

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

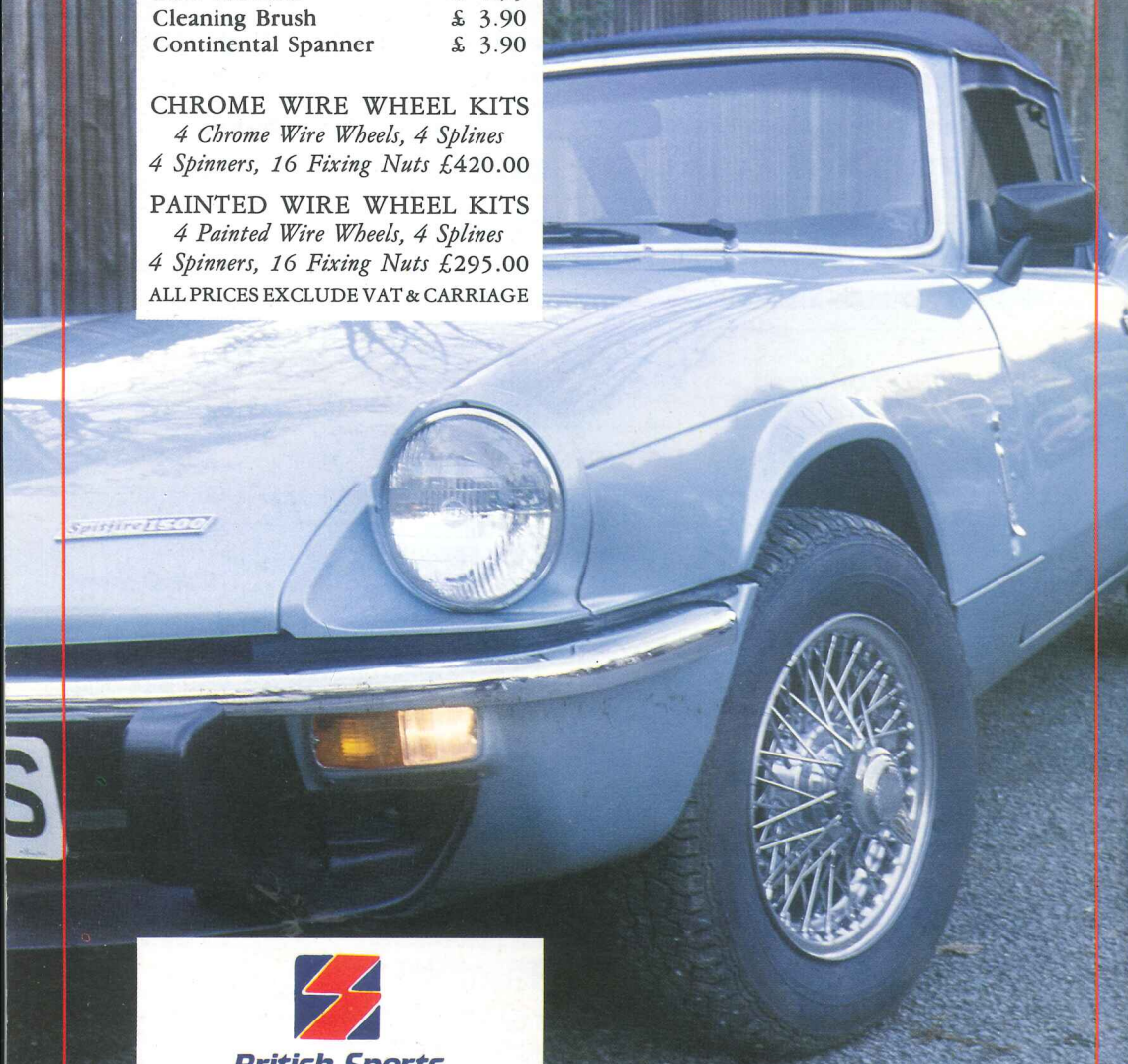
*4 Chrome Wire Wheels, 4 Splines  
4 Spinners, 16 Fixing Nuts* £420.00

#### PAINTED WIRE WHEEL KITS

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

ALL PRICES EXCLUDE VAT & CARRIAGE

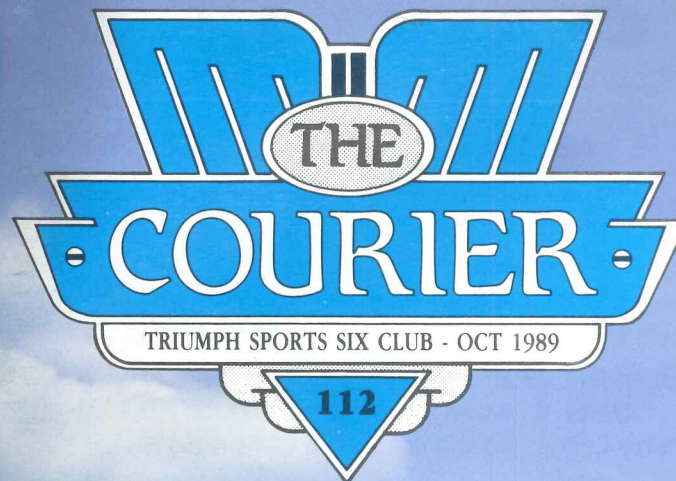
## Wire Wheels & Accessories



**British Sports  
Car Centre**

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

Typeset, Produced and Published by  
The Triumph Sports Six Club Ltd  
Printed by Peak Print Kettering England



TRIUMPH SPORTS SIX CLUB - OCT 1989





# THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL.10

No. 112

OCTOBER 1989

Price £1.00

Free to Club Members

## **P**RESIDENT

**John Griffiths**

6 Chuzzlewit Drive, Chelmsford, Essex CM1 4XQ Tel: 0245 443152

## **G**ENERAL **S**ECRETARY

**Peter Williams**

10 Chesham Rise, Cherry Lodge, Northampton Tel: 0604 405416

## **C**lub **O**ffice

121B St Marys Road, Market Harborough, Leics LE16 7DT Tel: 0858 34424

Office open between 9am - 5pm Monday to Friday

## **C**lub **M**anager

**Bill Sunderland**

## **O**ffice **M**anager

**Trudi Squibbs**

## **M**embership **A**dministrator

**John Muggleton**

## **M**agazine **C**orrespondence

TRIUMPH SPORTS SIX CLUB - PO Box 28, Market Harborough Leics LE16 7FX

## **C**ommittee **M**embers 1989

**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

GT6 MkIII TSSC International Weekend 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

## Where are the parts?

Demand for all Club cars has reached fever-pitch, with members clambering for the latest News Review each month, then dashing around all over the place spending their ££ pounds. Perhaps the main reason for this is the sharp price increases anticipated, due to the vast price gaps left by such cars as the Triumph Stags, etc. Yes, prices have already dramatically risen so bargains are not so easy to find. The question is, have price rises reached a ceiling? Not in my opinion. Maybe the 'top end' of the classic car market has seen the worst: £90,000 for an E-Type V12 Roadster which was £4,000 when new in 1974. This makes a Vitesse MkII convertible worth today about £22,000, as against £1,100 when it was new in 1971. O.K., you may think this is a bit over the top but it brings me on to this month's subject - parts and parts supply.

Our cars nearly all need some work and now is the time to do the job properly. Many, many parts have been remanufactured, some maybe not quite up-to-scratch but on the whole, most are quite satisfactory. But where are B.L. Heritage? Yes, you can now obtain a new MGB bodyshell and MGB GT and Midget bodyshells are on their way but what about our cars? The Club will actively encourage manufacture of parts from the original pressings - there are plenty of them needed. We have heard the rumour (from reliable sources) that B.L. have the tools for Spitfire IV/1500 bonnets, GT6 MkIII bonnets and Spitfire/GT6 door shells etc. and we suspect many more items. People such as Triumph Scene and Cambridge Triumph Spares are *importing* rust-free panels to satisfy the ever-increasing demand for them. So couldn't we widen the net. Come on B.L. Heritage, give us some good news and start reproducing new panels for us.

A very busy month was September, rounded off with us having the feature stand at Brighton. WAC '89 attracted another friendly bunch and Bill and Bev Dixon are an inspiration to this Club. Long may they continue.

Please find included with this Courier and Review our latest Turning Circle on the Triumph Vitesse - yet another bumper read!

## Contents

President's Intro .....	4	Real Possibilities .....	38
News Review .....	6	Spitfire Single Rail Gearbox Pt 4 .....	55
Tssc Offers (mig welders) .....	8	Pen to Paper .....	47
Cop Shop .....	9	Spitfire MkIII Profile .....	51
Mersey Area Show .....	11	Somerset Beach party .....	58
GT6 Register .....	14	Technical Tips .....	62
Herald Register .....	18	Coachwork Co-operation .....	67
Vitesse 1600/MkI Register .....	19	Tommy the Triumph .....	73
The 1500 Spitfires (Part 2) .....	27	TSSC Officers 1989 .....	74
Bond Equipe Register .....	35	Plus 32 Page Classified & Area News Review	
Vitesse MkII Register .....	37	Plus Plus Vitesse Turning Circle	

# PRESIDENTS INTRO



John Griffiths

## THE BOOMING CAR MARKET

The car market is booming. As I reported last month, older cars, in particular "classic cars" are rocketing in value ..... and the new market is experiencing none of the doom and gloom associated with retailers or house builders. UK car production is heading for the two million a year mark by the mid 1990s according to Simon Foster, head of the Society of Motor Manufacturers. Just as package tours destroyed the pleasure of travel, mass ownership of cars is extinguishing the joy of motoring. Yet, miraculously, the illusion survives. It is a triumph of modern marketing as well as a powerful indication of the eternal gullibility of "man", that the motor car remains the most potent icon of the age.

This is what *Marketing Week* magazine recons cars say about their owners:-

**PORSCHE 911 CARRERA COUPE SUPER SPORT** (you know, the one that does 152 mph, 0-60 in 6 seconds and costs around £50K) OWNER = An achiever, an exhibitionist with vulgar leanings.

**ROLLS ROYCE** (The Roller) owned today by men with chunky gold jewellery, too much aftershave & Rottweilers called Darren & Duke.

**MERCEDES 500 SL COUPE**. High class tart or dope dealer.

**FERRARI TESTAROSSA**. Ownership of one of these projectiles is said to be an indication of genital fixation & quite possibly madness.

**VOLVO 740s**. Likely to vote SDP, pursue a high fibre diet and yearn for acceptance among the green welly set.

**RANGE ROVER**. Fake country gentry.

**TOYOTA LAND CRUISER, NISSAN PATROL, DACIA DUSTER**. These are considered as deeply naff, driven by men with moustaches or possibly designer stubble who have cast themselves in the role of hunky Marlboro-smoking swaggers.

**OLD BANGER NEVER WASHED OR POLISHED**. Owned by someone refreshingly sane and balanced.

### WIN £20

Who can suggest caricatures for all our cars. Send your ideas to me ..... the best set will win £20. Entries close end of October.

I have found a few other bits of interesting Market Research recently concerning cars in general.

- More than 40% of people buying new convertibles are women.
- The overwhelming reason for buying a convertible (male or female) is - not a love of fresh air motoring - but style!
- A Vauxhall analyst is said to have commented that these people are making a statement about their approach to life.

This information comes from Market Research conducted by Vauxhall on purchasers of the Astra convertible. I wonder if this

applies to people buying Triumph convertibles?

Another interesting piece of research was recently conducted by the magazine *Marketing*. They sought views on cars of 600 UK Marketing Directors. These are just some of findings:

- "What would be your dream car ..... price no object?"

1. Mercedes (23%)
2. Jaguar/Daimler (14.5%)
3. BMW (13%)
4. Rolls Royce/Bentley (12.2%)

Curiously, temptations such as Porsche, Ferrari and Aston Martin each polled just 6% each ..... the same as the Range Rover.

- Top makes of Company car:

1987	1989
23.5% FORD	16% BMW
13.7% BMW	15% FORD
9% ROVER	11% VOLVO
8% JAGUAR	10% ROVER
6% MERCEDES	10% VAUXHALL
5% VOLVO	7% JAGUAR
5% VAUXHALL	5% SAAB
	4% AUDI
	4% CITROEN

Note how Ford have been pushed out of 1st place

- Their views on the cars:-

1. BMW "Reliable workhorse", "noisy engine and some rattles", "brilliant"
2. FORD "Pretty nice", "unexciting".
3. VOLVO "All right but boring".
4. ROVER "Pretty damned good".
5. VAUXHALL "Exceptional".
6. MERCEDES "Perfect".
7. JAGUAR "Luxurious".

### VALUATION SERVICES

Since the valuation service started, Pam and I have valued over 5500 cars. We value around 8/10 every day of the week.

When we came back from our fortnight's holiday recently, we had no less than 150 letters on the doormat to deal with. Yet with all this, we regularly still get members ringing up to say that they're having problems after a smash - getting money out of an Insurance Company because they haven't got Agreed Value cover. One member last week told me his Spitfire MkIII was smashed just 45 minutes after he had bought it for £1150, yet the Insurance Coy. has offered him just £200 and the chance to buy the car back.

### SU CARBS

I've been very pleased with the SU carbs fitted to my Vitesse, but during the very hot weather I did have problems without the heat shield as fitted to the Spitfire 1500. SUs suffer from petrol boiling and need to be insulated from the exhaust manifold. If you're fitting SUs or own a Spitfire 1500, make sure you have one fitted and that it is in good condition. I see in last month's *Courier*, *Midland Spitfires* are selling them for just £6.75 plus £2 postage (tel: (021) 359 3315).

### PRESS COVERAGE

October should see *Practical Classics* starting their major Vitesse rebuild. Stan Walters (*SW Classics*) is carrying out the work, with the Club's old friend, John Williams covering the story. It should turn out to be a very informative serial.

Note also that *Classic & Sportscar* are doing an article on the GT6.

Finally, have you seen the new magazine *Popular Classics*? If the first one is anything to go by, it represents real value for money and is certainly worth a read. You can even subscribe for a year, for just £12. Can't be a bad deal.

If you reading this magzine and do not belong to The Triumph Sports Six Club - Ring 0858 34424 for full details Office Hours

# NEWS REVIEW

WEDDING

CAR!



Here is a photo of my Herald 13/60 that I thought readers of the review might like to see. I bought VPY 767J last February and since then it has undergone extensive restoration. The car has a Mk1 Vitesse bonnet and MkII wheel trims. The respray was completed very shortly before we were due to get married. Debbie and I were putting the lights, trim and carpets etc., back on the car just three days before our wedding!

VPY drew lots of admiring looks and comments from our guests and I was proud to be in a Herald as we were driven from the church after the service. An unforgettable day, a lovely bride and a wonderful car!

Chris Apostolides

## CAR CLUB'S CLIMB:

We have recently received the following cutting from the Shetland Times, 23rd June, 1989 from Rob Jenner, who felt that members would be interested to learn that TSSC Motorsport is alive (just) and kicking up in the Shetlands. He poses the question: "Is this Great Britain's most northerly Vitesse?"

"Last Thursday the Viking Car Club held their second hill climb of the year at Sumburgh. The fine weather contributed to the good turnout of seven cars, including one newcomer.

The hill climb consists of a series of three timed runs up a steep twisty road, with the best two times added together, to which a handicap is added to reach a final total.

After the second run, Frank Scott (Uno Turbo) was leading having equalled the track record of 36.3 seconds, with Keith Moffat in second position on 38.7 seconds in an Astra.

With the final runs completed the winner was newcomer Rob Jenner (Triumph Vitesse) with a total of 85.5 seconds, followed by Keith Moffat (Vauxhall Astra) with 90.1 seconds."

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

## MICK DOLIPHIN CLASSIC TRIUMPH SPARES:

Mick would like to advise you that he can offer spares and advice for all Triumph owners (especially TSSC cars - Spitfire, GT6, Herald and Vitesse). He is a Triumph enthusiast with over 20 years experience of the above cars and can offer YOU - free advice and spares (new and secondhand) at reasonable prices.

He says: "Try me for that elusive part". Postal service available.

Wanted: any surplus new Triumph spares, abandoned projects, cars for restoration or (as a last resort!) breaking for spares.

Please give this small business your support, and allow Mick to do what he most enjoys, namely trying to track down obscure parts which the larger suppliers perhaps don't have time for. Contact him on Measham, Leics. (0530) 71326 evenings and weekends.

BEST OF LUCK MICK!

## THANKS

On behalf of the TSSC membership, I feel that I must congratulate the Leicester Area for a superb day out at the 7th National Leicester event (Sunshine Rally 3), which was again held at Stanford Hall.

From early morning to way past 19.30 hours, John and Mary Thorpe and his merry band of assistants worked their little cotton socks off to give us an event to remember. Every small detail was worked out well in advance and even the weather was booked for the day!! Poor Mick and Sue Maidment caught the short straw to run the barbecue - what a relief it must have been when the last burger disappeared from the grill on such a hot day!! So let's all give the LEICESTER TEAM a standing ovation and a massive THANK YOU.

Dennis Benson

## CALLING AMPHICAR

David Clayton of BBC Radio 4 is doing a series of programmes based on unusual cars and their owners. One programme will be devoted to Amphicars and I've put them in touch with three owners.

The programme series will be called 'For the Love of Alvis' and goes out on Radio 4, starting Tuesday 10th October at 4.05 pm. It will be 10 or 12 programmes in all and the Amphicar one will be towards the end.

JOHN CUDMORE - OXFORD

## ADU 3B IS BACK ON THE RACING TRACK

"This year, at Montlhery, for the Golden Age Grand Prix and for the 25th birthday of the Triumph Spitfire entry at Le Mans.

In 1964, ADU 3B has been presented to the crowd. This car was driven in 1965 by the Frenchman PIOT and the Belgian DUBIOS. It managed to finish 14th overall and second in its class behind the team mate ADU 2B.

The average speed was 147 KN/H (92 MPH). Four cars were made by the factory. They were in fibreglass and aluminium and were powered by a special motor 1147 ccs with 2 weber 40L carbs and GT6 gearbox.

ADU3B left in fare after the Le Mans race was driven in different rallies until 1970 where she was wrecked. She laid until this year in a field until being salvaged by MOTORDREAM, a French company specialised in parts for English and Italian cars. She will be raced in 1991 in French historic cars championship."



The above was received by FAX from MOTORDREAM, France

## My Batmobile was a Triumph!

I would like to make a slight correction to your piece about *Batman* (Radio Times 10-16th June). The original television Batmobile was based on the Lincoln Futura and Lincoln is a division of Ford, nothing to do with Chrysler.

Apparently - or so the story goes - it was Dean Jeffries, a custom vehicle builder who was first asked for a "Batmobile", but was only given three weeks for the task. He was used to working fast for TV and films and had built the Monkeemobile and the Green Hornet's Black Beauty (which ironically was a Chrysler - an Imperial), but thought that the deadline he was given was pushing things a bit.

Instead, George Barris was brought in, another custom designer, probably most famous for the Munster Koach. Due to the time scale he used an existing vehicle, the Lincoln, as a basis for the Batmobile. The Lincoln Futura already had the fins and bubble canopies and the final Batmobile we see on our screens didn't look all that different...

While working as the visual effects designer on one of the later series of BBC Children's Television's *Rentaghost* I designed a version of a Batmobile for a super-heroes sequence. This time the basis wasn't quite as exotic as a Lincoln Futura. I used a Triumph Herald - well, it did have very similar fins.

MAT IRVINE



## BADGE OF DISTINCTION FOR RAC ASSOCIATED CLUBS

An exclusive hand-crafted radiator grille badge will be free to all members of RAC Associated Clubs who enrol with the country's premier motoring organisation from October 1, 1989. (SEE APPLICATION FORM ENCLOSED)

The distinctive chrome and enamel badge has been styled to give cars belonging to members of the RAC's 100 Associated Clubs a highly individual appearance, and is just one item in a range of new special benefits.

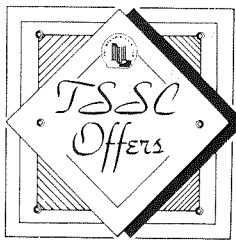
For instance, a 10% discount on RAC Eurocover gives club members who take their cars abroad the peace of mind of automatic roadside assistance in Europe, a rapid replacement parts despatch service, a chauffeur if the driver is taken ill and a re-patriation service for vehicles which cannot be repaired during the holiday.

The RAC is offering club members a £1 discount on a selected range of its publications, including the 'European Camping Guide 1989', 'Food Routes' and 'Road Atlas Southern England', and they will continue to enjoy the same benefits as all RAC members - discounts on holidays (through the RAC Holiday Club), car hire, tyres, batteries, exhausts, windscreens and other accessories.

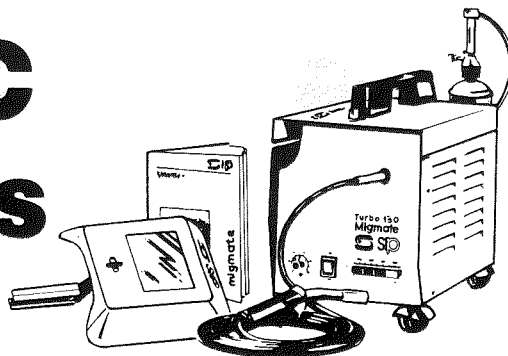
From September 1st there will also be a new range of membership options for RAC Associated Club members. **Personal Membership** provides emergency breakdown cover to a member and spouse for any car they regularly drive, and it is ideal for a couple who have more than one vehicle, while **Family Membership** covers a particular car for any driver. It is designed for families with children of driving age.

**Family Membership 2/3 Vehicles** extends Family Membership to benefit families with more than one car and several drivers. Finally, **Family Membership with Personal Cover** allows the maximum flexibility, giving cover to all members of the family for any car they drive. ★





# TSSC Offers



## SIP MIGMATE 130 TURBO

Last months offer continues this month and for a further limited period so don't delay. For full details about this machine and it's use read the articles in last months Courier. The main points and features are as follows:- 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.
- Adapters for larger gas bottles are readily available.
- 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**

### Also Available:

Double action Joddler for producing the step in sheet metal for butt welding and punches holes for 'plug' welding (imitating spot welding). **PRICE £25.75 + P&P**

Crimper (door skinning pliers) produces accurate neat return to doorskins. **PRICE £22.95 + P&P**

### ORDER FORM all prices include VAT

SIP MIGMATE 130 Turbo	£220.00
P&P	£9.50
Option 'Pack A'	£22.00
P&P	£2.50
Joddler	£25.75
P&P	£1.50
Crimper	£22.95
P&P	£1.50

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

**or phone (0462) 56315**

### INFORMATION REQUIRED

Name: ..... Membership No: .....

Address: .....

..... Telephone No: .....

ACCESS/VISA No: .....

Exp. Date: .....

**PLEASE ALLOW 28 DAYS FOR DELIVERY AND EXPECT  
MULTIPLE AND MIXED ORDERS TO ARRIVE IN  
SEPARATE PARCELS.**

**TSSC OFFERS — TSSC OFFERS — TSSC OFFERS**



## COP SHOP Motorways

Mike Crewes

At the International Weekend, I had a couple of queries regarding Motorways. The subject is quite involved, so I have decided to split it into two. This month I'll give you the Regulations and next month breakdown procedures.

The Regulations are in fact The Motorways Traffic (England and Wales) Regulations 1982. I have precied them below:

Sections 1-4 deal with definitions and the enactment of the Regulations.

Section 5 - No vehicle shall be driven on any part of a motorway which is not a carriageway. (The hard shoulder or verge is not part of the carriageway).

Section 6 deals with the motorway signs and direction of travel. It also makes it an offence to 'U' turn on the motorway. All common sense really.

Section 7 - No vehicle shall stop or remain at rest on a carriageway except:

- breakdown
- accident or illness or other emergency
- to pick up something that has fallen off a vehicle
- to give help to anyone who has already stopped

The vehicle shall be moved onto the hard shoulder as soon as is reasonably practicable.

A vehicle on the hard shoulder shall not overhang the carriageway or allow its load to do so.

A vehicle shall not remain at rest on a hard shoulder for longer than is necessary (this is usually about 4 hours - after which time the Police may remove the vehicle to a Police Car Pound and the owner/driver will be liable for the removal fee).

Section 8 makes it an offence to reverse on a motorway.

Section 9 makes it an offence to use the hard shoulder except as in Section 7.

Section 10 covers central reservations and verges. No vehicle shall use them.

Section 11 deals with Learner Drivers and does not allow them on the motorway.

Section 12 covers the restriction of use of the right hand or offside lane. Where three or more lanes exist, the following vehicles may not use the offside lane:

Heavy Goods Vehicles

Coaches or busses over 12 metres in length  
A motor vehicle drawing a trailer

Section 13 allows pedestrians to use the hard shoulder in order to comply with these Regulations. Pedestrians are not allowed on the carriageway except to reach the hard shoulder.

Section 14 makes it an offence for animals to be on a motorway, except in a vehicle.

Section 15 deals with the use of motorways by excluded traffic which is basically maintenance equipment.

Section 16 gives an exemption or relaxation of the Regulations if a vehicle is being directed by a Police Constable or for maintenance.

Most of you probably comply with these regulations without knowing it. Now you do. A full copy of the regulations is available on request. Next month - Breakdown Procedures.

*If you have a query or topic on Road Traffic Law, please write to: Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN. Remember, help is only 28 pence away.*

# V C TOP QUALITY TRIM

## TOP QUALITY CARPET SETS

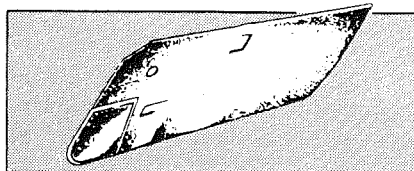
Spitfire	£49.50
GT6	£59.50
Herald/Vitesse	£69.50

## FRONT CARPETS

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

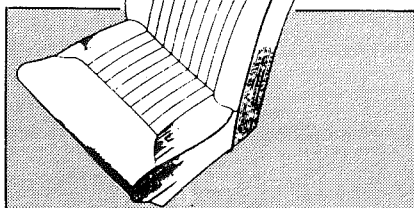
## TRIM PANELS

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



## SEAT COVERS

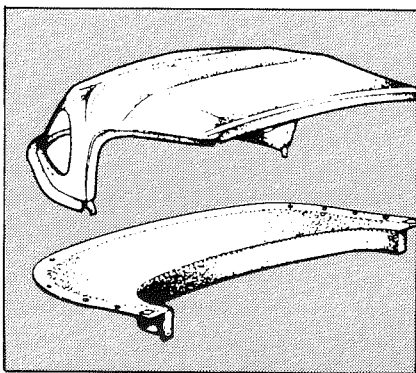
Spitfire Mk.3	Set £59.50
Spitfire Mk.4	Set £59.50



## NEW ITEM AVAILABLE

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

	HOOD	TONN	H/BAG
<b>HERALD/VITESSE</b>			
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
<b>SPITFIRE MK 1,2</b>			
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
<b>SPITFIRE MK 4/1500</b>			
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.

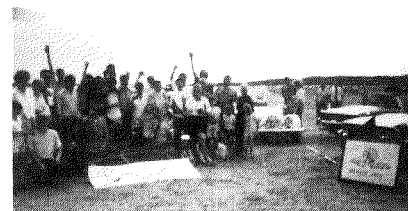
ACCESS & BARCLAYCARD WELCOME  
ALL PRICES EXCLUDE VAT & CARRIAGE

# The Mersey Area



## SIX OF THE BEST

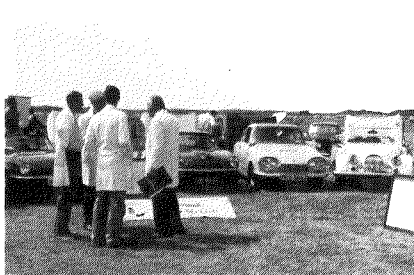
Won  
for the  
stand



The victory cheer

2nd prize  
best Club  
at the

## WOODVALE INTERNATIONAL RALLY



The judges prowl



Attendance 50,000



ONE OF THE BIGGEST AND BEST SHOWS EVER!

# British Sports Car Centre

303 Goldhawk Road, London W12 8EZ Tel: 01-748 7823 01-741 7075 Fax: 01-563 0101



# CAMBRIDGE TRIUMPH SPARES

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

## SPECIAL OFFERS TO TSSC MEMBERS

### CHROME & FITTINGS —

Bonnet Catch All Models .....	£17.50
Boot "T" Handle Complete .....	£9.95
Boot "T" Handle Barrel .....	£3.95
Outside Door Handle Barrel .....	£3.95
Window Winder Handle .....	£3.50
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
-------------------------------	-------

### COOLING

Water Pump Her/Spit .....	£18.50
Cooling Fan Her/Spit .....	£7.50
Hose Set Vitesse .....	£13.00

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

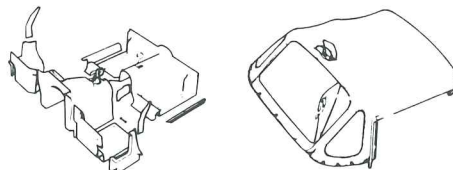
### TRIM & RUBBER SEALS

#### Herald/Vitesse

Window Channel .....	£7.50
Windscreen Seals .....	£16.00
Draught Excluder from .....	£9.50
Doorglass Weatherseal .....	£7.50
Siderail Seal Convertibles .....	£3.50
Hoods (Original Quality) .....	£75.00

Carpet Sets Superior Quality

Tufted & Fully Bound ..... £75.00



### Spitfire/GT6

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
Cover Clip .....	£0.90
Carpet Sets as above .....	£65.00
Hoods (Original Quality) .....	£65.00

### STEEL PANELS

#### Herald/Vitesse

Front Wing 13/60 .....	£48.00
Front Wheelarch Repair .....	£15.00
Front Footwell/Floor Ribbed .....	£23.00
Front Wing Corner .....	£9.50
"D" Plate .....	£7.95
Rear Lower Wing .....	£55.00
Front Lower Valance (F/glass) .....	£19.00
Original Doorskin .....	£19.00
Rear Wing Arch Repair .....	£15.00
Original Rear Valance .....	£29.00
Rear 1/4 Valance .....	£16.00

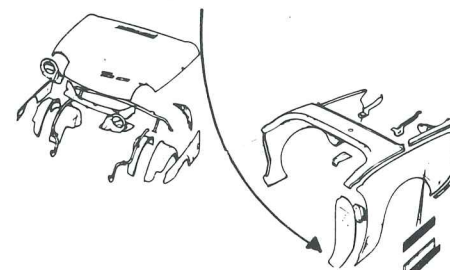
ALL OUTRIGGERS IN STOCK

### STEEL PANELS

#### Spit IV/1500 GT6 III

Front Wings .....	£29.50
Rear Wings .....	£80.00
Boot Floor .....	£36.50
Outer Sill (Original B.L.) .....	£21.00
Full Floorpan .....	£27.00
Front Footwell only .....	£9.90

ALL OTHER PANELS STOCKED

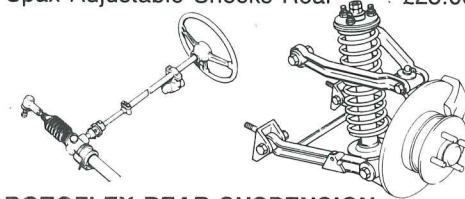


### STEERING AND SUSPENSION PARTS

Steering Rack (Exchange) .....	£29.00
Track Rod Ends .....	£4.95
Lower Steering Joint .....	£10.50
Vertical Link (State Model) .....	£32.00

Stub Axle (State Model) .....	£18.50
STANPART Trunnion Block and Bushes ..	£11.00

Front Shocker (Shop Soiled) .....	£11.50
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

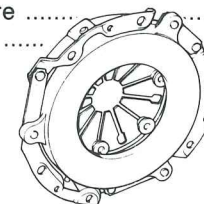
Rear shock Absorber GT6 .....	£16.50
New Rear Hub/Stud Assembly .....	£49.00
Rotoflex Couplings inc Bolts .....	£21.00
(Genuine B.L. WILL LAST!!!!)	
Rear Shocker Mounting GT6 .....	£12.50
Complete Bush/Spacer Kit .....	£19.50
(Stainless Steel Spacers)	

### NON ROTOFLEX REAR SUSPENSION

Driveshafts .....	£45.00
Wheel Bearing Kits .....	£6.99
Felt Oil Seal & Retainer .....	£1.50
Universal Joints .....	£5.00
Wheelstuds .....	£0.90

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

Herald/Spitfire .....	£37.50
Vitesse/GT6 .....	£47.50



ALL PRICES PLEASE  
ADD POSTAGE AND VAT AT 15%

FAX (03543) 5256

Our telephone number is

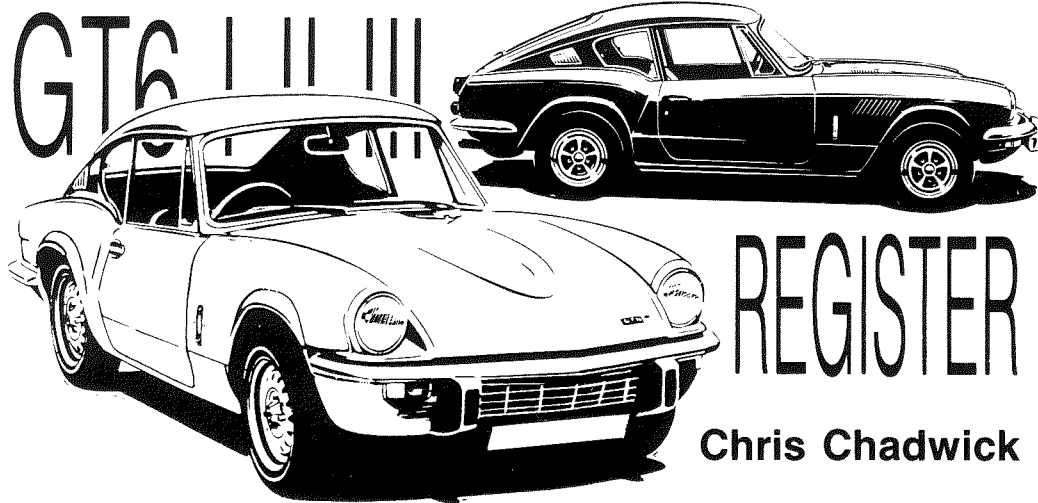
TEL: (0354) 34140/34144



TELEPHONE ORDERS/FAST MAIL ORDER  
SERVICE/OVERNIGHT DELIVERY



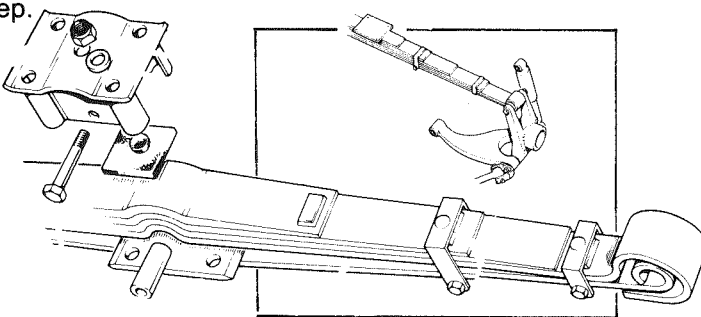
★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★



**F**irst of all, every reader of our Club magazine must please make sure that he or she has an order in or the November issue of *Classic & Sportscar* magazine. At the time of writing this month's GT6 Register column, the boys from *Classic & Sportscar* are preparing an article in which they compare the merits and demerits of the various marks of GT6, with an especial interest in their relative handling qualities. As we all know, the MkI was criticised for its poor road behaviour but the problem was later solved by the rotoflex back end of the MkII and early MkIII. Contemporary press reports suggested that the 'swing spring' of the late MkIII was a little different in behaviour from that of the MkII but ever since then, this latter area has been where the real controversy lies, for most informed individuals (like you and me) insist that the swing spring set-up was indeed a retrograde step.

Well, the *Classic & Sportscar* magazine article should settle the argument once and for all, because the regular road tester from *Autocar* has been appointed to carry out a comparison of specimens of each car. Finding really good cars to test was actually a greater problem than you might at first suppose. Over the years many of our cars have been run on a limited budget and are now in rather poor condition. But between myself and C & S magazine, some very nice specimens were located.

I can hardly wait to see the result because for many years, the poor handling of my own late MkIII severely detracted from my



enjoyment of what is fundamentally a superb little sportscar. The basic problem has always been the huge amount of camber change inherent in the swing axle set-up, in which the point of articulation has been about a universal joint adjacent to the differential. Early swing axle cars display 21% of potential movement, which

should be compared to a typical modern independent rear suspension having perhaps 0.5% of camber change. With all this potential for the rear wheels to flap about, it is hardly surprising that little of the tyre at any given time stays in contact with the road. The rotoflex models are genuinely better and the potential for camber change

is only 7°. By comparison, the late MkIII again feels 'all over the road', and although I would hesitate to compare absolute cornering power, for me the question has always been of how the car feels under general driving. I remember feeling less scared in a Renault 4 that I ran for a number of years, than in my GT6 over the same stretch of road. I did nothing other than all the everyday things that road users do; drive gently round bends, roundabouts and in straight lines. My GT6 would do all kinds of strange things, perhaps generally described best as 'jumping about'. The car would on occasions suddenly jump sideways without any apparent reason. The Renault did none of these things. My GT6 was far worse than many other sportcars which are generally acknowledged to have poor handling; I always felt that there was much less wayward behaviour about the TR6, for example.

Thus in 1985, I resolved to do something about this problem. Looking back, my decision to convert my late MkIII to rotoflex rear suspension was the only major alteration that I still consider to be worthwhile. I bought a MkII transverse rear spring, radius arms, reconditioned driveshafts and one or two other things from a car breaker. The conversion is fairly easy since most of the bits just bolt on. The radius arms are mounted further inboard on the rotoflex models so that their mounting points in the bodyshell have to be welded into place. But the drillings for the holes are already present. The wishbone

brackets are absent from swing axle cars and also needed to be welded to the chassis. Also, my late MkIII had automatically adjusting rear drum brakes (which adjust when the handbrake is put on). The rotoflex models are adjusted manually with a spanner every few thousand miles but although this might seem to be a retrograde step, (losing automatically adjusting rear brakes) mine never adjusted properly anyway and I have yet to speak to any owner on which the automatic adjusters really have worked. Overall the conversion was easy and fairly cheap in terms of parts. Above all, it could hardly be called customisation, nor anything like it.

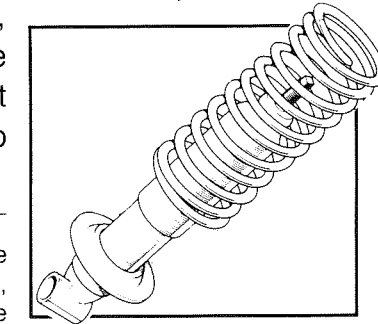
The car really was transformed and now instills so much more general confidence into the driver. It now feels 'normal' and I would not expect any more errant behaviour than that of any other everyday vehicle. The car still understeers perhaps a little more than it should, probably due to the thicker anti-roll bar that was fitted as standard to the late MkIII.

A future task is to obtain the MkII/early MkIII anti-roll bar, which should provide more

neutral handling.

But I did have trouble with shock absorbers. 2 years ago I had Spax adjustables fitted but they were terrible. The ride was impossible, being much too hard. I came to the conclusion that they were unsuitable for road use, even on their softest setting. Traction was poor, with every perturbation in the road surface causing the wheels to lift. My feeling were reinforced when the car failed its MOT test, due to 'no movement in the rear suspension'. Of course, I was peeved at the time but I now have to admit that they were right. After a while I found some softer shock absorbers and they work well. The back end now appears to have at least some suspension travel. So, from my own personal experience, avoid Spax shockers. They are also unreliable and there are many anecdotes about the adjusters breaking, so that they turn without adjusting the ride. The TSSC is now, I understand, looking at the possibility of offering Monroe or some other shock absorber. If this is so, I will be interested to know how they behave in use.

I had better close now, because I need a good night's sleep if I am to survive the Bealeau Autojumble tomorrow!





# 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

#### NEW PRICES FOR DIFFERENTIALS

- 4.11:1 Herald/Spitfire ..... £120.00  
Surcharge ..... £50.00
- 3.89:1 Reconditioned ..... £145.00
- 3.63:1 With New Crown Wheel & Pinion ... £195.00  
Surcharge ..... £75.00

★ Prices include VAT post extra



**WORLDWIDE  
MAIL ORDER SERVICE**

**Illustrated Catalogue £2 - Overseas Free**

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

**TELEPHONE 0203 683926**

### TR

Einer der größten Ersatzteillager in Europa für Ihren Triumph! Wir führen Teile für Spitfire, Herald, Vitesse, GT6 und TR2 - 6. Unser Lieferprogramm umfaßt:

- Motore, Getriebe, Differentiale
- Achsteile
- Bremsenteile
- Innenausstattungen, Verdecke usw .....

### SPITFIRE & GT6

One of the biggest stockists for Triumph spare parts on the Continent. We have parts for Spitfire, Herald, Vitesse, GT6 and TR2 - 6. We specialize in:

- Engines, Gearboxes, Diffs
- Brake Parts, Body Panels
- Interior Trims and Hoods etc.

**Fahrzeugteile**  
Saarweller Straße 31  
**6610 Lebach-Hoxberg West Germany**  
Tel. 06881/52455, Telefax 06881/51774

Bitte fordern Sie unsere Kostenlose Preisliste für Ihren Wagen an.  
Please phone us for FREE PRICE LIST for all cars. World wide mail order service.

Affordable  
Agreed Value Car Insurance  
For 17 - 24 Year olds

EXCLUSIVE AGREED VALUE INSURANCE  
FOR MEMBERS OVER 25

*Triumph Sports Six Club*

EXCLUSIVE AGREED VALUE CAR INSURANCE

For Insurance advice Telephone Footman James & Co 021 - 561 - 4196



# Herald REGISTER

Chris Longhurst



1200 MKII SALOON

## BODY NUMBER/COMMISSION NUMBER SEQUENCES

The MkII Herald 1200 was introduced in 1962 on a 'tougher' chassis. The body number sequence follows the pattern of MkI saloons (GAT prefix) until 1963, when the GAT identifier became a suffix. It is likely that the number sequence restarted with MkIIs, so that the first MkII commission number, GA 80,0001 DL was matched with GAT 80,001 (assuming the car was a saloon).

The MkII 1200 saloon continues to be popular even after the introduction of the 13/60; unlike the 1200 convertible and estate the saloon remained in production until 1970, the final commission number being GA 249,873 DL. The final body number was probably in the region of 222,781 GAT. A total of 201,142 MkI and II saloons were produced; not all body numbers were allocated to commission numbers, explaining the discrepancy between production numbers and final body numbers.

### Herald 1200 MkII Saloons - selected commission numbers from TSSC register

1962		1965	
GA 80001 DL	?	GA 169371 DL	?
GA 87875 DL	GAT 83141	GA 169890 DL	144701 GAT
GA 93717 DL	GAT 86545	GA 178058 DL	152373 GAT
GA 97150 DL	GAT 88367	GA 199615 DL	170548 GAT
1963		1966	
GA 97397 DL	?	GA 200233 DL	?
GA 103037 DL	91858 GAT	GA 202190 DL	172434 GAT
GA 106655 DL	94249 GAT	GA 2101989 DL	179189 GAT
GA 112065 DL	97413 GAT	GA 218465 DL	186450 GAT
GA 117124 DL	100069 GAT	GA 222245	189791 GAT
GA 124201 DL	104110 GAT	1967	
GA 133082 DL	110848 GAT	GA 222406 DL*	190130 GAT
GA 134197 DL	11237 GAT	GA 222813 DL	190411 GAT
1964		GA 229401 DL	198613 GAT
GAT 138312 DL	?	GA 231039 DL	199100 GAT
GA 139374 DL	116998 GAT	GA 234374 DL	204073 GAT
GA 141593 DL	119048 GAT	1968	
GA 152395 DL	140156 GAT	GA 234716 DL	(first comm. no. not known)
GA 161602 DL	137511 GAT	GA 236554 DL	207046 GAT
GA 165205 DL	140647 GAT	GA 238851 DL	209643 GAT
GA 168953 DL	143744 GAT	GA 241984 DL	213164 GAT
1969		GA 244296 DL	215831 GAT
GA 244436 DL*	215975 GAT	1970	
GA 246530 DL	218592 GAT	GA 248226 DL*	?
GA 246848 DL	218944 GAT	GA 248329 DL	221547 GAT
GA 247648 DL	220244 GAT	GA 248580 DL	221547 GAT
GA 247910 DL	220619 GAT	GA 249204 DL	222186 GAT
GA 248102 DL	221018 GAT	GA 249611 DL	222663 GAT
		GA 249753 DL	222661 GAT
		GA 249873 DL**	?



This month's heading photo, a 1963 Wedgewood Blue convertible, is sent in by Tim Smallshaw of Trowbridge. By the looks of things, the car has seen a few changes in its life, such as a MkII dashboard and wheel trims, but is nevertheless in very good condition.

Tim thinks that a head gasket has blown ..... but is not sure which one!

## INLET MANIFOLDS *Part 2*

John Thomason

### Vitesse Manifolds

The Vitesse provides an interesting study of how inlet manifold design philosophy changed during the life of the Vitesse. Fig. (6) shows the three types of inlet manifold fitted to Vitesse engines.

### 1600 Manifold

The 1600 inlet manifold was inherited from the Vanguard 6 and follows 1940's and 1950's design practice. Basically the design relied upon excessive turbulence to break up the large globules of fuel and provide good air/fuel mixing. The design aimed to give good mixture at low speeds leading to a smooth running engine with lots of torque at low speeds.

For obvious reasons the design was known as the 'rake' or 'log' manifold Fig (7) and generated turbulence by neglecting streamlining and introducing sharp edges at the large number of manifold T's. The generation of such turbulence was achieved to the detriment of volumetric efficiency and consequently peak power was limited. Exhaust

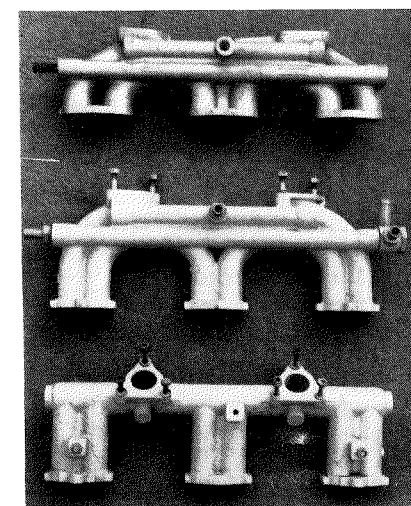


Fig.6. The 3 different Vitesse manifolds



manifold heating was adopted to create localised hot spots to revaporise any fuel that falls out of the mixture stream. Any fuel that remained unvaporised on the manifold floor was drained away by the piping shown in Fig (8).

2 Litre Mk1

The latter 1600 and 2 litre Mk1 manifolds witnessed the first changes in the new thinking in manifold design in which volumetric efficiency played an increasing part. The design was aimed at producing higher power outputs and recognised the importance of bringing restrictions/pressure losses within the manifold to a minimum. It was realised that although turbulence was beneficial in aiding mixing it created pressure losses and severely reduced volumetric efficiency. Consequently the new design dropped the log appearance, becoming more streamlined, although sharp edges at the manifold Tee were retained to provide initial turbulence and remove fuel from the walls of the manifold.

2 Litre Mk2

The 2 Litre Mk2 manifold was designed specifically to compliment the TR5 cylinder head and the higher power outputs it produced. Consequently streamlining was further improved and duct diameters increased to pass the higher volumes of mixture required Fig (9). Exhaust manifold heating was replaced with the more uniform coolant method of heating.

TRIUMPH 2500

The last changes to the manifold were incorporated into the Triumph 2500 Saloon manifold, and included further

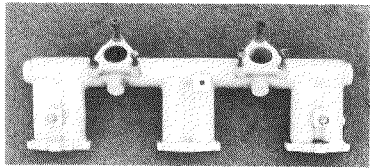


Fig.7. The 1600 Manifold

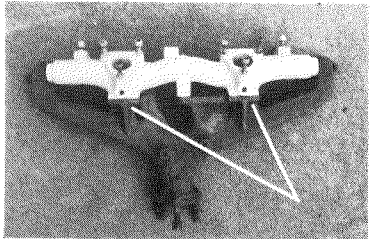


Fig.8A. 1600 Exhaust manifold heating

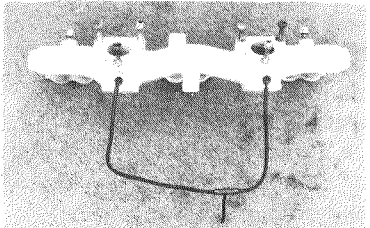


Fig.8B. Note how the manifold floor slopes down to the manifold drain pipes and hot spots

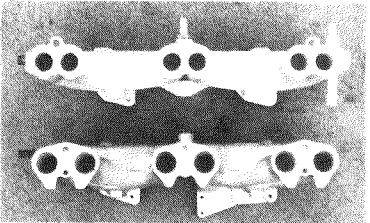


Fig.9. Increase in duct diameter of the 2 Litre Mk2 manifold (bottom) compared to 2 Litre Mk1 manifold (top)

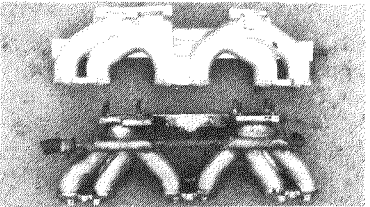


Fig.10. Increased streamlining of the 2500 manifold (bottom) over the 2 Litre Mk2 manifold

streamlining to give improved breathing. Fig.(1). Unfortunately due to the 9° tilt of these engines, fitting one of these manifolds to the 2 Litre Mk2 would cause the carbs to poke through the bonnet! - unless of course you tilt the engine 9° as with the 2500 Saloon and rotate the bell housing 1 or 2 studs to bring the gearbox upright again!

IMPONDERABLE FEATURE

Auto electricians will tell you that ignition coils do not like extremes of heat or temperature. So why do we find the ignition coil on the Vitesse mounted on a hot vibrating lump of metal known as a 6 cylinder engine!

FACTS AND FIGURES:

Over the past several months I have been trying to get the Vitesse 1600/Mk1 Register into some sort of order and provide a few facts and figures on our cars. In addition I have tried to collate some novel information which may prove of interest to members.

TABLE 1 - NOS OF VITESSES REGISTERED IN THE CLUB

MODEL	NOS CLUB CARS	NOS PRODUCED	PERCENTAGE	NOS LADY OWNERS
1600 Saloon	218	22,814	0.96%	23
1600 Convertible	171	8,447	2.02%	21
2 ltr. Mk1 Saloon	316	7,328	4.31%	25
2 ltr. Mk1 Convertible	365	3,502	10.42%	23

Table 1 shows the latest number of Vitesse we have registered in the Club. As can be seen the 2 litre Mk1 convertible appears to be the most popular, with a comparatively large percentage surviving. My previous comments about the rarity of 1600s appear to be true with an average of only 1½% surviving. I am afraid I do not have a feel for how many other Vitesse survive not registered in the Club. It is nice to see that we have a good percentage of lady Vitesse owners.

TABLE 2 - YEAR OF 1ST REGISTRATION

YEAR	1600 SALOON	1600 CONVERTIBLE	2 LTR MK1 SALOON	2 LTR MK1 CONV.
1962	16	10	0	0
1963	40	20	0	0
1964	52	29	0	0
1965	55*	49	0	0
1966	50	58*	10	16
1967	5	5	144	181*
1968	0	0	144*	159
1969	0	0	17	13
1970	0	0	1	2

Table 2 lists the year in which Vitesse in the Club were 1st registered. 1600s first registered in 1965 and 1966 appear to have survived the most, when in fact 1964 was the peak year for 1600 production. 1967 2 litre Mk1 convertibles appear to be the most abundant. Note that we have three 2 litre Mk1s first registered in 1970, well over a year after production ceased.

TABLE 3 - KEY VITESSE 1600 COMMISSION NUMBERS

COMMISSION NUMBERS	DATE REGISTERED	REG NUMBER	OWNER	COMMENT
HB 1 DL	- /04/62	-	-	1st Vitesse produced
HB 179 DL	- / - /62	777 CWD	J Hickman	Oldest 1600 Saloon
HB 1 030 CV	19/12/62	7664 MX	P Jarvis	Oldest 1600 Convertible
HB 6 798	- /02/63	-	-	Solex B321H carbs intro
HB 6 807 CV	19/04/63	6794 PE	J Eley	
HB 15,001	- /09/63	-	-	Modified dash intro
HB 15,106 DL	- / - /63	69 SWC	K Swindles	
HB 27,985 DL	- /06/65	-	-	CD 150 carbs intro
HB 27,996 CV	16/08/65	DDV 900C	J Miller	
HB 33,610 DV	10/04/66	NWB 458D	C Oates	Youngest 1600 Saloon
HB 34,025 CV	- / - /66	LYY 531D	J Gard	Youngest 1600 C/tible
HB 34,053	- /09/66	-	-	Last 1600 produced

Table 3 highlights key Vitesse 1600 commission numbers and provides an approximate tie up between commission number and date of registration.

**Remember a commission number suffix** DL = Saloon  
CV = Convertible

The oldest surviving (?) 1600 is a red Saloon whilst the youngest is a blue Convertible.

TABLE 4 - KEY 2 LTR MKII COMMISSION NUMBERS

COMMISSION NUMBER	DATE REGISTERED	REG NUMBER	OWNER	COMMENT
HC 1 DL	/09/66	-	-	1st 2 Ltr MKI produced
HC 28 DL	/ /66	KFD 60D	S Bulmer	Oldest 2 Ltr MKI Sal/Con
HC 39 CV	1/02/67	JTR 517E	G Gane	Oldest original 2L MKI Con
HC 45 DL	/ /66	HCV 739D	C Baxter	Oldest original 2L MKI Sal
HC 12,054 CV	11/10/68	SMOP 601G	M Bryant	Y/gest original 2L MKI Con
HC 12,076 DL	20/01/69	AGW 565G	L Wood	Y/gest original 2L MKI Sal
HC 12,077 CV	17/09/68	216 EVA	J Gilmor	Youngest 2L MKI
HC 12,079	/09/68	-	-	Last 2L MKI produced
HC 12,766 DL	1/10/68	DVX 390C	K De'Ath	Correct Comm Nos?

Similarly, Table 4 lists key 2 litre MKI commission numbers, although here we have a few oddities. The oldest 2 litre MKI Saloon HC 28 DL, now appears to have been converted into a convertible, leaving HC 39 CV as the oldest original car, although note how long it took to register the car.

HC 12,077 CV appears to be the youngest 2 litre MKI surviving, only the 3rd from last produced. However, it no longer has its original registration number and is listed in the Club as a Saloon! We also have registered in the Club, the car produced before this, HC 12,076 DL, the youngest original Saloon.

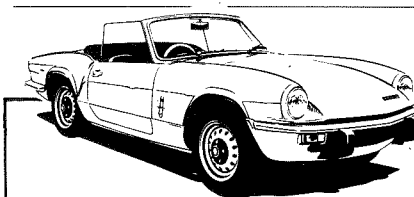
HC 12,766 DL, appears to have been produced after the last official 2 litre MKI. Could you please check the Commission Plate Ken.

TABLE 5 - VITESSE COLOURS

BASIC COLOUR	CODE	1600 SAL	1600 CON	MKI SAL	2L MKI CON	TOTAL	GROUP
Black	11	7	13	4	9	31	31
Unspecified Red	-	13	21	47	24	105	202
Cherry Red	22	11	8	15	23	57	
Signal Red	32	11	10	14	5	40	
Unspecified Brown	-	1	0	5	0	6	6
Jasmin Yellow	34	2	0	12	9	21	21
Unspecified Green	-	21	12	21	12	66	170
Cactus Green	15	11	7	3	7	28	
Conifer Green	25	20	10	12	13	55	
Olive Green	35	10	2	1	6	19	
Litchfield Green	45	1	1	0	0	2	
Unspecified Blue	-	19	18	35	34	107	311
Midnight Blue	16	4	1	0	5	10	
Wedgewood Blue	26	15	5	14	17	51	
Dark Blue	36	1	0	0	0	1	
Renoir Blue	46	30	0	0	0	3	
Royal Blue	36	6	12	34	33	85	
Valencia Blue	66	0	1	18	35	54	
Damson	17	0	1	5	6	12	12
Unspecified Grey	-	4	0	1	4	9	75
Gunmetal	18	17	7	10	20	54	
Dark Grey	28	2	0	0	0	2	
Phantom Grey	38	1	0	0	0	1	
Dolphin Grey	48	1	1	4	3	9	
White	19	42	45	79	48	242	242

Table 5 provides an insight into the tastes of Vitesse owners, listing the colours of Vitesse registered in the Club.

In total, as a colour group, Blue appears to be the most popular colour chosen by owners, closely followed by White. Are these the colours we see most of on the roads? After White, it is difficult to say which is the most popular individual colour, due to the large number of unspecified reds, blues and greens. However, Royal Blue, Cherry Red and Conifer Green appear to be hot favourites. Lichfield Green, Brown and Renoir Blue do not appear to have been very popular.



## SPITS & PIECES

TRIUMPH SPITFIRES, GT6'S, HERALDS, VITESSE'S NEW AND USED PARTS AVAILABLE.  
SPITFIRES BUILT AS A SPECIALITY. M.O.T'S, RESPRAYS, SERVICING, POSTAL SERVICE.  
Unit 9 Bradley Lane Newton Abbot Devon Tel Newton Abbot 51370



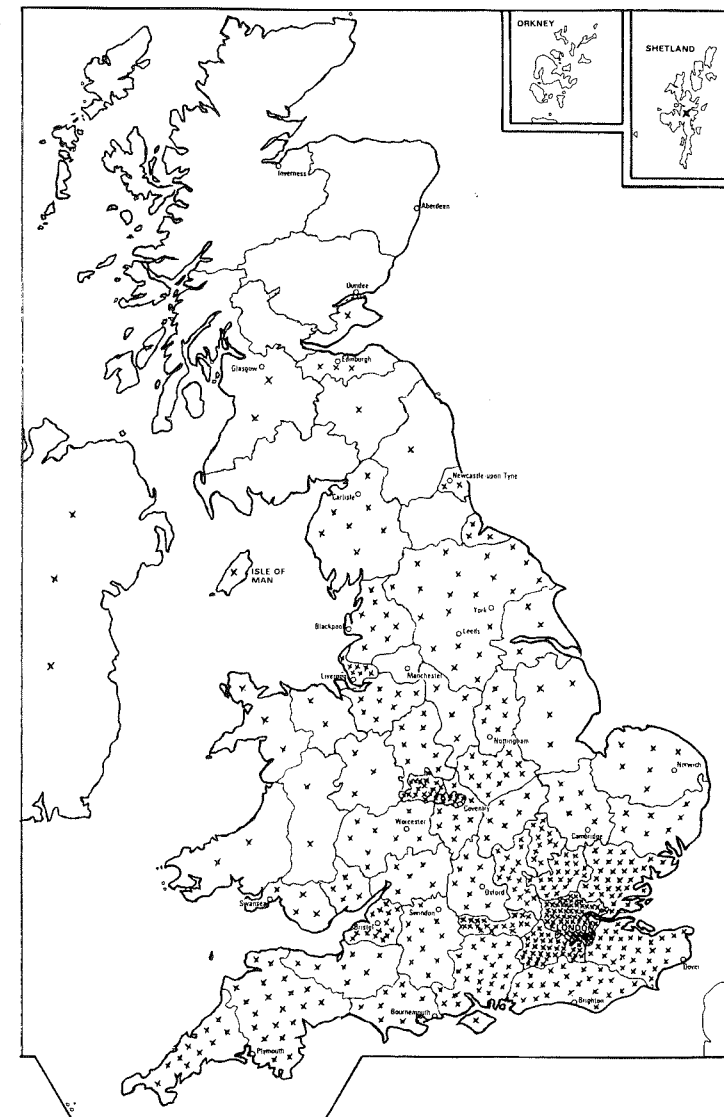
TABLE 6 - DISTRIBUTION OF CLUB VITESSES

COUNTY	1600 SALOON	1600 CONV.	2L MKI SALOON	2L MKI CONV.	TOTAL	COUNTRY	1600 SALOON	1600 CONV.	2L MKI SALOON	2L MKI CONV.	TOTAL
ENGLAND						WALES					
Avon	4	5	9	10	28	Clwyd	1	0	1	0	2
Bedfordshire	7	1	7	6	21	Dyfed	1	0	1	0	2
Berkshire	9	5	11	12	37	Gwent	0	0	2	3	5
Buckinghamshire	7	3	12	7	29	Gwynedd	0	0	3	0	3
Cambridgeshire	1	1	4	5	11	Glamorgan	2	1	5	1	7
Cheshire	4	0	5	6	15	Powys		0	1	0	3
Cleveland	3	0	3	0	6						
Cornwall	7	5	5	2	19	SCOTLAND					
Cumbria	2	2	2	7	13	Borders	0	0	0	1	1
Derbyshire	1	0	1	5	7	Central	0	0	0	0	0
Devon	9	5	14	12	40	Dumfries &	0	0	0	0	0
Dorset	5	5	2	3	15	Galloway					
Durham	0	0	0	0	0	Fife	0	0	0	1	1
Essex	8	12	16	25	61	Grampian	0	0	0	0	0
Gloucestershire	4	1	1	4	10	Highland	0	0	0	0	0
Hampshire	13	6	14	15	48	Lothian	2	0	3	0	5
Hertfordshire	10	9	8	13	40	Strathclyde	0	0	2	1	4
Humberside	2	0	1	3	6	Tayside	0	0	0	0	0
Isle of Wight	0	0	1	0	1						
Kent	16	6	19	19	60	ISLAND AREAS					
Lancashire	4	1	4	7	16	Orkney	0	0	0	0	0
Leicestershire	6	3	10	7	26	Shetland	0	1	0	0	1
Lincolnshire	1	2	2	3	8	Western Isles	0	0	0	0	0
London	11	20	24	39	94						
Merseyside	1	0	7	6	14	OTHER AREAS					
Middlesex	5	7	10	10	32	Isle of Man	0	0	0	1	1
Norfolk	5	2	4	1	12	Isles of Scilly	0	0	0	0	0
Northamptonshire	4	1	2	4	11	Canary Isles	0	0	0	1	1
Northumberland	0	0	0	1	1	Finland	0	1	0	0	1
Nottinghamshire	5	2	3	2	12	France	1	5	0	0	6
Oxfordshire	5	1	4	5	15	Germany	0	0	1	2	3
Shropshire	1	0	4	0	5	Ireland	0	0	1	4	5
Somerset	3	1	5	5	15	New Zealand	1	0	0	2	3
Staffordshire	3	4	4	5	16	Norway	1	0	0	1	2
Suffolk	13	5	2	4	14	Sweden	1	1	0	0	2
Surrey	15	6	25	26	72	USA	0	3	0	2	5
Sussex	14	6	10	18	48						
Tyne & Wear	1	0	1	2	4						
Warwickshire	3	6	7	0	16						
West Midlands	17	8	11	12	48						
Yorkshire	9	10	11	12	42						
Wiltshire	5	3	5	6	19						
Worcester	4	3	4	5	16						

Table 6 lists the distribution of Vitesse throughout the country and far more graphically in Fig. 1. There is certainly a preponderance of Vitesse in the S.E. of England around London and also in the West Midlands around the Vitesse's birth place. There doesn't appear to be so many Vitesse surviving in Wales and Scotland though, - I would have thought that the smooth six would have got up all the hills!

Hello to our lonely friend, a 1600 convertible, DTT 103C, up there in the Shetland Isles. Are you still there?

The information I have presented above is only as accurate as the data provided by you when you fill in your Registration Forms. All the information you require is either on your Vehicle Log Book or on the car's commission plate. In addition some of the information is very old and may be out of date, as Registration Forms are not updated regularly. I believe that the Club will be launching a Vehicle Registration Drive in the near future. Please give it your support. In addition to providing information such as that presented above for the benefit of ALL members, it can be used by future members wishing to trace previous owners of their vehicle.



Numbers rounded to the nearest two - Each X = 2 cars

### SAD FAREWELL

As you may have read last month, sadly this will be my last 'official' Vitesse 1600/Mk1 article, as I have been asked to fill the Spitfire IV/1500 Secretary's post. However, I have no intention of deserting you entirely, as I intend to contribute the occasional 'unofficial' Vitesse 1600/Mk1 article. Thank you all for your letters and support. Long live the Vitesse!



**HERALD • SPITFIRE • GT6 • VITESSE**

ST. MICHAEL'S WAY, MIDDLEWICH, CHESHIRE, CW10 9DX.

### \* SPECIAL OFFERS \*

**LUCAS**  
STAINLESS STEEL  
WIPER BLADES  
SPITFIRE/GT6  
£3.50 EACH

**STANPART NEW**  
FRONT VERTICAL  
LINKS. ALL MODELS  
£32.00 EACH

**HARDY SPICER**  
UNIVERSAL JOINT  
ALL MODELS  
£3.50 EACH

**TRACK ROD**  
ENDS ALL MODELS  
£3.50 EACH

### NEW PRODUCTS

#### REAR SUSPENSION BOLT KITS

AS LIKE OUR FRONT BOLT KITS THESE KITS COVER ALL MODELS. BOTH SIDES OF THE VEHICLE. POINTS COVERED ARE DIFF. SPRING FIXINGS, SHOCK ABSORBER MOUNTS, PROPSHAFT, DRIVESHAFT FLANGES, RADIUS ARM MOUNTS, WISHBONE MOUNTS. ALL BOLTS ARE BRIGHT ZINC PLATED AND ARE HIGH TENSILE. EACH KIT COMES WITH A SIMPLE CHART FOR EASY IDENTIFICATION. ALL MODELS ..... £16.50 + VAT

\*\*\*\*\*

**BODY FITTING NUT & BOLT KIT**  
WITH SPACER PADS ..SPITFIRE/GT6 £4.75

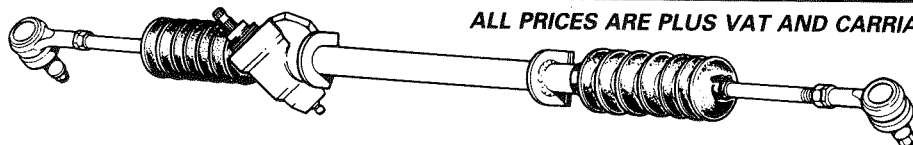
**BODY FITTING NUT & BOLT KIT**  
COMPLETE WITH ANCHOR PLATES AND FLOOR SEALING RUBBER PADS .....  
HERALD/VITESSE £9.50

**ORIGINAL TYPE**  
RUBBER RACK GAITORS  
ALL MODELS  
£6.00 PAIR C/W CLIPS

**REAR DRIVESHAFTS**  
ALL NON ROTOFLEX  
MODELS £45 EACH

**UNIPART GASKETS**  
HEADGASKET GT6 Mk3  
from engine no. KE10001 £7.50  
HEADGASKET SET GT6 Mk3  
from engine no. KE10001 £15.50

ALL PRICES ARE PLUS VAT AND CARRIAGE



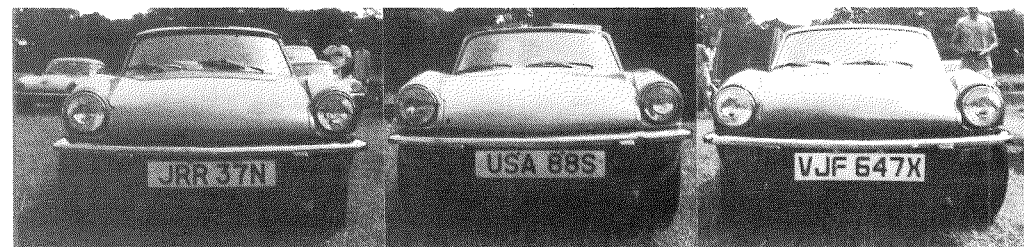
**STEERING RACK (RECONDITIONED) C/W NEW TRACK ROD ENDS/GAITORS**  
ALL MODELS ONLY £30.00 (EXCHANGE)

FREE - PARTS LIST AVAILABLE, PLEASE TELEPHONE FOR YOUR COPY



**WORLDWIDE MAIL ORDER**  
**FAST MAIL ORDER & PROMPT FRIENDLY SERVICE**

**TEL: 0606 84 6474/5 FAX: 0606 84 5924**



## THE 1500 SPITFIRES

Jon Jonson

Part 2

Following on from last month we continue with differences between Spitfire 1500 models

### BODY DIFFERENCES

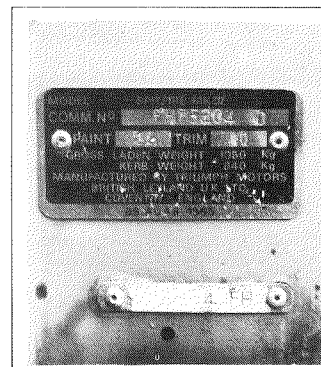


Fig. 1. On very early 1500 Spitfires, Triumph attempted to use as many MkIV parts as possible, even going to the extreme of using MkIV commission plates. The Comm. No. is FH 75,204.

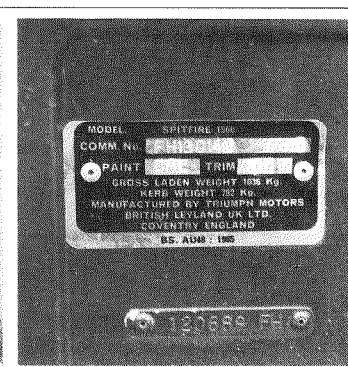


Fig. 2. The Spitfire 1500 commission plate.

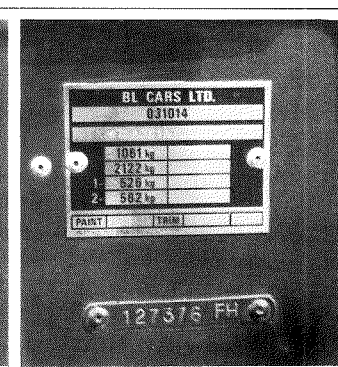


Fig. 3. After October 1979, 1500's were fitted with vehicle identification number (VIN) prefix plates instead.

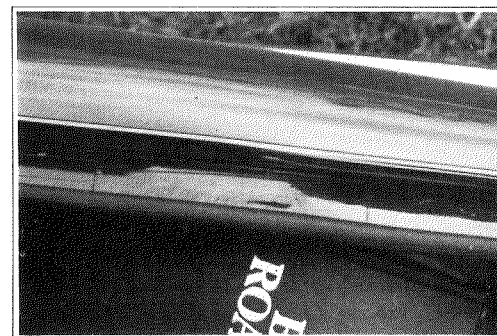


Fig. 4. On very very late Spitfire 1500's a further VIN prefix plate was fitted in the right hand boot gutter.

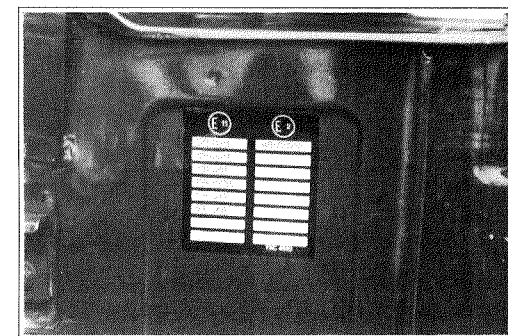


Fig. 5. Fitted to all Spitfire 1500's. I believe that this plate was used to indicate the European standards the car had met.



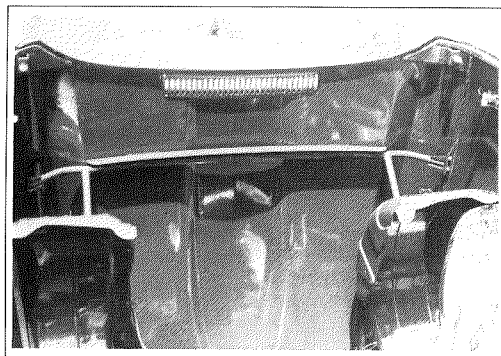


Fig. 6. Up to approx. mid December 1977 the bonnet bracing bar incorporated an additional bonnet supporting plate. (Yes I know its a Mk3 GT6 bonnet), but the brackets are the same.

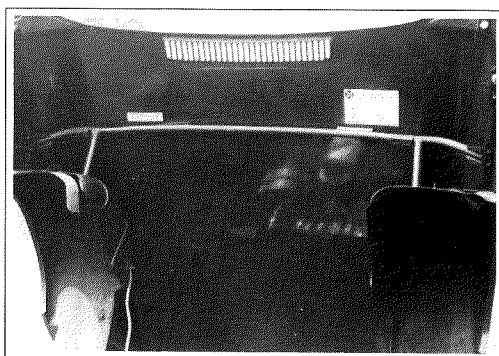


Fig. 7. After December 1977 this additional supporting plate was deleted. The tapped holes on the bracing bar changed position for commonality with the U.S.A. where they were used to fit side bracing bars. Note the redundant bolt holes on the wing seams for these side bracing bars.

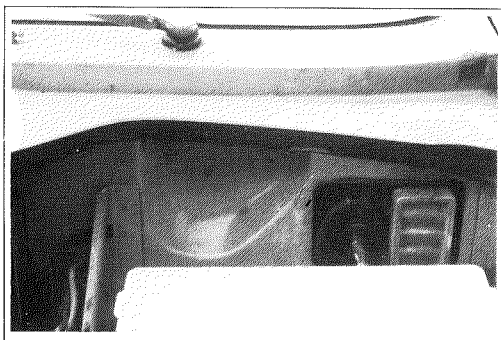


Fig. 8. The recess in the front bulkhead on the left hand side above the battery on cars up to FH 80001.

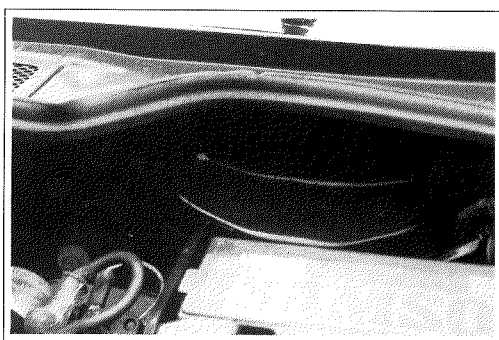


Fig. 9. As this panel was common to L.H. drive cars, after FH 80001, the recess was increased in size to accommodate the duel master brake cylinder when fitted to L.H. drive cars. Note the height of the brackets either side of the battery is reduced.



Fig. 10. Up to FH 78674 early 1500's inherited the MkIV front indicator units.

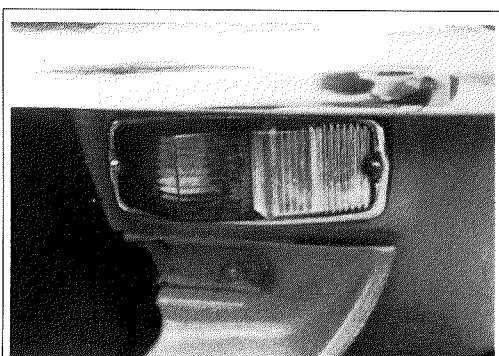


Fig. 11. The angled indicator unit fitted after FH 78674.

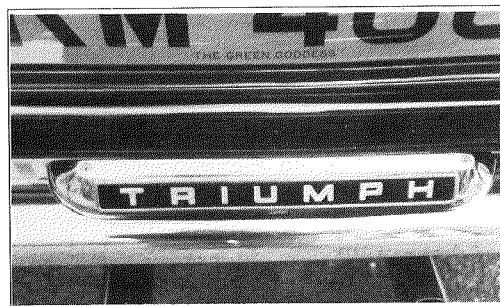


Fig. 12. The larger, more nicely finished, rear number plate light fitted up to FH 116000.

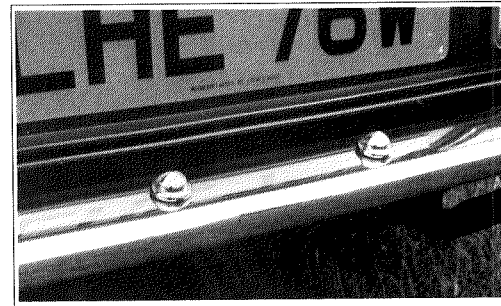


Fig. 13. The cheaper number plate lights fitted after FH 116000. The change caused a change in rear bumper part number due to the different fixing holes required.

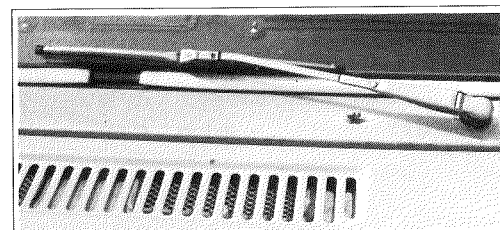


Fig. 14. Up to FH 80001 the windscreen wipers were finished in satin aluminium.

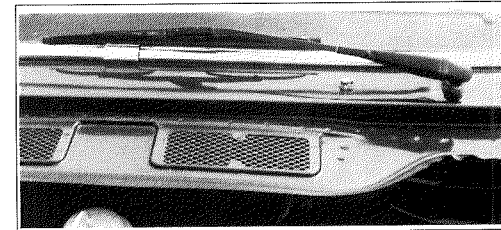


Fig. 15. To stay in line with other styling changes, the wipers were finished in black after FH 80001.

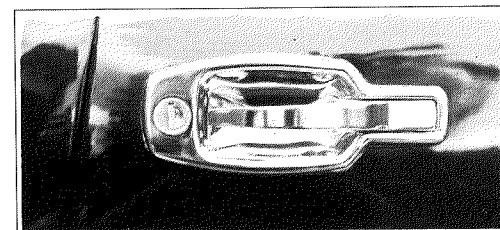


Fig. 16. Up to FH 100020 door handles were finished in polished aluminium.

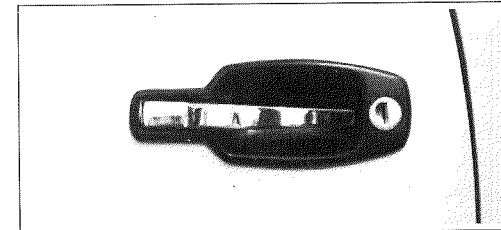


Fig. 17. (Again)? to keep in line with styling changes, after FH 100020 door handle recesses were finished in satin black.



Fig. 18. Laminated windscreens were an option on early Spitfires becoming a standard fit on later cars.

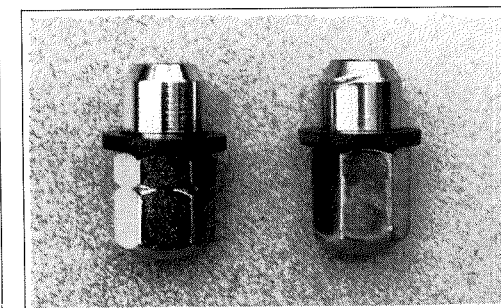


Fig. 19. Late wheelnuts (right) were common to many B.L. cars and incorporated small niches in an attempt to prevent the chrome flaking off due to stress when tightening up the nuts. After FH 130001 wheel rim size changed from 4½J to 5J.

## SPITFIRE—GT6—HERALD—VITESSE

**Looking** for good quality used spares for your Triumph? we have large stocks of competitively priced spares all cleaned and off the shelf. Call or write for your free list.

**Wanted:** for cash, MOT failures, abandoned projects, write offs and spares. Distance no object.

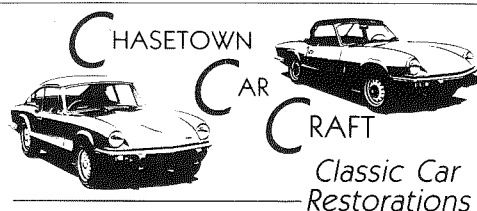
**New Spares:** NOW AVAILABLE large range of Body panels for all cars. Hoods available from spring 1990.

**ANDREW STONE TRIUMPH SPARES**

0332 - 557661  
Workshop & Stores  
0773 - 821665  
Evenings only  
7.00 - 9.00pm

**DARLEY STREET  
DARLEY ABBEY  
DERBY**

TSSC/989



Tel: 05436 73401/2214

UNIT 3/6 OVERTON FARM, COPPINOOK LANE,  
HAMMERWICH WALSALL, WEST MIDLANDS

THE West Midlands specialist on all Club Cars.

- ★ FULL Trimming service available
  - ★ Power coated suspension units
  - ★ Re-Sprays in cellulose or 2 pack
  - ★ Mechanical work and welding to the highest standards
  - ★ Re-conditioned Diffs, Gearboxes & Engines
- Phone for details!

★ Fixed price servicing our speciality

YOUR SATISFACTION IS OUR PRIORITY

Call us on 05436 73401/2214

TSSC/CT/989

## AUTO TRIM

**WESLEY STREET,  
LEICESTER LE4 5QG  
TEL: (0533) 664112**



### CARPETS:

SPITFIRE all models (Sewn g/box)	£37.50 + 3.85 + VAT
HERALD/VITESSE	£37.50 + 3.58 + VAT
GT6 including load area	£57.95 + 3.85 + VAT

### HOODS:

SPITFIRE MkI/II	£56.00 + 3.35 + VAT
SPITFIRE MkIII	£56.00 + 3.35 + VAT
SPITFIRE MkIII	
with zip rear window	£65.00 + 3.35 + VAT
SPITFIRE MKIV & 1500 "	£65.00 + 3.35 + VAT
HERALD/VITESSE	£66.00 + 3.35 + VAT
TONNEAU for Cars above	£38.50 + 3.35 + VAT

### DOOR TRIM PANELS:

SPITFIRE MkI/II & III	
door panels (pair)	£36.34 + 3.00 + VAT
SPITFIRE MkIV	
door panels (pair)	£33.59 + 3.00 + VAT
SPITFIRE 1/4	
panels all models (pair)	£14.95 + 2.50 + VAT
SPITFIRE MkI/II & III	
rear panels (each)	£19.95 + 3.00 + VAT

### SEALS:

Door seal (black only)(per mt)	£3.94 + 1.50 + VAT
Boot seal (per mt)	£2.40 + 1.50 + VAT

## SIX SPARES

MAIL ORDER ADDRESS

134 Heath Road

Twickenham Middlesex TW1 4BN

Ring Between 11.00-5.30pm mon to sat



01-892-0141

Please note Personal Callers Ring First

New Parts stocked for the above cars. From Ball Joints to Bumpers, Airfilters to Accelerator Cables. Large stocks of Panels, Rubber Seals & Mechanical etc - in fact everything for your car you could need and more. Also some secondhand spares help. Herald 13/60 and Vitesse Front Wings stocked, original pressing! Large range of Stromberg Carbs and S.U. Carbs spares stocked.

**HERALD—VITESSE—GT6—SPITFIRE**



Fig.20. Early Spitfires were fitted with a boot seal that had to be stuck on. It was very flimsy, easily deforming and becoming unstuck.

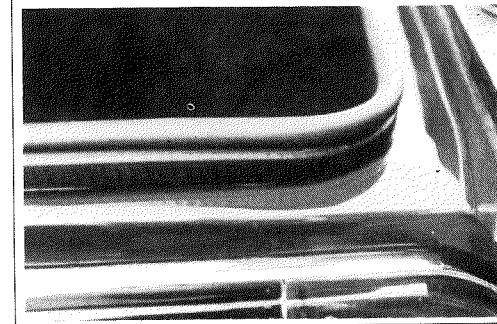


Fig.21. Late boot seals were far superior and were retained by push fit.

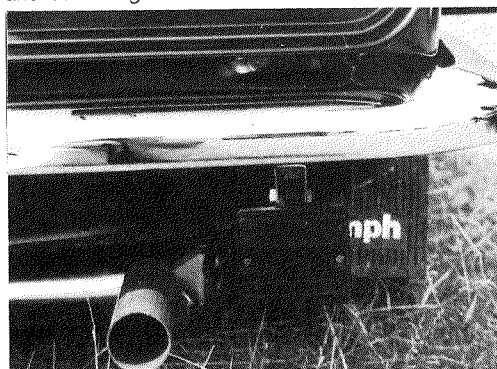


Fig.22. The correct position and shape of the factory fitted rear fog lamps. Fitted to late 1500's only.

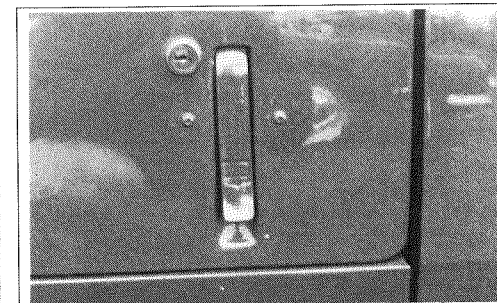


Fig.23. On some late 1500's bonnet catches were finished in body colour. The catches were still chrome but were covered in a protective wax which B.L. sprayed over in body colour.

## THE ENGINE BAY

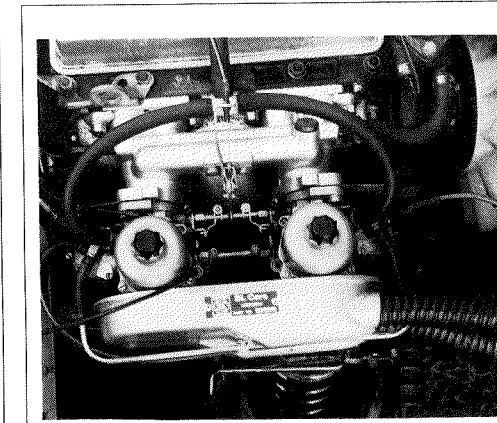
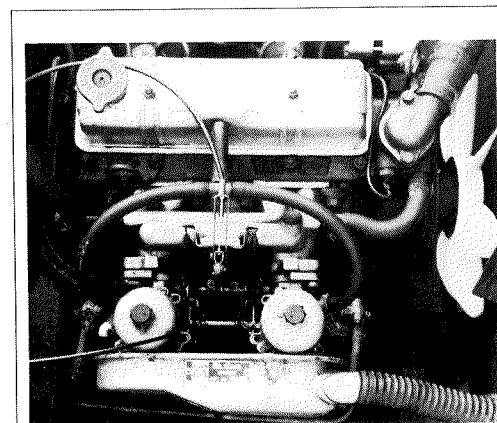


Fig.24. & Fig.25. Very few changes occurred in the engine bay of the Spitfire 1500 during its life. Those changes that did occur were either for reasons of legislation or commonality of parts with other Triumph cars. The most obvious change was the adoption of the waxstat emission controlled carbs after engine number FM105278.



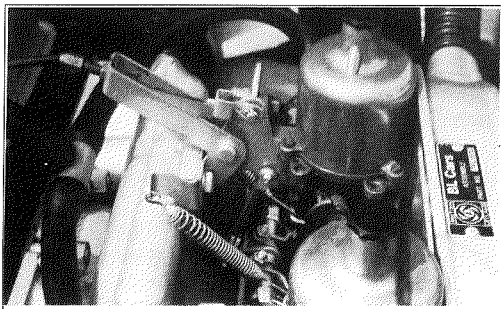


Fig.26. The throttle linkage fitted to the earlier carbs. Note also the tall thin necks of the dash pot covers and the thin damper tops of the carbs.

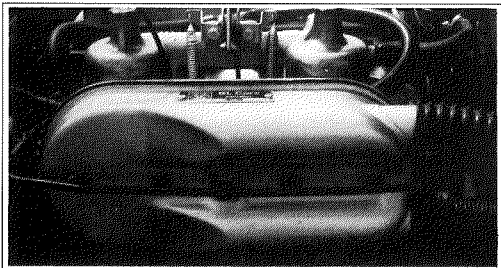


Fig.28. The air filter box fitted up to FH 127151. The part number can just be seen in Fig.26.

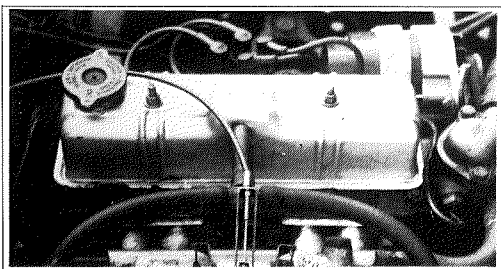


Fig.30. The rocker cover fitted up to FH 80001 was secured by 2 nuts.

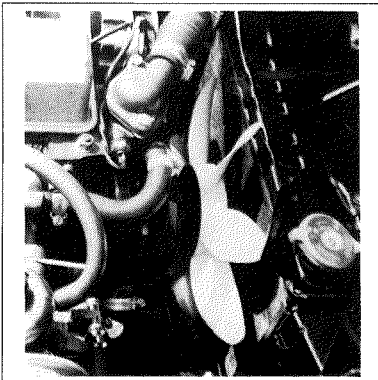


Fig.32. Again, inherited from the MkIV up to FH 105734 a simple plastic engine fan was fitted to the water pump.

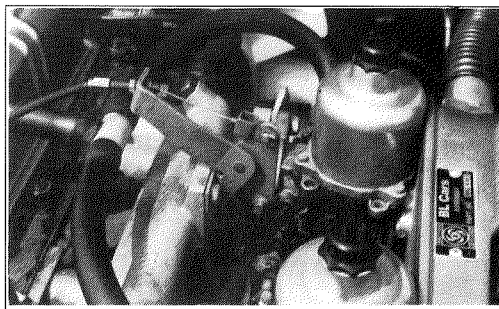


Fig.27. The much simplified throttle linkage fitted to the later waxstat carbs. Note the shorter, more stubby dashpot covers & more chunky damper tops of the carbs.

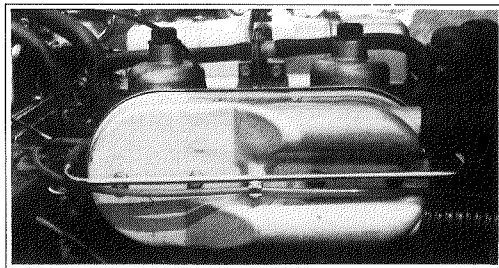


Fig.29. The latter air filter box. Note the staggered air inlets in the pressing. Again the part number can be just seen in Fig.27.

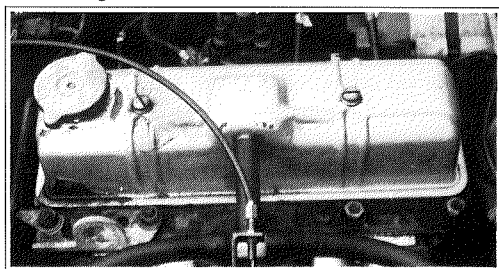


Fig.31. After FH 80001 it was secured by 2 screws in an attempt to prevent over tightening. This necessitated larger holes in the rocker cover top and consequently a change in part number.

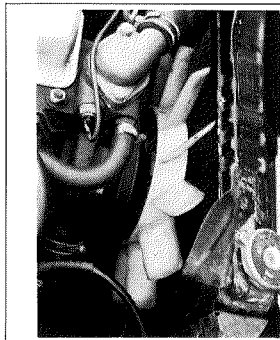


Fig.33. In an attempt to reduce fan noise and power losses after FH 105734 a viscous fan was fitted. The water pump housing remained the same.

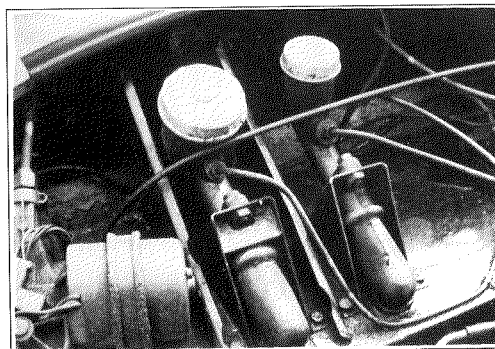


Fig.34. The simple master brake cylinder fitted to the majority of Spitfires up to FH 130000.

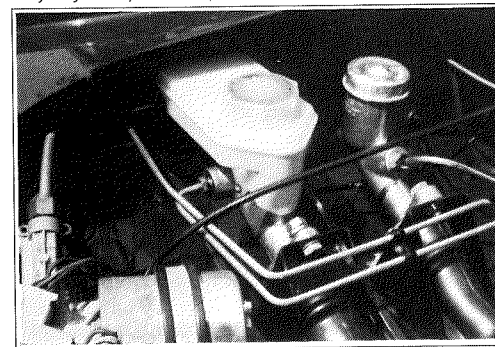


Fig.36. As part of the dual brake line system, a tandem master brake cylinder was introduced after FH 130000. Note the larger recess in the bulkhead and the lowered support brackets either side of the master cylinder.

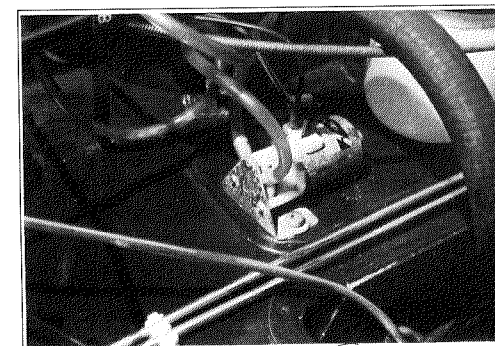


Fig.38. With the introduction of the TR7 steering column switchgear at FH 100020 a small electric washer pump was fitted to engine bulkhead.

Well there you have it. Theres no reason now why you shouldn't all become instant experts on the Spitfire 1500 and potential original class concourse judges! ★

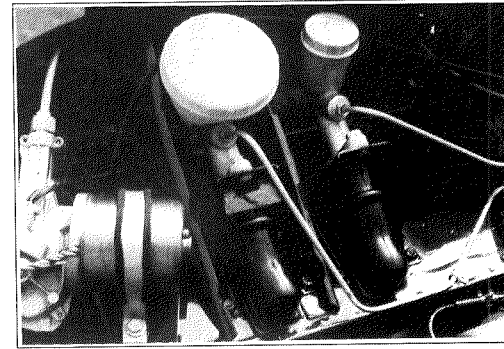


Fig.35. Some later Spitfires up to FH 130000 were fitted with a plastic fluid reservoir to the master cylinder.

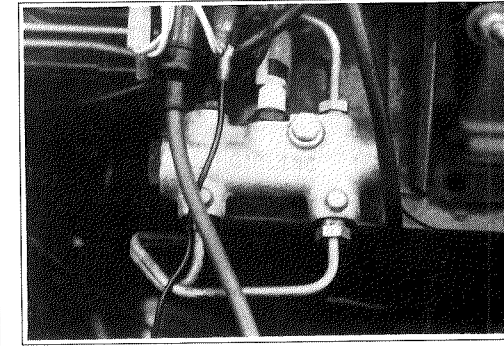


Fig.37. As part of the dual brake line system, a pressure differential warning valve was fitted.

# MAGAZINE BINDERS

Top quality Courier and Turning Circle Binders at special prices for more than one. Each Binder holds 12 issues

one	£5.25
two	£10.00
three	£14.75
four	£19.00

above prices include VAT and UK postage overseas add 10%

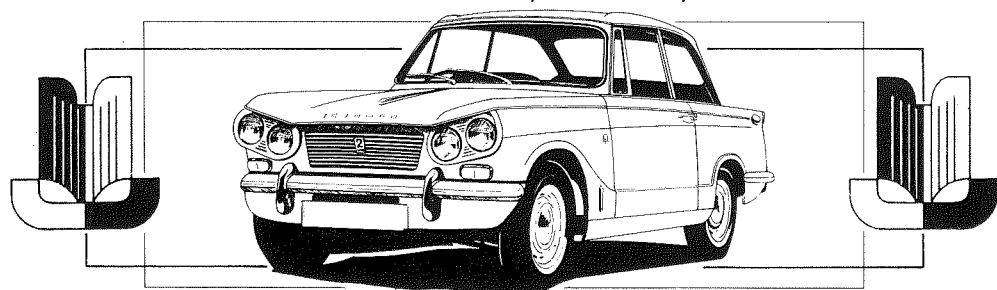


**Triumph Bookshop**  
Welland House  
9 Acorn Close  
Lubenham Leics.  
Tel (0858) 32110

# JOHN WOOLLEY

## Triumph Renovations

From M.O.T.s to major rebuilds  
From general servicing to competition preparation  
From the smallest dent to serious accident repairs  
*Now in our new improved premises*



Restored cars occasionally for sale

**Telephone 045 279 585**

## BEAT THIS! CAR CARPETS

**LOWEST PRICE! FASTEST DELIVERY!**

**• 5 YRS GUARANTEE • EXCLUSIVE TO US**

**WE WILL BEAT ANY PRICE**

CHECK THE REST THEN PHONE

0933 223602  
0933 227166

QUOTE CAR MODEL  
7 DAYS  
A WEEK

ROT PROOF

All parts include not just floor. BUY DIRECT - SAVE £££! 100% polypropylene with pad for drivers heel. Brown, black, blue, red, green, fawn, charcoal or beige.



A NEW LOOK IS LIKE A NEW CAR.

Available for ANY car in black, dark blue, white, cream, light/dark brown/grey vinyl with leather grain finish. Raised saddle stitch seams. 5 YEAR UNCONDITIONAL WRITTEN GUARANTEE — if it loses its appearance another will be sent FREE OF CHARGE. All kits include: CHROME LOOK EDGING, 4 SPREADERS ADHESIVE AND INSTRUCTIONS state type of car. SOUNDPROOFING MATERIAL £3.50 per yard 54" wide + £2.95 p&p

ANY COLOUR - ANY CAR - Sports Cars from £15. per set; Range Rover £42 complete. Reliant Scimitar; All Lotus £45; All Jaguar £45. If they wear out WITHIN 5 YEARS another set will be sent FREE OF CHARGE. Car carpet on the roll. 36in.

REAL CARPET NOT FELT

ANSAPHONE SERVICE. PHONE 0933 227166. Quote name, address, post code, car, year, colour, card number or CALL OUR DISPATCHER DIRECT on 0933 223602, 8 am to 5 pm Monday to Friday, 8 am to 1 pm

FOR SAME DAY DESPATCH, 24 HOUR

INTERIOR HEADLININGS FROM £25.00 Phone for a quote

Prices include VAT. Send cheque/POs. 100% satisfaction or your money back (Prop. P.G. & M.M. Hughes. Add £1.00 for COD (pay postman))

0933  
223602

**MOTOR UPHOLSTERY SUPPLIES**  
**14 ANNE ROAD, WELLINGBOROUGH, NORTHANTS**

0933  
227166

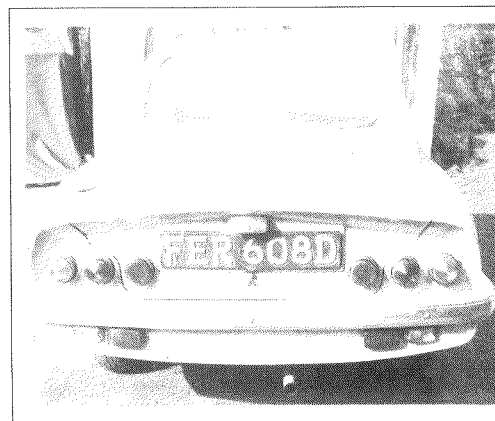
# BOND

# Equipe

# REGISTER

**Peter Jacklin**

With the approach of Autumn, I have received a useful tip from Roy Shuttleworth on the subject of safety, it concerns the fitting of rear fog lamps to the 2+2 and 4S. Due to the difficulty of mounting additional lights on the rear of the 2+2, the suggestion is to convert the separate reflector units into dual purpose reflector/fog lamps. This can be achieved by either converting the existing reflector base to accept a 21W bulb or changing the base to a similar one to that used on the stop/tail lights (a visit to your local scrapyard should provide a suitable unit) and refitting the reflector lens. On the 4S it is possible to mount new auxiliary fog lights adjacent to the reversing lights on the rear valance or use the previous method if you wish to maintain visual originality.



Now for an update on my 2+2, 516 FYL, which was the first Equipe off the production line: a "running restoration" has been carried out during the year in order to get the car into a proper roadworthy condition. This was done so that the car could be taken to as many Club events as possible this season. A more extensive restoration is planned for the coming winter. This will involve extensive gel-coat repairs and a re-spray plus some work on the engine. I wish to keep the car as original as possible, as it has not been messed

about with in the past but I am seriously considering fitting seat belts for safety reasons and a steering lock and alarm for security, otherwise the car will be retained in its original state. I do require an original 'Les Leston' woodrimmed steering wheel with slotted spokes as the one at present on the car is a four hole spoke type. If anyone has one of these for sale or knows of one, please get in touch. Also needed is an oval 'BOND' badge for the bonnet.

The enamel Equipe badges should be delivered





to me shortly so those of you who sent an order with deposit, please send the balance of £9.50. I may have a few unreserved ones available but please ring first before sending any cash.

*Next month I hope to start using some of your photos and information that you have sent me on your cars, so watch out, it might be your turn to feature soon.*

## Spares **GB SPORTS CARS** Sales

**ONE OF THE LARGEST STOCKS OF  
SECONDHAND SPITFIRE PARTS IN THE COUNTRY**

**JUST A SELECTION FROM OUR LARGE STOCK**

### SPITFIRES

1975 No MOT £400  
1977 No MOT £750  
1975 Good condition £1750  
1979 Excellent condition £2450  
1976 O/Drive MOT £1650  
1981 O/Drive MOT £2650  
1970 MK3 Sound £1000  
1973 Mk4 Clean condition £1150  
1980 Some rust O/Drive £1295  
1980 Requires bodywork £1250

### GT6's

MK1 Running order £850  
MK2 Sound condition £1500  
MK3 Bodywork requires attention £1150  
MK3 Gearbox Faulty £1600  
MK3 Excellent 1 owner car £3500  
MK3 O/Drive Yellow Mot £2350  
MK3 O/Drive Very sound £2150  
Herald 13/60 Convertible £995  
TR4 attractive condition £3500  
TR6 L/hand drive rust free £4500

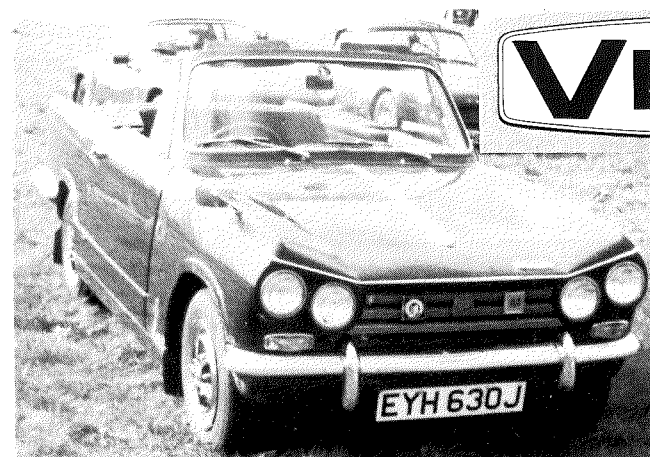
**1000's of SPITFIRE AND GT6 SPARES ALL AT REALISTIC PRICES**

**FREEMANS DEPOT,  
STANBRIDGE ROAD, BILLINGTON,  
LEIGHTON BUZZARD, BEDS.**

**(0525) 378078 OPEN OFFICE HOURS MON-SAT**



**ALL PLUS VAT**  
HEMEL BILLINGTON LEIGHTON  
HEMPSTEAD BUZZARD  
12 MILES A4146 2 MILES  
GB SPORTS CARS



# VITESSE

## MK2 REGISTER

**Andy Bonner**

**T**his months feature car was photographed by me at the Chessington Zoo meeting May 1986. (I have had to search through my archives for this photo as I have run out of feature cars HINT HINT!).

### ESTATE MODELS

I received a letter from Michael Hancock confirming my remarks about the Vitesse Estates being built at the Triumph Service Depot, Western Avenue, London. He went on to say "In the early years of the TSSC (1977-1978) a well known club member called Alastair Graham owned 2 such estates - one was later written-off whilst in the "care" of a garage. The late John Davy looked at these cars and confirmed that they had been built at the Service Depot. The Manager there was described by John Davy as an "absolute perfectionist" hence the wood cappings over the rear compartment etc. John Davy was at Standard Triumph for many years, founded the Standard Register and also started the STIR meetings".

Another MkII enthusiast, John Gregory, has written with the following useful tip. As front seats become more scarce on the secondhand market, he has found that the front seats of the two door Toledo are almost identical.

John's MkII, commission number HC 56709CV also has a steering column lock fitted, although John thinks it was fitted *after* it left the works, when various other small modifications were carried out before it was taken over to Germany.

*The following advert was received anonymously with the comment "No performance figures available".*

Looking through a copy of an SAH conversion article dated June 1970 the following performance comparison figures were obtained.

**ACCELERATION FIGURES THROUGH THE GEARS (unmodified in brackets)**

0-40mph	5.0secs	(5.5)
0-50mph	7.2secs	(8.8)
0-60mph	9.6secs	(11.5)
0-70mph	12.6secs	(15.2)
0-80mph	18.0secs	(21.8)
Top Speed	116mph	(102)

BHP at 6000rpm on rolling road at the wheels - Unmodified 68.3bhp - Modified 83.5bhp

The same car was used for both sets of tests and so provides a valid comparison.

The modifications included

Stage 2 head - SAH '26' cam - Six branch exhaust - Twin exhaust system  
Twin Stromberg CD175 carbs - Air Cleaners - Lucas Sports Coil - Oil Cooler Kit  
No doubt these figures could still be achieved using the equivalent Triumph Tune components. *Thanks to Geoff Titler for the info.*

*Also thanks to John & Stephen Hartley for responding to my request for information on the Fairthorpe Rockette by sending a copy of a road test report from Practical Motorist January 1963.*

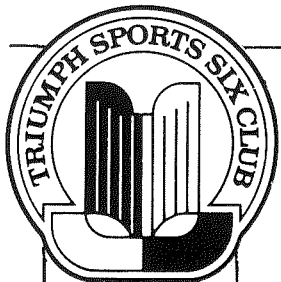
### Vessa

**NEW**

**THE STYLISH VITESSE 2000**

- CLIMBS HILLS & KERBS
- FOR INDOORS & OUT
- INDIVIDUALLY TAILORED
- SUPERBLY COMFORTABLE
- MOTABILITY APPROVED

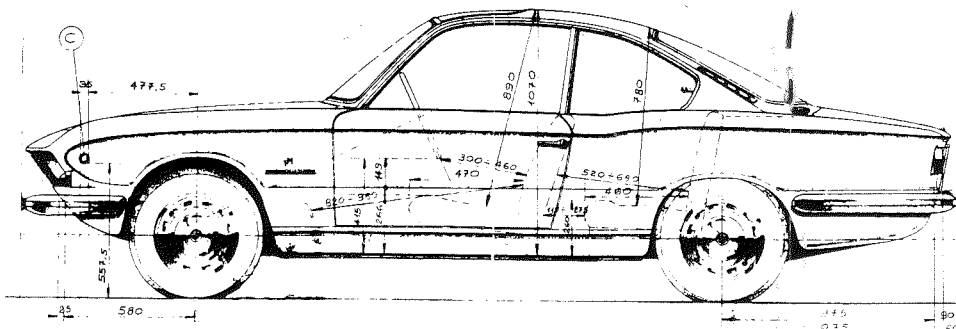
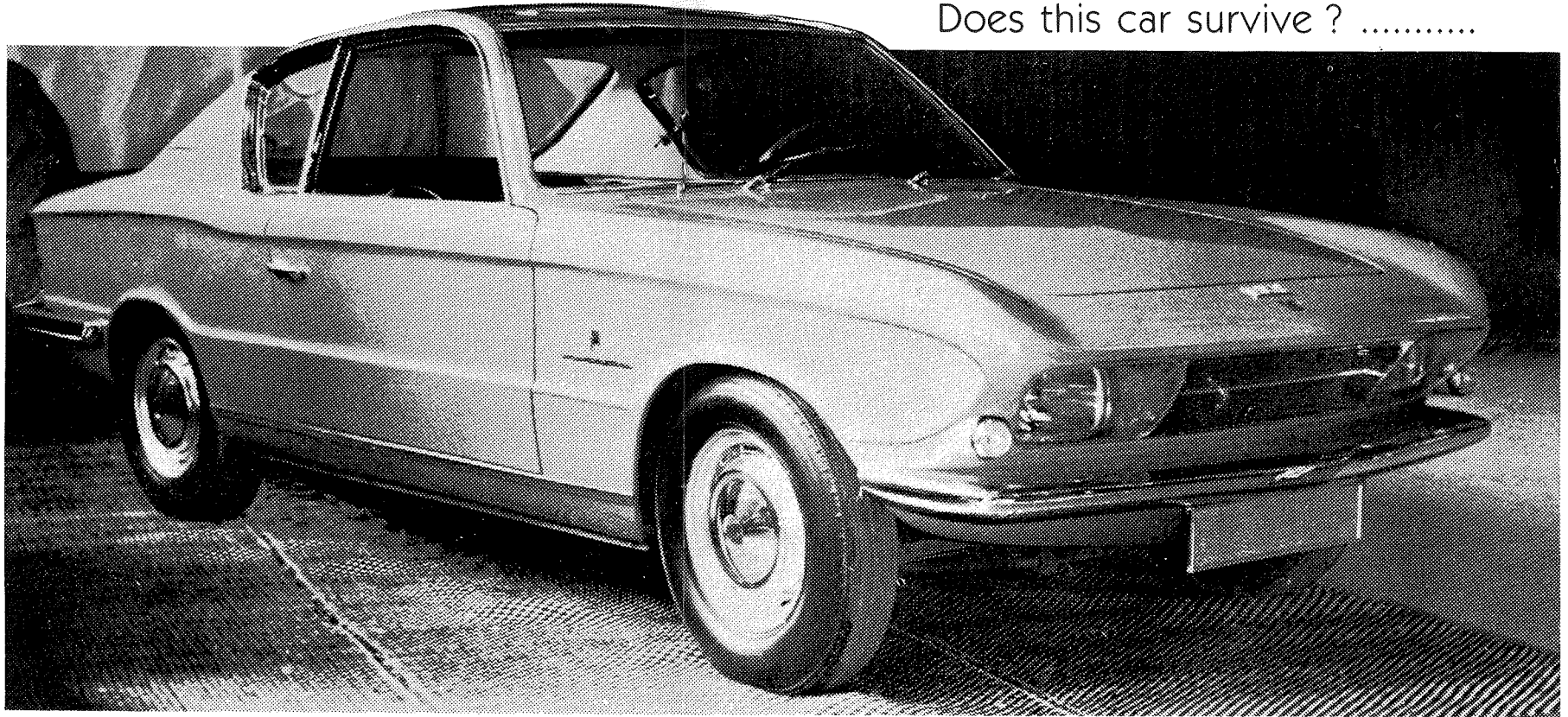
Britain's leading range of powered mobility products has a fine new flagship. Fully researched & tested. Simply years ahead.



Special Coupé by Michelotti on a  
Triumph Vitesse chassis

# REAL POSSIBILITIES ...?

Does this car survive ? .....

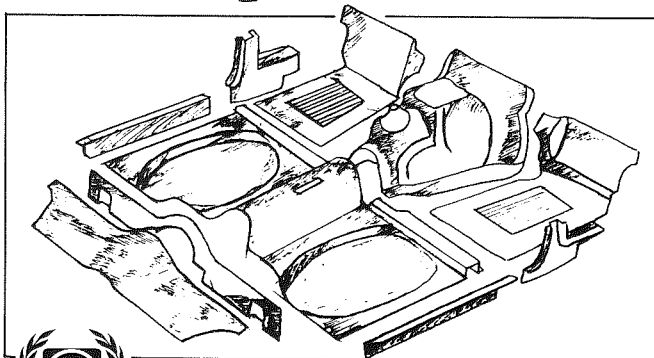


Original Blueprint (p34/35 Courier 96)

Thumbing through a Standard Triumph Review (April 1964) searching for centre spread ideas I saw the above photo, it rang a bell somewhere and that original blueprint hanging on the office wall suddenly snapped into life. The car was entered in the Geneva Motor Show of 64 in the coachwork section and featured a windscreen which continued over into a transparent roof section which gave a delightfully light interior and would have been perfect for mountain touring, a sliding shutter would blank of this part when the sun was too strong. I now quote "Standard Triumph is not planning to handle this car because of difficulty in supplying dealers with body panels".



# At Last ! Spitfire Moulded Carpet Sets



**NEWTON COMMERCIAL**  
EASTLANDS INDUSTRIAL ESTATE  
LEISTON SUFFOLK IP16 4LL  
TEL: 0728 832880

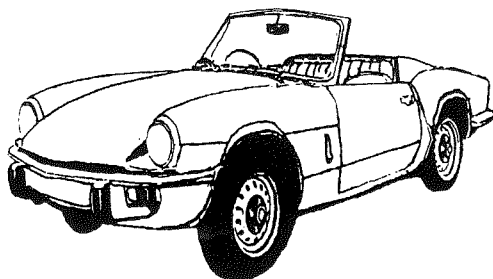
We are now able to offer you a complete set of moulded carpets for Spitfire I,II,III,IV & 1500 models to original factory specification.

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

**£98.00 +  
£4.00 Carriage  
+ VAT**



SPARES TO FIT  
TRIUMPH  
SPORTS CARS



SPITFIRE MKIV  
SPITFIRE 1500  
GT6

## T.V.T.

71 HIGH STREET  
STANDLAKE

WITNEY

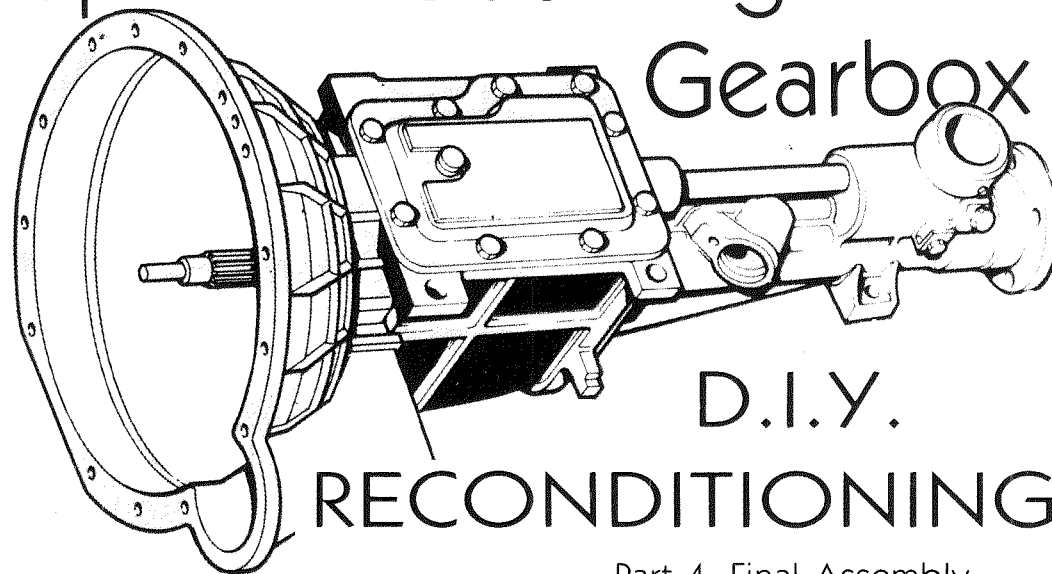
OXON OX8 7RH

TEL: 086 731 897

FAX: 086 731 489

Send S.A.E. for Price List  
Callers welcome - Please phone first to check availability  
**ACCESS and VISA welcome**  
Export a speciality

# Spitfire 1500 Single Rail Gearbox



## D.I.Y. RECONDITIONING

Part 4: Final Assembly

The final instalment bringing our gearbox back to life!

Peter Williams

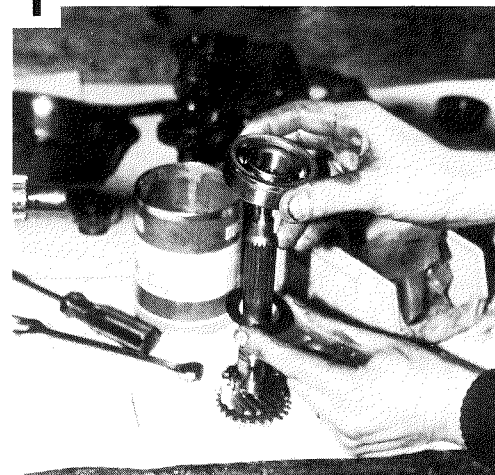


Fig. 67

Re-assembly of the input shaft starts off with refitting the spacer washer and then sliding on and tapping home the new front mainbearing in the opposite sense to that shown in figure 36. Support the bearing in the vice against the inner bearing race not the outer so as not to damage the roller bearing.

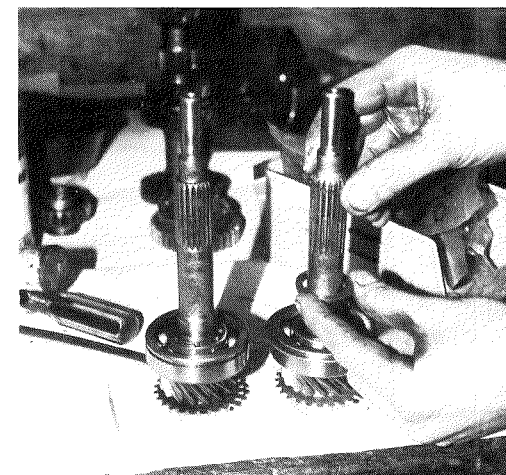


Fig. 68

Two different types of mainbearing were fitted, easily distinguished by looking at the profile of the inner race. One type has a square profile to the inside edge of the inner race and the other a rounded profile. As shown in this figure, the right hand input shaft which is fitted with a rounded profile inner race bearing, uses an additional

thrust washer and 'standard' shape circlip. On the left is shown an input shaft fitted with a square profiled inner race bearing which uses a 'tagged' circlip. This latter combination spreads the load better and a thrust washer isn't fitted. John pointed out that late gearboxes are fitted with a bellhousing oil seal. Input shaft thrust washers should not be fitted to these gearboxes and a square shouldered inner race bearing together with the tagged type circlip should be fitted. Early boxes weren't fitted with a bellhousing oil seal and either type of mainbearing used in conjunction with either type of circlip may be used. But whatever the bearing/circlip combination, the thrust washer should be fitted.

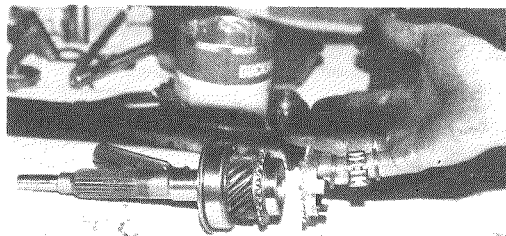


Fig. 69  
Input shaft assembly, baulk ring, new bearing and thrust rings lined up.

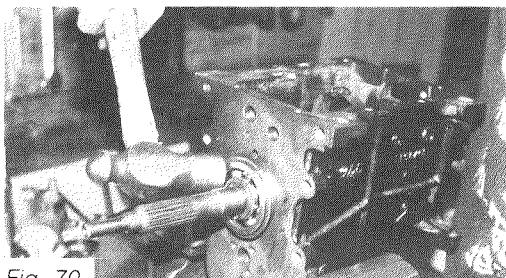


Fig. 70  
Offer the input shaft into the casing and tap home.

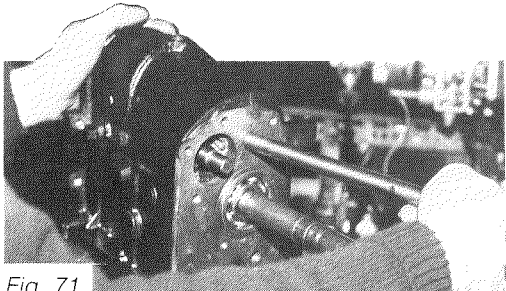


Fig. 71  
With main and input shafts in place, invert the casing thus allowing the layshaft cluster to come into line and then slide in the layshaft. Ensure that none of the roller bearings have fallen out prior to doing this. Before refitting the layshaft into the casing, it's often suggested that a dummy layshaft (the same length or a little shorter than the layshaft cluster) be fitted to ensure that the bearings don't fall out. Certainly John didn't have any problems even though no dummy shaft was used.

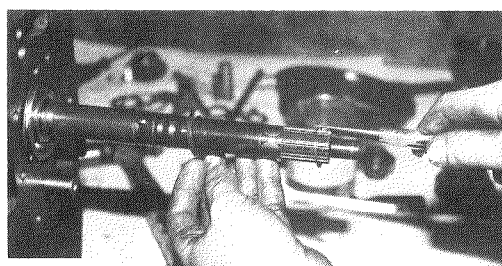


Fig. 72  
Returning to the rear of the mainshaft, fit the rear mainshaft thrust washer and locate a new circlip. On our overdrive box, a new Woodruff key followed by the overdrive pump cam/circlip would also be fitted. On non-overdrive boxes carefully drift the speedo drive gear back on preferably with a length of suitable tubing.

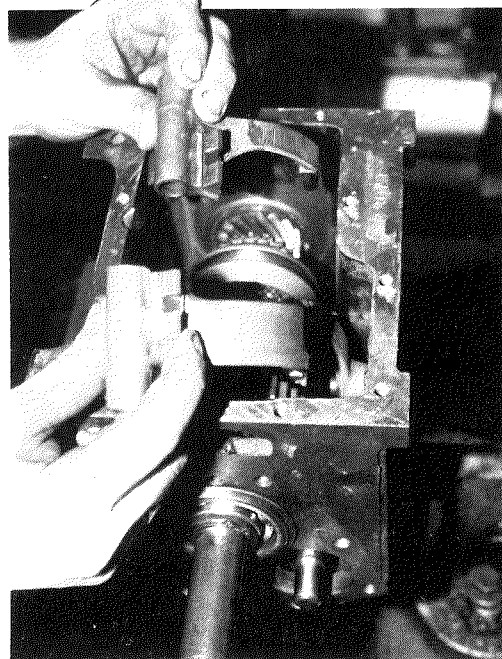


Fig. 73  
The selector forks should now be dropped back in place.

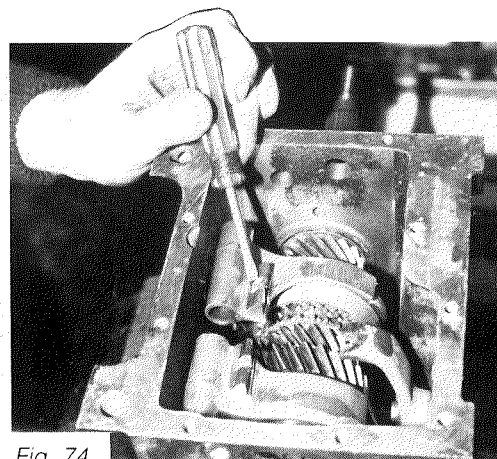


Fig. 74  
Wear in the selector forks can cause problems these are fine.

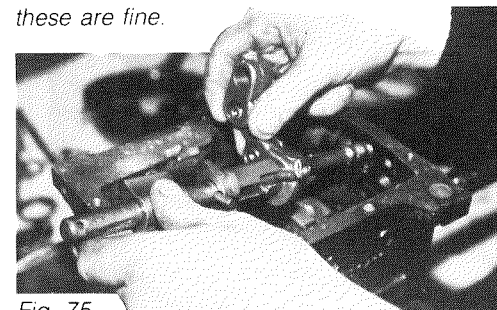


Fig. 75  
Refit the overdrive selector rod 'snake'.....

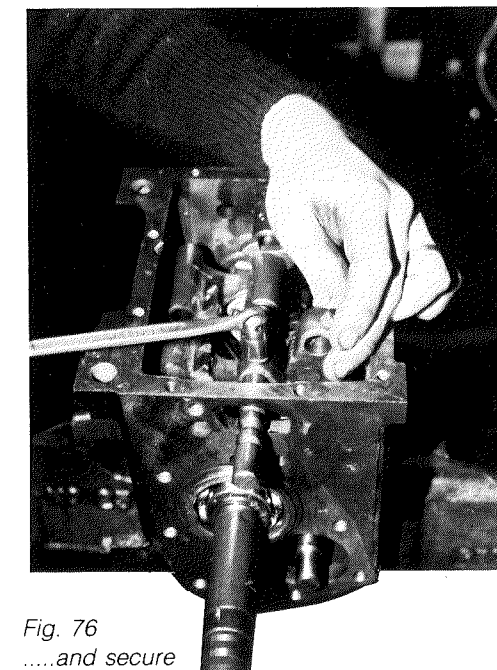


Fig. 76  
.....and secure

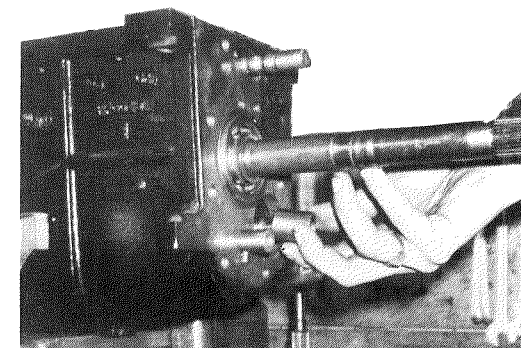


Fig. 77  
Don't forget to fit the reverse gear spacer.....

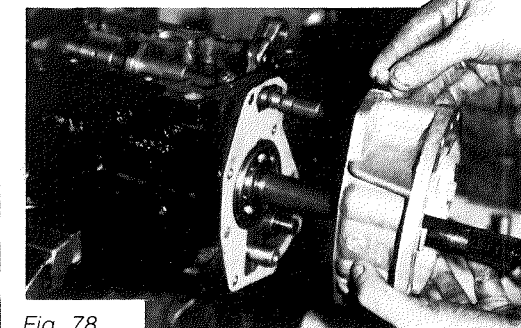


Fig. 78  
.....and a new gasket. Overdrive mounting plate being fitted. Obvious differences regarding non overdrive rear extension and selector rods apply at these stages of re-assembly.

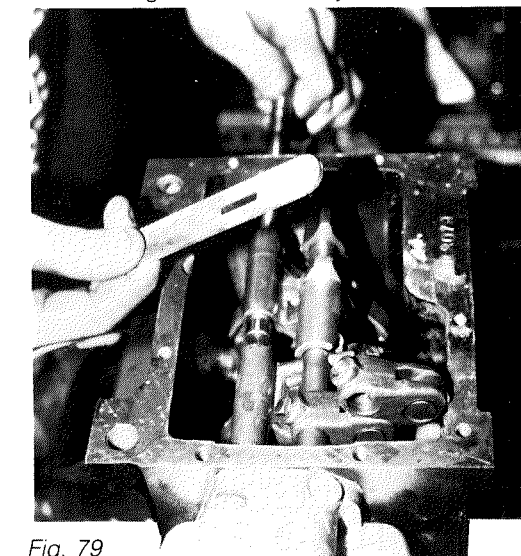


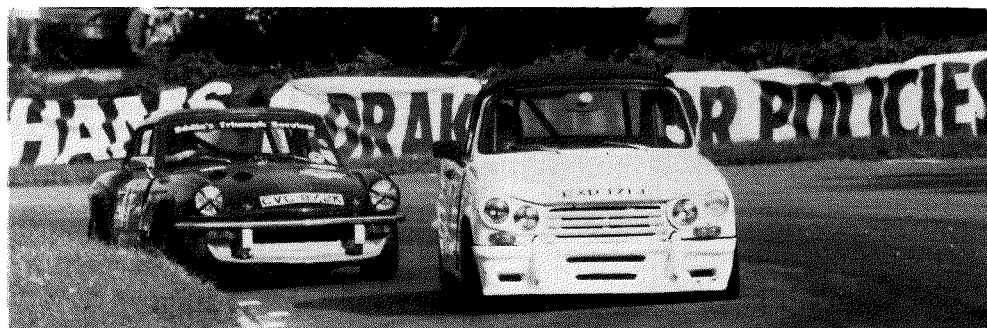
Fig. 79  
The selector shaft being slid onto the forks, followed by the interlock spool plate.

# Kingston SPORTSCARS

01.570.0389

**ALL TYPES OF SPORTS CAR MECHANICS & BODYWORK  
SPECIALIST ENGINES & TRANSMISSIONS FOR SPRINTING & RACING**

**Kingston Sports Cars leading the way**



New 6 cylinder mutibranch exhaust manifolds retooled to suit both  
P.I. and Webber systems £185.00 + VAT

**Race Tuned Engines for Fast Road, Sprinting and Racing**  
**4 & 6 Cylinder 2 Litre big bore increased to 2.1, 2.2 and 2.3 Litres**  
**Sensible choice of Camshaft for good bored tractable power bands**  
 Modified Heads, Special Valves, Conversion Pistons, Alloy Flywheels and much more.  
**Standard Engines, Gearboxes, Overdrives and Diffs**  
**rebuilt and reconditioned - same day fitting on most**  
**items in our workshop by appointment.**

Complete range of new Diffs from .... £150.00 + VAT  
 Rebuilt & Reconditioned Diffs from .... £80.00 + VAT  
 Gearboxes Reconditioned from .... £80.00 + VAT  
 Special mainshaft Heavy Duty Road & Competition Gearboxes,  
 D & J type all £150.00 + VAT  
 Overdrives & Diffs *Special rates* .... £P.O.A.

**80 WHITTON ROAD HOUNSLOW MIDDX TW3 2DD**

Whatever your requirments we offer reliability & durability at affordable prices.

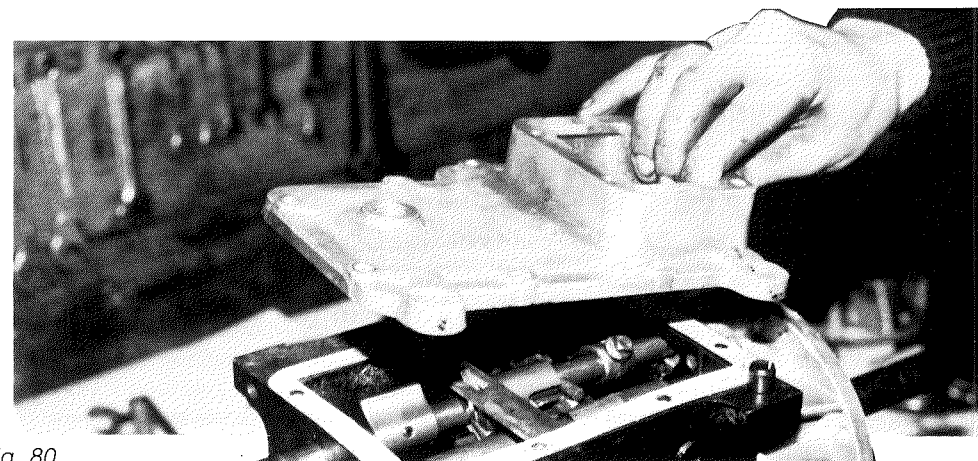


Fig. 80  
New gasket plus alloy top cover. The roll pin on the left hand end of the selector rod also needs to be refitted.

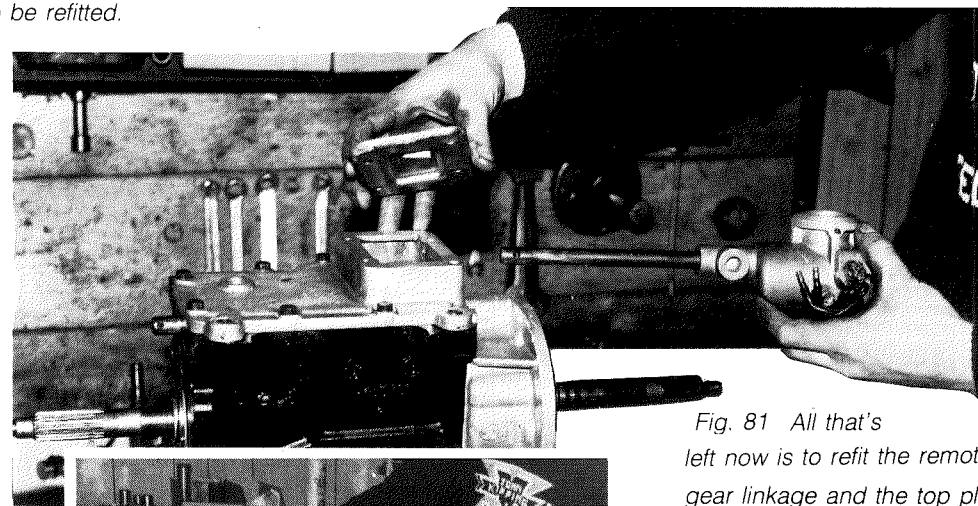


Fig. 81 All that's  
left now is to refit the remote  
gear linkage and the top plate.

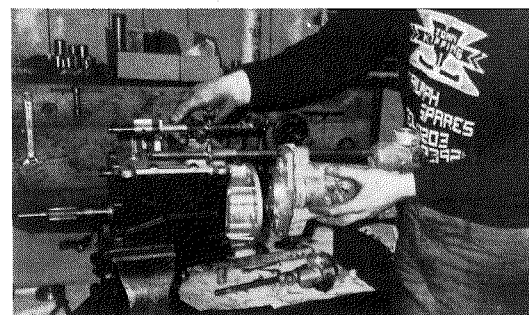


Fig. 82  
Just to remind you how the rear extensions and gear linkages on overdrive and non overdrive  
gearboxes compare - and the fact that it's John who's doing the work here. Nice jumper shame  
about the jeans!

Well that's it. I hope that reading the series has been as instructive to you out there  
as it was to me in covering it. Assuming that the main components are in good condition,  
the actual mechanics of rebuilding a Spitfire 1500 single rail gearbox shouldn't put any  
reasonably competent DIYer off. It's your choice and offering members more choice  
is what these Courier technical articles are all about.

★



SWINDON

# Classics

1960's  
TRIUMPH  
AND  
ROVER

The largest stock of new, reconditioned and remanufactured parts for Classic Triumph and Rover in the Mid West

## CARBURETORS AND DISTRIBUTORS COPPER PIPE SETS

We can now supply fully reconditioned carbs and distributors for all specifications of TSSC Club cars - all on an exchange basis.

All Stromberg carbs .....	£55.00
All SU carbs .....	£60.00
All Lucas 4 cyl distributors .....	£55.00
All AC-Delco 4 cyl distributors .....	£55.00
All Lucas 6 cyl distributors .....	£70.00
All AC-Delco 6 cyl distributors .....	£70.00
Clamp plate for Delco 4 cyl .....	£1.60

## TRIM

Our hoods are all made to original pattern from genuine ICI Double Coated Vianide - just like the originals!

Spitfire IV/1500 with zip window .....	£90.00
Herald/Vitesse .....	£90.00
Hood popper body mounted .....	£0.15
Hood popper silver .....	£0.30
Hood popper black (metal) .....	£0.70
Hood popper fitting tool set .....	£6.00
Hood bag Spit IV/1500 .....	£64.00
Hood cover Herald/Vitesse .....	£30.00
Headlining GT6 .....	£52.00
Door aperture seal Spitfire .....	£9.00
Door aperture seal GT6 .....	£12.50
Door aperture seals Herald convertible .....	£10.00
Door aperture seals Herald saloon .....	£13.80
Boot seal Spitfire .....	£9.00
Tailgate seal GT6 .....	£8.00
Boot seal Herald/Vitesse .....	£9.00
Tailgate seal Estate or Van .....	£10.00

We do the complete range of copper brake pipe, clutch pipe and fuel pipe kits, and can make up individual pipes to order (usually while you wait!).

Brake pipe kits all models .....	£22.00
Clutch pipes Herald/Spitfire .....	£4.50
Clutch pipes Vitesse/GT6 .....	£3.50
Fuel pipe kits Herald/Spitfire .....	£27.00
Fuel pipe kits Vitesse/GT6 .....	£30.00

## CLIPS AND FASTENERS

Door trim pad clips all cars .....	£0.20
Rear horseshoe clip Spit IV/GT6 III ..	£0.25
Clip for straps between horseshoes ..	£0.20
Bonnet front edge trim clip .....	
Vitesse/13/60 .....	£0.15
Rivits/clip for side mounting .....	
Vitesse/Herald .....	£0.30
Doorglass inner felt strip clip .....	£0.10
Sills srew Herald/Vitesse .....	£0.25
Rear valance clip Herald/Vitesse ..	£0.25
Rear valance srew Herald/Vitesse ..	£0.30
Capitive nut Spitfire IV sidelights ..	£0.20
Prop Shaft Nylco nut and bolt .....	
- both types .....	£0.50
Brake drum attachment screw .....	£0.25

## ODD AND UNUSUAL ITEMS

Bonnet hinge spring Herald/Vitesse ..	£2.00
Radiator/block drain tap - all cars ..	£3.00
Bonnet hinge bush Spitfire/GT6 .....	£1.00
Hood release lever Spitfire IV .....	£14.50
Exhaust stud brass nut - 4 cyl .....	£0.60

## ODD AND UNUSUAL ITEMS Cont'd...

Side/indicator lamp foam .....	
gasket Spitfire IV .....	£2.00
Brake pedal rubber both types .....	£1.30
Overdrive gearlever Spitfire .....	£20.00
Tab washer on rear hubs .....	£0.30
Engine core plug set .....	£3.00
Crank spigot bearing in flywheel - ..	
all cars .....	£2.50
Tappet and locknut Spitfire I/II/III/ ..	
Herald 1200 .....	£0.55
Emmission valve diaphragm .....	£3.00
Shear bolt for original steering lock ..	£0.75
Drivers door mirror RHD .....	
Spitfire IV chrome .....	£11.00
Radiator deflector boards .....	
Spitfire - pair .....	£7.00
Petrol filler cap - original Herald/Vitesse	£4.90
Screw in HT lead set Vitesse 6/ .....	
GT6 Mk1 .....	£5.90
Joint strip overrider to valance Vitesse	£0.30
Road wheel nut Herald/Vitesse/ .....	
Spit/II/III .....	£1.20
Carpet retaining strip Herald/Vitesse ..	£3.00
Choke knob Herald 13/60/Vitesse MkII	£1.00

## CARS FOR SALE

Spitfire 1500 Java green 1977 87,000 miles 12 months MOT, taxed November 1989. Stainless steel TSSC twin pipe exhaust, new clutch, chrome 8 spokes. respray .....

Herald 1200 Convertible 1966 12 months MOT, solid, sound and reliable car, but a bit scruffy! .....

Herald Mk1 choice of two for rebuilding £170.00 +

OUR PRICES INCLUDE VAT (please phone for P&P details)

★ Classic Wedding Car Fleet ★

★ We also have open and covered Car Transporters for Local or Long Distance Work ★

Shop open 12 noon to 8pm Mon - Thurs

12 noon to 6pm Friday

9am to 5pm Saturday 10.30am to 5pm Sunday

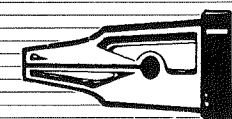
528 Ferndale Road,

Swindon, Wilts SN2 1HW

Tel: (0793) 611098



# Pen to paper



## Information Needed

I appeal to the membership for information about two GT6s.

Firstly, I used to own a GT6 MkII, registration number OOD 350G. Unfortunately, I sold the car when my wife was expecting our daughter and could no longer get behind the wheel. I sold the car in November 1978 and heard that it was in an accident soon afterwards. However, this wasn't confirmed and I wonder if it's still on the road. I'd be pleased to hear of its history since 1978.

Secondly, I now own a GT6 MkI, registration number SWR 783F. I bought it in October 1983 from Peter Herbert of Rotherham, who had acquired it in 1982 and had done an excellent job restoring the car. I know Peter bought it from a farmer who had the car in store for some time. I'd be grateful to hear from anyone who owned SWR 783F between 1967 and 1982.

Finally, I enjoyed Dr Troth's article on acceleration and top speed (Courier 109). Would it be possible for him to do the calculations for all club cars so we can test the theoretical figures against published speeds and accelerations.

IAN MORFETT - YORK

## Convertible Motoring

I used to be the owner, once upon a time, of a 2000 Vitesse convertible but due to marriage, mortgage, children etc., now have a 'staid' family motor car. I have, however, recently purchased an original Triumph Herald 1200 saloon, which is in good condition due to standing most of its life in Plymouth (salt-free roads!).

I still hankered after a convertible so I unbolted my roof and, Hey Presto! open-top motoring.

Without re-building my car to convertible specifications, does any company supply tonneau covers and/or fold-down soft tops for such a 'conversion'? I would accept a fold-down roof that sat on top of the boot, even if I had the old-fashioned type of hood with a 'dismantleable' frame. Any comments, suggestions, suggest-nots etc? (Apologies to connoisseurs).

P S LEACH - BRADFORD

## Rocker Shaft

I refer to page 29 of Courier number 110 where, in item 4, Oliver Brooke suggests a modification to the oil system.

I am far from convinced of the wisdom of making this change because the extra oil the rocker shaft will receive can only be at the expense of the quantity reaching the main bearings and big-ends. The output of the oil pump is finite and nothing can be done to increase it, indeed it may be reduced through wear if it has had a long life. New pumps are not necessarily adequate; I rejected two new ones some years ago because they were beyond the clearance tolerances stated in the Workshop Manual.

Those of you who have the Triumph Workshop Manual can look at "Engine - Lubrication" (page 1.109 in my edition) where the flow of oil to the rocker shaft is described as "reduced" and the feed to the camshaft is described as "restricted"; in my view the designers did not introduce these limits because too much oil to these places will do harm (the surplus will just drain back to the sump) but to ensure that the bulk of the pump's output is sent to the mains and big-ends. Providing an easy path for the oil to by-pass these restrictions will reduce the pressure in the system and result in a reduced supply to the bottom end.

May I suggest that the above thoughts are published in The Courier so that members can consider these views as early as possible before deciding whether or not to change the oil system. I would far sooner replace a rocker shaft than deal with an inadequately lubricated bottom end, especially if this had caused ovality of the journals to the extent of needing a crankshaft re-grind!

For many years I have doubted the full usefulness of the non-return valve built into our oil filters when only about 1/2" above it is the open mouth of the pipe that returns the oil to the system. Obviously a non-return valve cannot be used at this point so it has been my practice to insert a close-fitting length of thin-walled aluminium tube (brass will do) onto the centre outlet pipe of the filter, this tube being a push-fit is withdrawn and inserted in the new filter each time. The length of this tube must be such that it does not touch the housing of the by-pass valve and cut-off the outlet flow, I have found a 1/4" gap to be satisfactory and I probably manage to retain the filter half-full instead of virtually empty through overnight draining. Check the tube length each time a new filter is fitted as the internal details may vary with different makers.

Having mentioned earlier about the out-of-tolerance new oil pumps I rejected, it might be appropriate to mention that when I re-assembled my present Herald engine about four years ago after having the block re-bored + 0.030", I was told that the rings of the new pistons were correctly gapped. However, my guardian angel whispered in my ear; "take the rings off and try them in the bores". I'm very glad I heeded this advice as several rings had no gap at all, some had gaps too small and at least one had an overlap. It was not a matter of selectively fitting the rings to the bores - I tried all that, I had to gap them correctly with a fine file. I dread to think what problems I would have had if I had just forced the new pistons and rings into the bores!

REX W HAYMAN - ESHER, SURREY

### What Timing - Thankyou!!

Those of you who attended the International Weekend at Stafford may have noticed a BRG Spitfire 1500 looking very forlorn in the entrance to the showground. Our darling little car decided to snap a vertical link when turning into the entrance! "Mossy's" timing has always been impeccable.

Thankfully, a crowd of willing helpers came to the proverbial rescue. With the aid of a borrowed trolley jack, we rolled the car out of the way and set about getting dirty. Several cheques later, we had the parts and by the end of the fun afternoon, the car was fit and healthy again.

We wish to express our grateful thanks to all those people who helped us - we don't know their names but those who owned the trolley jack, the sledge hammer and the primus stove (stubborn steering arm bolt!). Our particular thanks to David and Pauline Holes.

To end the story, we replaced the other vertical link a few days later, were married the following Saturday and drove the car to Scotland for two weeks honeymoon.

Moral of the story: oil your trunnions!

JOSEPHINE AND TIM COLLINGWOOD - DARTINGTON

### Non-mechanic

As a non-mechanic and the owner of a 'working' GT6 MkIII, I have often had cause to sing the praises of the A.A. I've called them out so many times, I almost know each of the patrolmen personally. I thought readers might be interested in a service I've found to be even swifter and, in this particular case, more reasonable.

For several weeks the needle of the temperature gauge had been sneaking closer and closer to the red. Nearing the end of a motorway trip to Reading, the windscreen was sprayed with brown water from under the bonnet. A quick glance confirmed the needle was now firmly on the red. Only when I'd stopped did I see the GT6 was doing an impression of Puffing Billy too.

An MG pulled over - I thought about telling the driver to move on but was desperate for advice - later to be joined by a police car. "Oh, by the way", the copper said nonchalantly as he was leaving, "someone reported you as a car on fire so the fire brigade will be along in a moment." Sure enough, five minutes later, a fire engine was thundering towards me on the hard shoulder.

By now the steaming had stopped and it was obviously a false alarm. Nevertheless, all five crew in their yellow helmets stood over the engine offering diagnoses. I told them I only lived a couple of miles away and that all I needed to do was to stop off at a garage for water. Of course, there was no need for that; the boys had gallons on board! With a couple of bucket loads inside, the 'old girl' managed to pant her way one.

The cause of all this inconvenience turned out to be nothing more than a faulty thermostat.

PAUL KIRKWOOD - WEST EALING, LONDON

### Members Handbook

Last weekend I departed sunny Wiltshire on a jaunt to Edinburgh in my trusty, black Hammerited Spitfire (personally not guilty), to catch the last few days of the "Fringe". Sadly, upon arrival, I suffered a fractured manifold which neatly deposited my cherished Triumph tune exhausts upon the cobblestones, just of Gilmore Place. "Woe is me", I thought, remembering previous hassles in Scotland's fair capital when attempting to obtain an exhaust for my Wolsley 1500.

The day was saved - nay indeed, the car was saved - by the invaluable assistance of Barry Hepburn who (found through the Self Help Scheme) came up with a manifold and downpipe - not to mention coffee and chocolate biscuits.

I should like to express my sincere thanks to Barry through these pages and once more reassure him that my car really does have an MOT, despite its less than concours appearance!

ANDREW TULLIS - WHITEPARISH, NR. SALISBURY

### Dear Fed-Up of Luton

I sympathise with your plight and that of anybody else who fits a part not designed for their car, merely for aesthetic appeal.

Bootracks, of course, were not designed for saloons; similarly roof racks are not generally designed for convertibles. In order to fit something "a bit different", sometimes modifications have to be made. Some modifications that fall immediately to mind are removing the rear windscreen or perhaps the whole roof! This is obviously undesirable for weather and security reasons but what about lengthening the bootlid .....?

You may, of course, remove the offending bar!!!!


MIKE CREWES (COP SHOP) - THAMES

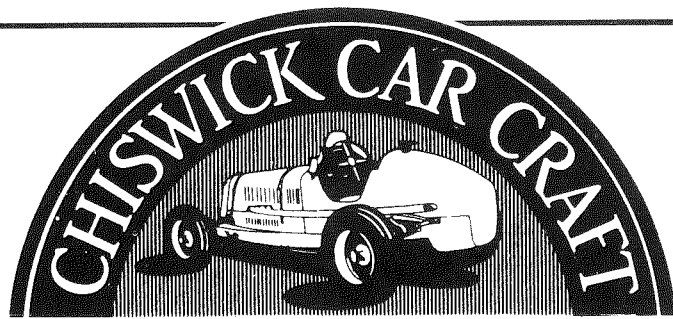
**Wins & Co**  
**THE SUPPLIER IN THE SOUTH**  
SPITFIRE, HERALD, VITESSE, GT6,  
STAG, TR6/7

New and used spares vast stocks - every requirement - Panels, Hoods, Carpets, Trim and all Mechanical Parts.

Pop in and look around the stores  
Open 6 days - 9-5.30pm Mail order available

**Tel: 034284 2555**  
**Smallfield (nr Gatwick)**

  
**OLD CAR**  
  
THE MAGAZINE YOU'VE BEEN WAITING FOR  
COVERING THE COMPLETE  
OLD CAR SCENE  
  
THE ULTIMATE...



Specialists in Older Vehicle Restoration

ARCH 197  
PREBEND GARDENS  
CHISWICK  
LONDON W4 1TN

★ SPECIAL OFFERS ★

**Servicing CLUB CARS**

**4cyl. £40.00 6cyl. £50.00**

**+ Parts Used + VAT**

**Full suspension rebuilds**

**Chassis repaired to MOT standards**

**Universal Joints replaced**

**Full restorations undertaken**

**Insurance recognised repairer**

**★ FREE ESTIMATES ★**

*Complete repair service for all Club cars from  
an accident repair to a full restoration*

*10% Discount to all Club Members*

**01-994-3395**

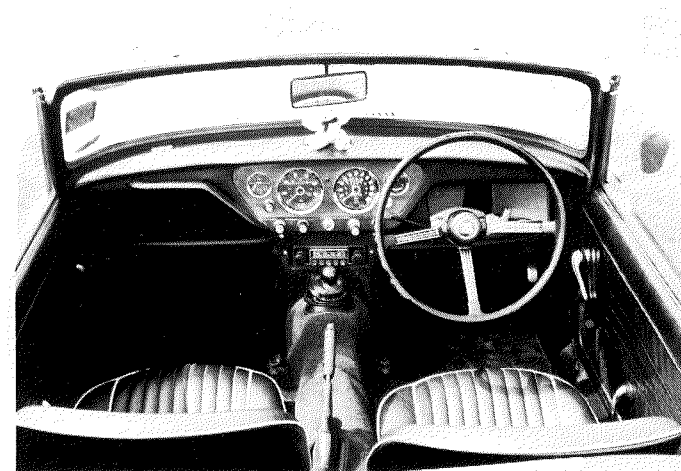


*Rubber facings on the front overriders added a stylishly practical touch to the Mk3's new front end. This early example shows the old TRIUMPH lettering which later gave way to the more "up to date" rectangular badging.*

Profile -

**The Spitfire Mk3**

Eddie Evans



*The neatly arranged instrument panel was regrettably obscured by the driver's left hand. Controls however are easily accessible and recognisable. Central console padding was improved on later Mk3s. Sun visors, absent here, were an optional extra.*

From it's birth, the Triumph Spitfire earned respect and admiration as one of the better low priced sports cars of it's day. The emergence of the Mk3 version elevated the marque in all of power, appearance and refinement so that it's appeal lingered on to challenge the popularity of the new MkIV by remaining the faster car. And when the 1500 version emerged, the Mk3 still continued to hold it's head high as a milestone in Spitfire development, representing the ultimate of



the earlier and more classically shaped variants.

The body shell was of course, identical to its Mk1 and 2 predecessors, save for detail modification to allow the incorporation of the Lotus Elan style raised front bumper - another effect of American safety regulations. The rear bumpers were similarly pitched with overriders removed to produce a more squat back end which now featured standard twin reversing lights set inboard of the indicators.

But the most aesthetically important styling change was to the softop, where the roofline was now noticeably smoother - the "pram hood" effect of the earlier roofs having been eliminated by a more sophisticated hood frame fixed permanently to the body shell, and folding away out of sight behind the seats.

The new, internally black roof complimented the interior of the cockpit, now adorned with a wood veneered central instrument panel, housing the usual speedometer, tachometer, fuel and coolant gauges and with surrounding metalwork in a business-like crackle finish black cellulose. The interior was otherwise basically unchanged save for the introduction of a spoked (Vitesse type) steering wheel. Although an essential improvement over the original Herald wheel, its size still remained unwieldy and insensitive for the type of car.

The early type door locking tab on the shut face of the

passenger door was replaced by a more ergonomically sited slice control, but a serious omission was the discontinuance of the sporty fly-off handbrake.

Foot brakes remained basically untouched save for slight caliper changes to allow for larger front disc pads.

The clutch too was increased in size to a 6.5" diaphragm type, proving lighter and more sensitive than the early coil sprung pressure plate.

Otherwise the drive train remained as before with Triumph rightly confident that this established and tried Herald system would handle the power of the Mk3's new 1297cc engine.

Previously used in the Triumph 1300, the new engine now appeared in modified form in the Spitfire, with its eight port head, water heated inlet manifold and a new cast exhaust manifold replacing the earlier tubular system. The Mk2 camshaft profiles were retained for the 1300 engine and the end product was an increase of 8bhp and 8lbs ft of torque over the old unit, keeping performance on a par with the current competition.

Probably the Mk3's greatest weapon against market competitors was its optional extra overdrive. Despite occasional laziness of

operation the extra gearing endowed a comfortable high speed cruising ability which other similarly priced sports cars simply did not have.

In other areas, only the Spridgets could better the Spitfire's standing start acceleration and then only by irrelevant fractions of a second, which stood for nothing when set against lower bhp, lower top speed, higher fuel consumption, smaller brakes and a cruising ratio of only 15.4 mph per 1000 revs. contrasting to the overdrive Spit's 19.1 mph.

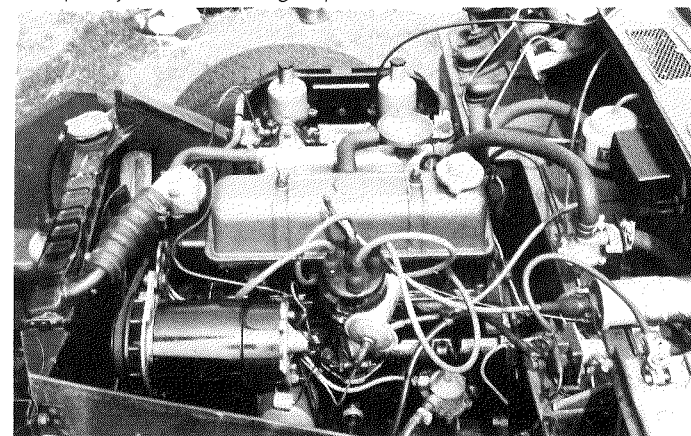
Honda may well have been a serious contender for a piece of the Spitfire's market share with their daring SS800 sports car; available initially as a fixed head and latterly in now rare, convertible form. However, at that time British confidence had yet to be established not only in the Japanese motor industry, but also in the Honda's GRP body construction.

Nevertheless at £100 cheaper than the Spit (as was the Spridget) the SS800 proved a lively and stable performer with an extraordinary engine which could outrev anything on the British market.

Not that the Spitfire cannot rev, for the tach needle can be flicked effortlessly up to its maximum power mark of 6000 RPM. Indeed, the Mk3 Spit is a good high rev performer, notably between 4,500 and 5,000, though inflexibility at low revs makes the Mk3 a difficult town car until a certain skill is developed to overcome the



*Boot space is adequate when using soft luggage, despite the intrusion of the spare wheel and there's plenty of extra storage space inside the car behind the seats.*



*The Spitfire engine bay appears compacted, giving no illusion that a six cylinder mill could be fitted in the same space. Note the transformation to negative earth electrics.*



*Top speed is reduced by around 5mph with the roof down. Most Mk3's use "turn catches" to secure the hood to the screen frame, though a small proportion are fitted with overcentre (Herald type) fasteners. Screen frames, originally in body colour, became matt black after October 1969. (The wheel trims shown here are non-standard).*



## KEEP THE FEELING GOING

POPULAR CLASSICS is the brand new magazine essential for people like you – who know what it means to own a classic car and how it feels to drive it.

Every month there are pages of road tests, readers questions and answers, maintenance tips as well as hundreds of useful contacts for spares and servicing.

If you love classics join our club.

**STREETWISE  
AND ROADWORTHY**



low speed engine hunting and absent low rev pick-up.

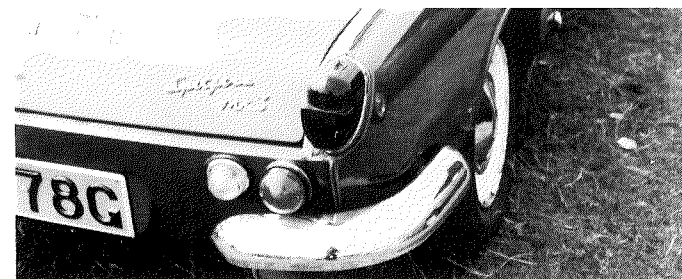
Such behaviour can be masked by good use of the gearbox, assisted by the slick gearchange, light positive clutch and a good third gear, despite the Herald ratios being rather too low for the type of car.

Overall, the Spitfire Mk3 presents a pleasant sports car with adequate comfort and good control on all but the worst surfaces, where directional stability can suffer due to the rear tuck-under effect coupled with undergeared steering. But even then, a good steering castor-angle allows the driver to feel what is happening and to easily judge the correction when the rear end plays tricks.

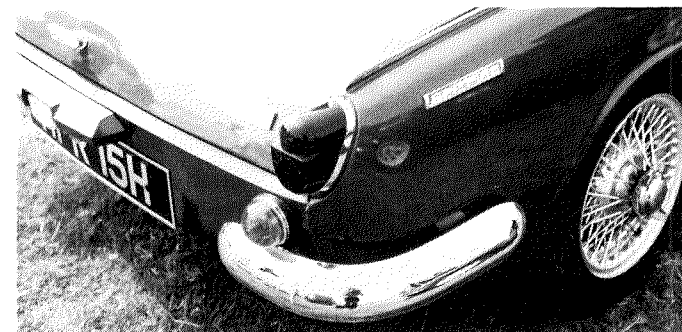
Noise level is relatively low, especially with the optional hardtop fitted, the main culprit being, as usual, the frameless side windows. The hardtop does not impair vision and parking has to be simple, given the all round vision to four corners of the car, lightness of clutch and Toytown turning circle.

The Mk3 Spitfire remained in production at Canley from January 1967 to December 1970 when it was usurped by the comparatively under-powered MkIV. A total of 635,320 cars had been built during that time, but the most significant of these Mk3s was completed in February 1968 and honoured as the 100,00th Spitfire to be produced.

As the 1500 ages, it will



*The model name "Spitfire 4" became simply "Spitfire" with the advent of the Mk3 as seen here in early "scroll" badging.*



*From October 1969, rectangular "Spitfire" badges were introduced and reversing lamps re-housed in an extended and colour coded number plate lamp bezel. "Overdrive" badges remained in "script".*

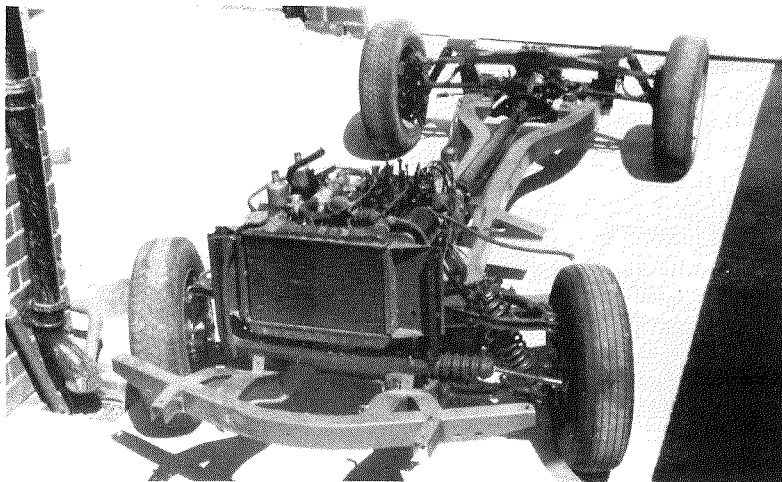


*"Optional extra" wire wheels not only enhanced the car, but their greater 4½J width improved roadholding over the standard 3½J steels, especially when fitted with optional radial tyres.*

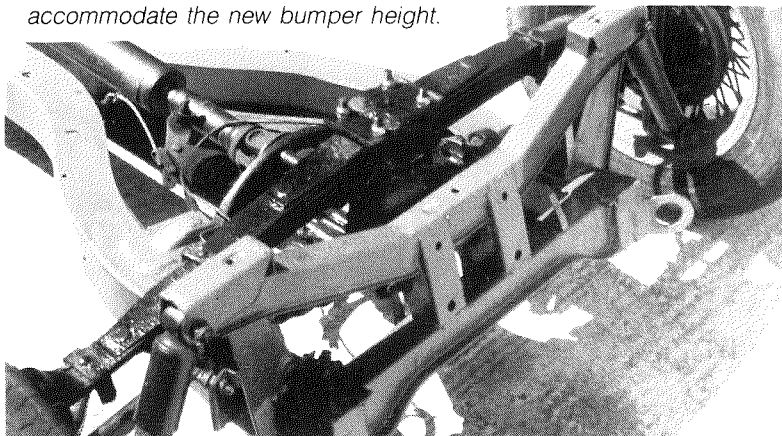
*The Spit does, however, drive much more quietly on crossplys.*

probably come to rival the Mk3 as the most collectable of the Spitfire range; but until that time, the classically obsolete curves of the Mk3, together with its crisp performance, will continue to hold the marque firmly on the collectors pedestal.

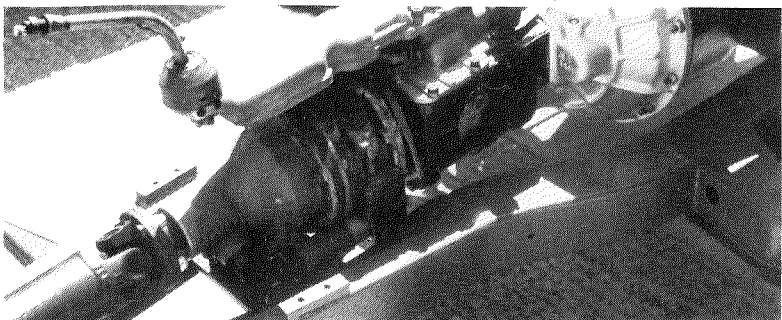
\*\*\*\*\*  
My thanks to Michael Hancock for producing the photographs for this article and also to the owners of his targets at this year's Leicester National Event.  
\*\*\*\*\*



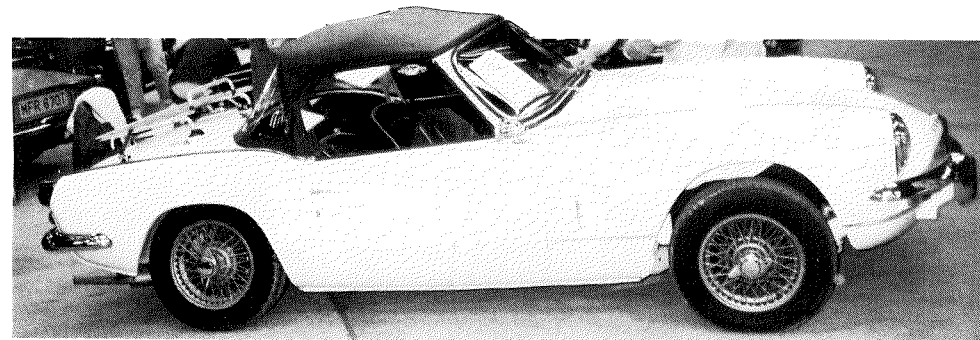
Despite the lack of chassis out-frames, the rigid sill sections reduce scuttle shake to a bare minimum. The only Mk3 chassis modification was in lifting the front crossmember to accommodate the new bumper height.



Rear suspension would remain unaltered till the advent of the MkIV, leaving the Mk3 as much a driver's car as its predecessors. You had to know how to handle and correct it on tight, wet bends. Some maligned it, but for the competent, it was sheer thrill!



The overdrive unit sits snugly under the gearlever extension housing and is probably the most desirable "extra". The blocks welded to the chassis either side of the overdrive are the bolting points for the feet of the centre console, which sits astride the gearbox housing.



The smoother shaped Mk3 hood also featured a zip-out rear window on late 1969 models. Note the standard accessory luggage rack which Mike Crewes will be delighted to see is fitted the correct way up!

### At a Glance

#### Mechanical:

Capacity	1297c.c.
Bore x stroke	73.7mm x 76.0mm
Max power	75 bhp @ 6000 RPM
" torque	75lbs ft @ 4000 RPM
Clutch	6½" diaphragm
Differential	4.11:1
M.P.H. per 1000 revs.	19.1 (O/D 4th)

#### Performance:

0-60mph	14s
40-50mph	8.1s (3rd)
50-70mph	9.7s (3rd)
Max speed	95mph
Standing 1/4 mile	19.4s
Max in gears	3rd 73mph
	2nd 47mph
	1st 27mph

#### Statics:

Length	12'3"
Wheelbase	6' 11"
Track	front 4'1" rear 4'0"
Width	4'9"
Height	3'1½"
Weight	15.5 cwt
Front/rear weight distribution	56/44%
Fuel consumption	Ave. 32-33mpg. (38 @ constant 70mph)

#### Optional Extras:

Overdrive	£58.78
Wire wheels	£36.17.6
Radial tyres	£9.16.8
Heater	£13.10.5
Hardtop	
Sun-visors	
Tanneau cover	
Auxilliary lamps	
Radio	

#### Price:

Hardtop only version	£751.10.3
Softop only version	£717.1.11





## FULL REPORT ON THE SOMERSET BEACH EXTRAVAGANZA (OTHERWISE KNOWN AS THE RAVING LOONEY PARTY)

### 1. CONCOURS DE TAT:

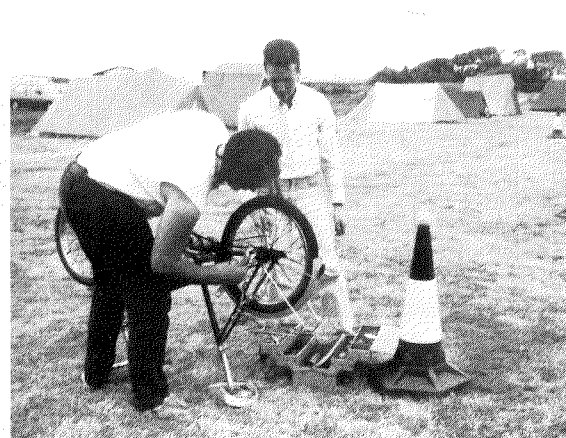
Much to the disgust of the judges, Rusty/Dirty cars seem to be becoming a thing of the past. In the absence of previous winners (particularly Simon's Mobile Allotment) the final results were as follows:-

**RUSTIEST HULK** - Herald 1200 Coupe belonging to somebody too ashamed to admit ownership, or too drunk to attend the prizegiving.

**FILTHIEST HEAP** - Spitfire belonging to John Reese. Well done John! To be fair to John, his car could easily have won both classes but it was decided to spread the honours!

The other concours for the most desirable car was a three-way tie. Herald Coupe (Chris - Worcester), Courier Van (Shaun - Swindon) and GT6 (Chris - Swindon). To say there was a winner would be unjust but Chris's Coupe was drawn

from the cider mug and he graciously accepted the trophy on the night.



*Running repairs*



*Rod Warren, sporting the latest thing in maternity ware!*

While on the subject of the presentation ceremony, I know that everybody was very impressed by this years celebrity guest and may I say a big thank you to Lord Lucan for attending this years fiasco.

### 2. OFFICIAL TSSC BICYCLE OBSTACLE RACE:

What a shambles that turned out to be! (who said 'Par for the course'). Talk about rule bending! The idea of having a bike is to ride it - not wreck it. Steve (Hants/Surrey) is the only person I have ever seen producing smoke from the back wheel.

Anyway, we did have an eventual winner in Dave (Hants/Surrey), probably due to a virus in the computerised Swiss timing system (or should that be a sticky Seiko with a bent second hand?!).

### 3. INTERNATIONAL SAND CASTLE CHAMPIONSHIP:

Para 13 of the official international sandcastle rule book states "A sandcastle should look like a sandcastle".

Burying a Herald on the beach does not constitute a sandcastle but full marks to Hants/Surrey for producing a 'Sand Car Sill'. A mention for Ken (Worcester) for producing the most boring exhibit but the undisputed champion is now John Reese from South Wales (that's what makes it international).

### 4. TSSC NATIONAL ROUNDERS CHAMPIONSHIP:

Congratulations to whoever was in the winning team. I presume they know who they were - 'cause I don't.

The weekend ended with a very impressive convoy to a local cider farm, which proved popular with most people. Lastly, thanks to all who turned up and we'll try and do better with the weather next year.

**STEVE LOVE**

**See you all next year!!!!**

*International Sandcastle champions*



# HEAVY METAL!



John  
**HILL'S** LTD.  
*Triumph Centre*

ARTHUR STREET, REDDITCH, WORCS. B98 8JY  
Tel: REDDITCH (0527) 20880 FAX: (0527) 20730

Full range of full and part panels for rebuilding your Spitfire. John Hill's Limited is a member of the British Motor Heritage Trust and is your best guarantee. Remember, right from the moment you put the petrol in your tank until the gases come out of the exhaust, we can supply all the components.

## ATTENTION SPITFIRE OWNERS!

### ALL FRONT SUSPENSION

Shock Absorber NEW ..... pr **£18.50**  
Front Spring SPITFIRE ..... pr **£26.00**  
Vertical Link ..... each **£34.00**  
Trunnions ..... each **£11.00**  
Wishbone Lower ..... each **£20.00**  
Major Front Suspension O/Haul Kit

..... **£41.00**  
Wheel Bearing Kit Front ..... each **£8.50**  
Brake Disc 4 cyl ..... each **£10.50**  
Brake Disc 6 cyl ..... each **£12.50**  
Rack Gaiters ..... pair **£5.50**

All prices plus VAT

CARRIAGE EXTRA



PLEASE SEND ME  
A FREE CATALOGUE  
☐ SPIT IV/1500 GT6 III  
☐ SPIT I-III GT6 MkI/II  
☐ HERALD/VITESSE

NAME .....

ADDRESS .....

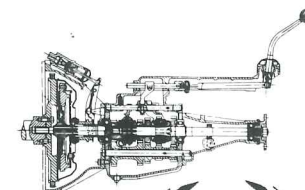
POSTCODE .....

ALL PANELS PRIMED  
PROMPT DELIVERY  
PRUNED PRICES

John  
**HILL'S** LTD.  
*Triumph Centre*

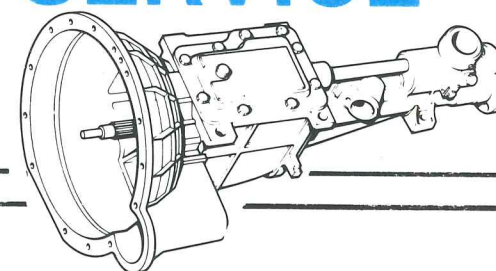
ARTHUR STREET, REDDITCH, WORCS. B98 8JY  
Tel: REDDITCH (0527) 20880 FAX: (0527) 20730

Replacement Parts for  
SPITFIRE — GT6  
HERALD — VITESSE



BRITISH MOTOR  
HERITAGE APPROVED

## GEARBOX RECONDITIONING SERVICE



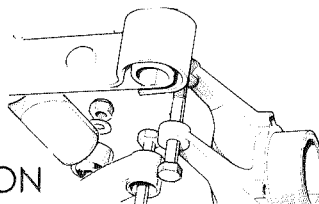
48 hour turnaround with many gearboxes  
available ex - stock

**STANDARD £120 + VAT**  
**OVERDRIVE £135 + VAT**  
OVERDRIVE UNIT EXTRA

PRICES QUOTED EXCLUDE  
CARRIAGE COSTS — TEL: 0527 20880

# Technical Tip

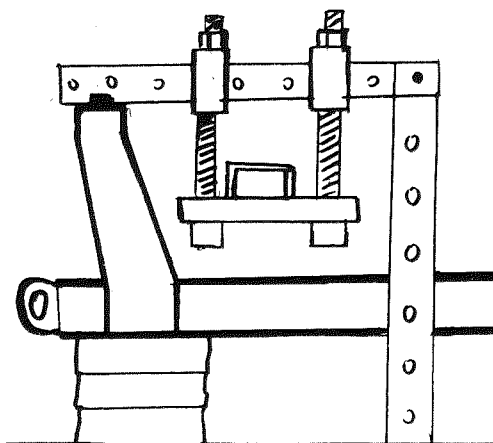
## THE REAR SUSPENSION



If you have to replace the transverse leaf spring or even just renew the rear shock absorbers, there is one big problem. In the first case, the curve of the new spring means that it has to be tensioned upwards in some way before you can get the bolts through the eyes. In the second, the hub assembly has to be raised an inch or two before the shock absorber can be bolted in. In the Haynes Manual, the problem is dismissed by the usual airy phrase: "reassembly is essentially the reverse of dismantling". Lindsey Porter provides a very indistinct photo and a mention of a special tool to do the job, but how often would you need it?

With the body off, there is a simple way to do the job using coil spring compressors (or some fairly solid studding).

You simply make a gallows over the spring with two pieces of angle iron, (large size Dexion or handy angle would do). The horizontal piece is bolted to the top of the



Side view of rear suspension (chassis on blocks). Hub assembly not shown.

rear suspension "tower" via the body mounting bolt hole. The other piece forms a vertical leg down to the ground. In principal,

You then merely screw up the compressors to pull the spring up until you can slip the retaining bolts through. Obviously the

usual precautions should be taken to avoid the energy stored in the spring in case something slipped. Since the movement would be vertical, this only really involves not standing over the gallows when tightening up.

If you were going to make a habit of the job, the horizontal arm could be drilled to take the compressor studding (which would be even safer). With the body on, a second vertical leg could be added which could be clamped to the chassis.

GEOFF JONES

**Tuning Manual  
for all Standard Triumph  
Cars between 1959 -1980**

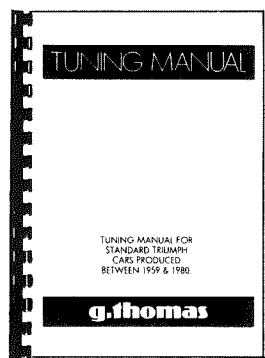
**By G Thomas**

**150 pages**

**£10.95 UK**

**£12.50 Overseas**

Triumph Bookshop  
Welland House, Acorn Close  
Lubenham Leics LE16 7SP  
Telephone 0858 32110



## LIGHTS-ON WARNING BUZZER

One accessory which I have fitted to all my cars over the last 10 years or so has been a lights-on warning buzzer. Kits and ready-made units are available but the simplicity of such a unit hardly warrants the prices charged.

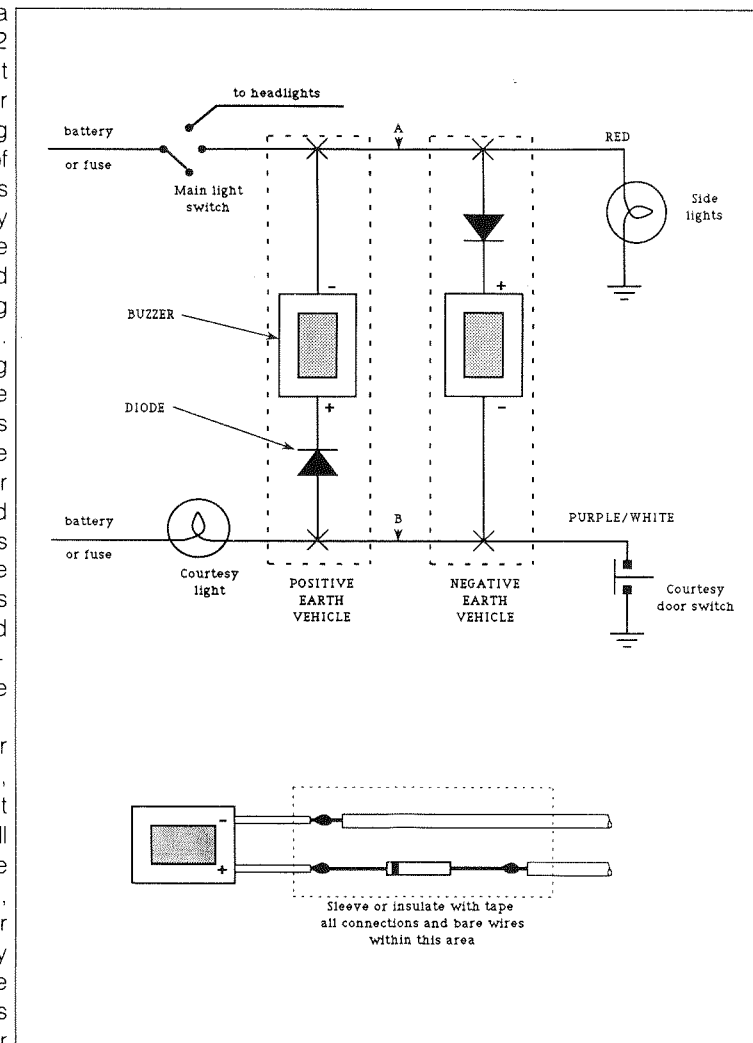
The unit consists of a low power, solid state 12 volt buzzer costing about £1.50, a 1N4001 or other rectifying diode costing about 5p and a couple of lengths of wire, a box is not absolutely necessary providing that the connections are insulated using tape or by sleeving the wiring joints. Connections to the wiring of the vehicle can be made using 3M cables piercing connectors. The connections of the buzzer etc. for both positive and negative earth vehicles are shown in the figure below, if the buzzer is polarised (black and red leads or - and + terminals) it should be connected as shown.

To explain the circuit for a negative earth vehicle, point 'A' (the parking light side of the light switch) will be positive only when the lights are switched on, and point 'B' (the interior light side of the courtesy light switch) is negative only when the door is opened, no other

combination of lights or door will have 'A' positive and 'B' negative. The buzzer and diode are connected so that it will only operate when the door is open and the lights switched on. For a positive earth vehicle the states at 'A' and 'B' are reversed, as are the buzzer and diode.

Once installed the unit can be forgotten, it will only operate if the car door is opened while the lights are on.

As a deluxe model, the simple buzzer can be replaced by a melody buzzer (approx. £3.50) which plays tunes such as The Yellow Rose of Texas, Dixieland etc; you will then get your own punishment if you leave your lights on!



A. R. Barton

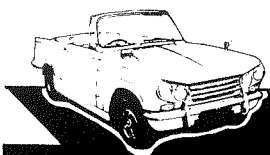


**Unit A8 Faraday Road  
London Road Industrial Estate Newbury Berkshire  
Telephone (0635) 44669/523180 Fax 0635 32266**



**Add 15% VAT to total order**  
**NOTE ONE SECURICOR CHARGE**  
**COVERS ORDERS UP TO 25KG**

Available shortly: R & N Filters plus many other parts in stock. Write or phone for availability and prices.



0325 486542

**TRIUMPH SCENE**  
Specialists in Spitfire GT6 Vitesse Herald



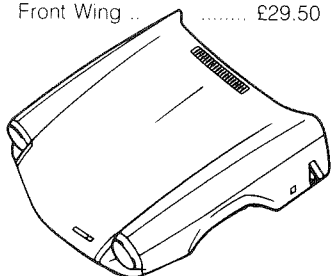
0325 486542

Unit 35, Borough Road Industrial Estate, Darlington, Co. Durham  
Telephone: Darlington 486542

## PROBABLY THE LARGEST RANGE OF SPITFIRE/GT6 BODY PANELS ANYWHERE

### BODY PANELS Spit MkIV/1500/GT6 3

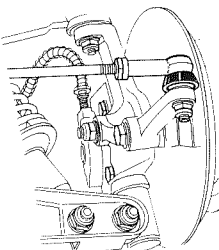
Bonnet Spit (Ex) .....	£495.00
Bonnet GT6 (Ex) .....	£495.00
Front Wing .....	£29.50



1/4 Valance F/Glass .....	£14.00
Quarter Valance Steel .....	£39.50
Outer Sill (B.L.) .....	£21.00
Outer Sill Pattern .....	£10.50
Inner Sill .....	£7.50
Sill Strengtheners .....	£3.50
Sill End Plate .....	£3.00
Sill Extension .....	£5.70
Doorskin .....	£15.00
Half Floor .....	£27.50
Boot Floor .....	£37.50
Rear Valance .....	£35.00
Rear Wing (Spit) .....	£79.00
* Chassis Front Pivots .....	£19.95
Cross Member .....	£21.00
Cross Member Gussets .....	£7.50
* Front Outriggers .....	£10.00
* Bonnet Stay (c/lete) .....	£8.95
GT6 Rear Damper	
Mtg Bracket .....	£11.75
* Outer 'B' Post	
Lower Repair .....	£9.50

### LOOK — WE HAVE THE FOLLOWING SPITFIRE/GT6 panels totally rust free

8 off Bonnet Assy. Spitfire IV/1500 .....	£350.0 ea.
5 prs. GT6 I/II Door Assy. ....	£85.00 ea.
4 prs. GT6 III Door Assy. ....	£85.00 ea.
3 prs. Spitfire II/III Door Assy. ....	£85.00 ea.
5 prs. Spitfire IV/1500 Door Assy. ....	£85.00 ea.
2 off Spitfire I/II/III Boot Lids .....	£90.00 ea.
6 off Spitfire IV/1500 Boot Lids .....	£90.00 ea.
2 off GT6 II Tailgates .....	£70.00 ea.
4 off GT6 III Tailgates .....	£70.00 ea.



### SUSPENSION/STEERING

Front Trunnions .....	£8.95
Bush Kit .....	£1.75
Vertical Link (all) .....	£32.50
Top Ball Joint .....	£7.75
Inner Wishbone Bush .....	£0.65
Track Rod End .....	£4.00
Rack Gaiter Kit .....	£4.50
Roll Bar Link Ends .....	£9.25
Front Shock Absorber .....	£13.50
Front Coil Spring Spit .....	£14.00
Front Coil Spring GT6 .....	£15.50
Universal Joint .....	£3.75
Halfshaft .....	£39.00
Rear Trunion	
Bush Kit (Spit) .....	£2.95
Rear W/brg (Spit) .....	£10.50
Rear W/brg Kit	
(GT6 Roto) .....	£16.00
Rotoflex Coupling Kit .....	£19.00
Chrome Wheel Nuts .....	£1.50
Rear Shox Spit .....	£13.50
Rear Shox GT6 Roto .....	£15.50

### FULL WORKSHOP FACILITY

All work carried out to highest standards. Free collection service in UK on major work.

Price lists available for full parts range. Please send S.A.E. stating model required.

\*Items manufactured by Triumph Scene to original spec.

Full or Part Restorations a speciality (only persons with an appreciation of quality craftsmanship need apply). Free collection service anywhere in UK on major work.

PHONE NOW FOR FURTHER DETAILS  
ALL PRICES PLUS CARRIAGE + VAT

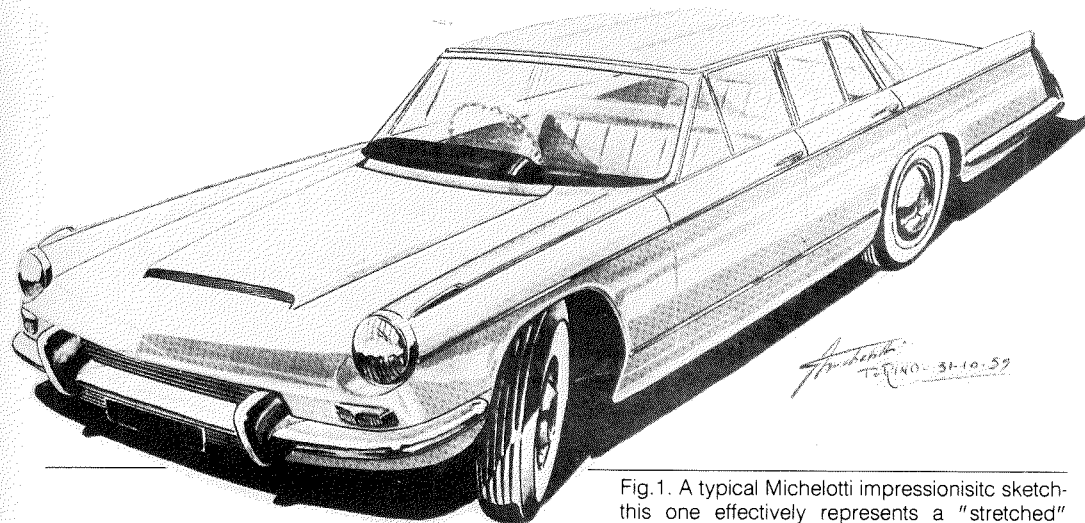


Fig.1. A typical Michelotti impressionistic sketch - this one effectively represents a "stretched" Herald and was an early attempt at the styling of a 2000.

## Coachwork Co-operation How Michelotti and Triumph work together

The year 1959 was a turning point in the development of the British motor industry. It was the year in which two revolutionary new British cars were first announced, both designed for really large-scale production and both having independent suspension for all four wheels: one was the Triumph Herald and the other the

BMC Mini. It was the year that marked the change from the rounded, conservative outlines of traditional British styling to a more angular look imported from Italy and seen on such cars as BMC's A40, Peugeot's 404 and again, the Triumph Herald. As everyone now knows, the first two cars were styled by the great Pinin Farina while

the Herald was the work of a lesser-known Italian called Giorgio Michelotti.

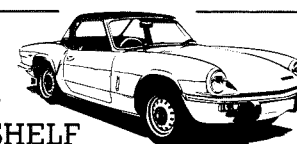
Michelotti joined Farina before the war at the age of 16 and progressively graduated from odd-job boy to the drawing board, producing his first complete styling exercise - on a Lancia Astura - in 1939. The war over, he went freelance and

## Triumph Services of Templecombe

NEW & USED SPARES OF THE SHELF

RESTORATION WORK MOT REPAIRS SERVICING ETC

Contact Andy Topp on (0963) 71333 Day  
or 251189 Evenings

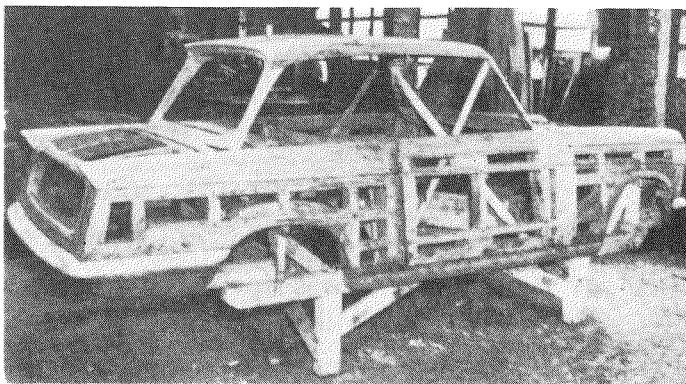


SPITFIRE  
GT6  
HERALD  
VITESSE

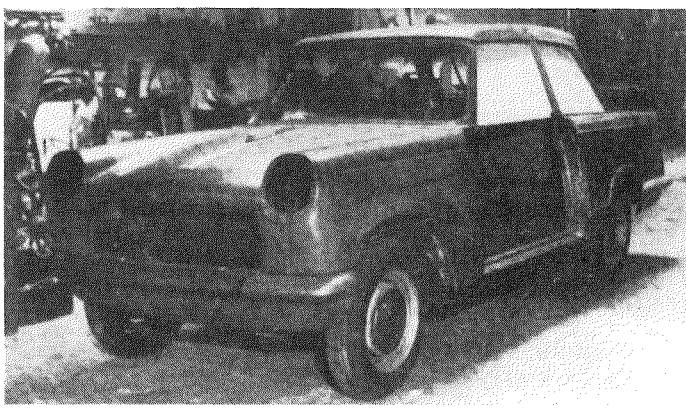
Unit 1 Station Yard  
Templecombe Somerset

became consultant to the Vignale coachbuilding firm in 1949. One result of their collaboration - and the first association with Standard Triumph - was the skilfully revamped Vignale Vanguard which appeared in October 1958; but it was at a Geneva show of around that time that a chance social encounter between Micehlotti and Alick Dick, then managing director of the British company, led to the young Italian being given the styling contract for the Triumph Herald.

The development of new models nearly always seems to involve haste, and the Triumph Herald project was no exception, but Michelotti was well equipped to cope, since he used (as he does today) the procedure adopted by many Italian stylists which is significantly simpler and quicker than that currently employed by the big manufacturers like Ford and General Motors who have their own styling studios. First a preliminary sketch is drawn and shown to the directors for approval. This need not be a work-of-art type pastel drawing but a mere pen and wash impression like fig. 1 - we'll come back to his particular sketch later, as it has interest in other ways. Approval granted, the initial sketch is turned into a full-sized dimensioned drawing which is presented to a firm of woodworking model-makers who, in turn, make a skeleton wooden model (fig. 2) the same size as the finished car. If all parties remain satisfied with the shape so defined, the model is handed over to a team of skilled



*Fig. 2. The original model for the Triumph Herald. Italian panel-beaters used this as a former to build a sheet metal prototype*

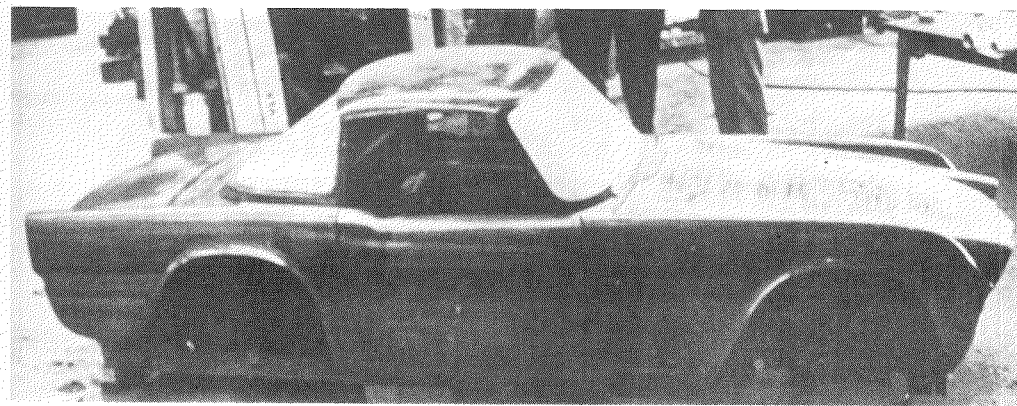


*Fig. 3. The original sheet-metal prototype of the Herald*

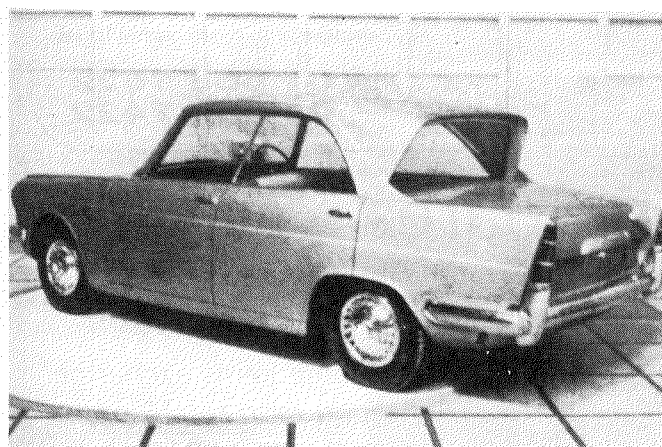
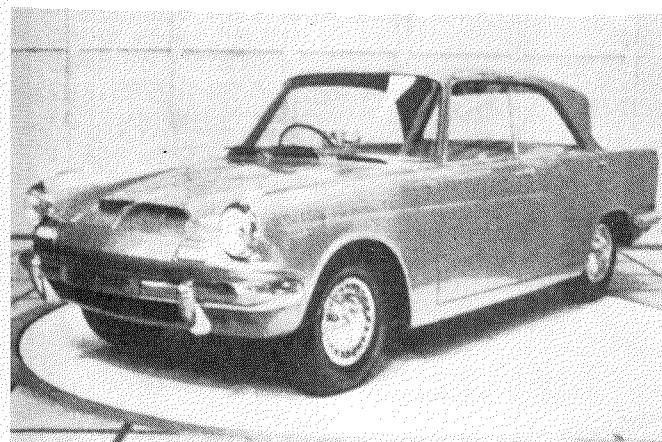
panel-beaters who use it as a former to make a complete sheet metal car on the chassis or platform provided by the manufacturer (fig. 3).

It is these men who are the key to the whole system: found only in Italy, their skill approaches artistry. They can create a complete car from a rough chalk sketch on the workshop wall and modify by eye the curvature of a panel to fit a freehand change in line. From their prototype, corrected and modified in detail where necessary, the drawings for the press-tool dies are made. Contrast this short-cut technique

with the more lengthy ritual observed by the big manufacturers. To begin with a large number of more elaborately prepared initial sketches are required. Then from the design selected a small - usually around 3/8-scale - clay model is prepared. If this is approved, the next stage is a full-sized clay model or buck which is used to construct a female mould. Into this mould is laid glass fibre and resin so that a set of full-sized glass-fibre panels is created and from these a prototype runner built up. Any changes to the glass-fibre car are incorporated in the clay



*Fig. 4. The wooden model for the TR4, panelled (in wood) to convey a clearer idea of the final appearance of the car buck which is then used to make the drawings for the tool-makers' dies.*



*Fig. 5. A car that was never produced: front and rear views of an early prototype for the 2000 model code-named "Zebu"*

Of course the Italians' rapid-fire system depends a lot on the taste, confidence and decisiveness of their employers and does not always work as smoothly as described. During the development of the TR4 body, for example, top management were not convinced by Michelotti's skeleton model which had to be clothed in wooden panels (fig. 4) to give a more realistic indication of the appearance of the completed car before agreement to proceed was given. And, like everyone else, the stylist can make a mistake and not produce what is wanted the first time. The car sketched in fig. 1 - code-named "Zebu" by the Standard-Triumph staff - is an example of a first attempt that didn't succeed. The car was to be the 2000 and the brief was to create a strong family resemblance between it and the Herald the sketch really shows a "stretched" Herald.

In its rather different final prototype form it developed a backward sloping rear window (fig. 5) with a heavy peak. No-one at Standard-Triumph liked



# ANDY ROSE



**Triumph Cars Specialist**

**SERVICING – TUNING – CLUTCHES**

*and all repairs*

**103 HORSIA ROAD, NORTHUMBERLAND HEATH, KENT**  
**Telephone: 0322 338227**

## SPITFIRES (U.K.)

Unit 11A Branston House West Avenue  
 Wigston Leicester

**Tel: (0533) 812129**

**COMPARE THESE PRICES TO  
 ANY IN THIS MAGAZINE**

Superior Quality Soft Tops	TSSC PRICE	P/P
Spitfire I/II/III	£52.50 + VAT	2.80
Spitfire IV/V/1500	£63.00 + VAT	2.80
Herald/Vitesse	£58.00 + VAT	2.80

Quality Carpets		
Spitfire (Edged & with gear shift gaiter)	£40.00 + VAT	3.50
Herald/Vitesse	£40.00 + VAT	3.50
GT6 (inc Tailgate area)	£60.00 + VAT	4.60

Sterring rack (all models) - exc £20.00 + VAT 4.00

*Free price list for all repair panels*  
**VAST STOCKS FOR ALL T.S.S.C. CARS**



Opening Hours  
 Monday - Closed  
 Tuesday - Friday 9.30 - 5.30pm  
 Saturday - 9.30 - 2.00pm

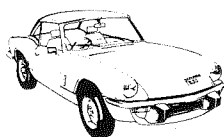


TSSC589

## L & M MOTORS

REAR OF 82/86 SOUTHEND, CROYDON.

**Your Local Sports Six Specialist**



- Accident & Panel Repairs
- Body Jig Facilities
- Low Bake Oven
- Restorations
- Insurance Recommended

• MOTesting

• Tuning

• Servicing

• Mechanical Repairs

• Engine Mods



Stage Tuning

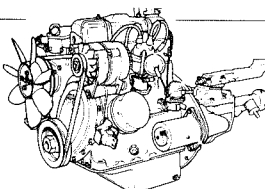
Race Preparation

**The Family Business with the Personal Touch.**

FOR  
 A QUOTE:



**01 688 1622**  
**01 686 7422**



## STS Triumph Spares

**New & Used Spares for -**

**Herald Spitfire GT6 Vitesse**

Blast cleaning - Stove enamelling available some items exchange  
*Mail order welcome* *open mon-sat 10 - 6pm*

**Telephone 061 230 7606**

the car, and it languished in the company's own small styling studio for some months before the bosses finally concluded that a fresh start was necessary and asked Michelotti to forget about Herald resemblance and try again. The result, of course, was the highly successful Triumph 2000 that we see on the roads today.

Another defect of the Michelotti method - or more precisely of the speed with which the development of new models often has to be prosecuted nowadays - is that he himself seldom has time to concentrate on the all-important details that can make or mar the overall appearance of a car. Stepping in where Michelotti has been forced to leave off is one of the many functions of the Standard-Triumph's own small styling department which comes under the general direction of Chief Body Engineer Arthur Ballard. Presiding over it is Les Moore (fig.6) who has five assistant stylists and three clay modellers to help him. A good example of their beneficial influence is to be found in the Triumph 2000, but this time in its second-try form. On Michelotti's wooden model the headlamps were surrounded with brightwork (fig. 7) which gave their recesses shapes out of harmony with the rest of the car and not reflected in other detail shapes such as the wheel arches; the brightwork also made the front of the car look as if it had been brutally cut away at the front to take headlamps added as an afterthought.

The Triumph contribution was to give the headlamps the more



Fig. 6. Les Moore (left) Arthur Ballard and styling assistant Francois Talou in Triumph's own styling department

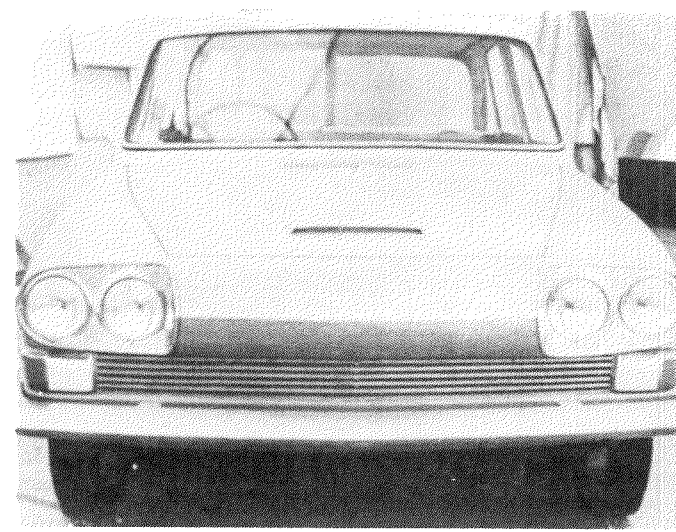


Fig. 7. The headlamp treatment on Michelotti's wooden model for the Triumph 2000

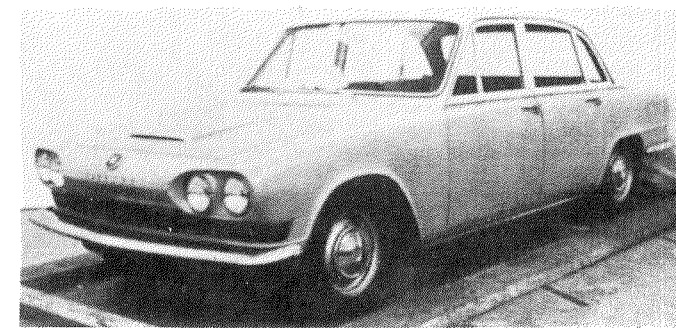
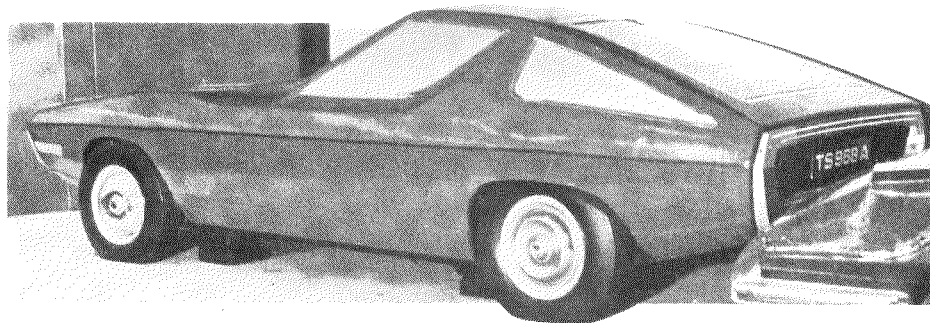


Fig. 8. The final headlamp treatment as modified by Triumph

harmonious and tasteful treatment with which we are now familiar (fig. 8). Similarly, although a final Michelotti prototype is completely trimmed and finished - the sort of car a director can take home for the evening - interior and fascia design has so far always been done by Les Moore and his team. The luxury interior of the Triumph is a good example of their work, as is the dashboard of the 2000 which is both ergonomic and pleasing to look at; even better facias are in the pipeline.



Fig.9. The coventry line: some clay models produced in the Triumph studio



But the work of the Standard-Triumph home team is not solely a matter of attention to detail, for a good deal of creative effort also goes on. Some recent examples include clay model studies for a fastback sports car (fig. 9) one of which embodies an ingenious variation on the disappearing headlight theme (fig.10). Les Moore and his staff as well as Michelotti are always asked to submit sketches for new models, and the fact that Michelotti's have in the past been judged to be better does not mean that they will continue to be so in the future: there is a very good chance that we may soon see some cars styled entirely by the men from Coventry. ★

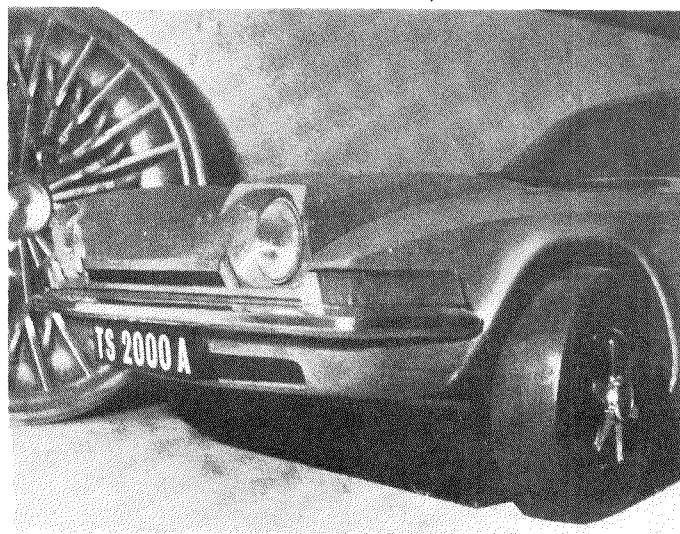
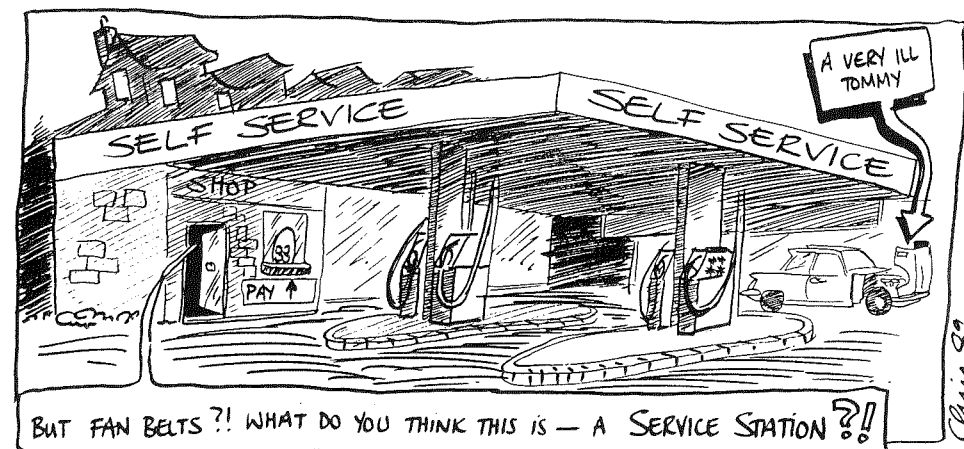


Fig.10. A novel Triumph idea for retractable headlamps was nacelles behind the actual lamp assemblies which fair into the bonnet when the lamps are in the lowered position

First produced by MOTOR JUNE 1968 - by Anthony Curtis.

# THE FURTHER ADVENTURES OF TOMMY THE TRIUMPH

EPISODE 3 ....



Chris 89

## TSSC OFFICERS 1989

### Technical 4 Cylinder:

**Carl Heinlein** Holly Corner, Willow Park, Croespenmaen, Newbridge, Gwent NP2 1XX  
Telephone (0495) 247798 between 6-7pm only

### Technical 6 Cylinder:

**Peter Gidden** Flat 4, 23 Manor Park, London SE13 5QZ  
Telephone 01 463 0357

**Herald 948/1200**

**Chris Longhurst** 24 The Lea, Fleet, Hants GU13 8AU  
Telephone N/A

**Herald 13/60**

**Dave Beardsley** 12 Falstone Green, Wigmore Park, Luton Beds LU2 9TT  
Telephone (0582) 416684

**Spitfire MkI/II/III**

**Nick Lord** 16 Saddington Road, Smeeton Westerby, Leics.  
Telephone (0533) 792810

**Spitfire MkIV/1500**

**John Thomason** 154 Coleford Bridge Road, Mytchett, Camberley, Surrey GU16 6DS  
Telephone N/A

**Vitesse 1600/MkI/II**

**Andy Bonner** 47 Brambly's Close, Basingstoke, Hants RG21 1UP  
Telephone N/A

**GT6 I/II/III**

**Chris Chadwick** 45 Angelica Gardens, Burnett's Lane, Horton Heath, Eastleigh SO5 7PA  
Telephone (0703) 601164

**Bond**

**Peter Jacklin** 76 Five Arches, Orton Wistow, Peterborough PE2 0FQ  
Telephone (0733) 232818

**Specials**

**Dennis Graves** 13 Austin Close Irchester, Northamptonshire NN9 7AX  
Telephone (0933) 313166

**Trevor Collett** 14 Lodge Road, Fetcham, Surrey KT22 9QY  
Telephone (0372) 376661

**Amphicar**

**Jennie Coombes** T.B.A.

### Competition Secretaries

**Tony Lindsay-Dean** 42 Gladstone Ave, Feltham, Middx  
Telephone (01) 890 6777

**Neil Sleightholm** 45 Chelley Road, Tregolls, Truro, Cornwall TR1 1LR  
Telephone (0872) 71361

### International Liaison

**Leon Guyot** 5 Kenilworth Ave, Wimbledon, London SW19 7LN  
Telephone 01-947-7659

### Events & Equipment

**Jonty Wild** 13 Common Rise, Hitchin, Herts SG4 0HN  
Telephone (0462) 56315

### Archivist & Librarian

**Mike Costigan** 'Dumble Rise' 38 Ridgeway, Southwell, Notts NG25 0DU  
Telephone (0636) 814050

### Show Car Register

**Dennis Benson** 'Courier Cottage,' 78 Barley Mow Ln, Catshill, Worcs B61 0LP  
Telephone (0527) 77059

### Area Liaison

**Mike Crewes** 112 Blackmoor Wood, North Ascot, Berks SL5 8EM  
Telephone (0344) 885541

## CLUB SERVICES 1989

### CLUB OFFICE

The following services are available from the Club Offices

**TSSC MEMBERSHIP £21.00 UK £22.00 EUROPE £25.00 OVERSEAS**  
**RENEWALS UK £19.00 EUROPE £22.00 OVERSEAS £25.00**

**TSSC REGALIA - MAGAZINE BACK ISSUES**

**TSSC INSURANCE INFORMATION PACK**

**121B St Mary's Road, Market Harborough, Leics LE16 7DT Telephone (0858) 34424**

**TSSC SPECIAL OFFERS - 0462 56315**

### TSSC INSURANCE

QUOTATIONS — FOOTMAN JAMES & CO 021 561 4196 (ask for TSSC Insurance)  
VALUATION SERVICE — PAM GRIFFITHS 0245 443152

### TSSC HANDBOOK

JONTY WILD — 13 Common Rise, Hitchin, Herts SG4 0HN 0462 56315

### TSSC VIDEO LIBRARY

STEVE LOVE — 19 Roughmoor Cresnet, Taunton, Somerset TA1 1EU 0823 333212

### TSSC SPECIAL OFFERS

TRIUMPH SPORTS SIX CLUB 13 Common Rise, Hitchin, Herts SG4 0HN 0462 56315

### RAC SCHEME

TRIUMPH SPORTS SIX CLUB — 121B St Mary's Road, Market Harborough LE16 7DT

### MAGAZINE COPY DATE

All magazine material must be received by the 15th of the month prior to month of publication  
TSSC PO BOX 28 Market Harborough LE16 7FX - FAX 0858 31936

### TSSC ACCOUNTS

BILL SUNDERLAND CLUB MANAGER — Send to Club Office

### TSSC PUBLIC RELATIONS

PETER WILLIAMS — 10 Chesham Rise, Cherry Lodge, Northampton 0604 405416

### TSSC TRADE ADVERTISING

TRIUMPH SPORTS SIX CLUB — 0858 32110 FAX 0858 31936

## CLUB SERVICES 1989