

Wire Wheel - Chrome	£75.00
Wire Wheel - Silver	£42.50
Wire Wheel Adaptor L/H	£23.50
Wire Wheel Adaptor R/H	£23.50
2 Eared Spinner	£11.50
Continental Spinner	£11.50
Fixing Nut	£ 0.75
Copper & Hide Hammer	£ 9.90
Lead Hammer	£ 4.95
Cleaning Brush	£ 3.90
Continental Spanner	£ 3.90

#### CHROME WIRE WHEEL KITS

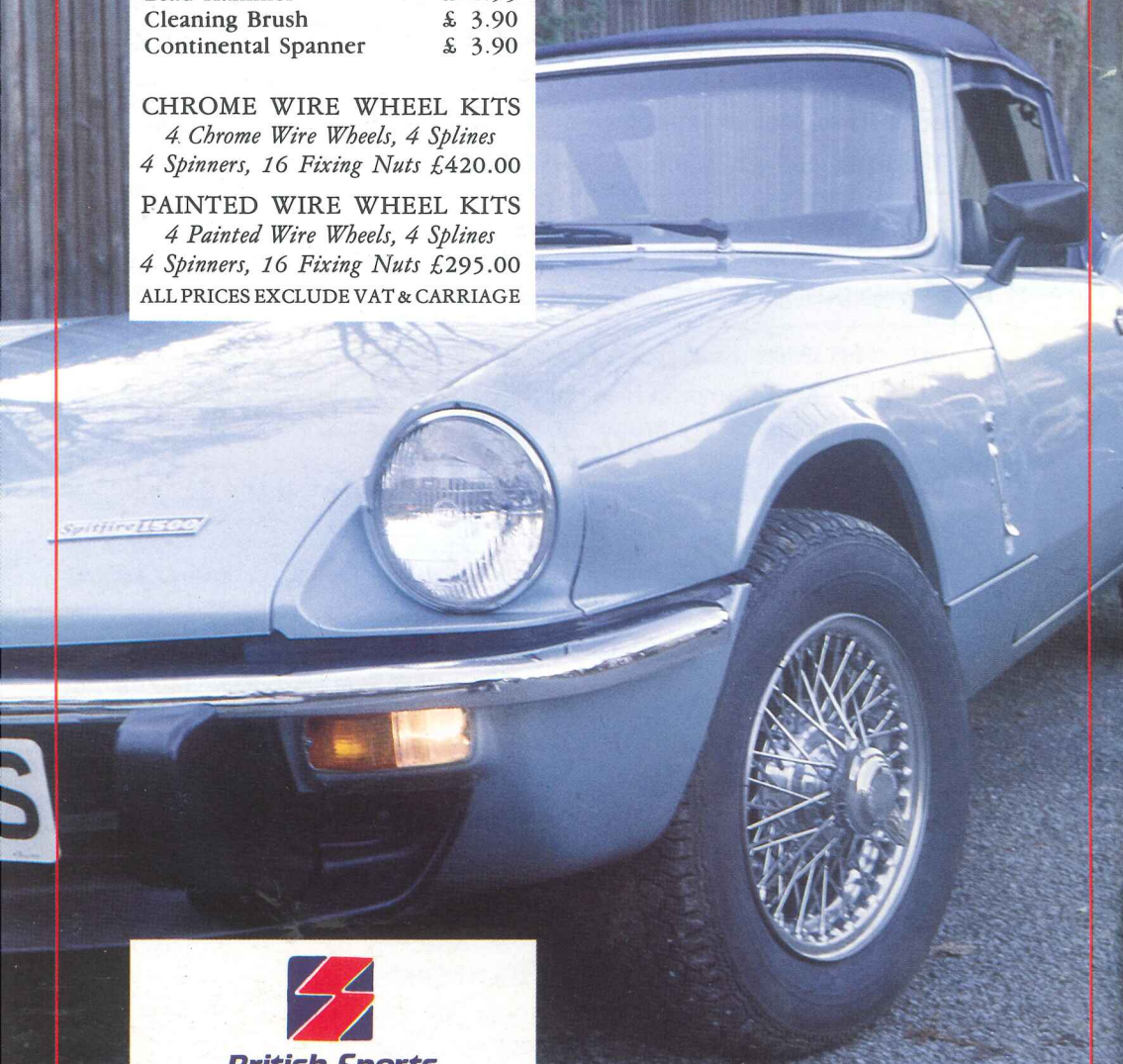
*4 Chrome Wire Wheels, 4 Splines  
4 Spinners, 16 Fixing Nuts* £420.00

#### PAINTED WIRE WHEEL KITS

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

ALL PRICES EXCLUDE VAT & CARRIAGE

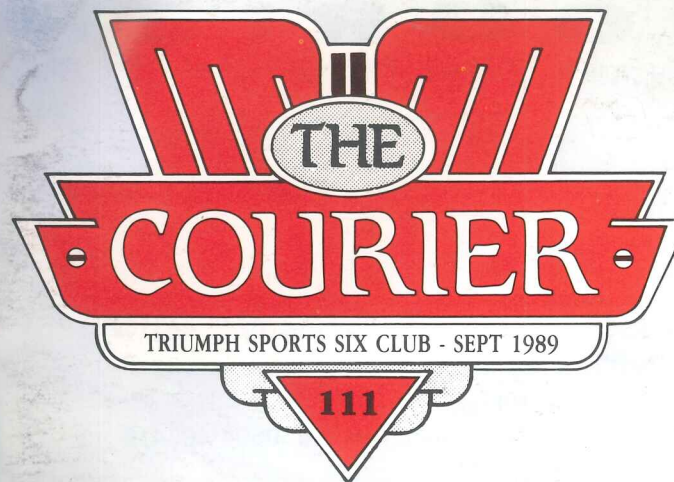
## Wire Wheels & Accessories



**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.10

No. 111

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Free to Club Members

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**John Griffiths, Jonty Wild, Roland Drew, Brian Waters, Glyn Ridgewell, John Cudmore, Peter Williams, Mike Costigan, Leon Guyot, Nick Lord, Chris Childs, 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

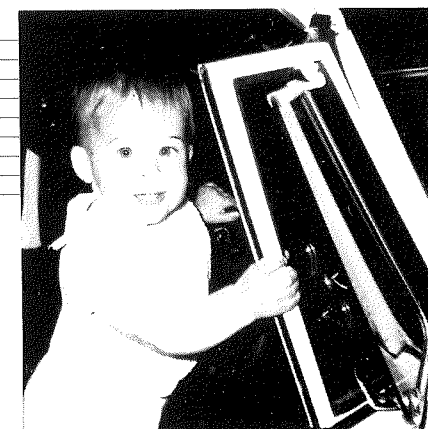
Vitesse MkII Estate TSSC International Stafford July 1989

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**

# EDITORIAL

## Who's running the show ?



No, my daughter hasn't quite taken over yet, although the Vitesse has become a daily ritual for her, as she finds it much more interesting than her dollies! (and it gives Jo a chance to clear up the debris she leaves behind in the house!).

September *Heralds* the start of our 12th TSSC year, one which sees The Courier and Review go to an incredible 108 pages (where will it all end?). Contributions to The Courier are at an all time high and we are eternally grateful to the originators; presentation and quality to detail are of the highest order and must give the National Classic Car magazines something to think about.

Reading other club magazines really brings this fact home. I bet TR and Stag wish their magazine could get just a sample of what you send in to The Courier.

In-depth articles keep 'our cars' running and will always get the highest priority.

Just a brief reminder to all Area Organisers: please be sure to send in your reports by the 10th of the month. Some of you are mailing or faxing them too late for inclusion. We really don't like to waste your effort and time.

Anyway, I hope you all enjoy another months *Triumph* - have a good read!

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# PRESIDENTS INTRO



## BETTER THAN THE STOCKMARKET?

One of the fringe attractions of owning a classic car is that it can appreciate in value. Most Triumph Sports Six Club members don't buy a Vitesse convertible, a GT6 MkIII or a mint, low mileage Spitfire 1500 amongst all the others, just for this reason. When justifying the purchase to the wife, girlfriend or perhaps boyfriend, it's a good trump card to play!

Over the past three years or so, some classic cars have literally gone through the roof:-

	1985	TODAY
Ferrari 275GTB/4	£75000	£700000 UP 833%
Aston Martin DB5		
Convertible	£45000	£180000 UP 300%
Aston Martin DB2/4	£25000	£190000 UP 660%
Drophead Coupe		
GT6 MkIII	£1800	£4000 UP 122%
Vitesse MkII Conv.	£1300	£3500 UP 169%
Spitfire MkIII	£800	£2500 UP 212%
Spitfire MkIV	£900	£2100 UP 133%
Spitfire 1500 (1981 model)	£3400	£3600 UP 6%
Herald 13/60 Conv.	£950	£2200 UP 132%
Bond Equipe 2 Litre Conv.	£900	£1800 UP 100%

\*ALL VALUES BASED ON "A1" AND ABOVE CARS



In many ways this excessive type of appreciation isn't a good thing for the movement as it encourages the "wrong" type of owners and renders cars made for driving pleasure as mothball assets. In the TSSC at our much more lowly end of the market, we have always tried to take a responsible attitude to "our" car values, trying where possible to keep them within reasonable bounds. However, like all classic cars, we are seeing a steady upward push and it has therefore been appropriate to carry out an in depth reassessment of values. This has been done in conjunction with Marque Register Secretaries to whom I am very grateful.

## Car Values September 1989

	Body	Prod	CC/Cyls	Concours	Cond. 1	Cond. 2	Cond. 3
Triumph Herald	sal	1959-61	948/4	1600	800	600	250
Triumph Herald	fhc	1959-61	948/4	2400	1200	900	400
Triumph Herald	dhc	1960-61	948/4	3000	1500	1100	460
Triumph Herald "S"	sal	1961-64	948/4	1600	800	600	250
Triumph Herald 1200	sal	1961-70	1147/4	2220	1100	800	300
Triumph Herald 1200	fhc	1961-64	1147/4	2800	1400	1000	400
Triumph Herald 1200	dhc	1961-67	1147/4	3400	1700	1200	500
Triumph Courier Van	van	1961-64	1147/4	2600	1300	900	350
Triumph Herald 1200	est	1961-67	1147/4	2600	1300	900	350
Triumph Herald 12/50	sal	1963-67	1147/4	2600	1300	900	400
Triumph Herald 13/60	sal	1967-71	1296/4	2600	1500	1000	400
Triumph Herald 13/60	dhc	1967-71	1296/4	4000	2200	1400	500
Triumph Herald 13/60	est	1967-71	1296/4	3000	1500	900	400
Triumph Spitfire I	sp	1962-64	1147/4	4000	2000	1400	500
Triumph Spitfire II	sp	1965-67	1147/4	4500	2300	1450	500
Triumph Spitfire III	sp	1967-70	1296/4	5000	2500	1500	500
Triumph Spitfire IV	sp	1970-74	1296/4	4000	2100	1300	450
Triumph Spitfire 1500	sp	1975-78	1493/4	5000	2600	1600	550
Triumph Spitfire 1500	sp	1979-81	1493/4	6000	3600	2200	800
Triumph GT6 MkI	fhc	1966-68	1998/6	4400	2300	1500	600
Triumph GT6 MkII	fhc	1968-70	1998/6	5600	3000	1800	700
Triumph GT6 MkIII	fhc	1970-73	1998/6	7000	3600	2000	900
Triumph Vitesse 1600	sal	1962-66	1596/6	4600	2200	1200	500
Triumph Vitesse 1600	con	1962-66	1596/6	5000	2500	1400	600
Triumph Vitesse 2L MkI	sal	1966-68	1998/6	4600	2200	1100	400
Triumph Vitesse 2L MkI	con	1966-68	1998/6	5000	2400	1300	600
Triumph Vitesse 2L MkII	sal	1968-71	1998/6	5000	2500	1400	600
Triumph Vitesse 2L MkII	con	1968-71	1998/6	6600	3400	1800	800
Bond GT 2 + 2		1963-64	1147/4	3000	1500	700	350
Bond GT4S		1964-67	1147/4	3000	1500	750	350
Bond GT4S 1300		1967-70	1296/4	3200	1600	800	400
Bond Equipe 2L	sal	1967-70	1998/6	3200	1600	850	400
Bond Equipe 2L	con	1968-70	1998/6	3600	1800	900	450
Amphicar			1147/4	8000	4000	2000	1000

John Griffiths

## AGREED VALUE INSURANCE

With values continuing to climb, it is essential that we all make sure our cars are not only Agreed Value Insured, but also that the values are up to date. All those of you who are familiar with the Club's two insurance schemes (M17+ and M25+) will know that Agreed Value is a key element of the cover.

What we offer, is not necessarily the cheapest rates in the market place, although they are very competitive, but a quality product which gives you the comfort of knowing how much your car is insured for, in the event that your car is written off or stolen.

Bill and I have just had a meeting in London with the Insurers (Dominion Insurance) and Brokers (Footman James), who tell us that the new M17+ scheme (launched December 1988) for members aged 17 to 24 is going very well. Already 15% of members insured with the Club are in the M17+ scheme, with it proving particularly attractive to members in the age group 21-24.

## REMEMBER:

1. *If you are one of the minority now without Agreed Value Insurance, ask for a leaflet from the Club Office today (0858) 34424. If you are aged 17-24, ask for the M17+ leaflet. If you are 25 or over, ask for the M25+ leaflet.*
2. *An informative TSSC members' guide to Agreed Value Insurance is also available free from the Club Office.*
3. *You need to revalue your car every year. Valuation and Revaluation forms are available free from the Club Office or from Pam on (0245) 443152.*

## FOOTMAN JAMES MOVE INTO THE 90s

Last month I invited members to let me know in writing if they had experienced any service problems with our Brokers, Footman James. About six of you wrote, which was very helpful as we were able to discuss the problems at our recent meeting in London.

Basically the problems seemed to revolve around:-

\* The slow issue of the policy document (i.e. you were kept on cover notes for a few months before the policy was issued).

\* Late issue of renewal notices.

In other words, basic admin. issues. The reason for the problems has been that Footman James (Brokers) have been trying for the last six months to effect a smooth transfer from manual records to computer records. Anyone who has tried this will know what it is like. For some reason we all expect computers to think, sort all the problems out and make life easier, right from the start. In most cases, at least for the first six months or so, the opposite is true! Well, Peter James of Footman James assures me things are starting to settle in and efficiency should be greatly improved.

To get the policy documents out quicker, Dominion Insurance are giving thought to letting Footman James do this direct, which would improve the turn around time.

All steps in the right direction. To anyone who has had any problems, please accept our apologies. It is our intention to ensure that the service is first class.

Incidentally, in the whole five years we have been running the Agreed Value scheme, not once have we ever had a complaint from a member about settlement under a claim. That's the Agreed Value cover working for you, backed up as it is by a first class Insurance Company, the Dominion.

# NEWS REVIEW

If you have any news of which may help and inform members or snippets of information send them in marked news review.

## SPITFIRE MkIV/1500 REGISTER SECRETARY

Owing to an ever increasing pressure of work, Sheridan Earl Russell, our Spitfire MkIV/1500 Register Secretary has decided to resign from the post. The position was subsequently offered to our Vitesse 1600/MkI Register Secretary, John Thomason who, after a lot of thought, has accepted the post and will take over as from November 1st. With the Spitfire 1500 being the singular most popular Club car, the Spitfire MkIV/1500 Register Secretary position is potentially one of the most demanding, so we wish John well in his new role.

With John taking over from Sheridan, I'd be pleased to receive applications from any member interested in taking on the position of Vitesse 1600/MkI Vitesse Register Secretary. Obviously, we'd like to find someone who's as equally enthusiastic as John to take over the post and to continue what has become an excellent Courier column. If anyone would like further details of the work involved, please drop me a line or phone.

On behalf of everyone, I'd like to take this opportunity to thank Sheridan for all his hard work, carried out both at home and at many of the outdoor shows during his time as Spitfire IV/1500 Register Secretary and to wish him every success for the future.

PETER WILLIAMS - GENERAL SECRETARY

## SPITFIRE 4 MKII - PROBLEM SOLVED

At last we've found a supplier for Spitfire 4 MkII exhaust manifolds. Any owner of one of these cars will know what a problem this has been in the past. They can now be obtained from TSSC Offers, 13 Common Rise, Hitchin, Herts. SG4 0HN - tel: (0462) 56315, price £97.50 P&P £8.00, delivery 6 - 8 weeks.

## THANKS:

I would like to take the opportunity through the pages of The Courier, to thank everyone in the TSSC who have sent me their get well messages whilst I have been 'out or circulation', since last August. A special thank you to Bev and Bill Dixon and the Worcester West mob for numerous cards and flowers, to Janis and Tony Spicer and all at the West Midlands Area for their card and best wishes, to Chris and Hugh down in Plymouth, to Chris Allen who always asked after me, to Mike Fothergill, Sharon and Paul Espin, John and Mary Thorpe, Martin and Lesley-Ann and, well, just about everyone I know in the TSSC, it seems.

Also, thanks to 'The Crew', who are Bill and Jo Sunderland, Bernie and Jo Robinson, Pete Williams, Jonty Wild and Irene Fussell and Trudi and Chris Squibbs. It was so lovely to be back in the swing of things with my first event at the Sunshine Rally, which is where I left off last year, so it was nice to return there! I'm sure I've left some people out but I hope I will be forgiven.

So now I'm back, after a 'restoration' on myself and look forward to meeting lots more friends at WAC '89. A word of warning though to my fellow members at Worcester West - you have had 12 months without one of my nice quizzes; just be nice to me and perhaps I'll let you go for a further few months without one!!!

Vicki Benson

## BMIHT UPGRADES ITS VEHICLE PRODUCTION RECORD TRACE SERVICE

British Motor Industry Heritage Trust is upgrading its vehicle record trace service - and increasing the charge simultaneously.

The service, which gives details of vehicles as they left the factory, is available mainly for post-1945 cars built by the companies that have been amalgamated to form the present Rover Group. The changes take effect immediately.

The information provided depends on what is available in the individual vehicle records, but typically includes the car/chassis number, original engine and body numbers, the car's specification, original colour, date built and despatched, its destination, any other numbers such as gearbox or rear axle numbers, and details of equipment and extras such as wire wheels, heater, type of tyres etc.

This information is now available to owners for £10 and comes on a specially designed BMIHT certificate which is suitable for framing. The document is embossed with the Trust's stamp and signed by the archivist, Anders Ditley Clausager, as proof of authenticity. The new certificates are posted flat in hard-backed envelopes to minimise the risk of damage while in the post.

Commenting on the new certificate Peter Mitchell, BMIHT managing director said, "The original charge of £5 was proving to be uneconomic and as a Trust we have a duty to ensure that our services are self financing. However, we also decided that we would like to improve the presentation of the records so have produced a certificate which is both well designed and informative."

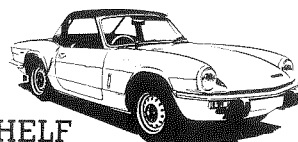
The Production Trace Service is available for the following cars:

Standard 1945 to 1963 Triumph 1945 - 1977  
**NB Please note that the service is only available for cars more than ten years old.**  
Anyone wishing to have the production record of their car traced should write to: Production Trace Service, British Motor Industry Heritage Trust, Castle Road, Studley, Warwickshire, B80 7AJ.

## Triumph Services of Templecombe

NEW & USED SPARES OF THE SHELF  
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Contact Andy Topp on (0963) 71333 Day  
or 251189 Evenings



Unit 1 Station Yard  
Templecombe Somerset

SPITFIRE  
GT6  
HERALD  
VITESSE

# WHAT'S ON NEXT

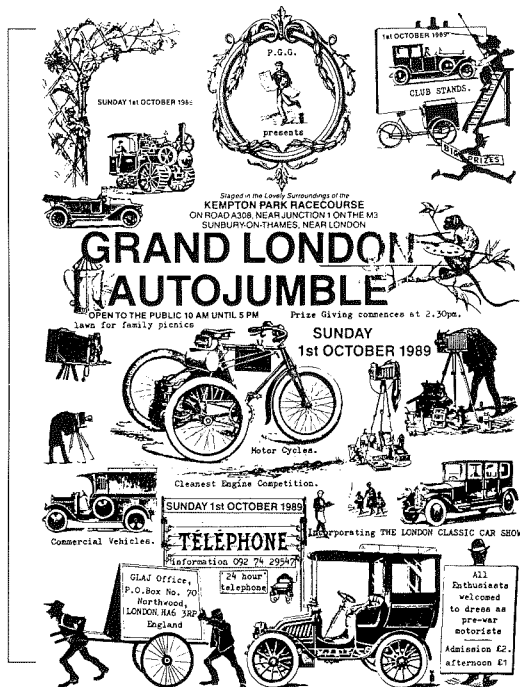
Jonty Wild

We have two national events this month: *8th North Yorkshire Area Annual Concours and Moors Run*, Sunday 3rd September, being held at the Blacksmiths Arms Hotel, Hartcroft End, Rosedale Abbey, Nr. Pickering, N. Yorks - contact Pete Johnston, tel: (0757) 618787 and we have the popular and successful *WAC '89* (Worcester Area Concours), Avoncroft Museum, Stoke Heath, Nr. Bromsgrove, Worcs - contact: Bill and Bev Dixon, tel: (0905) 358781.

There is also an indoor show, which of course we will be attending and in fact as a 'feature Club', we have one of the largest stands, i.e. the *Brighton Classic Car Show*. So please support the TSSC and the Show organisers for their support of us by attending. The event takes place on the 23rd and 24th September in the Brighton Metropole Hotel, Brighton - contact Jonty Wild, tel: (0462) 56315.

We have also been invited to join the TR Drivers Club for their National Event on 2nd and 3rd September at Billing Aquadrome near Northampton. So any interested members please support them by attending.

Lastly September contains the best Triumph event in Europe, the Triumph Spitfire Club of Holland's International Spitfire Weekend. If you haven't booked, then you've missed this one, but remember it for next year - it is a must!



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Autojumble

Sunday 1st October  
1989

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for full details

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# SHOW



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SUNDAY 24 SEPT  
1989**

**TSSC**  
**Feature stand!!!**  
**See us there!!!!!!!!!!!!**

**THE BRIGHTON METROPOLE HOTEL**

# The Malvern Motoring Event

Make a date in your diary for this great family show. This event is not only for concours cars but an opportunity to show the world what your car and our Club is all about. We have been allocated a large parking area in a foremost position so let's fill it with Club cars. Everyone will receive a commemorative plaque as well as a day to remember. So don't forget we want a good display of everyday cars.

# October 7th & 8th 1989

For further information ring:- Dennis Benson on 0527 77059  
or Simon Coldbreath on 0905 820697

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& MART**

# V C TOP QUALITY TRIM

## TOP QUALITY CARPET SETS

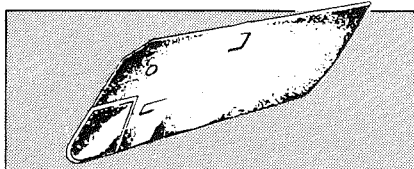
Spitfire	£49.50
GT6	£59.50
Herald/Vitesse	£69.50

## FRONT CARPETS

Spitfire/GT6	Pair £9.50
Herald/Vitesse	Pair £12.50
Boot Carpet	£9.90

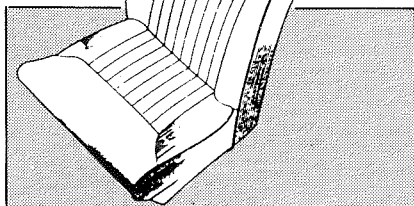
## TRIM PANELS

Spitfire/GT6 Door Panels	Pair £22.00
Spitfire 1/4 Panels	Pair £12.00



## SEAT COVERS

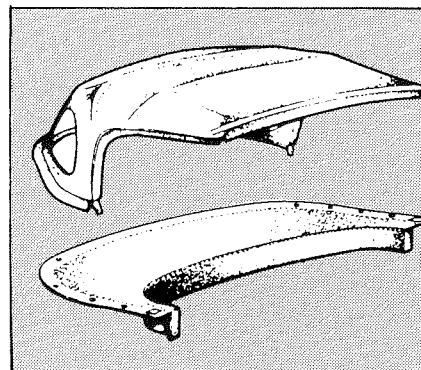
Spitfire Mk.3	Set £59.50
Spitfire Mk.4	Set £59.50



## NEW ITEM AVAILABLE

Spitfire Mk.1,2 Hood Frame	£65.00
----------------------------	--------

	HOOD	TONN	H/BAG
HERALD/VITESSE			
Black PVC	£54.50	£29.50	£27.50
White PVC	£64.50	£37.50	£35.00
Black Canvas	£79.50	£49.50	£39.50
Tan Canvas	£79.50	£49.50	£39.50
Black Mohair	£145.00	£79.50	£59.50
SPITFIRE MK 1,2			
Black PVC	£54.50	£29.50	£27.50
White PVC	£64.50	£37.50	£35.00
Black Canvas	£79.50	£49.50	£39.50
Tan Canvas	£79.50	£49.50	£39.50
Black Mohair	£145.00	£79.50	£59.50
SPITFIRE MK 4/1500			
Black PVC	£64.50	£29.50	£27.50
White PVC	£80.00	£37.50	£35.00
Black Canvas	£89.50	£49.50	£39.50
Tan Canvas	£89.50	£49.50	£39.50
Black Mohair	£160.00	£79.50	£59.50



All prices are correct at time of going to press, although subject to change without prior notice.

ACCESS & BARCLAYCARD WELCOME  
ALL PRICES EXCLUDE VAT & CARRIAGE



# COP SHOP

Mike Crewes

## Registration Marks

Vehicles registered before 1st January, 1973 may have registration marks of white, silver or light grey letters and figures on a black plate - Regulation 6 of Part II of Schedule 2 of Road Vehicles (Licensing and Registration)

Regulations, or black letters and figures on a reflex-reflecting plate, that conforms with BS AG. 145:1967. Vehicles registered after 1st January, 1973 must display the reflex-reflecting registration plates (REG. 8). There are exemptions but cars are not among them.

A registration plate fixed to the rear of a trailer must conform with the requirements of the vehicle towing it; the same type of plate must be displayed (REG.8B). It is also worth noting here that if you tow a trailer, the vehicle towing it need not display a rear registration mark whilst the trailer is towed. This is so that if necessary, (i.e. using Club trailers) the rear registration plate may be taken off the car and fixed to the trailer. Also, if you have more than one car and each one regularly tows a trailer, the registration number on the trailer must be that of the vehicle towing it.

The registration number must be displayed on flat, rectangular plates or on a rectangular, flat and unbroken area on the surface of the vehicle (REG.9). This means, strictly speaking, sticking it to a bonnet is out. Yes, I know E-Type Jaguars fit them that way, but they do occasionally get prosecuted.

Each letter and figure shall be 3 1/2 inches high and 5/8 inch broad. The total width taken up by each letter or figure shall be 2 1/2 inches except figure '1', (REG. 10).

There must be an upper and lower margin of at least 1/2 inch and a side margin either side of at least 1 inch. The space between the nearest parts of adjoining letters and adjoining figures shall be 1/2 inch, except figure '1', where it shall not be less than 1/2 inch nor more than 1 7/16 inches. Between two '1' digits must be more than 1/2 inch, but less than 2 inches (REG.11).

If the registration mark is in two or three lines, the distance between the lines must be 3/4 inch. The distance between letters and figures must be

1 1/2 inches (REG. 12). Embossed or pressed plates do have more tolerance in the spaces but I think that if you buy these plates, they normally conform.

Motorcycles have different measurements which are available on request. There are also regulations for letters and figures that are only 3 3/8 inches high but these plates are rare. Specifications available on request. This is also the smallest size you may have on a car.

That briefly is the regulations regarding Registration Plates, something I have had a lot of enquiries about recently. ALL registration numbers must comply with these regulations, even if they are cherished or unusual numbers. If your numbers are incorrectly spaced, you face prosecution.

Many spares shops will tell that the stick-on number-plates will not pass the MOT test. This is INCORRECT and, providing they conform to the regulations, there is no problem. Many trailers are fitted with stick-on number-plates made by their owners which conform and are perfectly legal.

So there you have it! If you want any more information drop me a line.

If you have any queries or topics on 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 28 pence away. ★

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Inside Opening Handle .....	£3.50
Bonnet Locks (pair) .....	£9.50
Wiper Blades Stainless .....	£3.95
Wiper Arms Chrome/Stainless .....	£4.95
Wiper (Pump Type) Switch .....	£18.00
Petrol Cap Chrome .....	£3.95
Boot Hinges (pairs) .....	£15.00

### CHROME & FITTINGS

#### Spit IV/1500 GT6 III

Boot/Tailgate Locks .....	£14.00
GT6 MkIII Bonnet Badge .....	£12.50
GT6 Tailgate Badge .....	£12.50
Original Door Mirrors .....	£9.50
Inside Door Handle .....	£14.90
Inside Handle Repair Kit .....	£6.90
Outside Handle Repair Kit .....	£2.95
Stainless Wiper Blades .....	£3.95

Wiper Wheel Boxes INC nut .....	£7.90
Window Winder Handle .....	£3.50
Matched Pair Doorlocks .....	£9.50
Bonnet Locks (pair) .....	£9.50
Chrome WHEELNUTS (each) .....	£1.50

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Hose Set Vitesse .....	£13.00

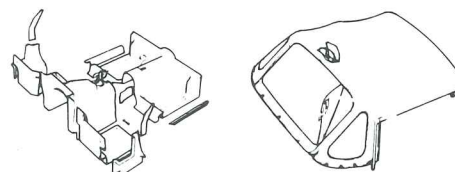
Hose Set Spitfire .....	£14.00
Hose Set Herald (state) .....	£14.50

### TRIM & RUBBER SEALS

#### Herald/Vitesse

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Windscreen Seals .....	£16.00
Draught Excluder from .....	£9.50
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2-Piece Insert for Screen Seal	
& 2 Clips (MkIV and GT6 3) .....	£25.00
Windscreen Seals .....	£16.00
GT6 Tailgate Seals .....	£16.00
Bright Insert for above .....	£6.50
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Carpet Sets as above .....	£65.00
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Original Doorskin .....	£19.00
Rear Wing Arch Repair .....	£15.00
Original Rear Valance .....	£29.00
Rear 1/4 Valance .....	£16.00

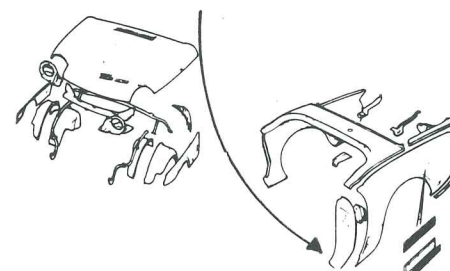
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### STEEL PANELS

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ALL OTHER PANELS STOCKED

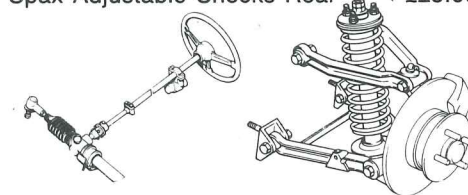


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Vertical Link (State Model) .....	£32.00

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Rear Shock Absorber (Shop Soiled) .....	£10.00
Top Ball Joint .....	£7.90
Spax Adjustable Shocks Front .....	£27.50
Spax Adjustable Shocks Rear .....	£25.00



### ROTOFLEX REAR SUSPENSION

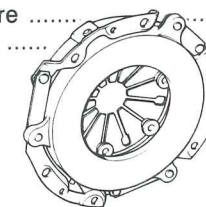
Rear shock Absorber GT6 .....	£16.50
New Rear Hub/Stud Assembly .....	£49.00
Rotoflex Couplings inc Bolts .....	£21.00
(Genuine B.L. WILL LAST!!!!)	
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Complete Bush/Spacer Kit .....	£19.50
(Stainless Steel Spacers)	

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### CLUTCHES (New With 24,000 Mile G,Tee)

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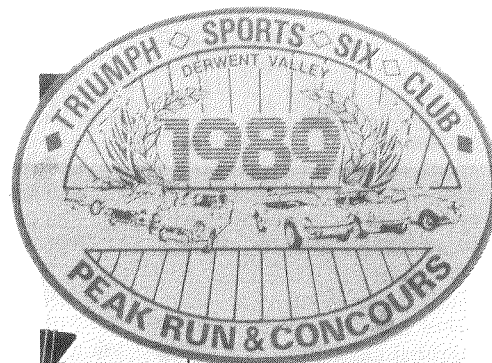
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# DERWENT VALLEY 1ST PEAK RUN AND CONCOURS

Reported by John Eade



**O**ur first Peak Run and Concours was held on June 26th and what a day it turned out to be.

Many of the participants had already made their way to Winster, near Matlock by the time I arrived at 9.30 am. Some were camping in the field at the back of the 'Miners Standard', other were staying locally in B&B accommodation.

By 10.15 am the cars were starting to fill the bottom two car parks and still more were coming. At 11.00 am it was time for the 'off', with myself in the lead and 47 Club cars behind. The committee had decided that I should lead the run - not a wise choice as I missed one of the turnings and half the convoy and myself made a slight detour! This resulted in the second half of the convoy arriving at the Barrell at Bretton before myself and most of the others.

The weather throughout the day was superb, which, in turn, added to the splendour of the scenery. The Peak District varied

considerably from rolling hills and pasture, to limestone outcrops and finally to bleak moorland - all very impressive.

Everyone finally arrived at the 'Barnell' where most found the scenery, beer, company and refreshments much to their liking. After about 1½ hours, we all moved off again on the final leg to Chatsworth House. The cars looked very impressive as they wound their way up onto the moors.

We arrived at Chatsworth at 2.00 pm and were placed in the park very near to the house. Two long lines of cars were displayed for all to see. In all over 70 cars were put on show and a lot of public interest was shown as the general public, having seen the house and gardens, came to have a look at our cars. The standard of cars was very good indeed and the concours results are as follows:-

HERALD - John Kipping Trophy:  
1st - Nina Hutsley - MNU 258D  
2nd - ? - OEW 846J  
Highly Commended - Chris Young - XUT 43J  
Highly Commended - Pauline Muggleton - BNX 792J

VITESSE - Geoff Fletcher Trophy:  
1st - Malcolm Liptrott - BYP 90H  
2nd - John Gregory - VHP 318H  
Highly Commended - ? - UVT 962G

SPITFIRE - Spitfires UK Trophy:  
1st - Ian Gitting - NTG 40R  
2nd - R Ranasinghe - CGN 468X  
Highly Commended - ? - AEG 333T  
Highly Commended - Maureen Lowe - ARY 172K

GT6 - Railway Inn Trophy:  
1st - Andrew Horton - PWR 66K  
2nd - Shaun Derrick - SUU 846K

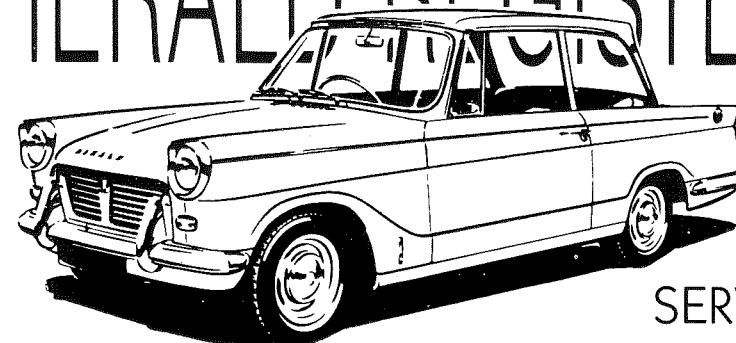
BOND/SPECIAL - Kennings (Differential) Trophy:  
1st - Keith Dungworth - NJA 791G  
2nd - M Heeley - WUG 819H

VISITORS CHOICE:  
Denise Harrison - Spitfire MkII, GKU 525B  
DISTANCE AWARD:  
Duncan Holden - DPC 100J, 210 miles (Harrogate)

WOODEN SPOON:  
B Stonesfield - KUE 369L (Spitfire under restoration)

Thanks to all those people who came, the cars and the people who drove them and made the day for me and I hope to see you all again next year. ★

# HERALD REGISTER



**Chris  
Longhurst**

## SERVICE ITEMS

**A** great many common service items are still available "off the shelf" in High Street shops such as Halfords, Les Smith etc., etc. The problem is that catalogues do not always include Herald items. Lucas items were originally fitted and the part numbers for common Lucas items are:

	Herald	Herald
1200	12/50	13/60
Leads a	DHB 802	DHB 805
Distributor Cap	DDB 110	DDB 106
Contact Points	DSB 101	DSB 101
Condenser	DCB 101	DCB 101
Rotor	DRB 101	DRB 101
Coil b	c	DLB 101

a) DHB805/DDB106 was used on late 1200's. As long as leads and cap are matched you will be o.k.

b) Check that your lead from distributor to coil is push fit or screw-in and get the appropriate coil (or vice versa!)

c) The screw in early coil seems difficult to find at the moment. In a number of parts books it is listed as interchange with the push fit type! See b) above.

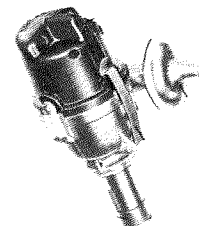
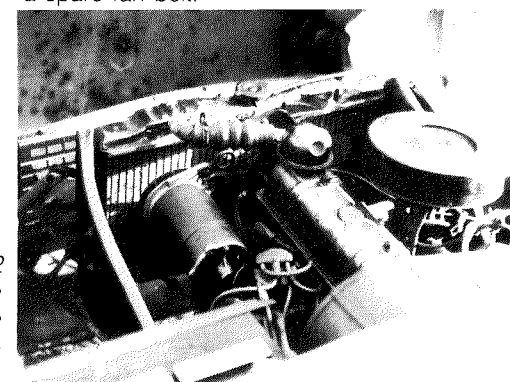


Fig. 1. Early side entry distributor cap on 1962 Herald 1200. Note that the cap-coil aperture points to the battery. On later caps (DDB110) the cap points to the dynamo. The caps are interchangeable (Photo: A.N.Wright).

Champion Spark plugs for the 1147cc engine are short reach L87YC and for the 1300cc engine N9YC. Premier 'copper cored' plugs are L87YCC and N9YCC respectively. The copper cored plugs should be gapped at approx. 32 thou. instead of 25 thou. NGK plugs are BP6HS for the 1147 and BP6ES for the 1300 engine. Do not fit the long reach 1300 plug to 1147 engines - they fit but the spark fires very close to the piston top leading to spark erosion of the aluminium piston!

Standard batteries (Lucas) are coded 038 and high power batteries 015. These fitment codes are used by a number of other manufacturers.

Radiator top hoses (QH Part No. RH886) and bottom hoses (QH Part No. RH 620) are also "sometimes" available off the shelf but often need ordering. It makes sense to order spares now and carry them tucked behind the battery along with a spare fan belt!



# JOHN KIPPING TRIUMPH SPARES

## HERALD VITESSE SPITFIRE GT6

SHOP HOURS — MON to FRI 9.30 - 5.30 SAT 9.00 - 1.00

TELEFAX 0203 637238

### Whats New!



Front Springs - Standard or Heavy Duty

(from original manufactures) ..... £31.00pr

Spitfire/GT6 Battery Box

(from the original press tool ..... £14.00

New Steering Rack Pinion

Spitfire/Herald Left Hand Drive ..... £15.00

COMPLETE Rear Stop/Tail Lights

Spitfire I/II/III & GT6 I/II ..... £31.00ea

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3.63:1 With New Crown Wheel & Pinion ... £195.00

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**Dave Beardsley**

This months article is headed with a picture of my Estate. Please note the ultra-lightweight body and reduced level of trim.

The car will be completely rebuilt over the coming months (possibly years) and I hope to cover the major stages as well as many of the minor jobs involved, in future articles.

I hope that during this time I will be able to impart not only the technicalities involved but also some of the philosophical lessons.

I have already learnt from previous rebuilds that setting detailed timetables is impractical, you either rush to complete a task "on schedule" or get disheartened because you are "getting behind". Having said that, I have set various targets, as follows:

End of: July - Chassis fully stripped.

1989 - Chassis repaired and painted.

Spring 1990 - Running gear rebuilt and fitted to chassis

Autumn 1990 - Body repaired, painted & refitted to chassis

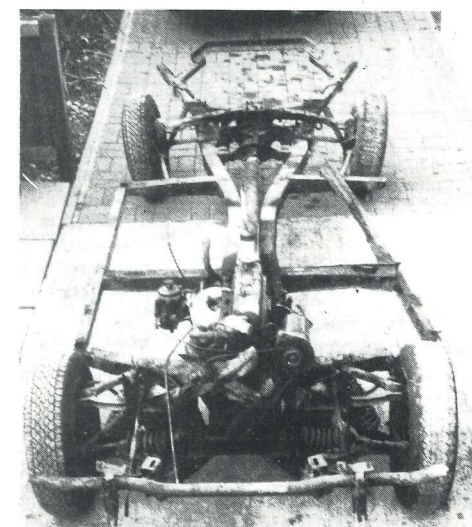
Winter 1990 - Trim and electrics fitted

Spring 1991 - FINISHED!

Now that I have committed myself in print, you will be able to see how accurate these plans are.

Before you take a screwdriver to your car, take a notepad. Look very critically at everything that will need replacing, it is far easier when facing a complete car than a pile of bits. You will probably find this will take in excess of one hour, but it is worthwhile. Take plenty of photographs, not just for your rebuild album when its all over, but to show the position and relationships between various components. Take plenty of notes as well, the obvious now may not be obvious in 12 months time.

# HERALD 13/60 REGISTER



Ensure that everything works before you start, otherwise you may spend several hours at the end of the rebuild, trying to make something work, that never worked in the first place.

Whilst doing all this, apply penetrating oil to all the nuts and bolts you can find. Brush away excess dirt as this only soaks up the oil, preventing it doing its job. Do it several times, starting at least a week before the stripping begins and use plenty. I have found that engine oil mixed 50/50 with White Spirits makes a much cheaper substitute and works well.

Finally for this month, a Thank You to all the members who offered their cars for the Herald display at The International Weekend, whether they were used or not.

# RIMMER BROS

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### SPITFIRE IV

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1500	£49.50
Master Cyl	£28.00
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Engine Service Kit	£14.00
Head Gasket Sets	£15.00
Sump Sets	£6.50

Radiator (Recon)	£49.00 ex
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Gearboxes (Recon)	
from	£100.00 ex
Overdrive (Recon)	£115.00
Propshafts from	£40.00
Halfshafts	P.O.A
Differential (Recon)	£130.00 ex

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Pads	£5.00
Shoes	£9.00 set
Copper B/Pipe Kit	£25.00
Flexi Hoses	£6.00 ea
Master Cyls	£35/£65
Calipers (Recon)	£30.00 ex
W/Cyls	£10.00

Steering Rack (Recon)	£35.00 ex
Front/Rear Shox	£15.00 ea
Trunnions	£25.00
V/Links	£35.00

Rear Spring (Original)	£60.00
Suspension Parts, Bushes Mountings Available.	
Wheelbearing Kits	£9.00
Windscreen Seals	£19.50
Door Seals	£8.00
Hardtop/Softop Seals.	
Cables-Handbrake	£3/£4
Accelerator	£6.50
Choke	£7.50
Speedo	£7.00

Chassis Frame	£350.00
Front Quarter Valance	
Steel	£29.00
Fibreglass	£15.00
Bonnet Assy Complete	P.O.A.
Top Panel	£80.00
Outer Wings	£49.00
Inner Arches	£20.00

Sills from	£10.00
Rear Valance	£30.00
Rear Wing	£69.00
Bootlid (Steel)	£80.00
(Fibreglass, Top Quality)	£50.00
Doors from	£65.00
Skin	£20.00
Bumpers	P.O.A
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Carpet Sets (Top Quality)	£50.00
Interior Trim Available Please Ring	
Door Seal	£15.00 pr
Hardtop (Lenham)	£195.00
Hood + Frame Assy (Ready To Fit)	£175.00
Hood Cover Only	£49/59

D/Duck	£100.00
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Tonneau Covers	£35/£49
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Starter Motor	£15.00 ex
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Stainless Steel Exhaust Systems 1300/1500	£105.00
Mild Steel	£50/£60

### GT6

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Short (recon)	£295.00 ex
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Water Pump	£25.00
Camshaft (new)	£75.00
Cylinder Heads from	£50.00
Crankshaft (Recon)	£75.00 ex

Clutch Assy.	£55.00
Engine Service Kit	£16.00
Head Gasket Set	£20.00
Sump Set	£9.00

Brake Discs	£17.50 ea
Pads	£6.50 set
Shoes	£6.00
Hoses	£5.00

Suspension V/Links	£30.00
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Differential	£125.00 ex
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Bodywork See Spitfire.	
Carpet Set (Top Quality)	£60.00

Stainless Steel Exhaust System	£110.00
M/Steel	£80.00

Ask For Free Price List.



# VITESSE



# REGISTER

This month's feature car belongs to Oliver Brooke, a white MkII in very nice order. Many thanks to Geoffrey Titler, whose MkII was featured in The Courier number 109, for coming to my aid with an SAH rocker box cover. Much appreciated Geoffrey.

## Andy Bonner

PET HATES:

Has anyone noticed the increasing use of POA in the Classic Car Press advertisement sections? What does it mean?

Could it be: I am asking so much for it that I am too embarrassed to publish the price?

I sincerely hope that this kind of advertising never creeps into The Courier.

### LEAD FREE CYLINDER HEADS:

Max Mitchell has written to me to say that he has taken the plunge and bought a lead free cylinder head for his MkII from *Peter Burgess Heads*. Their address is: Unit 1, Stonebroom Industrial Estate, Stonebroom, Derbyshire.

Apparently they have previous experience on the same guidelines as lead free from converting cars to LPG some time ago. They are well known for their current work on lead free MGB cylinder heads.

The total cost including: Inc VAT £236.00  
New inlet valves (STD)  
New exhaust valves (hardened)  
New valve guides (hardened)  
New seat inserts (hardened)

Max has said that he will report later to let us know how he gets on with his modified head. Please Note:

The production record trace from BL Heritage, as mentioned in this column in The Courier 102, has now risen in price from £5.00 to £10.00.

### WANTED:

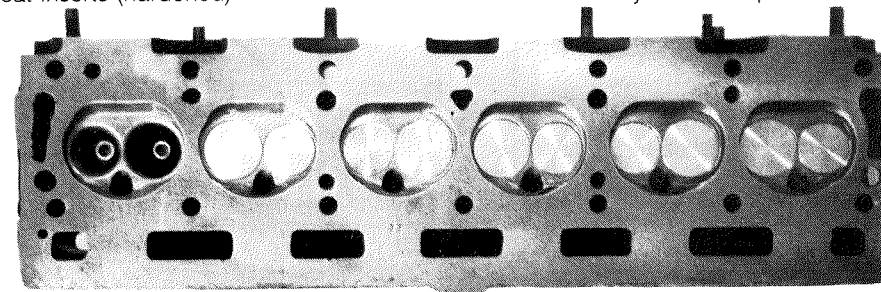
1. More photos of your MkIIs with details if possible, for inclusion in this column.
2. 6-branch extractor exhaust manifolds for MkI engine (my address is at the back of The Courier).

### CONGRATULATIONS .....

..... to Malcolm Reynolds for his success in the TSSC International Weekend Concours: *first place in the Modified Vitesse Class*. MCR 936 was featured in this column in Courier number 108.

### PLEASE NOTE:

Any photographs that you send me for inclusion in this column that are not requested to be returned, are being included in a MkII album that I am compiling, so if you don't ask for them back, that is where they will end up.



### FAST MAIL/TELEPHONE ORDER IF REQUIRED

The above is only a sample of our wide range of stock items. For full details please send SAE or telephone for price List. To place an order, telephone with credit card details or forward cheque (please check delivery costs). All prices plus VAT.

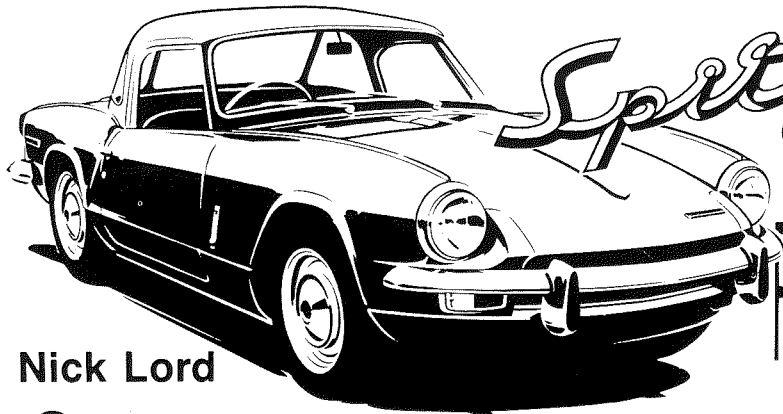


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Nick Lord

**G**reetings fellow Spitfire owners, and others. No Spitfires spotted in Greece I'm afraid but two Heralds caught on film; one stripped convertible on Andros and a moving convertible on Tinos. Our International Secretary will, no doubt, be exhibiting these in due course. I notice that our International Secretary failed to mention that when our narrow boat broke down three times, his contribution was a series of casually flung comments, whilst remaining on his back!

Right then, who can I annoy this month? Seriously though folks, it is quite difficult to match articles to everyone's taste, so I shall continue to give a bit of everything which, judging by the many appreciative letters (keep 'em coming!) seems to be what you want.

I am indebted to Peter Jacklin (Bond Register Secretary) for the Autocar 1959 advertisement for a 'Safety Felt Cap'. Has anyone got one? Do they work?

The majority of telephone calls I receive from you fall into two categories:

1. Those wanting information on where to get various items of work done, from simple repairs to full restorations.
2. Those who have had work done badly and want to do something about it.

Concerning the first category, I am always happy to give a list of places for various jobs. It is impossible for me to say, "Oh yes, go to X, they're brilliant", because obviously if something goes wrong, I'm going to look rather silly. What you can do yourself and this leads on to the second category, is to go and see their work, try and talk to other customers, look at their facilities and tools, see how they treat the cars, e.g. dropping spanners on the bodywork etc., and if they are secure at night.

Moving on to the second category, what do you do if the job is bad?

Firstly, inspect the car well before you take it away, point out anything that's not right. If you refuse to pay, they may not let you take the car away but you can go home and stop the cheque and then they will have to sue you. If possible take photographs before you hand over the car and again when you collect it, before driv-



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ing away. ALWAYS keep and file every item of documentation, however small, and keep it as you may need it one day.

If a firm refuses to put a job right, you can pursue the matter either through a Small Claims Court (maximum claim £500) for a nominal fee to yourself (I think £10). If your claim is more than £500, then consult a Solicitor and go through the County Court. I am currently suing a firm, and therefore have some experience of this.

If you are unhappy about a paint job, then the RAC can put you in touch with a professional, independent paint analyst. For a fee of approximately £50, he will come and perform an examination of your paint and panel condition and produce a report that can be used in Court. If you need any further information on this, then please contact me.

Please bear with me for a week or two on replies to your letters - I've been away for a month but the pile is slowly going down, as I work through it.

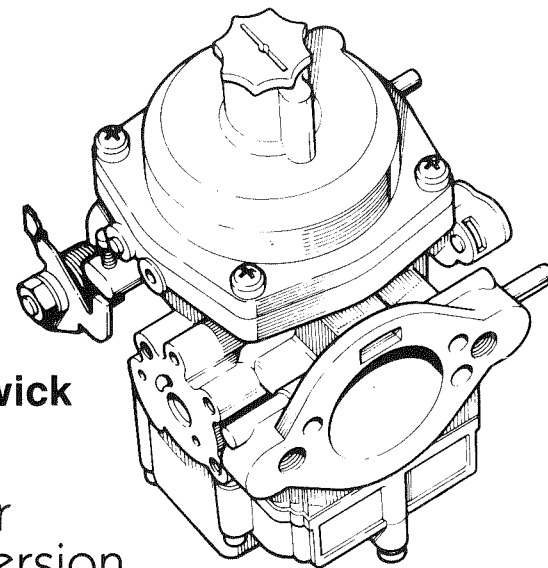
If there are any 'legal eagles' amongst our membership, maybe they could offer some professional comments upon my words on legal action. Although I would like to think of it as a rare occurrence, it does seem that more and more members are having sub-standard or careless work done.

Many thanks for all your photographs - I will be including them all in future articles. ★

# GT6 I II III REGISTER

Chris Chadwick

## 1 3/4" Stromberg Carburettor Conversion



**O**ne of the most popular tuning conversions for the GT6 has been the fitment of larger carburettors. The GT6 is acknowledged to be slightly 'under-carbed' and will benefit from such a conversion to the extent that power is improved, most especially at higher engine speeds.

Most authorities on tuning will today advocate the use of S.U. carburettors rather than Strombergs, largely because parts for the S.U. are cheap and plentiful. The Stromberg Company did in fact go out of business some years ago and it became difficult to get hold of spare parts. However, the rights to remanufacture were subsequently bought up by a rival (so my local tuning shop tells me) and much of the material is now available once more. Stromberg carburettors, therefore, appear to be undergoing something of a revival, which is good, because they were fitted to many Triumph sportscars. The GT6 is, of course, fitted with 1 1/2" Strombergs as standard and parts for the larger 1 3/4" Stromberg can again be obtained.

I was drawn to the 175 Stromberg rather than to the equivalent S.U. because the

former 'look right' under the bonnet of the GT6. Although S.U.s have also been fitted to many Triumphs, they are more usually associated with the BMC product. The Stromberg is just as good; Triumph development engineers are reported to have observed no difference at all when TR4s fitted with S.U.s and Strombergs were compared.

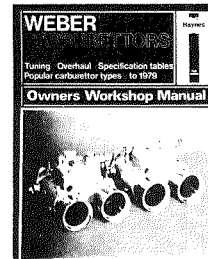
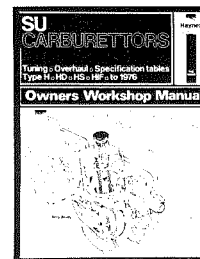
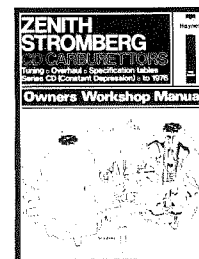
The only problem today is

actually to find a pair of the original 175 CD Strombergs that have the original bullet style needles. The later carburettor with the biased needle is the emission-controlled version and does not provide a good starting point for tuning. I obtained a pair locally about a year ago, but the only other set which I have seen were on offer at the Stafford Showground last month. I am

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surprised that they didn't sell immediately. Otherwise, it is absolutely ages since I saw a set and they seem to be very scarce today.

The 175 CD Stromberg is suitable for both the 2½ litre and 2 litre version of the Triumph six, but before I go on, let me recap a little. Under the bonnet of my own car I have a 2½ litre at the moment. Eventually I intend to revert to the standard 2 litre but quite naturally I wish to get some honest wear out of this engine first, since it was in fact reconditioned recently. The 2½ litre engine runs well, but I was never really happy with the fuel injection. I know that it is a popular conversion but it doesn't really fit the car properly. The Vitesse is a much better starting point for tuning, simply because there is so much more room. The foremost irritant with my car was the that distributor actually sits a few inches higher than normal (on top of the metering unit) and fouls the bonnet to the extent that paint has been scraped from the underside of the bonnet panel. This fact, sundry other problems, together with the absurd underbonnet appearance with all those untidy tubes, led me to convert to carbs instead. Later on when I revert to the 2 litre engine, the 175 CDs will probably stay but, of course, they will have to be reset, probably with weaker needles.

**MANIFOLD:** I tried to obtain an inlet manifold from an export TR6, which is drilled to accept the 175 CD. However, these manifolds are like gold dust and I was unable to find one. So instead I had

to buy a 1¾" carb adaptor plate from Triumphtune. These are used to enable the 1¾" carb to be bolted to the standard GT6 manifold and they work well. The carb does, of course, sit about 1 cm further from the engine than it otherwise would. I also bought gaskets and the asbestos heat shields at the same

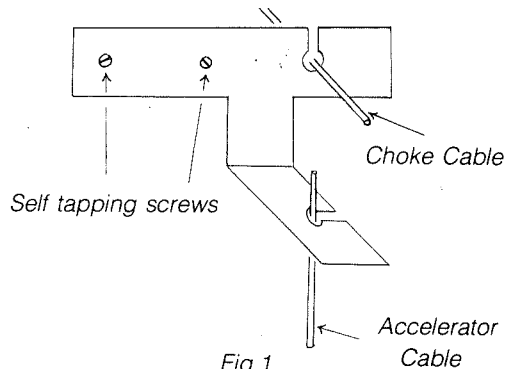


Fig. 1.

**LINKAGE:** This was more of a problem to get working correctly. I made up a bracket (Figure 1) to hold the choke and accelerator cables. This I screwed to the manifold so that it lay below the cablegrip of the accelerator and adjacent to the cablegrip of the choke. Thus, the accelerator cable acts vertically from below the choke cable horizontally towards the engine. The only problem has been to find a throttle return spring of the correct length.

**AIR FILTERS:** If you decide to keep the standard GT6 air filter housing, the problem will be that the diameter of the carb throat is larger than that of the inlet to the filter box. Thus, the filter box would have to be opened out to produce a hole of the right size, and would have to be redrilled to mate with the bolt holes on the carbs. It is much easier to find loose air filters. On the other hand, using the standard air filter housing will improve the underbonnet appearance because the air trunking to the radiator surround can then be retained. I have measured the distance between the filter housing and bonnet and there are no clearance problems. Using an export TR6 manifold would provide even more room.

**OTHER ANCILLARIES:** The distributor drive gear of my injected engine was replaced with the shorter GT6 item. I discarded the injection distributor and the car actually runs well with a standard GT6 distributor. I bought an advance spring kit from Triumphtune in order to tinker around with the advance curve. The kit contains 4 or 5 different springs and the idea is to try them until you get the best performance. This approach does seem a little unscientific but it actually works!

The electric fuel pump I also dumped in favour of the standard GT6 pump. On the other side of the engine is a blanking plate which is removed. The GT6 pump can then be bolted directly in place, remembering that the actuating arm fits above, not below the camshaft.

**CRANKSHAFT BREATHER:** The late MkIII GT6 uses a system in which fumes pass from the outlet on the rocker cover, to a tee piece which

divides the fumes between the two carburettors. Obviously, since there is no drilling in the 175 CD to accept the fumes, I had to use a system like that of the GT6 MkII, in which fumes are fed to a cleanable crankcase breather valve. However, I also had to make some provision for the brake servo. The end result is shown in Figure 2.

**TUNING:** The car started first time on 2A needles but these seem to be a little weak. I then tried fitting 4J needles but these were hopeless. The car ran but it was absurdly rich. So it will be one of several needles in between.

There are also biased needles to choose from. Although these cannot be fitted direct, the needle can be removed from its sprung base and fitted to the base of the bullet style metering needle.

When set up, I think that the car will be *almost* as fast as it was on fuel injection. But the underbonnet appearance is so much better. I now have the satisfaction of driving a car which I know to be right instead of one on which bits and pieces

rub together, emit huge amounts of petrol fumes, make horrid whining noises and so on.

**ANY OTHER BUSINESS:**

Following my recent article on wheels, two owners have let me know that their MkIII GT6s were supplied direct from the factory with wire wheels fitted as standard. They are bolt-on wheels and apparently have a scarce GT6 badge fitted at the centre of the hub. Thus it would seem that wire wheels were indeed a standard option and are right for the MkIII.

On the subject of luggage straps, Mr D Potter and Mr T Raven-Hill have each been kind enough to offer their luggage straps as originals to copy if required. The straps would seem to be of webbing rather than leather and should be easy to copy. I have written to various manufacturers to ascertain whether they would wish to copy the item.

Thank you for your letters, by the way. I have been inundated with correspondence recently and will wade through the pile at maximum speed!

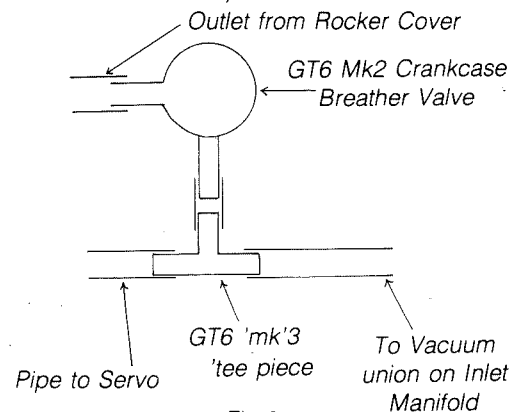


Fig. 2.



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# Vitesse

## 1600 Mk1 REGISTER

**A** first this month, a 2 LTR MK1 heads up this months article. Sent in by Hugh Lockwood of Kings Lynn, Norfolk, this 1968 Royal Blue Saloon with sunshine roof is totally original apart from new sills and front valence.

## INLET MANIFOLDS John Thomason

There are two requirements for maximum power from an engine:-

1. To get as much air/fuel mix into the cylinder for burning as possible.
2. The air/fuel should be well mixed and evenly distributed between the cylinders of the engine.

Both of these requirements are influenced by the design of the inlet manifold and as ever the requirements are in conflict requiring a compromise.

### 1. Getting the air/fuel in - Volumetric Efficiency

When a piston moves down the cylinder bore on the intake stroke, it momentarily causes a vacuum within the cylinder, known as 'engine vacuum'. Air/fuel rushes in through the inlet manifold, to fill the vacuum. At low engine speeds the intake stroke takes approx 1/10th of a sec. At high engine speeds, the time is less than 1/100th of a sec, and so there is less time for the air to rush in and fill the cylinder. Consequently at higher speeds the cylinders are not as full of air/fuel mix as they could be. It is this limitation of how quickly the air/fuel can be sucked into the cylinder at high engine speeds which determines the max power of the engine.

A measure of the amount of air/fuel mixture drawn into the cylinder is known as the volumetric efficiency.

Volumetric Efficiency = Vol of air/fuel that actually enters the cylinder  
Vol displaced by the cylinder moving down the bore

Volumetric Efficiency =  $\frac{\text{Vol of air/fuel that actually enters the cylinder}}{\text{Vol displaced by the cylinder moving down the bore}}$

A low volumetric efficiency means that the cylinder is not being filled as much as it could be.

Any restriction in the inlet such as, the airfilter, the carburettor, the manifold and valves, will tend to prevent the air entering the cylinder and reduce volumetric efficiency. Thus the manifold must provide the most direct and least torturous path for the air between the carb and cylinder.

### 2. Fuel/Air Mixing and Distribution

The fuel spray leaving the carb consists of evaporated fuel, a mist of fuel particles and a considerable quantity of heavier particles of fuel. Fig. 1. By the time the mixture reaches the combustion chamber it must consist of a homogeneous mix of air and fuel, necessary for rapid and even combustion.

Good air/fuel mixing can be achieved by:-  
a. Creating turbulence

*Part 1*

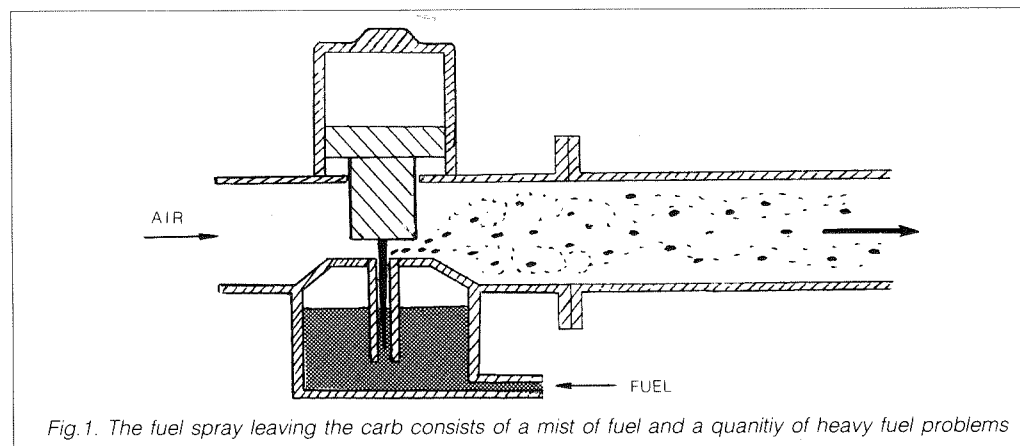


Fig. 1. The fuel spray leaving the carb consists of a mist of fuel and a quantity of heavy fuel problems

- a. Maintaining good manifold depression, ie evaporation is better at low pressure.
- c. Maintaining high mixture velocities to prevent the larger fuel particles falling out of the mixture stream.

Even mixture distribution between cylinders is also essential for smooth running and the prevention of some cylinders running rich while others run lean. Good distribution is achieved by good vaporisation, since large fuel particles are difficult to direct, tending to travel in straight lines because of their inertia, Fig. 2.

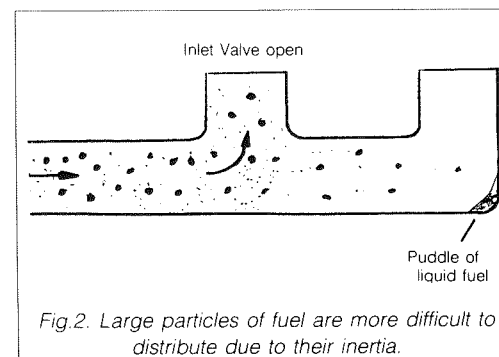


Fig.2. Large particles of fuel are more difficult to distribute due to their inertia.

The manifold designer has several variables he can consider to achieve these two main requirements of volumetric efficiency and good mixing.

### 1. Manifold size

Altering the diameter of the inlet ducts will change the speed of the mixture passing through the duct. To pass a given volume of mixture down the inlet duct in a given time, the mixture will travel faster down a narrow duct than a wider one.

The use of small inlet ducts to give high mixture velocities, aids the breaking up of the large globules of fuel and the mixing of the air and fuel. However as engine speed increases, the narrower duct will begin to restrict the flow of mixture into the cylinder and limit peak power.

A large inlet manifold will place no such restrictions and allows high power outputs at high engines speeds. However at low engine speeds, mixture velocities will be low, allowing large fuel globules to fall out of the mixture stream. Consequently air/fuel mixing and even distribution is difficult, leading to lumpy idle and poor torque at low speeds.

### Manifold Walls

- a. A smooth manifold wall reduces the amount of fuel that can be trapped and held on the walls of the manifold.
- b. Smooth walls reduce turbulence effects which tend to slow down the passage of the mixture.

The advantage of (a) outweighs that of using rough walls to introduce turbulence, which can be produced by other methods.

### Manifold Floor

A manifold with circular cross section offers the least resistance to flow giving good volumetric efficiency. However the manifold must also be designed to enable any fuel falling out of the mixture stream to be revaporated. Consequently a flat manifold floor spreads any fuel collecting on the floor over a larger surface area than a circular cross section would and aids the possibility of revaporation and entrainment.

An uneven manifold floor provides the opportunity for puddles of fuel to accumulate,

which under certain conditions, suddenly flow into one cylinder causing very uneven running.

### Manifold Tee

Junctions in the manifold, known as manifold Tee's, require careful design so that the mixture is not deflected down one branch more than the other. Heavy fuel particles, because of their inertia, are difficult to change direction.

A sharp edge or abrupt entrance to the manifold T promotes turbulence breaking up these large fuel particles and also causes any fuel on the walls of the manifold to be torn from the walls and re-enter the mixture stream. Fig (3). Streamlining in the area of the Tee as shown in Fig (4) locally increases manifold area, reducing mixture velocity and allowing the fuel to fall out of the mixture stream.

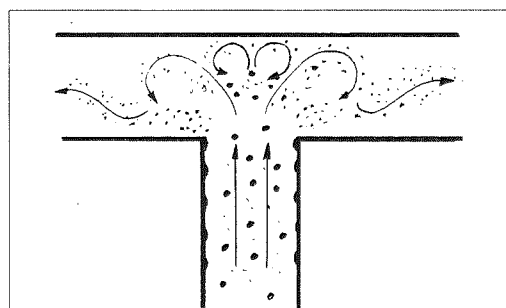


Fig.3. Sharp edged manifold tees promote turbulence breaking up larger particles and tears fuel from the walls.

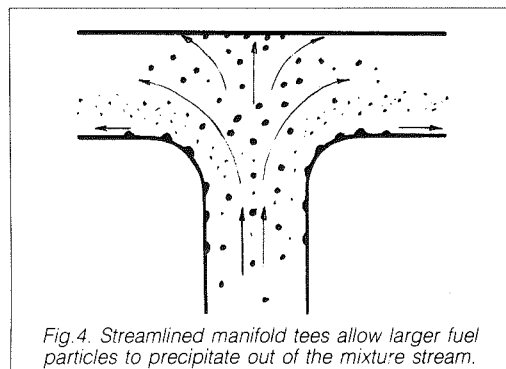


Fig.4. Streamlined manifold tees allow larger fuel particles to precipitate out of the mixture stream.

### Manifold heating

Manifold heating was covered in my March article. When exhaust manifold heating is adopted, the floor of the manifold is usually sloped towards the localised hot spot, so that any puddles of liquid fuel can be directed to this point to aid re-vaporisation.

### Carburettor Intake

Fig (5) shows the typical manifold layout for a six cylinder engine with twin carbs. If the carbs were placed directly opposite Nos. 2 and Nos. 5 inlet ports, then the volumetric efficiency of these two cylinders would be slightly higher. The more direct flow into these two cylinders would cause them to receive a disproportionate amount of fuel in the form of droplets, especially when the engine was cold. Fig (5) offers the best compromise. Mixture flow into Nos. 2 helps the beginning of induction into Nos 1 cylinder, similarly Nos 5 helps flow into Nos 6; and so to compensate for this, the overall path of No 1 and No 6 can be made longer than the paths for the other cylinders.

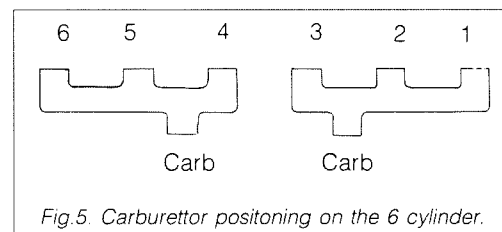


Fig.5. Carburettor positioning on the 6 cylinder.

### Duct Length

The length of the inlet ports plays an important part in determining the volumetric efficiency of the inlet manifold. The theory is similar to that of extractor exhaust manifolds and is too lengthy to cover in this article - perhaps a later article.

**Next Month**  
**We compare the Vitesse**  
**manifolds from start to finish!**

### IMPONDERABLE FEATURE

In response to my question as to which end of the propshaft should the sliding splined joint face, Jack Law of London writes in with a small literature survey:-

TRIUMPH SPITFIRE/VITESSE AUTOBOOK by AUTOPRESS states that it is has been fitted at either end and should be refitted to the same end as when removed.

TRIUMPH GT6 & VITESSE MANUAL by HAYNES states that it should be fitted to the differential end, but photos show it fitted at either end!

TRIUMPH VITESSE/GT6 WORKSHOP MANUAL by INTEREUROPE LTD states that it should be fitted to the gearbox end but a photo shows it fitted to the diff end! Jack asked B.L. in the early '70's for the correct orientation, but they didn't know the answer either! It looks as though the question is still an imponderable! ★



# THE 1500 SPITFIRES

Jon Jonson

Part 1

**T**he Spitfire 1500 was introduced in December 1974 and remained in production until August 1980 when it was slowly faded out. During this 6 year production run 95,829 were made, and is today the most popular of the Spitfires.

Whilst no styling changes occurred in this six year period the 1980 Spitfire 1500 were subtly different to the 1974 1500. B.L. introduced a series of trim/mechanical improvements to desparately try and keep the car competitive without having to introduce a new model. A lot of the changes introduced were taken from other Triumph models, again to keep costs down.

When the 1500 was introduced in 1974 apart from the engine and transmission there were very few differences to the late MkIV Spitfires. Indeed B.L. tended to use up Mk IV spares even going to the extreme of using up Mk IV commission plates. When I first brought my N reg. Spitfire 1500 I was convinced I had a Mk IV with 1500 badges.

The first most well known change occurred around 1977 when the TR7 steering column switchgear was introduced. There were many other changes introduced as I hope to show below. In many cases the point of introduction is vague although where possible I have included commission numbers. The approximate tie up between year of manufacture and commission number is:-

1975 FH 75001 N-P Reg	1978 FH 105734 S-T Reg	OCT 1979
1976 FH 80001 P-R Reg	1979 FH 130001 T-V Reg	TFADW1AT 00001 V-W Reg
1977 FH 100020 R-S Reg		onwards W-X Reg

### INTERIORS

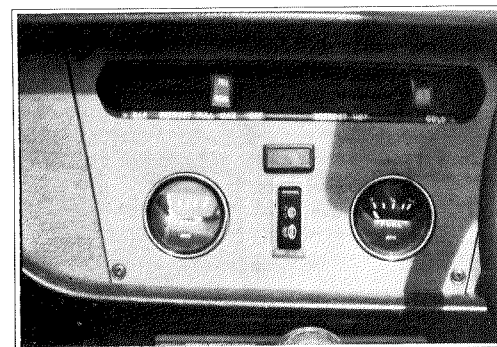


Fig.1. FH 75001 - FH 100020  
The early dash was identical to late MkIV's except for the introduction of the seat belt warning light.

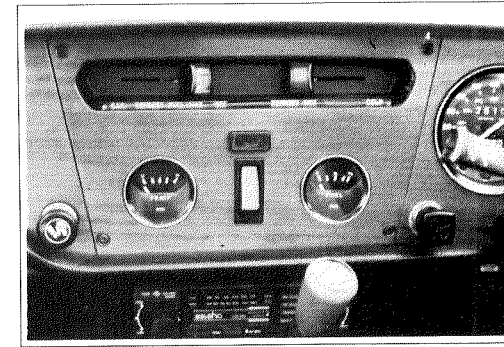


Fig.2. - FH 100020 on  
Note the light switch has changed to a single position and the shape of the seat belt warning light has changed. A cigarette lighter is introduced.

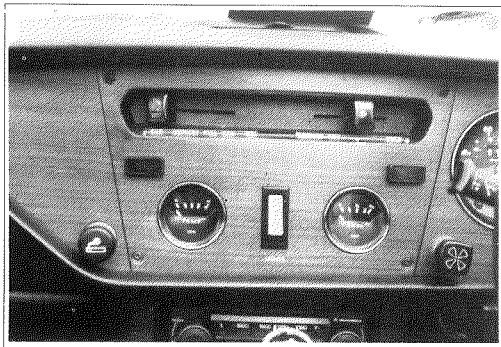


Fig.3. - FH 130,001 on  
The brake warning light is introduced. Note the different style cigarette lighter.



Fig.4. - Another style of cigarette lighter!

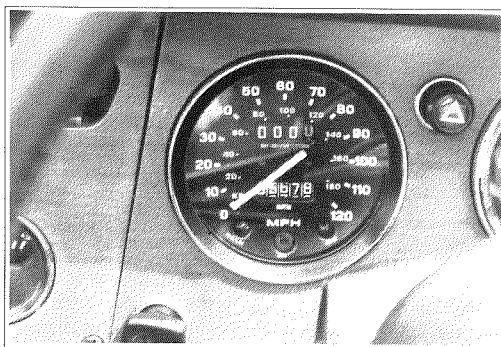


Fig.5. - FH 75001 - FH 130,001  
Another style of this earlier speedo exists in which the K.P.H. figures are coloured light purple.

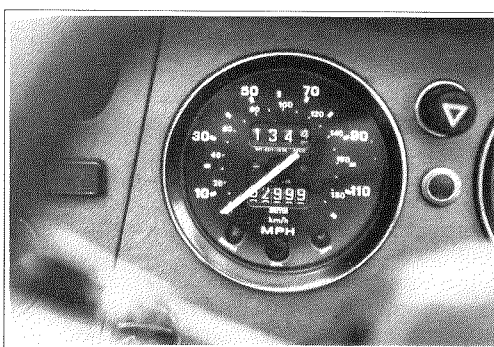


Fig.6. - FH 130,001 on  
Note the fewer m.p.h. figures. Other changes include the repositioning of the indicator warning light from the RHS of the tachometer to below the hazard switch.



Fig.7. - FH 75,001 - FH 100,020  
The early style steering column switchgear.

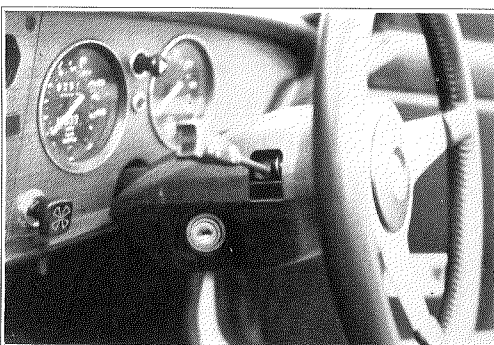


Fig.8. - FH 100,020 on  
The later TR7 style switch gear includes a horn push, ignition switch and windscreen wash/wipe controls. The latter is now removed from the dash board.

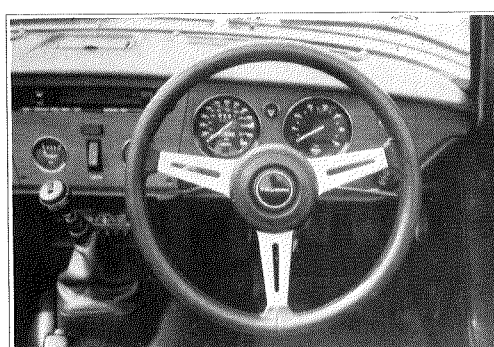


Fig.9. - FH 75,001 - FH 100,020  
The early type steering wheel with central horn push.

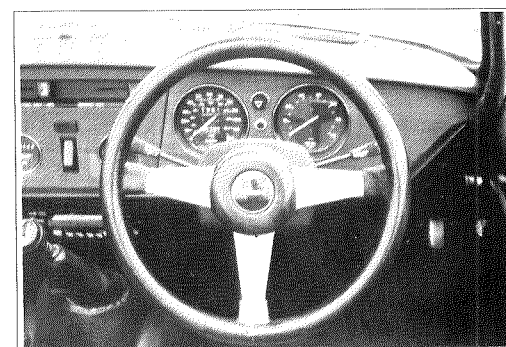


Fig.10. - FH 100,020 - Mid 1978  
Introduced with the TR7 steering column.

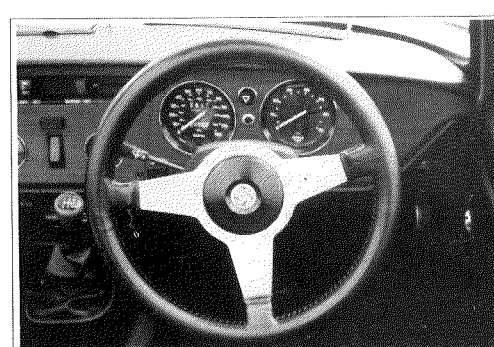


Fig.11. - FH 130,000 on  
The Mota-Lita wheel with a leather rim!

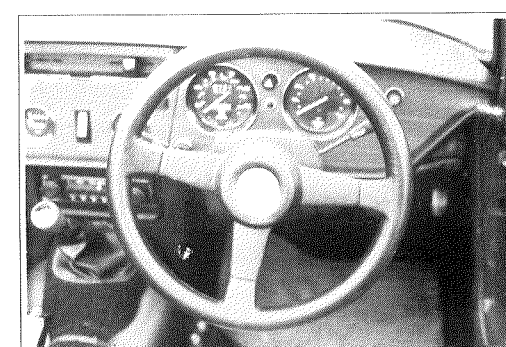


Fig.12. - FH 130,000 on  
The final type of steering wheel fitted

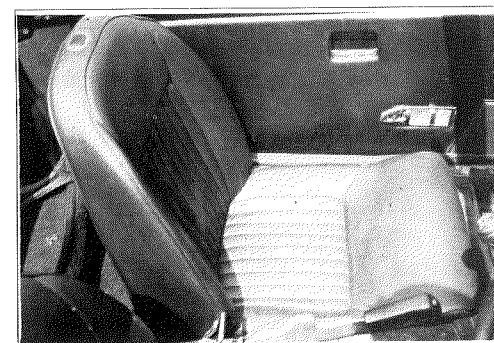


Fig.13. - FH 75,001 - FH 100,020  
The early style vinyl seat available in black or beige. Head rests were an option on early cars.

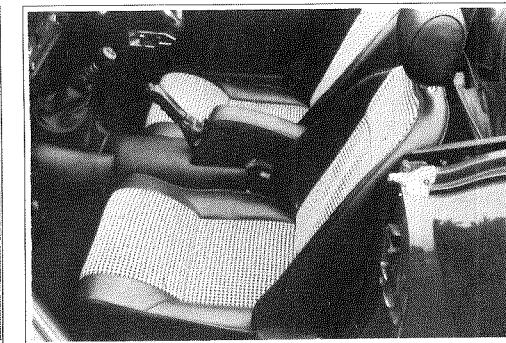


Fig.14. - FH 100,020 on  
The not so sweaty 'Houndstooth' cloth covered seats! Available in black/white or beige/white.

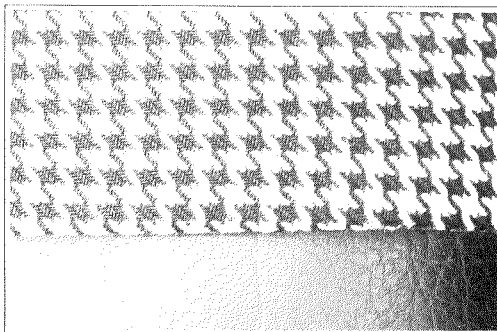


Fig.15. - FH 100-020 - FH 113,678 (approx).  
The earlier 'hounds tooth' material and coarse grain vinyl.

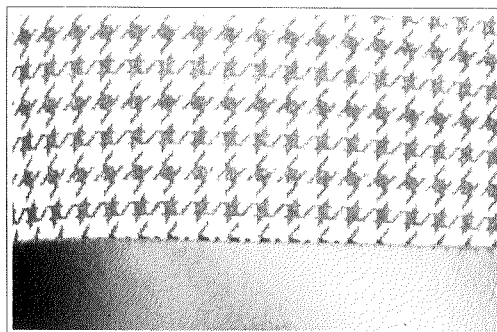


Fig.16. - FH 113,678 on  
The later version. Note that the alternate rows of the black spots are different shapes and not joined together.

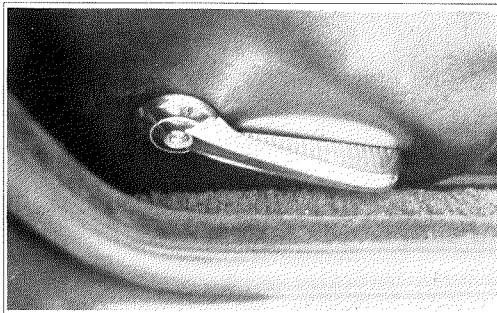


Fig.17. - Early style seat recliner lever

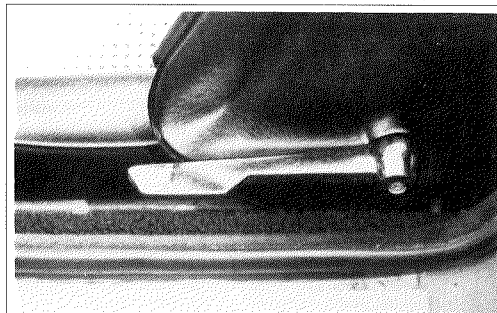


Fig.18. - The later style

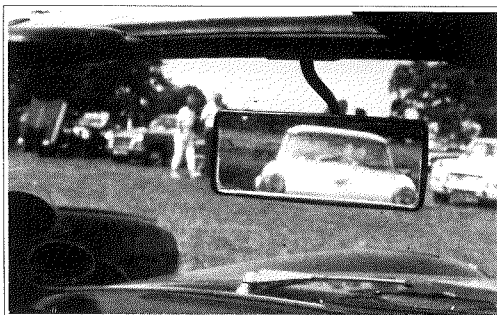


Fig.19. - The early MkIV rear view mirror fitted I suspect until MkIV stocks were exhausted.



Fig.20. - The later dipping rear view mirror. It was available as an option on the earlier cars.

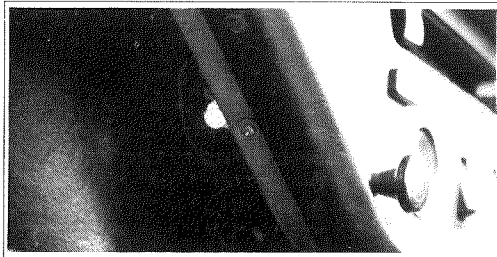


Fig.21. - FH 130,001  
B.L. finally conceded to giving the passenger a courtesy light!

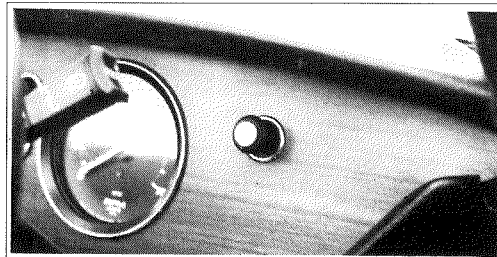


Fig.22. - FH 130,001 on  
The rear fog light switch for factory fitted rear fog lights.

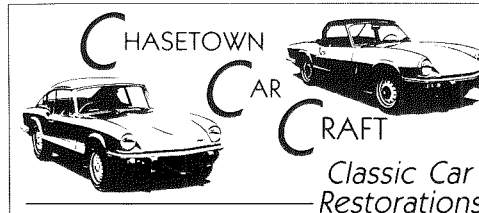
A safety and comfort pack was available as an optional extra for early cars but was fitted as standard after commission number FH 80001. The pack comprised handbrake cover, centre armrest, inertia seat belts, dipping rear view mirror, door mounted rear view mirror, head rests and map light.

After approximately FH 113678 all the interior vinyl trim changed from a coarse to a fine grain finish. A subtle change maybe, but if both are fitted to the same car you can certainly see the difference - worth remembering when buying trim.

In addition after approximately FH 114523 the carpet material changed from a tufted pile to a loop pile and again the difference is noticeable if both are fitted to the same car.

As stated earlier, the point of introduction commission number should only be taken as a guide. In addition I suspect that some cars may now contain a mix of early and late equipment as items have been replaced.

Next month we'll look at the mechanical and body changes that took place.



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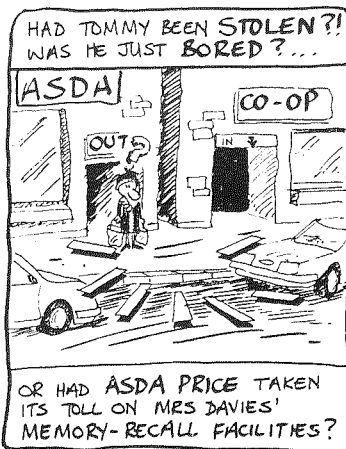
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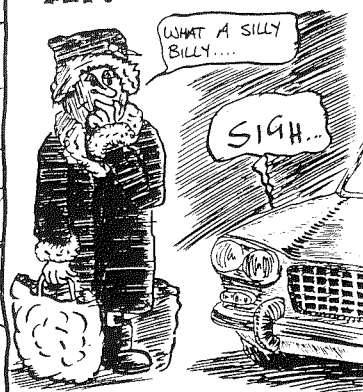
THE CONTINUING  
ADVENTURES OF

# TOMMY THE TRIUMPH

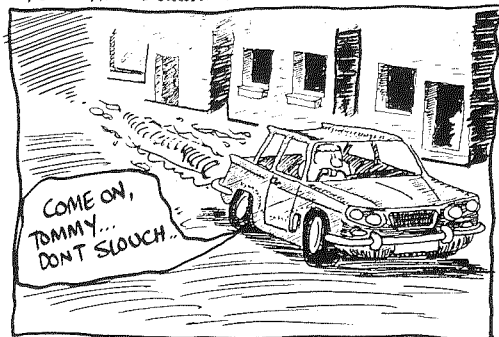
EPISODE THE 2<sup>ND</sup>



YEP! 'FRID SO....



SO, LOADED WITH ASDA'S BEST OFFERS (BOTH OF THEM), THE HAPPY PAIR SET OFF FOR HOME.....



... BUT! MORE THAN A BIT CONFUSED BY THE DREADED ONE WAY SYSTEM, THE INTREPID DUO CARRY ON REGARDLESS.....



Chris 89.



(APOLOGIES TO MIKE CREWES!)



# Members Handbook

Joyce Bennett - Waltham Cross, Herts.

On the 8th June my two sons and I set off to visit Germany for the first time and see my younger son who was teaching English as part of his course at College. I had travelled to London 2 days previously and was staying with Keith in whose car we were travelling.

It was raining very heavily when we began our journey at 7.28 a.m. from Waltham Cross to drive to Dover. There was a long tail-back before reaching the Dartford Tunnel and we were getting anxious as to whether we might miss the ferry, which was due to leave at 10.30 a.m. Fortunately, we arrived in time as cars were still queuing to board and the ferry sailed at 10.45. We arrived at Calais at 12.50 p.m., having put our watches on 1 hour and the first thing we did on driving off the ferry was ..... yes, you've guessed it ..... thought we were still driving in England. A car coming in the opposite direction flashed their lights and there were smiles all round.

The journey was long and tiring, especially as traffic is much faster than here in England. We stopped at a service station for coffee and, as we didn't see a sign that the garage would accept a credit card, Keith decided we'd drive on to the next one. This was not a good idea as the petrol guage was getting nearer the empty mark. However, we came to a garage in the nick of time, in Belgium. 'Cash Only' was the sign which met our eyes. Fortunately, I had the necessary currency and gave Keith 500 Belgian Francs for the petrol. The next garage we saw accepted credit cards, so we were able to fill up the tank and the reserve tank.



We arrived at our destination Lahnstein, in the Rhine Valley near Koblenz at 10.50 p.m. The dynamo had packed-up so Keith repaired it the following day, but it was No.1 priority to buy a new one as soon as possible. Several names were listed in the Self Help Booklet of individuals who could help us out with parts for the respective make of car. Martin the German speaking son made the contact by phone and a few days later we drove to Nürburging. Unfortunately, it being a Friday and late afternoon, the house was closed when we arrived. We travelled back by way of the Eifel mountains and I have never been so frightened as not only were the roads narrow and twisty but steep climbs as well. Worst of all was the rain! Stair-rods just wasn't in it, it just fell out of the sky! Thank goodness the wipers kept going. The roads were awash, we might have been wiser going by boat. We finally located Bad Neuenahr for the dynamo, a distance of approximately 30 kilometres. We parked in a car park and Keith went across to buy the dynamo. It was to be an exchange deal. He, with his brothers' help, changed the old one for the new (I held the umbrella as it started to rain) and went into the office to pay for it. Then it was the long drive back again.

We made several trips along the Rhine, once past the Lorelei and crossed over on the ferry to Bingen. Another time, we went along by the Moselle to Cochem then to Boppard.

We left Lahnstein at 9.00 a.m. Thursday 18th June, this time to drive to Ostend, arriving at 3.40 p.m., where we boarded the ferry. This trip took 4 hours to Dover and the last part of the journey was the worst. Shortly after our arrival at 9.30, it began to rain and coupled with the darkness, became hazardous with very heavy lorries rushing past us and throwing up lots of spray. No one was more thankful than us when we reached Keith's house just before midnight - 11.50 to be precise, having covered 1,200 miles from start to finish.

What, you may ask, is spectacular about that? Only to say it was all done in a 1967 E registration Triumph Herald convertible. Needless to say, it is kept in tip-top condition, which all goes to show how much he (Keith) knows about car engines and how well he looks after it. All credit goes to him for getting us there and home again.

Footnote - Thanks to the Members Handbook we obtained a dynamo in Germany. A local Spitfire enthusiast gave us the name of a specialist dealer who for only 60D.M. (£20), exchanged the dynamo, after persuading him that the Herald was a Spitfire in disguise!

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



*"to uphold the freedom to continue the use...of all mechanically propelled road vehicles".*

Since my last report, the Federation is very pleased with the progress made. Our Euro Lobbyist has shown his worth on more than one occasion, we have had some encouraging news from the Department of Transport about registration numbers and the FBHVC has become the UK organisation recognised by FIVA.

#### EUROPE

FIVA - what it is, and why it is important

FIVA - the Federation Internationale des Vehicules Anciens - was founded in 1966 as a worldwide organisation bringing together national clubs or associations concerned with mechanically propelled road vehicles. In its early days, FIVA's prime function was to provide a universal framework of rules for the organisation of rallies on an international basis. FIVA then became recognised by FIA - Federation Internationale de l'Automobile - as the sole authority recognised on an international basis for matters connected with historic vehicles.

Since then, FIVA has forged links with the FISA - Federation Internationale due Sport Automobile (itself an arm of FIA) - and has seats on various Committees which enable FIVA to wield considerable influence. In the last few years, FIVA's function has grown from simply providing a set of rules for the organisation of international rallies to include technical and legal matters.

Until earlier this year, FIVA had operated on the basis of one vote per country. The UK vote was shared between the Veteran Car Club of GB and the Vintage Sports Car Club, both of which had been instrumental in getting FIVA off the ground in 1966. The Aston Martin Owners Club was a non-voting associate. Because the VCC and VSCC together account for only some 10,000 UK owners, they felt they could no longer be considered truly representative of the preserved vehicle movement in UK and offered to relinquish their vote to the newly formed FBHVC with its near 300 subscriber organisations and over 250,000 enthusiasts.

At the same time, FIVA was going through the process of updating its statutes and re-organising itself to enable it to tackle its responsibilities more effectively. FBHVC applied to be admitted to FIVA as the UK representative body, subject to approving the new statutes and voting arrangements.

At an Extraordinary Meeting at Greenwich in March,

the General Assembly of FIVA passed the new statutes and voting terms. The statutes (which incorporated much work by FBHVC's Honorary Legal Adviser) incorporated a proportional voting system which give the largest organisations (such as FBHVC) ten votes and the smallest one vote. This met with the criteria for FBHVC to take over the UK vote, which it has now done. This was a positive step forward, and one of the targets for the first year of the Federation.

Why it is important, and how does it help? The FBHVC's prime function is to do all possible to preserve the freedom we currently enjoy in UK to use old vehicles on the roads as and when we please. Because we have greater freedom than most European countries in this respect, we have more to lose than other countries. The greatest perceived risk to our current freedom is the process of harmonisation of legislation within the EEC leading up to 1992.

The European Parliament will, naturally, listen more keenly to any organisation which can claim support from all parts of Europe than it will to one which represents only one country, so it is to our advantage to act on a united European front rather than ploughing a lone UK furrow. Within FIVA is a Committee styled the "European Affairs Committee". The Chairman of this Committee is Derek Grossmark, the Chairman of FBHVC.

While there is no deliberate policy within the corridors of powers in EEC to push old vehicles off the roads, legislation aimed at current and future vehicles can, if not worded carefully, have this effect. In order to do all possible to prevent such an "accidental" ban, we instigated a lobby at Brussels and Strasbourg to bring our cause to the attention of the politicians and legislators.

Although started by and paid for by the FBHVC, the lobby is operated under the banner of the European Affairs Committee of FIVA. This is no idle coincidence,

but is a carefully thought out arrangements aimed at maximising the influence of the old vehicle movement in Brussels.

Our policies have had some specific successes, which are detailed later, but have also produced valuable results, which are best described by quoting a press release issued early in March by the European Affairs Committee of FIVA:

"On the 28th of February 1989, the President of FIVA with Derek Grossmark, Chairman of FIVA European Affairs Committee, Edward Seymour-Rouse and Bryan Cassidy, MEP, met the new EEC Transport Commissioner at the European Centre in Brussels.

"The Transport Commissioner welcoming the FIVA representatives made it very clear that he had no intention of introducing, or seeing introduced, any legislation that could be detrimental to the preserved vehicle movement. Whilst saying this, he emphasised that it was not only the Transport Commission in Brussels who could introduce legislation that could adversely affect the movement...(which)...must always be vigilant and aware of legislation from other Commissions...

"Commissioner Van Miert made it very clear that we could best protect the movement by our lobby both at Brussels and Strasbourg making the Legislators continually aware of the interests of the preserved vehicle movement."

Thus within days of this appointment as Transport Commissioner, Karel Van Miert had received our Chairman and our Lobbyist and had made assurances that the Transport Commission would not be acting contrary to our interests.

#### Specific successes

In my previous article I reported that there were discussions about a common roadworthiness test, common tyre tread depth regulations and common standards for motor cycle exhausts. No further details about the common test have come through yet and the common standards for motor cycle exhausts will only apply to modern machines, but the tyre tread depth proposals could have had serious consequences.

Having rejected a hastily prepared amendment to the regulations, the Transport Commission referred to us to draft appropriate text to cover the situation. This was prepared by our Honorary Legal Adviser and is being considered. This issue prompted a letter from Karel van Miert to our Chairman in his capacity as Chairman of the FIVA European Affairs Committee, as follows:-

"Your Federation kindly drew my attention to the fact that drivers of older preserved vehicles might find it difficult to satisfy the minimum tyre tread depth standards

recently proposed by the Commission.

"Certainly the Commission had no intention of interfering with your activities. Accordingly, as soon as I heard from you I instructed my staff to contact your Federation to find a formula to avoid any such problem.

"This formula will be sent to the Council of Ministers before it decides on the Commission's proposal.

"Should any other transport proposals arise which could restrict the use of the preserved vehicle, the Commission would consider your concerns sympathetically."

A few weeks later, our Lobbyist, through Bryan Cassidy, MEP, was able to prevent the adoption of an amendment to a motion attached to a Directive dealing

with emission control standards relating to vehicles under 1400 cc. The Directive was anticipated, and does not directly concern the preserved vehicle movement, but the amendment no 2 was of obvious concern:-

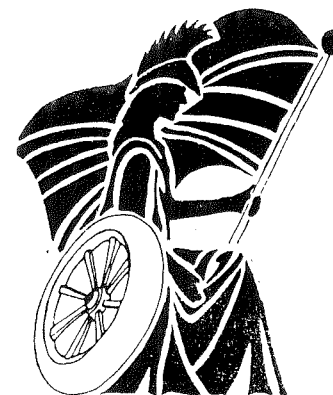
"As one particular air pollution problem lies in the fact that very many old motor vehicles are still on the road in the Community as a whole and are not subject to up-to-date limit values, the Member States need to develop a method of incentives to encourage the users of old

vehicles to scrap them. The Council, acting on a proposal from the Commission will adopt measures to this effect by 31 December 1991"

Although aimed at some of the old vehicles in normal everyday usage in, say, Spain and Greece, it would have included all preserved vehicles. Prompt action by Bryan Cassidy in Parliament that day ensured that the motion did not have sufficient support for the 260 votes required for its adoption.

Our Lobbyist also picked up a document relating to the Laws of the Member States relating to electromagnetic compatibility. The document was concerned to ensure that vehicles do not emit signals which could either interfere with electronic equipment in other vehicles (such as computerised engine management systems) or with radios and communications equipment. Normally, such a document would apply only to new vehicles to be manufactured after some date in the future, but this document included a paragraph to the effect that this matter was so important the "retrospection" should be applied. This would have created serious problems for owners of vehicles fitted with low tension and magneto ignition as these cannot satisfactorily be suppressed. Bryan Cassidy made contact on our behalf with the British Ambassador to the EEC who in turn has discussed the matter at high levels and we are now assured that retrospection will not be applied.

**DVLC** The vexed question of the re-issue of "lost" registration marks continues to concern many



organisations. The FBHVC made representations to the Department of Transport to the effect that the problem of fraudulent applications for the re-issue of old numbers could be removed by making any re-issued numbers non-transferable, thus removing any motive for a fraudulent application. We are pleased to report that there are glimmers of hope that our proposal might get somewhere.

Matters are being delayed by the fact that a judicial review of the Secretary of State's action in refusing the re-issue of some numbers is to take place. We believe this to have been prompted by action taken by the number plate traders, and no decision will be made by the Department until such time as the results of the review are known.

However, Peter Bottomley, Under Secretary of State at the Department of Transport, in answer to our representations, says "In principle we are very interested in the proposal, that historic vehicles' numbers should be made non-transferable...The proposal would clearly satisfy those anxious to restore original numbers to vehicles."

The FBHVC is pressing the point as far as it can whilst the legal review is taking place.

At present, original numbers are only re-issued if the vehicle meets certain criteria which are deemed by DVLC to make it of "historic interest". DVLC rely on the appropriate Club to support the owners' claim that the vehicle meets the criteria before it will re-issue the mark. It is very, very important that Club officials writing to support claims for re-issue of numbers do so with complete honesty and with no fabrication. We hope that no club would put the integrity of the movement as a whole at risk by lying to help a member obtain a particular registration number. Loss of the trust placed in our movements by DVLC would jeopardise the chances of obtaining any relaxation of the present rules.

There is no further news of the subject of driver licensing.

## LEADED FUEL

We are indebted to Dr. Matthew Vincent, a research scientist with one of the major oil companies and a Vintage Alvis enthusiast, for this article on the question of using unleaded fuel in older vehicles.

Before deciding whether to use unleaded petrol in an older vehicle, there are two main factors for the owner to consider:

- (1) Octane requirement
- (2) Exhaust valve/seat metallurgy.

### 1. Octane requirement

If fuel of inadequate octane quality is used in a spark ignition engine, detonation or "pinking" will occur. This may just represent an irritating noise at low speed, but under high speed and load conditions, when it may be difficult to hear, it can cause piston damage.

Unleaded petrol (Eurograde Premium) is of 95-96 octane quality, as compared with leaded "2 star" which is 92-93 octane and leaded "4 star" which is 97-98 octane. Very recently, BP have launched a high

octane unleaded petrol which is comparable in octane quality with leaded 4 star.

As a general rule, the older the car, the lower its octane requirement is likely to be. As an example, cars made in the nineteen twenties had compression ratios of about 5:1 to cope with the prevailing petrol whose quality was only about 65-70 octane. Certain pre-war supercharged cars may have higher octane requirements than would have been normal at the time, but in general, cars manufactured prior to 1960 are unlikely to encounter problems from inadequate octane quality, if operated with unleaded petrol.

*"Classic cars" manufactured since 1960 tend to have higher octane requirements, because vehicle manufacturers took advantage of the better fuel quality available; 100 octane petrol was widely available for example, during the nineteen sixties. For cars of this era, the octane quality of unleaded petrol may be of greater importance, although with the availability now of high octane unleaded petrol, this potential difficulty can be overcome.*

### 2. Exhaust valve/seat metallurgy

Care should be taken with any car, before using unleaded petrol, to check that the exhaust valve seats are compatible with this fuel. If an engine is operated continuously on unleaded petrol, valve seat erosion or "sinkage" can occur. This problem is associated with valve seats of inadequate hardness, and resistance to oxidation, at very high temperatures (ie 750°C to 850°C) which may be encountered in the exhaust valve region at higher engine speeds. In the absence of lead salts (which are deposited in the exhaust valve seat region when the engine is operated on leaded petrol), erosion of the seat can take place. Inlet valves are rarely affected, because they operate at much lower temperatures. Light alloy cylinder heads have valve seat inserts fitted, but these may not be hard enough at high temperatures to prevent erosion. Cast iron valve seats, which will be found in the majority of older vehicles, are particularly vulnerable to erosion, or sinkage. Where this happens, tappet clearances will be reduced, and the valves may be prevented from seating properly, resulting in burnt valves and poor performance. In serious cases of seat recession, the exhaust valves may become deeply pocketed, which can have expensive consequences.

The lasting solution to this problem is to fit the engine with exhaust valve seat inserts which are compatible with unleaded petrol although in some vehicles this may be expensive or difficult to achieve. However, where this modification can be carried out, it will be an effective remedy allowing long term use of unleaded petrol, with no problems from valve seat erosion. There are at least two manufacturers of valve seat inserts in the UK, (Brico Engineering of Coventry and TRW of Wednesbury) who can supply suitable valve seat inserts compatible with unleaded petrol. Brico material specifications would be XW 35 for use with "stellited" valves or XW 13 for use with plain valves. TRW can, apparently, also supply "stellited" exhaust valves which are noted for hardness and corrosion resistance. A competent engine

machining specialist must be entrusted with the work of fitting valve seat inserts, which is a skilled job.

With very old vehicles, of limited engine speed (eg. less than 2000 rpm) and low output, the problem of valve seat erosion may not occur at all, because exhaust valve temperatures can be low enough to prevent seat erosion from taking place, but it is important for owners and drivers to understand that there is a risk of seat erosion or sinkage occurring if unsuitable engines are operated continuously on unleaded petrol.

There is, of course, an exception to every rule! Cars manufactured around 1900 or earlier which are fitted with surface carburettors, should continue to use the special narrow boiling range fuels which work best with such carburettors. These fuels are in reality industrial solvents, (two examples are known as SBP1 and SBP3), which contain no lead, but the engines in which they are used generally run very slowly, and should operate satisfactorily with these fuels.

## General Points

1. As leaded 2 star is withdrawn from the market, owners of older cars are frequently concerned about the use of 4 star as an alternative. There is no evidence that use of 4 star will cause any long term problems in engines which normally operate satisfactorily on 2 star. Both types of petrol contain the same amount of lead. The use of 4 star as an alternative to 2 star is greatly preferable to the use of unleaded petrol in an unsuitable engine.
2. Upper cylinder lubricants, of which there are a few proprietary brands available, will have no protective effect upon exhaust valve seats, when used with unleaded petrol, and their use cannot be regarded as an substitute for lead in petrol.
3. Proprietary fuel additives which are claimed to protect exhaust valve seats, and thus to prevent damage which might otherwise occur with unleaded petrol, are only partially effective. Whilst exhaust valve seat wear rates may be reduced, these additives are unlikely to be completely effective. Manufacturers' claims should therefore be treated with caution, as some valve seat recession may still be experienced when operating with unleaded petrol in an unsuitable engine.

## FIVA RALLIES

One of the benefits of FBHVC being a member of FIVA is that individual members of organisations which subscribe to FBHVC are entitled to enter the various FIVA rallies which take place all round the world each year, provided their vehicles comply with the requirements for the event. Contact me if you would like details of future events.

Brian Waters  
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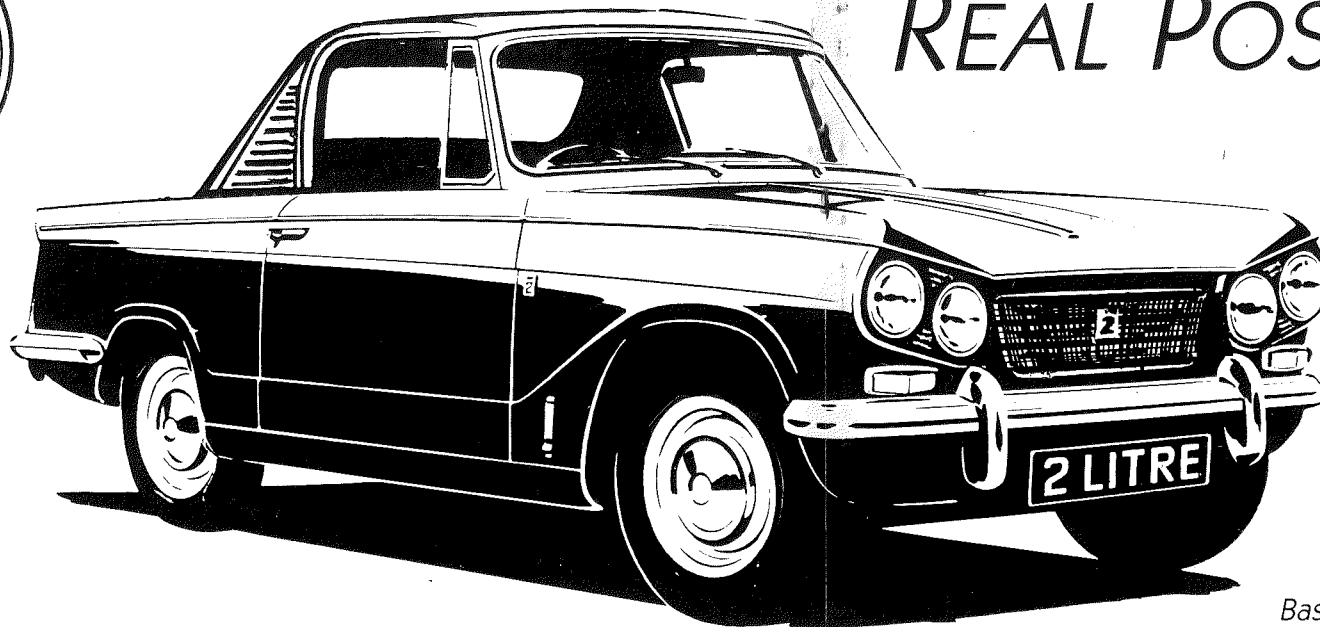
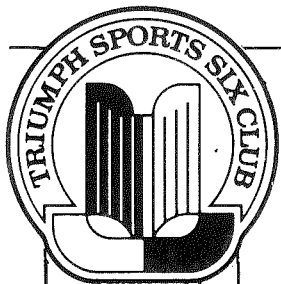
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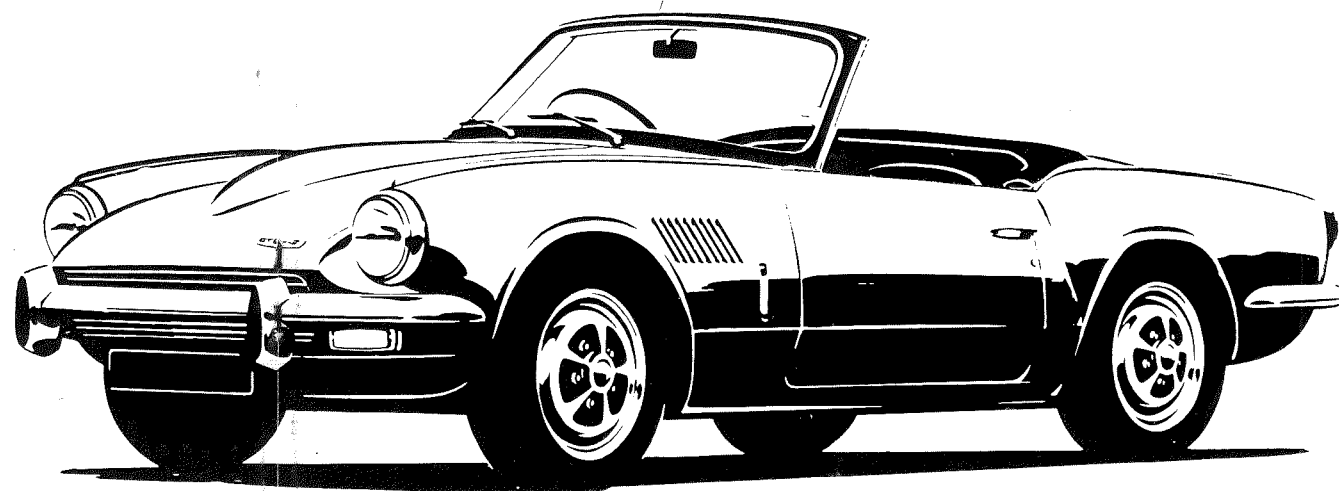
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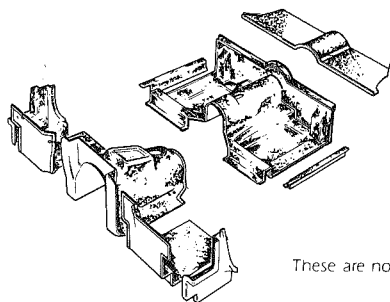
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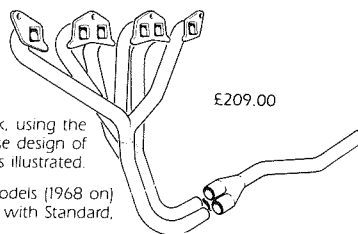
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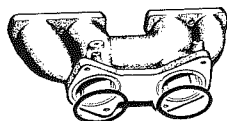
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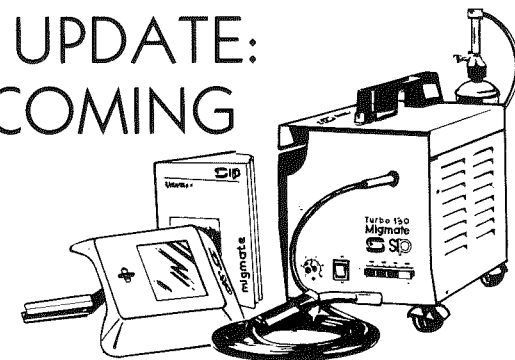
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## MIG WELDING UPDATE: THE SECOND COMING

By Peter Williams



Flicking back through past Couriers brings home the fact that time sure does fly. It seems only a couple of years ago since I wrote the previous 'MIG Welding for Beginners' articles but looking back through my Courier collection shows that these articles were written nearly three and a half years ago (Couriers 70 and 71). The Club has certainly gone places since then as have DIY MIG welders. There's any number of improved welders to chose between, from the very basic to the most advanced 'Turbo' and Gas/No Gas varieties. Looking around the offerings available from different manufacturers shows that it's still hard to beat the range of machines produced by SIP which is why the SIP Turbo 130 MIGMATE is featured here and also in the latest 'Club Offers' to be found elsewhere in this issue. My SIP MIGMATE, now the best part of four years old, has been one of my most useful tools; it's been totally reliable and in addition to doing lots of other jobs, is now in the middle of its second major car restoration. If you've welding to do, a MIG Welder is the machine to get.

As a short recap, MIG weldng is similar to arc welding in that welding is achieved by a high temperature electric arc, melting both feed rod and, for instance, body panel to form a molten pool which fuses together on cooling to form the bond. The difference between arc rod welding and MIG welding is that in rod welding the consumed rod has to carry its own flux (to stop the molten metal oxidising), whereas MIG welding uses continously fed 'pure' welding wire, oxidation being prevented by surrounding the work with an inert gas. To be more accurate, most of the gases used in 'MIG' welding - 'Metal Inert Gas' - aren't actually inert but are deemed 'active' (inert gas Argon being the exception) hence the more accurate but less used term 'MAG' welding. MIG welding is simple, clean, requires no storage of inflammable gases and is a relatively easy technique to pick up - useful welds being achieved within the first couple of hours. In contrast to gas welding, the MIG welding system is not as versatile e.g., it can't be used to heat things up for brazing or to assist bending but to my mind,



FIGURE 1  
All MIG Welders look much the same and consist of power supply wire and gas feeds, welding gun and mains leads. DIY machines such as the MIGMATE 130 run off standard domestic 13 Amp mains supply, so no worries there.

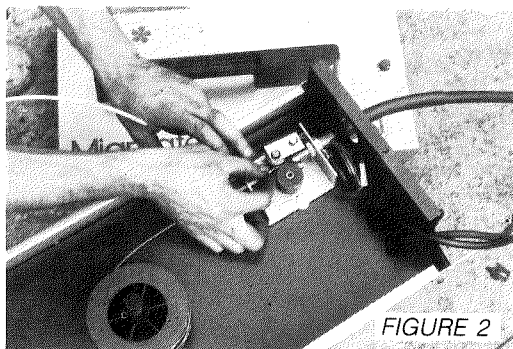


FIGURE 2

To set up, release the tensioner spring and feed the wire between the two roller drive wheels and into the feed tube. Two grooves are recessed into the driver roller to take either 6mm (standard) or 8mm diameter welding wire. The SIP machine can take either the small wire reel shown here or the larger size which is worth buying if you're doing a lot of welding. The wire for welding 'our cars' is copper coated mild steel. Aluminium wire is also available for welding - you guessed it - aluminium. A couple of advantages with the Turbo 130 over my machine is that the 130 has a higher current rating hence is able to cope with thicker wires and panels with ease, and the fact that it is fan cooled. Although my MIGMATE has only tripped the thermal cutout twice in four years, the wait of about 45 minutes for the welder to reset itself can be rather frustrating. The TURBO 130 is also supplied with castors which makes wheeling the unit around the garage/workshop much easier.

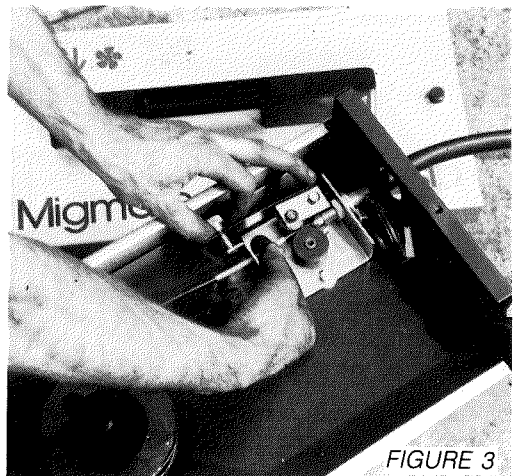


FIGURE 3

With the wire in place, tighten up the tensioner and with the welding torch/feed tube laid out in a straight line, press the gun trigger to feed the wire to the welding tip.



FIGURE 4

Welding wire just exiting the gun with the welding tip about to be screwed into place. Tips are available in two bore sizes, 6 and 8mm, to take the different wire diameters. The gas shroud (just to the left) is then pushed over the end of the gun. The gun feed 'cable' consists of two concentric tubes - the inner tube guiding the welding wire and the outer feeding the gas to the welding nozzle.

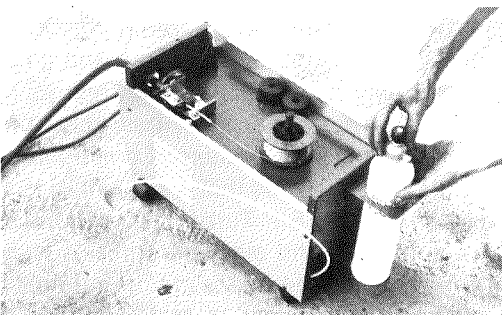


FIGURE 5

Current SIP machines come with a new style simpler gas regulator - previous units were fitted with a floating ball type which tended to leak. The valve is screwed directly into the end of the disposable gas cylinder. Mild steel may be welded using a variety of different gases from straight carbon dioxide/argon/oxygen mix. Each gives a slightly different weld characteristic. Welding aluminium requires the use of pure argon.

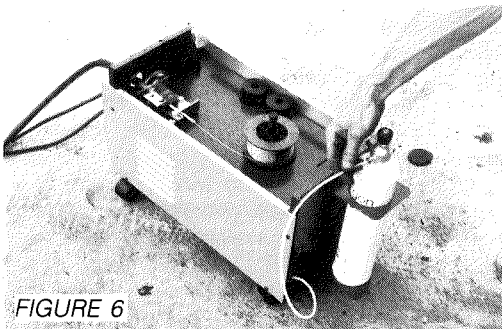


FIGURE 6

Gas connection is by a very simple but highly effective push fit connector in the valve.

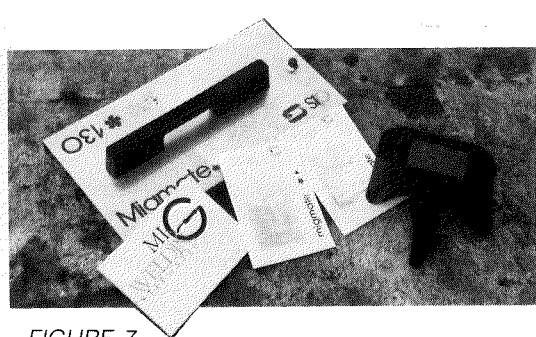


FIGURE 7

The TURBO MIGMATE 130 comes complete with instruction manual and essential face mask - in this case hand held. The book "Mig Welding Step by Step" can be bought as an extra if required - see 'Offers'.

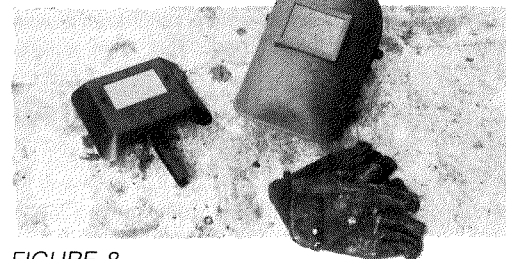


FIGURE 8

In addition to the supplied mask, a pair of leather gloves or proper welding gauntlets should be used (it's also a good idea to wear a hat and a full set of cotton overalls (not synthetic). Also shown here is my well used 'no hands' face mask - better than the supplied item as it leaves both hands free for more accurate welding control. As well as protecting yourself, be sure that no bystanders or pets are around while you're welding. If welding on the car, disconnect the battery before starting and obviously ensure that there's no danger of petrol or other fires starting.

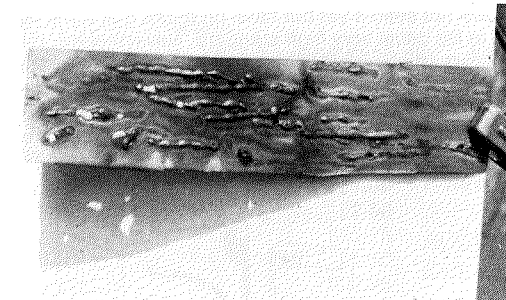


FIGURE 9

Without going into detail too much, set the machine up as directed with regard to gas flow

and wire feed speed and practice on a few bits of scrap. Adjust the initial settings as required to suit the work and your style. Don't worry if your first attempts look like this with uneven welds and holes burnt through the plate. Holes mean excess current used or moving the gun too slowly. A porous weld is usually the result of not enough gas - due to too low gas setting or that if working out of doors the protecting gas being blown away from the job by the breeze. Practice soon makes perfect.

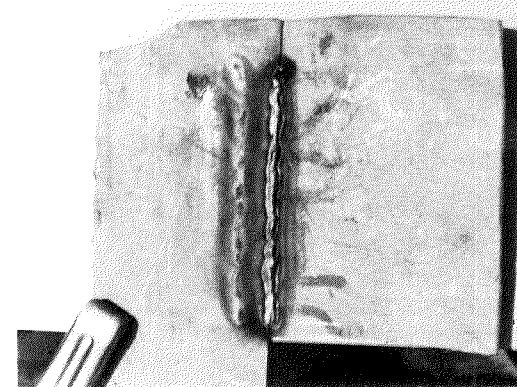


FIGURE 10

Try overlap welding a couple of plates next. Note the penetration marks due to a similar weld produced on the underside overlap. Welds simply sitting on the top surface and showing no penetration will be weak. It's essential to clamp the two plates tight together and that the metal is bare and shiny both at the weld and where the current return clamp is fixed. MIG welders don't like rusty surface panels.

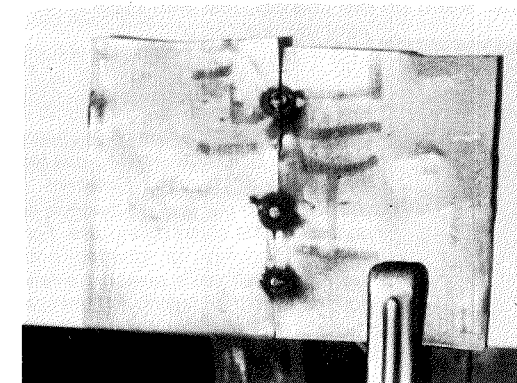


FIGURE 11

A butt weld is a bit more tricky. Tack weld the edges of the plates together first as shown here before making the final weld pass.

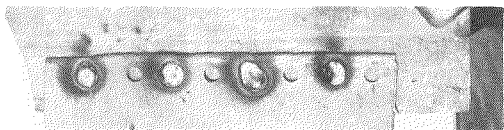


FIGURE 12

Spot weld lookalikes can be achieved by plug welding. Drill or punch (double action joddler) 3/16 inch diameter holes in the top plate and then weld around the inside of the holes. Dress back flush with an angle grinder. With any weld and if possible, aim to weld horizontally from the top. Horizontal upside down welding is messier and more difficult. Vertical welding though slightly more difficult than horizontal 'top' welding, shouldn't cause any problems.

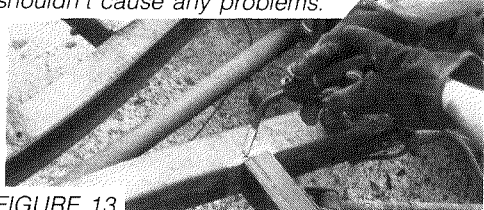


FIGURE 13

As a test for the Turbo 130, I carried out a conveniently timed bit of chassis welding. With each component in place and ground back to shiny metal, begin the weld. Bare arms aren't a good idea as weld spatter can cause tiny burns.

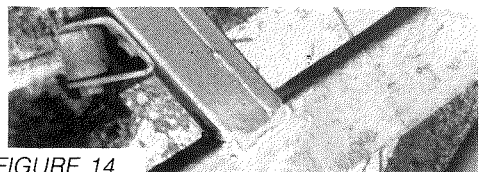


FIGURE 14

The finished job which looks good and passed the 'stand on the chassis' test with ease.

#### FIGURE 15

And finally ..... following on from the comments made by Mr Roberts, Pen to Paper, page 55 in last month's Courier, I totally agree. I've been running on BOC MIG welding gas for the last few months. Excellent - strap/chain to the wall or place in a purpose made stand during use. For a modest outlay for gauges and cylinder rental, refills are only a few pounds more than buying a 15 minute disposable. £16.07 BOC plays £9.99 tiny disposable. No contest. No doubt aware of the vast increase in DIY business my local BOC depot even opens on Saturday mornings, so no inconvenience either. Go for it!

Good Welding



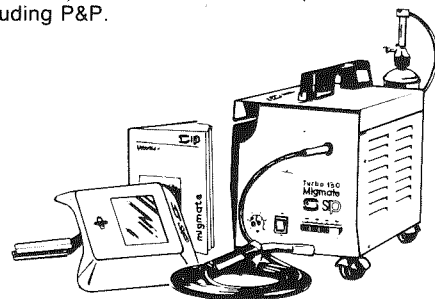
TSSC OFFERS - Jonty Wild

## SIP MIGMATE 130 TURBO

The last time that the TSSC organised a Special Offer on MIG Welders was in 1986 and it was amazingly successful, so really this offer is long overdue.

Of all the members who started welding as a result of that original offer I have spoken to, I think that without exception they have become very competent DIY welders, unafraid to take on any welding task on our cars. It would be wrong to pretend this level of confidence in your own work would be achieved straight away. Obviously welding is skilled work and as with any other skill, practice is going to be required and is essential but once the basic skills are mastered then this piece of equipment becomes absolutely essential to anybody wishing to undertake body repairs, whether minor repairs of major rebuilds and saves a fortune in professional bills.

There were several reasons for the '86 offer being so successful, firstly Mig welders had just come into the price range of DIYers and since have become universally acknowledged as the most adaptable of the types of welding available and easiest for DIY novice welders to become skilled at. Also the offer was backed-up by two easy to read articles written at the time by Peter Williams. Peter has also written an article for this Courier, which features the welder on offer; I have not seen it yet but have no doubt that it will be up to his usual very high standard. Nevertheless, his original articles are still well worth reading. They are in Couriers 70 and 71 and can still be obtained (while stocks last) from the TSSC Office, price £1.00 each including P&P.



# SIP MIGMATE 130 TURBO

Obviously in the three years since 1986, many things have changed in the 'DIY' Mig market. For a start there are many more makes of Mig welders available: such things as 'no gas' Mig welding has to be considered and many small improvements to the machines have taken place. All these have made it even more difficult to decide which is the best machine to obtain for the TSSC Special Offer. So, not being expert myself, I have asked as many owners as I could what the shortfalls of their equipment are or what modifications/improvements they would most like to see if they were looking to buy another machine. There were many suggestions but the most important ones were:-

1. A proper brass valve - to stop the problem of gas leakage overnight (an expensive problem).
2. The machine should be able to accept large spools of wire (cheaper to buy!).
3. A larger range of power settings, i.e. to go as low and as high as possible to allow for all types of welding, i.e. chassis and body.
4. The machine should be fan assisted (allows much longer periods of continuous use).
5. You should be able to obtain the adapters to use bigger bottles of gas at a later date if required.
6. It should be as cheap as possible.

After much shopping around and compare specs. and value for money, the machine decided on is the **SIP MIGMATE 130 TURBO**. This machine meets all the above requirements and many more. It is a bigger, more powerful machine than an inexperienced DIY buyer might normally be expected to buy and that is really why this machine offers such good value for money. It offers a very high specification which is outlined below, but basically it is a semi-professional machine offered at DIY prices. Although the machine comes ready to use, (except for a plug!) there are a number of accessories which if not essential are useful to have and they are also on offer this month but REMEMBER, unlike most TSSC Offers, this one is for a limited period only, so don't delay.

#### SIP MIGMATE 130 TURBO - FEATURES:

- Comes complete with manual, wheels, hand held mask, gas bottle, wire, al leads etc., in fact put on a plug and it's ready to use.
- It is a 'Turbo' machine, i.e. fan assisted, giving longer operating periods.
- Has a professional, non-live torch with trigger control.
- Will take 0.6 or 0.8 mm diameter, on 0.7kg or 5kg wire reels, through a high quality proven wire feed.
- Full comprehensive power range from 35 min to 130 amp max.
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- A British company.
- **PRICE ONLY - £220.00 (RRP £320.85) + P&P**

In addition to the welder, we are offering a 'welding pack', which consists of several useful aids to get you started or to make learning and operating easier.

#### OPTIONAL - PACK A

One hard back book, 'MIG Welding Step by Step'  
One 'flip up' full face helmet (leaves hands free)  
A pair of leather welders' gauntlets - lined. An 18" x 24" leather square/apron. **PRICE £22.00 + P&P**

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SIP MIGMATE 130 Turbo	£220.00
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P&P	£2.50
Joddler	£25.75
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Crimper	£22.95
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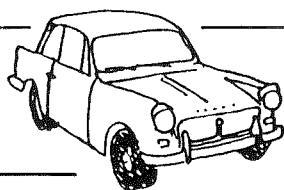
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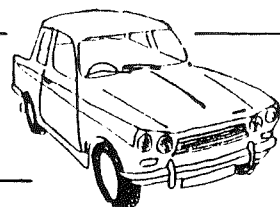
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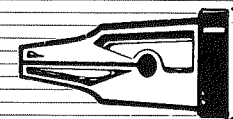
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# Pen to paper



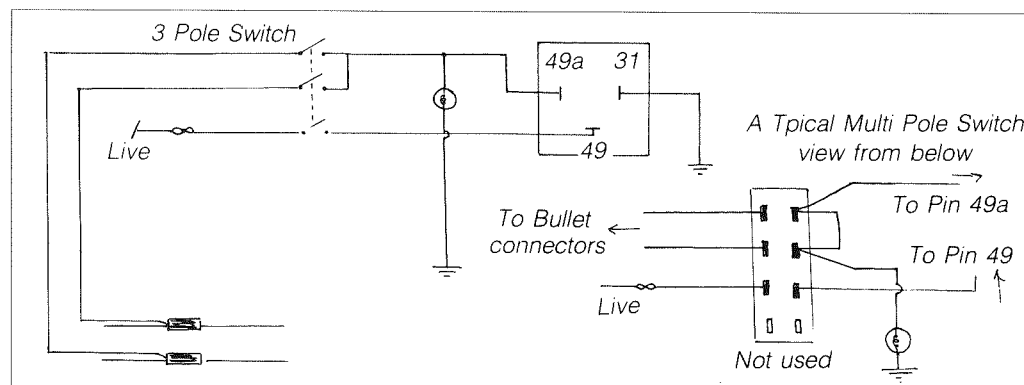
## HAZARD FLASHERS

With reference to Mr. David Herriman's "Hazard Flashers" article appearing on page 72 of The Courier, July issue, I would like to point out two small changes to your circuit diagram.

Firstly, connection 49 of the flasher unit is always connected to live. This means the flasher is always turned on even when it isn't being used to flash all 4 indicators. A break in the wire here will switch the flasher unit off.

Secondly, if the flasher can be completely turned off, then the warning light can be moved to the other side of the switch without it always flashing either with the flasher switch off or with a normal indicator flashing.

A three pole switch fits the bill and remedies this side effect that would otherwise be observed. Please see the diagram for details.



**MATTHEW THOMSON—WINDSOR**

## MISS FOX!!

I have recently joined the Club and have become the proud owner of a 1970 Vitesse MkII saloon, lovingly restored and resprayed in Signal Red by a Club member. The car has an interesting plate: SAM 709H and I would be very interested in knowing more of its history. It was first registered on 2nd June 1970 and has had two registered keepers since 1977. I am trying to track down the garage which first sold the car (if it is still trading). I would be very grateful for any information which any member may have concerning this car. Please contact me at the following address if anyone can help: Flat 3, 335 Victoria Park Road, London E9 5DX.

**GERALD CLARKE—LONDON**

## ONE WAY

With reference to the on-going unleaded fuel debate in the pages of the magazine, there is only one real solution: modifying the engine to run on lead-free fuel.

After spending all last year in California, filling in time by rebuilding my GT6+, I got to know a very good parts supplier in Lenexa, Kansas called Victoria British.

They market replacement valve seats and guides made from manganese-bronze, especially for use with lead-free fuel. TRs, GT6s and Spitfires are listed in their parts catalogue. Prices are about \$ 20 per cylinder set.

Perhaps one of our own parts specialists can arrange the import and supply of these parts for the UK market.

JOHN GLANCEY—ESSEX

## I HAVE RETURNED

In his South West Scotland Area report (Courier November 1988), John Malcolm advised of the apparent demise of my Spitfire MkII GGD 5C. I am happy to advise that resurrection of the car has just commenced. However, my experiences may be of interest to Club members.

The accident occurred in the Scottish Borders country on 18th September 1988, when GGD 5C was savaged by a Norwegian tourist's Toyota Corolla, he having forgotten that we drive on the left in this neck of the woods. The attached photograph shows some of the exterior damage, more serious was the heavy distortion of the bulkhead which resulted in the chassis to dash support forging being fractured. Apart from bruising from the seat belt there were, fortunately, no injuries to the people involved.



Since the Norwegian had admitted liability in writing, I embarked on the claim procedure with some confidence. However, it has taken an exchange of 19 letters and 12 phone calls with my Insurers, the Norwegian Insurers and their appointed U.K. representative, the A.A., and the repair shop to arrive at an agreement on 4th May 1989!

Highlights of this saga are as follows:

- September 1988: My Insurers' engineer inspects the car and values it at £2000, he estimates a repair cost of £1,400.
- October 1988: Offer from my Insurers of £950 plus remains valued at £500. I politely refused!
- December 1988: Norwegian Company accept full liability but appoint U.K. Insurer to examine car.
- February 1989: U.K. 'expert' says car is scrap. He admits he has no knowledge of classic car values.
- February 1989: I supply full history of car pre-accident photographs, details and photographs of concours awards; and October Classic Car valuation ('A' condition), of £1900.
- March 1989: U.K. Insurers make final offer of £1000 plus value of scrap at £500. The same valuation (with £50 excess) as my Insurers - surprise, surprise!
- April 1989: I tell the Norwegian Insurance Company that this is totally unacceptable.
- May 1989: Finally on 4th May I agreed a compromise of £1200 which hopefully, with use of second-hand parts, will cover the restoration of GGD 5C.

This story really highlights two points:

1. The importance of having agreed value for your car (Courier May 1989).
2. Don't give in!

P D SHERRARD—STRATHAVEN

## DESIRABLE??

Having recently bought a Triumph Vitesse convertible for the number plate, I have realised what a desirable car it was and still is. Unfortunately mine is in very bad condition, and that is the reason for this 'plea for help'.

Being not mechanically minded, there is no point in my trying to do any of the work. The car stops and starts and goes backwards and forwards but that's about it. Having recently joined the TSSC, I thought that this letter might prompt somebody (Company or individual) to offer their services. The car needs a full or virtual rebuild. I don't mind travelling and am not in too much of a hurry for the job to be finished. So if anybody out there fancies a challenge, please contact me: Office - (0924) 369075 or Home - (0924) 257200 or write to 1b South Drive, Sandal, Wakefield WF2 7NB.

BEN HAZELL

## MEMBERS HANDBOOK — SCORES YET AGAIN !

I have always thought that the Area newsletters were the most important part of The Courier. It is a marvellous way to keep in touch with people in your own Area as well as hearing what is going on throughout the country.

Last month I reported in the Mersey Area news that our two loyalest supporters, Graeme and Sue (they haven't missed a meeting in the last 3 years) were getting married. Meanwhile an old friend of theirs who hadn't seen them for years, had just decided to join the TSSC and read the news in his Courier. He wanted to pass on his congratulations of course but after so long, he had no idea of addresses or 'phone numbers, so what did he do? Looked them up in his Self Help Scheme of course and the result was a surprise 'phone call for the happy couple. It just shows you ..... the TSSC has many benefits, one of which is that I can occasionally say hello to my mate Chris who drives his Spitfire over in Germany so ..... Hiya Chris! Keep up the good work Courier.

TONY WHITBY — MERSEY A.O.

## SAVE ME!

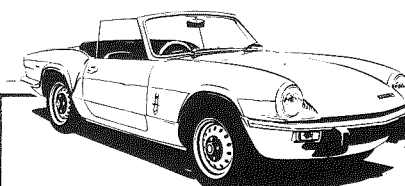
I feel compelled to write on the subject of boot racks. I own a 13/60 saloon with the rack permanently bolted to the bootlid.

If I fitted my rack "a la Mike Crewes", with the retaining bar at the front, the rear window would be smashed every time the boot was opened. As I am growing weary of being badgered by members shouting, "Your bootrack is on the wrong way", etc., etc., all I ask is that Mike points out that his very worthy comment is only applicable to soft-top cars.

I have even had points deducted in Concours for this apparent "fault", this is serious!!

Please Mike, for the sake of my sanity .....

FED-UP — LUTON



## SPITS & PIECES

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# INTERNATIONAL LIAISON SECRETARY



LEON F GUYOT

I was just wondering what to write about this month, when some myopic Ford Fiesta driver decided to park his car in my RH door, (drivers side), thereby pushing my freshly painted, recently restored Herald from its rightful place on the road into a parked Mini, inflicting yet more damage to the new LH lower rear wing! I take a philosophical attitude to this cruel act of fate; at least you've still got an International Liaison Secretary and doorskins, wings and paint are still available, as are skilled specialist restorers, thanks to the TSSC. Oh well, it needed another respray.

This month I have several items to bring to your attention. I've had a letter from Mr Charles Schembri of St Edward House, 250 Lampuka Street, Tarxien, Malta. He desperately needs certain parts to complete his Herald 1200 estate, i.e. RH front wing (805827), as well as the two panels which go next to the front sidelamps (805817 and 805816), a bonnet hinge tube (612479) and pair of chrome headlamp rims (S4522270) and a pair of 'stiffeners' (RH 611292 and LH 611291). All preferably new and unused. His car is chassis no. 5GB35032SC, a 1965 model.

The International Triumph Clubs' Survey 1989 has now been issued - at long last - to 143 Triumph Clubs worldwide and replies have, I'm pleased to report, begun to arrive with the first from Jan Vandeveldt of the Triumph Enthusiasts Club, Belgium. Rest assured all comments/responses will be considered in detail the TSSC Committee and, hopefully, international Triumph inter-action will be further strengthened by new links soon to be forged.

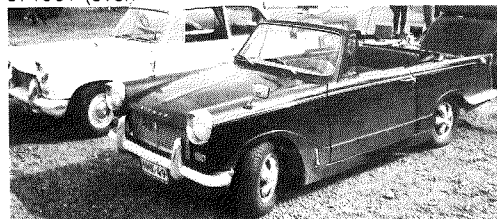
A message now from R R Richards of Bournemouth (87/19756). He would like the world to know that he too, as a TSSC member, got a prize at STIR 14, in the Netherlands, back in May. This was 'The Peoples' Prize', won by his car due to gaining the largest number of votes from visitors to the show. Although only a small prize, he should perhaps consider that he already has his star prize, the one with four wheels and TRIUMPH on the sharp end!

I recently received a letter from Erik Stenstrom, President of the Triumph Sports and Classic Car Club of Finland. He was a little miffed by the fact that one of our Dutch members got the Distance Award by driving from Holland, whereas he drove many more miles from far-off Finland. He even sent me a map so the TSSC could see the distance involved. Well Erik, no offence intended, I'm sure but all I can say is that you must have kept a very low profile in your 'Toledo' - I'm sure that's what you said you drove to Stafford. However, perhaps it was just that the Distance Award had to go to a TSSC

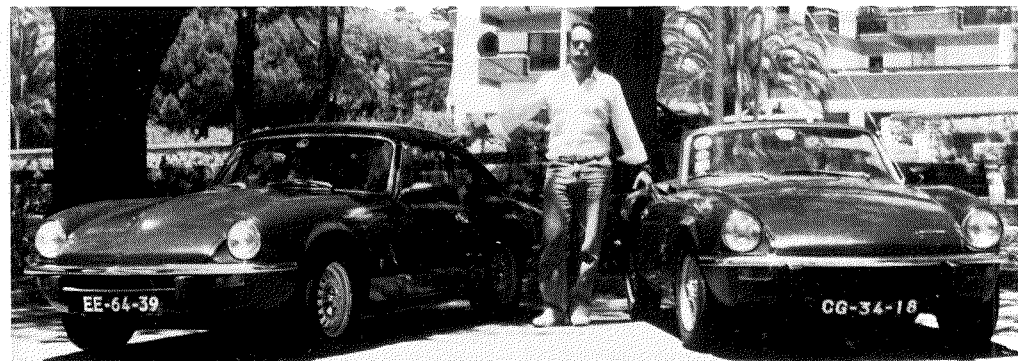
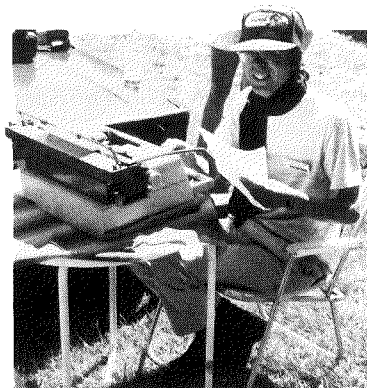
club car, of which the Toledo is not one, but then neither is your beautiful Triumph 2.5 PI Mk1 saloon, which I regret I previously referred to as a Triumph 2000 Mk1 in Courier 109, page 65 (what a mistake to make!).

Yet another letter, this time from Peter Wild, (89/26283) of 9 Langham Street, Browns Plains, Queensland 4118, Australia. Peter has a Herald 948TC saloon (Sedan in Ozspeak). He would be very pleased if ANY of our 948 owning members could start corresponding with him, regarding sending some desperately needed 948cc parts out to him, in upside down land. To start off with, a factory 948cc Parts Catalogue. Come on everyone, writing doesn't hurt much; he is one of us and I'm sure he doesn't bite!

A phone call this time from Steve Mitchell in Britain. He wants to know how to contact the organisers of the Beaujolais Rally/Run in November and preferably before then. My own inquiries have so far drawn a blank but if you can help him in any way, please call him on (0483) 571961 (evenings).



Now a couple of photos of members' cars: first off is the beautiful Herald 1200 (export) saloon of Petri Viitanen, from Helsinki in Finland. Like many other Finns, he has converted it into a convertible, presumably for use in their all too short but sweet summer. This proves the point made by John Thomason in Courier 110, pp 23-26 that it can be done and also that there are not enough hood frames to go around. Which reminds me, if you've got one for sale, please give me a call, as a good friend of mine is in need of one to replace his own, stolen one!



The second photo this month is from one Antonio Pedro de Jesus (87/17965), from Estroil in sunny Portugal. Antonio is the fortunate and proud owner of two TSSC cars, both of which can be seen here, with Antonio.

It should be noted that the TSSC now has quite a few members in Portugal, who enjoy nothing better than meeting and other events where they can show off their pride and joy, and to share the unique Triumph experience.

Well that's just part of my correspondence and if any TSSC members feel like corresponding with any of the above mentioned people, please feel free to do so because, to be honest, I don't have enough hours in a day to reply instantly to everyone.

I have just received a communication from no less than the Countach Club (have enough been made to form a club?). The President of this Club is Dirk Philippaerts. He writes to tell me about their 'annual' rally on Saturday 23rd/Sunday 24th September. It is called the Castle Rally because the route by-passes many castles!

The event takes place/starts? from: Zaal Centrum, Molenstraat 3, 3830 Wellen, Limburg-Belgie. There are many prizes for individuals/clubs. For further information (as I don't have any), contact: Countach Club V.Z.W., Steenweg Op Vroilingen 32, 3830 Wellen, Limburg-Belgie. Tel: 012/74.41.43 or 011/31.25.67 (Kurts Muziekoetiek). So there you have it! Incidentally, isn't Countach, Italian for moustach?! See you all next month.

## INTERIOR RETRIMMING SERVICE

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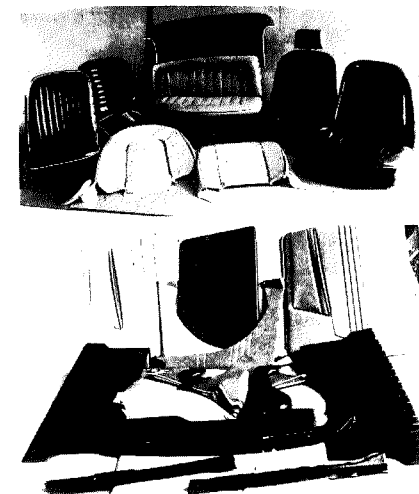
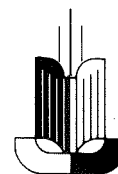
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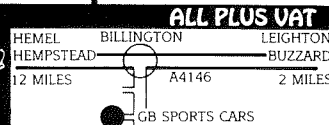
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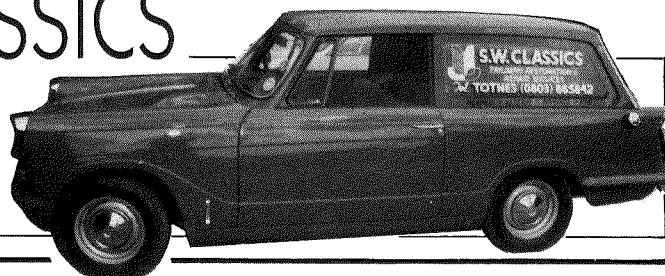
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Andrew Mason



# CHILD SEATS IN YOUR HERALD OR VITESSE

After reading "Your Child in the Car" in July's Courier I thought it might be helpful to recount some of my experiences with my 13/60 Convertible which should be applicable to all models of Herald and Vitesse.

When Heather was born last May the only way of transporting her in the car was in her carry cot. Although it was jammed in tight behind the front seats (reclining ex-Datsun 260Z) it was obvious that a rear facing child seat fitted in the front would be safer. Many of these seats can be put in the back, forward facing, when the child is 9 months or older.

When buying your child's seat ensure it has the appropriate B.S. kitemarks. Note how it is fitted (most instructions clearly indicated), how big it is and things like strap width, washability etc. If buying a front/rear facing seat it might be worth noting that although the seats can take a child up to 4/5 years it is likely to be able to use a booster seat and adult seat belt by or before then anyway. We settled for one by K.L.Jeenay because when in the back it only required 2 straps, fitted to the frame and car floor only - and not bolted to the "parcel shelf" which we don't have being a convertible.

Unfortunately it is one of the larger seats which caused a minor headache when fitting it in the passenger seat because even with

the seat right back the seat belt was too short to go right the way around. The problem was solved when I saw an early Herald Convertible with its seat belts fitted just behind the B posts. On later convertibles these bolt holes are still there but concealed by the rear seat side panel. It is possible to remove the seat belt from the rear wheel arch (where fitted on later vehicles) and relocate to the B post position, with the seat panel still in place, and gain 2 foot or so of seat belt. Remember to plug the hole in the wheelarch and use new bolts, nyloc nuts and penny washers. If your saloon seat belts are too short then try those from a late convertible (or new inertia reels - if long enough).

If you still have standard tip up seats it will be necessary to fix the car seat to the runners with jubilee clips or similar to prevent this happening. The child seats are only designed to withstand the forces from a child in an accident, and do not make account for the seat tipping up due to adults/luggage on the back seat careering forward rapidly! Fitting the seat in the rear was easy only requiring 2 bolt holes.

Before drilling check the metal is sound, the bolts won't foul with the spring or handbrake cable and you can get a spanner to the bolt head. This style of seat retention can be used on estates. If fitted to a convertible the seat may need moving before the roof is covered to prevent the hood frame fouling with the seat or baby's head!

I would strongly recommend fitting a piece of hardboard (comes rounded off) under the child seat frame to stop it damaging the cars upholstery, and also fitting an additional rear view mirror so you can see what your child is up to.

Before writing this I had a look in our Spitfire III (hard-top) to see what problems there might be.

Basically it is impossible with our seat because it is too big. However I know it can be done - my wife's first MkIII (soft top) was fitted with a child seat by the previous owner - quite how though we are not sure (didn't bother to notice at that time).

I hope this has been of some use and as a footnote Heather seems quite happy at moderate speed in the back with the roof down - often raising her hands to feel the breezes (she also likes the headlamp flasher stalk!).

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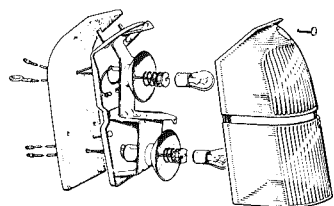
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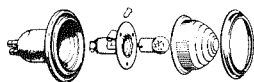
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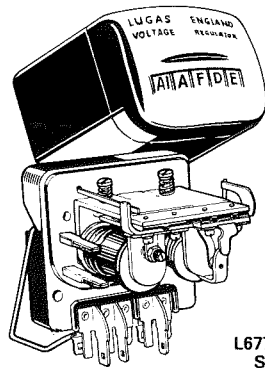
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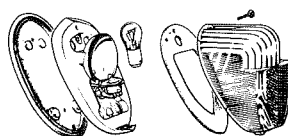
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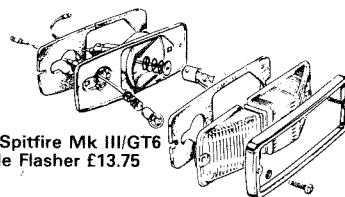
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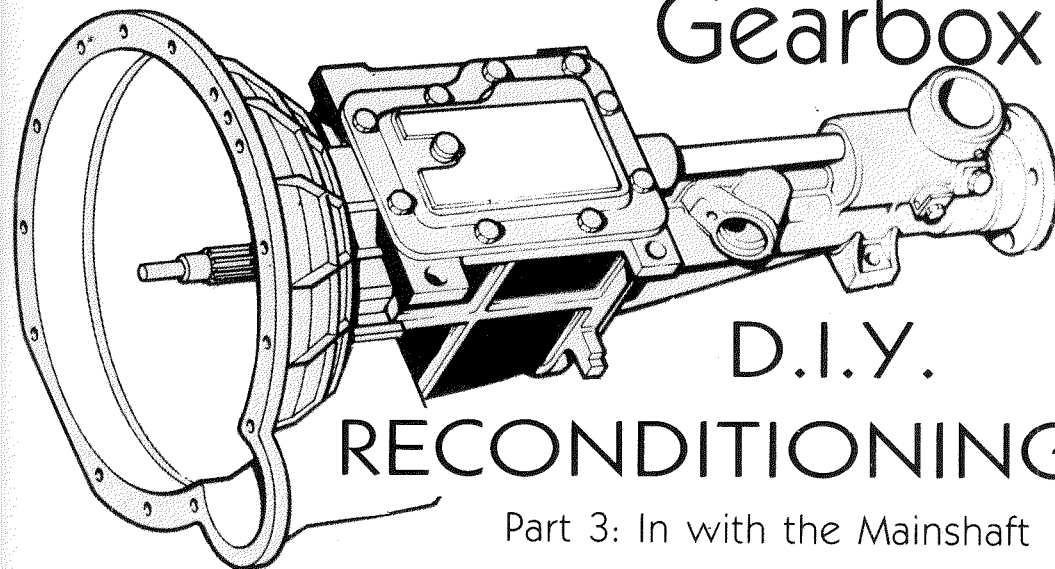
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# Spitfire 1500 Single Rail Gearbox



D.I.Y.

## RECONDITIONING

Part 3: In with the Mainshaft

**T**his month we start rebuilding initially around the mainshaft. Peter Williams

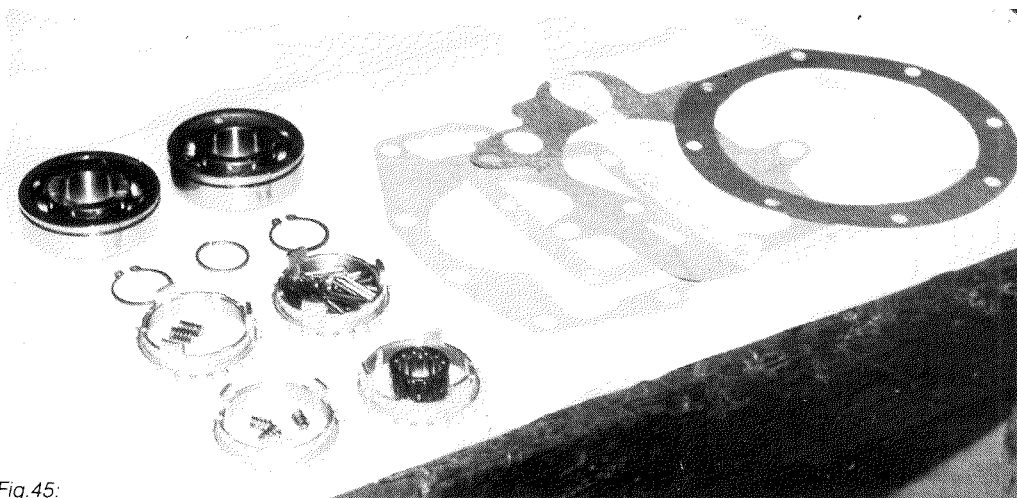


Fig.45:

Out of the dismantling shed and into the clean assembly area. As a reminder, the basic idea of this series of articles is to show what's involved - for and against - in reconditioning 1500 single rail gearboxes DIY using relatively inexpensive kits. As discussed

previously, being able to use such a kit is dependent on just how good the original gearbox is to start with but all being well, the set of parts included in a reconditioning kit - shown here and which covers all of the commonest wearing parts should suffice. Items include new

main, tip and layshaft bearings, synchro baulk rings and hub springs and a set of clips and gaskets. Be sure to specify overdrive or non overdrive and ask for a new Woodruff key for the former. Non overdrive kits should also include a new rear oil seal.

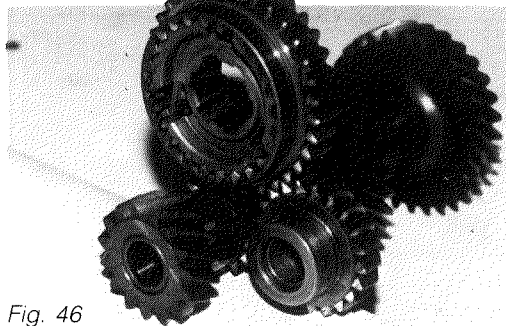


Fig. 46

Layshaft cluster, 1st/2nd synchro hub and reverse gear squeaky clean after a degreasant bath (wear gloves and goggles).

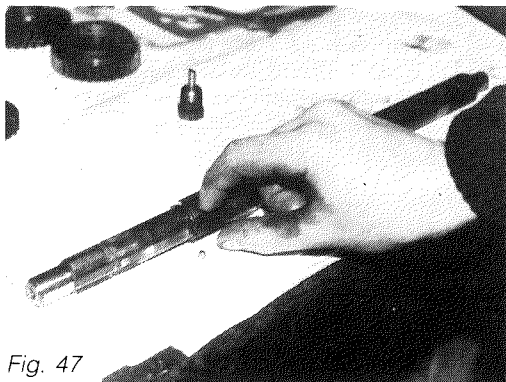


Fig. 47

Mainshaft reassembly starts with refitting the thrust washer locking ball bearing in the shaft: stick in place with a little grease.



Fig. 48

A dollop of grease should also be used to hold in the split collars fitted next (though these can be fitted a bit later in the sequence). Petroleum jelly (vaseline) is a good alternative which has the added advantage of dissolving quicker once the gearbox is back in operation.

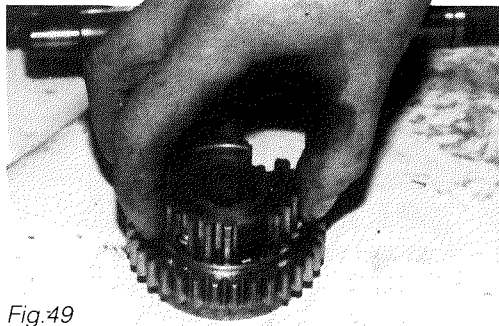


Fig. 49

Resassemble the 1st/2nd synchro hub ensuring that the springs and ball bearings are correctly seated and that components are the correct way round. Check that the hub slides in and out smoothly - without pushing the inner section out too far and allowing the ball bearings and springs to fly all over the workshop.



Fig. 50

The synchro hub can then be slid onto the shaft.

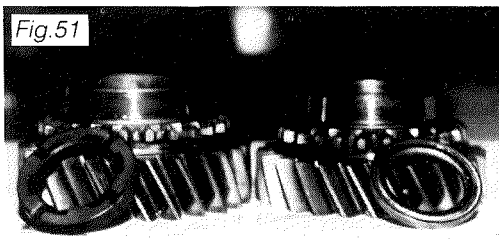


Fig. 51

Just for information, on single rail gearboxes (left) the 2nd gear cog teeth are wider than those found on three rail boxes. The single rail cog is also machined differently on the inside and uses a thicker thrust washer which is less prone to breakage than earlier models.

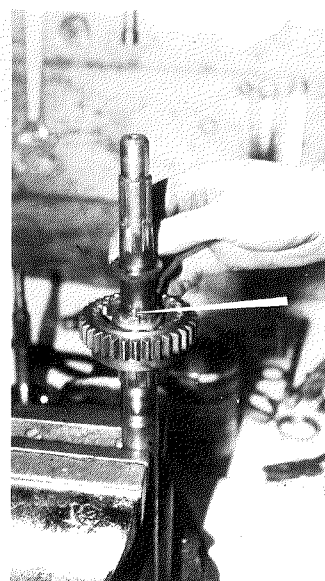


Fig. 52

Slide on the thrust washer making sure that it engages with the locking ball ball-bearing highlighted in fig. 47 above.



Fig. 53

Next, fit a new baulk ring followed by the 2nd gear and bush which as you can see is of a 'top hat' design.



Fig. 54

To check for end float, slide on the 3rd gear bush followed by the top thrust washer - with all slack taken up, you should just be able to fit the end of the top circlip in its groove. Text book end float is 0 - 6 thou. For more details on alternative ways to check endfloat, longstanding members may wish to look back at Courier number 82, April 1987. Assuming that gears, bushes and mainshaft remain useable, achieving the correct end-float should present no problems. End float adjustment if necessary is obtained by fitting the correct alternative thickness 2nd gear thrust washer.

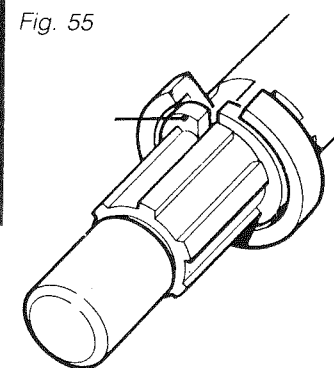


Fig. 55

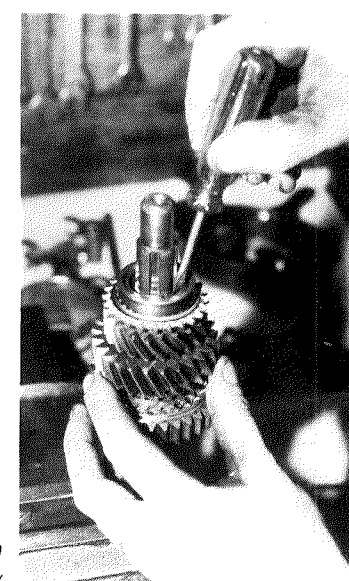


Fig. 56

3rd gear synchro baulk ring comes next followed by the 3rd/4th gear synchro assembly.



Fig.57

Moving along to the rear of the shaft (the split collars could have been fitted at this stage), slide on the 1st gear baulk ring, 1st gear...and the rear thrust washer.



Fig.58

The whole assembly is now ready for fitting into the gearbox casing and it can be a good idea to secure all the components on the shaft with some thin wire or string at this stage.

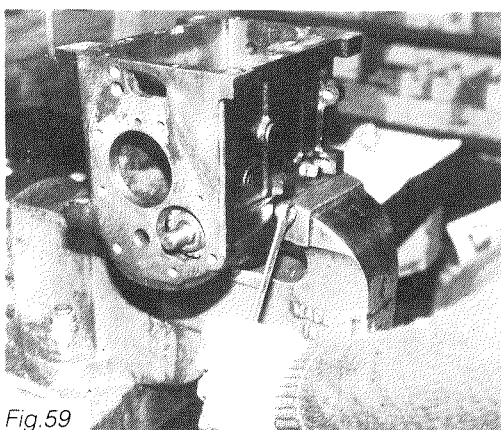


Fig.59

All downhill now. If previously removed, don't forget to refit the reverse gear and idler shaft.

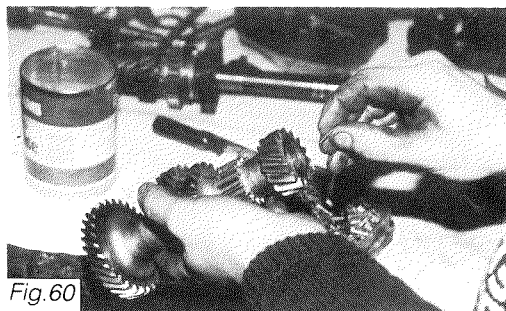


Fig.60

New layshaft roller bearings should be fitted - again using a few blobs of grease or vaseline to hold in place. The bearings should end up tightly packed with 25 at each end. If there's a space then there's a bearing missing. Though not done here, cooling the layshaft cluster in the fridge can help keep the roller bearings in place.

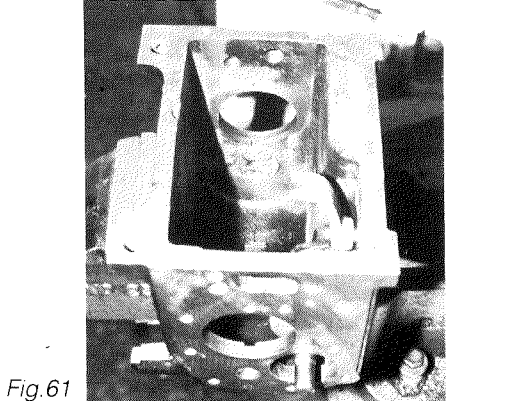


Fig.61

With the layshaft thrust washers greased in place...

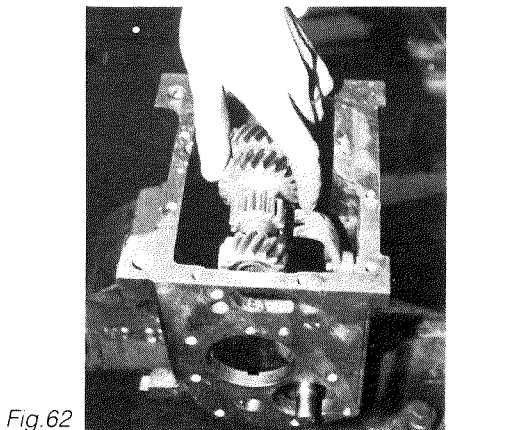


Fig.62

...offer the layshaft cluster into the bottom of the casing...

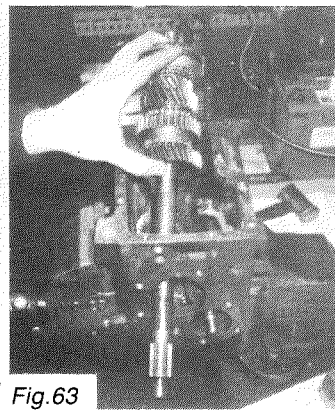


Fig.63

...followed by the mainshaft assembly.

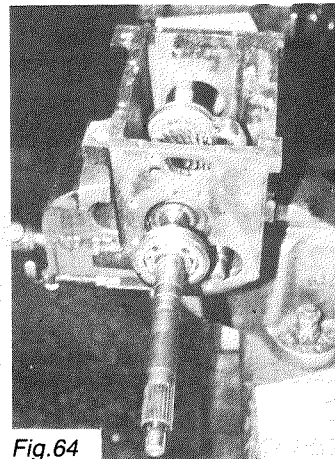


Fig.64

A new main bearing complete with its spring clip can be slid onto the rear of the shaft...



Fig.65

...tapped into place...

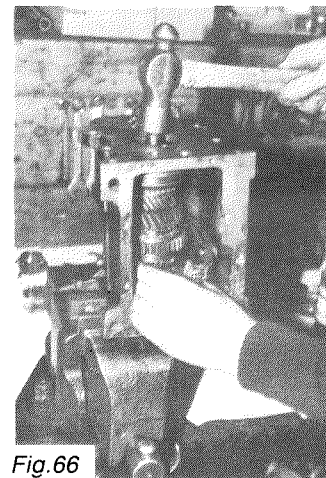


Fig.66

...and the mainshaft tapped through into the correct position.

Well that's all for now. Next month sees the completion of the rebuild and follows the refitting of the input shaft and the re-assembly of the selector mechanism.

Thanks again to John and Steve at John Kippings. ★

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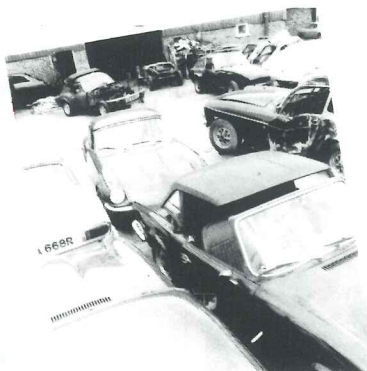
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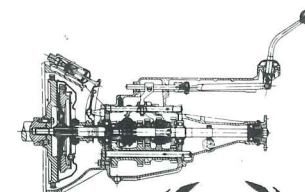
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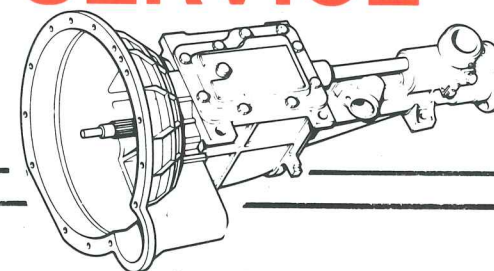
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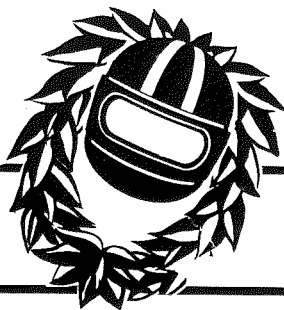
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# TSSC SPRINT & HILLCLIMB

**CHAMPIONSHIP 1989**

*By Neil Sleightholm*



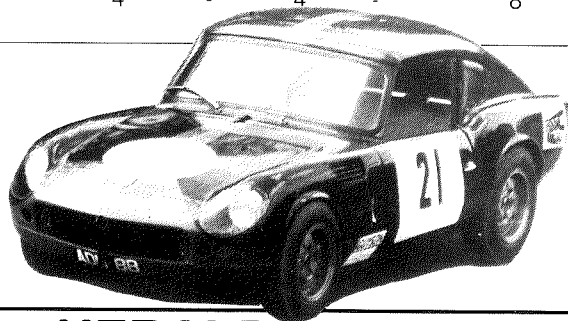
The points for the first seven rounds of the Sprint/Hillclimb Championship are shown below. If anyone is at an event (competing or spectating) and would like to write a report on it, I would be pleased to receive it and I will include it in my next report.

Please note that I can only be contacted during the weekend. You can leave a message at any other time and I will contact you as soon as I can.

Round	1	2	3	4	5	6	7	TOTAL
HUGH DAVIES	-	-	-	6	6	6	-	18
PETER DOODS	-	-	-	-	-	-	-	-
CHRIS HAYWOOD	-	-	-	3	-	3	4	10
MARK HELLIER	-	-	-	-	-	-	6	6
DALE HUXFORD	-	-	-	-	-	-	-	-
STEVE LANBOURNE	-	-	-	-	-	-	2	2
ROBERT ROODHOUSE	-	-	-	2	-	-	3	5
NEIL SLEIGHTHOLM	-	-	-	-	-	-	-	-
IAN SUTCLIFFE	-	-	-	-	-	-	-	-
GILES TINKLER	6	6	6	-	-	-	-	18
DAVE WHITE	-	-	-	4	-	4	-	8

Round

1. 9th APRIL North Weald
2. 23rd APRIL North Weald
3. 20th MAY Lydden Hill
4. 21st MAY Goodwood
5. 4th JUNE Goodwood
6. 18th JUNE Gursdon Down
7. 24th JUNE Goodwood



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TSSC/989

## NEW FOREST RUN AND SEAFRONT RALLY



For the second year running, the New Forest Run organised by the Wessex Area of the TSSC was a great success. The event was devised last year, originally for the members of local Triumph clubs but publicity in *The Courier* and *Classic Car* magazines saw the event mushroom and eventually 80 cars entered. Favourable comments from the participants ensured that the event would continue this year.

We had originally hoped for 100-120 cars and planning was based around this number. Route planning experts John and Bridget Snook worked out a suitable route through the scenic roads of the New Forest, whilst other Club members assisted with police and RAC liaison issuing entry forms and the many other tasks that accompany this type of event. The event was due to finish directly in front of Bournemouth Pier and a minor hiccup was overcome when the local authority suggested that the competing cars may be too scruffy!

Entries were boosted dramatically by an article in a local newspaper and we soon realised that our original estimates were on the low side. As well as a splendid turnout by TSSC members, most of the other Triumph car clubs were represented and eventually 163 cars arrived at the start in a (fortunately) large car park outside Ringwood in Hampshire.

Despite a couple of organisational problems (I still have nightmares about temporary traffic lights!) the majority of the entries completed the

35 mile run to Bournemouth which included a coffee stop at the magnificent Bramble Hill Hotel near Bramshaw in the New Forest. Unfortunately, however, the very hot weather caused some breakdowns but most of these were easily overcome.

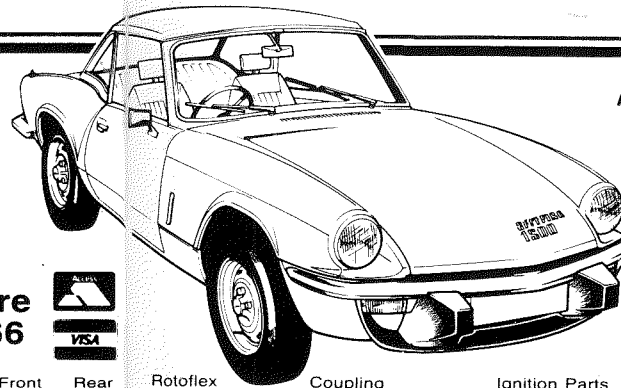
The arrival of the cars in Bournemouth certainly caused a stir amongst those who were spending a day on or around the beach and soon crowds were assembling around the cars. During the stay on the seafront, competitors were invited to vote for the nicest car. The prizewinners were the MkII Spitfire from the Dorset area, a local TR2 and a TR4A belonging to a couple who had come from Maidenhead. A prize was also given to the owner of a Triumph Renown that had entered as it was the oldest car present.

With such glorious weather and a superb selection of cars, it will be difficult to better this event next year. However, we will do our best and look forward to seeing you there. ★

**Jonathan Longhurst**

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1493cc 70 on	£8.04	£9.98
GT6/Vit to 67	£24.61	£11.78
GT6/Vit 67 on	£12.40	£13.05

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New Girling		
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GT6 all models		£30.67

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Per Pair		£9.80
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- one side		£2.30
Rear Trunnion Seal Kit		
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Steering Racks*		
Spitfire		£29.00
GT6		£29.00
Exchange Deposit		£15.00

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	Front	Rear
Spitfire 62-80		£9.39
GT6 66-74		£7.98

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GT6 66-68 Rear Outer		£7.44
66-68 Inner and Outer		£10.19
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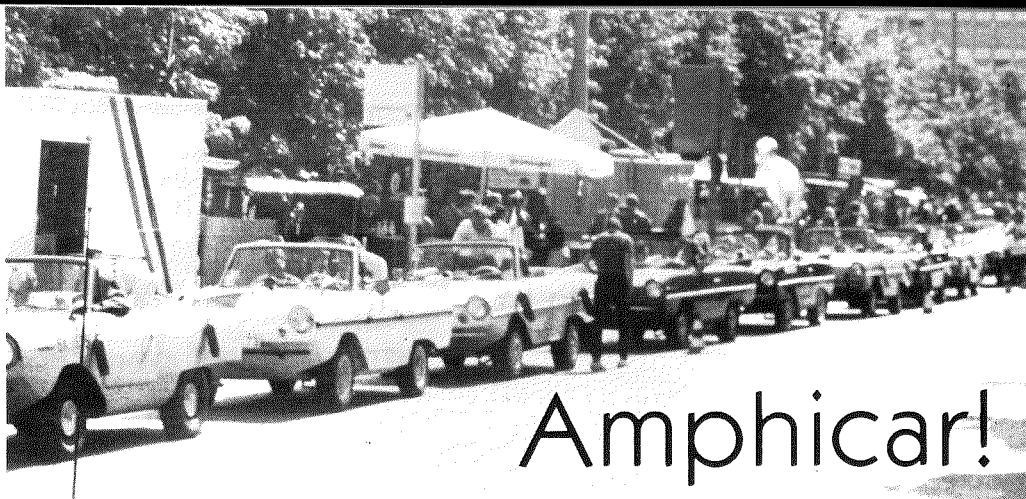
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6 cyl		£8.50

Ignition Coils		
Piranna Electronic Ignition		
Most Models		£38.00

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## Amphicar!

In 11 years of club membership - (Courier reading only admitted) - I've not believed that enough Amphicars existed to warrant inclusion in the T.S.S.C. - until Sunday May 14th this year.

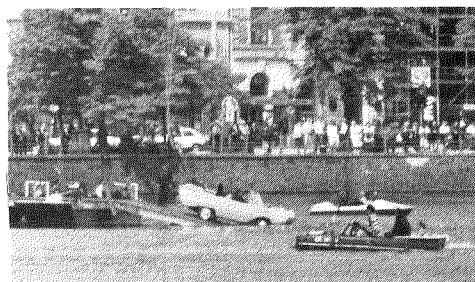
On holiday in Hamburg and waiting to board a boat in the Binnenalster Lake, it slowly dawned on me that the traffic jam beside the lake was composed almost entirely of Amphicars - immaculate and turning onto and down a ramp into the water - I took a few hurried photos.



Two things prevented me from finding out more about this event - I had about two minutes to get on board and my grasp of the German language is limited (though growing).

Thankfully all that I saw enter the water floated and moved.

14.5.89 was the German Whitsun weekend and it was all part of the local water celebrations.



Stan Goodsell



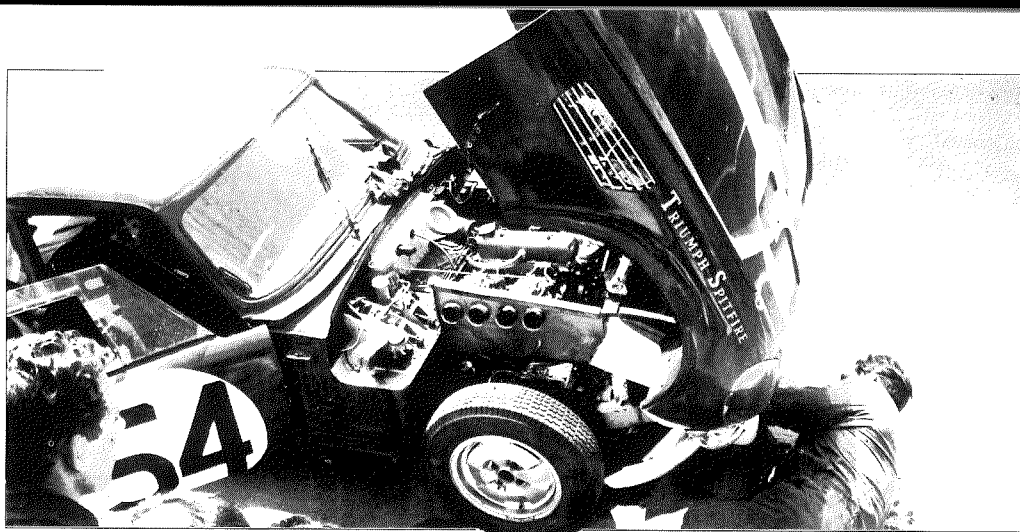
## The Wild Under-dogs

Part Two

At Le-Mans in 1965, it was on this occasion, two of the four cars finished - one of the others splitting an engine oil cooler, the other crashing

*Harry Webster, the Triumph boss who loved to see the marque in motor-sport.*





*Typical Spitfire pit stop - the car here being developed in 1965 guise, complete with carburettor cold intake, and splash guards dividing the engine bay from the wheel arch. The 1965 cars were about 100 lb lighter than before.*

during the night - with the Thuner/Lampinen car, ADU 4B, taking a splendid 13th overall, and averaging 95.1 mph, with ADU 3B 14th (Dubois/Piot) close behind it, in 14th place. In this definitive form, the top speed was at least 135 mph, and those 100 mph-plus lap speeds were easily achieved. The 1965 cars, incidentally, used aluminium cylinder heads, an even wilder camshaft profile, and produced a 24-hour reliable 109 bhp at 7,300 rpm.

This was not quite the end of their 1965 career, for in an astonishing fit of generosity Harry Webster loaned 2B, 3B and 4B to a private team of drivers to use in the 750MC's Six Hour relay race at Silverstone where, naturally enough, they were unable to beat their handicap.

Later in the year, too, Standard-Triumph were persuaded to build up a sixth car from available parts, and

ship it out to the Far East for Walker Sulke to race at Macau and other events in that part of the world. Unlike the 'official' Le Mans cars, this car had an open body style, a wrap-around windscreen, and a fairing behind the driver's seat, though the chassis and drive line were much as before. This car raced with some success for some time, and was eventually sold on to the United States.

Which leads me to describe the career of the 'fifth car' (ERW 412C) which Bill Bradley used all over Europe, setting class lap records in several locations, and winning outright at circuits as far apart as Pheonix Park, Brands Hatch and Castle Combe. This car eventually lost its identity during the winter of 1965/1966, after Bradley had shunted it more than once, and for 1966 it was replaced by ADU 2B, which had been extensively rebuilt, to include

the fitment of a strut-type independent rear suspension. In 1966 that car won 14 classes out of 18 starts, with class records being set at most of the established British circuits.

By 1966, however, the substantial competitions programme, and particularly the Le Mans effort, had been abandoned, not only because of rising costs, but because of Appendix J rule changes, which banned the use of special-style bodywork on homologated cars. For a time Webster had been considering converting the race cars to 2-litre six-cylinder power, in which form there would have been more than 175 bhp available, and top speeds of more than 160 mph were to be expected. One car was part-built, then dismantled - would it even have been remotely competitive against 2-litre Porsches?

The Spitfire race

programme, therefore, was abandoned before the car had been developed to its full potential. Among many improvements which could have been used was the 1,296cc engine already slated for use in the 1967 Spitfire road car - this, in rally tune, with 117 bhp, had been used with great success in the 1965 Alpine rally, where the

prototype category had been won - wider rim alloy wheels, which would have featured on the GT6R cars in any case, further improvements to the rear suspension, for the swing-spring project was already in existence at the factory, and more weight reductions.

However, racing improves the breed, or so they say,

and in the case of the Spitfires this was certainly the case, the eight-port heads, in modified form, were soon found in road cars, the GT6 transmission was well-and-truly proven before the GT6 itself was launched, as was the efficiency of the fastback body style.

As an Underdog, for sure, the 'works' Spitfire proved its point.



*David Hobbs climbing back in to ADU 2B, the 'light-alloy' factory Spitfire, during a pit stop at Le Mans in 1964.*

First published by Sporting Cars in August 1984 by Jonathan Edwards

# IT WAS A KNOCKOUT

J F Beynon



The first of hopefully many TSSC Knockouts was held at Rushmoor Arena, Hants on Sunday 21st May and attracted good support, some 300 attending. The weather was a great help with bright sunshine on the day, and thankfully for the organisers, the whole weekend. The arena was an ideal venue with its vast space and good camping area, the whole being enclosed by a security fence; next year you will have to pay to get out! A large grandstand area was available, lets have it completely filled next year by all 15,000 of you. Fun was had by all the organisers on the Saturday, putting up tents; I think they all ended up the right way up: erecting scaffolding, making water obstacles etc. "It'll be alright on the night" had nothing on us.

The event attracted teams from the following areas:

	Team colour
1. Essex	British Racing Green
2. West Middlesex	Signal Red
3. Southern	Cherry Red
4. Thames	Royal Blue
5. Surrey	Powder Blue
6. West Worcester	Jasmin Yellow
7. Hants and Berks	White
8. South Herts	Magenta
9. South Wales	Black
10. North Herts and South Beds,	
withdrew (frightened of the opposition? promise to enter next year).	

Well done all teams especially those who travelled a long distance.

All teams were smartly turned out, especially Wales, this was probably due to the number of ladies in their team. I assume that as Wales is the home of Rugby they were trying to emulate the "all blacks". Loved the message on the gloves South Herts, but were you frightened of getting your hands wet? Hants and Berks cheer leaders provided much needed support for their team.



*Running the Gauntlet*

After a short briefing the games started at 12 o'clock. This was to give all those that attended the camp fire and sing song on Saturday night time to sober up etc. However judging by the antics of some of the teams we didn't allow long enough! Next year you might be breathalysed before you start.

Eight games were planned, but as is usual at these events time overtook us and only six were played, they were:

## 1. HUMP A HERALD

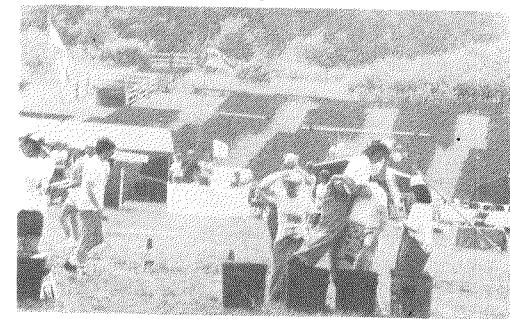
This consisted of dismantling a Herald constructed from a wooden plank chassis, four wheels on axles, a steering wheel and column, and a drivers seat. The various parts were then passed through a series of obstacles, such as a letter box and the dreaded water jump, and re-assembled at the other end of the arena. It is a pity that all of our cars can't be dismantled as easily. It will also be a refreshing change to re-furbish the "chassis" for next year with Cuprinol instead of Genelite.



*Humping a Herald*

## 2. SPARK PLUG RELAY

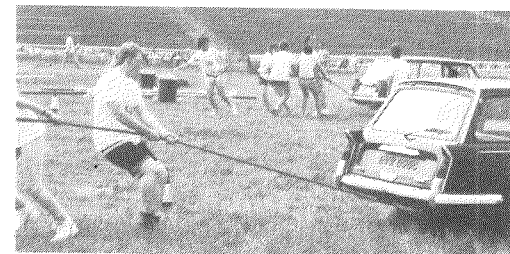
Four team members dressed as spark plugs were stationed at one end of the course in a cylinder head (4 black dustbins). Plug Spanners were provided for each set of plugs:- the remaining two team members with one leg tied to each other. The plugs had to be removed from the dustbins by the spanners and sack race down the course. The spanners had a three legged race down the course. On the way the plugs encountered an oil slick and water filled balloons that had to be burst. The game was over when all the plugs were inserted correctly into 4 more dustbins and signalled by setting off their party poppers. Congratulations to all the ladies who took part, even if a few of you got a bit cross threaded at the end.



*Spark Plug relay*

## 3. AUTO JUMBLE

This game consisted of a jig saw puzzle of two cars, a Vitesse and a GT6. Each member of the teams had to remove a piece of each car from a dustbin at one end of the course, race through a series of obstructions; one of which consisted of bursting balloons tied on a high bar, - come on, this wasn't very difficult, they were all weighed down with either flour or water; and place the piece in the correct position on a board at the other end of the arena. You would think that with only two pieces left to go there would be no problems. Not so, it only goes to show that some people don't know the difference between a Vitesse and a GT6. Well done Essex who had to perform part of the game in wellies as they had no lady. We were very impressed with Steve from Berks (!) for slipping flat on his back and carrying out an under car inspection. The pieces didn't fit



*On Tow!*

there Steve. It was just as well that they played their lady Jokers to double up their points!

## 4. ON TOW

Two Triumph Herald estates were parked in their straw bale garages at one end of the course. One member of the team blindfolded was the driver. The remaining members towed the cars backwards, through various obstructions and into garages at the other end of the course, shouting various instructions to the drivers. I can see now why Heralds weren't fitted with reversing lights as their drivers obviously don't know how to reverse! Essex decided to take a short cut into the garage and ended up firmly fixed on top of a hay bale. This game proved to be an embarrassment to the organisers with broken tow ropes, which were promptly re-tied around brake and petrol pipes.

One of the cars was actually sold after this event, and if the new owner would like his rear chassis brake and petrol pipes please apply to the organisers.

## 5. FLAT TYRE SAGA

The two Heralds were jacked up on stands at the front. The front tyres were flat and had a dab of paint on their inside. Each team removed a wheel, rolled it a short distance, applied ten strokes of a foot pump, and then took it up the course through a series of obstacles. A new tyre with an identical colour patch had to be found in a large pile of tyres and then re-fitted. One Welsh lady was drenched by a bucket of water administered by an enterprising 10 or 12 year old. He got his comeuppance at the end however, when he was given his free swimming lesson by the Welsh team.

## 6. THE LEAKY RADIATOR...THE LAST GAME!

The object was to carry in the mouth, a balloon filled with water, through the dreaded water jump and other obstacles, and fill a plastic dustbin at the other end. All competitors had to run with a rubber inner tube around their chests and arms to further impede movement. One competitor, Steve again, was observed with three balloons. Was he holding them or has he got a big mouth? Several teams were very enterprising and tried to carry full dustbins up the track. However this was quickly spotted by a rival competitors and action taken by them. Another competitor craftily substituted an old tyre for the inner tube and tried to carry water in that.



The dreaded water jump



On your marks!

Cheating took place on a grand scale, especially on the last game. We suspect that the teams that did best were those that were the most subtle.

All teams had a joker to play on selected games, all the jokers were excellent ranging from a teddy bear to a court jester. Well done all. It appeared on occasions that some teams consisted of all jokers!

Between games 3 and 4 we had a short lunch break. The time was not wasted as it was used for the concours, the winners being decided by public vote. All club members were also 'invited' to open their bonnets so that everybody could partake in the "Engine Bay Horrors". This proved to be very illuminating. At the start of the day I was thoroughly ashamed of my little Spitfire but after the bonnet inspections I cheered up noticeably. We liked all the birds nests, nice touch towards conservation. Would the person who had the litter of kittens under the bonnet please claim them as they are becoming expensive to feed.

## The final team placings were:

1. West Worcester 55 points
2. Southern 53 points
3. (Joint) Thames, Hants & Berks 47 points
4. Surrey 44 points
5. (Joint) West Middx, South Wales 37 points
6. South Wales 28 points
7. Essex 22 points

Congratulations to Worcester West for becoming the 1989 TSSC Its A Knockout Champions. Did they win because the judges were frightened to argue with big Bill Dixon?

At the end of the games the prizes were presented for the knockout competition, the side shows, the best cars in each group and the best car at the show. The winners were:

SPITFIRE	HRM 400N
GT6	BYE 701G
HERALD	SCT 277J
VITESSE	UPC 767F
BOND	633 BOO
SPECIALS	OHX 873
BEST OF SHOW	HRM 400N

All the winners possessed very smart and well looked after vehicles, there were also many other nice cars on show. Congratulations to all, it only goes to show that old can be beautiful.

Thanks must go to the people who manned the beer tent, hamburger stand, teas and ices, the shop and the side shows, most of them worked the whole of the day without relief. The shop was a great success with most of the 'It's A Knockout' T Shirts sold, thank you all for buying them.



Flat tyre saga

Special thanks must go to John Thomason for the organisation, the whole day running very smoothly despite a couple of mad panics. Thanks also to the members of Hants and Surrey Area who, apart from setting up on Saturday, running the show on Sunday, and dismantling on Monday, spent many evenings since Christmas sorting out the games. Thanks also to Robin Bowring for organising the loan of tents, barbecue, arena ropes and posts etc, and all other members for loaning equipment. Special thanks to our "marvellous" commentator Dave, he must have



A right pair of jokers

been quite hoarse at the end of the day, also to all of the arena staff and umpires. Last but not least, thanks to the teams themselves, for entering into the spirit of the event and it was good to see a bit of inter area rivalry.

At the end of the show all the teams mounted a viscious attack on the 'officials' with wet sponges, buckets of water, and dunked them in the water obstructions - this proved what good value the T shirts were, as there were no shrinkages. This did not dampen their ardour, and I am sure their enthusiasm will be just as great for next years event which as promised will be even bigger and better. Start practising now and we hope to see you all then. Will Worcester-West be the 1990 TSSC It's A Knockout Champions? ★



...thanks to ALL the members of Hants & Surrey for their help

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