

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

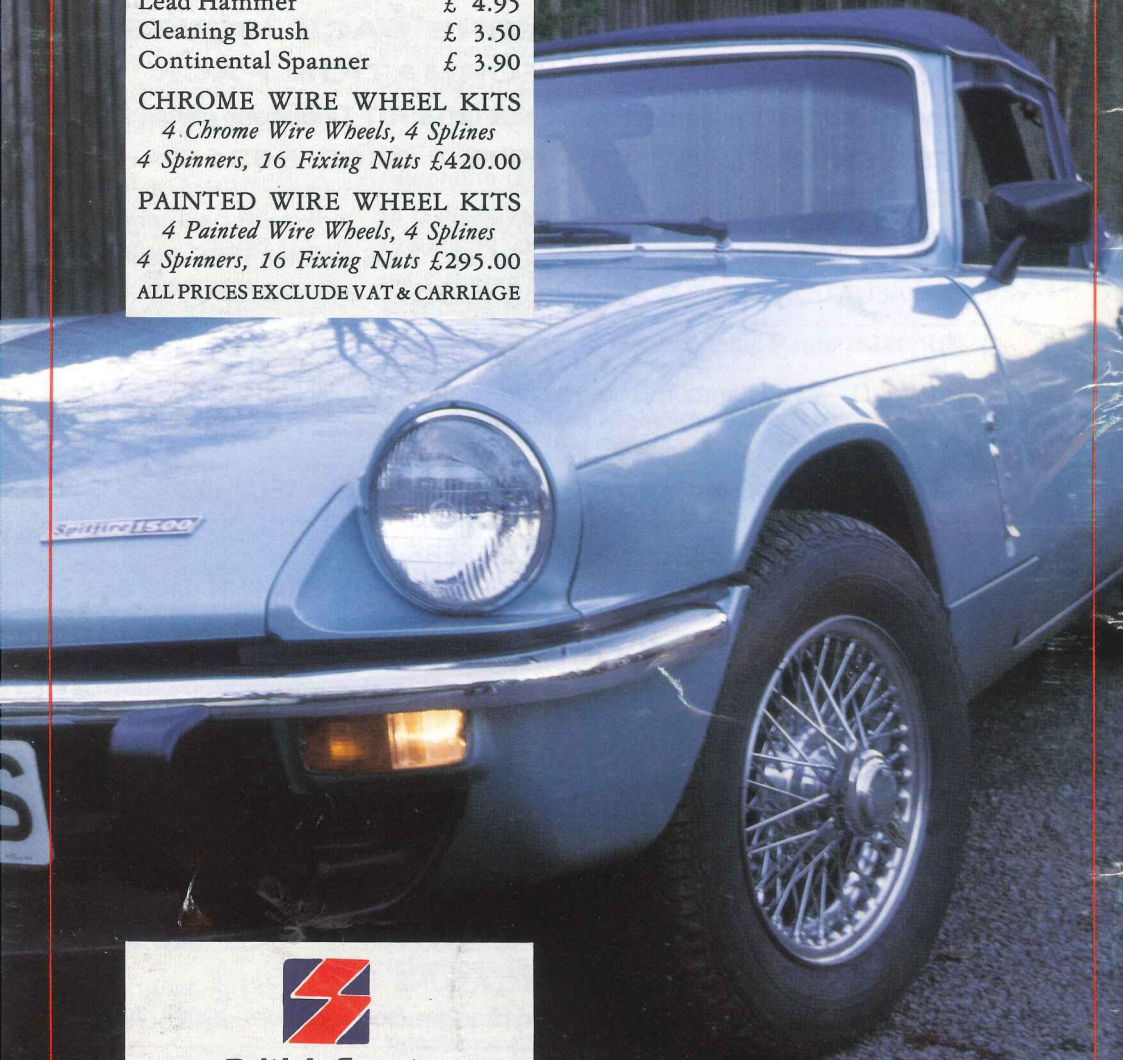
*4 Chrome Wire Wheels, 4 Splines
4 Spinners, 16 Fixing Nuts* £420.00

PAINTED WIRE WHEEL KITS

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

ALL PRICES EXCLUDE VAT & CARRIAGE

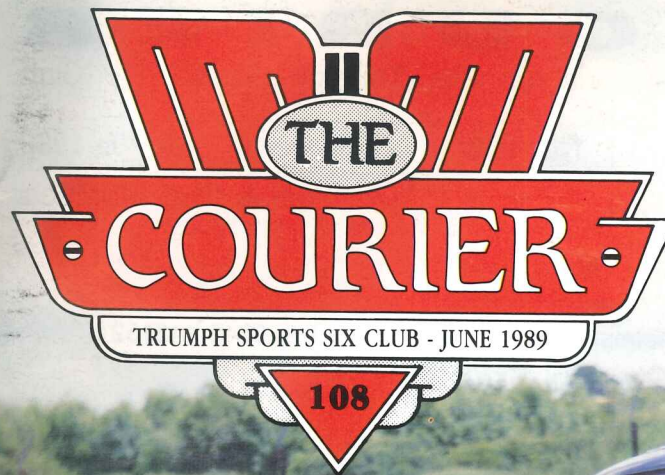
Wire Wheels & Accessories



**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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THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 9 No. 108 JUNE 1989

Price £1.00 Free to Club Members

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John Cudmore, Peter Williams, Mike Costigan,

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

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

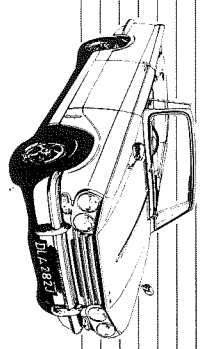
GT6 MkII taken at TSSC International Peterborough 1988

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



Summer Service

With an unexpected week of summer before the South of England Meet - our GT6 stripped for rebuild - it was the turn of our Vitesse to enjoy throughout the summer. The only problem was summer coming early - a phone call to the MOT Station (the day before S.E.M.) meant I could have an MOT only if I could deliver the Vitesse to the garage within five minutes. After a frantic 20 minutes getting the washers to work, our MOT was obtained and S.E.M. on the following Sunday made the Vitesse drophead the car to own hot sun, 6-cylinder power etc. Admittedly on the way down from Market Harborough, we had one small problem; a sticking brake caliper due to the car not being used for a while. Fortunately, Peter Williams had experienced the same problem in Holland and advised that heavy braking caused the trouble. Whilst standing on the pavement, I reflected on the car's service to me and promised that I would repay my loyal servant with a full service before any more trips. *The moral to the tale is, whether using your Club car every day or just in the summer, servicing is essential. In many cases the laid-up car requires more work than the well used variety.*

This Autumn Peter Williams will write a series of articles on servicing and tips on how to lay your car up properly, in order to prevent many of the problems experienced once it is out of storage.

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PRESIDENTS

INTRO



John Griffiths

Hazy, lazy days of summer are here again. Well let's hope so anyway. One of the best ways to enjoy the summer sun and the freedom it brings is to get out in the Club car and meet fellow enthusiasts. Hundreds, if not thousands of us will be doing just that during the first week of July to enjoy the Club's annual International Weekend event at Stafford Snowground (full details pages 8 & 9).

Make a positive commitment now in your diaries to come. We look forward to seeing YOU.

UNLEADED FUEL

The whole debate goes on but very little real headway seems to be made in finding a universal solution to the problem facing people like us with cars which require leaded fuel. If anything is clearer since I last reported on the subject, it is the following:

- a) Widespread recognition within the Classic Car Movement that we must all, for environmentally sound reasons, support the universal move to unleaded fuel.
- b) Unleaded fuel is "taking off". The number of outlets and the numbers of pumps within stations is increasing rapidly. This is no surprise as the price advantage and cleaner burn will see a rapid progression of users convert to unleaded fuel from here on in.
- c) Government sees votes in "Green" issues (election 91/92) plus under pressure from Europe. As a result the Government has increased its resolve to effect a total changeover to the new fuel as rapidly as possible!
- d) All new cars manufactured from 1990 will be required by law to be able to run on unleaded fuel.

People talk of leaded fuel being around at least until the year 2000, but these bold (naive) statements seem to take no account of the forces of supply and demand, let alone wider governmental issues. My rather sceptical view is that it will only remain widely available for another 5 years.

Time is not on our side. What we want is action, co-ordinated action to find an acceptable solution from bodies and opinion formers like the Government, the RAC and the Federation of British Historic Vehicle Clubs. (The TSSC has incidentally just supported the latter through a donation of £250 towards its funds) We also look to the motoring car Press, particularly the Classic section to support us in this urgent message.

The following table might be of interest to members, showing the sorts of ideas/solutions that are being considered/available at the moment.

IDEA/SOLUTION

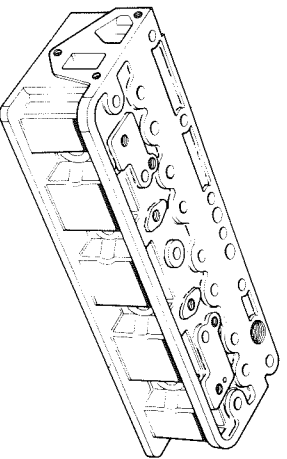
ORIGINATOR

COMMENT

Unleaded Cylinder Heads

John Kipping Triumph Spares

- Available for Spitfire 1500 using the Leyland USA export head.
- Also conversion available for 1300 and 1200 engines (no details at time of going to press).



- No details on durability or performance available but in essence the ideal solution.
- Further technical details are being sought from John Kipping which will be reported in a future Courier.
- Question mark over whether the valves are too close on the six cylinder head to make the conversion possible for 2 litre engines.

Lead Substitutes

- a) Tin
- b) Colloidal graphite

See OLD CAR 1/89

★ See c) below

- ★ Molecules of self lubricating graphite supposed to reach parts untouched by others! Used during "Pool" period apparently. No further information available.

c) Caronilo

See Six Appeal 4/89 (Triumph 2000/2500/2.5 Register magazine)

- ★ Tin based additive originally developed to enable WW2 aircraft to run on poor quality fuel. Would cost about £60 to fit to car and last 250000 miles. The Register is investigating.

Additives

- Wynn's Valveguard
- Wynn's Xtend
- STP's Lead Substitute
- Bardahl's Instead of Lead

All mentioned in October 1988 edition of Practical Classics

- ★ If they simply reintroduce Lead, then they are not environmentally acceptable.
- ★ No information available on actual make-up/effectiveness

- Intro Marketing's Add-It!
- Piper 5 Star Plus

The TSSC remains committed to keeping you informed on progress in this very important area. One very strong ray of hope is that Classic Car values have not been affected by these future potential problems. Quite the contrary in fact, over the last couple of years we have witnessed rapid increases in values which can only be against the backdrop of confidence for the future. Too much money is at stake within the industry now for a solution not to be found. If any informed member can add to this debate, then please drop me a line.

OVERSEAS MEMBERS

As a Club we are committed to trying to make owning a Club car cheaper, easier and more pleasurable. This doesn't just mean members in the UK but all our friends and fellow enthusiasts Overseas. A lot of thinking has been going on recently to see how we can improve our service to Overseas members. As a first step we shall be carrying out an extensive survey amongst Overseas Standard Triumph Clubs. Leon Guyot the recently appointed International Liaison Secretary has responsibility for spearheading this new initiative. SEE YOU AT THE INTERNATIONAL WEEKEND

NEWS REVIEW

BWARE

Beware, it could happen to you!

A pleasant morning, a bright start, hood down and 'Monty' and I were off with my partner to go climbing in the Peak District. 'Monty' by the way is a sound white Triumph 13/60 Convertible Reg. OOB 88G with 5 1/2" J. steel wheels fitted with new tyres - all ready for M.O.T. next day.

On arrival at Froggats Edge, a popular climbing venue but quiet on this mid-week Wednesday, we parked up removed our equipment, locked everything having re-erected the hood, fitted the crook lock and put anything of value out of site in the locked boot.

The time 10:15ish when we walked off to the climbing face. We enjoyed our climb and at 2:15ish, set off back to the car, but oh! it was not there, disappeared without trace! What to do? We walked the 4 miles to the nearest Police Station and reported the theft. That was four weeks ago. No sign of 'Monty', all the problems of getting home to Lichfield, the hassle of no wheels, not to mention the abject loss of all our hard work, hours and hours of it!

It would seem that our cars are becoming sought after. Stolen to order and shipped abroad. More likely used for a joy ride or utilised for parts, not I hope by a member of the T.S.S.C. However, I do not expect to see it ever again but be warned by our mistreatment and take care of your treasure. By the way do not buy any dubious second hand spares. I can recognise any square inch or part from 'Monty' even re sprayed and I shall not rest until 'Monty' is re-vengeful! Postscript: Does this mean that we have to resort to all sorts of hideous anti-theft devices. How about a wheel clamp on each wheel? Worse, no agreed value insurance due to my age. Why age should come into theft of a vehicle I really do not know.

RECORD ATTEMPT

Club member Martyn Peters is a fireman at Stourbridge Fire Station. Together with a colleague, Phil Smart, he intends to make an attempt on the record for cycling from Caernarvon to Fort William, over the summits of Snowdon, Sca Fell and Ben Nevis. The distance is about 500 miles and the record is 74 hours and 47 minutes. The attempt is scheduled for about July 21st, 1989. All this effort is to try and raise money for the Dialysis Unit at their local hospital. Martyn would be very pleased to hear from anyone who is prepared to sponsor him in this venture. One penny per mile will only cost you a fiver. Cheques made payable to Mayor's Appeal Fund 1988/89 can be sent to Martyn at - 1 Unwin Crescent, Stourbridge, West Midlands DY8 3UY.

If you would like further information or wish to offer help or support on the route, Martyn can be contacted by phone (0384) 370605.

TSSC INTERNATIONAL WEEKEND

30th June to 2nd July '89

Details & booking form are in this Courier page 9. The organisation for this event is now in full swing and the organisers need help. If you are willing to lend a hand at the event (or before) contact one of the following.

To offer general help and anyone wishing to be involved in detailed preparation contact - Jonty Wild 0462-56315

To offer help on the gate contact - Chris Childs, 01-330-1389

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

To offer help with the concours contact - Dennis Benson, 0527-77059

Don't be afraid of offering. ALL kinds of help are required so it doesn't matter whether you're male or female, want to help for an hour, a day or the whole weekend, whether you've helped with events before or not. PLEASE VOLUNTEER!

BOND EQUIPE 2 LITRE CARS - STAINLESS STEEL EXHAUSTS

TSSC Special Officers will be trying to organise Stainless Steels exhausts for these cars (original pattern) soon. If you are interested in one, register your interest by contacting me - Jonty Wild, 13 Common Rise, Hitchin, Herts. SG4 0HN

WANTED...WANTED...WANTED

Club Equipment Secretary (outdoor) Although I am the existing Club Equipment Secretary, because of heavy time commitments in other TSSC areas I have been finding it increasingly difficult to provide a decent service to members and Areas running outdoor shows. (for which I apologise!) So we are therefore, actively looking for an individual or an Area to take on responsibility for this important job. It is not overly demanding, but the post requires that equipment is purchased/made for show use, loaned out and checked back in. Repairs arranged and occasional cleaning undertaken and obviously a small amount of storage space would be required. In addition I have long intended that we should set up equipment dumps around the country, so these would have to be arranged, overseen and annual stock check done (by each dump organiser). The setting up of these dumps would in fact make the work load even lighter. If you are interested in taking on this role please contact me for a chat, help and guidance will be available. - Jonty Wild 0462-56315 (address inside rear page)

Whats on next - Jonty Wild

We have a busy month ahead with many events of all types. On a 'National' level we have two events, the first on June 10th & 11th is a MUST for all Bond Equipe owners and other interested parties, it is the **BOND EQUIPE WEEKEND**, held at the Three Horseshoes, Yaxley, Nr. Peterborough, Cambs. - contact Peter Jacklin, 0733-232818. The second is a new event and therefore deserves as much support as possible ie. the **PEAK DISTRICT CONCOURS & MOORS RUN** it takes place on Sunday June 25th (with camping available on Saturday), meeting in Winsten on BS056, Nr. Mallock, Derbys. further details from John Eade, 0332-881094.

A 'regional' event, the **WEST MIDLANDS FUN DAY** Saturday June 10th at the Unicorn, Hampton Lode, West Mids. contact - Tony & Janice Spicer, 021-353-9961.

During June we also have five shows:

- Sunday 4th The **WESSEX VEHICLE PRESERVATION SOCIETY'S MOTORCADE** Breamore House, Fordingbridge, Hants
- Sunday 4th The **NORTH SCOTLAND TRIUMPH DAY** Alford Museum, Alford, Nr. Aberdeen, Scotland
- Sat/Sun 17th & 18th The **REDBRIDGE ROADCRAFT SHOW** Valentines Park, Cranbrook Rd. Ilford, Essex
- Sunday 18th The **CLASSIC & RESTORATION SHOW** Beaulieu, Hamps.
- Sat/Sun 24th & 25th The **ROTHERHAM MOTORING WEEKEND** Herringthorpe Leisure Centre, Rotherham, Yorks

As a pre-warning of events to come, I must mention the **TSSC INTERNATIONAL WEEKEND** Sat 1st July, Sun 2nd July (and the evening of June 30th), full details are elsewhere in this Courier, but remember this one is the **BIG ONE** the most important TSSC event of the year. Lastly although it's early I want to give information about the most important northern indoor show, ie. The **NORTHERN CLASSIC CAR SHOW**, at G-MEX Centre, Manchester August 27th & 28th (Sunday & Monday), the cheap ticket order form is below and the contact for both the above is me - Jonty Wild, 0462-56315

The Northern Classic Car Show - 27th & 28th August

All orders should be sent to TSSC Events, 13 Common Rise, Hitchin, Herts SG4 0HN, NOW and should be accompanied by payment (to TSSC Events) and STAMPED - self-addressed envelope.

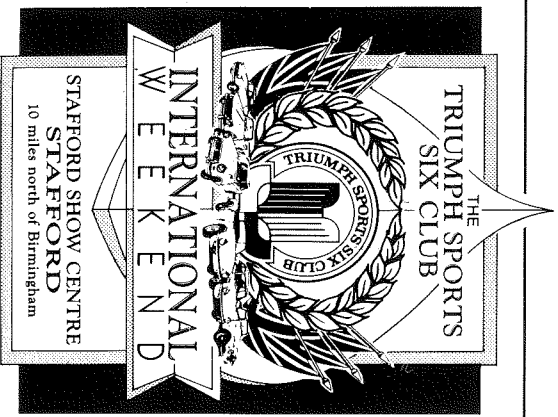
	Normal price	Special price
Adults	£4.00	£3.00
Children (U14)	£2.00	£1.75
OAP's	£2.00	£1.75
Name	Address	

Tickets required Adult Children OAP's

Orders must be received by the end of July. Don't forget the stamped addressed envelope and payment.

JONTY WILD - 13 Common Rise Hitchin Herts SG4 0HN Telephone 0462 56315

PLEASE SUPPORT THE EVENTS OF '89



THE TRIUMPH SPORTS SIX CLUB INTERNATIONAL WEEKEND 1989

Stafford England
1st & 2nd July, 1989

(plus the evening of Friday 30th June)
- IT MUST NOT BE MISSEDI!

- This Event will be:
- the largest TSSC event ever
 - the largest gathering of Club cars ever
 - the most important TSSC event in the Club year
 - the largest Autojumble for 'our' cars
 - the most important Club Concours of the year
 - a full TWO days of Triumph entertainment
- PLUS
- Full Camping Facilities
 - Undercover Concours
 - Undercover Autojumble
 - Saturday Night Buffet & Disco

- PLUS
- Friday Night Get Together
 - Separate Quiet/Family Camping Areas
 - Local Hotel Accommodation
 - Car Tuning - Raffle - Area Sideshows
 - Technical and Register Information Stands
 - Club Regalia Stand - Video Shows - Members' Boot Sale
 - Competition Cars Display - Gymkhana
 - Non car orientated entertainment and FREE trips out
- AND MUCH, MUCH MORE
- DETAILS JONTY WILD - 13 COMMON RISE, HITCHIN, HERTS
OVERSEAS MEMBERS WE LOOK FORWARD TO SEEING YOU

Autojumble, indoor space, advance bookings only

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

There will be NO outdoor autojumble area other than members boot sale.
Fee for indoor autojumble space £30.00.

Contact Bernard Robinson
PO BOX 98 Market Harborough Leics LE16 7FX - Telephone 0858 321110
ALL CHEQUES PAYABLE TO TSSC EVENTS

This is the Clubs premier event
INTERNATIONAL WEEKEND 1989
SEE YOU THERE!!



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 i.e. 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

- No. Required: Entrance Tickets £2.50 per person (saving £0.50) TOTAL £
- No. Required: OAP's £1.50 TOTAL £
- Weekend Entry Tickets/Saturday Night Bar/Disco £5.50 per person (saving £1.00) TOTAL £
- No. Required: WEEKEND ENTRY TICKETS/SATURDAY NIGHT BAR/DISCO & BUFFET £9.00 per person (saving £3.50) TOTAL £

CAMPING COSTS

- No. Req'd: Saturday night only £4.50 per unit (saving £0.50) TOTAL £
- No. Req'd: Friday & Saturday nights £7.50 per unit (saving £0.50) SUNDAY NIGHT FREE TOTAL £

GRAND TOTAL £

*** 'Lively' or 'quiet' area - please delete ***
Send completed form to:-
Jonty Wild, 13 Common Rise, Hitchin, Herts. SG4 0HN, England, tel : 0462-56315
Enclose payment (cheques to TSSC Events) and include a stamped, S.A.E.

SPLITBITS

FOR ALL YOUR SECONDHAND SPARES
Probably the largest stock of Spitfire parts in the country (if you find any other Trader cheaper, we will refund the difference).

ALL AVAILABLE OFF THE SHELF

MKV & 1500 nearside doors, complete	£20.00
Front Suspension units, complete with vertical link, stub axle, wishbones, spring, shocker etc. only	£20.00
Gearboxes MKV, III, IV & Herald	£35.00
Gearboxes MKV, 1500	£45.00
Props all models only	£15.00
Cards 1300 Complete	£18.00
Wheels MKV, III, IV/Herald from	£4.00
Springs MKV, III, IV, 1500	£15.00
MKV soft top frames from	£35.00
Petrol tanks MKV, III, IV, 1500	£10.00
Heater Units complete	£15.00
Manifolds from	£8.00
1300 Engines, tested and guaranteed	£85.00
Chassis all good from	£65.00
Chassis front end only	£35.00
MKV back light units complete	£4.00

We can now offer, brand new to us, normally unobtainable anywhere else - now available to you new Spitfire - GT6 - Herald - Vitesse REAR BRAKE DRUMS made from the original B.L. tooling at only £19.50

New Spitfire/Herald front disc at only £11.50

ALSO VARIOUS NEW PANELS

Our stock of secondhand Parts is second to none, so if the part you require is not here, please ring

YARD & STORES 0734 883427
INFORMATION 0734 732648

ACCESS VISA ORDERS

0734 732648

MOBILE 0836 758555

ALL PARTS PLUS VAT & P&P

Stores 1 minute Junction 11 M4.
Please ring for appointment.

Postal address only. Jingles Farm
New Mill Rd Finchampstead Berks

RG11 4QT.

TSSC/689

Recruitment Drive - 1989/90 Jonty Wild

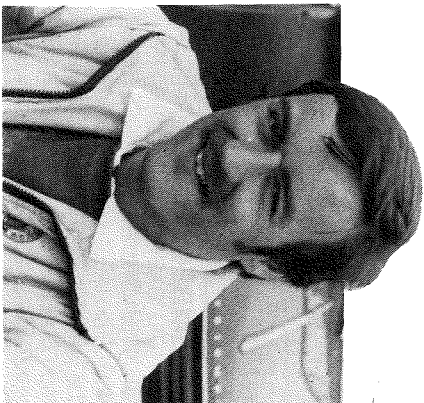
You will have received the new style Recruitment leaflets in the April Courier and from the response so far it is obvious that hundreds of you are carrying and using them.

Most members will have noticed that they have changed quite dramatically, the most noticeable difference being that they are now printed on card rather than paper. From the reactions I have had from individual members you definitely prefer the new style and judging from the incredible response we have had so far from prospective members they do too.

This together with the TSSC's new welcome pack and most important of all you the individual member's help we could be set for a record year. The only problem with the card is that of weight we now have to put less leaflets in to each Courier drop. So when you run out ask for more, your Area Organiser should have them or phone the TSSC Office 0858-34424 or me Jonty Wild 0462-56315

What do we want you to do? easy just carry the leaflets with you, in your pocket, in your car, in your handbag etc. and put them out whenever you have the opportunity.

This month we have the first of the monthly prizes and that is a stainless steel exhaust from TSSC Offers Dept. and the lucky winner out of the hat is: **81/2273 - Oliver St John from Oxford**
Next months prize will be £5000 in TSSC Club Vouchers, these give maximum flexibility to the winner by allowing him/her to get the prize of their choice. TSSC Club Vouchers can be used to their face value for any national TSSC Club Service, ie. Regalia, Special Offers, Insurance (do not send direct to insurance company!), TSSC trips abroad (such as Arcen), they are exchangeable for books through Triumph Bookshop and even for membership of the TSSC itself.
Remember: CARRY THE LEAFLETS WITH YOU AND GET RECRUITING NOW!!!
More leaflets available by photocopying or ringing 0462-56315 or 0858-34424. Good luck!



COP SHOP Security

Mike Crewes

While I have been at shows, I have had several questions regarding advice on security. Now that the Club is so large, many businesses rely on providing parts to Club members. Although parts are not scarce, they can be difficult to find; this means that our cars become very attractive to the very few unscrupulous people who steal cars to break them and sell the parts.

I used to be very popular years ago, to slash convertible roofs to get into the car. Now thieves are better prepared and it is very often as quick and easy to pick the lock as slash the roof, although, of course, this still goes on. There are measures you can take to protect your car but remember, if the thief is determined enough to take your car, he will succeed no matter what you do. All you can do, is make it as difficult as possible and cut down the number of people able to steal your car.

There are various locks for steering gear and brake levers: some are good, some are not. The infamous Kroklock is now out-of-date and as easy to remove as it is to get into the car. It is difficult to be specific on these devices as there are many on the market. Choose one that suits your car best and is difficult to remove. Generally, if the lock is spring-loaded, the task of picking it becomes more difficult, although this is not true in every case. A cheap, early fitted addition to your car is an alarm. Again, there are many on the market. Try to choose one that will re-set after a short period otherwise you will not only cause a nuisance if it is set off, but you will come back to your car and find the battery is flat. The most common type of alarm is a tumbler type, which is set off by vibration. If the car is rocked, the alarm activates. It is difficult to set the tumblers correctly, if not properly adjusted, they can be set off by high winds. There are also all sorts of beam alarms which send beams across the inside of the car; if something interrupts the beam, the alarm is activated. These may also be set off by strong reflections through the windows. The alarm I have had some success with is known as a Voltage Drop alarm. Strictly speaking, it is incorrectly named but it does work. It is activated by the courtesy light circuit, which can also be wired with extra switches to the bonnet and boot. If the courtesy light comes on (when a door is opened) the alarm sounds the horn and flashes the headlights. Most of these alarms reset after a minute. Many of the alarms now on the market also isolate the ignition circuit when they are switched on. This again is a plus. If you fit an alarm, it is always best to fit

not. Many years ago, I bought a cheap pair that are very difficult to pick, so have a good lock. If you have expensive wheels, lock them. Don't leave valuables in view, lock them out of sight. If you cannot afford the equipment I have already mentioned, consider taking out the rotor arm when you leave the car. Fit a switch on the ignition circuit. Preferably a rocker or sliding switch as these are hidden more easily, fit it as far away from the driver's seat as possible and out of sight. Thieves usually sit in the driver's seat to look for the switch, since that's the easiest place for the driver. Beat him and put it in the boot or somewhere unusual. You can also fit Chubb type mortice locks to the doors; not many people can open these. Locking fuel caps are also difficult to get off. This means our thief will not be able to run the car very far if it hasn't got much petrol.

By the way, if you know of a secure way to fit a Tax Disc to the windscreen of a convertible, let us hear about it in Pen to Paper. I have had a number of enquiries and all I can come up with is an adapted motorcycle holder.

Remember, ALWAYS lock your car at night and park it in full view of everyone, preferably under a lamp post where it is fully lit. Never leave property inside in view.

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

CAMBRIDGE TRIUMPH SPARES

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

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
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Some details about the course.

Start/Finish:

Spectating very good, opposite Pits if you're near the front. Poor view of the pits from further back but has to be the place to be at the start and finish, from the point-of-view of atmosphere. Also, lots of displays before the race. It is worth having something to stand on for seeing over peoples' heads, e.g. beer crate, collapsible stool. Be there by 9 am for a decent place.

Pits Balcony:

Expensive and very crowded, especially at the start and finish. Climbing harness recommended for 3-4 pm Sunday as every square mm is occupied. Access sometimes possible during practice with just a general entry ticket but the entry rules for spectators seem just as random as they once were for the cars (you're French? You're in!).

Dunlop Curve up to Dunlop Bridge:

Now includes a chicane. Lost some of the excitement like Woodcote at Silverstone but, of course, some go off course here and if you want to watch the race to the first corner, this is it. Viewing from inside and outside of the circuit.

Dunlop Bridge to Esses:

Unless you're a scrutineer, mechanic or something goes horribly wrong, this is about the only time you'll get to see under a Group C car, as they 'go light' when cresting the hill. A good place for overtaking manoeuvres as the car first out here usually leads onto the Mulsanne Straight. The fair is on the outside of the circuit here. Hopefully the BIG wheel will be back this year as the view from the top is spectacular.

Terre Rouge:

The corner that leads onto the straight. Rather than overtaking here (except back markers), cars try to get through as fast as possible in order to maximise speed along the Mulsanne Straight. Can be very spectacular if the track is damp. Group C cars can be drifted. View from both sides of the track, although I believe Victor Gauntlett has recently bought some of the land here so it may be exclusive to Aston Martin Owner Club on one side or the other.

Mulsanne Straight:

Sorry to antagonise you but details are only available at Le Mans. See me there (P M Gould).

Mulsanne Corner:

Slightly diluted since a roundabout was built to replace the sharp right which took the cars off the road to Tours. Generally very spectacular at the start as the cars try to out-break one another for the first lap lead. Also just round the corner are the signalling pits. See the early stages from here

if you don't fancy the heat and crush of the start and finish. There is some shade here provided by numerous trees.

Indianapolis and Arnage:

About the only place the cars are close enough to be photographed with a standard camera + lens. Cars arrive at Indianapolis, a sharp 90 left at up to 200 mph, which is followed by a 400 metre blast down to Arnage, a sharp 90 left. It is possible to camp here and I believe at Mulsanne corner. From here the cars head off to what was the Maison Blanche section but has now been replaced by the Porsche curves. It is still possible to drive along the old road which is armco lined and has some of the old signs still standing. This now leads back to the back of the main grandstand.

Ford Chicane:

This is just before the start and finish line and provides the last opportunity for overtaking before the start of a new lap.

The information has been supplied by Martin Ansell. See you there in the Green Car Park - TSSC banners will be flying or tied to something, so look out for us.

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Le circuit

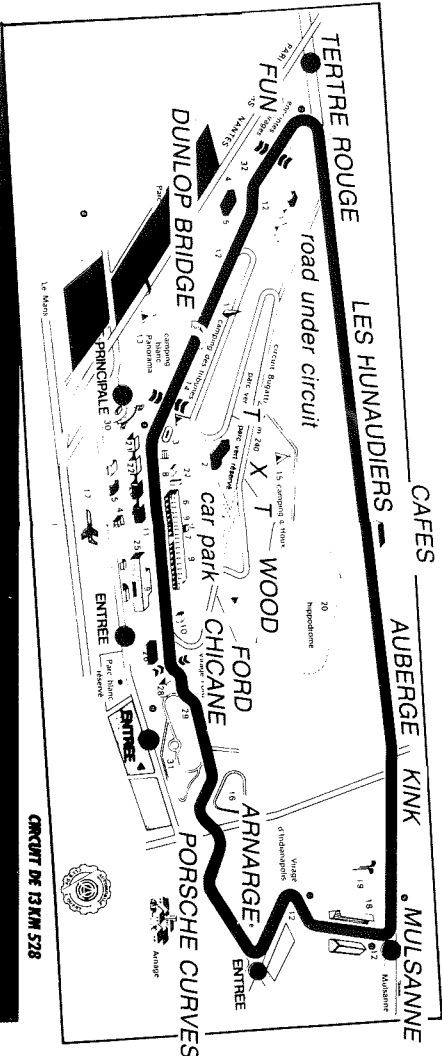
- 1 Chapelle
- 2 Caster de 'Mulsanne'
- 3 Paddock
- 4 Restaurants
- 5 Table - P.I.T.
- 6 Bacs des randonneurs
- 7 Welcome et point de rencontre
- 8 Tableau d'affichage Luminex
- 9 Chronométrage
- 10 Chronométrage
- 11 Escaliers des Tribunes
- 12 Camping Blanc, Paroissiens
- 13 Camping des Tribunes
- 14 Camping du Hourx
- 15 Aérodrome
- 16 Sépulture concurrents
- 17 Aérodrome
- 18 Sépulture concurrents
- 19 Golf A.C.O. (18 trous)

- 20 Hippodrome
- 21 Tribune Mairie
- 22 Tribune Robert Brossel
- 23 Tribune Sommer
- 24 Tribune Citroën
- 25 Sage Spécial de l'A.C.O.
- 26 Motel le Clos du cadourant
- 27 Tribune Maison Blanche
- 28 Tribune Maison Blanche
- 29 Ecran de l'Accueil
- 30 Stand de l'Accueil
- 31 Stand de l'Accueil
- 32 Attraction à jantes
- 33 P.C. medical

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(billets permanents) toutes les tribunes, tables, vestiaires, tribunes, tables et vestiaires de randonneurs.

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 - pour le camping Blanc de Paroissiens d'un billet d'entrée des Tribunes (accès par le parc rouge)
 - pour le camping Blanc de Paroissiens d'un billet d'entrée des Tribunes (accès par le parc vert)
- Le camping vert du Hourx doit nous un billet d'entrée des Tribunes (accès par le parc vert).

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X marks part of green car park - where most cars and tents will be

(TSSC)

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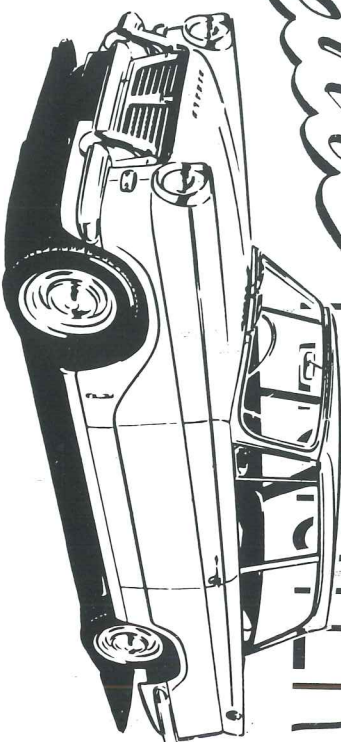
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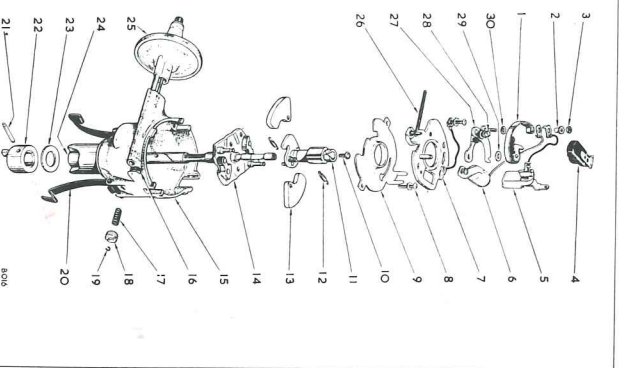
The article on GT6 distributors in the April Courier has prompted me to finish an article on 1200/1360 Herald distributors that I started in 1984!

Heralds were fitted with Lucas distributors with a vernier adjustment - very useful when setting the timing! Two main types, DM2 and 25D, are fitted. The majority of parts are similar between the two types.

A Lucas part number and date (month/year) are stamped onto the side of the distributors; it's worth noting these numbers when hunting for a new distributor at autojumbles, etc. (Table 1). Detailed differences between the distributors are given in Table 2/Fig. 1.

I must confess that I've managed to interchange distributors - at random - between 1200 and 1300 Herald with no apparent effect on performance! This may reflect the general wear (100,000 miles) on my engines rather than the ultimate in performance!

As can be seen from Table 2, the distributors have a great deal in common; many of the differences relate to the change from the DM2 to 25D type, rather than changes in vacuum/retardation profiles. Unfortunately, I do not have Lucas part numbers for the weights/spring sets/vacuum units which distinguish the profiles for the various units. If anyone could supply these please write to me or Pen to Paper.



- 1 Spring contact
- 2 Insulating sleeve
- 3 Nut
- 4 Rotor arm
- 5 L.T. terminal
- 6 Capacitor
- 7 Contact plate
- 8 Screw
- 9 Base plate
- 10 Cam
- 11 Centrifugal spring
- 12 Contact plate and shaft
- 13 Insulating sleeve
- 14 Distributor body
- 15
- 16 Ratchet spring
- 17 Coiled spring
- 18 Adjusting nut
- 19 Circlip
- 20 Cap retainer
- 21 Pin
- 22 Working dog
- 23 Weight
- 24 Bearing sleeve
- 25 Vacuum unit
- 26 Vacuum connecting spring
- 27 Fixed contact
- 28 Spring
- 29 Insulating washer
- 30 Insulating washer

TABLE 1
STANPART/LUCAS PART NUMBERS FOR
DISTRIBUTORS ON HERALD ENGINES



High Compression:	DM2	205342	40637	ALL
948	DM2	205330	40638	ALL
948 Twin Carb	DM2	208362	40743	To GA86160, GA86202 -
1200	DM2	208968	40791	GA86619
1200	25D	215046	41230	GA86161 - GA86201
1200 (-VE earth)	25D	212292	41127	GA86220 - GA238106 To
13/60	25D			GB57262
				From GA238107 GB57263
				ALL
Low Compression:				
948	DM2	206070	40658	ALL
1200	DM2	208640	40755	To GA67437
1200	DM2	208967	40790	GA67438-GA238106 To
				GB57263
1200	25D	215047	?	From GA238107 GB57264

(No details of fittings to GD prefixed engines - probably Stanpart 208968 or 215046 depending on year)

TABLE 2
COMPONENT PARTS OF DM2 AND 25D
DISTRIBUTORS ON HIGH COMPRESSION HERALD
1200 AND 13/60 ENGINES

Part Description	208362	208968	215046	212292
Cap	501717	511009	515164	515164
Clip (Cap Retainer)	501717	*	*	*
Brush/Spring	501718	*	*	*
Points	503681	*	*	*
Condenser	509319	*	*	*
Contact Plate	503684	*	*	*
Base Plate	503685	511010	*	*
L T Terminal	510632	511086	*	*
Cam	510640	510633	*	*
Action Plate	509324		*	*
Weights	509323	510638	*	*
Spring	510641	*	*	515166
Vacuum Unit	510642	510639	*	515167
V U Nut	503255	511013	*	*
V U 'Clicker'	503692	511014	*	*
V U Coiled Spring	503693	*	*	*
Drive Dog	510043	*	513679	*
Clamp Plate	509732	*	508534	509732
TYPE	DM2	25D	25D	25D (13/60)

*PART NO. THE SAME AS PRECEDING NO. IN ROW

BOND Equipe A-REGISTER

Peter Jacklin

Summer is here and that can only mean one thing to Equipe owners: THE BOND EQUIPE WEEKEND! The only event at which you will see so many Equipes together - SO BE THERE!

THE DATE: Saturday/Sunday (Prize Giving etc.) 10th/11th June, 1989.
THE PLACE: Three Horseshoes, Main Street, Yaxley, nr. Peterborough, Cambs.
Send 19p stamp for Booking Form, location map etc., or give me a ring if you have a query.



Bond Equipe GT £822.4.7 (incl. P.T.)

This will be the Equipe's first Earls Court (it dates from May only) and the car is Bond's first four-wheeler (they have been three-wheeler specialists for years). Body is a sports coupé combining steel and glass-fibre materials and mounted on a Triumph Herald chassis. Engine and gearbox are Herald too: the former the 63 b.h.p. version.

Specification is impressive, includes disc front brakes, collapsible steering wheel, heater and demister, screen washers, rev. counter, fixing brackets for safety belts.

When the first Equipe was introduced in May 1963, it was known as the Equipe GT only and at that time the cost was £822. Similarly priced cars at the 1963 Motor Show included the Ford Zephyr, Hillman Super Minx, MG Magnette, Vauxhall Velox and the Triumph Vitesse. A Lotus Elan would have set you back £1311 and a Mini Cooper 'S' only £567! It is enlightening to read through the 1963 Show catalogue and see how many of the cars shown have virtually disappeared from our roads these days: have you seen many BMW 700 (twin air-cooled) Coupes, Skoda Octavias or Austin A40s around recently?

In 1964 the 4S was announced at £829 whilst, for the 1300 version of 1967 the cost had risen to £889. Also in 1967 came the 2-litre, which had a price tag of £1095, this subsequently rising to £1222 for the MkII and £1305 for the convertible in 1968.

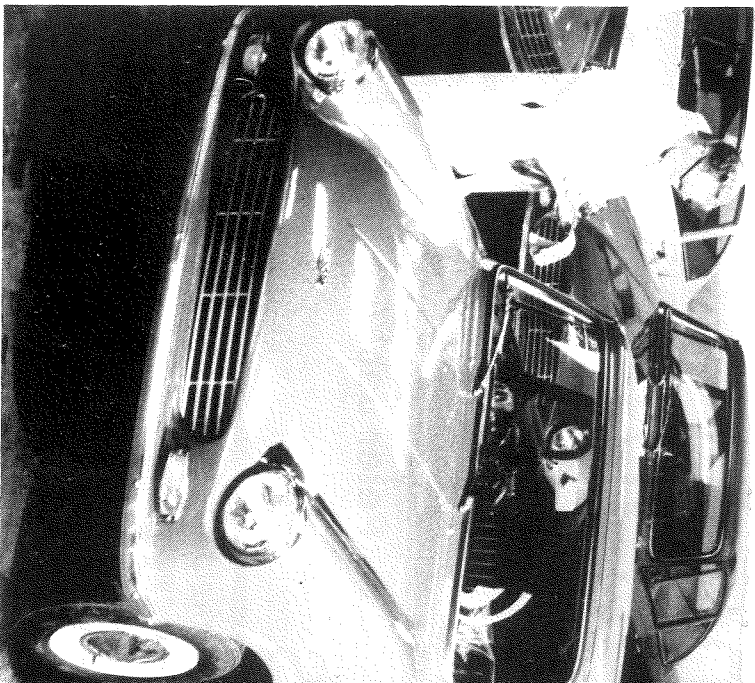
It is interesting to compare the foregoing price with the current Practical Classics Old Car Price Guide figures for A1 condition cars:-

4S - £850 2L Coupe - £1000 2L Convertible - £1200

So it appears that a secondhand Equipe in top condition now costs the same as a new car in the 1960s - that must be a bargain as it totally discounts the effects of inflation (a basic Mini now costs approx. £4500!). Incidentally, how do these other current values for sixties cars strike you: An A35 van (!), value quoted at £1100, an MGB at £6000 and even a Herald Coupe at £1400.

Surely the foregoing only goes to illustrate the fact that all the Equipe models are very much undervalued (and misunderstood by many in the Classic Car arena). Recently a dealer selling an Equipe was unsure how to describe it, so it was advertised as a 'Triumph-Bond' which, whilst it may be a correct description of the components of the car, does nothing to establish the unique identity of the Bond Equipe range.

Whilst we may speculate how many of the four and a half thousand or so Equipes made have survived, it is a fact that the numbers continue to dwindle, confirmed by reports of cars in scrap yards reaching me regularly. So come on you would-be restorers, save an Equipe and drive something a bit different and, who knows, it may be valuable one day!



The present position of the cars on the Register continues to improve and the current figures are shown below.

2+2	April 1988	April 1989
4S	22	27
2L	115	134
	154	166
TOTAL	291 (6.5% of prod.)	327 (7.5%)

Don't forget if you write to me and want a reply, please send an S.A.E. or ring me (evenings or weekends). ★

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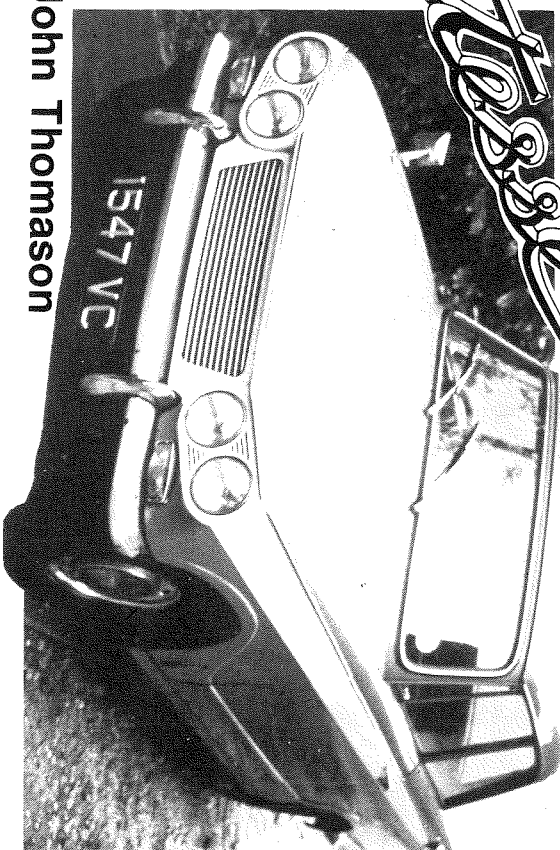
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Vitesse

1600

MK1

John Thomason



This months Phantom Grey/White Vitesse 1600, sent in by Dave Rich from Aylesbury, is the 2nd oldest Vitesse on the register. (Commission No: HB343DL) yet has only 39,250 genuine miles on the clock! Note the VC registration number similar to those used by Triumph's press cars, eg 1224VC. Was this car originally a press car?

Dave would like to hear from anybody in his area, known to specialise in VitesSES. With your help, perhaps I could compile a list garages, body shops etc. around the country, specialising in our cars and recommended for quality of work. This information could be used for future requests such as Daves. Let me know.

TRIUMPHS SMOOTH SIX

Triumphs six cylinder engine has quite an impressive history. In production in various forms for 17 years and used in 7 different model ranges, over half a million were produced. Over its production run it appeared in numerous capacities and states of tune, and as we shall see, spawned a new breed of engines in the late '70's.

THE BIRTH OF A NEW ENGINE

The story starts in June 1953 when STANDARD announced their first post war small car - the Standard 8. This was powered by a newly designed 4 cylinder overhead valve (OHV) 803cc engine, producing 26 b.h.p. as shown in Fig. 1

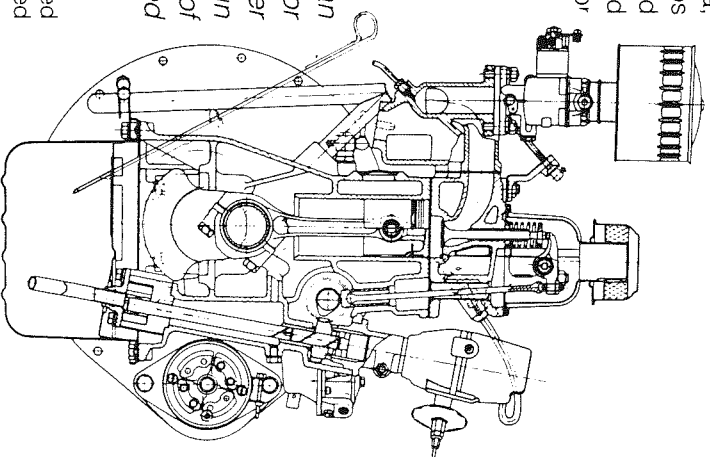


Fig. 1. The original 803cc 4 cylinder design

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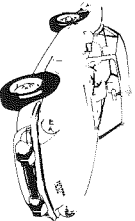
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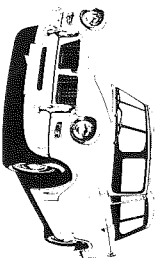
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From the very start the new engine was deliberately designed for future development and increased performance. Although more expensive and complex than the side valve engines of the day, an OHV design was considered essential to achieve sufficient power from an economical sized engine and allow scope for progressive development in the future. A bath tub combustion chamber and vertical valve layout was chosen as a simple and cheap system. Careful consideration was given to the positioning of ancillary equipment to achieve excellent accessibility, a minimum number of parts, simple machining and a reduction in costs. These requirements were best met by putting ancillaries

on the camshaft side of the engine, leaving the other side free for inlet and exhaust manifolds, carburettor and air cleaner.

During the 1950's the engine was developed first into a 948cc unit, as used in the Herald range introduced in 1958, and subsequently into 1147cc, 1296cc and 1496cc engines, - but that's another story! At the same time, Standard Triumph Engineers were working on a 6 cylinder version of the above engine, retaining the above design features and machine tooling. The first 6 cylinder prototype was a 1422cc unit, but by the time it first appeared in production in 1960 in the Standard Triumph Vanguard Six Saloon it had a capacity of 1998cc as shown in Fig. 2.

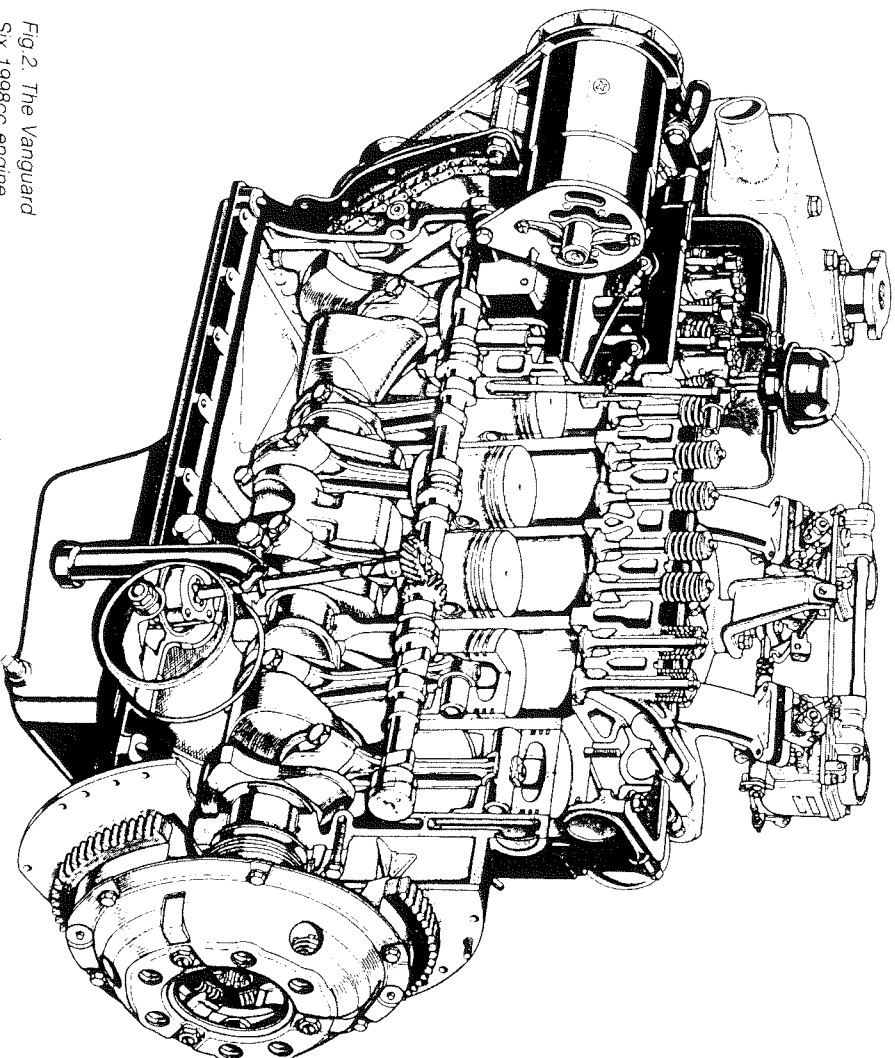


Fig. 2. The Vanguard Six 1998cc engine.

VITESSE 1600

The Vanguard Six was a short lived model and the 'six' next appeared in May 1962 in our beloved Vitesse 1600 (Fig. 3). Capacity was reduced to a 1596cc by a reduction in bore size from 74.7mm to 66.75mm, but retaining the Vanguard crank and con rods. Despite the reduction in capacity, power and torque were not greatly reduced due to small improvements in the combustion chamber shape and inlet tracts, although the valve gear remained unaltered.

To allow the engine to sit over the front chassis member, the sump was stepped, reducing oil capacity from 10.5 to 7 pints. Because of the Vitesse's low bonnet profile, the separator/radiator header tank was relocated low down alongside the rocker cover, while the six bladed engine fan was moved down from the water pump to the nose of the crankshaft. For the same reason the AC-Deiko combined air silencer/cleaner was moved down beneath the twin Solex carbs.

2 LITRE MK1

The 1998cc version of the engine reappeared in October 1963 first in the Triumph 2000 Mk1 (Fig. 4).

The 2 Litre Mk1 Vitesse engine

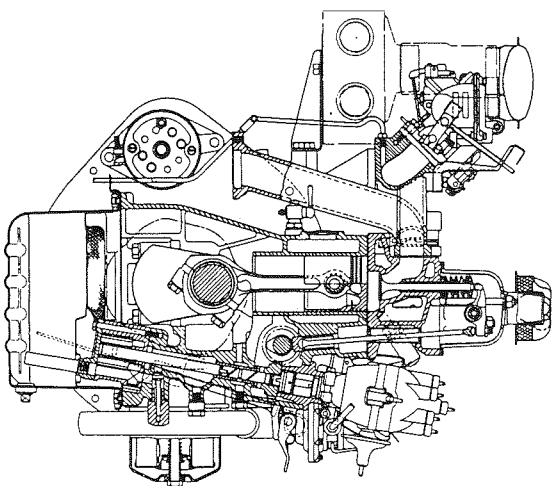
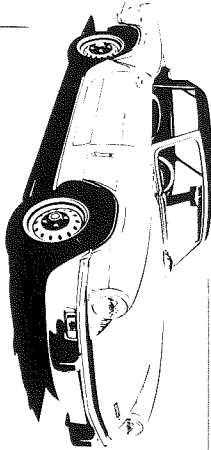
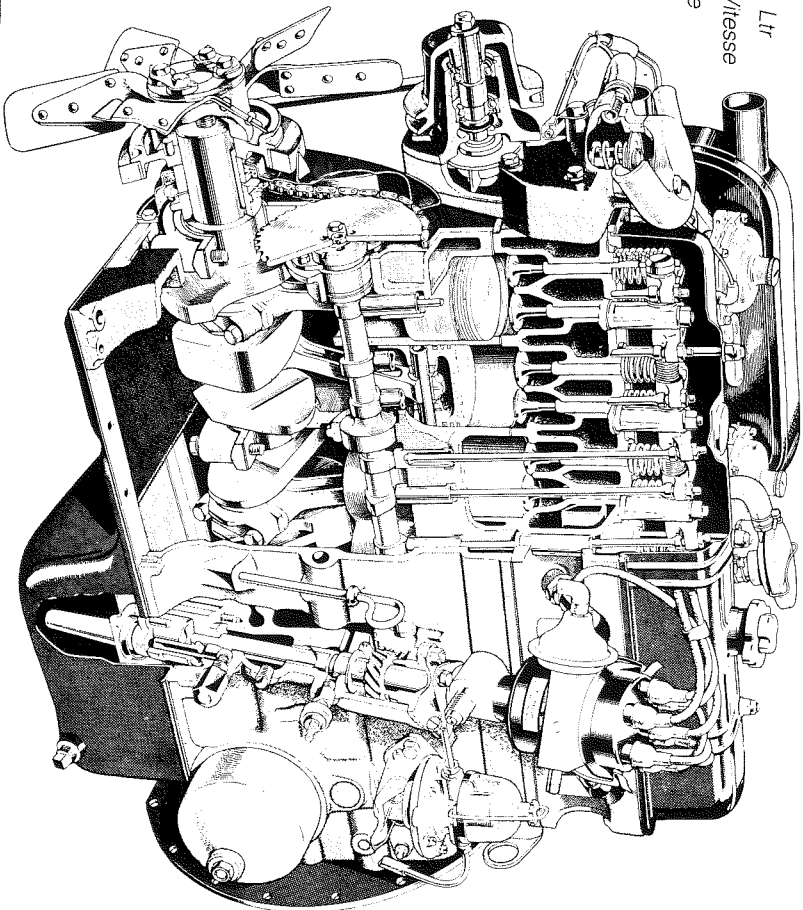


Fig. 3 The Vitesse 1600 engine

saloon, followed by the GT6 Mk1 in July 1966, and finally finding its way into the Vitesse 2 Litre Mk1 in September 1966.



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Engine Components		Wheel Parts		Standard Parts		Electrical		Paint (Oil)	
High Performance Camshafts	4.9Y	Spinnies 1500/1600	119.94	Spinnies 1600	123.32	Spinnies 1600	123.32	Spinnies 1600	123.32
Shaft 2	25.00	Shaft 1600	119.94	Spinnies 1600	123.32	Spinnies 1600	123.32	Spinnies 1600	123.32
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Shaft 84	25.00	Shaft 1600	119.94	Spinnies 1600	123.32	Spinnies 1600	123.32	Spinnies 1600	123.32
Shaft 85	25.00	Shaft 1600	119.94	Spinnies 1600	123.32	Spinnies 1600	123.32	Spinnies 1600	12

The 2 litre block was essentially the 1600 block recored to enable bore size to be increased to 74.7mm, increasing capacity to 1998cc. The smaller bore of the 1600 had allowed water passages between each cylinder, whereas the larger 2000 bores necessitated stamessed cylinders to be reintroduced.

Minor differences between the 1600 and 2000 engines included a slightly improved combustion chamber, larger cam followers and a heavier flywheel. Twin 1 1/2" CD Stromburg carburetors mounted on a much improved inlet manifold were fitted to all 2000 Mk1 engines. Vitesse 1600 engines after July 1965 included this change, for reasons of commonality with the 2000 saloon and GT6, but at the same time gave a useful 7% increase in power to the 1600.

2500cc

The next key milestone in the engine's development occurred in October 1967 when the TR5 was unveiled. The capacity of the engine was increased for the first time to 2498cc by an increase in stroke from 76mm to 95mm, the bore remaining at 74.7mm. Combined with a new cylinder head design, Lucas mechanical fuel injection, and a sporting cam, the new engine developed 150 bhp at 5800 rpm, representing the highest state of tune the 'six' achieved in production form.

Developed specifically for the high power outputs required of the TR5, the new cylinder head significantly increased engine breathing. The new head, wider and eliminating the 'step' on the old head, allowed the inlet ports to have a more gently curved contour down to the valves. Port diameters were increased and the port spacings altered, necessitating new inlet and exhaust manifolds.

Combined with larger valves and a superior combustion chamber design, the new head realised a significant increase in power. The new head was easily identifiable by the separate push rod tubes on the old head, now being cast into the head.

The block remained largely unaltered, except that the crankcase breather was now completely eliminated (as it had been on later 2 Litre Mk1 blocks), and the new crank now ran in large diameter bearings. Detail changes included the introduction of Duplex timing gear, an improved oil pump and a different flywheel.

2 Litre Mk2

It wasn't long before Triumph produced an unstroked version of the 2500cc, creating what

has now become known as the 2 Litre Mk2, first appearing in the GT6 Mk2 and Mk2 2 Litre Vitesse in July 1968, followed by the Triumph 2000 saloon in October 1969.

Limited to improvements in engine ancillaries, and changes necessary to fit the engine into different model ranges, no further changes to the basic design now occurred. However, over the next 9 years the engine appeared in many states of tune, both in 2000 and 2500 form. Dependent upon the performance required from the model range, the overseas market, emission regulations and fuel economy etc, numerous changes to carburation, cams, C.R.'s, pistons, valves, valve gear and flywheels were made.

In May 1977 the Triumph 2500S, the last production car using 'our six', was phased out, bringing to a close the engines 17 year production run. This could have been the end of the story, but Triumph's Six was destined for further accomplishments, and was to live on in a new form.

The 'New Six'

As early as 1970 Triumph realised that the 'six' was beginning to show its age and that further development was required if the engine's life was to be extended into new model ranges. In push rod form its useful development life was over and so Triumph engineers were given the brief "do a single overhead cam (SOHC) conversion to it". The first paper engine was designed in 1970, based on a standard bottom end. The existing cam shaft was retained as a jackshaft, driving via a secondary chain drive, an overhead camshaft.

By 1972, rationalisation within British Leyland dictated that any new engine had to be capable of powering both the existing 'Innsbruck' range (2000 and 2500 saloon factory code name), as well as the new SD1 Rover project.

A new Mk1 engine, designed in 1972, retained the same basic block, but shuffled cylinder centres to obtain bores of 81mm. The famous Triumph 'trade mark' of a 76mm piston stroke was retained giving a capacity of 2350cc. The SOHC was now driven directly by a cogged belt from the nose of the crankshaft. The biggest advance in the Mk1 design, was the adoption of opposed valves (2 per cylinder), creating a cross flow head, and the use of the more efficient hemispherical combustion chamber. The valves were driven by the radical King/Dawtry valve gear design as developed for the Dolomite Sprint, in which a SOHC operates the inlet valves directly and the exhaust valves indirectly by rockers, Fig. 5. The

engine was built and evaluated with petrol injection in an Innsbruck.

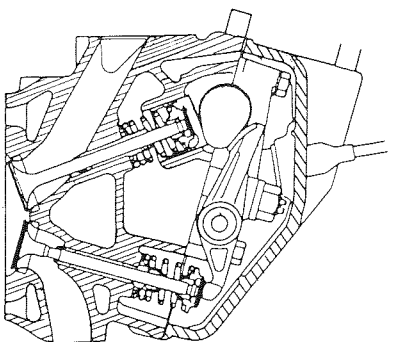


Fig. 5. King/Dawtry valve gear (Dolomite Sprint)

By 1973 a Mk2 engine appeared, offering 2 capacities, 2350cc and 2597cc, the latter achieved by the introduction of a new 84mm stroke. The height of the block was increased by 8mm and Dolomite Sprint con rods adopted.

A Mk3 engine never built, with the larger 84mm stroke and 86mm bores, giving a capacity of 2928cc was considered but shelved.

As part of the new corporate image B.L. decided that the Innsbruck range would be dropped once the new SD1 Rover was revealed.

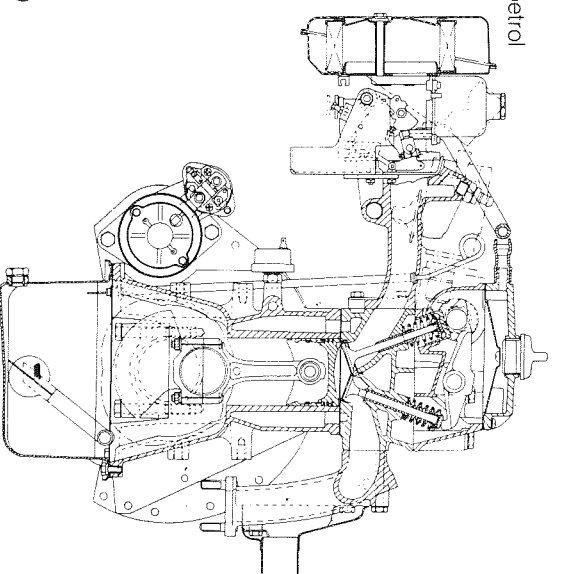
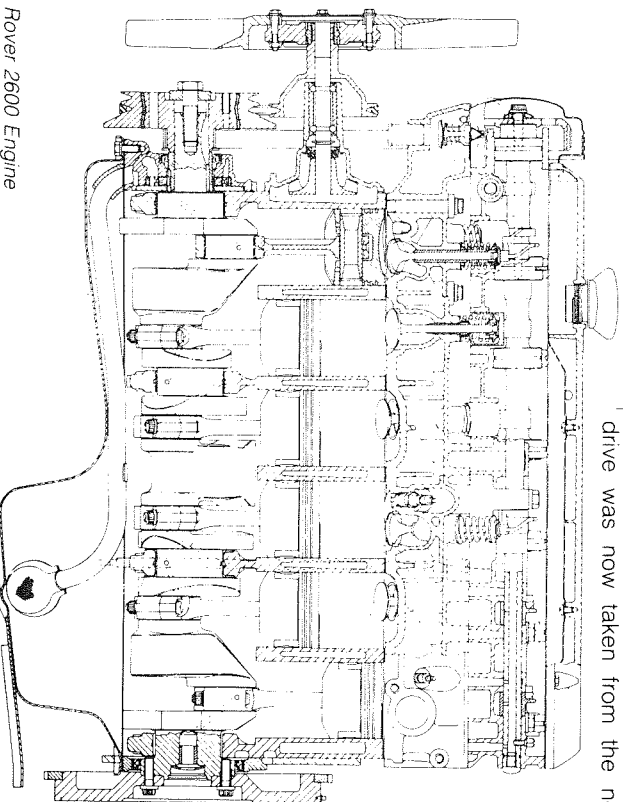


Fig. 6. SD1 Rover 2600 Engine

This gave the designers a free hand and the final redesign followed in which the last traces of the 'old six's' parentage were lost. The block was lengthened by 20mm, allowing wider crank bearings and cylinder centres to be reshuffled yet again to give improved cooling between cylinders. Seven crank bearings were considered, theoretically giving smoother running, but this was never a complaint against the old six, and so 4 crank bearings were retained. The distributor drive was now taken from the nose of the

Fig. 6. SD1 Rover 2600 Engine

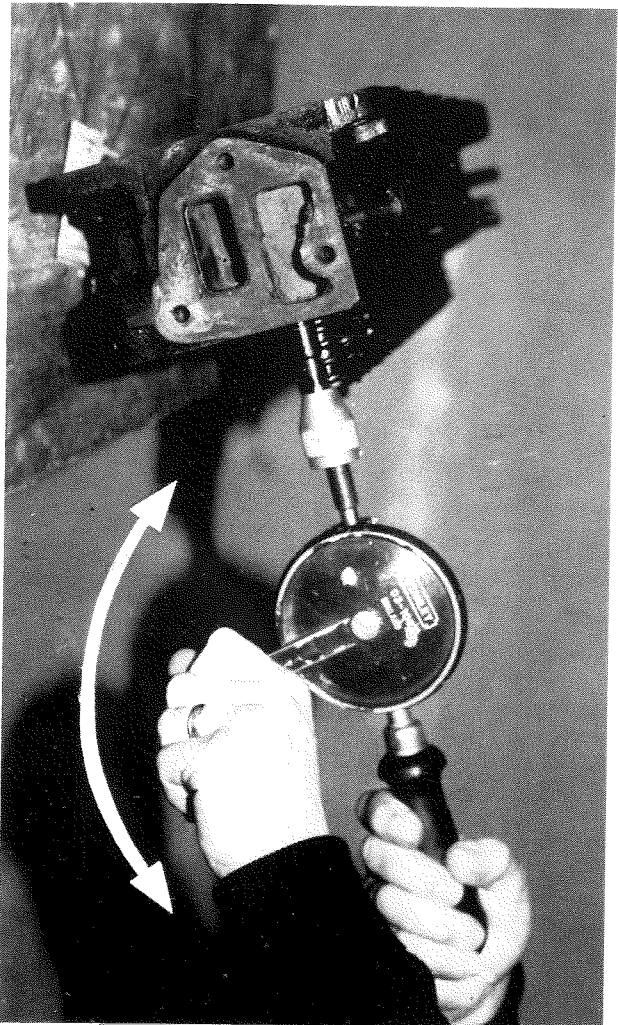


camshaft in the head, while the oil pump was driven directly from the crank. Finally a great deal of experimental work was undertaken on valve sizes, cams, and combustion chamber shapes, to achieve the desired power, fuel economy and emission requirements, without resorting to wild cams.

The new engines finally went into production in June 1977, first appearing in the Rover 2600 producing 136 bhp and the Rover 2300 producing 123 bhp, both running with twin HS6 carburetors. Although used in Rovers, they were Triumph engines, conceived, modified and developed by Triumph Engineers. The design was evolutionary and owed its parentage to 'our' six and is a surely befitting memorial to TRIUMPHS SMOOTH SIX.

TECHNICAL TITBIT

On the subject of engines, lapping in the 12 valves on a 6 cylinder can be quite tedious. The process can be speeded up by attaching a hand drill to the valve stem and rotating it backwards and forwards as shown. DO NOT use a continuous circular motion and DO NOT use an electric drill.



MORE RUNNING ON

In addition to the reasons for Running On described by Carl Heinlein last month, TRIUMPH appear to have uncovered a most unusual source of Running On as the SERVICE SHEET below shows.

HEATER MOTORS - GT6 and Spitfire III

Permanent Magnet Heater Motors are now being fitted to the above vehicles, and in due course this type of motor will be incorporated on all models.

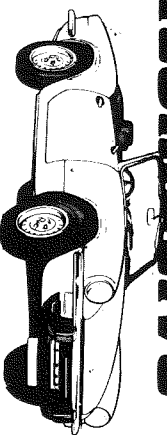
Information Only

Investigations show that the use of this type of heater motor results in engine run-on if the heater motor is operating when the ignition is switched off. The nature of this run-on is quite smooth and under idling conditions would be difficult for the average owner to detect, the time of run-on being between one and two seconds.

If the ignition is switched off during open-throttle condition, the period of run-on could increase and be more noticeable. This applies only when the heater is switched 'ON'.

Normally, when interrupting the battery feed to the heater motor and ignition circuits the engine would immediately stop firing but, due to the permanent magnet field, the motor acts as a generator and being in parallel with the ignition circuit it supplies current to the ignition coil. The generated voltage rapidly decays to zero but for a brief period of time, it is higher than the minimum required for ignition and during this period the engine continues to fire.

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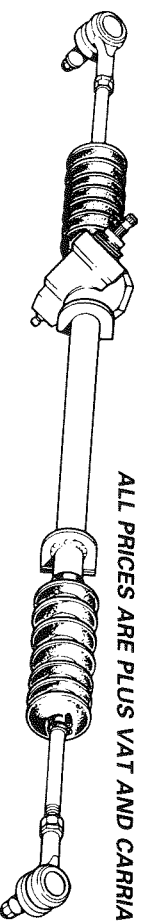
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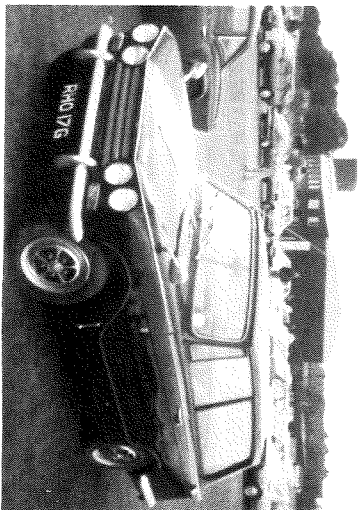
Andy Bonner

This month's feature Mk1 belongs to Malcolm Reynolds (a regular contributor of information for this column). Originally registered JPP 533J, it now wears Malcolm's personal registration, MCR 936. Malcolm has had his Mk1 extensively rebuilt at S W Classics and he reports that they have made a very nice job of it. I have had several such comments from other members regarding this company. The only non-original features are overdrive gearbox, telescopic rear damper conversion and inertia seat belts. It certainly looks very nice in the colour photographs that Malcolm has sent me, finished in Sienna Brown with tan interior - a fairly unusual colour on the Mk1.

To finish the rebuild on his car, Malcolm would very much like to get his hands on the following: original-type door seals in tan and original Herald/Vitesse mudflaps (new), part number 514424. If you can help, please contact Malcolm at the following address: M C Reynolds, c/o Chez-nous, Potters Lane, Boscastle, Cornwall.

Vitesse Estates

I stand to be corrected on the following but to continue from Courier 104 reference ex-Works Vitesse estate models, it would appear that there are two separate categories to this model with the possibility of a third.



- a) Those that left the Triumph factory as estates.
- b) Those modified at the Park Royal factory (supplied by the main factory as saloons originally).
- c) Two people have also suggested that an Oxford based BL dealership was involved in converting saloons to estate models.

Category a) seems to consist of only two 1600 estates built for evaluation purposes, then later sold on and a further two or three Mk1 models built to special order for British Steel, which were all finished in white, one of which, I believe, to be EWB 293H, which is on the register.

I believe that all the remaining genuine estate models on the register fall into category b). Since publishing the list of estate models in Courier 104, three more estate models have also come to light.

They are:

- RHO 17F - see photograph taken at Peterborough '87. No further details known.
- RWA 700E - Blue, overdrive.

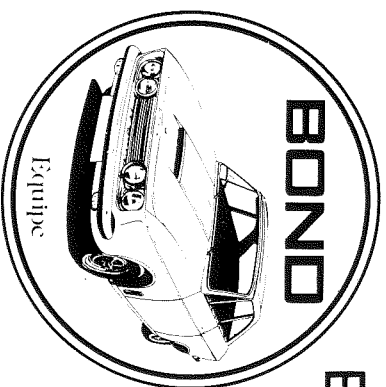
*CFY 460H - see photograph - believed now exported to Australia.



*This is probably a category b) car and the previous owners Jeff and Julie Baker included the following information: full length rear wood cappings, standard Vitesse bumper trim and number plate, illumination/reversing light, rear trim panels, door trims and passenger footwell map pockets, sunroof, overdrive, standard dashboard, and a carpeted rear floor boarding. Originally painted white, last known colour, Valencia Blue.

Any further information of estates gratefully received.

★

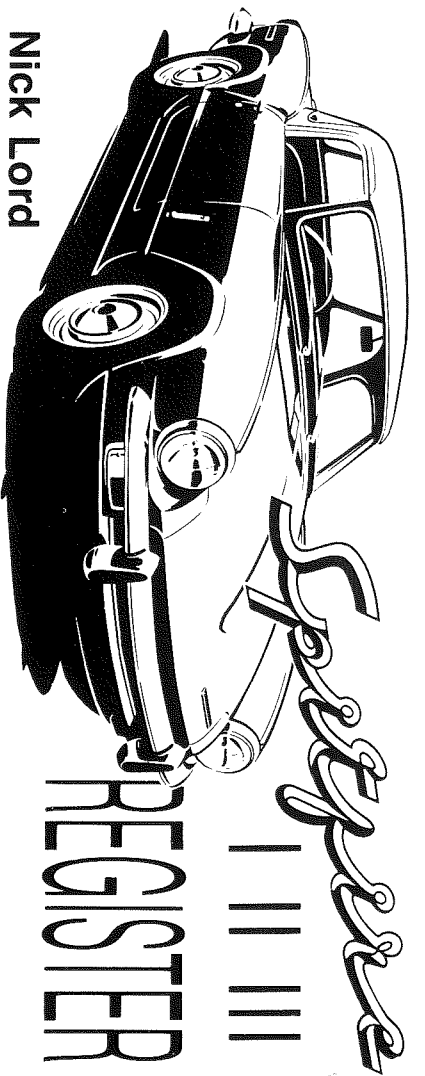


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 AT THE THREE HORSESHOES
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Further details for a 19p stamp from the Bond Register Secretary



Nick Lord

So this is 'flaming June' is it? Just a word about the 'Auto-lock' gearlever to handbrake device. Taking the knob off of the gearlever should not make any difference as the Auto-lock is supplied with a collar that screws onto the lever. The device then locks around the collar. If you want to make it absolutely permanent, then screw the collar into the lever and saw the screw head off (not advisable on an overdrive gearlever!).

Thanks to Mr Dennis of Cheshunt, Herts for the information on 3139 KV.

Marc Amschwand would like any information on a BRG Spitfire (4/MkII?) reg. LPU 600C. Any information to Cottage 2, Hive Road, Kestrel Grove, Bushey Heath, Herts WD2 1JG.

G Jelbert would like any information on a Spitfire 4 MkII reg LYU 901D, which he owned 18 years ago. Information to 52 Curtis Road, Hounslow, Middlesex.

I have received a letter (which I have unfortunately mislaid) from someone intending to do a Fiat Mirafiori engine conversion. I would be grateful if you could let me have details of how you're going to go about it, or if it is a project coming soon, a write-up with photographs. Congratulations to the S.E.M. organisers for a great show, even the weather was perfect. The only disappointment was the significant lack of early Spitfires. There were about 50 1500s and MkIIs, about seven

|| || || ||

REGISTER

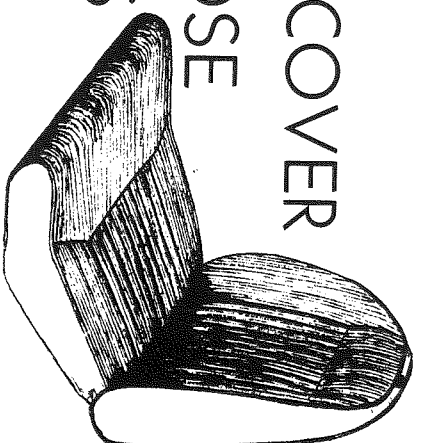
GT6 | | | | |

RECOVER

REGISTER

THOSE SEATS

Chris Chadwick



Very recently I felt that the cloth seats of my GT6 had started to take on a rather sad appearance. Clearly, 17 years of being sat upon had taken their toll and something had to be done to remedy the situation. My choice was either to acquire a set of replacement seats or to recover my existing pair. Since all of the materials required for repair are now available commercially, I chose the latter course.

The market leader for seat repair kits and indeed for all interior trim for the GT6 is undoubtedly a firm called Newton Commercial. They are based in Leiston in Suffolk and very kindly agreed to let me visit their premises. I am indebted to their Managing Director, Richard Newton, for recovering my seats while I took photographs. Newton Commercial offer a superb seat cover kit for the GT6 and can also supply kits for the various models of Spitfire. The materials supplied are of the highest possible quality and the task is well within the grasp of the enthusiastic amateur. The following instructions for the late MkIII GT6 apply also to the Spitfire MkIV and 1500 whose seats are of similar construction.

Tools required are as few as scissors, screwdrivers, pliers and an aerosol of contact adhesive. The seat covers are handed, so that a right hand cover cannot be applied to a left hand seat.

1. Remove the seats from the car.

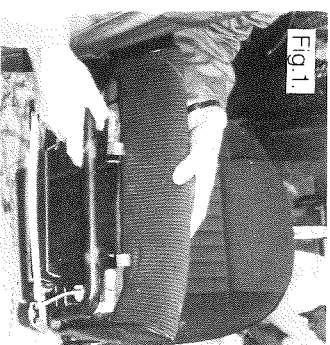


Fig. 1.

2. Remove the seat base from the seat frame. Undo two C-clips from the front of the base and withdraw the base from its frame (Fig. 1).

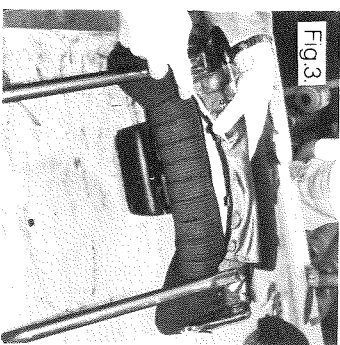


Fig. 3.

3. Remove the squab cover as follows. Unscrew the handle of the reclining mechanism (Fig. 2). Invert the seat to reveal the lower edge of the seat cover attached by black

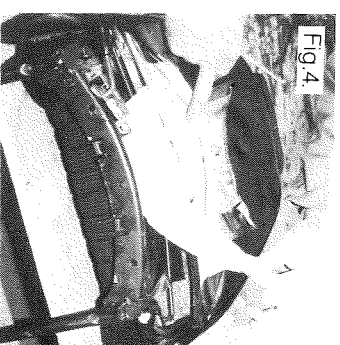
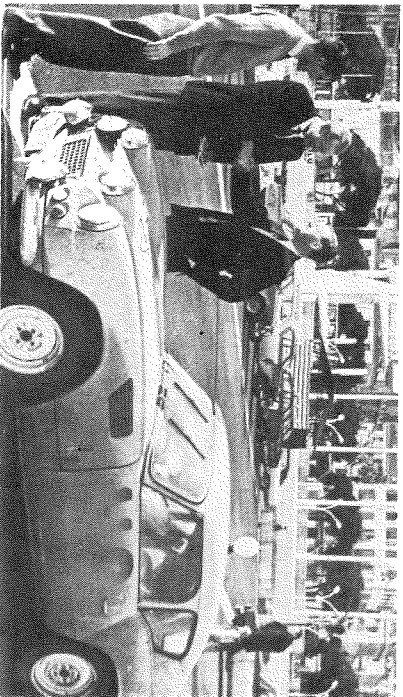


Fig. 4.



SPITFIRE WINS BRITAX AWARD

The works-entered Triumph Spitfire driven by Rob Stalenaker of Holland and Alan Taylor won the Britax Award for Best in Class in the 400 cash safety class. Chris Taylor finished second in the 400 cash safety class. Many of the other safety cars. Seen presenting the 400 cash safety award to Rob Stalenaker (left) and Alan Taylor (right) at Moone Carlo's Graham Hayward (right). Britax Competition Manager, who had driven down in a service vehicle to offer tea and, where necessary, service en route.

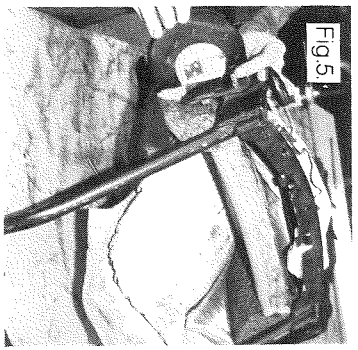


Fig. 5

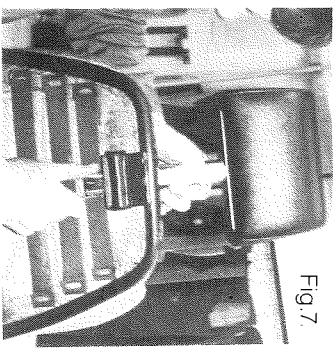


Fig. 7

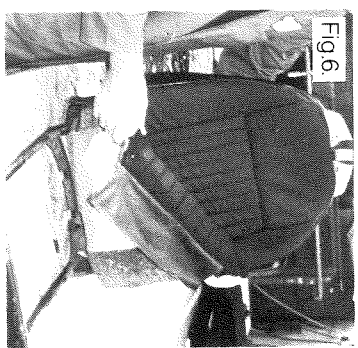


Fig. 6

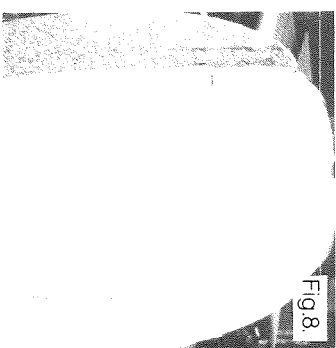


Fig. 8

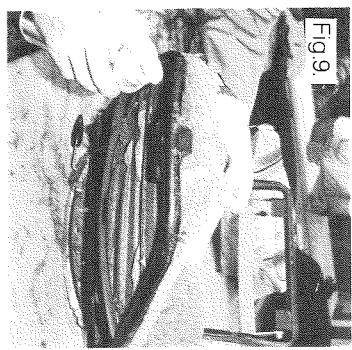


Fig. 9

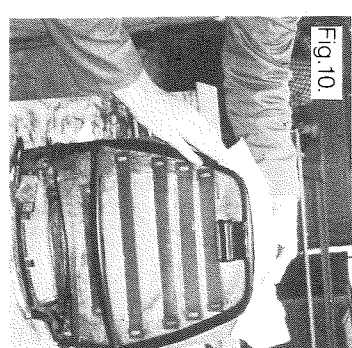


Fig. 10



Fig. 11

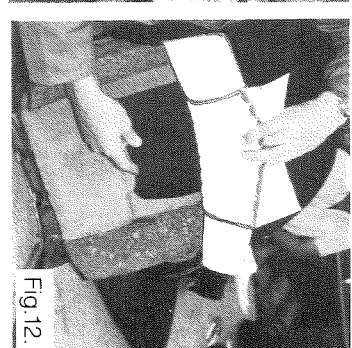


Fig. 12

clips to the seat frame. Prise off the clips with a screwdriver (Fig. 3) and peel back the squab cover. This action will reveal a tensioner flap hanging down behind the frame and also clipped to the lower edge. The function of the tensioner is to draw the seat cover into the supporting foam, and this, too, should be unclipped (Fig. 4).

4. Unclip the side panels. At the base of the side skirts are two hardboard fillets. These simply unclip from the seat frame (Fig. 5). The seat cover can then be peeled upwards from the frame (Fig. 6). Please note that the headrests (if fitted) can be withdrawn at this stage. Peeling back the seat cover will reveal a spring at the base of the headrest and this can be compressed to enable the headrest to be withdrawn (Fig. 7).

5. The naked squab consists of hard foam sides and softer foam as a centre section (Fig. 8). The foam is secured to the metal frame by glue, and the latter should be renewed wherever the foam has come away from the frame (Fig. 9). On my own example the top of the seat had suffered from collapse of the foam so that the shape was built up once more with some cloth wadding (Fig. 10).

6. Refit a new squab cover. Remove the hardboard fillet panels from the side skirts of the discarded squab cover. Glue into position in pockets of the side skirts of the new cover (Fig. 11). The new cover can then be slipped over the squab as a reverse of the original operation. When the cover is down half way, insert the tensioner flap (Fig. 12) through the slit in

the foam (Fig. 13) and draw down behind the seat frame. Apply adhesive to the hard foam perimeter and centre where shaded in Fig. 14. The cover can then be pulled right down and tensioned using the flap now visible behind the foam. The squab cover should be pulled onto the seat by means of the side skirts only. Any creases are teased out by hand. The tensioner flap and the inner and outer covers are then clipped to the seat frame (Fig. 15). The corners are glued and turned under (Fig. 16). Refit the headrest and handle of reclining mechanism.

7. Remove the cover of the base. This process is much simpler since the cover is held in place by hog clips (rather like large staples). Invert the base and remove all the old hog clips using pliers. The cover can then be peeled away from the base. However the centre section is glued to the foam support whereas the perimeter is free (Fig. 17). Therefore the cover must be teased away using a hacksaw or razor blade without damaging the soft foam support (Fig. 18). Refit the base to the seat frame and mark the stitch line with a pen so that the pattern on the squab will match that of the base (Fig. 19). Remove the base (Fig. 19 and 20). New hog rings are supplied as part of the seat cover kit, and can be squeezed into place using pliers. Finally, refit the base to the seat frame and return the seat to the car.

Overall, the entire task will probably take about two hours per seat, but it may require a little longer in cold weather for the contact adhesive to become sticky. Above all, I would recommend that you take the plunge and try yourself. To be honest the construction of the seat is quite self-evident once you get inside. Above all, Newton Commercial are most helpful and are very willing to offer advice if you get stuck! The total cost of the repair kit is very reasonable when you consider the high quality of the materials involved. Now it is your turn!

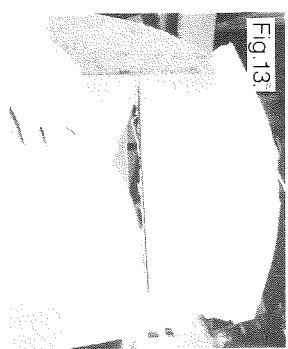


Fig. 13



Fig. 15



Fig. 14

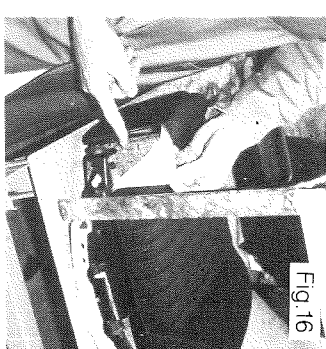


Fig. 16

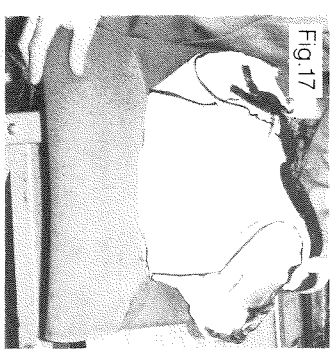


Fig. 17

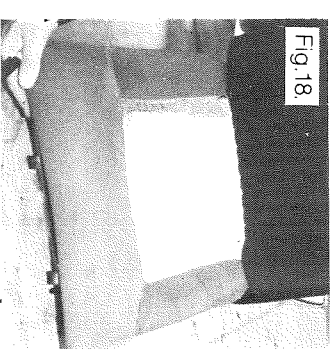


Fig. 18

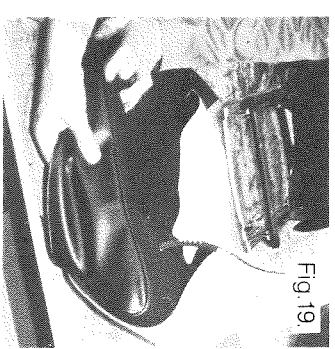
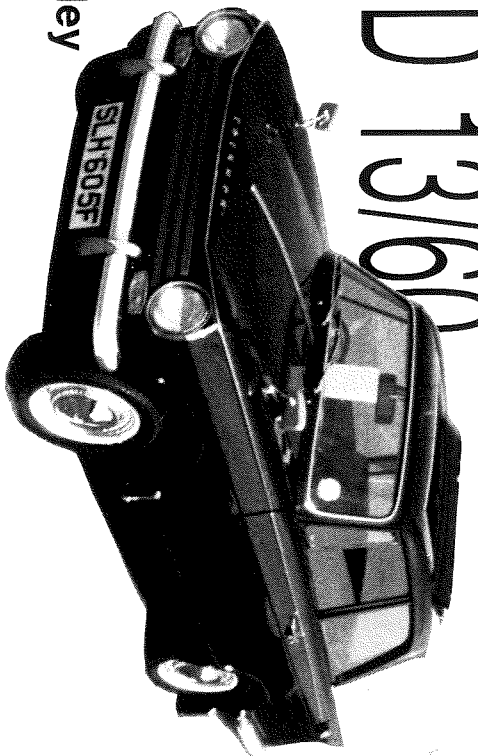


Fig. 19



Fig. 20

HERALD 13/60 REGISTER



Dave Beardsley

I thought I would head my article this month with a picture of a member's car. I do not know any details of this one, taken at the 1986 National Concours at Cranfield but it looked nice so I took a picture of it. Watch out for similar cars in future articles.

Summer is now with us, flowers are flowering and birds (and Register Secretaries) are twittering merrily. For some reason the season also encourages people to change their cars. Saloon owners decide they would like a convertible, convertible owners having had enough of a cold, wet, drafty winter (unfair!) want a saloon. In the last couple of months, I have lost trace of the number of enquiries as to the value of cars and what you can expect to get for a predetermined sum. To this end, I have done some research of prices throughout 1988, together with insurance valuations over the same period.

	SALOON			CONVERTIBLE			ESTATE		
	LOW	AVERAGE	HIGH	LOW	AVERAGE	HIGH	LOW	AVERAGE	HIGH
PRICE	150	625	1500	250	1075	2500	180	350	650
INS VALUATION	300	925	1500	150	1275	2500	250	850	1400

NOTES: i. The prices are ASKING prices from a variety of motoring classifieds. I have no practical way of ascertaining the actual selling prices.

ii. Prices less than £150 have not been included as these cars are not normally everyday motoring propositions.

iii. Similarly, prices over £2500 have not been included as these are very high quality concours cars (negotiate your own prices for these).

iv. Averages are taken to the nearest £25.

The fact that saloons are worth less than convertibles is not surprising but what was (and made me check my figures twice) is the low asking prices commanded by estates.

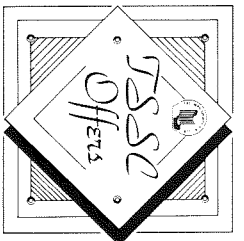
It is that they have all had hard lives and are now on their last legs, or just that nobody has

realised what superb practical load carriers they are. Finally, I have two cars, the whereabouts of which I have been asked to trace: an estate, NVR 820M, Wedgewood with black trim and a convertible, OJU 405F, Conifer with black trim. Any information on these cars would be appreciated.

Thanks to John and Pam Griffiths for their help in compiling this article.

SPECIAL NOTICE

In recognition of the 30th Birthday of the Herald this year, I have been asked to organise a display for the International Weekend in July. Ideally we would like at least one of each type, (948, 1200, 12/50 and 13/60) in addition to one of each body style (saloon, convertible, coupe and estate) would be nice. The cars need not be concours but simply tidy, everyday cars. If you own such a car, and would like to contribute to the display, please contact me as soon as possible - I've acquired this job at short notice and need YOUR help.



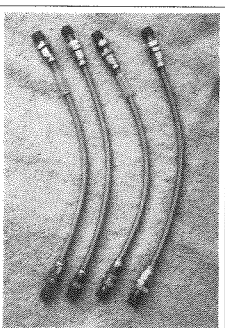
TSSC Special Offers

0462-56315 All Prices Include VAT

PIPES & HOSES - for brakes, clutch & fuel lines

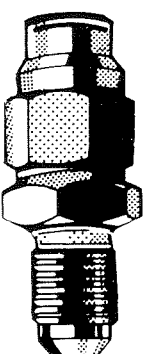
This month we have decided to highlight the replacement copper pipes and updated brake hoses etc. of the on going TSSC Offers and also to introduce a couple of new items to the range.

Many members will have had to replace one or two pipes in order for their car to pass the MOT. If this is the case with your car then it is time you looked at the rest of the pipework. If one or more pipes or hoses have already come close to failing, then the rest are probably in similar condition. Even on our newest Club cars they are at the age when replacement should be considered. With this offer we give you chance to do just that and to replace them with updated items, which will mean that you will won't need to do the job again for years (possibly never!)

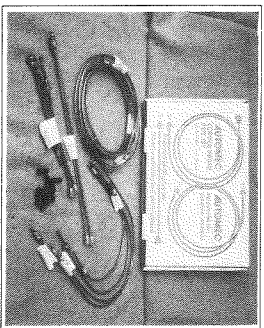


Goodridge Cadmium Brake Hoses

These will not corrode or rust. Unlike normal rubber hoses they will not expand under fluid pressure and therefore, they improve braking with better pedal pressure and improved efficiency, i.e. all the pressure your foot puts on the brake pedal is transferred in to braking power.



GO 092 Front Pair	£16.00
GO 093 Rear Pair	£16.00
GO 094 Set of 4	£32.00
P & P	FREE



Silicone Brake Fluid - out performs ordinary brake fluid

Brass Bleed Screw Sets (4) - fitting these should prevent that all too common seized bleed screw which turns a five minute brake bleeding job in to a mammoth operation.

Copper Fuel Pipe Sets - replaces fuel pipes from fuel tank to carburettor(s), all clips and fixings included

Fuel Filters - these are high quality items which fit in line and will prevent any grit etc. from your fuel tank reaching the Carburettor(s), complete with hose and fixings.

TSSC range of Automec products

* Copper Brake Pipe Sets	* Silicone Brake Fluid	* Brass Bleed Screws	* Copper Fuel Line Kits	* Fuel Filters
* Copper Clutch Pipes	* Copper Clutch Pipes			

Please note that postage is free on the following items when they are ordered with Copper Brake or Fuel Line sets. If ordered separately, please add on item AM 161

AM 120 Copper Brake Pipe Sets	£20.00
AM 138 1 Lit Silicon Brake Fluid	£15.00
AM 139 1/2 Lit Silicon Brake Fluid	£7.50
AM 160 P & P any order above	£2.50
AM 140 Copper Fuel Pipe Sets	£30.00
AM 160 P & P	£2.50
Copper Clutch Pipes	
AM 131 Fuel Filter	£5.50
AM 141 Copper Clutch Pipe	£3.50
AM 161 P & P	£1.00

INCLUDE ALL REFERENCE NUMBERS & DESCRIPTIONS INCLUDING P&P

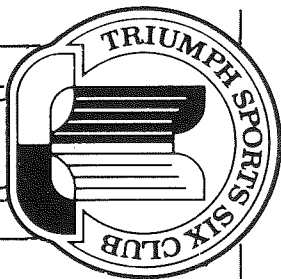
ORDER FORM

ALL PRICES INCLUDE VAT

Qty	Item Ref. No.	Item Description	£	P
INFORMATION REQUIRED				
Car (model & mark)	Year	Membership No.		
Engine size	*** Delete as appropriate to order ***	Spritrite IV - Wide Track model YES/NO		
Gear/Variante - Rotolux Suspension YES/NO		Spritrite 1500 Single/Random Brake Circuit		
Herald - Front Brakes are Drums YES/NO		ALL CARS - LHD/RHD		
Name	Address	Signature		
Post Code	Telephone No.			
My cheque/postal order for £	is enclosed or debit my	credit card		
Number	Exp. Date			

Send order to: TSSC OFFERS - 13 Common Rise, Hitchin, Herts. SG4 0HN





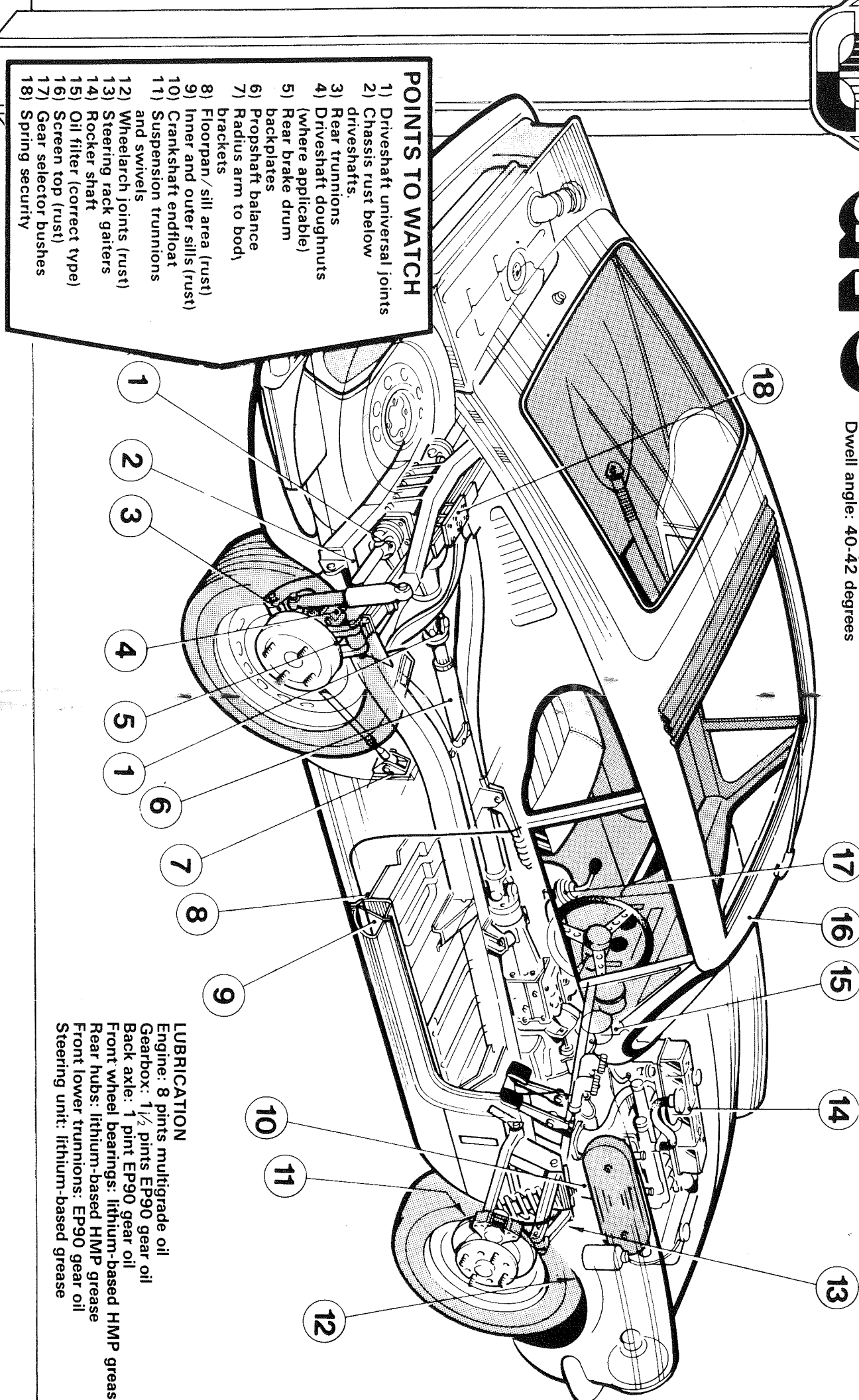
GT6

SERVICE DATA

DATA

Firing order: 1-5-3-6-2-4
 Valve clearances (cold): .010 in.
 Plug gap: .025 in.
 Contact breaker gap: .014-0.16 in.
 Dwell angle: 40-42 degrees

Ignition timing: 13 degrees btdc
 Fanbelt tension: $\frac{3}{8}$ in. movement on longest run
 Tyre pressures: 20 psi (front), 24 psi (rear)



POINTS TO WATCH

- 1) Driveshaft universal joints
- 2) Chassis rust below driveshafts.
- 3) Rear trunnions
- 4) Driveshaft doughnuts (where applicable)
- 5) Rear brake drum backplates
- 6) Propshaft balance
- 7) Radius arm to body brackets
- 8) Floorpan/sill area (rust)
- 9) Inner and outer sills (rust)
- 10) Crankshaft endfloat
- 11) Suspension trunnions and swivels
- 12) Wheelarch joints (rust)
- 13) Steering rack gaiters
- 14) Rocker shaft
- 15) Oil filter (correct type)
- 16) Screen top (rust)
- 17) Gear selector bushes
- 18) Spring security

- 1
- 2
- 3
- 4
- 5
- 1
- 6
- 7
- 8
- 9
- 10
- 11
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- 13
- 14
- 15
- 16
- 17
- 18

LUBRICATION

Engine: 8 pints multigrade oil
 Gearbox: $1\frac{1}{2}$ pints EP90 gear oil
 Back axle: 1 pint EP90 gear oil
 Front wheel bearings: lithium-based HMP grease
 Rear hubs: lithium-based HMP grease
 Front lower trunnions: EP90 gear oil
 Steering unit: lithium-based grease

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Spitfire 1878 O/Drive immaculate £2450
Spitfire 1977 O/Drive green £1650
Spitfire 1973 MK4 very sound £1150
Spitfire 1977 genuine 36000 miles £2495
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Spitfire 1,2,3 and G76 1,2 year light units complete £34.50
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Spitfire 1978 running order £395
Spitfire 1976 running order £395
Spitfire MK3 rebuild £350
G76 MK3 sound body £1600
Many more available

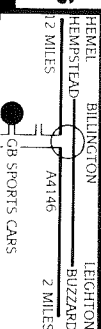
New panels

Spit 4 / G76
Front wings £32.50
Sills good quality £11.50
Boot floor £29.50
Door skins £19.50
Half floor £29.50
Wing repairs from £8.50

JUST IN.....
Herald convertible
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frame £120

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PROFILE

GT6 MK11

By Eddie Evans



On it's emergence in 1968, the Mk11 GT6 joined a boiling pot of superb and interesting sports cars - each fighting for survival in an age when American safety regulations and rationalisation of our motor industry were sounding the death knell for the traditional sports car.

It lined up and established it's rank among Britain's best. There was the potent 2.5 litre Scimitar, beaten by the GT6 on 0-60 mph acceleration and over the standing ¼ mile, as was the nimble Alfa Romeo 1750 GTV and even the big 3 litre MGC. When compared on performance and handling, the MGB was out to lunch.

Even the Karman styled TR6, whilst generally outperforming the GT, could be beaten on mid-range acceleration and would be travelling 2 mph slower at the end of a standing quarter mile thanks to the GT's lengthy first and second gear duration.

The final uppercut to all this high level competition was that the GT6 weighed in with a substantially lower price tag, lower running costs and

cheaper parts and servicing. There was of course one sports car with which the GT6 was affectionately compared and yet swung in at twice the price and many times the running costs. But then who wouldn't swap a couple of GT6s for an E-type?



The analogy is perhaps a rather cheeky one - the Jaguar oozes a perfection which the GT6 cannot imitate - yet the fact remains that the GT6 is everything that the fixed-head E-type is, albeit on another level.

Just Consider This!

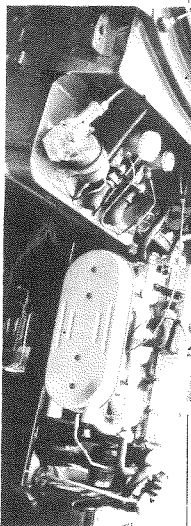
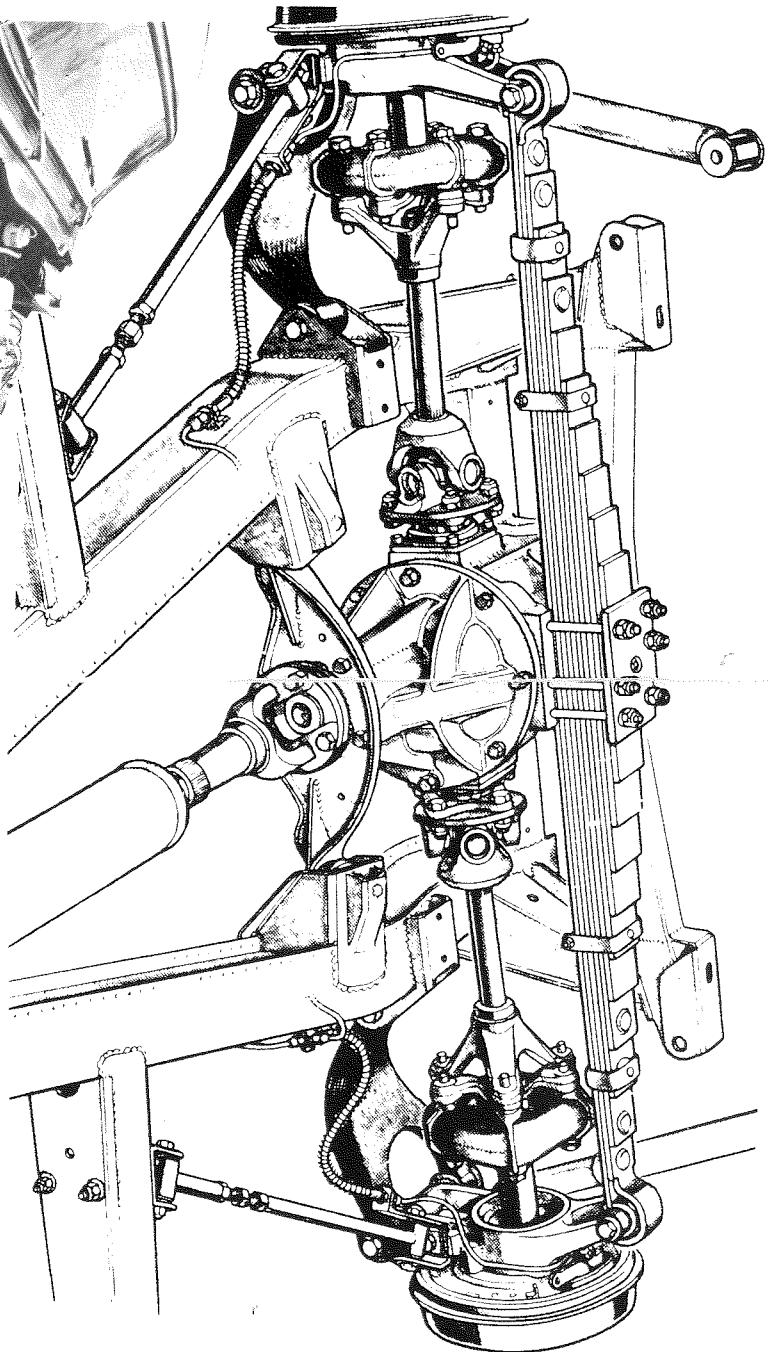
Both were influenced by Le Mans race cars - the GT6 by the Spitfires, the Jaguar by the D-type. And both evolved as 2-seater coupes with a six cylinder engine, independent suspension, a forward opening front end and the same basic body shape.

Even out of sight, the Jaguar's rear wishbone and trailing arm suspension is repeated after a fashion in the GT6 Mk1; whilst on the minus side early cars both suffered from the same problems of poor ventilation and of engine heat radiating into the cockpit.

There are however no comparisons to be made as regards performance - the fact that the Road Test E-types are unknowingly tuned to produce 150 mph when really the production models were only good for 140 mph gives no comfort whatsoever to the GT6 driver. The GT6 is fast, but suffice to say that in the time it takes the GT6 to reach maximum speed, a mildly tuned 3.8 E-type would have reached 100 mph, stopped, and reached it again!

Nevertheless, the GT6 can still score over its big brother. The excitement of throwing and sliding the GT6 Mk1 along a fast winding lane is peculiar to itself and if it had been an E-type trait, the Cat's heavy gearchange would spoil the fun. Nor would you get that unique GT6 sensation of being hugged in your seat as if being an integral part of the machine.

The American magazine, "Road and Track", drew their own conclusions: "In summary, the GT6 is a smaller package that incorporates many of the same qualities that make the Jaguar E-type such an exhilarating car."



The most prominent feature of the Mk11 GT6 was of course the new "double wishbone" rear suspension system, reminding us of the layout previously generally adopted for single-seater racing cars. In fact a vertical "coil over damper" system had been successfully employed on a racing GT6, but the necessary body and chassis modifications were unacceptable.

At the centre of the new system was the Rotatex coupling, effectively splitting each axle shaft in two, thus allowing the axle to flex and also to alter its length. Hub location was provided by the cast lower wishbone whilst the top damper mounting was moved from the chassis into the wheelarch to provide clearance.

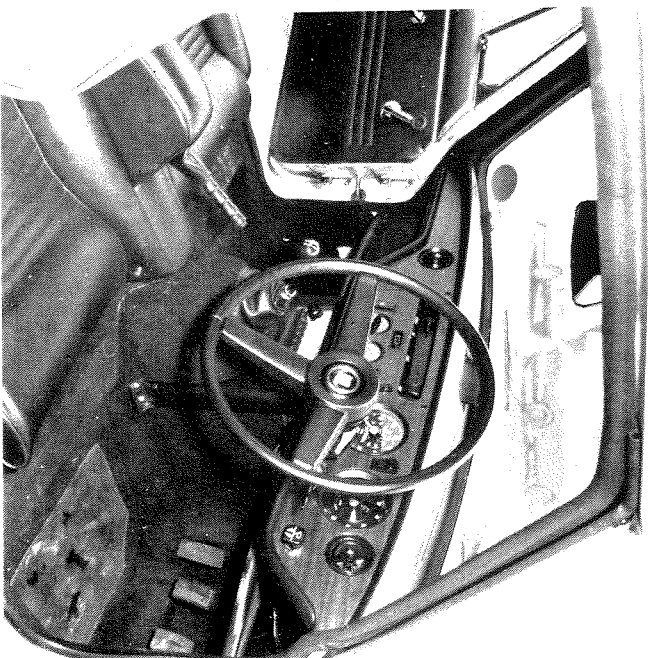
The result of the new configuration was a 1" increase in rear track and a 50% reduction in roll centre, bringing these statistics in line with those of the front axle. Despite the lower roll centre, roll resistance was actually increased 15% by uprating the transverse spring. Thus, rear wheel "tuck-under"

was eliminated and camber changes under cornering reduced by 60%. The effects transformed the GT6 from a skittish tail hanger into one of the very best handling sports cars available. Rear wheel adhesion increased its swiftness through bends and its improved straight line stability went far towards improving the car's standing quarter mile time - though stiffer springing could have reduced squat and drive when accelerating hard through the gears.

But such springing only emphasised the extra power available from the Mk11 engine with its new full width cylinder head with modified combustion chambers. Taken from the 2½ litre TR5, the new head offered improved porting and larger valves giving better breathing potential. To capitalise, a new camshaft was used, having profiles similar to those of the Mk11 Spitfire, giving more valve lift and overlap. Manifolding from the TR250 (USA version of TR5) ensured freedom of passage for the increased gas flow. Unfortunately, much of the Mk1's smoothness was lost and the increased valve overlap meant a slight loss of torque at low revs - though the car would still pull away from 10 mph in top gear even without its intended 5 star petrol.

But torque, as well as bhp, was substantially increased and the motor was generally more responsive. Indeed, an innocent momentary blip of the throttle while in neutral would throw the rev-counter needle off the scale - though in drive, valve bounce limited operations to around 5,700 rpm.

The Mk11 GT6 came along with many other improvements. In the cockpit, ventilation was greatly improved using face level vents and refined heating controls - and the heater itself became a standard fitting. The seats were softened and re-shaped to give more headroom and more body

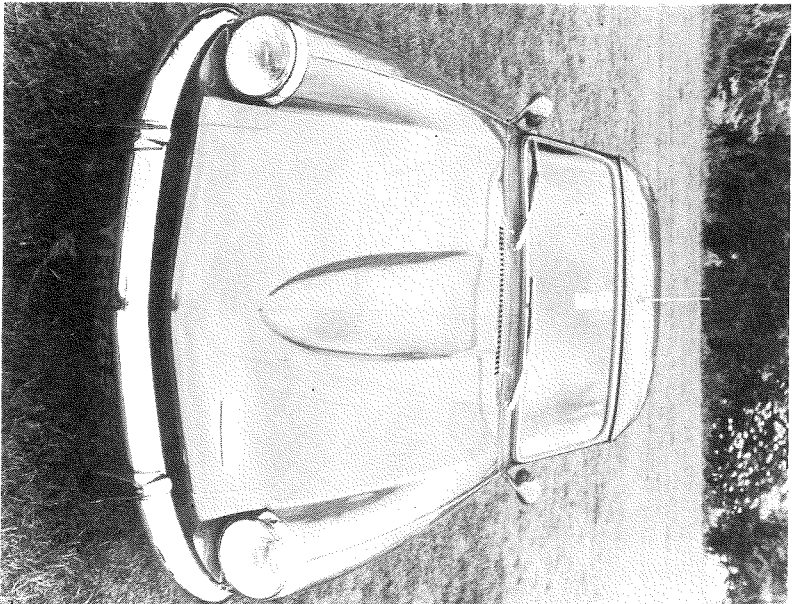
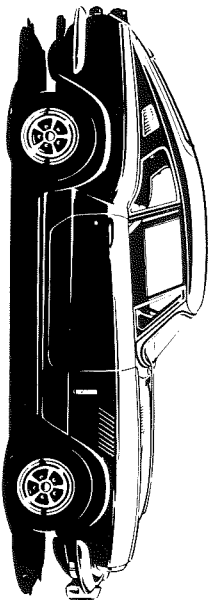


support whilst the new "anti-dazzle" matt wood fascia was equipped with near and safer rocker switches, though the polished MkI facia remained more aesthetically desirable. The MkII's fly-off handbrake was another sad loss, as was the little luxury of a chromed rocker cover; but the additional bonnet louvres and rear chromed side louvres gave a more business-like appearance to the car, with the raised front bumper matching the aggression of the rear end.

Credit goes to Triumph for having eliminated each and every bug of the MkI GT6, and their efforts were acknowledged in every road test of the day, all of which had nothing but praise for the MkII. That is, all but one.

The American "Car and Driver" magazine gave the little car a thorough padding, describing it as "bleak, unfun and hard to drive". Yet strangely, even they, in the same article describe the MkII as "a midgelet English super car in the same way that every American super-car is made".

Perhaps they felt obliged to concede a point in favour of the GT6, or maybe they don't like Corvette Slingshots either!



Production Details GT6 MkII:

Production total 12,006

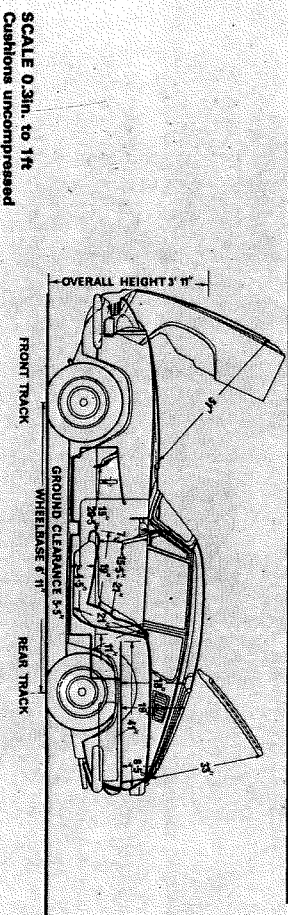
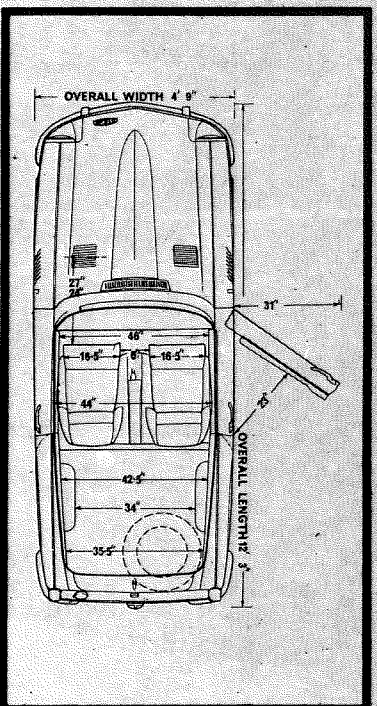
October 1968 from chassis no. KC50001

- Front bumper raised and included rubber insets on new overriders
- Chrome rear overriders omitted
- Heated rear window standard
- Bonnet features side louvres
- Revised facia, seating, black headlining
- Rear deck shortened
- Chrome grilled to body sides and enamelled badging
- Poststyle wheel trims
- Alternator fitted

October 1969 from chassis no. KC75031

- Matt black screen surround
- Combined reversing and number plate lamp
- Restyled reclining seats, off-white headlining
- Flat-spoked steering wheel
- Structural changes
- (October 1970 - MkIII introduced)
- Price on the road £1,148
- Optional extras:
- Wire wheels £39 3s 4d
- Overdrive £62 0s 3d
- Rear Seat £19 11s 8d
- Radio
- 3.89:1 differential

STANDARD GARAGE 18ft x 8ft 6in.



At A Glance - GT6 MkII

Mechanical

Capacity 1998cc
 Bore & Stroke 74.7mm x 76.00mm
 Main bearings 4
 Compression Ratio 9.25:1
 bhp 104 at 5,300 rpm
 torque 117 lbs ft at 3,000 rpm
 bh/ton 118.6

Performance

0 - 60 mph 9.4s
 50 - 70 mph 3.7s (2nd gear)
 Standing Quarter Mile 17.3s
 Max speed O/D 109 mph
 4th 94 mph
 3rd 81 mph
 2nd 57 mph
 1st 38 mph

MPH/1000 RPM 25.2 (O/D with 3.27 diff)
 MPH/1000 RPM 21.2 (O/D with 3.89 diff)
 Fuel Consumption 25 to 33 mpg

Statics

Front/rear weight distribution 56/44%
 kerb weight 17.87cwt
 Brakes 9.7" discs x 8" drums
 Wheels 4 1/2 J steel
 Tyres Dunlop SP68 155 x 13
 Camber angles:- front 2° +- 1/2° Positive
 rear 2° +- 1/2° Negative

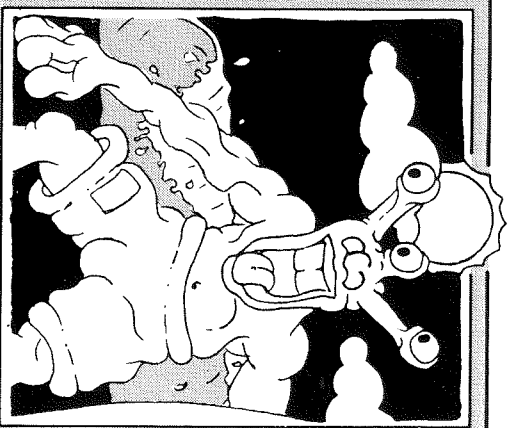
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HA1-Convex HA2-Flat	HA3-Convex HA4-Flat	HA5-Convex HA6-Flat	HA7-Convex HA8-Flat	HA9-Convex HA10-Flat

GROUP B
All stems and heads in group B are interchangeable. Price per complete mirror (2 pieces) £12.95

SB1-L/H Stem	SB2-R/H Stem	SB3-Forward Rake Stem	SB4-Vertical Stem
HB1-Convex HB2-Flat	HB3-Convex HB4-Flat	HB5-Convex HB6-Flat	

All prices are correct at time of going to print, although subject to change in line with rising costs

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INTERNATIONAL LAISON

SECRETARY

LEON F GUYOT



Why do we need one?

Well, let's see, to begin with there is the market place or, to be more precise, the export or die market place, for which so very many of our cars were destined and indeed remain for so many of our International TSSC members to enjoy today.

Where would we be today without the German founder of the original Triumph Company - Herr Siegfried Bettman from Nuremberg - who named the company 'Triumph' because in his opinion as a linguist, it would be understood in all European languages. Siegfried's business partner was a fellow German, Mauritz Johann Schulte.

What of that designer extraordinary Giovanni Michelotti, who penned so many fine cars in his career, of which the Herald, Viesse, Spitfire and GT6 were just a few, coming from his studios in Turin, Italy.

Where was the prototype Herald tested? Certainly not in dear 'old blighty'! No, the rigors of the deserts of Spain and Morocco greeted the turning of early Herald wheels, then it that wasn't enough, Heralds were shipped from Coventry to Capetown to cover the entire length of Africa, all on 948cc.

The separate chassis construction provided a solid base for the seven major units of the Herald bodyshell, providing for ease of assembly in the countries where the Herald found itself exported in 'CKD' or Completely Knocked Down form - some of our cars are still like that now!

It was built this way in six overseas countries, and indeed left the Ashok Leyland factory in Madras, India, as the Standard Gazelle, albeit in modified form, often with four doors.

By 1969, some 95% of the car was of Indian origin, the value of the kit being sent out from Coventry, being just £15, 1/12d; this continuing until at least 1981.

This leads me nicely to a story recently submitted by Paul Magro, a Maltese member, who is really rather keen on the family Herald 1200. Over to you, Paul:

"Long Live D-3753"

Hi, my name is Paul Magro from Fgura in Malta, and this is the story of our family Herald 1200 Saloon, D-3753.

My father bought our Herald brand new, back in August 1964, then registered '33753', which later changed to D-3753. Maltese built from a CKD kit imported from Coventry. We were lucky enough to actually see our car being assembled in the factory. I was only sixteen years old then but once I reached twenty-one and began to drive, I naturally became more

attached to our Herald and spent most of my spare time on its maintenance. After some nineteen years, D-3753 was beginning to show its age, both cosmetically and mechanically. After some discussion with my father, the engine went off for a rebore, the car then visiting the panel beater and at this point, it should perhaps be noted that cars out here DO rust, due to the small size of the islands and the very salty and humid winds which blow across the Mediterranean sea.



The colour that I chose for the Herald's smart new coat was Austin Lavender Blue (9205), which is not really too far from the original Wedgewood Blue colour.

When D-3753 returned from the spray shop, I could still see something missing but what? As far as I knew, I had redone everything, inside and out, head to foot. Foot! That was it. Feet usually have boots, so I visited the wheel/tyre specialist and bought a smart new set of alloy wheels and Pirelli P8 tyres and what a difference they made!

That was back in 1983 and thanks to the TSSC and this magazine, I am sure that I will manage to keep D-3753 in the same condition for many years to come. I would like to thank the Englishman who placed a leaflet on D-3753 at Marsaxlokk (a fishing village) back in 1987, thus enabling me to join the TSSC. In closing, all TSSC members should come to Malta to see the very many Triumphs still on the road here. Long Live D-3753.

As International Liaison Secretary, I am naturally concerned that British members travelling abroad have as little difficulty with their Triumphs as possible, whether they be going to STIR, to Le Mans or even on an 'ordinary' touring holiday.

Apart from taking all the common sense precautions, such as servicing your car before you leave, obtaining a 'green card' from your insurance company, considering the AA 5-Star Breakdown cover etc., members might consider putting together their own personal 'Continental Touring Aid-Emergency Kit', as once supplied by Standard-Triumph and once available for hire from the RAC/AA.

As an example, I list below the full contents of the Standard-Triumph kit for the Triumph GT6/Vitesse MkIII (Pt. No. 515852).

1 Cylinder Head Gasket	207102	3 Inlet Valve	122257
1 Rocker Cover Gasket	119322	3 Exhaust Valve	137841
1 Manifold Gasket	211555	3 Spring Valve Inner	102564
4 Carburettor Joint Washer	137881	3 Spring Valve Outer	121251
2 Carburettor Joint Washer	137882	1 Distributor Cap	513992
1 Thermostat Gasket	57103	1 Rotor Arm	511837
1 Exhaust Flange Gasket	123415	1 Contact Set	511838
3 Distributor Mounting Gasket	104939	1 Condenser	511843
1 Water Pump Body Gasket	138792	1 Diaphragm Petrol Pump	501005
1 Fuel Pump Gasket	138791	2 Bulb Side Lamp Front	57591
1 Fan Belt	212683	3 Bulb Flasher and Reverse	502279
2 Sparking Plug	128404	2 Bulb Stop/Tail Lamp	502287
1 Top Hose Radiator	104903	1 Bulb Rear Number Plate	59467
1 Bottom Hose Radiator	213249	1 Bulb-Festoon Roof Lamp	59492
1 Bleed Hose Rad Filler Neck	144509	2 Bulb-Instrument/Warning	59897
1 Overflow Pipe Radiator	142123	1 Flasher Unit	131251
1 Seal Water Pump	60313	1 Hose-Manifold Heater	137876
1 Seal Water Pump	100858	1 Hose-Manifold Heater	140986
1 Flexible Conn Petrol Pipe	115783	3 Carburettor Flexible Conn	120331

Well, all that lot should slow you down a bit! I suggest you carry whichever of the above items you think might be needed. Of course, this depends on how well you know your car, but remember if it can go wrong, it will and if you don't take it, you'll need it, probably 22 miles south of Calais at the side of the rain-soaked Autoroute, with a ferry leaving in an hour!

As a result of thousands of pleasurable kilometres driving, I would also recommend the following items to be carried:

1 spare petrol can (full), (empty in Italy)		Now here is one of those invaluable lists that you can never find in the motor factors. The Lucas Continental Touring Accessories List for RHD cars on LHD roads.	
1 spare throttle cable			
1 clutch/disc master cylinder overhaul kit			
1 clutch slave cylinder overhaul kit			
1 complete spare set light bulbs (obligatory in France)			
1 Warning Triangle (obligatory almost everywhere)			
Your jack, its handle and the wheel nut wrench			
(and 2 spare wheel nuts for when yours roll down that damn!)			
spare fuses, for accessories			
First Aid Kit (obligatory in several countries)			
spare water, spare engine and gearbox oil (try buying Castrol abroad)			
spare brake/disc fluid			
spare spectacles if you wear them (obligatory in Austria)			
your tool kit			
the car's Workshop Manual			
a clutch aligning tool/dial input shaft (you never know!)			
selection of useful nuts and bolts			
headlamp deflectors - see below			
rubber torch, or similar, to jam against the gearlever whilst cruising in top gear, as NO one can possibly stand that rattling gearlever any longer			
A tow rope			
A good, inflated spare tyre			
A foot pump, in case you feel like some exercise			

Don't let all this put you off taking your Triumph on holiday, they are usually very reliable and you will certainly have a lot of fun showing the rest of the world just what a real car looks like and hopefully need nothing on my list - just look on it as extra insurance!

Remember to take a supply of TSSC leaflets on holiday with you - spread the word and enjoy yourselves out there!

Hope to meet many of you at the TSSC International Weekend in July



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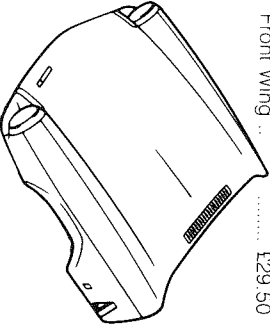
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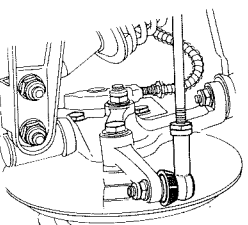
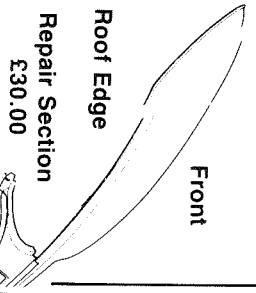
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Front Coil Spring Spit	£14.00
Front Coil Spring GT6	£15.50
Universal Joint	£3.75
Halfshaft	£39.00
Rear Trunion	
Bush Kit (Spit)	£2.95
Rear W/brg Kit	£10.50
Rear W/brg Kit (GT6 Roto)	£16.00
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Chrome Wheel Nuts	£1.50
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Rear Shox GT6 Roto	£15.50

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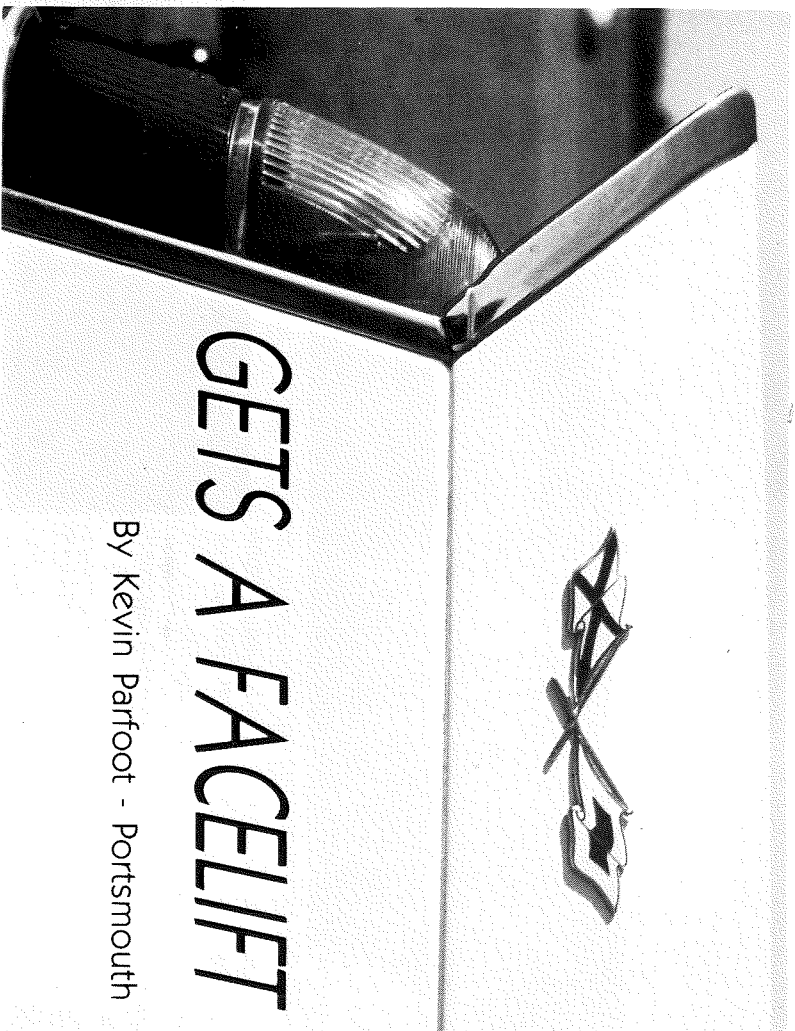
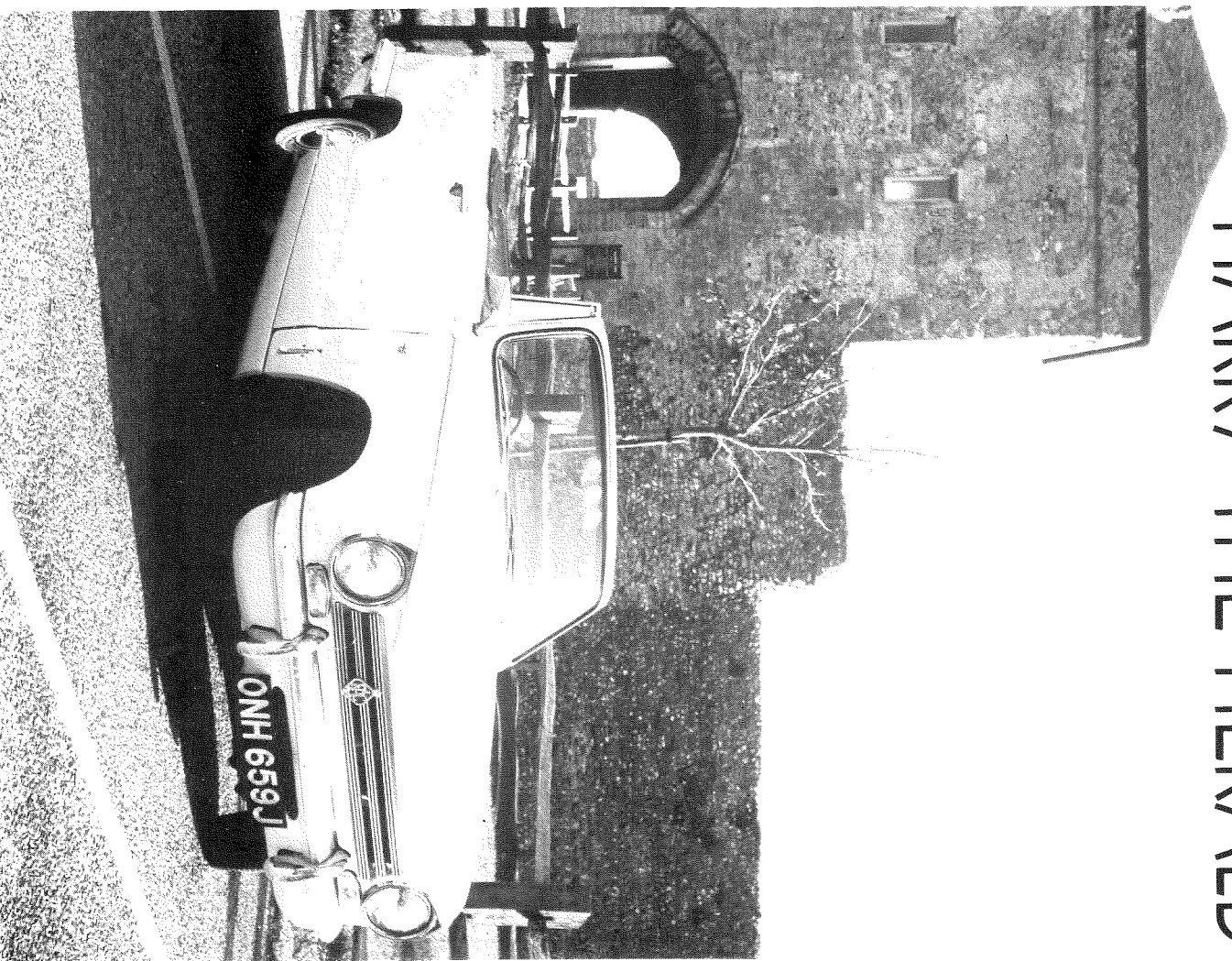
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Inner Sill	£7.50
Sill Strengtheners	£3.50
Sill End Plate	£3.00
Sill Extension	£5.70
Doorskin	£15.00
Hall Floor	£27.50
Boot Floor	£37.50
Rear Valance	£35.00
Rear Wing (Spit)	£79.00
Chassis Front Pivots	£19.95
Cross Member	£21.00
Cross Member Gussets	£7.50
Front Outriggers	£10.00
Bonnet Stay (c/lele)	£8.95
GT6 Rear Damper	
Mtg Bracket	£11.75
Outer 'B' Post	
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HARRY THE HERALD



GETS A FACELIFT

By Kevin Parfoot - Portsmouth

After three years of ownership, our Herald 13/60 convertible was beginning to look rather tired. Although basically sound with a solid chassis, Harry (as we called him) was looking frayed around the edges - only from a distance I quickly add but I knew if he was going to keep his sharp looks, then some attention was going to be needed. The plan of attack proceeded as follows:-

STAGE ONE: STRIP DOWN AND MECHANICALS:

The task began when the car came off the road at the end of the summer of 1987 - what summer I hear you cry! The initial conception was just to tidy the car up and perhaps respray it (if really necessary). HOWEVER ... like all best laid plans, once work had begun it became clear that more than just a 'tidy-up' would be required.

I began by stripping the car's interior. Seats, carpets, hood and frame, doors and bootlid were quickly removed.

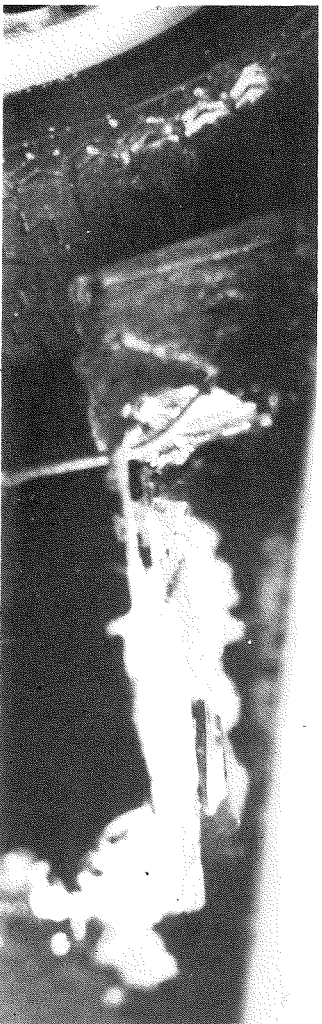
Mechanically, the engine was in very good order. The engine bay however, was very untidy. The bay was, therefore, stripped, the components cleaned, checked and repaired if necessary. The cylinder head was overhauled and the valves reground - sounds easy writing it now, but these



Part-way through the stripping out of the body work hood, boot, doors etc removed.

activities alone were very time consuming (especially when the kitchen needs doing). Small modifications included removing the mechanically operated fan, fitting a larger radiator and an electrical fan. The engine is now so much quieter. A completely new exhaust system sorted out all things mechanical.

STAGE TWO: WELDING (OR THE ROAD TO FINANCIAL RUIN)



Only a small hole! The sight that greeted me on removal of petrol tank and nearside rear quarter-valance

The bodywork - as ever was not so straightforward. Problems that emerged included:

- (a) Door tread panels; holed and rusty
- (b) O/S rear quarter valance; holed and rusty
- (c) Rear seat panels; holed and rusty
- (d) Boot floor; holed and rusty below petrol tank
- (e) Small holes found in rear of chassis

Right! Fine! So it needed some welding!

I was disappointed to find the holes in the chassis but I had started so there was no turning back. A welder was employed to tackle this aspect of the restoration and once all the holes had been replaced with new metal and/or new panels, the car was restored to it's original weight. My wallet, however, was now considerably lighter!

The welder could now go home and retire while I could turn my attention to the respray preparations.

STAGE THREE: PREPARATION AND PAINTWORK

All brightwork had already been removed, including bumpers, grill, door handles, bonnet and boot catches, badges and chrome trim. On removing the chrome trim, the rivets that held the trim in place were found to be in a poor state: these were then drilled out and removed.

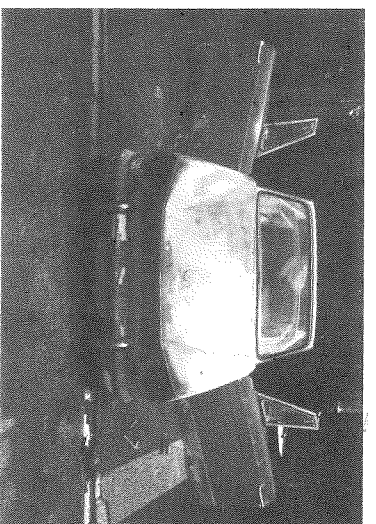
I began to rub down the paintwork but nineteen years of 'weekend Rembrants' with their trusty aerosols had built up so many layers of differing types of paint that there was really



Evidence of brazing around boot support location

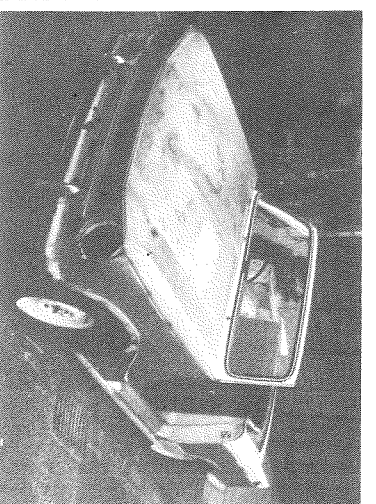


At the paint shop for the professional respray.



Yes - a bare metal respray! Paint stripper doesn't half sting

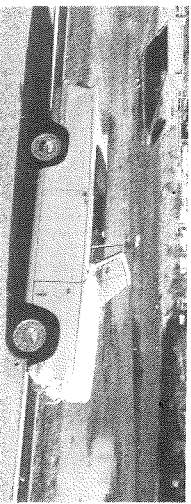
no alternative, it had to be taken back to bare metal many, (and I mean many) hours later 85% of the car was shiny steel and I had discovered that paint stripper doesn't half sting



(safety first - wear gloves and goggles). The bonnet was particularly time consuming as were the doors which were refitted once they were stripped and rubbed down.

The bootlid needed a small reinforcing washer brazed inside the area where the boot support strut is attached. Otherwise I was pleased with the overall condition of the panels.

I had decided to have the car sprayed professionally. This I felt was worth the expense especially as I had done all time consuming donkey work. I felt that it was not worth the risk of spraying the car myself and botching it as my skills as a sprayer were just not good enough. I masked the car using brown paper, as I had had trouble with newsprint bleeding through onto the paint before. The car was then transported to the paint shop. Three litres of grey cellulose primer/filler were applied and the car returned to me for the intermediate session of P600 grade wet and dry rubbing down. The car's final trip to the spray shop saw it finished in 2 1/2 litres of Triumph White. And yes, the professional respray was worth it - all my time in preparation had been rewarded by a smooth, gleaming final paint job.

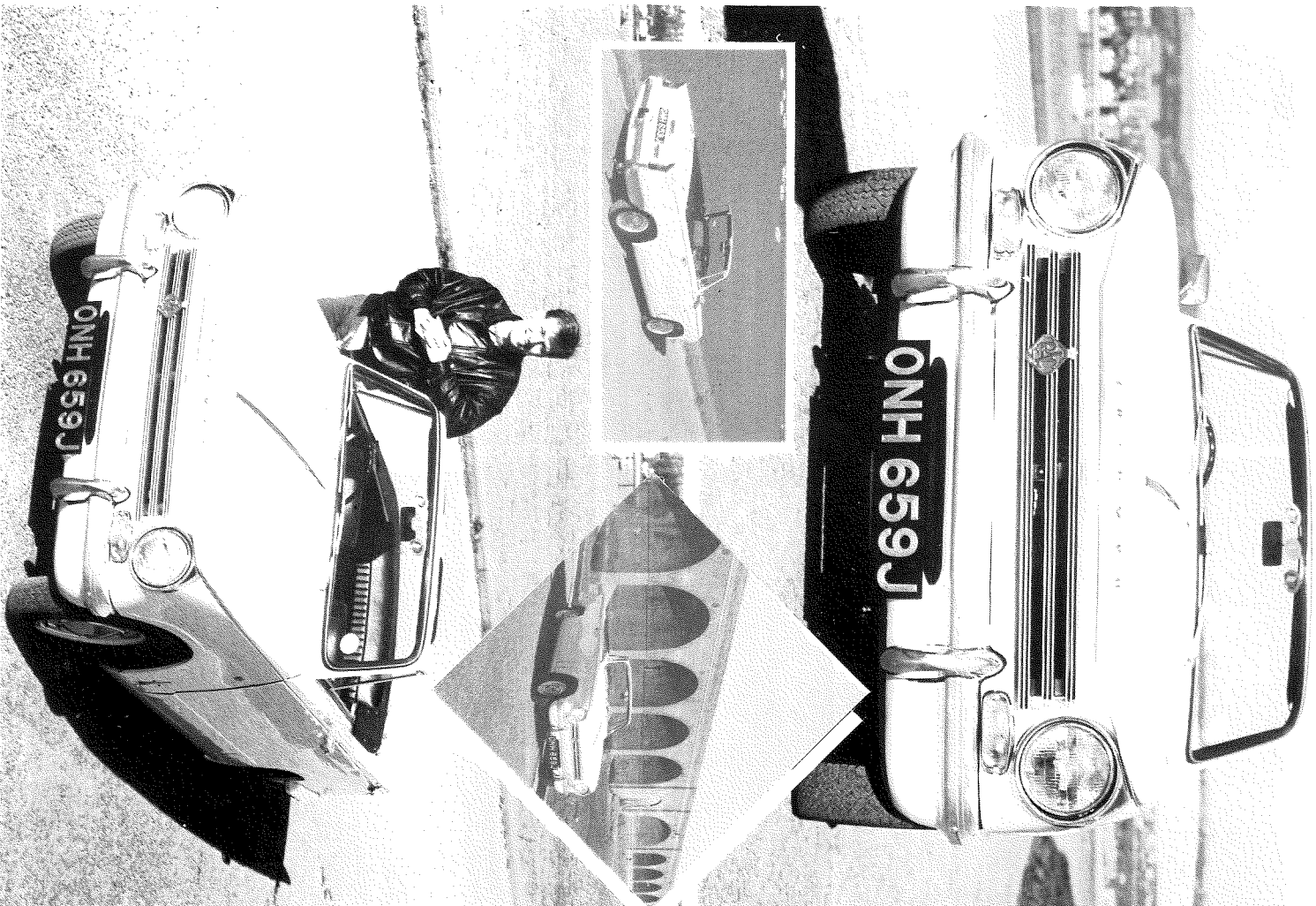


STAGE FOUR: PUTTING IT BACK TOGETHER

June and July 1988 were spent refitting and refinishing the car - surely the most enjoyable part of any renovation.

New rivets helped ensure that all the chrome

There's light at the end of the tunnel



trim stayed where they were intended. The static seat belts - a pain at the best of times - were replaced by inertia seat belts, a modification I recommend to those owners not concerned with originality.

The Vitesse bumpers, that were on the car when purchased, were refitted as were the Vitesse-style wooden door caps and Vitesse steering wheel.

To finish the rebuild, the car was treated to a new Herald cross-flag badge and two matched Union Jack badges above the bonnet catches. Smart, yet I hope you agree, understated and individual.

The car sailed through it's MOT and once re-taxed, was driven to Portchester Castle and Port Solent just outside Portsmouth where Trevor, my photographer brother-in-law, took the photos.

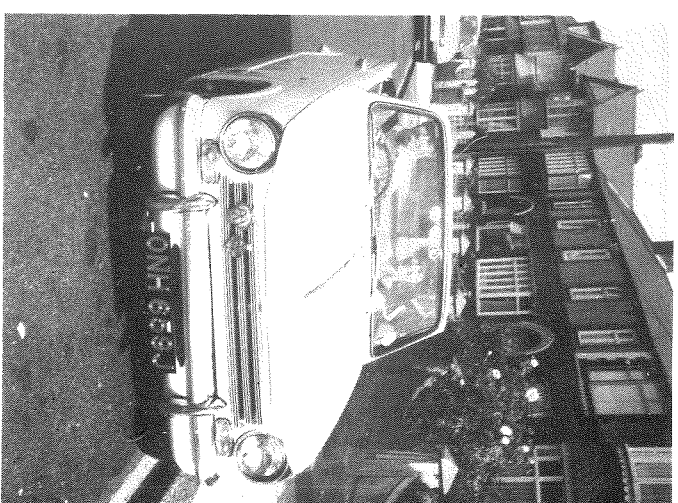
I hope you agree, the final result was worth all the effort, time and money. Perhaps you now feel inspired to rejuvenate your old Triumph. All I can say is go on, have a go. What is there to lose apart from your time, money, sanity, etc., etc. ★

HOT TIP
THE PROBLEM:

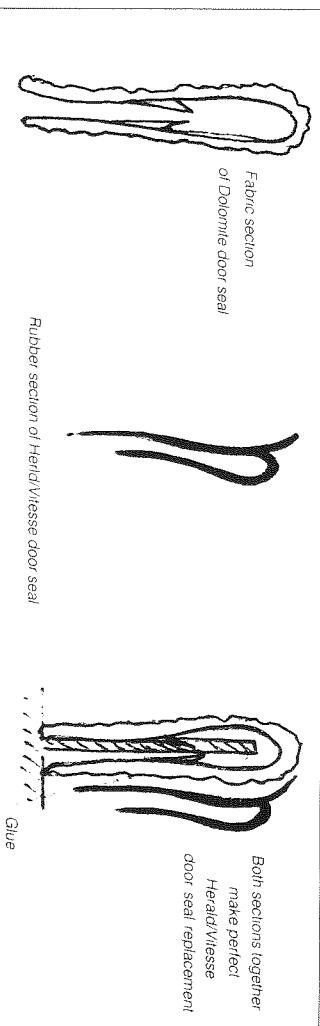
Are your Herald/Vitesse door seals perished, frayed and tatty? Depressed? Loosing sleep? Then read on. Remanufactured door seals are expensive and original ones are (I believe) non-existent. So unless you have lots of money - you have a problem!

THE SOLUTION:

Invariably it is the fabric section of the door seal that is perished, so carefully separate the rubber section from the fabric section - (carefully, mine fell apart!). Find a scrapped Dolomite, Toledo etc. and take the fabric section off of the door aperture - remember you'll have four doors to choose from. There are still plenty of these around in scrap dumps. Using a decent glue, stick your Herald/Vitesse's rubber section onto the Dolomite's fabric section. When dry the door seal will look as good as new especially if you took the time to clean the rubber and fabric sections before gluing. It worked a treat on my 1360 convertible saving 'yours truly' many pennies.



Hot tip
illustration



ANTI-ROLL BARS

The springs of a car's suspension perform two functions: they control the roll of the body but also attempt to reduce the transmission of bumps in the road to the passengers.

Stiff Springs - reduce body roll but give a hard, harsh ride.

Soft Springs - allow increased body roll but give a softer, more comfortable ride.

As ever, a compromise must be reached between good road handling and ride comfort. Enter the anti-roll bar.

The prime function of the anti-roll bar is to increase roll stiffness, reducing body roll without contributing to harshness of ride. The roll bar, as fitted to the front of the Spitfire, comprises a stiff transverse tube, fixed to the chassis in its centre. Its ends are cranked where it attaches to the front wheels. The tube acts as a torsion bar, opposing being twisted. Simultaneous movement, caused by undulating roads, produces no twist in the anti-roll bar, which therefore contributes nothing to ride or roll stiffness. However when cornering, body roll causes one cranked end of the bar to move downwards, the other upwards, thus twisting the bar. The body roll twisting the bar is resisted by the bar, thus increasing roll stiffness. Fig. 2.

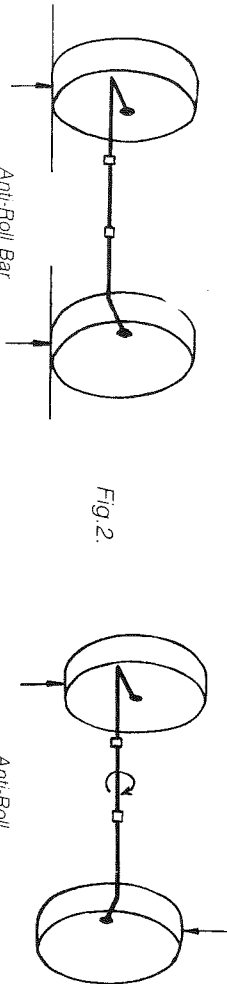


Fig. 2.

Having explained the prime function of an anti-roll bar, strictly speaking the rear roll bars currently available for fitment to the rear of the Spitfire, are used to counter other suspension effects instead.

SPLITFIRE HANDLING

The handling of the SPITFIRE is best described as a combination of the following individual effects:-

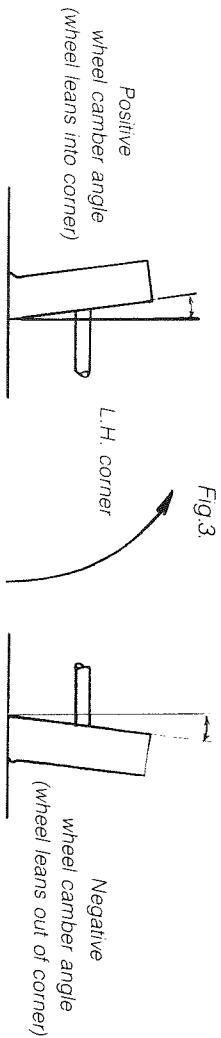


Fig. 3.

Camber Angle, describes the angle the wheel makes with the road (Fig. 3). A positive cambered wheel increases the cornering power of the wheel - rather like a motorbike wheel leaning into the corner. A negative cambered wheel reduces cornering power. **Camber change in roll**, describes what happens to the wheels when the body rolls (Fig. 4).

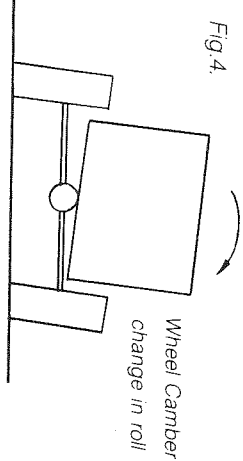


Fig. 4.

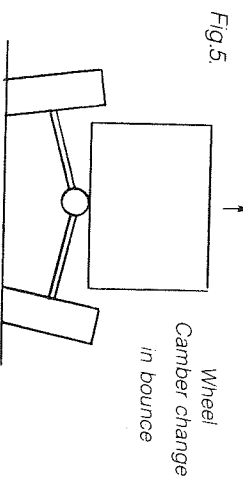


Fig. 5.

John Jonson

SPITFIRE IV/1500 REAR-ANTI ROLL BAR

The fitment of a rear anti-roll bar seems to be the 'in thing' for making a Spitfire IV go round corners faster. This appears to be taken for granted and I have never seen an explanation as to why this should be so. To me the Spitfire IV is a well balanced car, and driven sensibly handles remarkably well. Motor and Auto Road testers tend to agree on this point.

In this article I hope to explain the function of the rear anti-roll bar and next month cover the fitment of one to a Spitfire 1500.

As a car turns a corner, the weight of the car experiences a centrifugal force trying to throw it out of the corner. Assuming the tyres don't slip sideways, this centrifugal force causes the body to roll. The point about which the body rolls is known as the **ROLL CENTRE**, and is dependent upon suspension design. The resistance and suspension develops to oppose this body roll is known as the **ROLL STIFFNESS**.

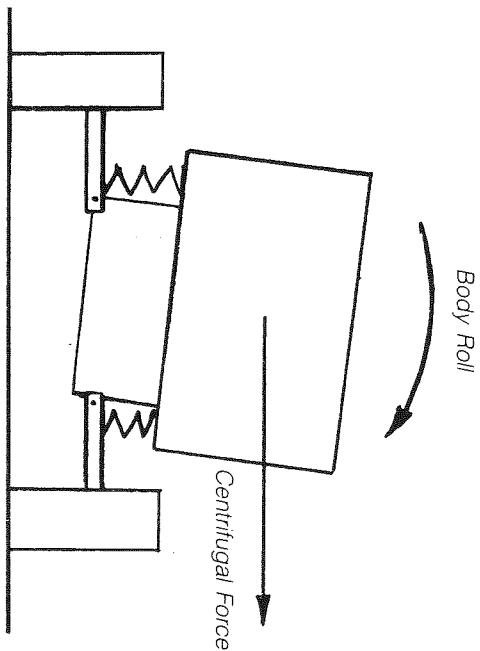


FIG. 1.

Camber change in bounce describes what happens to the wheels when the body bounces (Fig. 5); a similar effect to when the rear of the car is jacked up.

Jacking is a phenomenon which causes the body to lift due to the forces acting at the wheels. It is dependent upon roll centre height and roll stiffness. Ideally we would like a negative jacking effect, causing the body to squat down on its suspension, as is the case with the MINI.

The following sequence of drawings describes what happens to the rear swing axle suspension of a Spitfire as it corners with increasing speed.

1. FIG. 6 Wheels upright on entering the corner.
2. FIG. 7 Body begins to roll out of the corner. The negative camber rate in roll of the suspension causes the wheels to lean *into* the corner.
3. FIG. 8 Body roll increases. More and more of the body weight is carried on the outside wheel, which now provides the majority of the cornering power at the rear. Up until this point, the camber of the wheels produce an UNDERSTEER effect.

4. FIG. 9 Forces on the wheels begin to lift the rear of the car (jacking), promoting camber changes in bounce. The outside wheels camber changes and begins to straighten up. This situation represents the maximum cornering power developed by the rear suspension, at which both wheels are positively contributing to cornering power. Beyond this point the driver will begin to feel instability.

5. FIG. 10 Jacking continues, and the outside wheel continues to change camber, appearing to drop down or 'tuck under'. The cornering ability of the wheel is severely reduced since it is now cambered in the wrong direction. Although still cambered in the correct direction, the cornering ability of the inner wheel is now considerably reduced; it may even have lost contact with the road. The car feels very unstable and the car suddenly switches to strong OVERSTEER, causing the rear to break away and 'hop out'.

At this point the driver backs off before control is completely lost.

PREVENTION OF JACKING

If we can delay the point at which the camber angle of the outer wheel begins to change direction, the Spitfire will be able to corner faster before control is lost. The following are some solutions adopted.

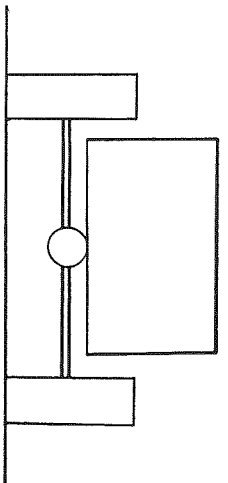


Fig. 6

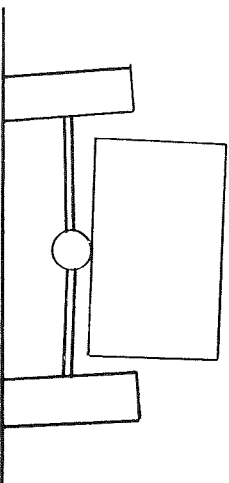


Fig. 7

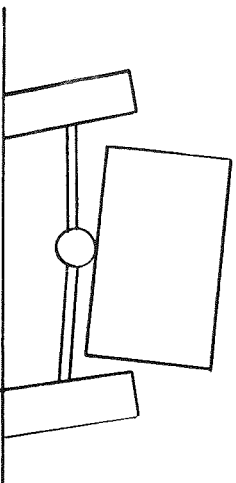


Fig. 8

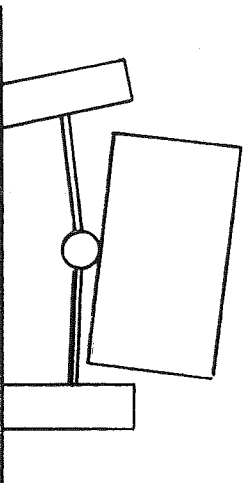


Fig. 9

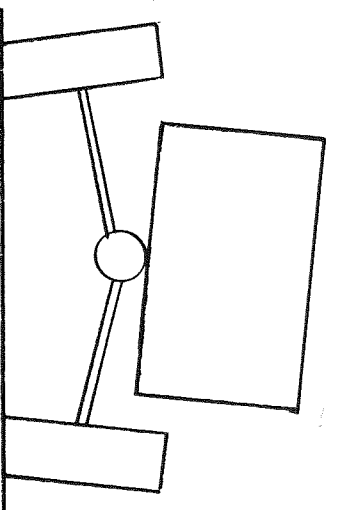


Fig. 10. Instability

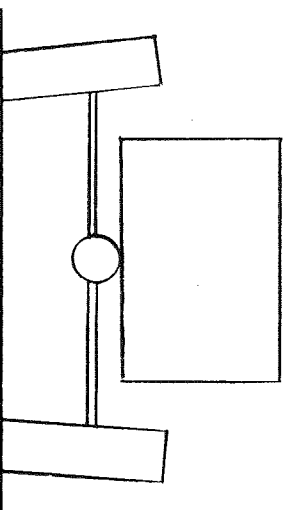


Fig. 11. Positive included camber angle Spitfire/Mini

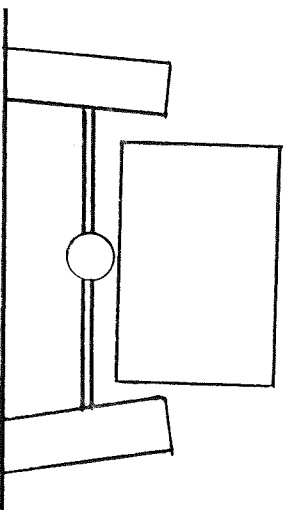


Fig. 11. Negative included camber angle Spitfire IV/1500

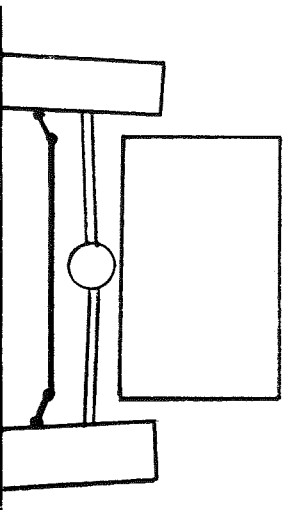


Fig. 12. Rear Anti Roll Bar

1. Camber Angle

At normal cornering speeds a positive camber angle generally increases cornering ability and gives a stable understeering vehicle. However, by reference to Fig. 9, it can be seen that the camber of the outer wheel will promote tuck under much earlier.

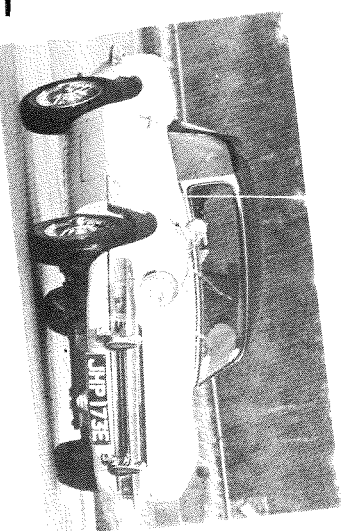
By the introduction of negative camber angle, as on the Spitfire IV, it can be seen that the onset of tuck under of the outer wheel will be delayed. FIG. 11.

2. Roll Stiffness

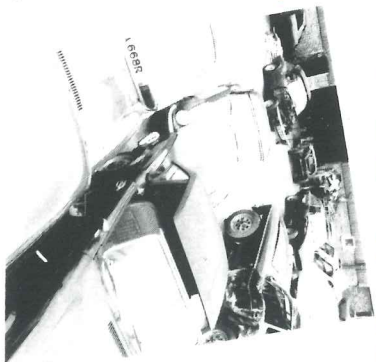
A second method of reducing jacking effects is to reduce roll stiffness. Triumph cleverly modified the rear traverse leaf spring of the SPITFIRE IV, 1500, to reduce roll stiffness by 75%. Clamping only the main leaf to the top of the differential, it alone contributes to roll stiffness. The other leaves are free to rock at their centres, contributing only to bump resistance. To make up for the lost roll stiffness at the rear, the front anti roll bar was enlarged from 0.69 ins to 0.88 inc. Rear wheel jacking and large camber changes are greatly reduced, considerably improving the cornering power of the Spitfire.

3. Rear Anti-Roll Bar?

If a conventional anti-roll bar was fitted to the rear of a Spitfire IV increasing roll stiffness, then it would undermine the improvements Triumph achieved. Fortunately, due to the flexible nature of the installation, necessary to maintain suspension movement, the rear roll bar used does not prevent body roll or increase roll stiffness. What it does do, by effectively linking the bottoms of the rear wheels together, attempts to prevent the outer wheel dropping down, tucking under and the associated onset of oversteer. FIG. 12. How well it achieves this we shall see next month.



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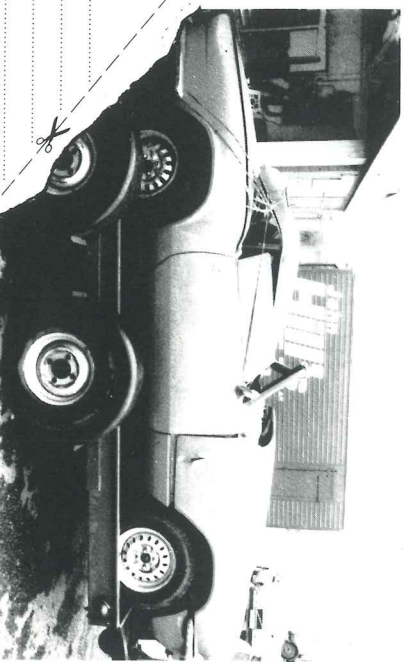
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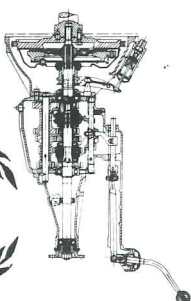
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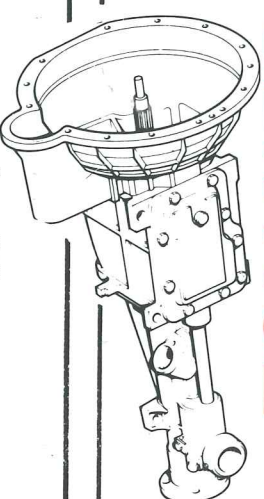
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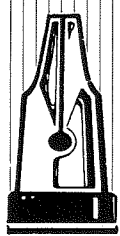
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ORIGINAL?

I have been particularly "taken" by the recent letter from J R Smith Esq (Courier No. 106, page 49) whose writings have stimulated my fancies (re: the value of "original" against the "souped-up"). Similarly, to Mr Smith, I too am a new 'set of wheels' within the TSSC, ex-Singer Owners Club for the past six years and Austin Counties Club before that. However, I joined the aforementioned clubs (and now the TSSC) ONLY when in possession of a VALID voiture (i.e. over 20 years old, in original condition). When I had a three year old Spitfire and later an MG GT, I did not even think of joining the respective Clubs (and both the TSSC and MGOC were both going strong). And why not? you may well be asking: simply because in my humble view, our sort of car clubs are there chiefly to aid the preservation of automobilistic memories. We are here to offer a historical window on yesterday's vehicles.

Having vented a facette of my thinking and hopefully supported J R Smith Esq.'s views, let me make it abundantly clear that I have "absolutely" nothing against the fanciers of hot-rods; a fine crowd they are too and so they very well deserve the spotlight on the rally field - within the fencing of the 'Custom Car' class. As per car values: no, taking the lead from the 'very elevated', an original Bugatti does cost a fortune, a 'hybrid' Bugatti (half from one 'n' half from another) costs a lot less - lots of a lot less. Assuming that I may survive well into the 21st century (a bit unlikely, alas) and will wish to sell my present Herald 1200 DHC (which, of course, will last that long) for it's, by then, enhanced historical value, I will not be able to realise half as much as the then current value for an ORIGINAL Herald 1200. Why? Because my poor 1200 just ain't a 1200 but powered by a 1360' egg (the original unit lost forever). Likewise, as concours fanatics only know too damn well, judges deduct so many valuable points for non-original items, hence reinforcing my opinion that old automobiles should not be mucked about with. On the other hand, and if one must, so many period accessories can still be found about (at a price), enough in fact to successfully 'jazz-up' your car - if so you wish (yep, me too!).

Incidentally, whilst honeymooning in Switzerland in April 1959, I spotted my first Herald - well done Michelotti, I said to myself.

Major Julian Ferdinand Benassi, A.M. in R.

NEAR MISS

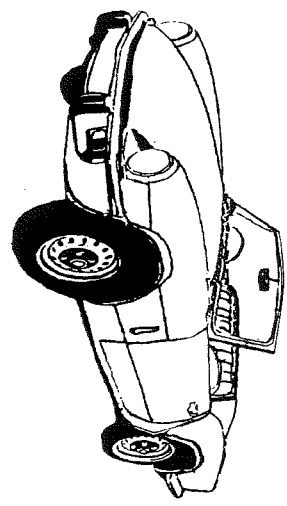
With reference to 'What's in a Name?' (Courier 105 p.5), you may be interested to learn that, in the early 40's, a group of talented and enthusiastic car lovers started to pool their ideas for a new post-war car. At one time they hoped to buy the then defunct Triumph company and confidently thought of their new car as the resurrection of the old name.

The new chassis was designed to be made on an available 8 foot bending machine and the prototype was assembled largely from ex-RAF nuts and bolts. Luckily, aircraft nuts and bolts may only be used once - regulations!

When the prototype was revealed in 1946, the motoring press, starved of interesting news for so long, beat a hasty path to their door.

What was the new car to be called? The Triumph name had already been snapped up by Standard. They looked at each other vacantly. No, it couldn't be called a Watt after James Watt, one of the company; that smelt of steam! Nor Sampietro, their brilliant designer, for an English car! Nor Bowden cables. They toyed with the pleasant cadence of Bentley and alighted upon the illustrious name

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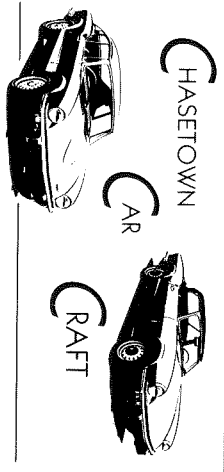
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of the one member of the company who was not present. Donald Healey, who himself commenced his career in the motor industry in 1934 at Triumph, was furious when he first learnt what they had told the press, but I and many others will be for ever grateful for that company of enthusiasts and their superb products.

J N C Richardson - Stockport

A LITTLE MORE GO!

My 1967 1200 convertible is all original and makes it to 85 mph, eventually! A little more acceleration wouldn't go amiss.

In the June 1984 Courier, J M Griffiths wrote a technical feature on tuning and mentioned an SAH twin Stromberg kit featuring combined inlet and exhaust manifold, suitable for 948, 1200, 1250 Heralds and MKI and MKII Spitfires, using CD125 Stromberg carbs and pancake air filters, giving, "33% increase in bhp at the wheels".

This sounds superb. Has anyone any details, addresses or anything secondhand? I previously considered digging up a 948 coupe manifold (will it fit?) with twin CD125s (will they fit the manifold?). Any ideas? Why do all 4-cylinder tuning reports end up with "but then I got a GT16"?

Does reversing the polarity by swapping the leads on the coil and the battery affect the voltage stabilizer on the speedo?

Finally, P Baldwin (March 1989) will find fittings for Spitfire hoods from Classcar Automotive (St. Michaels Way, Middlewich, Cheshire).

A D George - Knutstord, Cheshire

TOTALLY DISAGREE

I felt I had to put pen to paper to totally disagree with the letter from Grahame Watts in the April Courier, where he said that we should not modify our cars, but should keep them standard.

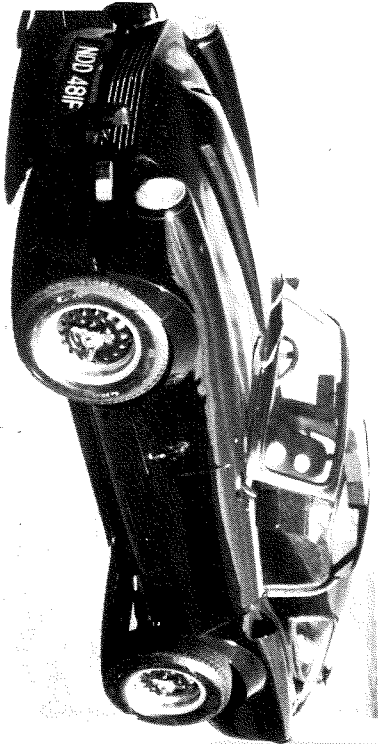
I doubt whether there are any cars in the club that have NO modifications whatsoever. Mr. Watts registration is UUU 150, is that the standard number for a 1970 Spitfire? How many people have a radio cassette fitted, radial ply tyres, halagen headlamps etc. etc. Burgular alarms were never available on our cars, but surely they are a worthwhile modification. Nobody would argue that Spax adjustable shocks don't improve the handling. We must remember that our cars like most others are made down to a price, so most modifications are done to improve the car.

Of course most minor modifications can be undone to put the car back to standard. If we start to fit wide wheel arches, spoilers, etc. then they are not so easy to undo.

A lot of us drive 'our cars' to be different, to stand out from the crowd in their euro boxes, some of us want to stand out among the club cars. We can do this by having a concours car, or a modified car.

Most car manufacturers now offer their products with a vast list of optional extras (modifications), look at Mercedes, who were always very conservative, now offer wide wheels, spoilers, ride skirts etc. The most sought after cars are always the ones that were raced by the manufacturers and are always highly modified.

I am the owner/builder of NDD 481F probably the most modified Spitfire in the club (see Courier 98 August 1988). For the benefit of any recent members its fitted with a GT6 engine and gearbox,



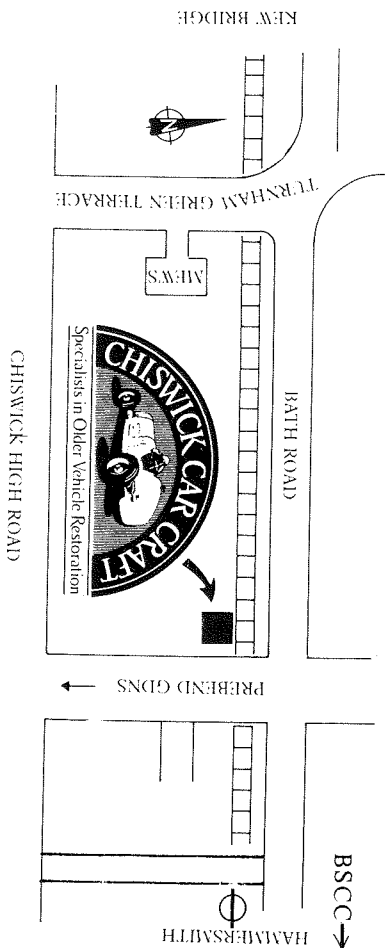
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Every car I have owned has been modified in the same way and I enjoy the challenge of trying to fit non-standard parts to a car, in the hope of improving the performance, handling and looks. My Spit was on the way to the scrapyard when I bought it, and was beyond economic repair. So I consider I saved a Triumph.

A word of warning about carrying out structural mods, you must be very sure of your own abilities and that you don't end up with a car that is dangerous. Plus if you get half way through and then find you can't complete it you may have to scrap what was otherwise a perfectly good car.

So lets not knock people with modified cars, we can't all afford concours cars, plus the Courier would be boring if it was full of standard rebuilds.

Grahame says at the end of his letter that even the most mundane of modern cars could run rings round even a modified version of one of ours. He obviously hasn't heard of John and Allison Woolley and their well sorted Vitesse, which runs rings round such mundane machinery as Porsche 911, Lotus Elan, Lancia Fulvia, Sunbeam Tiger etc. Our President, John Griffiths, campaigned a Vitesse in hillclimbs a few years ago, regularly beating Porsche 911, TVRs, Scimitar, Austin Healey, so lets not put our cars down.

Finally may I finish by thanking all the people who wrote and phoned after my car was in the Courier, I hope I have helped and encouraged them.

Keith Reid - St. Annes-on-Sea, Lancs.

PRESSURE OF WORK

We would like to advise members that due to family pressures (!) on John and the rest of the staff, as from 3rd June we will have to curtail our opening hours on a Saturday to 9.00 to 1.00.

Our apologies for inconvenience, but we are unable to avoid.

Fiona Kipping - John Kipping Spares Coventry.

FIAT 1600 DOHC

With reference to Nick Lord's item in Courier 107 about fitting a Fiat 1600 DOHC engine, I think I can offer a few practical tips to anyone embarking on such a project as I am attempting to install this type of engine into my Moss Roadster kitcar.

Firstly the plus points. The Fiat engine is extremely strong, fairly compact and pretty powerful (100 BHP).

Now for the cons. Fitting isn't very straightforward. The points to watch are:

You have to make up a remote oil filter housing otherwise the canister tries to occupy the same space as the main chassis rails.

The alternator is mounted low down on the off-side of the engine. Unless the engine is moved back so that it is *behind* the suspension towers a lot of ingenuity is required to fit the alternator in an acceptable position. It may not be possible to move the engine back sufficiently using a normal chassis. Unless the alternator is raised slightly it will foul the steering column.

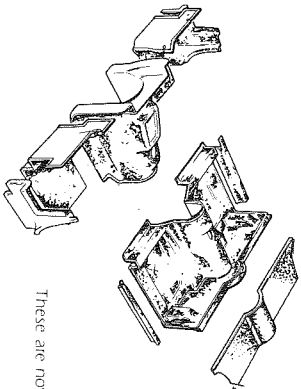
The exhaust manifold is also on the offside of the engine. The downpipes are spaced quite a distance away from the engine block, with the result that they can foul both the steering column and the chassis rails unless they are radically modified. To get around this, I used a couple of Renault 4 middle pipe sections. I had seriously considered converting my kit-car to left hand drive because of this.

The front of the propshaft is decoupled from the gearbox output shaft by a flexible coupling similar to a rotiflex. This may foul the bodywork. The bodywork may also be fouled by the propshaft's centre bearing housing. Although the rear drive flange on the propshaft doesn't fit the larger flange size fitted to the Spitfire and Vitesse diffs, a standard Triumph flange will fit the propshaft without any problems as an identical universal joint is used on the Fiat.

Laurie Benfield - Norwich

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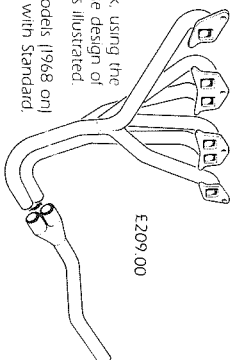


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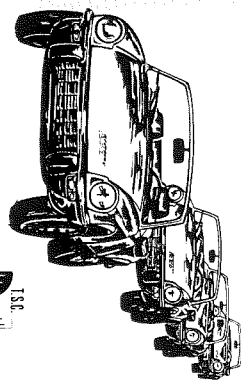
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This year the TSSC is again offering a choice of packages to members and their friends. Details of the TSSC packages are as below, all are subject to availability and bookings should be made as soon as possible as the Klein Vink get busier each year. The prices in brackets are the reduced prices which are applicable if bookings are made and 50% deposits received before the 15th June.

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.

There are basically four packages available:-

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

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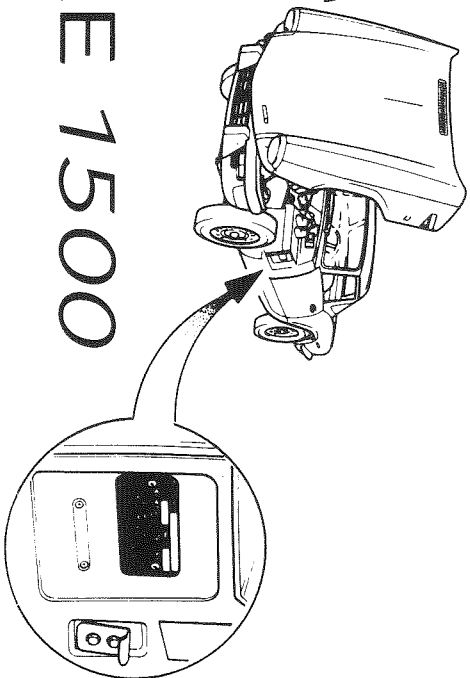
PACKAGE 2 - ie. Monday 28th Aug to Sunday 3rd Sept. (all nights included).
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PACKAGE 3 - ie. Friday 1st to Thursday 7th (all nights included).
COSTS WHEN BOOKING A WHOLE CHALET
Number sharing Whole chalet : £230.00 (£210.00) TOTAL £
(ie. £38.33 (£35.00)/person - 6 sharing, or £57.50 (£52.50)/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. (PROMP.TLY)
Send completed form to:
Irene Fussell, 55 Heathfield Road, Hitchin, Herts SG5 1TA
Enclose the deposit or payment in full and include TMO stamped, self-addressed envelopes
TOTAL DEPOSIT £

PAINT AND TRIM COLOUR NUMBERS SPITFIRE 1500

By V. Kelly - Harrow



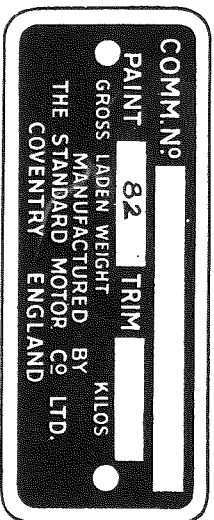
I know a few of my friends with Spitfire 1500s (like myself) who do not know the paint colour (number and shade) for their car. This can result in mis-match when trying to spray small areas or hardtops etc. So I thought I'd send in a copy of paint numbers against colour for a Spitfire 1500 1975.

There are nine basic colours and numbers, these are listed below:-

1. Black
2. Red
3. Brown
4. Yellow
5. Green
6. Blue
7. Purple
8. Grey
9. White

To cover differing shades of a colour, a second number is used starting at 1. The second number appears first in the sequence of numbers, i.e. 82 Carmine (Red, No. 2, shade 8).

SPITFIRE 1500 - 1975 ONWARDS



BASIC COLOUR		RAC Black/White		CAD Flamenco		CAE Vermillion	
BLACK	11 Black	PAA Black	82 Carmine	CAA Carmine	AAE Russett	94 Inca Yellow	FAB Inca
RED	72 Pimento	83 Maple	93 Russett Brown	84 Topaz	HAB Java	146 Tahiti	JAG Pageant
BROWN	83 Maple	74 Beige	85 Java	136 Delft			
YELLOW	64 Mimosa						
GREEN	75 BRG (1975)						
BLUE	126 French Blue						
PURPLE							
GREY							
WHITE	19 White	NAB White	NAF Leyland White	RAC White/Black			

NOTE: From October 1979 (1980 model year), colour codes are shown on the V.I.N. (Vehicle Identification Number) plate using the three letter group code (i.e. AAE Russett).

As an afterthought, in answer to Steve Love of Taunton, a light bulb assembly for the heater controls can be factory ordered by any Austin Rover (B.L.) Parts Division for a grand old price of £1.81 inc. VAT.



Having renewed my acquaintance with the Herald line of cars with a convertible 13/60, which I refurbished and ran for six years as a second car to a Triumph 2000, I realised how smooth a six-cylinder engine was and my thoughts turned to owning a Vitesse convertible.

In earlier times (I am 58) I have owned the usual variety of vehicles. The first was an ancient Royal Enfield two-stroke motor bike with hand-change, whose open flywheel was something of a hazard, not to mention the inadequate lubrication of the bearings, which had to be replaced every 400 miles. After this came an ex-army Matchless 350 which I fitted with a megaphone silencer - what a hooligan!

The next step was to part swap it for a 1932 MG J2, which I sprayed cream, complete with aero-screens and straps round the bonnet. I gulped hard when Sotherbys recently sold one for £14,000. The final step to this phase was to swap the car for an MG TA. I was 24 by now and engaged to be married and we all know what that means..... bang goes your sports car.

Married for a second time a few years later with 2 small children whom I thought might just fit into the rear seats of a 13/60 saloon, I was able to buy a good, secondhand one, which I owned for 3 years. The only breakdown I had in that vehicle

was due to a fractured top hose on holiday in Northumberland.

I eventually sold this and owned larger and larger cars in order to be able to transport everyone and everything including mother-in-law, as well as towing a boat and a trailer.

Three years ago I advertised in the local paper for a Vitesse. The only reply was from a scrap dealer who said he had a Mk1 convertible but that it was in pieces. It was indeed..... dismantled down to rolling chassis. I learned from the owner that the car was abandoned by the roadside and lifted onto a Council lorry by a crane which had

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