

VARIOUS STEEL S/H HARDTOPS AND FIBREGLASS NEW HARDTOPS IN STOCK



WIRE WHEELS & ACCESSORIES



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

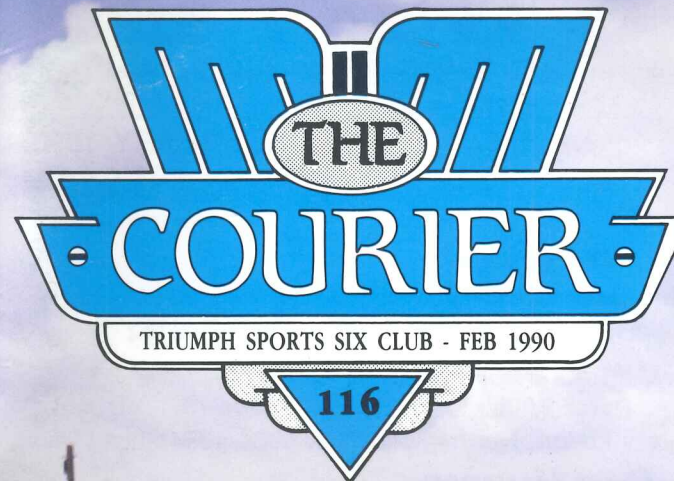
All prices exclude VAT & Carriage

All prices are subject to change without prior notice



British Sports Car Centre

303 Goldhawk Road, London W12 8EZ Tel: 01-748 7824/01-741 3997 Fax: 01-563 0101



THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL.10

No. 116

FEBRUARY 1990

Price £1.00

Free to Club Members

PRESIDENT

John Griffiths

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Peter Williams

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

Club **M**ANAGER

Bill Sunderland

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Office open between 9am - 5pm Monday to Friday

OFFICE **M**ANAGER

Trudi Squibbs

MEMBERSHIP **A**DMINISTRATOR

John Muggleton

MAGAZINE **C**ORRESPONDENCE

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

COMMITTEE **M**EMBERS 1990

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

Herald 13/60 Convertible taken at Stafford International Weekend 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 82

EDITORIAL

Make it a date!

With the show season just around the corner, we can give you some important dates for 1990 TSSC events. Our International Weekend will be again held at Stafford Show Ground on August 11th & 12th. This event last year was surely our best yet and this year we aim to do even better. August looks like being a roller-coaster of events as on the 5th we have the Leicester Stanford Hall bash. We suspect many of you will make a holiday out of these two events. It also gives our foreign members a worthwhile week enjoying the two largest TSSC events.

Before any of the above, there are many events taking place and some of these are advertised in this Courier - next month a full events calendar will be published.

TSSC Insurance information is abundant in this issue and for good reason - over the last year 'our cars' have started to be worth keeping in relation to spending money on them etc. Insurance premiums are something nobody likes paying but when we hear of all the bad luck stories in the Club Office of inadequate cover, reduced payout, loss of discount, no settlement, no betterment - TSSC Insurance makes sense and as the values rise even more, only a fool would disregard Agreed Value Insurance. The scheme will now insure all the top cars as long as a personal inspection takes place making TSSC Insurance a must for all eligible Club members.

Reading other Car Club magazines, one problem on the increase in the organised crime of stealing cars to order; although it does'nt appear to have involved us yet, it may. Protecting your car, be it with alarms, lockable devises etc., the only sure way seems to be a well locked garage. The most common stolen cars are usually cars that are left in the same place every day or evening, making them marked cars. If possible, don't let this be the case - often it's not possible but worth thinking about.

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PRESIDENTS INTRO



IS YOUR CAR(S) INSURED FOR AN AGREED VALUE?

If it isn't, it certainly should be!

Nearly all Club Cars are worth quite a bit these days and some are becoming down right valuable. What's more, it's becoming increasingly appropriate to insure classic or specialist cars with specialist Insurers who understand the market. With a comprehensive Agreed value scheme like the one offered by the TSSC, you can be confident that your pride and joy is properly covered.

Whether it's stolen, written off or burns out, you get the value that is agreed with the TSSC at the outset, without hassle.

Winter nights are a good time to consider whether you've got adequate cover for your car(s), so to help you we're enclosing with this Courier the following revised/updated leaflets.

- M17 + SCHEME LEAFLET

- This is our exclusive Agreed Value scheme for all members aged 17-24
- You will have seen from last month's Courier that the Underwriters have agreed to hold the premiums on this scheme at current levels, so get some now while rates are so competitive.

- M25 + SCHEME LEAFLET

- This is our exclusive Agreed Value scheme for all members aged 25-70

NOTE: Both leaflets include a proposal form which you send completed to Footman James the brokers at the address stated.

- VALUATION FORM

- To get your car(s) Agreed Valued, all you have to do is complete this Valuation form and send it to us at 6 Chuzzlewit Drive, Chelmsford, Essex, CM1 4XQ. Send at least one good colour photograph, plus a cheque for £10 payable to the TSSC.

NOTE: A separate form is available for REVALUATIONS which will be automatically sent to you each year by Footman James before your insurance expires. You can of course revalue your car at any time by simply requesting a form from either us on 0245 443152 or from the Club Office on 0858 34424.

John Griffiths

The cost of Valuations (£10) and Revaluations (£5) have been held again at their current rates but please note these will need to be increased at the next reprint of the forms.

We also produce a very informative and helpful INSURANCE GUIDE which is updated each year. It explains in question and answer format all about Classic Car Insurance and in particular the Club's M17+ and M25+ schemes.

You can obtain your free copy by calling the Club Office.

CASH SAVINGS

Joining the TSSC schemes is not only about getting top class Agreed Value cover, it can also be about making sizeable savings. We often hear of members who have saved literally £100 or more by picking the right cover under the M17+ or M25+ schemes.

EXAMPLES:

(i) LIMITED USE:

You may find that Agreed Value Limited Mileage cover (1500 up to 6000 miles) is all you need. This will save you pounds against an unlimited mileage policy.

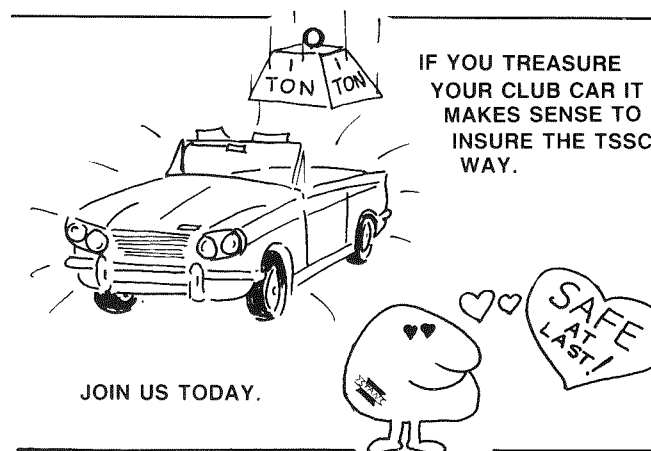
(ii) SECOND CAR:

Alternatively it might be that your Club Car(s) is used as a second car; (lots of them are these days). The "Net Premium" aspect of the Club's scheme means that you don't have to work up a separate "No Claims Discount" on the second car, which you have to with conventional Insurance. In other words with the TSSC scheme you get the full 60% NCD from the start ...a tremendous saving. What's more, in most cases the premium remains "net" even after a claim.

Well there you have it. Some 3000 members are already happily insured under the TSSC schemes, but this equally means around 10000 of you aren't!

By taking out insurance through the Club, not only do you do yourself and your car a favour but the Club also, as we receive introductory commission which supports Club funds. A WIN WIN SITUATION.

You've nothing to lose so why not apply for a quotation today and see what savings you can make.



THE TSSC ANNUAL GENERAL MEETING

Sunday 4th March 1990

at the Lyndhurst Park
Hotel, Lyndhurst,
Hampshire (2.30pm)

This month you will also find in the Courier the Club's Balance Sheet and Profit and Loss Account for the year 1988/1989.

A lot of effort goes into managing the finances on a monthly even daily, basis and the excellent results are shown in these figures. Those of you who attended last year's AGM may remember that I spoke then about the most exciting issue facing us all since the Club started in 1977. Namely the short term goal to buy or construct our very own premises. This has created tremendous enthusiasm and a unified sense of purpose amongst all Standard Triumph enthusiasts.

Financially this means starting to build up surpluses which we did in 1988 and have now managed to do again in 1989 showing a Net Profit of £74000. What we need now is to do even better in 1989/1990 to make a goal a reality. That means help and involvement from everyone which can be done in very many ways. For example, recruiting new members, supporting events, using the TSSC Agreed Value Insurance, buying from TSSC Special Offers and so on.

The 90's look exciting for the TSSC and our cars. With a strong Club and an active membership we can all look forward to a DECADE OF TRIUMPH.

NEWS REVIEW

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

COLLECTORS CAR LIST

For the serious buyer or seller - no other publication can compete. Collectors Car List is the fastest, most extensive, most up-to-date ad easiest to use publication of its kind available - aimed exclusively at those actively buying or selling cars now!

Looking for a Collector's Car?

- Collectors Car List is the most comprehensive list of collectors cars currently for sale. (Over 1,000 desirable collector's cars per issue).
- Collectors Car List is the most up-to-date source of information on Classic and Vintage cars available. (Published twice each month and updated the day before publication!)
- The quickest and easiest to use source of information you can get - cars listed in make and year order.

Selling a Collector's Car?

- Advertise your car or cars completely free! All suitable cars listed entirely free of charge - there is no catch!
- List read by enthusiasts, collectors, trade and others wanting to buy Classic and Vintage cars.
- Fast turnaround - your car can be advertised to all readers of Collectors Car List within two days!

RIMMER BROTHERS PRICE LIST

Would any members who did not receive the Rimmer Brothers Price list with their Catalogue last month please contact the Club Office (0858) 34424 and we will send you one.

POST CODES

Will all members please check that their post code is on the address label which holds the Courier magazine and that it is correct. Members who have no post code cost the club about a £1.00 a year in extra postal charges and also have their magazine delayed by about 4 days. If any information is missing please contact the club office. After July 1990 members without post codes will have a £1.00 surcharge placed on membership - please help as this will also help you.

THE START OF THE SHOW SEASON

There is an early kit car show coming up; some might say too early considering that many kit cars are only on the road in the summer. The show the LONDON KIT AND SPORTS CAR SHOW at Picketts Lock Centre Edmonton North London on Saturday and Sunday 10th and 11th February. Re Courier Front Covers when will editorial get it right when showing Specials - last months car was a J.C.Midge not a Burlington - soon I will profiling the Midge

• Watch this space.
Trevor Collett - Specials Register.

Car Values February 1990

	Body	Prod	CC/Cyls	Concours	Cond. 1	Cond. 2	Cond. 3
Triumph Herald	sal	1959-61	948/4	1600	800	600	250
Triumph Herald	fhc	1959-61	948/4	2400	1200	900	400
Triumph Herald	dhc	1960-61	948/4	3000	1500	1100	460
Triumph Herald "S"	sal	1961-64	948/4	1600	800	600	250
Triumph Herald 1200	sal	1961-70	1147/4	2220	1100	800	300
Triumph Herald 1200	fhc	1961-64	1147/4	2800	1400	1000	400
Triumph Herald 1200	dhc	1961-67	1147/4	3400	2000	1200	500
Triumph Courier Van	van	1961-64	1147/4	2600	1300	900	350
Triumph Herald 1200	est	1961-67	1147/4	2600	1300	900	350
Triumph Herald 12/50	sal	1963-67	1147/4	2600	1400	900	400
Triumph Herald 13/60	sal	1967-71	1296/4	2600	1500	1000	400
Triumph Herald 13/60	dhc	1967-71	1296/4	4000	2500	1400	500
Triumph Herald 13/60	est	1967-71	1296/4	3000	1500	900	400
Triumph Spitfire 4	sp	1962-64	1147/4	4000	2000	1400	500
Triumph Spitfire II	sp	1965-67	1147/4	4500	2300	1450	500
Triumph Spitfire III	sp	1967-70	1296/4	5000	2500	1500	500
Triumph Spitfire IV	sp	1970-74	1296/4	4000	2500	1300	450
Triumph Spitfire 1500	sp	1975-78	1493/4	5000	3000	1600	550
Triumph Spitfire 1500	sp	1979-81	1493/4	6000	3800	2200	800
Triumph GT6 MkI	fhc	1966-68	1998/6	4400	2500	1700	600
Triumph GT6 MkII	fhc	1968-70	1998/6	5600	3500	2000	700
Triumph GT6 MkIII	fhc	1970-73	1998/6	7000	4000	2400	900
Triumph Vitesse 1600	sal	1962-66	1596/6	4600	2200	1200	500
Triumph Vitesse 1600	con	1962-66	1596/6	5000	2500	1400	600
Triumph Vitesse 2L MkI	sal	1966-68	1998/6	4600	2200	1100	400
Triumph Vitesse 2L MkI	con	1966-68	1998/6	5000	2400	1300	600
Triumph Vitesse 2L MkII	sal	1968-71	1998/6	5000	2500	1400	600
Triumph Vitesse 2L MkII	con	1968-71	1998/6	6600	3400	1800	800
Bond GT 2+2		1963-64	1147/4	3000	1500	700	350
Bond GT4S		1964-67	1147/4	3000	1500	750	350
Bond GT4S 1300		1967-70	1296/4	3200	1600	800	400
Bond Equipe 2L	sal	1967-70	1998/6	3200	1600	850	400
Bond Equipe 2L	conv	1968-70	1998/6	3600	1800	900	450
Amphicar		1960-63	1147/4	8000	4000	2000	1000

Enclosed With this Courier are a full set of TSSC Proposal forms and Valuation Certificate - Please keep these forms in a safe place for when you need to insure your car.

Remember we offer the best Schemes

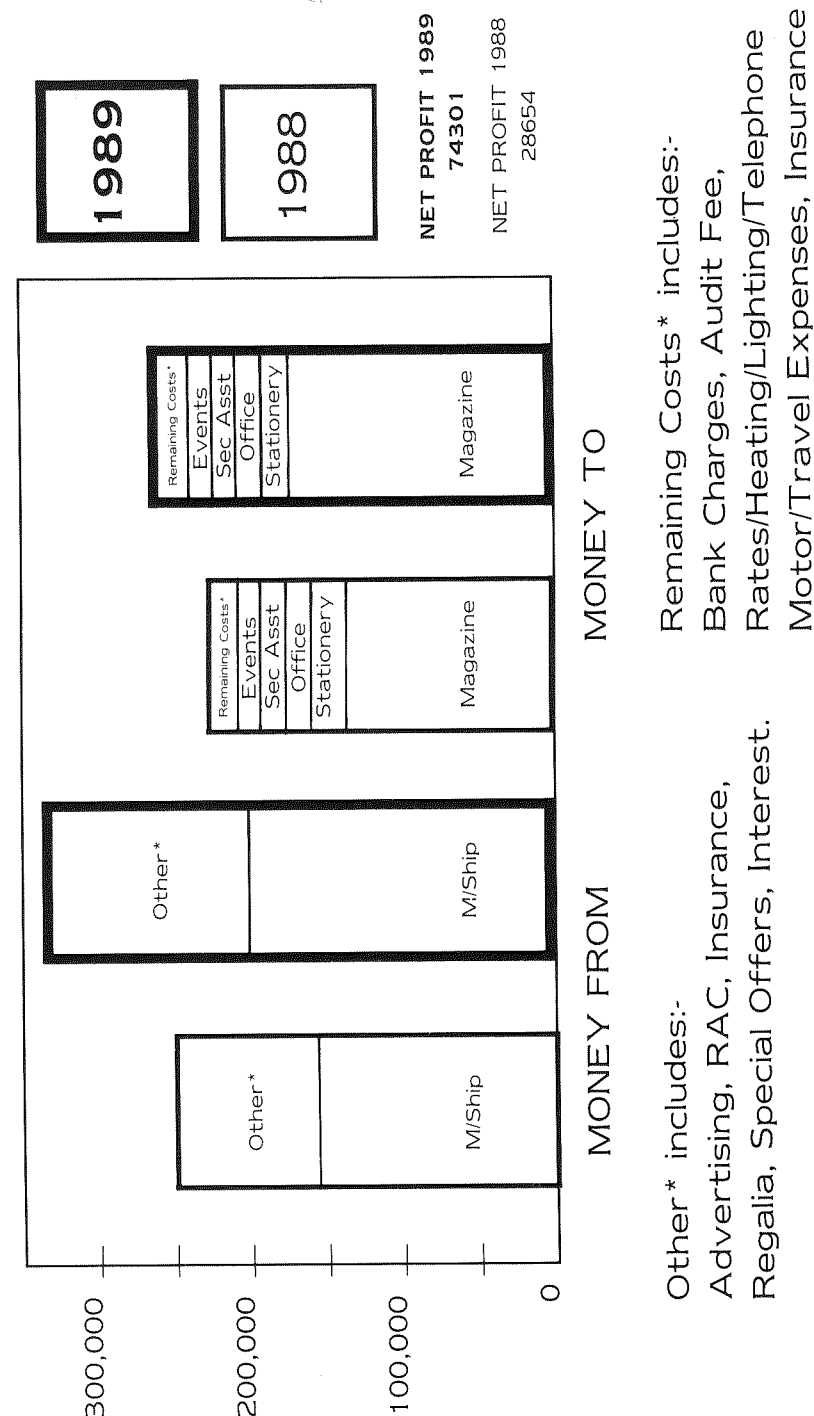
TRIUMPH SPORTS SIX CLUB LIMITED
PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED
31ST AUGUST 1989

1988		£	£
268270	Turnover		338021
126733	Less Cost of Sales		136455
<u>141537</u>			<u>201566</u>
37011	Distribution Costs	42826	
	Administrative Expenses:		
4110	Wages	4479	
224	Social Security Contributions	294	
1600	Audit Fee	2600	
4472	Depreciation	4640	
26911	Managerial Services	26597	
35838	Others	46381	
6952	Competition and Events	7115	
<u>117118</u>			<u>134932</u>
24419			66634
5415	Interest Receivable		10120
29834	Profit for the year before Taxation		76754
1180	Taxation		2453
28654	Profit for the year after Taxation		74301
30735	Balance brought forward		59389
59389			133690
	Transfer to Building Reserve		100000
59389	Balance carried forward		<u>33690</u>

Balance Sheet as at 31 August 1989

1988		1989	
13,412	FIXED ASSETS		
	Tangible Assets		14,396
	CURRENT ASSETS		
13,370	Stock	21,517	
20,989	Debtors	24,141	
72,855	Cash and Bank	123,034	
<u>107,214</u>		<u>168,692</u>	
	LIABILITIES		
17,507	Creditors	11,773	
37,752	Accruals/Deferred Income	31,647	
55,259		43,420	
		<u>125,272</u>	
51,955	Net Current Assets		
65,367	Total Assets less current Liabilities		139,668
	CAPITAL & RESERVES		
5,978	General Reserve	5,978	
—	Building Reserve	100,000	
59,389	Profit and Loss Account	33,690	
<u>65,367</u>		<u>139,668</u>	

PROFIT AND LOSS ACCOUNTS - Year Ended 31.8.1989



ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting will be held on

Sunday 4th March commencing at 2.30pm.

VENUE: Lyndhurst Park Hotel, Lyndhurst, Hampshire

PROPOSED AGENDA

1. President's Introduction
2. Financial Report and Presentation of Accounts
3. Re-election of Auditors - Haywood and Company
4. Re-election of Members of the Council of Management
 - A. In accordance with the Articles of Association, the following will retire and are eligible for re-election
 - J M Griffiths
 - T Squibbs
 - D Benson
 - R Drew
 - M Costigan
 - B. The following has resigned and is eligible for re-election
 - M Crewes
 - C. The following was seconded onto the Council of Management, subsequent to the last AGM and is required to be re-elected
 - W Sunderland

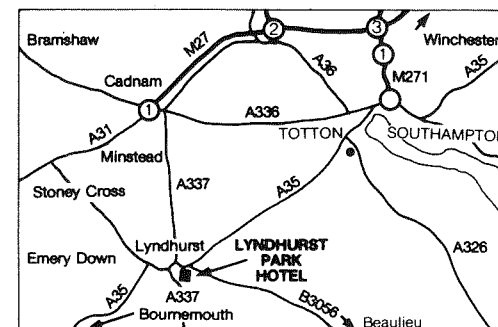
5. Election of other Club Officers and the ratification of Area Organisers
6. Report on Club activities since the last AGM
7. Report on Membership since the last AGM
8. Any Other Business - Any member wishing to add an item under this section of the Agenda must do so at least 14 days before the AGM by submitting such items to the General Secretary *in writing and signed by two other Club members (please include your membership numbers)*. ALL correspondence regarding this matter MUST be received by Saturday 17th February, 1990

ALL NOMINATION FORMS & AOB SHOULD BE SUBMITTED TO THE GENERAL SECRETARY

Peter Williams, 10 Chesham Rise, Cherry Lodge, Northampton, NN3 4PX

TO ARRIVE BY SATURDAY 17TH FEBRUARY, 1990. FORMS RECEIVED AFTER THIS DATE WILL BE TREATED AS NULL AND VOID.

HOW TO GET THERE



Exits 1 and 3 off the M27 lead to the A35. The town of Lyndhurst is on the A35, 10 miles west of Southampton and 17 miles east of Bournemouth. The Lyndhurst Park Hotel is on the eastern approach road.

Individuals wishing to be elected to the Council of Management should submit a more detailed Proposal Form, containing more information about themselves and their aspirations for the Club in general, to be read out at the A.G.M.

PROSPECTIVE CANDIDATES SHOULD ATTACH THEIR PROPOSAL WITH NOMINATION FORM

IMPORTANT: YOU MUST BRING YOUR CURRENT MEMBERSHIP CARD WITH YOU IN ORDER TO BE ADMITTED TO THE A.G.M.

APPOINTMENT OF CLUB OFFICERS NOMINATION FORM (Council of Management Members)

I (block letters)
Membership Number
WISH TO NOMINATE
(block letters)
FOR THE POST OF (block letters please)
Signed
.....
I (block letters)
ACCEPT THE ABOVE NOMINATION AND AGREE TO STAND FOR THE NAMED
POST
Signed Memb. No.
THIS FORM MUST BE SENT TO THE GENERAL SECRETARY, TO ARRIVE BY THE FIRST POST
ON SATURDAY, 17th FEBRUARY, 1990: PETER WILLIAMS, GENERAL SECRETARY TSSC,
10 CHESHAM RISE, CHERRY LODGE, NORTHAMPTON NN3 4PX

FORMS RECEIVED AFTER THIS DATE WILL BE TREATED AS NULL AND VOID

CAMBRIDGE TRIUMPH SPARES

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

FEBRUARY SPECIAL OFFERS TO TSSC MEMBERS

CHROME & FITTINGS — HER/VITESSE

Bonnet Catch All Models	£18.00
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	£5.00
Wiper Arms Chrome/Stainless	£4.95
Her/Vit Original Mirrors	£13.90
Petrol Cap Chrome	£3.95
Boot Hinges (Pairs)	£15.00

CHROME & FITTINGS —

<i>Spit IV/1500 GT6 III</i>	
Boot/Tailgate Locks	£14.00
"Le-Mans" locking Petrol Cap	
Spitfire only	£12.50
Original Door Mirrors Blk or Chrome	£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	£8.00
Window Winder Handle	£3.90
Matched Pair Doorlocks	£9.50
Bonnet Locks (PAIR)	£9.50
Chrome Wheelnuts (each)	£1.50

ENGINE & COOLING —

4 Cylinder Core Plug set	8.50
6 Cylinder Core Plug set	£9.50
Water Pump Her/Spit	£18.50
Cooling Fan Her/Spit	£7.50

HEATER HOSE SETS —

Spitfire	£12.50
GT6	£14.00
Herald	£12.50
Vitesse	£12.90

TRIM & RUBBER SEALS —

<i>Herald/Vitesse</i>	
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
Pedal Rubbers	£1.50
Bonnet Stop Cones	£1.50

SPITFIRE/GT6 TRIM & SEALS —

Door Draught Excluder Spitfire	£9.75
Door Draught Excluder GT6	£14.00
DoorGlass Weatherstrip	£7.50
Doorglass Furry Strip	£3.50
2-Piece Insert for Screen Seal	
& 2 Clips (MKIV & GT6)	£34.00
Windscreen Seals	£16.00
GT6 Tailgate Seals	£16.00
Bright Insert for above	£6.50
Cover Clip90
Carpet Sets (superior Quality)	£65.00
Hoods (Original Quality)	£65.00
Pedal Rubbers	£1.50

This is only a small sample of our complete range of Spare Parts for Club Cars we try to stock everything currently available for your Car

FREE 22 PAGE CATALOGUE ***** VISA/ACCESS *****



TELEPHONE ORDERS/FAST MAIL ORDER
SERVICE/OVERNIGHT DELIVERY



★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★

STEEL PANELS —

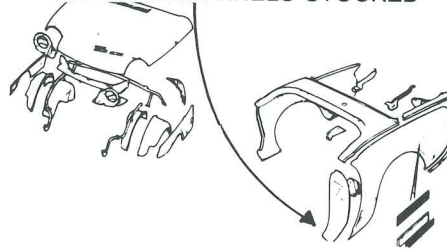
<i>Herald/Vitesse</i>	
Front Wing 13/60	£55.00
Front Wheelarch Repair	£15.00
Front Footwell/Floor Ribbed	£23.00
Front Wing Corner	£9.50
"D" Plate	£7.95
Rear Lower Wing	£55.00
Front Lower Valance (F/Glass)	£19.00
Original Doorskin	£19.00
Rear Wing Arch Repair	£15.00
Original Rear Valance (Vit)	£32.00
Original Rear Valance (Her)	£38.00
Rear 1/4 Valance	£16.00

ALL OUTRIGGERS IN STOCK

STEEL PANELS —

<i>Spit IV/1500 GT6 III</i>	
Front Wings	£29.50
Rear Wings	£80.00
Boot Floor	£36.50
Outer Sill (Original B.L.)	£21.00
Outer Sill (Pattern)	£11.95
Full Floorpan	£27.00
Front Footwell Only	£9.90

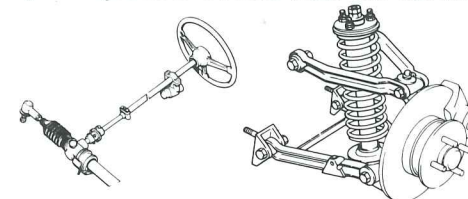
ALL OTHER PANELS STOCKED



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

Front Wheel Bearing Kit	£6.95
Oil Seal and Retainer	£1.50
STANPART Trunnion Block/Bushes	£12.00
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	£27.50



ROTOFLEX REAR SUSPENSION —

Rear Shock Absorber GT6	£16.50
Rear Inner Wishbone Bush	£4.90
Rotoflex Couplings inc. Bolts	£21.00
(Genuine B.L. WILL LAST!!!!!!)	
Rear Shocker Mounting GT6	£12.50
Complete Bush/Spacer Kit	£19.50
Rear Spring Eye Bush	£4.95

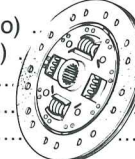
NON ROTOFLEX REAR SUSPENSION —

Driveshafts	£45.00
Wheel Bearing Kits (all seals inc) ..	£9.50
Rear Trunnion Kit	£2.50
Universal Joints	£5.00
Wheelstuds90
Rear Spring Eye Bush	£4.95

CLUTCHES —

(Telco, Borg & Beck or LUX 3-Piece)

Herald/Spitfire (Telco)	£29.50
Herald/Spit IV (B&B)	£49.56
Spit 1500 (B&B)	£57.00
Vitesse/GT6 (LUX)	£47.50
Vitesse/GT6 (B&B)	£69.00



ALL PRICES PLEASE
ADD POSTAGE AND VAT AT 15%

FAX (03543) 5256

Our telephone number is

TEL: (0354) 34140/34144



COP SHOP

Mike Crewes

BUYING A SECOND-HAND CAR

Introduction

It can be said at the outset that you are taking a risk - but if the purchase is carefully planned and each step is prudently taken, the risk can be minimised. The following points are intended to help you to plan your purchase so that you will, at the end of the day, be a satisfied buyer.

Paying

Be quite clear what the car, licencing it, any warranty or other extras are going to cost you in total. If you are offering a 'trade-in' be clear in your own mind what it is worth. If you have no car to part exchange ask - and expect to receive - an acceptable allowance for cash.

If you want to make a deposit to reserve a car until you have made up your mind about it, make sure that you have it in writing that the money is returnable if you decide not to buy. Unless you make this clear at the outset you will not be entitled to your money back.

What to look for yourself

It is possible for a layman to tell if a car is worth considering, and the following are some of the areas to examine:

Rust ✓

Especially in the body. Engines, gearboxes and many parts can be replaced, but once rust has taken root extensively in the body, most modern cars are dead. Areas most likely to be affected are -

Rear suspension mountings; rear sub-frame; side box member; floor pan (under the carpet); front wings; rear wings; around head lights; body sills; door bottoms; around grill; around anything connected to the body - trim, bumpers, mirrors etc; boot lid.

Tyres ✓

Check them for uneven wear, look for splits or cuts, and for repair plugs. Do not forget the spare. Check that the depth of tread is at least the legal minimum (1 mm) and make sure all the tyres are the same type (i.e. all radial or all crossply).

Leaks ✓

Oil leaks of any proportions can be sinister, look under the engine, gearbox and differential. Look for signs of leakage in the radiator and in the water hoses - using a cloth, take off the radiator cap gently - if there is an oil slick or rising bubbles you can expect trouble - at best a blown gasket, at worst a cracked block or cylinder head.

Suspension ✓

Bounce the car on all four corners. It should quickly settle into equilibrium. It should not continue to bounce up and down when released. Look at the car from a distance. It should not look lopsided, or appear to sag.

Engine ✓

Let the engine tick over for a few minutes then rev it up. A worn engine will really belch smoke. Blue smoke from the exhaust is the danger signal for costly repairs, but black smoke may mean something more simple which can be easily remedied. Examine the engine compartment for evidence of accident repair, new paint or metal, signs of welding, new suspension, buckling or poor alignment. It should be generally clean under the bonnet and not too oily.

Look at the dipstick. Dirty oil is no problem, but water drops or grey foam could mean great problems. The engine should run evenly and give reasonable power when moving off. Be suspicious of any unusual noises, knocks, rattles or hissing sounds - these all mean something. Unless you know engines do not accept a promise "to make a few adjustments" or "see to the timing". As a layman you want the engine to sound healthy from the very beginning.



Where to buy

If buying from a dealer you have the right to expect that the vehicle is of merchantable quality and fit for its purpose as defined by the Sale of Goods Act 1979. If you buy from a private individual, it may be cheaper, but you have less protection in law. False or misleading descriptions in private deals are not covered by the Trade Descriptions Act 1968 - the only redress open to you is to bring a civil action, i.e. to sue a private seller for any misrepresentation under the Misrepresentation Act 1967. If you go to a reputable dealer, in addition to your basic legal rights, you will often have support from a trade association in the event of a dispute.

Remember though that whether you buy privately or from a dealer - the car must be road-worthy under the Road Traffic Act 1972.

How to buy

If possible, have the car thoroughly vetted by an expert engineer. The service offered by the R.A.C. and A.A. is a good example of what is needed. Their engineers will check moving parts, the electrical accessories and give the car a road test designed to show up any weaknesses. They will examine the bodywork, chassis and the suspension for rust, corrosion and signs of "filling". They will look for evidence of respraying and for accident repairs, and will assess the general condition of the car against the recorded mileage. A careful examination is vital if the price of a car is low - and, of course, you cannot expect a Rolls Royce for the price of a Mini.

Body & Chassis

Look for marks of accident damage. Query any respraying and ripples. Look for rust areas especially in hidden parts. Check for evidence of water damage in interior. Examine doors for 'drop'. Check for concealed filling with a magnet.

Steering

Check for excessive play.

Engine

Check overall performance on the road. Look for oil leaks and question all unusual noises.

Radiator

Check for leaks and all hose connections.

Clutch

Look for smooth operation and watch out for spin or slip under load.

Final Drive

Look for quiet operation on the road, and check for oil leaks.

Brakes

Check for excessive travel in controls and for even operation.

Gearbox

Check for smooth operation of the synchronisers. Check for oil leaks.

Electrical

Ensure that all electrical components are operative, and that all visible wiring is well insulated.

Rear Suspension

Check springs and shock absorbers for wear.

Wheels & Tyres

Check tyres for wear, cuts, unevenness and general condition. Check spare.

Front Suspension

Check springs, shock absorbers and control joints for wear.

Gear, Clutch & Transmission ✓

In motion, the car should travel smoothly, with no clanking noises, no whines, and with a feeling that the clutch really does connect the engine with the wheels without hesitation or a slipping feeling. The gear lever should not jump out, nor should it be difficult to engage. And, needless to say, it should be possible to change gear silently.

Brakes ✓

The foot brake pedal should not travel too far before taking effect, nor should it feel spongy. The brakes should not grind or squeak, and when applied should stop the car without it veering to one side. The hand brake should be easy to operate, and hold the car safely on a steep hill.

Steering ✓

When travelling at about 30 m.p.h. on a straight road, relax your hold on the wheel. The car should proceed without fluttering, wobbling or 'steer off'. When cornering at moderate speed, there should be no squeal from the front tyres.

Road Test ✓

Do not be afraid to ask to drive yourself. Try to include a steep hill, a rough road and a restricted area where you can exceed 30 m.p.h. Take corners and accelerate and decelerate. Use the brakes with determination.

Electrics ✓

Test the lights, indicators, windscreen wipers, washers, and all accessories. Leave all the lights on for a few minutes and then try the starter motor. Don't forget to check the battery as it may need replacing - look for corrosion on the terminals.

Documentation

Look at the log book before you agree to buy, but remember that the name in the log book is the car's registered keeper - not necessarily the same as the legal owner.

Make sure you have current road tax, M.O.T. certificate and at least minimum insurance cover - you are committing an offence if you drive without any one of these. With regard to insurance - shop around the various companies for the best deal, and bear in mind that whilst a fully comprehensive policy may be more expensive, it is also the safest - particularly if you find yourself the innocent party to an accident and the other driver was not covered, he may be prosecuted, but it won't help pay your repair bill.

If the car is more than three years old it must have an M.O.T. certificate, but all this tells you is that the brakes, lights and steering were functioning and the tyres were safe when the test was made. Even if the certificate is issued on the day you buy the car, you can be sure of

nothing except that the car is safe to drive - providing that the name in the log book is the car's registered keeper. Remember that no M.O.T. test will reveal extensive rust or mechanical trouble unless this makes it a danger on the road.

Guarantee

Bargain for the best guarantee you can get and if possible get it in writing. Do not accept a verbal re-assurance. Look at any small print and be quite certain what you are covered for. Remember though that a guarantee is an added extra and cannot take away any of your basic legal rights under the Sale of Goods Act - your car must still be of "merchantable quality" and "fit for the purpose" at the time of sale. Any statement which appears to take this right away is invalid and can safely be ignored.

Hire purchase

Under hire purchase the car remains the property of the seller (usually the Finance Company) until all payments have been made. You cannot re-sell without permission. If you fail to keep up the payments the owner has the right to take the car back, although if you have paid more than one third of the total price he will need to obtain a Court order to do so. If you wish to give up the car and end the agreement yourself, you can do so but the dealer can usually insist that payments be brought up to at least half the amount due to him under the agreement. If you want to end the agreement after this halfway mark then you must pay everything due up to the date of cancellation - and, of course, surrender the car.

When buying - always ask the dealer to check that there is no outstanding H.P. agreement on the car. If you are buying from a private seller you can ask the R.A.C. or A.A. to check this for you. Although someone else's outstanding debt does not affect your legal title to the car (provided that you bought in good faith), it

could make things difficult when you want to re-sell; the dealer you want to sell to will check, and if he finds the debt he may refuse to have anything to do with the car.

If things go wrong

Unfortunately, even though you may have exercised extreme caution you may still find that you have problems - so what can you do?

Firstly, approach the seller. If you bought from a dealer with or without a guarantee, you are protected under the Sale of Goods Act, so if the exhaust falls off on your way home from the garage you can expect him to compensate you. However, as time goes by it will become difficult to prove that any faults which may emerge were actually present at the time of purchase. This is where a good comprehensive guarantee can prove invaluable. If you bought under guarantee and the dealer declines to put the fault right, write to him describing the fault and asking him again to repair it. If the dealer is a member of the Motor Agents Association, you can also write to them at 201 Great Port-

land Street, London W1. The M.A.A. will do their best to settle any dispute, and if all else fails they will refer it to independent arbitration.

If you purchased the vehicle under a Hire Purchase agreement you have equal rights against both the Dealer and the Finance Company. This is one of the important new provisions of the Consumer Credit Act 1974. So if you find the garage is unhelpful contact the Finance Company.

And if you still require further advice or help contact your nearest Consumer Protection Office or Advice Centre.

If you have any queries regarding Road Traffic Law, write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN, remember help is only 28 pence away.

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- Absorb shocks between bearings and other engine parts. As combustion takes place, the rapid increase in pressure in the combustion chamber causes the piston to trust down through the gudgeon pin, con rod and main bearings. The oil between the bearings and journals must cushion this sudden increase in loading, in so doing quieting the engine and reducing wear.
- Form a seal between piston rings and cylinder walls. Engine oil delivered to the cylinder walls forms a film of oil sealing the minute leakage paths and surface irregularities between the piston rings and cylinder walls.
- As the oil circulates around the engine, it washes off particles of carbon and other foreign matter and carries it back to the sump. Large particles fall to the bottom of the sump, smaller particles are caught in the oil filter.

In order to meet all these demanding requirements, oil companies spend thousands of pounds developing their oils.

The refined oil consists of a blend of various additives which perform each of the above functions in a precise manner. Typical ingredients include:-

- Viscosity Index Improvers** Viscosity is one of the most important properties of an engine oil, enabling it to separate bearing surfaces under relative motion. High oil viscosity is required for good oil pressure, although if too high, power losses will occur as a result of viscous friction losses, and cold starting would be difficult.

As with most liquids, an increase in the temperature of the oil causes an appreciable decrease in viscosity. Ideally we would like the viscosity to remain constant at an optimum value over the wide temperature range that an engine must operate; not too thick when cold, easing cold starting. Oil companies attempt to achieve this ideal by adding Viscosity Index (VI) Improvers.

A Viscosity Index Improver isn't designed to produce an overall increase in oil viscosity, but is aimed at reducing the variation in the oil's viscosity with temperature, i.e. reduce oil viscosity when cold but increase viscosity when hot.

- Carbon Formation Resistors** Engine oil must be able to withstand cylinder and crankcase temperatures in excess of 120°C without breaking down. If the oil breaks down, carbon forms making the oil black and gritty. Good resistance to carbon formation is achieved by regulating the refining process with various chemicals.

- Oxidation Inhibitors** When oil is heated and churned as in the crankcase, oxygen in the air tends to oxidise the oil. Additives prevent the formation of these oil oxides which can be acidic. The oxides attack metal parts and create a varnish/gum like coating which can cause sticking valves and piston rings.

- Detergent Dispersants** A detergent is added to the oil to loosen particles of carbon, gum and dirt from various parts of the engine, and carry them away to the sump. To prevent the detached particles clotting together and forming a sludge a dispersant is added to keep the particles suspended within the oil, ready for removal by the oil filter.

- Extreme Pressure (EP) Agents** In various parts of the engine, such as the crank journals and valve gear, the oil is subjected to very high loading. To provide additional protection to these areas, extreme pressure (EP) agents are added to the oil. These agents react with the metal surfaces to form a very strong molecular film.

Other oil additives include Corrosion, Rust and Foam inhibitors, Pour Point depressants and anti-friction modifiers. Each oil company has its own recipe for these additives, and I am sure they add a few of their own!

Oil Classification

In the 1920s the American Society of Automotive Engineers (SAE), produced a classification system defining the viscosity of engine oils. There are 4 grades, SAE 20, SAE 30, SAE 40 and SAE 50, the lower the rating the lower the viscosity (thinner) the oil. Oils formulated specifically for winter use are designed SAE 5W, SAE 10W and SAE 20W, the 'W' indicating winter grades. All these oils are known as single grade oils.

The development of Viscosity Index Improvers in the 1950s resulted in the introduction of Multigrade engine oils. A typical multigrade is an SAE 10W-40 oil. Such an oil has the characteristics of a SAE 10W oil when cold but those of a SAE 40 oil when hot, i.e. as the oil gets hot the oil does not become as thin as a SAE 10W oil would but

retains a viscosity equivalent to a SAE 40 oil - best of both worlds! Fig. 1 shows the temperature ranges over which the various oils should operate.

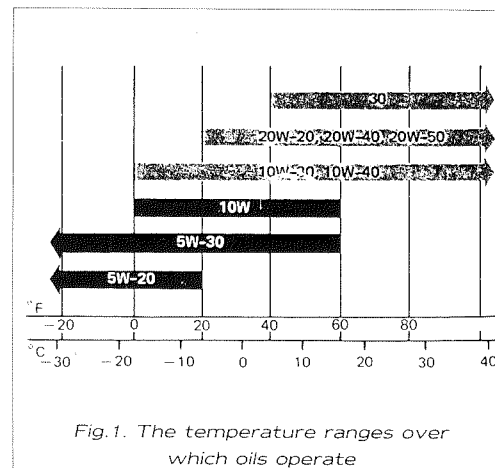


Fig. 1. The temperature ranges over which oils operate

Which oil to use is very much a personal choice. Whether or not I am the victim of very good advertising I am not really sure but I use Castrol GTX, an SAE 20W - 50 oil, and have never had any problems. Synthetic oils have recently become more readily available. Synthetic oils withstand higher temperatures than mineral oils, and maintain their viscosity at higher temperatures. They are inherently better detergents and dispersants and have increased ability to neutralise the acids that are formed in the crankcase. Unfortunately these oils are quite expensive.

Additives

Over the years a large number of additives have appeared on the market making some remarkable claims. There are 2 types of additives, those added to improve the oil (oil additives) and those that are carried around the engine by the oil but work on the bearing surfaces of the engine (engine additives).

Two of the best known oil additives are STP and WYNN'S. Both are basically viscosity Index Improvers with additional anti-wear and oxidant agents. A good quality oil will already contain these additives. The oil companies spend thousands of pounds formulating and testing their oils to achieve the optimum recipe for their additives. Adding further additives may well upset the balance of the existing additives. However, such additives may prove advantageous when added to a cheap engine oil (better to spend the money on a good oil in the first place) or to a 'tired' engine which may benefit from an excess of these additives.

A well known engine additive is MOLYSLIP which is claimed to plate the bearing surfaces of the engine with a mixture of Molybdenum Disulphide and Graphite. It is interesting to note that none of the big oil companies use Molybdenum in multigrade oils (they do in greases) mainly because it does not appear to like extremes of heat or high shaft speeds.

Another well known engine additive is SLICK 50. This contains a PTFE resin which deposits a microscopically thin layer onto the engine's working surfaces. Because PTFE is slippery stuff (low coefficient of friction), SLICK 50 claims that the layer of PTFE reduces engine friction, thereby improving fuel consumption and power. An independent test upon SLICK 50 showed that under conditions of low engine loading a small improvement in fuel consumption was achieved. However, under conditions of full load, evidence has shown that the PTFE film provides a barrier to the EP agents in multigrade oils reaching the bearing surfaces, thereby actually increasing friction.

Oil Servicing!

The owners handbook states that the engine oil should be changed every 6,000 miles, or every 3,000 miles if the car is frequently used for high speed motoring. Personally I change the engine oil every 3,000 miles regardless.

For low mileage cars, I would recommend changing the oil yearly, regardless of mileage, thus preventing the build up acids and condensation within the oil which can attack metal surfaces during periods of storage.

Before changing the oil, take the car out for a good run, since deposits of sludge within the engine are softened by the heat and there is a good chance that they will be washed out with the hot oil.

Oil Pressure

The oil pump fitted to the Spitfire is a positive displacement pump, i.e. for each rotation of the pump, a fixed volume of oil is displaced. As the oil leaves the oil pump it passes through the narrow passages of the engines lubrication system. In forcing the oil through these restrictions, oil pressure is built up. As engine speed increases the oil pump rotates faster increasing the volume of oil displaced per minute. More oil must, therefore, be pushed through the narrow restrictions, thereby increasing oil pressure further. Thus the oil pressure developed by the pump depends upon the restrictions offered to the flow of oil in the

It looks as though Steve Phillips has beaten me to print with regard to the external high pressure rocker feed conversion. However, here is my two penn'orth for what it is worth.

The intention of the conversion is to increase the oil pressure at the rocker shaft and reduce rocker wear. Connected to the main oil gallery using a T-piece at the oil pressure warning light switch Fig 5, braided pipe feeds high pressure oil to the rocker shaft via the blanking bolt shown in Fig. 4. However, since the oil is now being supplied to the rocker shaft at higher pressure, then the quantity of oil leaking back to the sump via the clearances between the rockers and rocker shaft must increase, and consequently the quantity of high

shaft for some reason? If you have both types of rocker, it is probably better to fit the single drilled rockers nearest the rocker shaft oil feed, thereby maintaining oil pressure further along the shaft.

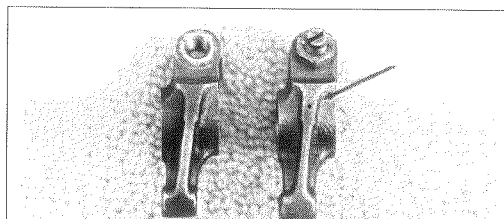


Fig.6. The 2nd drilling found on the top of some rockers but not others

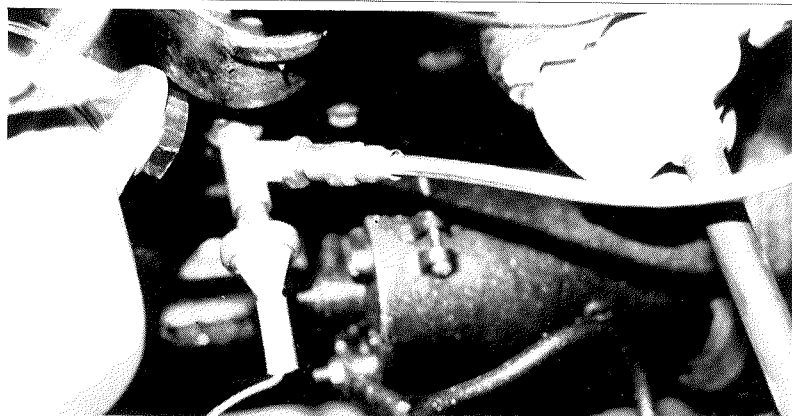


Fig.5. External Rocker oil feed pipe connected to main oil gallery at oil pressure warning light switch

pressure oil to the main bearings will be reduced. In addition oil pressure is likely to be reduced since the route to the rocker shaft now provides less restrictions to oil flow than the tighter clearances of the main bearings. The situation is compounded by a worn rocker shaft and rockers. It would be interesting to hear from anybody who has experienced any *long term* effects upon bearing life as a result of fitting this conversion.

A better solution would be to retain the existing system but to arrange a method of simultaneously providing oil pressure to both ends of the rocker shaft. At present the rocker shaft behaves like a hose pipe with a series of holes along its length, such that oil pressure progressively reduces along its length. Guess at which end of the rocker shaft the rockers wear the most!

As a point of interest, it would appear that Triumph fitted 2 types of rocker. Both types are provided with a single drilling that squirts oil out onto the top of the push rod, but one type has a second drilling, Fig. 6, the purpose of which is unknown. Is it to reduce oil pressure in the rocker

Oil Cooler

If the car is used for fast or spirited motoring then the fitting of an oil cooler is a most useful addition to the lubrication system of the Spitfire engine, particularly the 1500cc engine where cooling is marginal. A thermostat is recommended

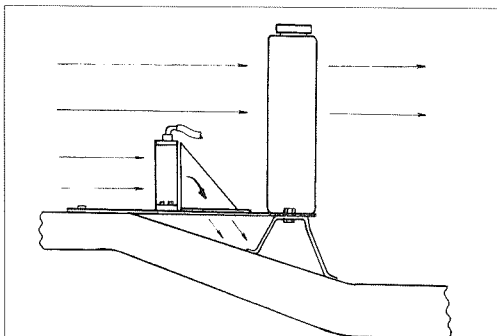


Fig.7. Oil Cooler cowling to duct warmed air away from radiator

as part of the kit otherwise over cooling can result. Fitment is straightforward, although where to mount the cooler can be a problem. If mounted beneath the radiator it can be subjected to damage from stone chips etc. and if fitted in front of the radiator, it effectively passes warm air onto the radiator.

The solution presented by the B.L. competition preparation manual for the Spitfire is to make up a cowling as shown in Fig. 7, which ducts the warm air away from the radiator.

Oil Leaks

The following are typical areas of oil leaks on the Spitfire engine:-

- a. **Timing Chain Cover Oil Seal** Failure of this seal, Fig. 8, is usually responsible for the oil at the front of the engine that covers the timing chain cover, block and sump. The engine fan exacerbates the problem, distributing the oil vapour to the under-side of the bonnet and the engine valances. If unchecked, the radiator core becomes covered in a thin film of oil, reducing its efficiency. In addition the radiator bottom hose, steering rack gaiters and mounting rubbers will suffer from prolonged exposure to the oil. Replacement of the seal is fairly straightforward, provided you can undo the large front pulley nut!
- b. **Rocker Cover Gasket** A leaky rocker cover gasket is quite common on the Spitfire, particularly at the rear. Since the engine slopes slightly rearwards, oil collects at the rear of the head and seeps under the gasket. A leak here is usually responsible for oil at the back of the engine, on top of the bell-housing and down the sides of the engine back plate. I have found that Welseal gasket sealant provides a good seal against oil here. There is absolutely no point in over tightening the 2 rocker cover retaining nuts, all it does is squash down the rocker cover around the nuts. In one case the cover had been squashed down so much that one of the rocker adjusting screws had knocked a hole in the rocker cover! In an attempt to prevent overtightening of the rocker cover, Triumph replaced the securing nuts with shouldered screws after Comm Nos FH 80001.

To prevent leaks, fibre washers, part nos. WF508, should be fitted beneath the retaining nuts and washers, or in the case of the later retaining screws, small rubber seals, part nos 148090.

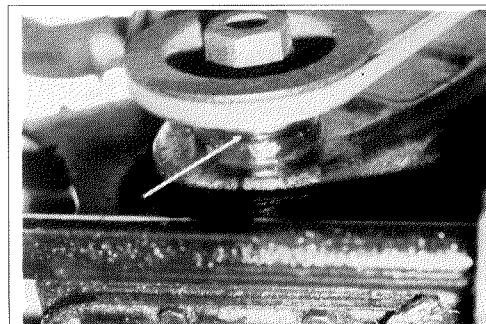


Fig.8. A leaky timing chain cover oil seal, pictured from beneath the car.

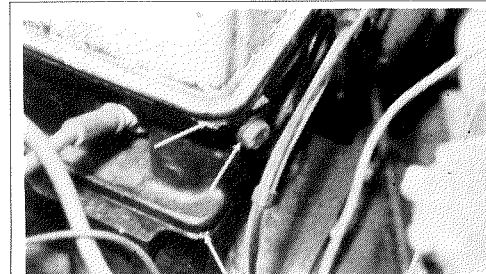


Fig.9. Possible sources of oil leaks at rear of engine:- Rocker feed blanking bolt (note cooper washer) Rocker cover gasket head gasket

- c. **Rocker Feed Blanking Bolt** If the copper washer behind the bolt shown in Fig. 9 has not been replaced/retightened following a rebuild, then an oil leak will occur, easily confused with a leaky rocker cover gasket.
- d. **Head Gasket** Quite often the engine number and the small ledge that runs down the left hand side of the engine, is covered with oil. Examination of the cylinder head stud pattern reveals that this side of the engine is not directly clamped and consequently allows an extremely small amount of oil to pass out. Such seepage is nothing to worry about. N.B. It cannot be prevented by overtightening the cylinder head studs.
- e. **Crank Case Breather** The crank case (block) contains a proportion of partially burnt gases and liquid fuel that blows by the piston rings. If allowed to build up and combine with hot oil vapour, a potentially explosive mixture can result.

The purpose of the crank case breather is to provide an escape for these fumes. On early club cars the fumes were vented straight to the

Vitesse



This month's feature car is a 2-litre Mk1 belonging to Dave James.

The second photo shows my new MkII, chassis number HC 57984 CV. It was fitted with a steering column lock (from new) and the interior is in super condition but the bodywork needs a little tidying. The indicator/sidelight assemblies are non-standard.



VITESSE

Andy Bonner

LEAD-FREE PETROL

One of the treatments extensively advertised to enable our cars to run on lead-free petrol is a product called Carbonflo. This "works in all engines and lasts for 250,000 miles" according to the manufacturers. Its obvious attraction is its simplicity - you simply place it in your fuel tank - and relative cheapness when compared to a fully converted cylinder head. However, a recent test by Practical Classics magazine on this product has produced very disappointing results. After only 4,575 miles in a guinea pig Austin 1800, the exhaust valves and valve seats suffered serious damage. Of course, this could just be a one-off problem, however, this test was carried out in a car that was driven quite hard and as far as I am aware, it is the first proper test that has been carried out by any of the classic car press, using Carbonflo.

Without using any additives and using lead-free petrol, tests in America have shown that most valve/seat damage is caused at high revs. Could it be that the majority of people using Carbonflo in their 'classic cars' are driving them with less enthusiastic use of the throttle than Practical Classics did with their 1800 and that, therefore, this has masked any possible problems? I would like a little more research before I would consider using it in my MkII.

Remanufacture of Panels by British Motor Heritage:

As mentioned last month, I have still not had a reply to my letter. Two more letters have arrived recently asking if their cars have been on the register before. Both owners gave only their car registration numbers with their enquiry. Please note that I can only trace cars by commission number.

WANTED INFORMATION
Triumph/BL Tuning & Modification

Over the last 18 months I have managed to obtain several magazine documents/booklets for tuning and modifying the early Spitfire and Herald models. However, I have absolutely nothing on the Vitesse models. Can any of you help with this as I am sure that contemporary factory approved modifications would provide an interesting series of articles for other Vitesse owners. All information would be gratefully received.

N.B. Would the guy who bought my old MkII please get in touch to arrange to pick up his bonnet!

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TR7	£20.00
TR8	£24.00
Stag	£24.00
Dolomite	£21.95
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2000/2500/2.5PI	£24.00
1300 FWD	£15.95
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TR4A	£18.00
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TR6	£18.00
TR7	£19.50
TR8	£21.00
Stag	£23.00
Dolomite	£19.00
Dolomite Sprint	£19.00
2000/2500	£19.00
1500 FWD	£15.00
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Vitesse MK1	£5.00
Vitesse MK11	£5.00
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Spitfire MK111	£5.00
Spitfire MK111 German	£6.00
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Spitfire 1500	£5.00
Spitfire 1500 German	£6.00
Spitfire USA	£5.00
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Dolomite Sprint	£5.00
2000/2500	£5.00
1300	£7.75
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General

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SPITFIRE, GT6, VITESSE & HERALD By L Porter & P Williams	£17.50
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Nick Lord

Apologies for the lack of our column last month. For those of you interested in the register figures the following may prove interesting:

SPITFIRE 4: 52 on register:

1st: FC3 - Pamela Bend

Last: FC44281 - Philip Surtees

SPITFIRE 4 MK2: 121 on register:

1st FC50170 - John Cork (Switzerland)

(1st U.K. FC51221 - Richard Feltham)

Last: FC88812 - Kenneth Hunt

SPITFIRE MK3: 398 on register:

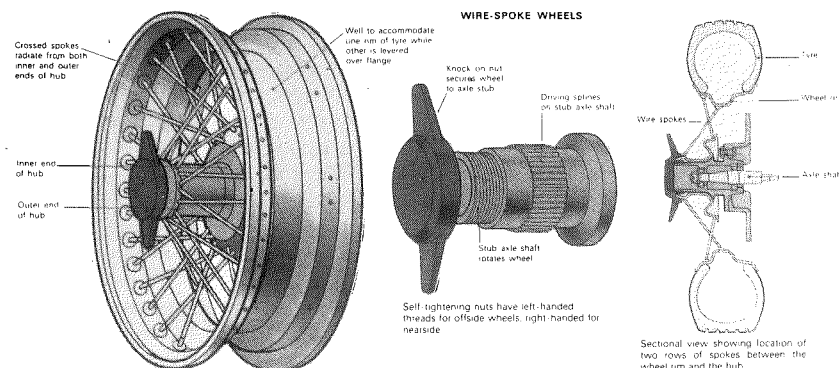
1st: FD1641L - Denis Vanderidt (Belgium)

(1st U.K. FD2105 - Martin Griggs)

Last: FD92529 - Mark Cox

**TOTAL SPITFIRES
ON REGISTER: 571**

Many of our cars were fitted with wire wheels as an optionao extra, or owners have purchased them later in the car's life to make the vehicle more attractive. I am now on my second set of wire wheels and consider them to add not just an attractive look but also accentuate the period of the car.



Wire wheels are the earliest type (motor!) of wheels still in production, they are light but very strong. The spokes are fitted in a pattern to prevent them bending, they therefore criss-cross each other in three planes so that all the loads on the wheel are changed into tensile loads; that is, the load pulls rather than presses or bends. The necessity of fitting the spokes in three planes is so that they form sets of rigid triangles to resist backward and forward loads when braking or accelerating and side-to-side forces when cornering.

Although wire wheels are expensive to buy new, many wheel manufacturers will sell reconditioned wheels for around £20, only make sure you go to a reputable company such as Motor Wheel Services. A hide hammer is also a must to prevent damage to your nuts! You will also need 16 new wheel bolts to fix on the stub axles. The stub axle is splined for the wheel to slide on to and this is where a lot of wear occurs. After many years of use, or inadequate greasing, the stub axle splines can wear causing the wheel to move or 'jump' a spline. Testing the amount of movement if buying second-hand is a must as worn splines on the stub axle inevitably means worn splines on the wheel, and probably also worn on the other wheels and axles.

For those of you living in my part of the country I can recommend the Braunstone Crossroads Garage in Leicester Forest East. Not only has Mick there done a fine professional job of welding on my floor and boot (made all the more difficult as he was putting previous work to rights - well done Mick) but they will give a 10% discount on parts and labour to Club Members.

Finally, I know you won't read this until February, but I must include this picture of Santa in his Spitfire 4 MK2 from February 1966 Standard Triumph Review. Please remember to send an S.A.E. with your enquiries as this will speed up replies.

SPEEDING SANTA

For their Christmas window display, P J Evans Ltd. Triumph Distributors for Birmingham, provided Father Christmas with a white Spitfire embellished with a red ribbon. Presents 'spilled out' of the car were accessories, and the 'Santa Wagon' was supplemented by other Triumph cars also with a festive air.



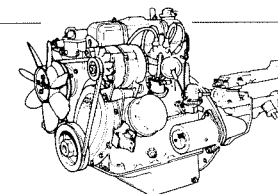
STS Triumph Spares

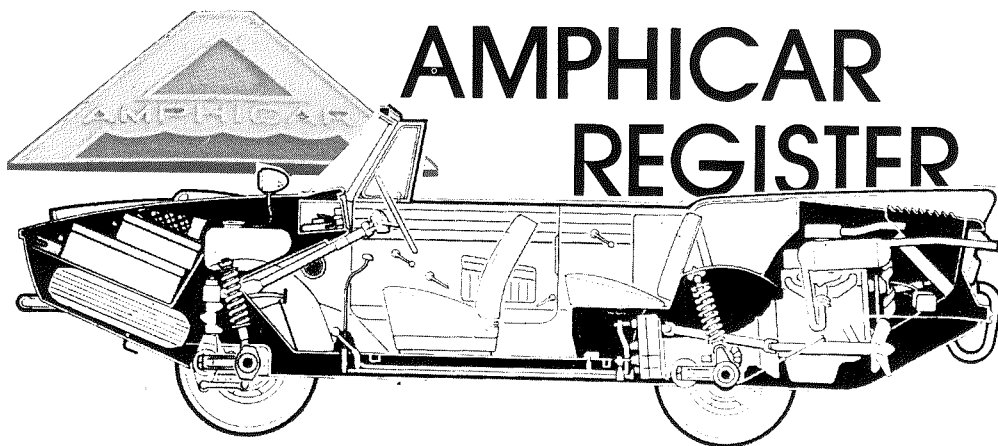
New & Used Spares for -

Herald Spitfire GT6 Vitesse

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AMPHICAR REGISTER

David Chapman

Hello I am your new Amphicar register secretary.

By way of introduction I should say that I've been running Amphicars for around 5 years now and have just finished a last nut and bolt rebuild. I've picked up various *tec tips* on the way which I shall be sharing with you in future months.

But firstly a lot of you new members might be wondering why there is an Amphicar section in the Triumph Sports Six Club.

Well, it all started in the late 1950s when the newly formed Amphicar Corporation of Berlin were looking for an engine to power what was to become the worlds first production civilian amphibious vehicle.

Early prototypes used air cooled VW engines but these were rejected due to lack of power and insufficient cooling within the sealed Amphicar hull. The next engine tried was the Austin 'A' series 950cc but this wasn't powerful enough and around the same time the Mercedes 190 engine was rejected for being too heavy.

Remember that an Amphicar is made of 14 and 18 gauge steel on an incredibly strong integral ladder chassis with the result that it weighs around 1100kg compared with 800kg for a Triumph Herald and 700kg for an Austin A35.

Anyway by this time it was the early 1960s and the 1147cc Triumph Herald had been launched to the motoring world. When Amphicar tried the engine they found it was light enough, ran coolly due to its lowish compression ratio (although all Amphicars were fitted with oil coolers) and had just about enough power to push the Amphicar up to a top speed of around 70 m.p.h..

The Amphicar corporation purchased a single large

batch of export specification 1147cc engines in 1962 which were subsequently fitted in all production Amphicars until the Amphicar corporation went into liquidation (you'll get used to the watery puns!) in 1967.

With only about 25 cars left in the UK it would not be practical to run our own club, hence the T.S.S.C. Amphicar register.



Now an appeal;

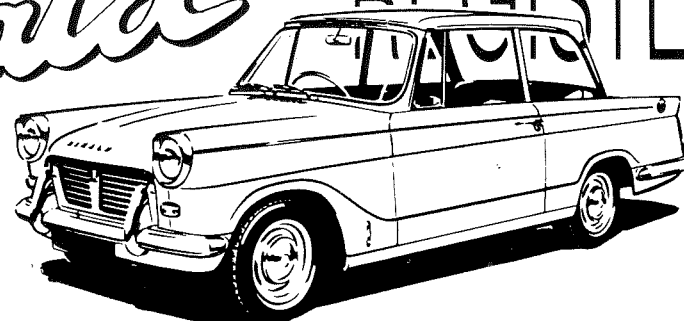
Could all Club members who own or have owned an Amphicar, or even know where one is, please contact me with details so that I can update the register.

And finally for those of you who wish to see an Amphicar in action ... pop down to the local video shop and get a copy of the 1960s Inspector Clouseau film starring Alan Arkin which features a spectacular car chase in which an Amphicar outperforms a Lotus Elan!.

Herald

REGISTER

Chris
Longhurst



REGISTRATION MARKS

It has been very difficult to get original registration marks ("number plates") restored to vehicles which were not registered on the DVLC (Swansea) computer in 1983. In exceptional circumstances the DVLC have relented, but usually only in exceptional circumstances. (Rarity, originality, uniqueness) and even then only a registration mark appropriate to the year has been issued.

I receive quite a few enquiries from owners of 948 and 1200 Heralds who did not register the car pre-1983 and who want an appropriate/original mark restored. I have been able to help in some cases; but not all especially with 948cc saloons which are not particularly rare.

The good news is that the DVLC is changing its policy and will re-issue (if available) original registration marks, or an appropriate year mark. The re-issued number will be non transferable, the system being designed to help genuine enthusiasts fit the restored/original cars with the appropriate number.

One final word of caution - it is likely that the vehicle will be inspected (this happened with registration marks of vehicles registered on the computer) - if you are fitting shiny new number and commission plates on a restored vehicle, retain the old ones for inspection just in case!!

The new system is not yet fully enacted through an Act of Parliament. In the meantime the DVLC do seem to be a little less demanding in their requirements for issuing age related plates. There does not appear to be a uniqueness but a more general requirement to have some sort of statement from a "relevant person" (club register secretary) that the car is reasonably uncommon in terms of production numbers surviving on the club register. This is a fairly easy requirement to meet as club registered Heralds are usually less than 1% of production!.

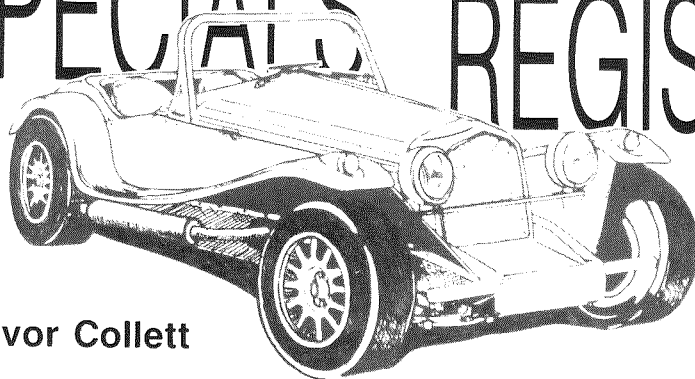
If you are desperate to retain the original registration mark it is probably worth waiting until the new Act is on the statute books. In the meantime collect together relevant documentation (log book, photographs - keep copies). You may also find that copies of the logbook, photographs of commission plates and a BMIHT document may help. (£10, Castle Road, Studley, Warwickshire, B80 7AJ) may help. If you have already accepted an 'age-related' but non-original mark you have to retain it; under the new system they cannot be replaced by the original mark.

What is not clear is what happens if the original mark on your car was sold off and you have an A or B suffix. Your original mark is now on a Datsun or whatever. If you want an age related number it might be worth petitioning DVLC for a new, non-transferable number. This is unlikely to work if you sold the original number yourself. The DVLC is unlikely to any more sympathy for you than I have!!



Inappropriate registration mark on 1959 948 Coupé - a thing of the past?

SPECIALS REGISTER



Trevor Collett

Let me start by apologising for the recent absence from these pages of yours truly. I'm sure you don't want to hear all the excuses, so I'll just give you a selection: an insomniac baby; new doors and windows; knocking wall down in the bathroom; an insomniac baby! (Pathetic isn't it).

Until recently my Moss Malvern has been running along with the monotonous reliability that we expect from our family of cars. "Until recently", yes, you've guessed it, a major breakdown. Just a few miles short of 30,000 since the conversion (from a Herald 13/60 saloon in 1984), I found myself in Esher with no transmission. The engine was running sweetly but drive wasn't getting past the gearbox in any gear. I reckoned it was the clutch. A short while later the RAC man turned up; he reckoned it was the clutch and radioed for the recovery truck.

Going off the subject slightly, in my limited experience of the RAC, they have performed well but there is one aspect of their M.O. that I'd like to see changed. When I break down (that should be *when the car breaks down!*) I know, and I'm sure this goes for a majority of Club members, whether a roadside repair is possible or a tow truck will be needed; but whatever you tell them on the phone the RAC insist on sending out a man to give a second opinion, who then has to call the tow truck. I suppose the RAC would say that the majority of their members cannot be trusted to diagnose the fault. In which case, could they not set some sort of test? If

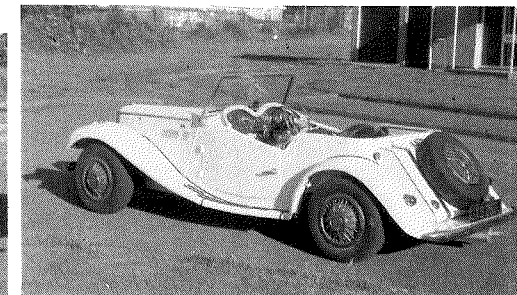
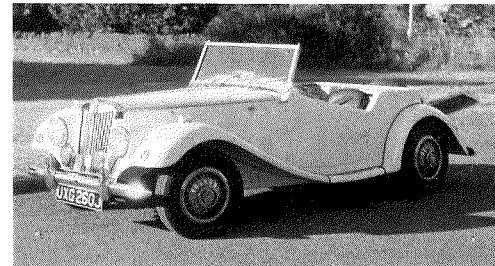


members with major breakdowns could go straight to the recovery truck, a lot of time could be saved - just an idea.

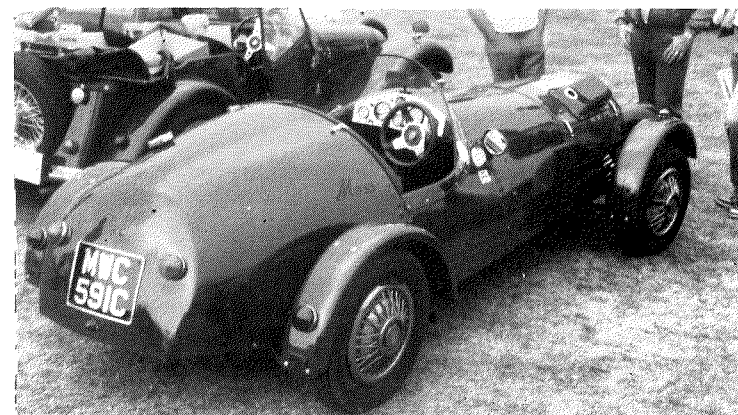
Taking the gearbox out of the Moss did not fit into my work schedule, so my faithful old Herald was roused and pressed into service. Gearbox removed from a Moss kit car goes pretty much the same as for a Herald. One difference, for those contemplating a similar job, is that the back of the box cannot be fitted very high because the dash gets in the way. This is overcome by completely removing the prop. and unbolting the rear mounting bracket from the chassis. This allows the box to be pulled straight back and manoeuvred sideways into the passenger footwell (both seats are removed, by the way).

As I write, I have in fact taken the box out and inspected the clutch plate - all fifteen pieces of it! Why this should happen after 23,000 miles (for those mathematicians amongst you, I put in a new plate at 7,000), I don't know. Everything, including the engine back plate, looked straight. One thing I have renewed, apart from all three parts of the clutch of course, is the pilot bush in the back of the engine as there had sometimes been a slight judder in first. Hopefully the car will soon be back on the road. I like my Herald (I've had it since 1978) but I do miss driving the kit.

MANUFACTURERS UPDATE:



One of the most established makes of kit for our cars has been R M B, who have been producing the Gentry since I don't know when - but a long time. The Gentry is a well respected M G T F lookalike and well finished examples, of which there are many about, can command high prices (recently I saw one on offer for 15 big ones). Despite gaining a reputation for not being the easiest kit to build, I got the impression that sales were pretty steady, so I was a little surprised to hear that R M B had disappeared from the scene. Gentry fans - do not despair, the car lives. In a move similar to what happened at Moss Cars some time ago, a new company has been formed by two Gentry owners. It just goes to show that building a kit car can change your life more than you bargained for. The name of the company now producing the Gentry is S P Motors and they can be found at: Unit 5, Moatway Industrial Estate, Barwell, Leics. Telephone (0455) 46302.



On a less positive note, some months ago I told you of a company called Fibretech who took over the rights to produce the Spitfire-based Hurricane. Well, although I have not heard that this company has disappeared, I have not seen any publicity on the car in the kit car press. Has anyone purchased a Hurricane recently or been in contact with a manufacturer? Please let me know. Moss Cars (Bath) Ltd. are still producing Triumph-based versions of the Roadster, Malvern and Monaco from new premises at Units 44/45 Haydon Industrial Estate, Radstock, Bath, Avon BA3 3RD. Telephone (0761) 36862.

BOND *Equipe* REGISTER

Peter Jacklin

First this month some dates for your diaries, the FIFTH BOND EQUIPE WEEKEND will take place at Yaxley near Peterborough on Saturday and Sunday 9th and 10th June 1990 also the Peaks Get-together is proposed for 15/16th September. For further details of both these events watch this space. Keep a look out for the March edition of the magazine Popular Classics in which there should be a feature on Equipes. Last Autumn I arranged for an example of each model to attend a photo session, this all taking place on a day on which the sun refused to shine, nevertheless the resulting pictures that I have seen were most impressive.

All the reproduction bonnet badges have now been sold but I still have some Equipe script badges available at £11.50 each including P & P. No further news on the rear window glasses for the Two litre Coupes that I mentioned a few months ago, I am still waiting for the seller to contact me again.

Have you noticed that there is a dearth of Equipes being advertised for sale in the classic car magazines recently? Is this because owners are now hanging on to their cars or have given up all hope of selling them and are not bothering to try? I still regularly receive calls from would-be owners and my list of known cars for sale is now very small, if you are aware of an Equipe being advertised or you are selling one yourself, please let me know so that I can put the two parties in touch and find a good home for another of 'our' cars.

I have received some information on one of the cars shown in the earliest/latest listing I produced in December. The earliest 4S 1300 listed, RAB2F Serial No 2942, is in need of a new home and quite a bit of tender loving care, if you are interested give me a call.

A couple of contemporary pictures again this month from the archives showing one of the early/prototype 2+2s TCK 301 and an early 2L Convertible shot.

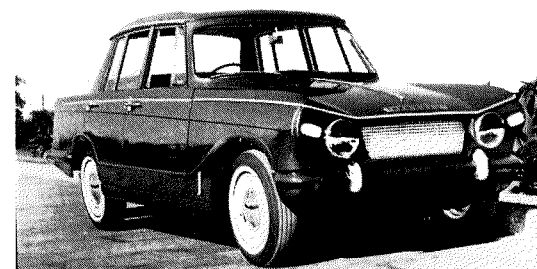


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**STANDARD
HERALD**

*four-door saloon
the car of the year*



This month's photo is of a rare brochure for the Standard Herald Mark 111, the four-door saloon, car of the year, as marketed by Ashok Leyland of Madras, India. This photo taken by me, at the Standard Triumph International Rally V11, at Rousham Park, Oxfordshire on 12th Sep. 1982.

Now news of another event for 1990, the Stichting English Car Rally, this is the sixth English car rally, it will be held at the Eurocircuit, near Valkenswaard, a village in the south of Holland. The date will be Sat. 9th and Sun. 10th June 1990. Costs; free entrance for English made cars, plus HFL5.00 (about £1.50) per person.

The rally is an event devoted to English cars, past and present, last year, some 1000 cars and 4000 visitors attended. A free rally shield in four colours will be given to each driver. On the track will be a Sprint/Slalom and a Concours d'elegance, plus an autojumble/boot sale.

Participation in the slalom/sprint/concours is open for anyone who enters on the Sunday before 12 noon.

Eurocircuit is on the road between Eindhoven, Holland to Hasselt, Belgium, near Valkenswaard village. Look for the signs 'Kempervennen' or 'English Car Rally'.

For tourist/accommodation information, tel; 04902-15115, or subscribe to the following; For the full 2 day event, starting on the Saturday, a touristic country ride to Valkenswaard village, followed by a small tour of all who registered to a sort of youth-hostel with ample parking, at night will be a grand B.B.Q. On this location B&B is arranged for all participants, entrance-fee on the Sunday is included, and a special souvenir for the participants will be created. The total cost is HFL60.00 (approx. £18.50). for non-Dutch subscribers. To subscribe, just send the fee to; Stichting English Car Rallyk, attl Kees van Schuppen, Warmondstr.3, 4273EW hank, Holland. This can be done either by

Eurocheque, or registered mail, or to our own bank account with the Amro-Bank No. 487884108 in Oosterhout, Holland. Don't forget to mention your full name and address with the description B.B.Q. The entry list closes on 1st March 1990, and is for 125 people only. For further info please tel; Kees van Schuppen on 01622-3849, Jos Jurriens on 043-649467 or Dennis van Hoof on 073-146351. Rally H.Q. Stichting English Car Rally, p/a Mezenlaan 11, 4901 AA, Oosterhout, Holland.

I also have news of The Triumph National Convention in Boulder, Colorado, U.S.A. from August 1st-5th 1990, it is being organised by the Rocky Mountain Triumph Club. The details of the show sound like the formula for a really superb event, so if any member is planning to go to that part of the U.S.A. at that time, an S.A.E. to me will get you a photocopy of the programme and other details that I have been sent. Further details will appear in next months column.

Here as promised is part two of Zbigniew Czarnieckis' details on 'how to repair Triumphs in Poland'.

- 1) ENGINE - ancillary components;
 - a) Spark Plugs; I've found that Japanese NGK BP-6HS plugs to be excellent, these are available in Poland at a realistic price.
 - b) Distributor; If the clearance between the distributor shaft, and the distributor body is too large, it must be rebushed using bronze bushes. I have not yet discovered which contact-breakers (points), from other cars are suitable, as I have been sent various distributor parts by Chris Chawro.

2) FILTERS

a) Oil Filter; After making a reducer screw, oil filters from LADA, POLONEZ etc. can be used (full flow of course).

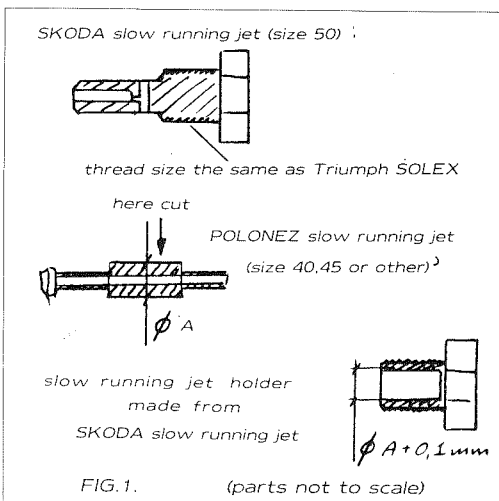
b) Air Filter; Paper element from ZASTAVA 1100 fits.

3) FUEL SYSTEM

a) Fuel Pump; In the early type of fuel pumps which contain separate valves, I can use valves from Polish vans ZUK AND NYSA.

b) Carburettor; There are many options here, including that from SKODA S-100, JIKOV 32BST3170, in this carburettor, only the fuel pipe, and linkage need be changed, but now I've repaired my original SOLEX B30PSE1, by fitting the following parts;

- i) The float, from an old JIKOV horizontal Carb'
- ii) The needle valve from an East German WARTBURG, here I had to reduce the thread of the valve to the correct size the needle itself had to be shortened and a new valve seat had to be made, this valve seat is changeable, ie; screwed-in, not pushed-in, like the original.
- iii) The slow running jet (size 50), and the slow running jet from the POLONEZ (early carb's without electromagnetic valve) - size 40 or 45. (fig. 1).

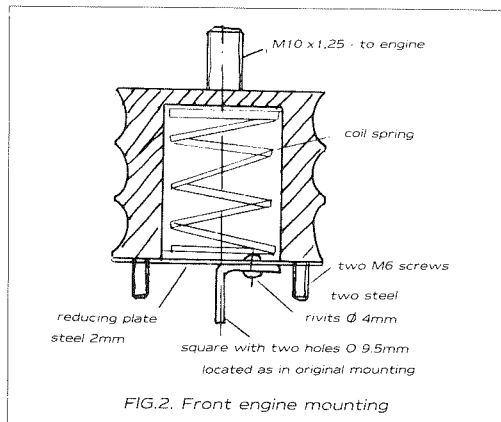


I am still using this carburettor more than one year after its' repair, the average fuel consumption is between 7-8 Litres/100km = 33-41 MPG. Consuming more than 9 Litres/100km, ie. getting a worse fuel consumption than 31 MPG is rather impossible. In my carburettor, the accelerator pump doesn't work, as valves have been lost in the past, but I only have acceleration problems when the engine is cold. I have considered fitting

a slow-running jet with an electromagnetic valve, also because my engine 'runs-on' with Polish petrol, but if I follow this course of action, I must change the carburettor linkage, as there is no place or the electromagnetic valve itself.

4) ENGINE MOUNTINGS

I've fitted engine mountings from the POLONEZ, the front of the engine is now a few millimetres higher, but not too much. The mounting after modification is shown in fig. 2. The spring within the mounting is not necessary, but it improves the damping frequency characteristics, although it doesn't fit the early 948 and 1147cc engines.



5) FAN BELT

Taken from SKODA S100/110, from the fan drive (length 1050mm).

6) THERMOSTAT

From the SKODA S100/110, or early FSO/POLSKI-FIAT 125P - the outer diameter needs to be reduced, but this cannot be done with the thermostat cap containing the water temperature sender unit.

II) GEARBOX

In the gearbox, only the bearings and seals can be exchanged. In place of the HOFFMAN M10V4 bearing, as found on the input shaft and mainshaft, can be substituted bearing 6305Z, in the metric system, the inner diameter needs to be enlarged, by grinding, from 25mm to 1 inch.

To change the outer diameter, a reducing bush has to be made. This bearing has to have a groove for the locating ring, since I didn't need to change the mainshaft outer bearing, I don't know which is the best to use.

In some gearboxes, instead of the needle-roller bearing found inbetween the input shaft and the mainshaft, I have found a bronze bush. I don't know if these were fitted by previous owners or

"Spit - Bits"

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Spitfire LHD Mk3 fairly sound car in good running order, partly restored, but still needs bodywork & respray etc. £650

Herald convertible 13/60 J reg, all in original condition, needs various body work, but would make nice car. £650

Spitfire4 Mk2, very good mechanics, various new parts, including new soft top, bodywork needs attention only £650 for this very sought after model.

NEW PARTS AVAILABLE

MkIII & IV soft tops, black, original type quality, with rear zip window.	£59.00
Good quality MkIV front quarter valences	£17.00
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by the factory, but it is one way to repair the gearbox in the case of a worn bearing.

III) FRONT SUSPENSION

1) Nylon bushes, new bushes can be made from TARNAMID- a kind of POLYAMIDE similar to nylon. New metal bushes may be made from steel, eg. 40 HWT. Polish standard. Dust covers are rather complex to have made, but a set of bushes as described above, last around two years.

2) Top wishbone ball-joints, there are special workshops repairing these joints, the reconditioned part can work for around 30-40,000 km = 19-25,000 miles.

3) Rubber wishbone bushes, in 1984 I bought the front suspension from a Herald 13/60 estate, so these bushes are in relatively good condition, prior to that I have been using bushes made from the front leaf spring bushes taken from a FIAT 126. The inner diameter is 10mm, so it doesn't need to be modified. The outer diameter is too big, so the outer metal bush has to be removed by cutting it at 3-4 points, some of the rubber is removed on an electric grinder, and the bushes are then pushed into the wishbone using soap and water for lubrication, (Water is rubbers' natural lubricant-LFG), or an adhesive, which subsequently helps to keep the bush in place. The bush from the FIAT 126 is also rather long, so it must be cut to the correct length.

4) Dampers (shock absorbers), I use new dampers produced for the POLONEZ, from the front dampers, I only use the lower body section, this adaptation I had made in a special workshop. The resultant damper functions well at large amplitudes, but not so well at small amplitudes.

IV) STEERING

Track rod ends, can be repaired as per top-wishbone ball-joints. If the rack itself is worn, it can also be repaired or remanufactured in a specialist workshop in Warsaw which repairs ball-joints and rack and pinion steering units. My original steering-rack was very worn, so I've used the steering rack from a 1961 Herald 948, with the aluminium rack clamps.

V) DIFFERENTIAL AND REAR SUSPENSION

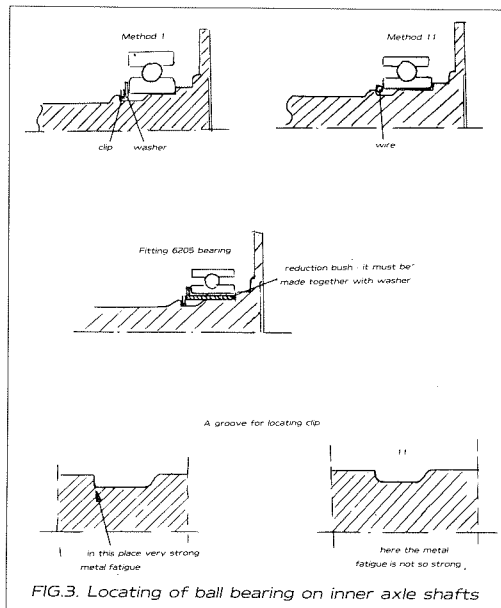
The differential is one of the biggest problems in my Herald, and I know that I'm not the only one with these problems!

When I began to use my car, the differential was more than noisy, I've tried to adjust it but without success. In 1984 I scrapped a very rusty Herald, this had a differential which was a little better, and after four or five attempts at adjusting, not too bad. In the differential only a few parts can be exchanged;

i) front sealing-metric size 35 X 56 X 8 (10), better if fitted with two lips.

ii) side sealing-metric size 28 X 41 X 7

iii) short half-shaft bearings, in place of RLS7 bearing, you can use type 6205, the outer diameter must be reduced from 52mm to 2 inches, the inner diameter is 25mm and must be reduced to 22.225mm, it needs a special reducing bush, see fig. 3 - it also shows my system of mounting the bearing.



In eight years of owning my Herald, I have seen three broken inner axle-shafts, once in my Herald and twice in Vitesse 6's. It was always at the outer side of the securing-clip groove.

I've discovered that there were two methods of ball bearing mounting; both are shown in fig. 4. In the Herald workshop manual (pt no. 511243) we can see one method of mounting - see fig.19 (side 3.110) for the other method of mounting - see fig. 21 (side 3.111).

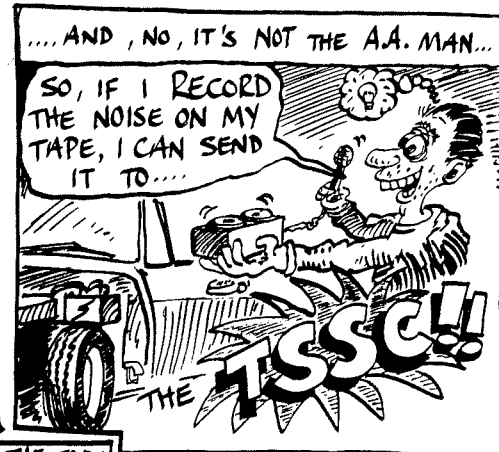
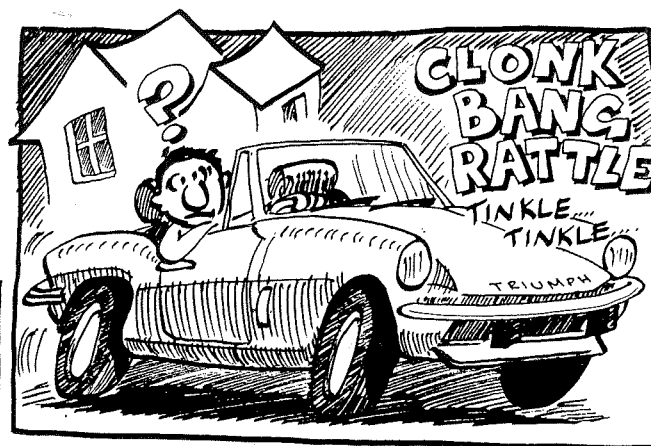
The inner shaft with the sharper ring groove is less resistant to metal fatigue.

Part three of this discourse will follow in the fullness of time. I'm sure that all TSSC members around the world would like to join me in expressing admiration for Zbigniew's tenacity with his Herald.

If any members have stories of how they keep their Triumphs on the road in distant lands, we would all like to hear from them.

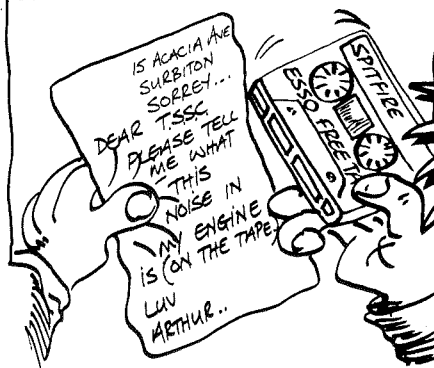
Until next month, have fun with your cars - Leon.

THE EVERLASTING ADVENTURES OF... TOMMY THE TRIUMPH AND FRIENDS !!



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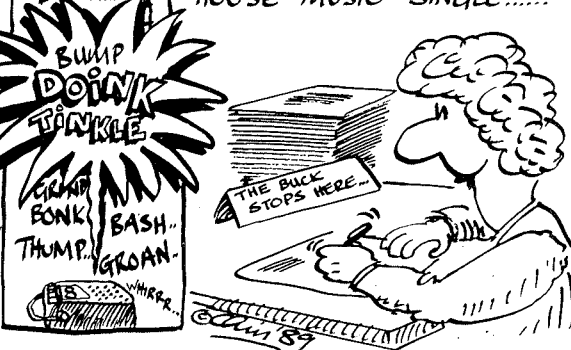


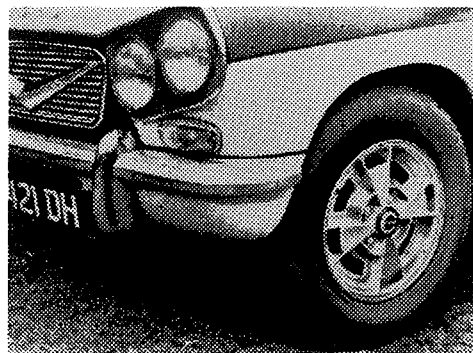
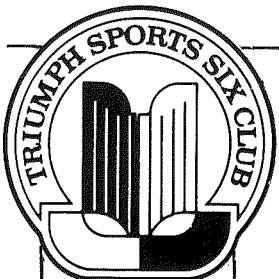
ON THE TAPE

BANG... B
RUMBLE... L
TINKLE... A
CRUNCH... H
GRIND... B
BUMP... L
BASH... L

THE REPLY:

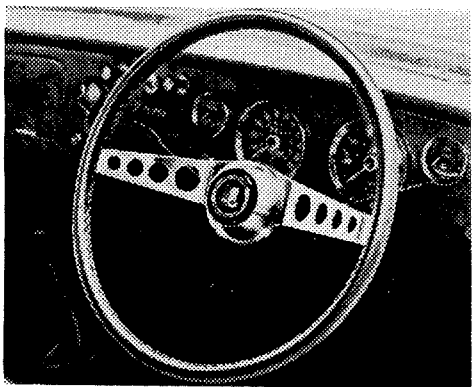
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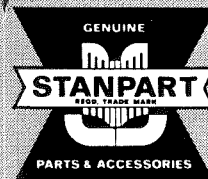
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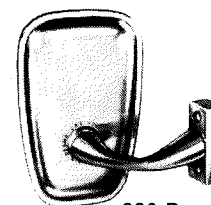
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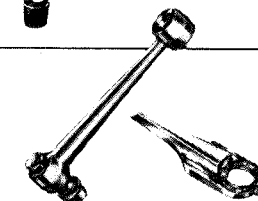


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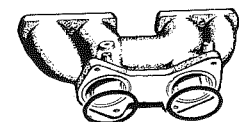
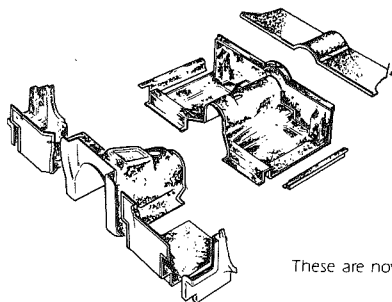
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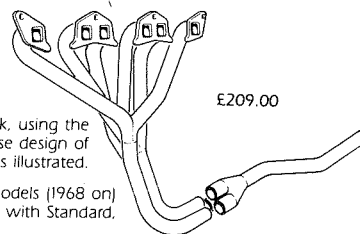
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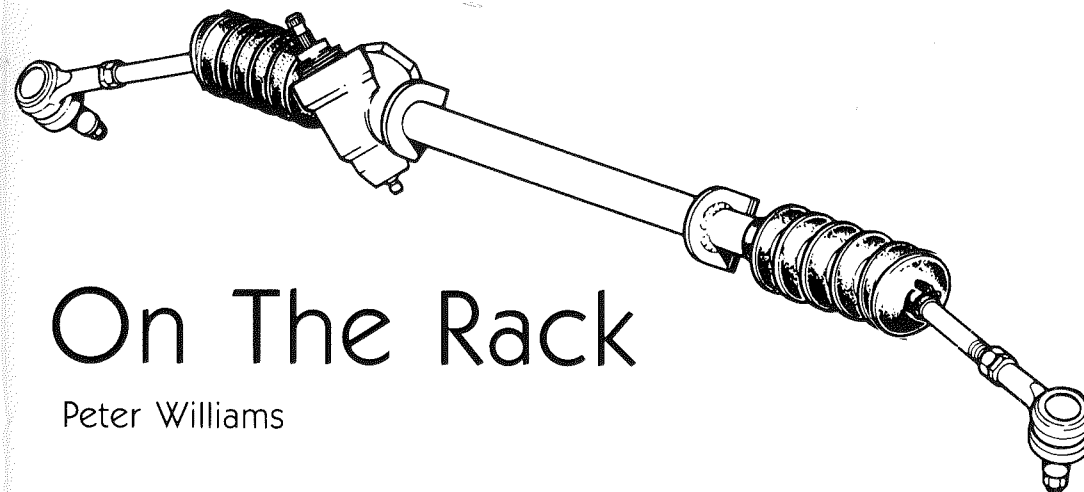
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On The Rack

Peter Williams

Almost a year ago saw me writing, 'Track on Down' (Courier 103 January '89). Well here with some small repetitions is what probably should have been the prequel regarding how to swap your worn out steering rack for a reconditioned unit. As with changing the track rod ends, replacing a steering rack is quite straightforward and, for about £35-40 including new track rod ends, not too much of a strain on the old pocket either.

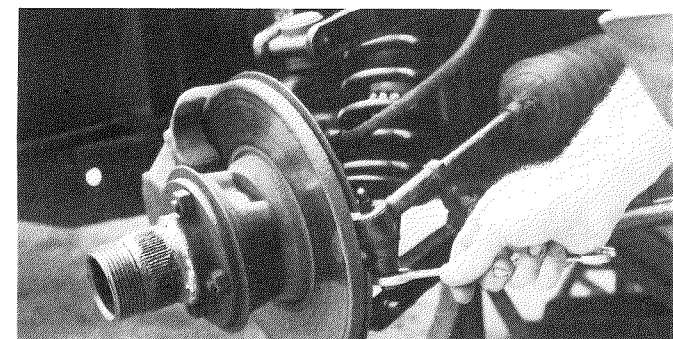


Fig.1 - First job as might be expected is to jack up the front end of the car, remove the road wheels and set the car firmly on axle stands. The job proper starts by undoing the track rod end bottom nut...

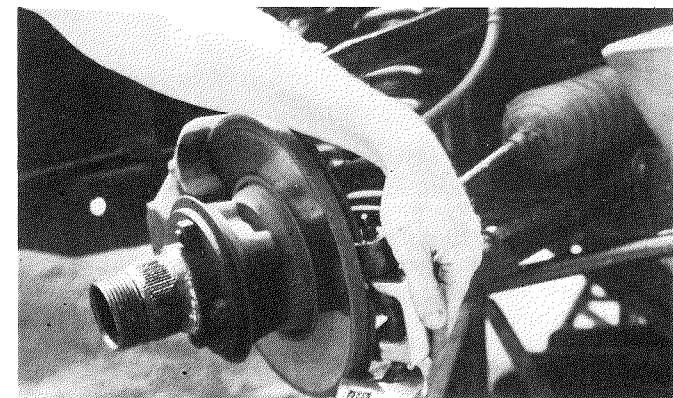


Fig.2 - ...and splitting the joint with a suitable splitter. Regular Courier readers will note that in the previous article a wedge type rather than the screw action splitter shown here works equally well.

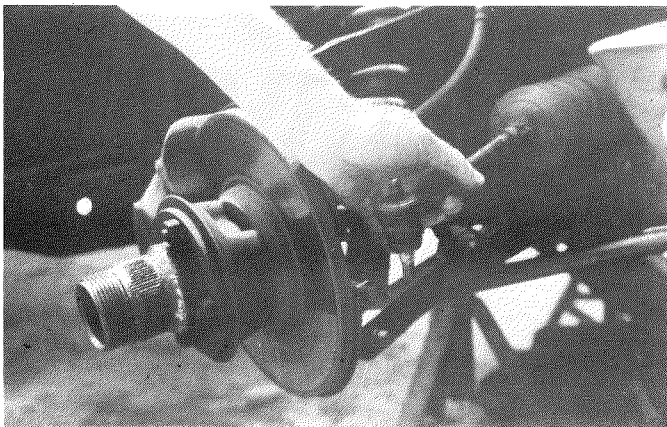


Fig.3 - The track rod end can then be lifted out of the steering link. Repeat for the other side of the car.

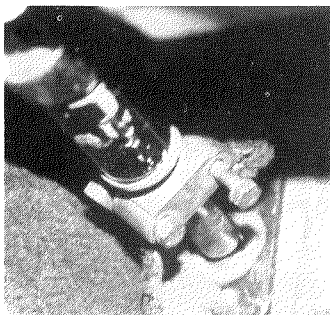


Fig.4 - Inside the car, release the column clamp by undoing and removing the two bolts. (Jumping ahead, when refitting the clamp, in principle, you're supposed to slightly undo the Allen bolt on the other side before the two bolts are refastened. Then, after the bolts have been tightened, the Allen bolt should then itself be screwed up tight and its lock nut secured. The clamp is properly loaded by turning the Allen bolt with the correct key just to the point at which the key bends, ensuring the correct operation of the sliding column 'impactoscopic' safety feature. However, I've found most cars are set up with the steering column as far down as possible making this feature rather redundant.)

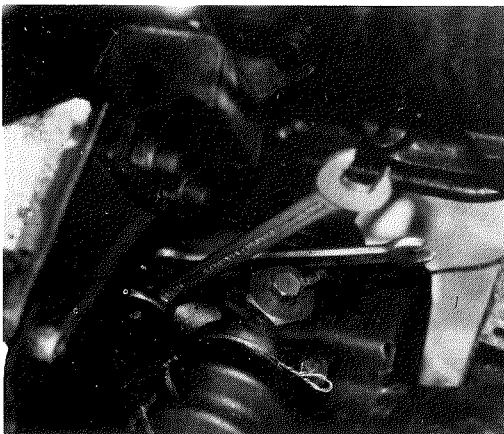


Fig.5 - Back inside the engine bay, remove the lower universal joint coupling bolt.

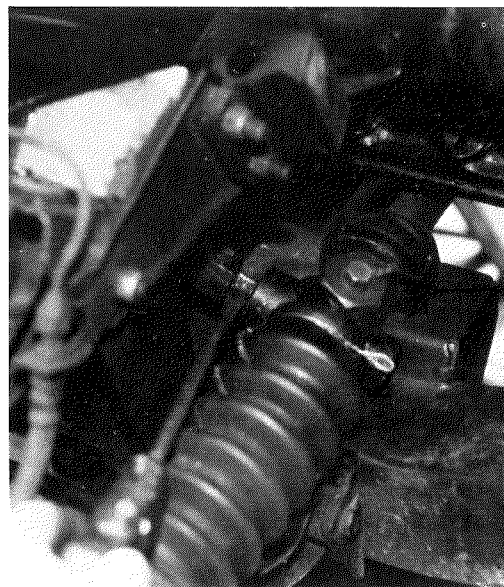


Fig.6 - If you haven't done so already, disconnect the battery and the horn earth wire. Then, using a wide bladed screwdriver lever the universal joint off the steering rack pinion.

Fig.7 - To remove the rack, the engine needs to be raised on the left handside only so undo the two engine mounting bolts shown here and with a suitable piece of 2x2 or similar wood under the sump, jack up the engine removing the bolts in the process. Radiator hoses can in fact be left on as they're just long enough to put up with the working clearance required - at least on my GT6. Try to make sure that the wood is set against part of the chassis to help stop it from slipping off. Whatever you do DO NOT put your fingers anywhere inbetween the engine and the chassis - just in case the jack does slip.

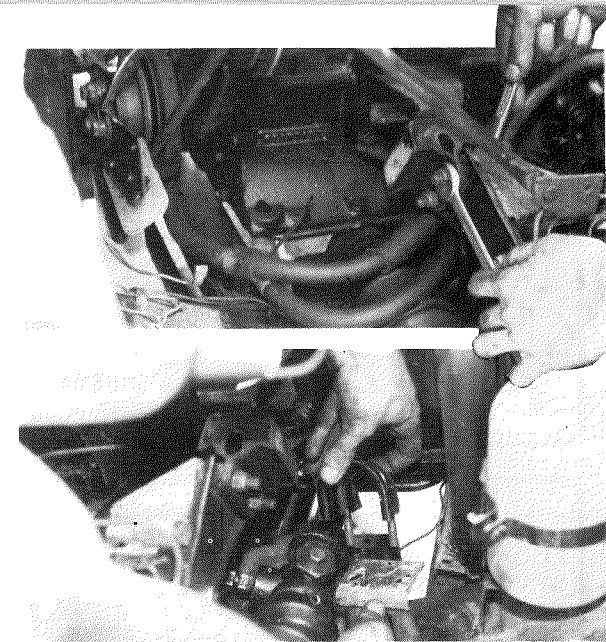


Fig. 8 - Underneath the car remove the steering rack clamp nuts and lift off the clamps plus reinforcing plates beneath. Apart from early Herald racks which employ pegged solid alloy clamps all Our Cars' racks are secured in the same way with rubber bushed clamps.

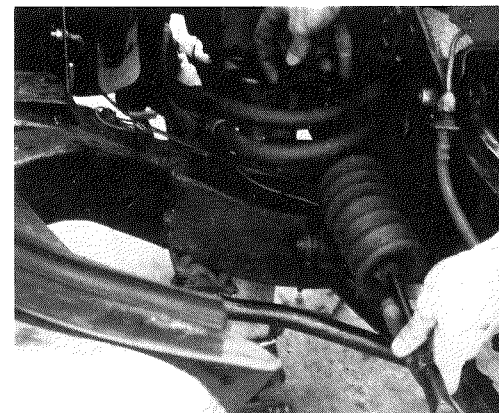


Fig. 9 - On the left hand side it helps to pull the rack outwards a few inches before lifting off the clamp.



Fig. 10 - The rack can then be removed, here from the right hand side.

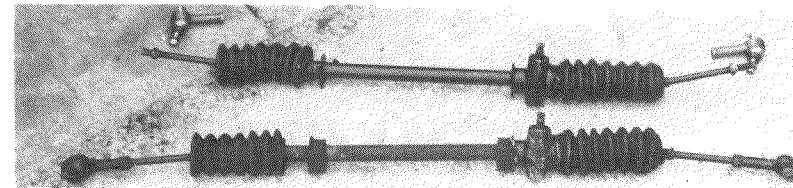


Fig. 11 - Old and new racks. Save for early Herald racks which are slightly different, all the racks on later cars look very much the same. Generally Herolds, Spitfires and Vitesse 1600s have 3.75:1 geared racks with 2-Litre car racks geared at 4.25:1 though I have seen 4.375:1 originally quoted for the 2-Litre Vitesse. When buying a new rack do ensure that it matches the old as I was once supplied with a rack on which the input pinion was slightly too long. I hadn't noticed until one of the universal joint clamping bolts fouled the chassis turrets as the steering column was turned. The rack had to be taken out and a correct replacement obtained. Assuming the same length track rod ends, set the lock nuts on the new rack in the same relative positions as on the old.



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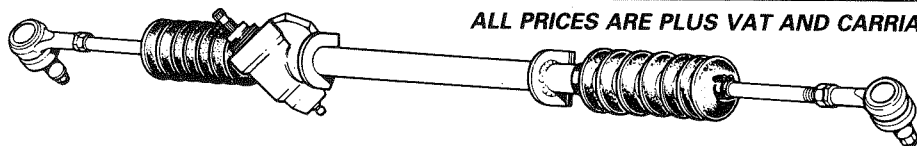
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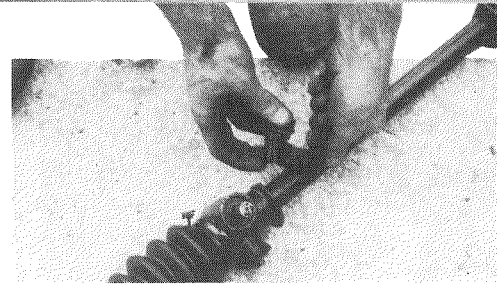


Fig. 12 - Prior to fitting the new unit, fit new rubber bushes. These are split ready to open out and set around the rack tube.

If unsure of whether or not the toe in is correct a quick visit to your local tyre depot should dispel all doubts. Centralisation of the steering wheel may also need to be corrected which is easily done by removing the upper and lower steering column joints (Figures 4 and 5) then replacing with the lower universal joint in a suitably corrected position on the steering rack pinion.

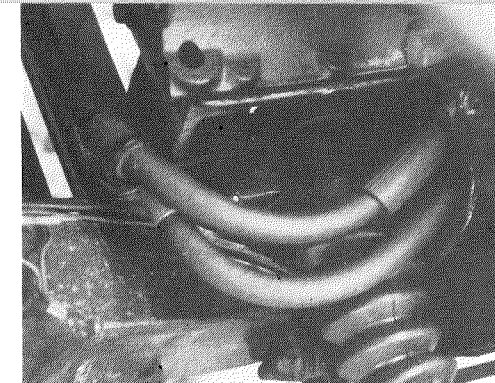


Fig. 13 - Similar to the way described above and assuming you're working from the right hand side, push the rack across to the left hand side of the chassis a couple of inches too far, drop the clamp into the mounting holes and then push the rack back sideways into the clamp. This technique allows the engine to chassis working distance to be as small as possible.

- A Distance between flanges must be $\frac{1}{8}$ " (3.17 mm.)
- B Flange of item (23) must contact innermost flange of frame
- 20 "U" bolt
- 21 Rubber bush
- 23 Locating plates
- 24 Nyloc nuts
- 41 Rubber gaiter
- 45 Steering column earth cable

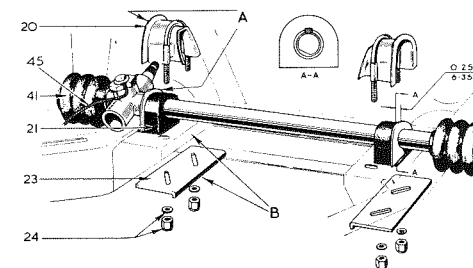


Fig. 14 - When securing the clamp/mounting plates ensure that the mounting plates butt up against the chassis and that the bush is firmly within the clamp as shown in the schematic.

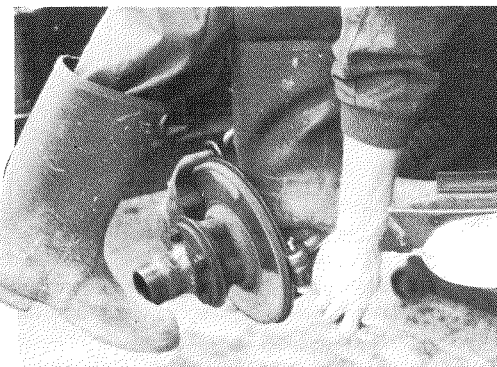


Fig. 15 - Not much left now: Screw on the track rod ends and tighten the clamping nuts. Push the joints into the steering linkage and tighten the lower nuts. Sometimes a bit of weight on top of the joint is required to stop the stud from rotating as you attempt to tighten the nut.

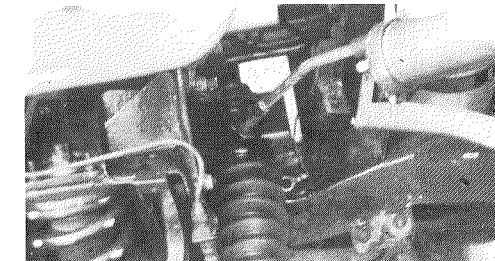


Fig. 16 - And finally. Reconnect the upper and lower steering column joints (steering wheel centred, wheels straight ahead) and squirt about five strokes of LM or similar grease into the rack. The earth lead shown here a dangling can then be fixed back on. Finis.

P.S.

Did anyone spot the non deliberate error in fig. 8?



A SAD TALE ENDING IN TRIUMPH

I have been a member of the TSSC for exactly 5 years and not ever tired of the excitement, enjoyed each month when The Courier is pushed through the front door. I have particularly enjoyed reading owner's stories recording their own trials and tribulations of restorations, competitions etc., and felt on a number of occasions I would like to add my own two penn'th to scintillate readers. It is with sadness, therefore, that a car crash has in fact compelled me to submit this little epistle.

I joined the TSSC when I became the proud owner of an absolutely rotten but legal yellow Spitfire MkIV, ACU 378M, via a £400 overdraft. What a delight indeed, although I never managed to secure a girlfriend with what I thought was a very attractive car, if not its 'Boy Wonder' owner!

Not content with one Spitfire, I subsequently decided to buy another, promptly writing ACU 378M off by traversing a near vertical bank backwards. Actually, I did spin on a bend and (you are quite right) I was speeding; it was raining and I was talking too much. I had actually christened him Acumen, following the licence plate but wondered whether I had any after permitting myself that little prang.

So my first car was cut up for spares, an exercise which, amongst other things, taught me a bit or two about how a Spitfire is put together. Should you ever put an industrial disc-



cutter through at Triumph, do take the petrol tank and fuel lines out first!

But why is my story sad? Well, it is not so much the fact that I have managed to break up four Spitfires (I never could afford a decent one in those days) but that my motoring career has come to an untimely end - at least for the long, foreseeable future.

Driving home with my wife in a Golf (yes, I did get a girlfriend but it took a Stag to do it!), when somebody decided to overtake over solid double white lines on the brow of a hill at 11.50 pm and at about 70 mph. Yes, he did die and yes, the 3 day old Citroen AX did smell of alcohol, maybe the car was drunk.

I was actually virtually on the brow of the hill also but fate permitted me to turn the wheel for him to hit me obliquely, avoiding a head-on collision. He hit the front bumper at its junction with the off-side front wing, pushing the gubbins through the car at an angle, catching my left leg, pushing it through the hip and paralysing my calf and foot. Ta mate!

Turning the wheel prevented a worse fate and my wife escaped with a few cracked ribs and a bash on the face. My pregnant sister landed up under my seat with a broken leg and severe lacerations (hospital term for her) but did manage to keep the baby. Her hubby, my best mate, was virtually OK. Needless to say, there was nothing left of either car.

The really sad thing is that I have now spent half my married life in bed (without my wife I might add) and we only met last year! Such is life or rather the consequences of car crashes.

2000 cc Spitfire, with the engine using all 6 legs through a Triumphtune twin exhaust (I've got this thing about legs at the moment). Fun indeed.

Anyway, both are now for sale (see December 1989 Classified insert) but I won't bore you with all the details of how nearly perfect the 1300 is; the engine had a new crank too via Tony Dean of Kingston Sportscars. Or how raunchy the 2-litre is with its TT high lift cam, exhaust etc. That one went like a rocket and yes, we called him 'Rocky'.

If anyone is still interested in this article, please think about Mike Crewes' comments on safety when made: health is more important than money etc.

In my five years of membership to the TSSC (I'm 26 now), I have managed to own 6 Spitfires, 2 Stags, 1 2.5 PI, 1 Toledo, 1 GT6 and driven a TR6. No doubt my next car will be another 'lazy' automatic 2.5 PI or "body dropping off" Stag, providing someone buys my existing brace! Thanks



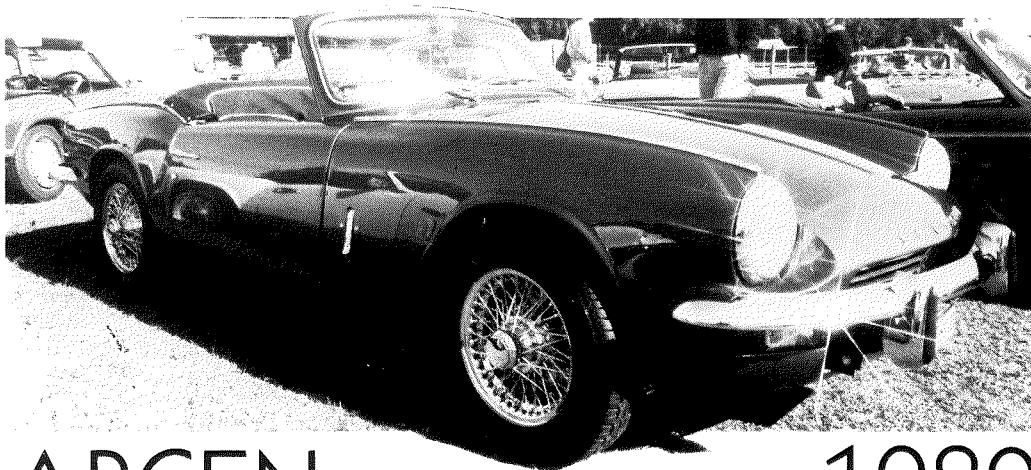
I would like to mention, I am a member of the Institute of Advanced Motorists, the test of which I passed first time without any observed runs (I can afford to be cocky lying in bed after the crash) and thoroughly endorse Mike Crewes' efforts to draw members' attention to the benefits of safe driving - I am living proof and urge any would-be enthusiast to take the test. Pride before a fall and all that.

Not quite so sad but sad enough is that I was about to complete a chassis-up restoration of a Spitfire IV - just going to put the carpets in over the weekend etc. Furthermore, my wife and I usually tormented the Surrey countryside with a

for reading this and if you're firmly interested in safe but fast driving, take the I.A.M. test as a minimum standard and drag your car along to Tony Dean who is a true Triumph enthusiast.

Finally, the reference to Triumph in the title of this story is that I am already planning my next venture, albeit from my bed. Anybody out there built a Stag?!

MR S J GUNN - Guildford, Surrey



ARCEN - 1989

As I said last year, ARCEN, 1st weekend in September. This year, as last, and the one before, and I set off for Holland on the Dover-Calais ferry, and then up along the coast to Belgium and on to Holland, arriving at Klein Vink around lunchtime on Friday. This gave plenty of time to pop into the Tref Centre in Venlo, to stock up on Grolsch for the weekend, and return the empties from last year - funny how British off-licences don't want to take back 8 crates of empty bottles.

This year, I really intended to travel in one of my Spitfires, but I sold the only roadworthy one the weekend before, so once again the trusty German Spitfire (VW Scirocco) was pressed into action. This year it got me there and back without mishap and it is still using the exhaust that fell off last year (see Courier No. 100).

During Friday afternoon there was a steady stream of arrivals, including over 120 British, who were welcomed by Irene Fussel, and given camping passes or keys to bungalows, along with car stickers etc.

Later on Friday evening, there was an informal get together in the bar, to meet old friends from previous years and make new ones.

Saturday saw more arrivals, from all over Europe. This year, the event had moved to another part of the massive Klein-Vink park and was conveniently placed next to the car park (a large field for the rest of the year). Both the Triumph Spitfire Club Holland and the TSSC had large stands, and traders from all over Europe and the UK were there in force, with many obscure parts available. I often think that most of the 'un-obtainable' bits were exported.

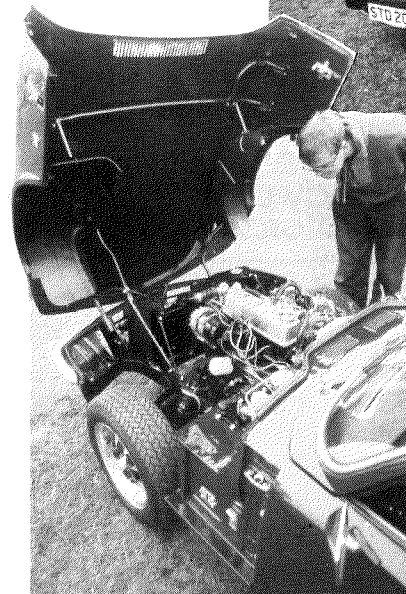
As usual, there was the official welcome and disco on Saturday night. This year, I had the pleasure of presenting one of the TSSC special offers plaster model Spitfires, to the organisers. In exchange I had to drink a glass of Pils supported on a plank of wood, along with two other people of differing heights, the bonus being the girls that served the Pils. The disco went on into the early hours of Sunday morning and when it finally finished the partying carried on in one of the German chalets. It was later dispersed by the Klein-Vink police who disconnected the electricity at about 4 am.

Sunday was convoy day and after last years record breaking convoy a smaller convoy was expected. The official count this year was 456 Spitfires, slightly down on last year. There were enough additional Spitfires around the campsite and chalets to have made a convoy of about 650 cars, if people had been able to get up.

The concours resulted in prizes for Carl Heinlein, third in the pre-1970 modified and Sharron Espin, first in the pre-1970 original and she had here 'worst' car.

All in all, everyone had a good time, despite the occasional rain shower, and thanks must go to the Triumph Spitfire Club Holland for organising the event and inviting us. It's well worth going this year to sample the Dutch hospitality

Kevin Rochfort





Offers

SPECIAL DEAL

FOR SPITFIRE 1500 OWNERS

The special news this month is for Spitfire 1500 owners, because traditionally the early part of the year sees a slowing up of exhaust sales and because BELI's want to keep their level of production as high as possible, by organising a bulk purchase, we have secured a very special deal on the Spitfire 1500's standard type exhaust. Normally the TSSC's price is £125.00 with the fitting kit at £12.00 and £11.50 P&P (totalling £148.50). The temporary, very special prices, which can only be held whilst the current stock lasts is:-


COMPLETE SYSTEM £106.50


P&P £11.50
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**A SAVING OF £18.50 on the already excellent price
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Send payment to:- TSSC OFFERS, 13 Common Rise, Hitchin, Herts SG4 0HN
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INFORMATION REQUIRED

Item Description \$ p Car (Model & Mark) Year

Name Membership No.

Telephone No. Address

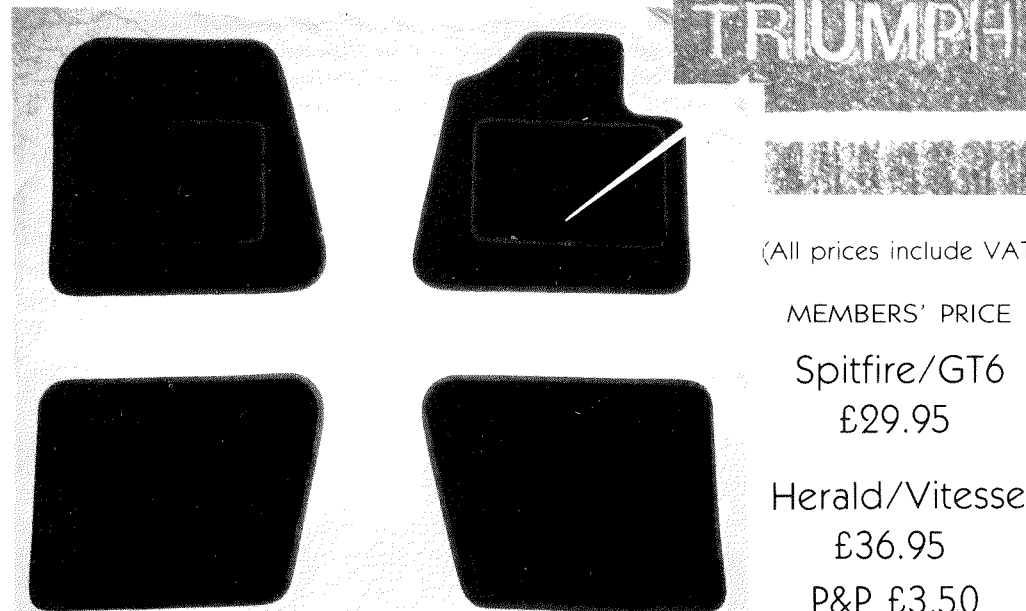
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The example pictured is for the Vitesse/Herald.



(All prices include VAT)

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INFORMATION REQUIRED		
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Car (model and mark) Year

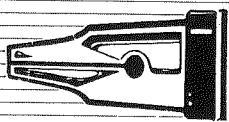
Name Membership No

Telephone No Address

ACCESS/VISA No Exp. Date

PLEASE ALLOW 28 days for delivery and expect multiple and mixed orders to arrive in separate parcels.

Pen to paper



Congratulations

May I congratulate Jonty Wild on his very informative article on rear spring wear. It is a pity that more of us didn't send him the measurements he wanted.

My own findings, through examining club cars both at shows and Area meetings concurs quite strongly with Jonty's conclusions.

Spring wear is sometimes so bad that the leaves no longer sit squarely on top of each other, marks are often present to indicate bottoming out both of the damper and the suspension as a whole.

I've given up counting the number of people I have advised to re-bush suspension. It is quite cheap, relatively easy and makes a remarkable difference to a cars handling.

Rubber perishes easier than most people imagine. A simple check is to violently shake components that are bushed. If they move inside the bush, then there is a fault. This is best done with the wheels off the ground and the car securely blocked up. You cannot shake it too violently - the road will stress the suspension many times more than you will be able to.

Finally, worn suspension is not only dangerous. Yes, it does cause accidents but does not conform with Construction and Use Regulations. Get it checked and repaired, before the law checks it for you!

I am always available at shows to examine any car free of charge.

Smooth motoring,

Mike Crewes - Cop Shop



The photograph was taken at the TSSC International Meeting at Stafford in June last year. Hannah, the cool looking one wearing the shades, is the self-styled mascot of the Surrey Area and she greatly enjoys being driven around in 'her' Triumph Spitfire. She has always enjoyed travelling in convertible cars and is very safety conscious, having her own seat belt.

When she was at Stafford, she created a great deal of interest, in fact almost more interest than the very useful trunnion oiling service that Surrey Area were providing for a small charge. In fact, I think she probably had almost as many photographs taken as some of the concours cars! If anyone has any good photos, I would be interested to see them.

Hopefully this coming year, she will be travelling in a more spacious vehicle; in my 'restoration project' Vitesse, that is IF it gets completed this year. Hence, we will reluctantly be selling the faithful Spit. Hannah is, however, accustomed to travelling in a Vitesse, as she is a regular passenger in my brother's MkII Vitesse.

Nicola Longley & Hannah

Navy Blue Spitfire?

To the owner of EVR 786T, Navy Blue Spitfire 1500/MkIV, I saw your car at the Stafford International meeting in 1989 and I am so impressed with your interior, I'd like to copy it for my Spitfire. I have had to return to my home in Australia, so I have been unable to see your car again.

Could you please send me photos of your interior, especially the gearbox area and any drawings or copies of templates you made along with a description of how you did it and with what materials.

Yours is the most tastefully altered interior of a Spitfire I've seen and I'd really appreciate the effort it would take to send me all the relevant information necessary to duplicate your interior. If you need reimbursing, please let me know. My address in Australia is: 160 Rosebud Parade, Victoria 3939, Australia.

Geogre F. Stephen

Why Do They Do It?

I am an avid admirer of Triumphs of all kinds, but my love is the Vitesse, of which I have owned four. Why do people buy Heralds (nothing against Herald owners) and fit Vitesse bonnets and bumpers etc? If they want a Vitesse, why not buy one because people who own Vitesse's have enough of a problem buying the above at the best of times, without having to see look-alikes with perhaps better bumpers and bonnets on the road and at shows.

Also, why do they make saloons into convertibles by using a pair of donor cars? We all know how many of each were made but at the rate people are carrying out these conversions, there will soon be more convertibles than saloons (MkIIs). Not only that but anyone who is buying their first Vitesse will not, perhaps, be aware of the fact that the car is a mixture, as commission plates can be arranged to suit the vehicle; plus reaping the benefits of the cash difference between the two.

Please stop this cannibalisation of our beloved cars.

F. H. Shears — Bury, Lancs.

"Forlife"

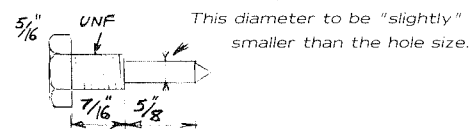
I am interested to see the TSSC are offering "Forlife", as I have probably used it for longer than any other Club member, having used it since 1963 (Halfords sold it in those days) in an Austin Cambridge Countryman I bought new and still have. During the 26 years and 117,000 miles on the original engine, I have changed the water-pump a few times and this gives a view into the water space around No. 1 cylinder, which is very clean and "new" looking - the slight traces of rust are no doubt from the water used in the first few weeks of the car's life before I took delivery and changed to "Forlife". When removing the head, (3 times) the water passages are nice and clear with none of the usual "fur".

When I bought my Herald ten years ago, I immediately changed to "Forlife", as I was so pleased with it and I took the radiator overflow pipe to a bottle so that any liquid boiling over is saved for re-use. I should add that I have no connection whatsoever with the makers of "Forlife".

Lubrication System: It was pleasing to read on pages 64/65 of The Courier, support for the views on rocker shaft lubrication I had expressed earlier. Although my experience is very limited I have gained the impression that Herald rocker shafts get ample lubrication. In fact, when my son had a Herald (his family outgrew it so he changed to a Triumph 2000), I made a restrictor to limit the oil supply. This took the form of a special setscrew to replace the one used to plug the horizontal drilling in the rear n/s of the head. Unfortunately I have had to use the word "slightly" rather than giving a precise dimension but the hole may not be the same size on all heads so it is essential that the hole is measured; this can be done by using a set of drills as gauges (number series drills suit fine).

This diameter to be "slightly" smaller than the hole size.

I fitted this restrictor many years ago and cannot now remember what clearance I eventually used but I made several with different dia. projections and tried them finally using the one that just gave an oil supply to No. 1 rocker. I suggest the projection should be made 0.010" less in diameter than the hole but this is only a start to your experiments; if you need to do so at all! You will, of course, need to own or have the use of a lathe to make this type of restrictor so you may be able to think of an alternative design but remember, any restrictor must be fixed in position and not able to move to block off the oil supply completely.



Rex W. Hayman - Esher, Surrey

SWINDON

Classics

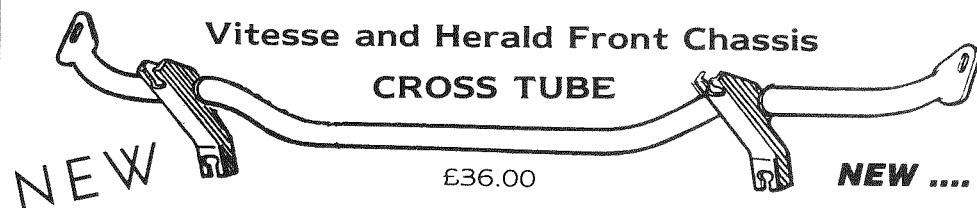
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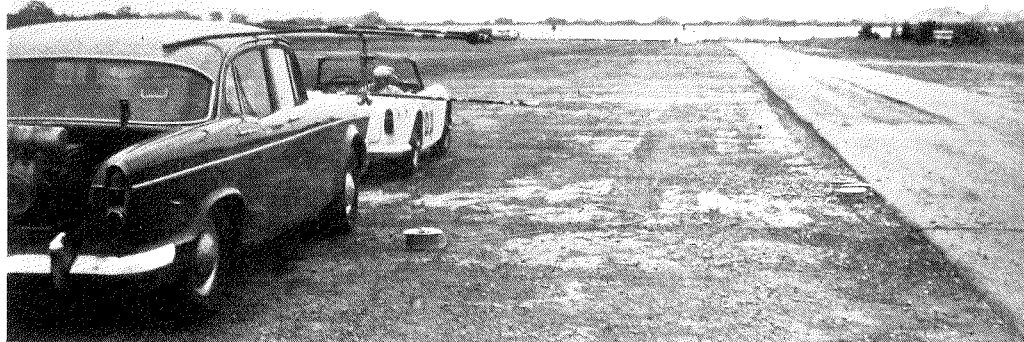
more can be done to reduce the risk to driver and passengers when their vehicle comes into sudden impact with some other obstruction?

Along with all the other research continually undertaken by Standard-Triumph recent sensational tests have been conducted with new cars which were then a few seconds from being reduced to the mass of twisted metal so often seen after a major road accident.

At the Motor Industry Research Establishment, Triumph cars have been driven by remote control into an immovable hundred ton block of solid

Valuable information recorded during these tests is analysed thoroughly by experts in every field of motor car design and production and from this new conditions arise which will help to minimise the risk of injury to occupants of Triumph vehicles involved in impact accidents.

Prevention is better than cure and Triumph cars are designed so that wherever possible accidents can be avoided, but unfortunately the occasion does arise when a crash is unavoidable. The research is costly indeed but must be carried out if the growing toll on the roads is to be cut and if



Ready for off a TR4 awaits the last hundred yards to destruction.

concrete fitted with a one inch protective steel plate.

The cars, often occupied by dummies simulating driver or passenger have been taking part in barrier testing research which covers an actual impact time of only about one-tenth of a second.

The dummies occupying the ill-fated test vehicles are constructed to closely resemble the human body in weight and construction, but instead of the vital human organs are sensitive electronic instruments which transmit important messages to a nearby recording device. Thus is provided a permanent record of the crash.

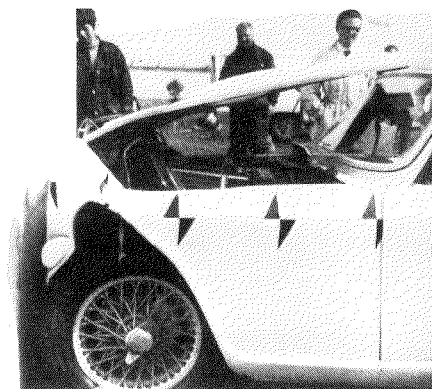
But visual aids are also required and for this high-speed cameras are placed at strategic points on both sides of the car, in a pit underneath and from above. The cameras are set at varying speeds from 290 frames per second up to 1750 frames per second, and with regard to the last named it is obvious that extreme care and high skill is required. A fraction of a second out and the record of the impact would be useless.

The electronic recordings made cover a series of events such as front bumper to concrete block, engine to radiator, engine to bulkhead, front tyre to wheel arch, rear and front dummies knee to parcel shelf and head to fascia. This series of what can be fatal events takes about 150 milliseconds, or three-twentieths of a second from start to finish.

the company's products are not only to maintain but improve on the reputation for safety which has been built up over many years.

In the words of a senior safety officer at Standard-Triumph 'the present number of accidents which bring untold misery to hundreds of thousands of people is viewed very seriously by the company and if, through our efforts, this rate can be checked and reduced then our work and expenditure is by no means wasted'.

Surprisingly enough the windscreen has remained intact in the barrier tested Triumph 2000.



There is no easy way of discovering the effects of an impact such as that simulated at M.I.R.A. for from the wreckage it is vital to obtain every particle of information covering the collapse and movement of the car and its instrumented dummies.

Men of the highest technical skill are employed on this research for as a result of their findings the drivers and passengers in the Standard-Triumph cars can be sure that if the worst should happen everything possible has been done to provide them with that split-second to safety - those milliseconds which are factually a matter of life and death.

First produced in Standard Triumph Review Nov. 1966

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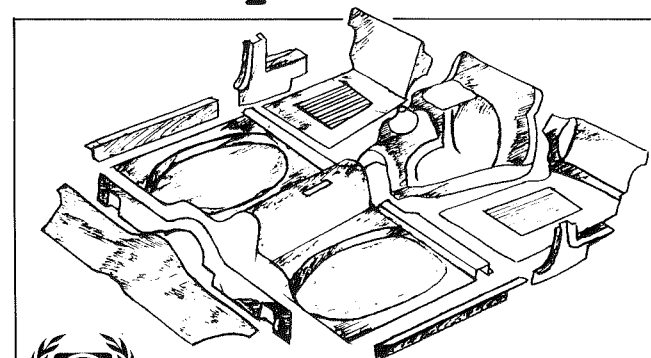
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FOOTMAN



I was back in the early 80's that we started to put members in touch with recommended brokers to cover their Club cars. But our aim was to establish with a sympathetic broker a bespoke classic car scheme which met requirements we wanted for TSSC members. That was far easier said than done. Over many months back in 1984 I approached numerous different brokers and indeed Insurance Companies direct to try and get something that was right, something that we could wholeheartedly recommend and develop together. After lots of disappointments I arranged to meet Peter James of Footman James & Co one Saturday at the Fosse Manor Hotel, Stow On The Wold. He talked our language and understood what we wanted to do. By January 1985 we were in a position to launch the official TSSC scheme. Since then, together with the Underwriters as well, we have worked hard at a programme of continual improvement always with the TSSC members interest uppermost in mind.

Footman James have seen enormous expansion during the last 5 years which has at times created their own pressures. But let me hand over to Peter to tell you more about themselves. Afterall, given that they are the official Club's broker it is right that you the members should know who you are dealing with. I hope you find the following profile interesting and helpful.

John Griffiths

FOOTMAN JAMES AND COMPANY LTD

This original trading company which is now a Registered Insurance Broker and member of BIIBA was founded in October 1983 by Peter James, Peter Footman and Christopher Todd, all of whom had long-standing classic car insurance experience together with expertise acquired from many years with the largest U.K. Insurance Broking Houses.

The intention was to develop a professional insurance broking operation with a particular emphasis on establishing personal lines insurance schemes for 'niche' markets. It was not intended to concentrate on the person who bought solely on price, the Sintons of this world have that market well sewn up, but rather to attract the enthusiast who was looking for appropriate cover and service and was then prepared to pay a fair price.

From very modest beginnings in a starter unit forming part of a Small Business Centre, Footman James now employs 50 people in modern office accommodation in Cradley Heath, who handle in excess of 20,000 clients throughout the U.K. and the general business base has steadily expanded well beyond those early plans.

THE 'SHARP END'

The really important people in any organisation are those who handle the day to day business, answer the telephone, give quotes and so on.

We are proud of the level of commitment shown by the staff operating the TSSC Scheme, as we are indeed proud of all our staff. The specialist vehicle side of our business tends to be seasonal and there are times when the pressures on the Teams is enormous. Mistakes can occur but the staff are tremendous. It is always a case of 'heads down and get stuck in'.

JAMES



The TSSC Team in particular (they are all pictured so you can now put faces to names) provide an experienced and enthusiastic service for Club Members, have to cope with a wide range of rates, personalities and high client volumes. They come through smiling (tired but smiling!).

The directors do not live in 'ivory towers' - working with 40 or so, mainly young Black Country staff has an amazing way of taking the starch out of anyone. We think that we keep abreast of things and, in any event, TSSC members with a problem are not known for being 'backward in coming forward' in giving their views. Please continue - it helps us.

THE FUTURE

Computerisation proved something of a trauma to most of the staff (but especially to Chris Todd whose baby it tended to be). However, that is now mostly behind us (according to Peter James but he's a born salesman) and the great benefits are clear. This streamlining, coupled with policy self-issue from our own office and intensified staff training will greatly improve the service to TSSC members. On a general note, Footman James markets the whole range of insurance products for both individuals commercial business with experienced staff providing the usual high standard of service.

It is important for us to remember that insurance is an ever-changing commodity and we are continuously looking at developing further facilities which will be of benefit to Club Members.

We operate closely as a team with the Club and with Peter Turner, the Scheme Underwriter from Dominion Insurance Co. Ltd. For 1990 we have come up with a special discounted scheme for normal road cars of TSSC Members and a scheme for Mature Drivers. Watch the Courier for launch details. Of course, you have our commitment to maintaining our present excellent claims service.

Our general motto is - 'Simply the widest range of Motor Insurance Policies for the Specialist Vehicle Owner'. For TSSC Members it must be - 'Simply the best Motor Insurance Package for your cherished vehicle'.

V C TOP QUALITY TRIM

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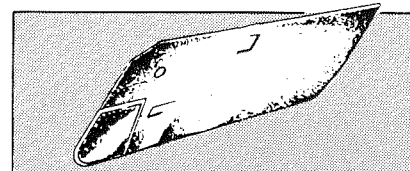
Spitfire	£49.50
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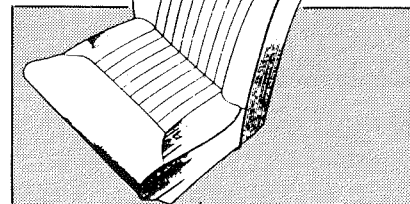
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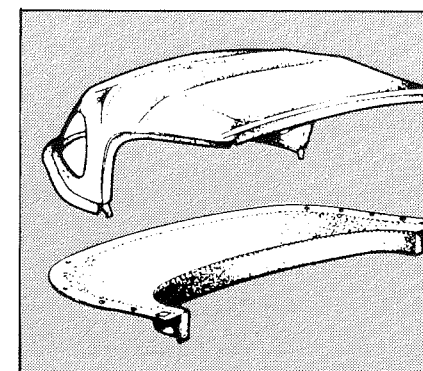
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White PVC	£64.50	£37.50	£35.00
Black Canvas	£79.50	£49.50	£39.50
Tan Canvas	£79.50	£49.50	£39.50
Black Mohair	£145.00	£79.50	£59.50

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White PVC	£64.50	£37.50	£35.00
Black Canvas	£79.50	£49.50	£39.50
Tan Canvas	£79.50	£49.50	£39.50
Black Mohair	£145.00	£79.50	£59.50

SPITFIRE MK 4/1500

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White PVC	£80.00	£37.50	£35.00
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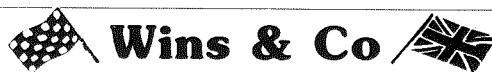
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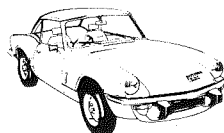
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As you can see by the original publicity photos, the only modifications being the luminated police sign and blue light which was bolted through the roof, the police decals to both sides, a police stop sign on the back, a single driving light on the front and under the bonnet the twin tone horns.

The car covered 80 - 90,000 miles during it's 3 years service with the police and was sold to the Chief Constables secretary.

The car was found last year under a tarpauling in Groby, Leicestershire, it had been standing for

quite some time. Unfortunately with the N/S door missing (if anyone has a spare N/S door please 'phone Gary on 0533897195). Apart from that it requires some minor welding and the rest is in fair condition.

As reported there were 2 cars originally, if anyone has any information as to the whereabouts of the other car I would appreciate hearing from you.

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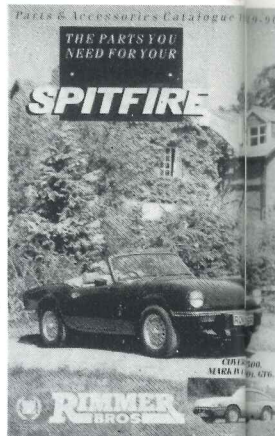
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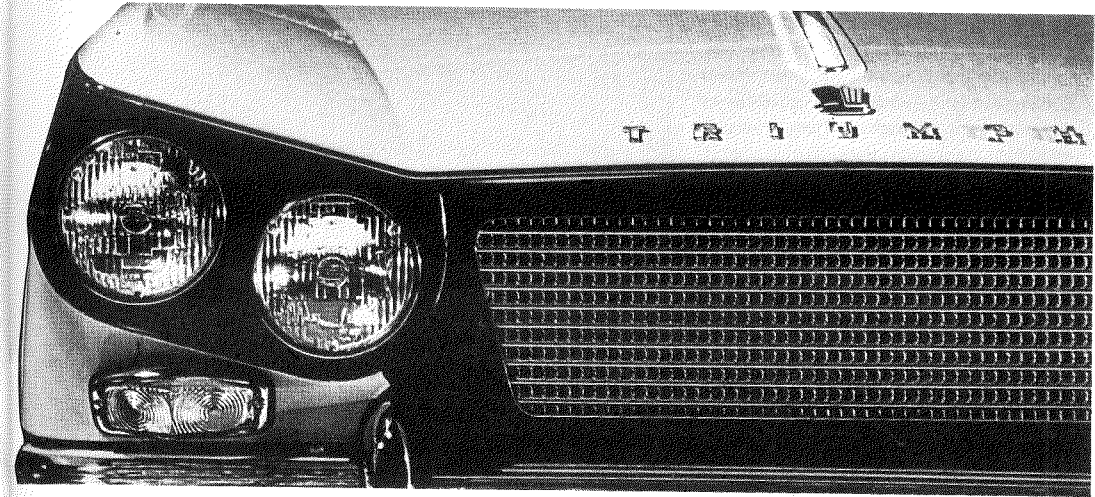
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The Vitesse 6 Saloon

by Eddie Evans

It's so easy to dismiss the 1600 Vitesse as simply the "first attempt" at a car which later gained a high profile in the form of the Mk2.

Even on its launch in April 1962, anxious observers saw only a Herald with the unlikely installation of a Standard Vanguard engine. It was some months before the truth sank in and the balanced integration of Standard Triumph technologies revealed itself.

The new car was built around the improved Mk2 Herald chassis with its heavier box sections and all-important rear bridge member giving increased rigidity to the drive and suspension. Front end modifications to the chassis allowed for the installation of the six cylinder engine and its overdrive gearbox.

In its original Vanguard home, the six cylinder unit had a capacity of 1998cc, but by reducing its bore from 74.7mm to 66.75mm, a more appropriate capacity - or so it seemed at the time - of 1596cc was achieved. A bonus of this increase in space around the bores, was improved and individual cylinder cooling. The original stroke length remained unaltered at 76mm thereby retaining the Vanguard crankshaft and connecting rods, while the rear of the sump pan was raised to clear the chassis cross-member with an unimportant reduction in oil reserve.

A cooling system header tank, assisting flow through the low slung radiator, was mounted

above the twin semi-down draught Solex carburetors, the latter being inherited from the Vanguard, as was the "oil bath" air filter mounted beneath them.

Apart from its obvious increase in length, the engine was physically similar to the familiar Herald mill. It fed into a Herald gearbox casing which housed close ratio gears acting on a needle roller countershaft which replaced the Herald's bushed shaft.

A stronger clutch failed to eliminate the inherent bottom gear slip even though the Vitesse ratio was 20% higher than that of the Herald.

Final drive gears were stock Herald 4.11:1 but, thankfully, with larger U/J's driving into a superior - if still lacking - suspension system.

Allied to these improvements was a more efficient braking system by way of larger 8" dia drums and the introduction of standard 9" dia front discs.

Increased use of sound deadening material

coupled with the serene smoothness of an unstressed and naturally in-balance six cylinder engine put the new saloon into a class of it's very own.

The effect was further complimented by well known interior refinements including map pockets and door cappings, though the admittedly pleasant and tasteful interior, with it's single Herald-type speedo/fuel gauge, lacked the instrumentation expected of a car of such mechanical quality. It was not until September 1963, seventeen months after it's introduction, that the dash was re-equipped to include a smaller speedo with matching tachometer and separate fuel and temperature gauges.

Herald styling was unique amongst the opposition, but the Vitesse rose distinctively among Heralds.

The new bonnet shape, resting on twinned headlamps, endowed the front with a clean, purposeful suggestion of aggression; whilst anodised bumpers ensured that from all other angles the car would be recognised as something more than a Herald.

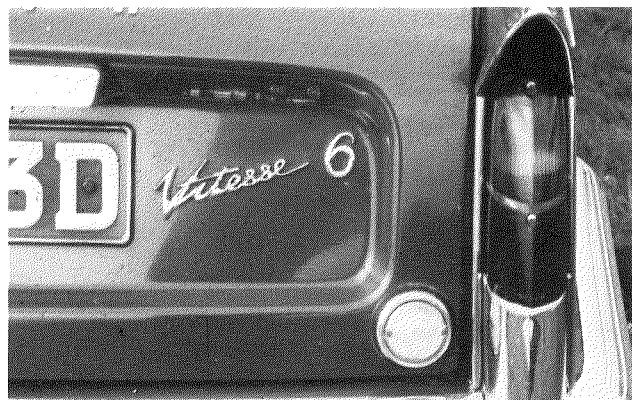
Those were the days of understating the sporting or more powerful variant of a model range. Insignificant name badges simply read "Vitesse" in place of "Herald". That all changed of course, with the Mk2. Not so the 1600; it was to be plainly and simply the refined, upmarket saloon. Six cylinders was an exciting, and in this case, affordable luxury which had hardly been seen in a small car since the 1930's. It was therefore apt that the name "Vitesse" should be brought forward from it's last appearance on Triumph's sporting saloons of those same years.

Whilst never being able to emulate those pre-war beauties, the modern Vitesse could, nevertheless, match them on character and driving pleasure.

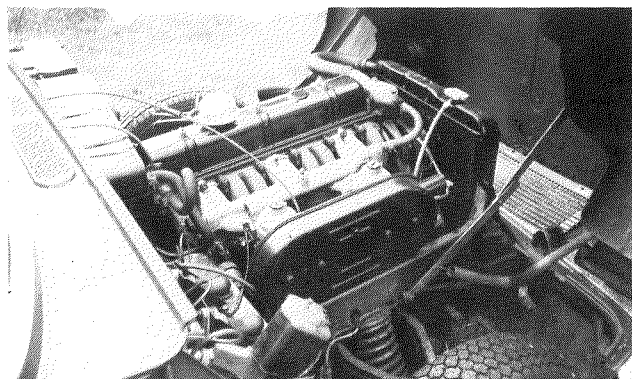
It's flexibility and leisurely pulling power were complimented by the desirable option of overdrive. The package made for restful long-haul motoring, taking advantage of the larger capacity fuel tank which



Clean sculpture at it's best. An outstandingly original example belonging to Ian Robertson of Edinburgh.



This tastefully understated badgework was the only confirmation of the car's technical refinements. (Reversing lamp is not original).



Later cars from July 1965 were fitted with Stromberg 150CD carburetors with revised, dry air filters. Power was up by 12bhp.



The larger fuel tank looks something of an afterthought but still leaves plenty of space and access.



The later dash, featuring tachometer and separate fuel and temperature gauges was a notable improvement. Ignition switch is ideally placed for a nervous passenger.

encroached the load area.

On lesser trips over winding roads, those Herald-style seats again lacked lateral support, a problem which was worsened by heavier slow-speed steering and a more pronounced initial oversteer.

Such shortcomings in chassis balance could of course be adequately compensated with good use of the power controls.

The ease of "toe and heeling" and the rewarding mastery of the "double de-clutch" into first gear added to the car's virtues.

But despite these basic qualities and potentials the 1600 was not up to serious competition work. Rallied and raced in a never over-committed way, the Vit nevertheless rubbed shoulders with the best of the day in classics such as the RAC Rally, the Monte Carlo and various African desert duals. It was never fast enough, but then that was not really the image of the Vitesse 6.

It is because of this elusive image, or at least the car's unwillingness to fit into any particular slot, that it is almost impossible to define the market competition. There simply wasn't another six-cylinder, well-appointed saloon in it's price bracket. I need my tongue in cheek to mention that Cortina GT and Sunbeam Rapier, while Riley 1.5's were by then, totally outdated. To find it's parallel, it is necessary to look abroad to the Alfa Romeos, the small BMWs and the more thoroughbred Lancia Fulvias.

Such lack of direct competition may well have influenced the comparatively enormous sales of the 1600 saloons. With 22,814 sold, the "6" was by far the most prolific Vitesse - almost doubling the number of Mk1 and 2 saloons put together.

Certainly the buying public of the early '60's did not dismiss the Vitesse 6 as simply "the first attempt" - but where are they all now?

My thanks to Ian Robertson of Edinburgh who allowed me to snap CSY 923D at a Scottish steam show last summer.

At a Glance

Engine

Capacity 1596cc
Bore x stroke 66.75mm x 76mm
Compression Ratio 8.75:1
Maximum Power 70bhp at 5000 RPM; Solex Carbs. (82bhp Stromberg Carbs)
Maximum torque 92lbs.ft. at 2800 RPM
BHP per ton 83.6 (109.9)

Performance

0 - 60 mph 17.1s (15.5s)
Max speed 89mph (91)
MPH/1000 Revs 20.4 (overdrive top)
Standing 1/4 mile 21s to 65 mph
Fuel Consumption 24 to 32 mpg

Statics

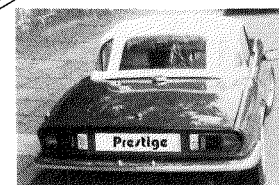
Weight 18.25 cwt
Weight distribution 54/46% F/R
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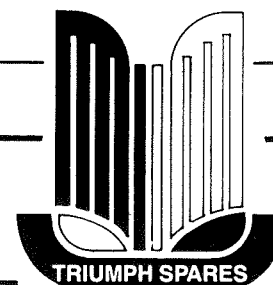
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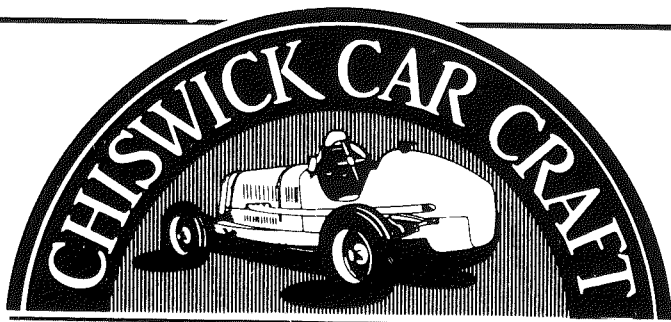
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By Martin Oliver

In May 1987 I stated in an article in The Courier, "There'll always be a Triumph in my garage". What did I do a month later? Sold my Club car! You know the way it is, unable to put up with driving along to a chorus of clonking, donking and rattling noises from my rapidly deteriorating Spitfire. Convinced that the monumental scuttle shake would eventually break the car in half. Hours spent rebuilding the rear suspension only to hear that familiar clunking sound return after a week. "It'll just have to go!"

Strangely, the people who came to see it weren't put off by this but a quick look at the broken wreck that they arrived in showed why. So off it went. My beloved car - gone. Then the doubt. Every person I seemed to speak to asked, "Didn't you used to have a Vitesse/Spitfire? lovely car collectors item used to own one myself wish I'd nevr sold it Why did you ever part with yours?" etc., etc. Slowly it dawned on me - I had to get another Club car!

I re-joined the Club in 1989 and frantic saving/visits to the bank raised the necessary cash and the search was on! I visited numerous heaps, rusted-out, broken, dying and shattered cars in my search for a nice Vitesse convertible. Enthusiasm waned as I trudged away from sagging, wilting junk, wishing I lived 'Down South' where the classifieds are peppered with pristine, concours cars. Of course, there were lovely cars but I usually got there just as the buyer was driving off! Attention inevitably was turned to other makes and I nearly bought a £3,000 MG Roadster that seemed very clean. But on the test drive where was that "straight six" pulling power? Where was the back seat? The classic wooden dashboard with its chrome instruments? No, it would have to be a Triumph otherwise I would be living in constant regret, green with envy at every Vitesse that I saw.

At this point I would like to offer my own interpretation of some of the adverts I responded to:

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Eventually I loaded a MkII in excellent condition but don't ask me how much it cost or my friends will laugh at me (like they did when I bought my first Herald but three of them have since owned one!). - Ah yes, this car is so good

that it won't need any work, I told myself. Famous last words! The past two months have seen me lying under the car soaked in Waxoyl, struggling to make the £117 carpet set look as though it was worth the money, scouring the classifieds for rare parts and embarking on major repair operations in the early hours of the morning. Added to this, my girlfriend moans that she doesn't see me as much and my car cover still hasn't arrived! However, it's SO much fun and infinitely better than owning a faceless tin top that bores you to death and loses money every minute of its life.

Well, now there's a Triumph back in my garage and it's great, even though I can often be found sitting bolt upright in bed at 3 am thinking about the fact that the bonnet doesn't fit, or the clutch cylinder is leaking, or whatever!

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