyist, to monitor E C legislation on behalf of the Federation. In making the announcement, Derek Grossmark said "We have no choice in the long run but to turn to a professional lobbyist who knows the corridors of power and, what is probably more important, the by-ways. We have to have someone at the E C to look after our interests...I see the Brussels/Strasbourg situation as a two-way trade. We will receive back a tremendous amount of information, but I see it even more important the reverse way: it will gradually make the people at Brussels and Strasbourg aware of the movement, and aware that we are watching them and watching every move that may affect us."

Edward Seymour-Rouse outlined the working of the European Parliament and described his approach to his work. He warned the movement that there could be economic, consumer and environmental arguments against us, and said we should recognise these, show that we know them and state what we want clearly.

Bert Young described the structure of the historic vehicle movement in Europe and the meeting listened to reports about action being taken to persuade DVLC to rethink their policy on the re-issue of original registration numbers; possible licence problems for future drivers of three wheeler vehicles; light commercial vehicles and mini buses; and the future of leaded fuel. The Chairman warned that the requirement for export licences for vehicles over 50 years old and worth more than £16,000, even if being taken out of the country for a holiday, could be re-introduced

if the present freedom from this requirement was abused by people taking vehicles abroad as if for holidays, and then selling them.

The Treasurer reported that the special Euro-Fund, set up to pay for the initial stages of the lobbyist had reached just under £15,000, some three quarters of the target. He understood that the funding of this service would be taken over by the F I V A at some stage in the future.

## EUROPE

The threat of problems for our movement stemming from Europe has been of the greatest concern to all enthusiasts, and is the prime cause of the Federation coming into being. Unfortunately, some inaccurate reporting in our National Press has resulted in many individuals having the wrong impression of the true state of affairs.

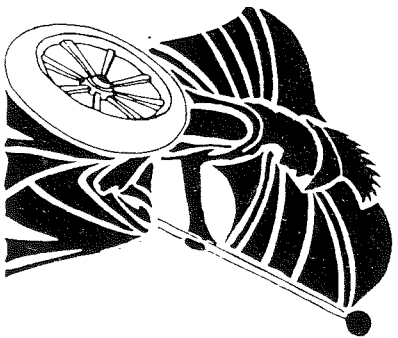
The system has already picked up several proposals which have been reported to our Chairman for consideration, amongst them plans



for a common "MOT" test, common tyre tread regulations and common standards for replacement exhaust systems for motorcycles. Further information is being sought about the common vehicle test, the motor cycle replacement exhaust regulations could affect our interests, but the proposal contains no firm start date, and clarification is being sought. The common tyre tread depth regulations as originally formulated would have had the effect of banning from the roads all old vehicles with smooth solid tyres, steel wheels and so on. Following consultation with Derek Grossmark, our Chairman, Bryan Cassidy, MEP, put forward an amendment. The new Transport Commissioner, Karel van Miert, acknowledged this in the Parliament saying "it was not his intention to put this class of vehicle off the road". A suitable derogation is under discussion.

The Federation's Deputy Chairman, Tom Ryland, went to Swansea recently and discussed all aspects of driver and vehicle licensing relevant to historic vehicles at a high level.

The DVLC has two main concerns about vehicle registrations. The first is to prevent fraud and the second to provide a cost effective service. The latter consideration prevents DVLC from being able to carry out research to verify the validity of an individual's claim to a specific number. Fraudulent claims for old numbers could be avoided simply by refusing to re-issue any number, but DVLC has listed certain circumstances in which it will re-issue a number. DVLC relies on the appropriate Club to support an individual's claim. The Federation has suggested that the incentive for fraudulent applications will be removed if it is made clear that a number re-issued to an historic vehicle may not subsequently be transferred from the vehicle to which it has been re-issued. This idea is under consideration, but it is only fair for us to say that we do not believe it to be worthwhile having a serious confrontation with government on this topic. We emphasise that the refusal of DVLC to re-issue an old number does not prevent the use on the road of any vehicle since DVLC will issue a registration to any roadworthy vehicle.



The question of driver licensing is also under review. Common EEC licences are being introduced, and these could have problems for the drivers of three-wheelers and preserved commercial vehicles. The article by Clive Clarke which follows sets out the position for the latter group. The DVLC position is that they are against making any regulations retro-active, but that they do believe that all drivers should have passed a test of competency appropriate to the type of vehicle being driven.

Meanwhile the Federation requests that all Car Club members think carefully before writing to their MPs and MEPs.

**UK**

With the exception of continuing discussions with DVLC there is nothing of concern on the UK legislative front at the moment. The Historic Vehicle Clubs Committee, the Federation's forerunner, made representations about the consolidated Construction and Use Regulations when they were under discussion, and several amendments were incorporated to suit the needs of the movement. Since then (1987), there has been little which could affect the movement.

**DVLC**

The one subject guaranteed to stir up more controversy than any other is that of the re-issue of "lost" registration marks. This occupies much Federation time, despite the fact that the DVLC regulations do nothing to prevent the use of old vehicles.

This means that the present arrangement whereby three-wheeler vehicles may be driven by the holders of both car and motor cycle licences may no longer apply, new drivers of three-wheel vehicles having to pass an appropriate test of competency. The rights of existing licence holders to drive three wheelers appear to be undamaged.

The Federation is continuing to monitor both these aspects of the DVLC's work.

**A report on how the proposed unified Driver Licensing system would affect the future usage of historic commercial vehicles**

by C.S. Clarke, commercial vehicle representative

**The Present System**

Everyone who drives a vehicle must hold an **ordinary licence**. Anyone who drives a heavy goods vehicle or a public service vehicle must hold a **vocational licence**. In most cases the class of licence

required is linked to the taxation class of the vehicle. For example, drivers of cars and light goods vehicles (i.e. up to 7.5 tonnes laden weight) are required to hold an ordinary licence and the vehicles are taxed as "private/light goods". The drivers of heavy goods vehicles which were manufactured prior to 1960 do not require an HGV vocational licence nor do the drivers of Large Passenger Carrying Vehicles which no longer carry passengers for hire or reward require a PSV vocational licence. In both of these cases the vehicle will be taxed as "private/light goods".

### The Proposed Unified System

*The International Convention on Road Traffic which was drawn up in Vienna in 1968 provided, amongst other matters, for a standard classification of driving entitlement, a common format of driving licence and international recognition of licences following that format. For some time, the European Commission has been seeking to bring the licensing system of Member States closer together as part of its efforts to facilitate the free movement of citizens across national frontiers.*

#### Licence categories

A standard set of licence categories for EC Member States will be established in the forthcoming Second Community Driving Licence Directive. It is proposed that this should be based on the categories defined in the Vienna convention and now operating in most Community States i.e.

- Category A Motor-Cycles
- Category B Car (limit of 9 passengers)
- Category C Goods Vehicles larger than cars
- Category D Passenger Vehicles larger than cars (i.e. more than 9 passengers)
- Category E Articulated or trailer drawing vehicles

Each category will have its own prescribed test and applicants must have passed a car driving test before they apply to drive larger vehicles. The rules governing specialist categories of vehicle (e.g. invalid carriages, agricultural tractors) are not affected.

The UK Government has proposed to accept in general the principle of the Vienna Convention system as the most appropriate basis for standard EC licence categories.

One consequence of adopting the Vienna Convention system is that licensing would in the future depend on the size of the vehicle driven and not on the purpose for which it is used. This would have particular consequences for the driving of buses. The concept of a separate licence for drivers of public service vehicles would then disappear since drivers of vehicles carrying 9 or more passengers would require the same type of licence whether the vehicle was being run as part of a commercial organisation or driven for private purposes or on behalf of a voluntary organisation.

The main area of difficulty for the UK will be arrangements for licensing drivers of minibuses of 9-16 seats and light goods vehicles of 3.5-7.5 tonnes. Under the Vienna system these vehicles fall within the C and D categories whereas in the UK the ordinary driving licence confers entitlement to drive goods vehicles up

to 7.5 tonnes and all sizes of bus provided they are not used for hire and reward. Adopting the EC model would mean that new drivers of these vehicles in Britain would no longer be entitled to drive on an ordinary licence but would need to pass a test appropriate for the type and size of vehicle in question (the rights of existing ordinary licence holders to drive these vehicles should not be affected).

Subsequent to the issue of the discussion paper the UK Government has indicated that it does not intend to abandon the principle of the "Minibus regulations" whereby such vehicles may be driven on an ordinary licence provided the vehicle is being used for particular defined purposes. They have also indicated their intention to introduce an intermediate category of licence for the 3.5-7.5 tonne goods vehicle.

### The implications for drivers of historic vehicles

By linking the category of driving licence required to the size or function of the vehicle historic vehicles cannot be "retired" or downgraded as at present. This will affect the drivers of any goods vehicle larger than a car or passenger carrying vehicle with more than 9 seats. The intended date of implementation of these rules is 1991. The statement that "the rights of existing ordinary licence holders to drive these vehicles should not be affected" might be interpreted as meaning that the problem will arise for drivers who have not been issued with a licence prior to the implementation date.

### LEADED FUEL

It is frequently promised that leaded fuel will be available to the end of the century, but for environmental reasons it could be phased out earlier. Potentially, this has very serious implications for owners of all but the very newest and very oldest petrol engined vehicles.

The lead in conventional fuel acts in two ways, first as an octane booster and second as a lubricant for the valve seats. Other additives, additional refining or a combination of both can provide an acceptable octane rating without the use of lead. But no other additive so far discovered can protect the valve seats from wear in the same way that lead does.

New vehicles designed to run on unleaded fuel have specially hardened valve heads and seats. Older vehicles do not, and consequently are prone to very high rates of wear on the valve seats if used with unleaded fuel. The effects are more pronounced with high compression, high revving engines. From an environmental aspect, the Federation sees no merit in endeavouring to delay the phasing out of leaded fuel, and recognises the danger in making representations to government to permit the continued manufacture of leaded fuel, albeit in small quantities. It is a fact that the reasons for wishing to remove lead from fuel are sound and the movement would lose very significant support in the public eye if it were to request special treatment on this emotive issue.

The best hope is that someone will come up with a suitable alternative additive. One scientist known to the Federation believes he has the answer, but his product has yet to be tested and proven to be environmentally friendly. The commercial backing for the full evaluation of the product has not yet been obtained. Suggestions as to how such backing might be obtained will be welcomed - contact the Federation Secretary.

Lead levels in fuel were originally 0.8 gm per litre. This was reduced first to 0.4 gm per litre and now to the current level of 0.15 gm per litre. Remember the tax on unleaded fuels has been reduced and thus unleaded fuels are cheaper. If any TSSC member has any query or can supply any information to help the Federation cause, please drop me a line. Brian Waters "Beulah Cottage" 19 High St. Flitwick, MK45 1DX

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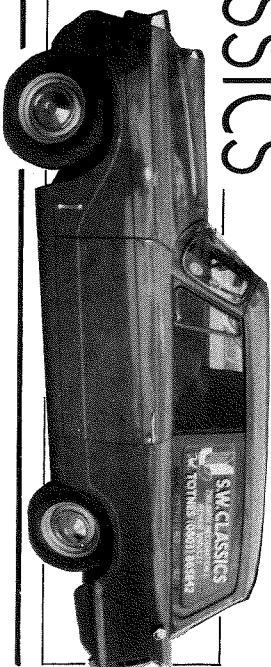
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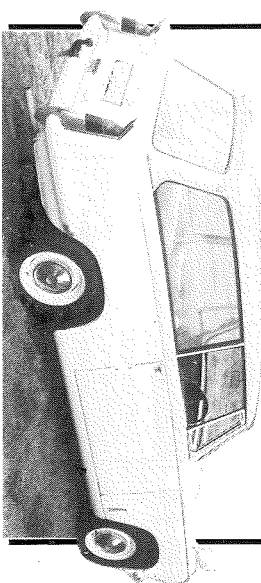
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REBUILD OF UKO 635H  
13/60 ESTATE



Part Two

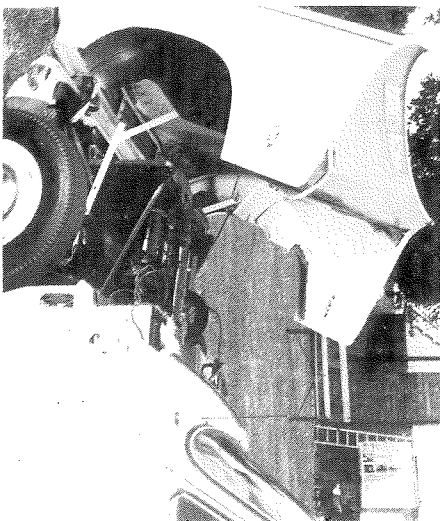
Things were coming together nicely now, but with only 3 weeks to go before the Peterborough event I knew I wouldn't get 'UKO' ready in time.

Apart from a few minor things like treadplates to be sorted out, the car was structurally complete. After some 16 months since starting I was actually thinking about preparation for painting and we all know how long that can take - rubbing down, filling, rubbing down - it seemed to go on forever. One problem bothered me for sometime: I wasn't sure whether to fit the valances before or after painting. Having asked around it seemed that it would be better to give the panels at least one good top coat and then bolt them on and finish them insitu with the rest of the car. This I did.

Cellulose Paint (Triumph 19), primers and thinners were purchased from a local auto paint specialist and a spray gun was hired from a plant hire company - well worth the £10 per week hire charge. The compressor I already had. My experience at spraying was non-existent, so I asked a local spray shop if I could watch a job being done - this they agreed to and very helpful it proved to be.

The end result, I am pleased to say turned out far better than I could have hoped for - the key to success being patience and careful rubbing down with very fine wet and dry between coats.

I think that if I were to do a spray job again, using cellulose, I would use a weaker mix of paint and thinners. The catalogue for the paint suggest 50/50 but I found this to cause a rather bad "orange peel" effect, whereas a weaker mix of 70/30 proved more satisfactory. The final coat being weaker still.



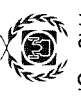
After completion of the paint job, the chrome trim was fixed on - using a liberal amount of Waxoyl. I also decided to apply Waxoyl where possible to all B posts. This is applied from within the car - there is a 1" hole at the base in the footwell and one higher up near the dashboard. I had almost finished this process when disaster struck. I was using an electrical pump unit delivering a much better pressure and flow than the one supplied with the Waxoyl. Prior to using this unit I gave it a "once over" check up, including the supply and delivery pipes, jubilee clip, etc. I must have failed to tighten up one jubilee clip on the hose to the spray gun. Yes - you've guessed - I had got the nozzle into the hole and had just switched on when the rubber pipe came away from the gun waving black Waxoyl everywhere - over seats, carpets, roof lining, windows - I believe my comments were something like "Oh dear!" or words to that effect. My two children came to the rescue and with hasty activity using plenty of rags and white spirit we eventually got it cleaned up and all was well - luckily!

It's very difficult to describe the full story of a job like this, suffice to say that, in the end, when all the carpets & chrome are in place, windows cleaned, photographs taken, it all seems worthwhile.

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# Back to Basics

Product Test:-  
HI-TECH Spot Blaster

Peter Williams



Removing the ancient enemy rust from metal can be tackled in a number of ways including the use of wire brushes or abrasive paper applied by elbow grease or power tools followed by a coating of proprietary rust converter/stabiliser. These techniques can work well but the only sure way to eradicate rust, especially on exposed gloss painted panels, is to return the surface back to squeaky clean metal. Assuming the panel itself is basically sound, the best technique to use involves some type of shot blasting (An excellent introduction to the different types of blasting techniques can be found in Courier 48 page 41).

Following on from the above, we thought it would be a useful idea to try out one of the DIY spot blasters currently on the market. The HI-TECH Spot Blaster features a closed system where a small amount of abrasive is continually shot at the work and re-cycled through the gun leading to minimal wastage and hence allowing economical use of high quality abrasives. Designed principally for rectifying annoying rust pitted paint chips, the suppliers claim that the spot blaster is able to remove all traces of old paint and rust leaving an absolutely clean bare metal surface, etched and ready for filling and repainting. As each spot blast takes only a few seconds the makers also state that the gun can be used with modest air compressors with air receiver tank volumes as low as 10 litres.

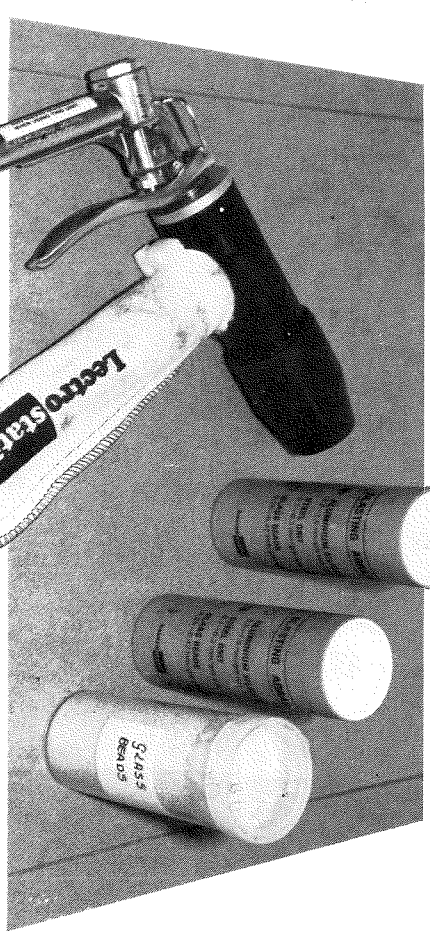
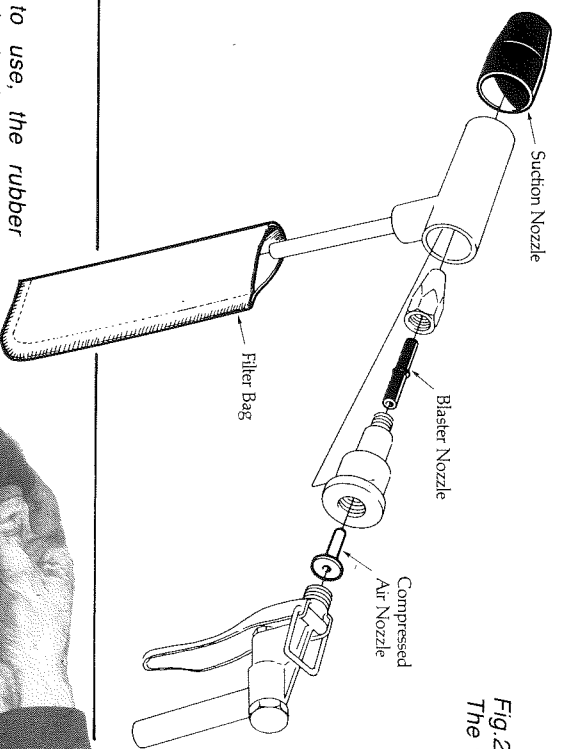


Fig. 1

The Spot Blaster kit comes complete with gun, standard nozzle and one tub of abrasive. In addition to the 'normal' grade aluminium silicate, we also tried out heavy duty steel shot and 'polishing' glass bead abrasive which can be obtained separately.



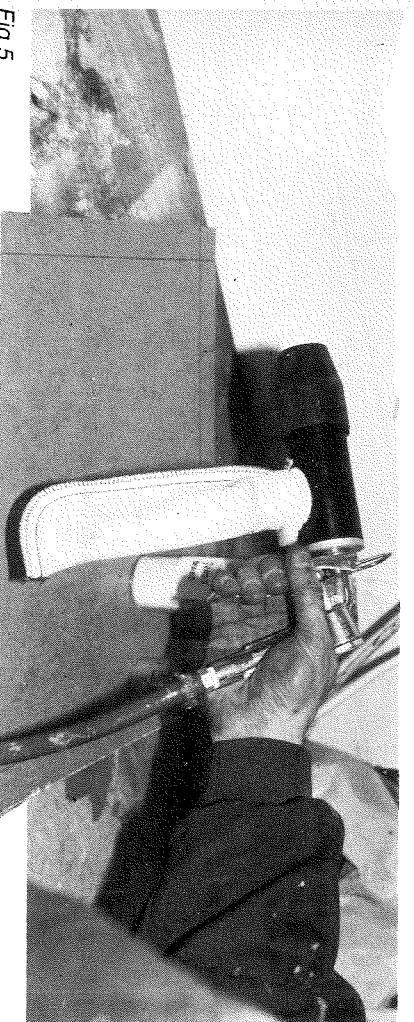


**Fig. 2**  
The working parts.

**Fig. 3**  
Prior to use, the rubber nozzle is simply pulled off...



**Fig. 4**  
...and abrasive poured into the reservoir bag to a depth of about 2 inches. Overfilling reduces the gun's efficiency.



**Fig. 5**  
Connected up and ready to go. Of course, you must have your own air receiver tank compressor to run the gun. As shown in figure 1, the gun is not supplied with a connector or any hose but these are easily available from local compressor factors if required. In use, the blaster is quite safe but a few obvious rules apply, the main one being not to point the gun at anybody and the fact that it's best to wear gloves and goggles.



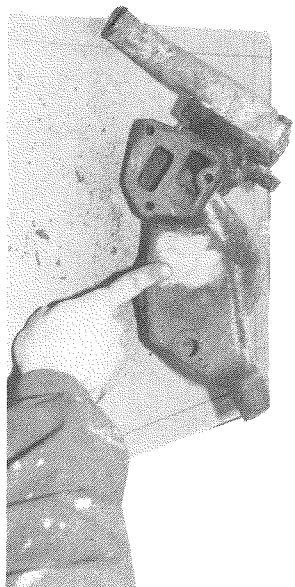
**Fig. 6**  
A suitable test for the gun proved to be the new wing currently being fitted to my Vitesse which had a fair amount of surface rust. The nozzle should be pushed squarely and firmly against the work before pulling the trigger. As the name implies, the spot blaster is designed to clean away rust and old paint from small penny sized areas, a two to three second burst usually being sufficient to complete the job. However, with patience, larger envelope size areas can be cleaned back. It's very easy to start dragging the nozzle along the work surface but this leads to some wastage of abrasive so in practice it's best to blast a

spot, release the trigger and move to the next adjacent spot before repeating the process. In general the recirculating aspect of the gun worked very well. After blasting a few spots, time should be given to allow the compressor to build back to its original pressure or else the blasting efficiency is reduced. The recommended working pressure range is from 70-120psi: any lower reduces the efficiency and any higher can cause the shot to start breaking up.

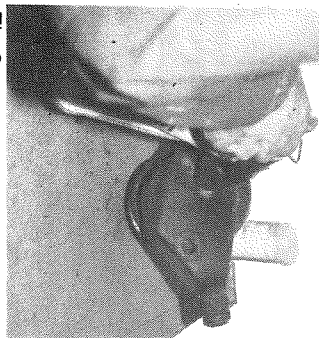
Tests were carried out with each of the different abrasives given above. Aluminium silicate proved fine for removing paint and very light rust but steel shot had to be used for the deeper, ingrained surface rust. The really heavy rust normally hidden by the rear valances below the wing proved a bit too tough for both. The gun certainly lived up to its claims with surface rust being completely removed from the wing panel area tackled leaving a clean matt finish. Where the surface rust is quite deep, pits will inevitably be left behind which would need coating with a high build primer to reveal.



**Fig. 7**  
As a second test, one half of a rusty water pump housing was wire brushed...



**Fig. 9**  
As I hope you can see, the wire-brushed right hand side cleaned back fairly well but leaving a powdery surface rust stain behind. On the spot blasted left hand side, all traces of rust were removed leaving the light grey finish indicated.



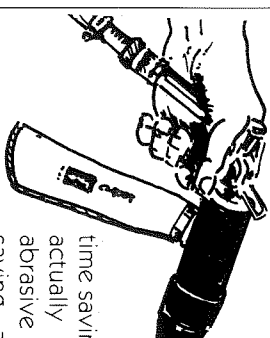
**Fig. 8**  
...and the other half spot blasted.



**Fig. 10**  
When the job's done, remaining abrasive can be poured back into the tub.

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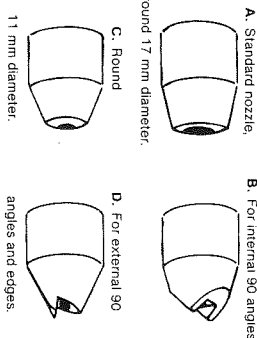


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**Fig. 11**  
Whereas the standard rubber nozzle is fine for flat or very slightly curved areas, the abrasive is soon lost near corners or 'moulded' shapes. For these, other nozzles are required as shown above which need to be bought separately and which weren't available to test.

### Conclusion:-

Our tests showed that the HI-TECH Spot Blaster met it's claims well, being ideal to clean out those annoying rust spots and even being useful for some larger area jobs though an awful lot of patience would be required to use it for cleaning up rather larger areas such as the whole of a wing. Currently, there is only one other similar gun on the market which although cheaper has been shown by other independent tests to be not as good so if you're in the market for such a system, the HI-TECH would seem the one to go for. Usually, the HI-TECH Spot Blaster retails for £49.95 plus VAT but as shown in this issue, HI-TECH are offering the gun to TSSC members at a reduced price.

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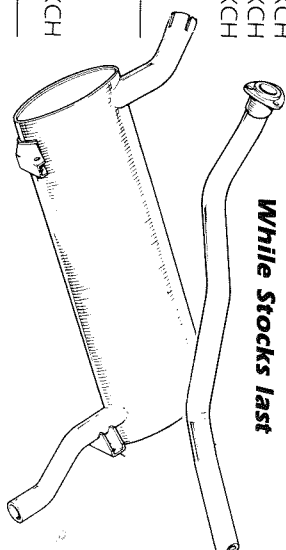
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