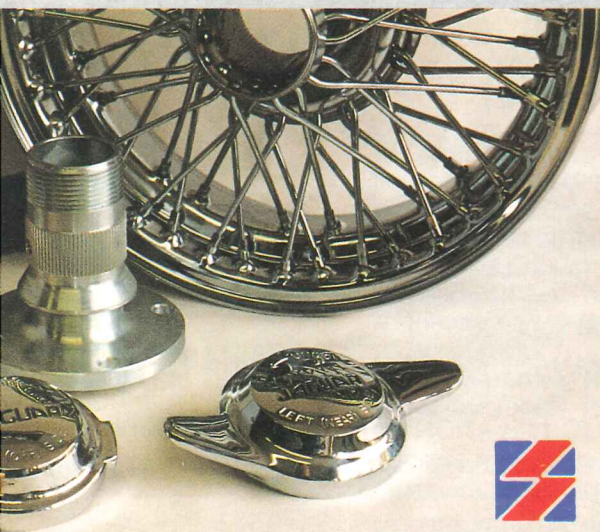


# VARIOUS STEEL S/H HARDTOPS AND FIBREGLASS NEW HARDTOPS IN STOCK



## 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

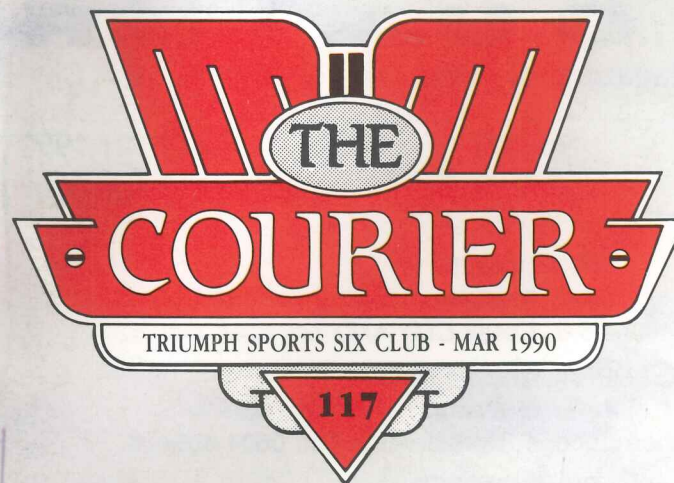
All prices exclude VAT & Carriage

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



TRIUMPH SPORTS SIX CLUB - MAR 1990



# THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL.10

No. 117

MARCH 1990

Price £1.00

Free to Club Members

## PRESIDENT

**John Griffiths**

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

## GENERAL SECRETARY

**Peter Williams**

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

## CLUB MANAGER

**Bill Sunderland**

## CLUB OFFICE

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

Office open between 9am - 5pm Monday to Friday

## OFFICE MANAGER

**Trudi Squibbs**

## MEMBERSHIP ADMINISTRATOR

**John Muggleton**

## MAGAZINE CORRESPONDENCE

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

## COMMITTEE MEMBERS 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

GT6 Mkl 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



## The Event Season Dawns

Once again March sees the start of the events season. Each year there are more and more events - TSSC shows *(the most important)* Indoor, Outdoor and International shows to choose from. With this issue of the Courier you will find the 1990 TSSC Events Calendar, please keep it in a safe place for instant reference. The policy of the TSSC in promoting Events within the magazine gives preference to TSSC organised events, with a good lead in to the event. All other events have major advertising the month they happen. For this reason the Events Calendar is your bible for planning 1990. An added guide is the 'What's on Next' page in every edition of the Courier this gives a glossary of whats happening over the next four to six weeks. Always check this page for any alterations to the Events Calendar.

Due to the continued growth within the TSSC we have made some changes at our Editorial base in Market Harborough. We have doubled our current office space to cope with the increased size of the Club's Magazines. Most of you know the Courier is produced 'In house' and we have recently added to our Typesetting Hardware, two more terminals. A new typesetter has joined the team - Annette Greenlees, and we wish her a happy and successful time with us. To make our lives a lot easier please try and submit typed copy for The Courier and other TSSC publications, it really does make a difference and with so much technical jargon, helps people who are not totally 'au fait' with 'our cars'.

At the end of last year we mentioned new TSSC publications namely 'Technicalities' Peter Williams has just finished the Bond Turning Circle *out May 1990* and has now started on this mammoth job. We hope to see these publications in early 1991. We shall be shortly starting the 1991 Members Handbook, this publication has grown over the years into a very informative guide of Trade Suppliers and also hosts the most comprehensive members breakdown scheme of any Car Club. Jonty Wild handles this yearly project and will be asking for contributions very soon.

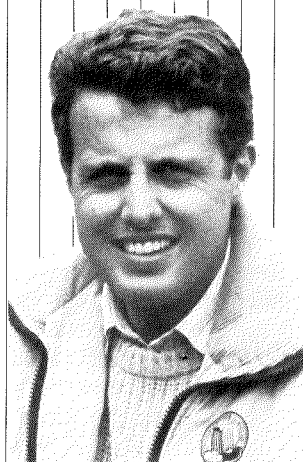
Please support the events and the Club as your enthusiasm HAS created what we are today

## THE WORLD'S LEADING TRIUMPH CLUB

# Contents

President's Intro .....	4	90's Lighting for 60's Cars .....	45
News Review .....	6	Pen to Paper .....	49
Whats on Next .....	7	Modifying Vitesse/GT6 Braking Systems .....	53
Cop Shop .....	9	International Liaison Register .....	56
Vitesse Register .....	14	TSSC Regalia .....	58
Racing News .....	19	Car Ahoy .....	61
GT6 Register .....	21	Rotoflex & Swing Spring .....	71
Bond Register .....	23	Spitfire Front Wheel Bearing Overhaul .....	75
TSSC OFFERS (Hoods) .....	24	Tommy the Triumph .....	79
Convertible Flood .....	25	DIY Spring Lifter .....	81
Spitfire IV/1500 Register .....	29	TSSC Officers 1990 .....	82
Bell Silencer Prototypes .....	35	Plus Area News Review .....	
TSSC OFFERS (Exhausts) .....	39	and Classified Newspaper .....	
Sprint/Hillclimb Championship .....	40		
Bolt on Buyers Guide .....	42		

# PRESIDENTS INTRO



John Griffiths

## QUESTIONNAIRE

I don't know if you're anything like me, but I have a fascination about filling in questionnaires. Perhaps it's because it tells you something about yourself all summarised on one piece of paper! Obviously some questionnaires are more interesting than others. I can remember back in the early days of CLASSIC CARS magazine, when they ran a survey to find out who their readers were and what they wanted. Somehow it made you feel part of the magazine. Your view was being used to fashion how future copies should look. Today there are so many "classic" car magazines that people have less loyalty to one monthly and that feeling of "ownership" has been diluted.

But Car clubs are different. Many members remain loyal to one marque of car throughout their life and with that comes long term membership to the relevant Car Club. The Triumph Sports Six Club has of course been around now for 13 years and many of our earlier members (friends) are still with us today. In fact our annual retention level (i.e. members renewing) is at an all time high and probably as high as any Club in the U.K. This is because the TSSC has become a part of people's lives in a very real way. Members identify with it and enjoy being part of it.

We have grown quite a bit since we last ran a questionnaire ourselves, so the start of a new decade seems a good time to do this. It means a lot of work for us analysing the responses, but the results are always interesting not only for us but for you too.

You will find in this courier a loose leaf questionnaire for you to complete and return. It is fairly comprehensive, but if we're going to put all the effort into doing it, we might as well do it properly. There are a number of questions about your personal details which I hope you will feel able to respond to, as this will help us to develop an accurate picture of who and what the membership of the TSSC is. You can always leave your name and address blank if you want to be anonymous.

I hope you enjoy completing it and would ask you to do so prior to the end of March. This should enable us to publish a synopsis of results in the July Courier.

## LOOKING INTO THE FUTURE.

It's not often that you see a reference to Triumphs in the Economist but according to the December 23 issue, Mr Nobuhko Kawamoto, a Honda managing director responsible for research and development has a little collection of motoring history including a PORCHE 356, a TRIUMPH TR3 and a 1935 LAGONDA. He has apparently been testing the NS-X which is said to be a motoring legend in the making. As the Economist puts it, the NS-X is the first of a new breed of Japanese car design to compete with the fastest and sexiest cars in the world. The car should be on offer here in the UK by the end of 1990 challenging Ferrari and Porsche but at a much lower price.

Mr Kawamoto believes such a super car should accommodate a wide range of driving ability without placing unnecessary tensions upon the driver... a car that your grandmother can drive. It almost sounds

boring, doesn't it. He obviously hasn't taken many lessons from his macho sports car classic, the good old Triumph TR!

The same article asks the reader to remember "those nippy", wind in the hair two seater sports cars, like the MGB and Triumph Spitfire. It suggests, as in indeed we have in these pages, that Mazda have come up with a real replacement in the MX-5 Miata. This is a little two seater with open top and rounded edges. Costing between \$13800 and \$20000 the Miata is not only appealing to the young buyer in the states, but in the mid 30's "where's my youth gone" gang!

Mazda's chairman believes mass-produced cars are a thing of the past. Customers, he says, are demanding more diversity and as such he sees opportunities for conventional carmakers to enter and exploit niche markets. There are signs that the demand for "HOT HATCHES" is dropping away. People are starting to see small sports as more attractive for the leisure motoring. That's why we've seen such a hike in classic car values of recent.

The TSSC, and for that matter the MG Owners Club, have been telling Rover for years that they have the brand names on their shelves (MG, Triumph are just two) ready to use and exploit a growing demand for a small inexpensive sports car in the idiom of the MGB/GT6, Spitfire/Midget. What I am afraid of, is that they are going to miss the boat, whilst the more enterprising Japanese come in and steal the market as they did with sports motorcycles in the late 60's/70's. Having said that, Honda who have a 20% stake in the Rover Group won't be slow to realise the potential of these classic British names. Perhaps they will be the ones who make something happen?

## BATTERY POWER

Whilst talking about the future, the recent announcement by General Motors, the world's largest vehicle maker, that it intends to produce 100000 battery-powered, environmentally clean passenger cars a year, in just four years time, fairly significant. Ford also predict that they will be producing mass produced electric vehicles within 5-10 years.

You may have seen that G.M. unveiled it's pilot electric car known as IMPACT, which has a top speed of over 100 MPH, a 0-60 time of eight seconds and a range of 124 miles. To achieve this sort of performance, the car relies heavily of advances in electronics and electric design, weight saving structural materials and aerodynamics.

The bottom line though, is that still remains a feasibility study and further advances in battery technology coupled with significant increases in petrol prices will be required before the IMPACT as a feasible financial alternative. Of course "green" pressures may make it happen and the first major manufacturer to crack this problem will make a fortune.

## THIS AND THAT

Early January saw us making a trip down for the famous MCC Exeter Trial. The object was to witness Richard Bruford and

Graham Hill on their fourth attempt at getting to the end! Their car was none other than the now famous "ugly", a good old Triumph Herald. Yes, they finally made the full course, and as they were the only Triumph entered deserve a big well done.

Mid January saw us at the traditional Christmas Weekend which was superb fun as usual, starring all the old favourites, but some new ones too. (A full write up will be appearing so I'll say no more, other than to mention that John Cudmore did a superb job of stepping in to organise it at the last minute. This was due unfortunately to the continued illness of Vicky Benson. (We all hope you will soon be fully recovered Vicky.)

## ENDING

Do you know why the Triumph Acclaim was never sold in West Germany?

You'll understand if you translate the name into German: Sieg Heil.

## SORRY

Apologies to anyone who left a message on our answerphone in early January which has not been dealt with. Technical problems have been experienced and normal service will be resumed as soon as possible!



**Holden Vintage & Classic Ltd**  
specialise in Lucas electrical  
equipment and hold over  
**200,000 genuine Lucas parts**  
dating from 1920s to date,  
in stock.

40 page brochure £2.00 inc. Postage



  
Mail Order or  
Direct Export Orders  
Welcome

Unit 43B, Hartlebury Trading Estate,  
Near Kidderminster, Worcestershire, England DY10 4JB  
Tel: 0299 251353 Fax: 0299 251359

# NEWS REVIEW

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

## Spring Run

Our club is planning a spring run to take place on 1st April 1990. We cater for all makes of cars but we have 6 Triumphs on our books, including my own Mk1 Vitesse convertible. We have invited the Triumph Classic Owners Club (Dublin based Club) to attend our event.

As this event shall be staged around Wexford and surrounding areas (Wexford just 12 miles from port of Rosselake). We thought it might be possible to attract some entries from Great Britain.

If it is possible to give it a mention in the 'Courier' it would be much appreciated.

### Brief details

40-50 cars expected; morning run with treasure hunt, lunch, and afternoon run and feige gung, on Sunday 1st April.

Anyone coming on the Saturday may avail themselves of the following an offer from The Talbot Hotel Wexford. (three storey Hotel) evening dinner, bed and breakfast, live entertainment Saturday night, security for cars in the Hotels car park all for £28.50 punts per person.

For further details contact:

Patrick Leacy (Secretary)

19 Parick Street ENNISORTHY COUNTY WEXFORD EIRE

## Recruitment Drive - Jonty Wild

This months prize is the last of the current 'recruitment year', next month a new recruiting season officially starts and new leaflets will be issued. This months prize of £50.00 worth of TSSC Club Vouchers goes to :-

## 85/9801 - Dennis Benson ... Fix! ... Fix!

Dennis is a Council Member & our Show Car Register Secretary (new cars needed now!) and I know conscientiously puts leaflets on every 'Club' car in sight (and some not so easily seen!). Something we should all be doing, so well done Dennis and well deserved.

**CARRY THE LEAFLETS WITH YOU  
AND GET RECRUITING NOW!!!**

## Spares So many!

After reading the story "Courier 116" of how Zbigniew Czarneckis keeps his Herald going, and the length's he has to go to, it amazes me. I think the man deserves a medal. Maybe we don't realise how lucky we are to belong to such a good Club, and have so many Spares Suppliers at hand, where we can buy almost everything we need "off the shelf", well done supplier's and thanks for a lovely magazine.

J. Carrington

## Early Herald & Bond Owners - Important News

After much work jointly between the TSSC and Bell Silencer Services, we have now expanded the Triumph Sports Six Club's range of *guaranteed for life*, Stainless Steel Exhaust Systems to cover **ALL** TSSC Cars. We are particularly pleased because TSSC Offers is currently the only supplier able to do this. The new systems cover the Herald 948 and early Herald 1200 and all Bond Equipes. Full details are on page 39 of this Courier, but thanks to George Fitzpatrick and Roy Gibbons of Bell's, Bernard Robinson for loaning a car and Stan Walters of Durham for loan of a part.

Jonty Wild

## Cars Stolen

Spitfire 1500 Red, black hood good condition GTO 548T - London Area - Contact James Begin, Tel: 01 657 6157. Vitesse MkII Maroon, white hood, YLV 411J - London Area - Contact, Alex Mitchel, Tel: 01 623 0444 days.

# Whats on next

## Jonty Wild

Two pieces of big news this month, the date and venue for the **TSSC International Weekend** and that is Fri 10th of August through to Sunday 12th of August, same venue as last year, ie. Staffordshire County Showground, Stafford. Access is simple (M6 junction 14, then A518) and we can expect a huge turn out with even more members than ever before making it a full weekend event. Watch out for details, requests for help appearing in this and future Couriers. Secondly you will find the TSSC Calendar of Events with this Courier, essential reading for all TSSC enthusiasts.

I would like to thank all the TSSC events organisers who were efficient enough to get details of their events to me in time, (& slap the wrists of those who weren't!). This year it is intended to republish the calendar in the Courier at regular intervals, any updates or new events etc will be included. So read them carefully and any events organisers wanting to add their event should contact me direct *not the Editor of the magazine*. Adverts for events will only appear in the Courier if included in this calendar or its updates.

### The more immediate events coming up are as follows:-

In March we have the AGM Sunday 4th, 2.30pm at the Lyndhurst Park Hotel, Lyndurst, Hampshire. The successful and very popular LONDON INTERNATIONAL CLASSIC CAR SHOW at Alexandra Palace, Fri/Sat/Sun 9th, 10th & 11th and the BRISTOL CLASSIC CAR SHOW, Bristol Exhibition Centre, Sat/Sun 17th & 18th. Both of course are indoor events. Due to a breakdown in communications between us and the organisers of the latter show, we have a somewhat smaller stand than normal. Still worth visting though, but if you require any Club Regalia it would be as well to order in advance from the TSSC Office so we can make sure we bring the right size and colour etc.

April brings another two indoor shows the brand new CLASSIC CARS WORLD at Olympia, London, Sat/Sun/Mon 14th, 15th & 16th, this promises to be a very up market show and being new is worth a look, also cheap tickets are available see below. The other is The COLLECTORS CAR SPECTACULAR, Bingley Hall, Staffordshire Showground, Stafford, on the same dates.

The CLASSIC CARS WORLD - OLYMPIA Details as above

The cheap advance ticket order form is below, one of the main advantages in booking in advance is that you avoid the queue to get in. All ticket orders should be sent to TSSC Events, at the address below, to arrive before the end of March and should be accompanied by payment (to TSSC Events) and STAMPED - self-addressed envelope.

	Normal price	Special price
Adults	£5.00	£4.00
Children (U14) & OAPs	£2.00	£2.00
		(no saving)

Name ..... Address .....

Tickets required - Adult ..... Children ..... OAP's .....

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

**JONTY WILD - 13 Common Rise Hitchin Herts SG4 0HN**

# PLEASE SUPPORT THE EVENTS OF '90

# THE TRIUMPH SPORTS SIX CLUB INTERNATIONAL WEEKEND 10th, 11th, & 12th August 1990

(Fri eve, Sat & Sun)

Staffordshire County Showground - Stafford  
(Take junction 14, M6, then A518 Stafford-Utttoxeter Road)

Yes the date and site is confirmed for this the largest  
& most important event in the Triumph Sports Six Club  
calendar, what we need now is:-

**Help both from Areas & Individuals**

Can you or your area help with the following, if so contact the person listed ASAP:-

**General help over the weekend (or for one day)  
General help the day before & Sunday evening  
Jonty Wild (0462) 456315**

**Taking an important part of the organisation  
(such as the gate control or carpark marshalling)  
Individuals - Jonty Wild - (0462) 456315**

**Area organisers - Dave Beardsley (0582) 416684**

**Games, side shows or competitions  
Dave Beardsley (0582) 416684**

**DO WE HAVE ANY SIGN WRITERS IN THE CLUB?  
Jonty Wild (0462) 456315**

**Trade and Autojumble enquiries  
Bernard Robinson (0858) 62578**

**General enquiries to - Jonty Wild (0462) 456315**

Any help offered is appreciated, varying levels of event subsidies are  
available depending on amount of commitment given.



## COP SHOP

Mike Crewes

### When is a bus not a bus?

Recently I have received a couple of letters regarding  
the use of mini buses for clubs and societies. What  
documentation do they need? Are they PSV's etc.  
etc. The simpler answer is dependent on their use.

Providing the mini bus is used by a Club or an  
individual, on a non-profit making basis it is not a  
PSV (PSV stands for public service vehicle). The  
owner may charge a reasonable amount to cover  
the running costs provided there is no element of  
profit and that the vehicle is not used for hire or  
reward. It can therefore be driven on a normal  
driving licence. It will not require any operators  
documentation or records to be kept regarding  
driving hours. The most common way of recording  
drivers hours is with a tachograph, if you purchase  
a vehicle with a tachograph in it you will not need  
to use it, however I suggest that you keep the  
tachograph in the vehicle as it is expensive to  
remove and replace later when you sell the vehicle.  
If the vehicle is up to 3500KG Gross Vehicle Weight  
then to all intents and purposes it a car, if it is over  
3500KG then it will need to be plated at a Ministry  
of Transport Goods Vehicle Testing Station, it will  
also need to be tested annually, at a Goods Vehicle  
Testing Station. A point to bear in mind is that the  
vehicle itself may be under 3500KG Gross Vehicle  
Weight but the addition of a trailer will probably put  
it over. If it is so and you intend towing with the  
vehicle, it will need Plating Testing. To find the new  
Gross Vehicle Weight you must add the Gross  
Vehicle Weight of the vehicle (found on a metal  
manufacturers plate attached to the vehicle - it  
could be almost anywhere) to the Gross Vehicle  
Weight of the Trailer (also found on a metal  
manufacturers plate - usually on the tow bar). The  
law is like a maze regarding PSV's particularly when  
you hire one, but I would suggest that providing  
there is no element of profit when dividing the  
costs amongst the passengers that the above  
exemptions will cover you. If in doubt contact me.

I received rumours recently regarding a change of  
legislation regarding the necessity to carry all your  
vehicle documents with you in your vehicle. I can  
find no validity to the rumour, as far as I can find

out there have been no changes in legislation in this  
area. However, you should be in a position to  
produce all your driving documents to a Police  
Officer on demand, Section 161 and 162 Road  
Traffic Act 1972. If you are unable to produce your  
documents at the time you may produce them at  
a Police Station of your choice within seven days.  
If you produce photocopies of your documents  
they will have no validity, it is also an offence to  
copy an official document i.e. driving licence and  
MOT Test Certificate since they are covered by  
Crown copyright.

Finally for this month I have a request. Since the  
Traffic Law I deal with is only valid in England and  
Wales, it has been brought to my attention that  
Scotland is outside my experience. Furthermore,  
so is Ireland and the rest of the World. If there is  
anyone out there who has a wide experience in  
Road Traffic Legislation in Scotland, Northern  
Ireland, Eire or any European country and is willing  
to assist me to expand the service I offer I would  
be grateful if you would contact me. I do not  
expect any one person to cover all countries, so  
if you can help with your country please contact  
me. The work will be minimal but it will be of  
tremendous help. In the meantime may I say that  
most of the Legislation that I have quoted has been  
harmonised over the years with the rest of the  
EEC but local differences do exist.

**If you have a query or topic of  
Road Traffic Legislation, why  
not contact Mike Crewes 112  
Blackmoor Wood, North Ascot,  
Berkshire, SL5 8EN. Help is  
only 30 pence away.**

# S. W. CLASSICS

Stan Walters

BROOK HOUSE  
DARTINGTON  
NR. TOTNES  
DEVON

Tel: 0803 865842

HERALD  
VITESSE - SPITFIRE  
GT6  
STAG's & TR's



Full body, Mechanical Repairs on ALL Club Cars  
Full Restorations a Speciality - Top Quality Workmanship  
Car Collection & Delivery Service

Second Hand Spares, Reconditioned Chassis  
Goodridge Aeroquip Hoses @ £9.00 inc VAT & P&P

REPAIR PANELS - Manufactured in our own metalwork shop and used on our own restorations - WE know they fit. Obscure Panels made to owners specifications

REPAIR PANELS - HERALD VITESSE	EACH	SEALS - HERALD VITESSE	EACH
Bulkhead Body Mounting Brackets .....	£2.95	Windscreen Seal .....	£14.00
Rear Body Mounting Bracket (front) .....	£4.75	Door Aperture Seal Conv. (black) .....	£9.00
Rear Body Mounting Bracket (rear) .....	£5.75	Door Aperture Seal Saloon (black) .....	£12.00
Treadplates - standard .....	£4.00	Windscreen Seal Filler Strip .....	£5.00
Treadplates - heavy 16 gauge .....	£5.00	Boot Seal (near original) .....	£13.00
Screen Pillar Rain Channels .....	£1.75	Conv Hood Frame Side Seal (per car set) ..	£6.00
Boot Floor Side Closing Panel .....	£7.25	Bulkhead to Bonnet Seal .....	£5.00
Vitesse Bonnet Front Bar .....	£2.75	Front Valance Corner Seal (per side) ...	£1.00
Rear Wing Bottom Repair Section .....	£6.75	Glass Channel Front (each door) .....	£3.00
Rear Wing Outer Arch Repair Section ..	£6.75	Glass Channel Rear (rigid)(each door) ..	£2.00
Boot Side Rain Channel .....	£7.25	Inner Door Glass Strip (furflex) (each door)	£2.00
Bonnet 'D' Plates .....	£6.00	<b>SEALS - SPITFIRE IV/1500 GT6 III</b>	
Front Outer Arch Repair .....	£6.75	Windscreen Seal .....	£15.00
Front Wing Repair (sidelight area) .....	£8.00	Boot Seal .....	£12.00
Rear Light Mounting Panel .....	£8.00	Bulkhead to Bonnet Seal .....	£5.00
<b>REPAIR PANELS - SPITFIRE GT6</b>		Front ¼ Valance Seal (each) .....	£1.00
Sill Front Closing Panel .....	£2.50	Glass Channel Front (each door) .....	£2.00
Sill Strengtheners .....	£3.75	Glass Channel Rear (each Door) .....	£2.00
'A' Post to Sill Closer .....	£6.00	Inner Door Glass Strip (each door) .....	£2.00
Rear Wing Lower Front Repair .....	£7.50	<b>ALL PRICES QUOTED PLUS P&amp;P PLUS VAT RING FOR DETAILS</b>	
Screen Pillar Rain Channel .....	£1.75		
<b>BONNET HINGE BOXES</b>			
SPITFIRE IV/1500 GT6 III			
Double Skinned .....	£40.00		
Single Skinned .....	£30.00		

# The Triumph Sports Six Club

PRESENTS

# S.E.M. 1990

Leatherhead Leisure Centre

On

Saturday 12th and Sunday 13th May 1990

Events Include

CONCOURS — TRADE STANDS — AUTOJUMBLE — GYMKHANA  
COMPETITIONS — ALL DAY BAR — CLUB SHOP  
CONTINUOUS VIDEO SHOW — CAMPING — SHOWERS  
EVENING NOGGIN' AND NATTER ON SITE

Leatherhead Leisure Centre also provides full sports facilities including:  
Tennis, Squash, Gym, Swimming, Sauna and many other attractions.

Admission £2.50 per person

TRADERS WISHING TRADE STAND SPACE OR  
MEMBERS WISHING AUTO JUMBLE SPACE  
SHOULD CONTACT THE COMMITTEE NOW!!!

This is the South of England's biggest meet  
**MISS IT IF YOU DARE!!!!**

Further details from Mike Crewes - 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN

# CAMBRIDGE TRIUMPH SPARES

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

March sale for TSSC members only - please note prices only now to  
31st march please mention this advert when ordering.

## Spring Sale

	Normal Price	OFFER Price
Spitfire 1500 fuel pump to engine number FM93157	17.00	14.50
Rear wheel cylinders 0.75" bore Her/Spit to 1970	8.50	7.50
Rear wheel cylinders 0.70" bore (Spit 1500 76 on/GT6 to 1970)	8.90	7.50
Rear wheel cylinders 0.625" bore (Spit IV/1500 1070 to 1975)	9.90	8.00
Rear vertical link Herald/Spit left hand only	19.50	16.00
Lower front wishbone assy including bushes left hand only	38.00	29.00
Spitfire/GT6 door checkstrap	7.50	6.50
All models door checkstrap gasket	2.50	2.20
All models clutch/brake cylinder rubber boot (on bulkhead)	3.95	3.50
Herald air filter rubber gasket (stops filter falling off!)	N/A	1.95
Genuine woodhead rear shocks for rotoflex GT6 cars	16.00	13.50
2 only genuine Vitesse Lt Mk II front grilles	N/A	75.00
6 - cylinder engine mountings	3.95	3.50
Timing chain all models	3.75	2.75
Herald/Vitesse standard chrome petrol cap	3.50	2.50
Spitfire IV/1500 GT6 III Complete sidelight/indicator unit	15.00	14.00
Spitfire Mk I/II/III rear lamp assemblies complete	29.50	27.00
Herald/Spitfire rear shock absorbers (shop soiled)	10.00	9.00
1 pair only Koni rear shocks (non-rotoflex) pair	65.00	57.00
1 pair only Koni front shock pair	65.00	57.00
Genuine Lucas wiper blades Spitfire IV/1500 GT6 III (stainless/s)	5.95	4.95
Herald/Vitesse rear top of ight crome "V"	6.95	4.95
4 - cylinder core plug sets	3.50	3.00
6 - cylinder core plug sets	3.95	3.50
Brake Master cylinder Lucas 64068633 Spitfir Mk II/IV	54.19	27.00
Spitfire Mk IV/1500 rear light panel	59.00	95.00
Herald/Spitfire coil spring clutch (3-piece) a-p manufacture	55.95	29.00
GT6/Vitesse rotoflex set rear brake shoes	6.95	4.95
Spitfire/1500 GT6 III 2 - piece bright windscreen trim & clip	33.00	25.00
Le - Mans type locking petrol cap suits all Spitfire	15.00	12.50
Herald/Vitesse original wing mirrors	13.95	13.00
Spitfire IV/1500 original door mirros (black or crome)	11.00	9.50

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



TELEPHONE ORDERS/FAST MAIL ORDER  
SERVICE/OVERNIGHT DELIVERY



★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★

# SUPER VALUE

Spitfire 1500 bonnet or boot transfers original black or silver	5.00	3.50
Carpert sets superior quality red of black Herald/Vitesse	75.00	69.00
Carpet set as above Spitfire black	65.00	62.00
1 only original Tonneau cover Spitfire 1500 with head rests R.H.D.	65.00	40.00
2 only original Tonneau cover Spitfire P.No. 822461 L.H.D.	37.00	29.00
1 only original Tonneau cover Spitfire 1500 with head rests L.H.D.	65.00	40.00
1 original Tonneau cover Spitfire P.NO. 708885 R.H.D.	37.00	29.00
Original Spitfire/GT6 front suspension spring top plates 122137	9.50	7.50
2 only John Kipping 4 - cylinder performance manifold	67.00	55.00
1 only Spit Mk III original hood & frame assy (late type) white	N/A	295.00
Spit/GT6 stainless steel sill treadplates, protect your painwork	3.95	3.50
2 only new 2 litre crankshafts still crated	N/A	49.00
Herald 13/60 brand new radiator grilles	15.00	9.50
2 only Triumph 2000 front panel assembly	N/A	45.00
Herald/Vitesse left hand complete door handle assembly with lock	9.50	6.50
Spitfire/GT6 outside doorglass weatherstrips	7.50	6.50
Herald/Spitfire top radiator hose	2.50	2.25
Herald/Spitfire bottom radiator hose	4.00	3.00
Bonnet stop cones	1.50	1.40
Spitfire/GT6 battery box original	14.00	12.50
Herald/Vitesse windscreen seal	16.00	15.00
Spitfire IV/1500/GT6 III windscreen seal	16.00	15.00
GT6 tailgate glazing seal	16.00	15.00
Bright trim & clip for any of above	7.50	6.90
1 only recondition drive shaft assembly Vit Mk I GT6 1 new shaft	N/A	145.00
Spitfire roll over bar (Aleybar) standard with fitting kit	N/A	49.50
Spitfire roll over bar (Aleybar) padded with fitting kit	N/A	75.00
Spitfire/GT6 front outriggers heavy duty superior quality	N/A	12.50
Spitfire Mk I/1500 GT6 III front wings	N/A	29.50

ALL PRICES PLEASE  
ADD POSTAGE AND VAT AT 15%

FAX (03543) 5256

Our telephone number is

## TEL: (0354) 34140/34144

## A black and white photograph of a white Vitesse convertible car parked in front of a building. A large sign above the car reads "VITESSE". The car is a two-door model with a soft top, featuring round headlights and a chrome bumper. The background shows a building with a door and a fence, with a rural landscape in the distance.

Registration TFH 195 G    Commision No HC 50010 CV    Colour White/Black trim  
Milage 66,000    Part restored in 1985, including new bonnet, doors, sills, valances,  
and re-spray. Chassis and mechanics original.

Pistons for this engine are now extremely difficult to source. The ten sets that are remaining are being offered for silly money beyond many peoples pockets. One possible alternative is to overbore the block to accept Herald 1147 pistons. The late Herald are the solid skirt tyre and therefore actually stronger than the standard 1600 type. John Kipping has a good stock of this type of Herald piston in standard size and is selling them for £60 per set of six. For those of you who don't know John's business address:

On the standard engine (1600) for a CR of 8.75 to 1 we have

$$8.75 \cdot 1 = 266 \text{ (Swept volume of cylinder in cc)}$$

$$\text{(CR)} \quad \text{C (Total clearance volume in cc)}$$

Therefore

$$C = \frac{266}{7.75} = 34.323 \text{ (total clearance volume in cc)}$$

There is approximately 2 cc contained within the 1600 head gasket (if you use the 1600 head gasket you may have to modify it slightly to avoid encroaching into combustion chambers), and a further 0.8 cc (approx) contained in the clearance

Using the standard cylinder head and 1600 head gasket will have the effect of raising the compression ratio slightly to 9.3 to 1 which does not seem to bad as it is still less than the 2 litre Mk I engine. if you want to reduce the compression ratio back to 8.75 to 1 you will have to open up the combustion chambers slightly.

Another possible way of lowering the CR without having to carry out any modifications to the head would be to use the 2 litre (Mk I) head gasket. I believe that this gasket has a volume of approx 4.27 cc, which would lower the CR to something like 8.8 to 1.

P.S. John Wooley still has a few sets of triple SU manifolds for sale for the 1600 and 2 litre Mk I engines. This could be your last chance, John's number is (045 279)585 (early evenings best).



**FAX**  
**0858 31936**  
COURIER MAGAZINE

TEL • 091 - 478 5444

FAX • 091 - 478 4733

# CARDINAL TRIUMPH SUPPLIES

## FAST MAIL ORDER

**NEW AND USED PARTS** F19, STAG, TR 7, TR 8, TR 9, TR10B, TR11B, TR12B, TR13, TR14, TR15, TR16, TR17, TR18, TR19, TR20, TR21, TR22, TR23, TR24, TR25, TR26, TR27, TR28, TR29, TR30, TR31, TR32, TR33, TR34, TR35, TR36, TR37, TR38, TR39, TR40, TR41, TR42, TR43, TR44, TR45, TR46, TR47, TR48, TR49, TR50, TR51, TR52, TR53, TR54, TR55, TR56, TR57, TR58, TR59, TR60, TR61, TR62, TR63, TR64, TR65, TR66, TR67, TR68, TR69, TR70, TR71, TR72, TR73, TR74, TR75, TR76, TR77, TR78, TR79, TR80, TR81, TR82, TR83, TR84, TR85, TR86, TR87, TR88, TR89, TR90, TR91, TR92, TR93, TR94, TR95, TR96, TR97, TR98, TR99, TR100, TR101, TR102, TR103, TR104, TR105, TR106, TR107, TR108, TR109, TR110, TR111, TR112, TR113, TR114, TR115, TR116, TR117, TR118, TR119, TR120, TR121, TR122, TR123, TR124, TR125, TR126, TR127, TR128, TR129, TR130, TR131, TR132, TR133, TR134, TR135, TR136, TR137, TR138, TR139, TR140, TR141, TR142, TR143, TR144, TR145, TR146, TR147, TR148, TR149, TR150, TR151, TR152, TR153, TR154, TR155, TR156, TR157, TR158, TR159, TR160, TR161, TR162, TR163, TR164, TR165, TR166, TR167, TR168, TR169, TR170, TR171, TR172, TR173, TR174, TR175, TR176, TR177, TR178, TR179, TR180, TR181, TR182, TR183, TR184, TR185, TR186, TR187, TR188, TR189, TR190, TR191, TR192, TR193, TR194, TR195, TR196, TR197, TR198, TR199, TR200, TR201, TR202, TR203, TR204, TR205, TR206, TR207, TR208, TR209, TR210, TR211, TR212, TR213, TR214, TR215, TR216, TR217, TR218, TR219, TR220, TR221, TR222, TR223, TR224, TR225, TR226, TR227, TR228, TR229, TR230, TR231, TR232, TR233, TR234, TR235, TR236, TR237, TR238, TR239, TR240, TR241, TR242, TR243, TR244, TR245, TR246, TR247, TR248, TR249, TR250, TR251, TR252, TR253, TR254, TR255, TR256, TR257, TR258, TR259, TR260, TR261, TR262, TR263, TR264, TR265, TR266, TR267, TR268, TR269, TR270, TR271, TR272, TR273, TR274, TR275, TR276, TR277, TR278, TR279, TR280, TR281, TR282, TR283, TR284, TR285, TR286, TR287, TR288, TR289, TR290, TR291, TR292, TR293, TR294, TR295, TR296, TR297, TR298, TR299, TR300, TR301, TR302, TR303, TR304, TR305, TR306, TR307, TR308, TR309, TR310, TR311, TR312, TR313, TR314, TR315, TR316, TR317, TR318, TR319, TR320, TR321, TR322, TR323, TR324, TR325, TR326, TR327, TR328, TR329, TR330, TR331, TR332, TR333, TR334, TR335, TR336, TR337, TR338, TR339, TR340, TR341, TR342, TR343, TR344, TR345, TR346, TR347, TR348, TR349, TR350, TR351, TR352, TR353, TR354, TR355, TR356, TR357, TR358, TR359, TR360, TR361, TR362, TR363, TR364, TR365, TR366, TR367, TR368, TR369, TR370, TR371, TR372, TR373, TR374, TR375, TR376, TR377, TR378, TR379, TR380, TR381, TR382, TR383, TR384, TR385, TR386, TR387, TR388, TR389, TR390, TR391, TR392, TR393, TR394, TR395, TR396, TR397, TR398, TR399, TR400, TR401, TR402, TR403, TR404, TR405, TR406, TR407, TR408, TR409, TR410, TR411, TR412, TR413, TR414, TR415, TR416, TR417, TR418, TR419, TR420, TR421, TR422, TR423, TR424, TR425, TR426, TR427, TR428, TR429, TR430, TR431, TR432, TR433, TR434, TR435, TR436, TR437, TR438, TR439, TR440, TR441, TR442, TR443, TR444, TR445, TR446, TR447, TR448, TR449, TR450, TR451, TR452, TR453, TR454, TR455, TR456, TR457, TR458, TR459, TR460, TR461, TR462, TR463, TR464, TR465, TR466, TR467, TR468, TR469, TR470, TR471, TR472, TR473, TR474, TR475, TR476, TR477, TR478, TR479, TR480, TR481, TR482, TR483, TR484, TR485, TR486, TR487, TR488, TR489, TR490, TR491, TR492, TR493, TR494, TR495, TR496, TR497, TR498, TR499, TR500, TR501, TR502, TR503, TR504, TR505, TR506, TR507, TR508, TR509, TR510, TR511, TR512, TR513, TR514, TR515, TR516, TR517, TR518, TR519, TR520, TR521, TR522, TR523, TR524, TR525, TR526, TR527, TR528, TR529, TR530, TR531, TR532, TR533, TR534, TR535, TR536, TR537, TR538, TR539, TR540, TR541, TR542, TR543, TR544, TR545, TR546, TR547, TR548, TR549, TR550, TR551, TR552, TR553, TR554, TR555, TR556, TR557, TR558, TR559, TR560, TR561, TR562, TR563, TR564, TR565, TR566, TR567, TR568, TR569, TR570, TR571, TR572, TR573, TR574, TR575, TR576, TR577, TR578, TR579, TR580, TR581, TR582, TR583, TR584, TR585, TR586, TR587, TR588, TR589, TR590, TR591, TR592, TR593, TR594, TR595, TR596, TR597, TR598, TR599, TR600, TR601, TR602, TR603, TR604, TR605, TR606, TR607, TR608, TR609, TR610, TR611, TR612, TR613, TR614, TR615, TR616, TR617, TR618, TR619, TR620, TR621, TR622, TR623, TR624, TR625, TR626, TR627, TR628, TR629, TR630, TR631, TR632, TR633, TR634, TR635, TR636, TR637, TR638, TR639, TR640, TR641, TR642, TR643, TR644, TR645, TR646, TR647, TR648, TR649, TR650, TR651, TR652, TR653, TR654, TR655, TR656, TR657, TR658, TR659, TR660, TR661, TR662, TR663, TR664, TR665, TR666, TR667, TR668, TR669, TR670, TR671, TR672, TR673, TR674, TR675, TR676, TR677, TR678, TR679, TR680, TR681, TR682, TR683, TR684, TR685, TR686, TR687, TR688, TR689, TR690, TR691, TR692, TR693, TR694, TR695, TR696, TR697, TR698, TR699, TR700, TR701, TR702, TR703, TR704, TR705, TR706, TR707, TR708, TR709, TR710, TR711, TR712, TR713, TR714, TR715, TR716, TR717, TR718, TR719, TR720, TR721, TR722, TR723, TR724, TR725, TR726, TR727, TR728, TR729, TR730, TR731, TR732, TR733, TR734, TR735, TR736, TR737, TR738, TR739, TR740, TR741, TR742, TR743, TR744, TR745, TR746, TR747, TR748, TR749, TR750, TR751, TR752, TR753, TR754, TR755, TR756, TR757, TR758, TR759, TR760, TR761, TR762, TR763, TR764, TR765, TR766, TR767, TR768, TR769, TR770, TR771, TR772, TR773, TR774, TR775

**STEVE GILL SPORTSCARS TEL 0495 774963 day**  
**STEDMANS YARD TALYWAIN PONTYPOOL 0495 763865 eve**



# JOHN KIPPING TRIUMPH SPARES

## HERALD VITESSE SPITFIRE GT6

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

TELEFAX 0203 637238



### More for March!

Original Choke Cables for Spitfire IV/1500 & GT6 III RHD or LHD ... £5.00  
Herald & Vitesse Gearbox Gaiters ..... £3.50  
Rear Inner Wishbone Bushes - Rotoflex Cars Now ..... £5.00  
Herald & Spitfire (from 1965) Front Disc Pads Now *asbestos free* ..... £8.50

★★★★★★★★★★★★★★★★★★★★

**Spitfire 1500 Engines** - Built with these NEW parts: Block/Pistons/Followers/Oil  
ump/Valves/Guides/Springs/Rocker Shaft/Vandervell Bearings/Big End & Main  
Bolts/Head Nuts/Cam Plate/Chain/Tensioner/Gaskets ... also fitted with Tuftrid-  
ed Crankshaft and Tuftrided Cam to Spitfire III profile ... £460.00 Exchange  
With unleaded head ..... £545.00 Exchange

Also a wide range of Overdrive Conversion Kits for our cars  
- D type or J type

★ Prices include VAT post extra



**WORLDWIDE  
MAIL ORDER SERVICE**

**Illustrated Catalogue £2 - Overseas Free**

124 ALDERMANS GREEN ROAD COVENTRY CV2 1PP

**TELEPHONE 0203 683926**

### TR

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

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

### SPITFIRE & GT6

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

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

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

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

**17  
plus**

**25  
plus**

Affordable  
Agreed Value Car Insurance  
For 17 - 24 Year olds

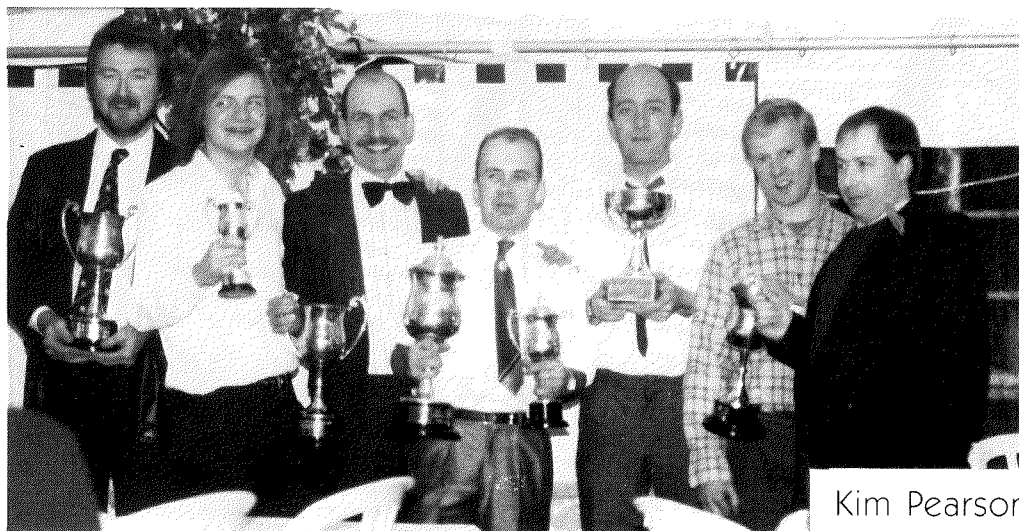
EXCLUSIVE AGREED VALUE INSURANCE  
FOR MEMBERS OVER 25

Triumph  
Sports Six Club

EXCLUSIVE AGREED VALUE CAR INSURANCE

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

# 1990 Racing News



Kim Pearson

Hello, and welcome to a new decade, a new racing season.

Before we go any further, I would like to take this opportunity to introduce myself to you. My name is Kim Pearson and I am 25 years old, and have been hairdressing since I left school (and no "Wicky" I don't do track haircuts).

I have only ever had a passing interest in motor sport, until 2 years ago, when my boyfriend, guy, started to get interested in racing his spitfire, and had his first years racing in 1989.

On Friday the 12th January 1990, we had the annual Awards Presentation for the 1989 TSSC circuit racing championship, which was held at the Trottsworth Inn at Virginia Water.

It was here that I was appointed Press Liason Officer for the 1990 race championship.

It was really nice to see everyone again. It was the first time we have been together since the end of last years season for all the competitors to seriously start thinking about preparing their cars for the coming season.

I totally sympathise with anyone who's boyfriend or husband is a racer, because every couple of days all I hear is "I want to race my car" (whinge - whine.)

The evening of the 12th January, was wet, but the fact that the venue was excellent made up for the weather, and drinks were flowing all night.

"What's on the menu", I kept hearing people ask. "God look at those trophies" another was saying. Well the question of whose they were, was

yet to come, it was then that it occurred to me how different all the lads looked in proper dress! I was only used to seeing them in racing suits. (they really arent such a Motley Crew).

The meal was excellent - a starter of prawns, pate and egg mayonaise - a main meal of roast Pork, Beef or Lamb, and an astounding selection of desserts on the sweet trolley. At this stage a good time was definitely being had by all.

There was an air of anxiety though, everybody was on edge, who had won what?

Tony Lindsey-Dean (Kingston Sports Cars and ex-race co-ordinator) then gestured to Mike Crewes (Courier, Cop Shop) to get things under way. Mike

was making the presentations on behalf of Terry Hurrell (TriumphTune) who unfortunately could not be there.

Mike firstly congratulated everyone on last years efforts and commended the drivers for turn-outs at all venues. Then of course to thank Tony for all his hard work, not only for building some of the engines, but also for all the hassles he has to sort out, the rest of the time, and then a big hand for Kevin Ginger for arranging this evenings event, "cheers Kev".

The classic wins for 1989 were then announced in the old fashioned way of reverse order.

First was Dave Lancaster, then his car sharer Nick Bishop, then Nick and Matthew Hollingsworth followed by Chris (Wicky) Smith, and then Richard Thorpe, and then my other half Guy (Chalky) St. John, bringing back 4 trophies and a big grin. Then came Hugh Shakeshaft (with even longer-blonder hair), then Lawrence Ball, (who also won an extra award - "Best Novice of 89), then Paul Martin closely followed up by Collin Elstrop (not too close though I hope especially after Lydden). "Congratulations to all"

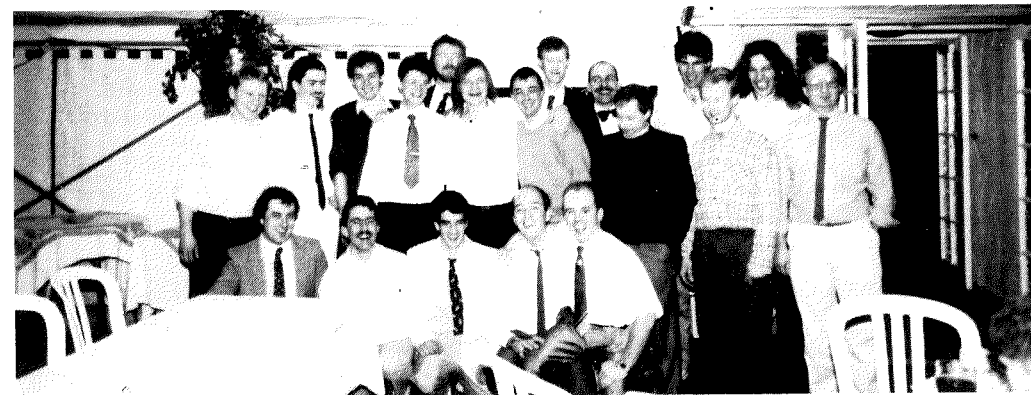
Then it was the turn for all the individual class winners.

Class D was Kevin Ginger  
Class C was Tony Lindsey-Dean  
Class B were Duncan Taylor and Pete Cunn.  
Class A was Stefan Antolik  
(sporting a new beard).

Then the "Piece de resistance" the overall championship winner was the "carrot cruncher" himself Eddie Wilkins, who along with everybody else needed a carrier bag to take their trophies home in.

Tony then left the floor and expressed his admiration for all the drivers - and explained new rules and regulations and to explain that he has to step down as Race Co-ordinator and has allocated his wife Jill for this position, Good luck Jill! and also that the RAC have requested for an Eligibility Scrutineer at future meetings, this will be Mike Crewes.

All in all it was a brilliant evening and I can't wait to see the photos, probably some embarrassing one's too....



To end I would like to say thank you to Tony for letting me have a jolly good bash at this new venture, and that I will do my best to represent the TSSC this year. I also hope that you will all support me! and to have bigger and better race events in the future, we need lots more drivers who are interested in racing - so come on all you would be "Nigel Mansell's" lets get out there and show them how it's done. If the 2CV's can do it, so can we....

Tell your family and friends to come and support us, we're a great friendly bunch.

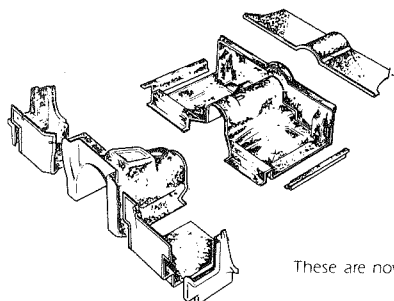
Below I have listed all the venues and dates for this years racing season.

Round	Date	Venue	Round	Date	Venue
1.	15/4/90	Mallory Park	6.	1/7/90	Lydden Hill
2.	29/4/90	Snetterton	7.	27/8/90	Snetterton
3.	6/5/90	Lydden Hill	8.	16/9/90	Pembrey
4.	20/5/90	Cadwell Park	9.	6/10/90	Oulton Park
5.	23.24/6/90	Pembrey	10.	21/10/90	Cadwell Park

Thankyou see you there!

# TRIUMPH TUNE

## NEW PRODUCTS

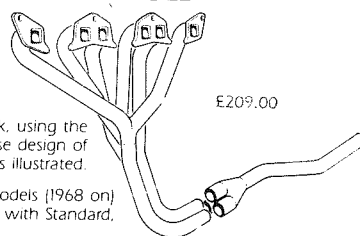


### FULLY FORMED CARPET SET

We are proud to announce the release of the only fully formed carpet set available for the SPITFIRE range. These are produced for us by the original LEYLAND manufacturer, using current technology and type of carpet material. The carpets are supplied in BLACK with gaiters to Gearlever and Handbrake. The rear floor carpet is supplied with the original rubber moulding to complete the installation. Supplied as a set of ten ready to fit carpets

£98.00

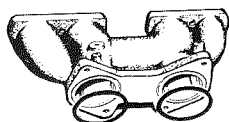
### RACE EXHAUST MANIFOLD



£209.00

These are now available from stock, using the alternate pulse design of primary pipes, as illustrated.

Available to suit GT6/VITESSE models (1968 on) using 2L or 2.5L motors running with Standard, triple webbers or injection.



### ROLLER ROCKERS

Ready to fit Roller Rocker assemblies are now being released, these give an increased valve lift ratio of 1.65:1, which has proved to be very worthwhile in BHP increases. Complete kit for all 2 or 2.5L engines after 1969

£299.00

As above but for the 1296/1500 engines

£195.00

### SINGLE WEBER INLET

Specially cast manifold to suit 40/45 carbs.

1147 cc engines	£55.00
1296/1500 cc engines - parrell	£58.00
Cross over	£59.50

### HANDBRAKE GAITER

Recently re-introduced the rubber handbrake gaiter for all models, Spitfire, Herald, Vitesse and GT6

£7.00



ALL PRICES +  
P&P + VAT

Name .....

Address .....

Model ..... TSSC 2/1990



## Full Tuning

### Manual of components and Accessories

110 Page fully illustrated. £3.00 plus postage UK - £0.50p

Europe - £2.50 USA/Africa - £5.50 Asia/Australia £6.00

22-28 Manor Road, Richmond, Surrey,  
TW9 1YB ☎ 01-948 6668 Fax 01-940 9268

# GT6 I II III



Progress of the  
Register for the year  
ending 1989

# REGISTER

Chris Chadwick

Now that 1989 has come and gone, I am at last able to sort into categories the various additions to the GT6 Register for that year. The Register has indeed grown, but so many cars are bought and sold by members it is quite a task to keep up with all the additions and deletions.

The production record for the GT6 is quite well documented. Some 40,926 cars were built between October 1966 and December 1973. Of these, 15818 were Mark I cars, 12066 were Mark II cars, while 8824 and 4218 were early and late Mark III, respectively. In addition there were one or two GT6s built from parts after factory production had ceased. One of these was supposedly built in 1977 (I have anecdotal evidence for this only), but in 1981 I spoke to a chap who worked in Winchester who had just finished the construction of a further car using one of the last factory bodyshells. These cars are not recorded on the Register but I would guess that the DVLC has allotted for them some kind of chassis number.

There are now some 135 Mark I cars on the Register, of which ten are newcomers this year. However, this number includes ten whose chassis numbers I cannot discern, either because the chassis plate was not visible to the owner or perhaps because the car has been reconstructed from the remains of more than one vehicle (who knows?). About 2700 Mark I GT6's were sold in Britain, the remainder having gone for export. According to my calculations, 0.85% of total production is on the Register, and we have about 5% of home market cars.

With the Mark II, there are 172 cars on the Register, and ten of these were new in 1989. But again, the picture is made more complicated by the fact that seven of the total are unplaceable with no chassis number on record. I do not have an

exact figure for home market delivery, but since 12066 Mark II GT6's were made in total, 1.43% of total production is still with us. If we assume that home market sales were roughly the same proportion of total production as for the Mark I (about 17%), then 8.4% of home market production is on the Register.

With the early Mark III GT6, 8824 were built and 328 are known to the Register. This is an increase of 30 cars over the year. Again, I have only the total production number rather than an estimate of home market deliveries, but 3.71% is known to us eighteen years after production ceased.

Regarding the late Mark III, the number on the Register is now 265, an increase of 21 over the year. Total production was of the order of 4218 cars, so 6.3% are with us. The greater survival rate for the later cars is to be expected.

However, of the total number of early and late MkIII cars, 52 are unidentified since again we have no immediate record of the chassis number.

I have a feeling that the percentage of Mark III cars that went for export was higher than for the earlier cars. If this is so, then the survival rate as a percentage of home market delivery will, of course, be greater.

What exactly do these figures tell us? First, that the GT6 Register has been very successful in attracting new members, but that most of the interest, as might be expected, stems from Britain rather than overseas.

Many of the cars on the Register are highly

modified, the most popular conversion seems to be a sunroof, followed by uprated shock absorbers, the conversion to overdrive, and the use of alloy or wire wheels. Quite a few cars also have 2½ litre engines and several a rear seat conversion. A couple of early Mark III cars have been retrimmed to late Mark III specification with sundry glass, servo, cloth seats etc, and several late Mark III cars have been converted from swing axles to a rotoflex rear suspension. One member reports the addition of lots of rust (I think that most of us have this option fitted!).

No particular colour would seem to be prominent. I had half expected a preponderance of white cars which some say are more clearly visible. But this has clearly not greatly influenced the survival rate.

To conclude, the overall picture is of growing interest in the GT6, with perhaps truly original and unaltered cars becoming rather hard to come by. Some of the better cars are now starting to attract very high prices; Classic Cars Magazine, for example, recently contained an advert for a 27,000 mile 1967 car, yours for the price of £9495, while a further, one-owner 1973 car was offered in the same magazine for £7850. A tired and messed about car would probably be offered for about one third of this price, however. Although the price of a GT6 will, obviously be set at a figure the vendor feels might reasonably be obtained, my prejudice would be to see GT6's roughly on a par with an MGB GT of equivalent age; But MGs have 'come on' so much over the last few years that the GT6 has been left behind slightly. It will be interesting to see whether the GT6 will catch up and whether there are any fortunes to be made!

## NEW CRANKSHAFTS

### Scoop purchase!! Clearance item

2 Litre GT6 MkI/II/III, VITESSE 2 Litre,  
Triumph 2000 MkII

No longer available form B.L. Part No. 308048  
*Why buy secondhand regound when you can have new!!*

*If you don't need one now - you may do next month or next year.*

NO EXCHANGE REQUIRED. TRADE ENQUIRIES WELCOME

**Fully inclusive price £50.00  
includes Post & Packing**

Cheques/Postal Orders to SMS ACCESSORIES  
2 NEWLANDS WAY, CHESSINGTON,  
SURREY KT9 2RW. (office only no callers)

TELEPHONE & FAX No. 01 391 1583

## BINDERS!! FOR

The **COURIER**  
&  
**TURNING CIRCLE**  
TOP QUALITY

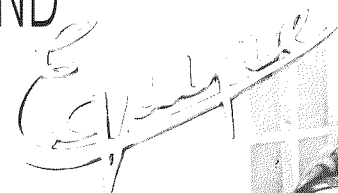
**£5.50 EACH**  
INCLUDES  
POST/PACKING

**Holds 12 Issues**

**Triumph ALL  
Bookshop ORDERS TO**

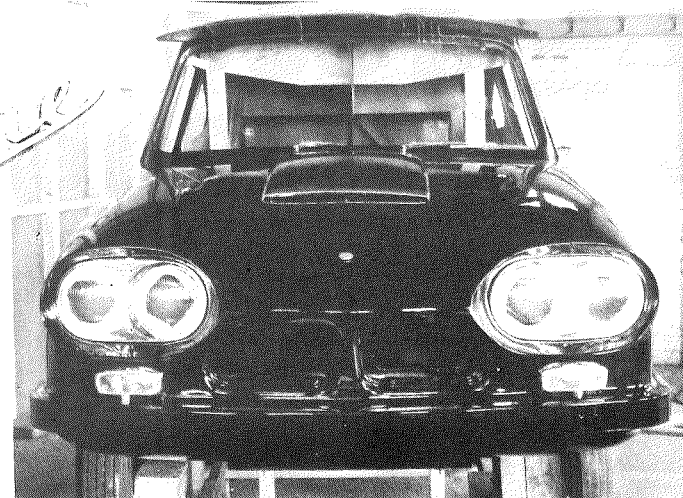
Welland House, Acorn Close,  
Westgate Lane, Lubenham, LE16 9SP

BOND



REGISTER

**Peter Jacklin**



*This months photograph comes to us courtesy of Alan Pounder (Chief Design and Development Engineer at Bonds) via Paul Grogan and shows the prototype 4S bodysell at Bonds India Mill Factory.*

I think that I may have been slightly mis-quoted in the otherwise excellent article on Equipes in the March edition of the magazine Popular Classics. Whilst I did express some reservations as to the level of paint protection applied by Bonds to the metal parts of the cars I don't think that I said that they "were not very well made" however it is good to see our cars getting some coverage in a national magazine and in general what Mike Nicks has written is an accurate potted history of the Equipe.

Some good news from Jonty Wild, Stainless Steel exhaust will soon be available for Equipes through the TSSC Offers Scheme.

I hope to have '4' and 'S' reproduction badges available in a few weeks time, if you are interested drop me a line enclosing an S.A.E. and I will forward details of cost and delivery when I receive confirmation from the supplier. I have also heard that reproduction bonnet air take intake trims may be available soon, I will keep you informed of any developments.

In between working on the restoration of my 2 + 2 in preparation for a re-spray I have been carrying out some research on the Standard-Triumph K.D. specifications which list all the parts supplied to Bond by Triumph. These specifications consist of many pages listing components as diverse as nuts, bolts and washers through major items such as body panels, engines, trim etc. My intention is to produce an abridged version of these specifications for the 4S and both the 2 litre Coupé and Convertible models. These listings will only show the major items and will include S.T. Part Numbers and the source donor vehicle (e.g. Spitfire, Herald

or GT6 etc) and will no doubt kill off a few of the myths regarding the origin of some of the parts used in our cars.

Now a bit of news about the Bond Equipe Weekend (notice how I sneak that in!). Through the good offices of Keith Dungworth this year we will be receiving some sponsorship from Troika Architectural Mouldings of Sheffield, this will enable us to improve such things as on-site facilities, commemorative plaques and reduce admission charges. In addition Keith has volunteered to stand down from entering the Best Equipe Competition so we are guaranteed a new name on the trophy this year!

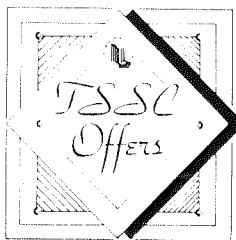
Many thanks to those who let me have details of Equipes they have seen for sale in various magazines, keep the information coming so that I can help would be owners to find an Equipe.

Hopefully we shall soon be seeing the new 'Bond Equipe Turning Circle' which from the items I have seen should prove to be a good read for all those interested in the margue and be a valuable source of information to all Equipe keepers (Equipers?)

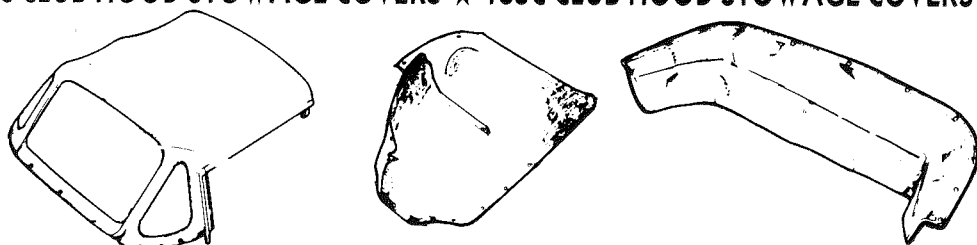


# TSSC

## 0462-456315 Offers



**TSSC CLUB HOODS ★ TSSC CLUB HOODS**  
**TSSC CLUB TONNEAUS ★ TSSC CLUB TONNEAUS**  
**TSSC CLUB HOOD STOWAGE COVERS ★ TSSC CLUB HOOD STOWAGE COVERS**



In order to supply a top quality, well fitting range of TSSC hoods, tonneaus and hood stowage covers the TSSC has chosen a well established and well recommended manufacturer and then used our potential high level of sales to keep the price levels very competitive. Remember when comparing prices **ALL TSSC OFFERS PRICES INCLUDE VAT** and remember to compare quality with quality.

The TSSC Club Hoods etc. come in a choice of 2 materials, 'Black ICI', which is the nearest material available in terms of looks and quality to the original and the high quality 'Double Duck'. Other colours are available also in an ICI material these are not normally ex. stock so will take a little longer, the prices are as per the 'Black ICI' below and include White, Off White, Beige, Grey, Sand, Tan, Red, Blue Fawn, Dark Brown and Maroon. Colour samples are available for serious enquiries. Zip rear window the optional zip out rear window.

HOODS	'BLACK ICI'	'DOUBLE DUCK'
Spitfire 4/II/III/IV/1500	£75.95	£99.95
All Herald/Vitesse & Bond Equipe	£75.95	£124.95
Spitfire III/IV/1500 Zip Rear Window	£87.45	£109.95
Herald/Vitesse Zip Rear Window	£87.45	£136.95
TONNEAUS		
Spitfire 4/II/III/IV & 1500	£51.75	£77.95
Spitfire 1500 with Head Rests	£63.25	£89.95
Herald/Vitesse & Bond Equipe	£51.75	£77.95
HOOD STOWAGE COVERS		
Spitfire 4/II/III/IV/1500	£43.75	£57.50
Herald/Vitesse & Bond Equipe	£37.95	£51.75

Post and Packing all orders £4.00 ALL PRICES INCLUDE VAT

ITEM DESCRIPTION

TOTAL

CAR ..... MARK ..... NAME .....

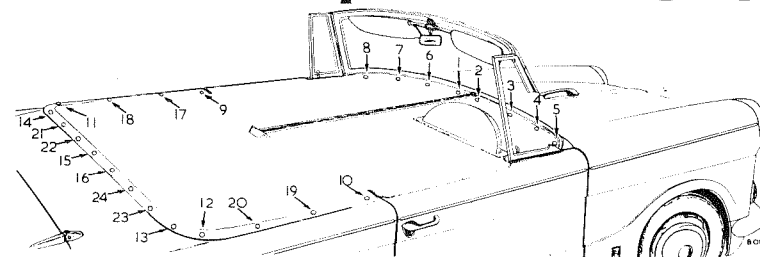
ADDRESS .....

CREDIT CARD NUMBER ..... EXP. DATE .....

**TSSC OFFERS 13 COMMON RISE HITCHIN HERTS SG4 OGN TEL/FAX (0462) 456315**

Members wishing to use Mastercard/Visa, enclose Card Number and full name appearing on the card. Please allow 28 days for delivery and expect multiple and mixed orders to arrive in separate parcels.

## An Idea for Herald Coupé Owners



Showing the sequence for fitting the fasteners.

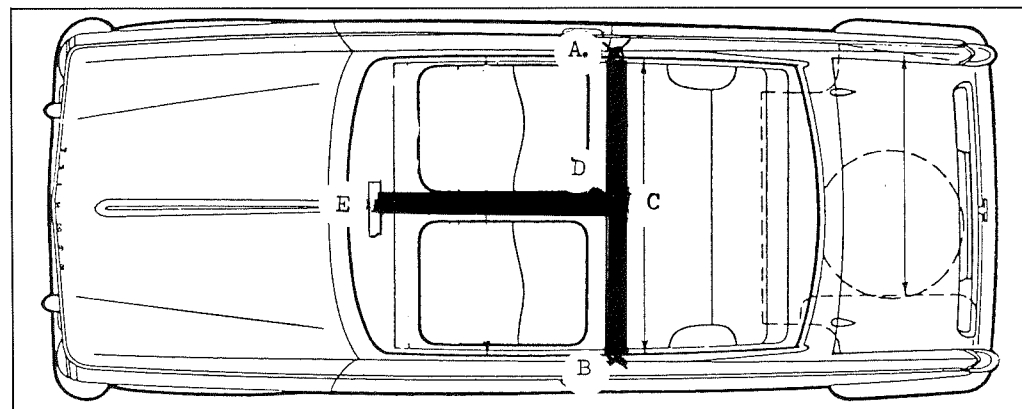
With being a proud owner of a 13/60 Herald Coupé since 1969, on purchasing, I obtained as an extra, a tonneau cover kit complete with the "DOT" Fasteners for D.I.Y. fitting. Waiting for a warm day, when the rexine cover material would have maximum stretch, I fitted the tonneau cover as tight as possible, working on the theory that in colder weather there would be slight shrinkage and under rain conditions the cover would keep fairly taut. I was satisfied that it was well fitted and would serve to a good purpose in heavy rain with it's covered zip gusset etc.

Have you  
ever been  
flooded out  
with a fitted  
Tonneau  
Cover?

John Chew

Soon after fitting during a summer outing, my wife and I felt like teenagers again with the hood packed away and the rear seats covered with the tonneau cover and the 13/60 felt like a sports car as we sped across country to a beauty spot for a few hours hike. On leaving the car (using a Krook-Lock on the steering wheel) and covering the front and the back with the tonneau cover, we looked back on our coupe with pride, as it stood parked in it's country setting, looking elegantly new with it's neat lines, awaiting our return. However on the hike there was a sudden thunderstorm with heavy

Tonneau Cover Central Support  
Frame to prevent rain getting  
into the interior of the car.



prolonged rain from which we took shelter, feeling that our Herald was well protected, with it's new tonneau cover, awaiting our return - but this was not to be - for on our return, we found the car interior flooded out and we had to bale out the floor sections before we could get in. We found that what had happened was that the heavy downpour had formed a pool in the front section of the cover and it had drained through under the zip gusset into the interior. Our fitted tonneau cover had turned out a "wash out" in more senses than one. On return to base, it was virtually "back to the drawing board" to overcome this obvious snag.

clip onto the existing side "DOT" fasteners fitted by the manufacturers for the Hood Cover supplied with the car. On the underside of this strip "A" - "B" I fitted a small hinge at central point "C" and also to this hinge a further strip "C" - "D" at 90° downwards being supported on the top of the Transmission housing at floor level. At end "D" are fitted 2 headless nails which catch into the housing carpet covering. This supporting strip should be long enough to raise the cross strip "A" - "B" 2" to 3" at the centre.

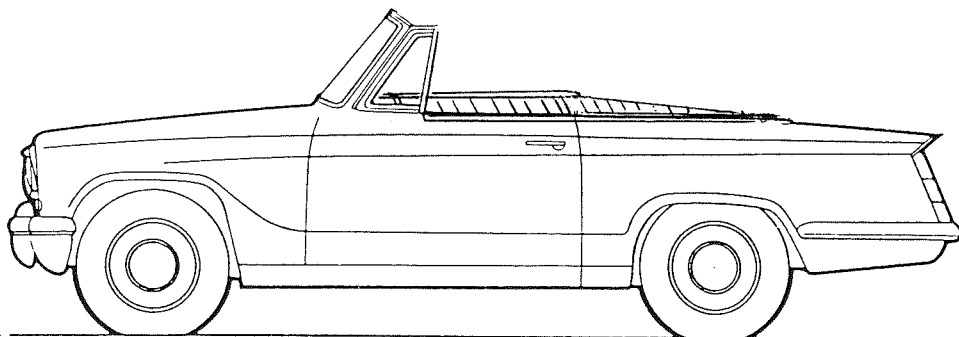
At the centre point of strip "A" - "B" next to the underside hinge is drilled a ½" hole for taking a 2" to 3" Mushroom headed bolt.

gives the tonneau cover central support making it like a boat cover so that in heavy rain, all the water drains from the centre to the door edges and over the side so that a central pool cannot form to percolate into the car interior.

The two ash rexine covered strips "A" - "B" (with "C" - "D" hinged flat) and "C" - "D" can be stored in a plastic sleeve and kept in the car boot when not required.

When driving solo with the tonneau cover fitted with it's supporting frame, the drivers section can be slipped behind the drivers seat and the front

**Side Illustration of Herald Convertible - Showing raised Tonneau Cover (approx 2" or 3") from centre with ash-wood strip frame under the cover. Frame folds away in boot when not in use.**



The answer was as follows:- I obtained some lengths of ash-wood strip approx. 1½" x ¾" section which I covered with rexine to match the car's upholstery. The first strip (see illustrated line drawing) "A" to "B" I fitted across the rear of the front seats from one front door jam to the other and on the ends of this strip I fitted double thickness rexine tags each with a "DOT" Headed Fastener, these

From this ¼" drilled hole is strip "C" - "E". Running forward between the two front seats to the front dash board at the point where the cigarette ash tray is fitted. At the end of this strip "C" - "E" a double thickness rexine tag is fitted with a "DOT" Headed fastener which clips into the ash tray housing with the ash tray to keep it tight. Thus strip "A" - "B" and strip "C" - "D" giving raised support,

passenger section left fitted, being supported along "E" - "C" of the frame along the zip section. (2 DOT Fasteners can be fitted along this strip if required.) No doubt many coupé owners have experienced this internal flooding problem and I submit this central support idea for other Club Members as I have found it a practical solution.

J.D.Chew, Bedford.



SWINDON

**Classics**

**1960's  
TRIUMPH  
AND  
ROVER**

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

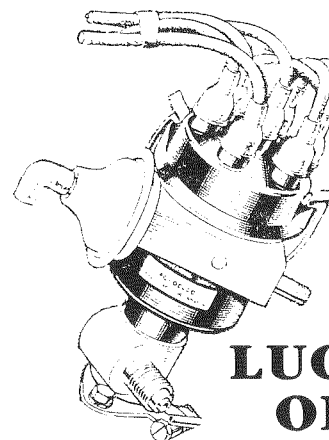
**Some Units available Exchange in shop please phone**

**SOLEX SU  
STROMBERG**

Your Carbs rebuilt to perform like NEW  
12 mth/12,000M Guarantee  
**SOLEX £55.00**

**SU £60.00 per unit**

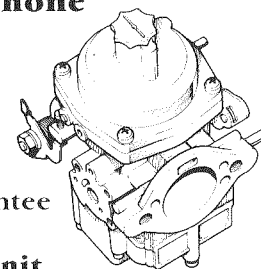
Some NEW SOLEX for same Price Exchange



**LUCAS  
OR  
AC DELCO**

Your Distributor Rebuilt to as new condition' In 10 days, returned to you with a new cap and gapped points.  
12 Mth/12000M Guarantee

HERALD/SPITFIRE ..... £55.00  
VITESSE/GT6 ..... £70.00  
Post & Packing ..... £3.00 per unit



**SPITFIREIV/1500/GT6  
CHOKE CABLE  
WITH KNOB LHD/RHD**

#### CARS FOR SALE

Vitesse 2 Litre Saloon - in wedgewood, clutch and all riggers replaced last September 12 months MOT ..... £1000.00	Herald 1200 Estate - 54000 miles perfect interior 12 months MOT ..... £550.00
--	---

★ Classic Wedding Car Fleet ★

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

**Shop open 12 noon to 7.00pm Mon — Thurs**

12 noon to 6.00pm Friday  
9.00am to 5.00pm Saturday 10.30am to 3.00pm Sunday



**528 Ferndale Road,  
Swindon, Wilts SN2 1HW  
Tel: (0793) 611098**



The 11 th

# BRISTOL CLASSIC CAR SHOW

BRISTOL EXHIBITION CENTRE

17TH-18TH MARCH 1990-OPEN 10AM-6PM

CLASSIC CAR AUCTION-1PM SATURDAY 17TH

ADULTS £4.50 O.A.P.'s £3.00 FREE ADMISSION FOR ACCOMPANIED CHILDREN

TRADE STANDS-CLUB STANDS-HUGE AUTO JUMBLE  
EVERYTHING FOR THE CLASSIC CAR ENTHUSIAST

SPONSORED BY

**practical  
CLASSICS**  
& CAR RESTORER



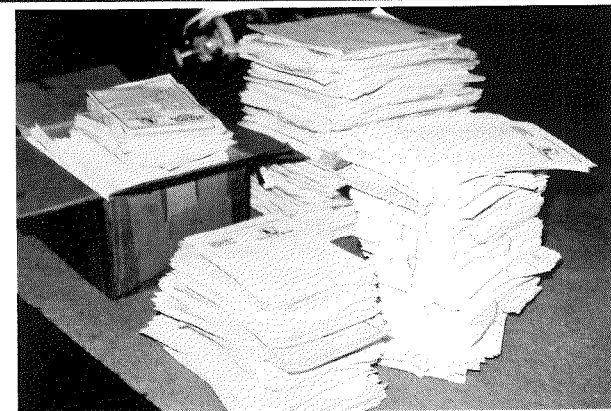
## ***SPITFIRE IV*** John Thomason ***1500 REGISTER***

This month's heading photo, a 1976 British Racing Green 1500, is sent in by Andrew Hammond of Hastings, E.Sussex. Andy is obviously a budding photographer, but then again he has an excellent model!

### The Spitfire Register

I have just received all the Spitfire IV/1500 register forms. As you can see there are quite a few of them, and not in any sort of order. Until they have been sorted into Commission number order I am afraid I will not be able to undertake searches for previous owners of member's cars. Any volunteers?

The MOT



To many, the MOT is not one of the many pleasures of owning a Spitfire; paying the dreaded insurance premiums comes to close second! The uncertainty of what they may find and the thought of expensive repair bills makes it something not to look forward to. As you sit waiting for the result, many thoughts pass through your mind, why are they taking so long? Have they found something? Should I have changed that ball joint? However apart from possibly saving your life, the MOT can be used to advantage. Take the opportunity to have a good look at the condition of the underside of the car, while it's up on the ramps, if you are considering buying a car or have just done so and your not mechanically minded, consider taking it for a thorough MOT. Although the test won't advise you on the condition of the bodywork or the life expectancy of the engine/gearbox etc, it will tell you if the

chassis is sound and whether or not a wheel is about to fall off!

Remember the MOT can be renewed upto a month before its expiry date, yet still retain the same expiry date plus a year. Take advantage of this. Should you be unfortunate enough to fail, then it gives you time to shop around the traders to get the best price for the new component, rather than leave it to the last minute and pay whatever is asked at the local trader, or worse still, be off the road waiting for the part to be ordered!

The actual test can be as short as 10 minutes or as long as 1 hour, depending upon the thoroughness of the tester. Standards vary considerably from one test centre to another. I am sure we all know of places where the car stands a better chance of getting through than another. Nobody likes failing, but I would suggest that if your car does high mileages and you do your own servicing, then it might be prudent to have the car checked over by one of the more thorough test stations.

For alot of areas covered by the test, there are no hard and fast rules for what constitutes a fail. A lot is down to the opinion of the tester. This gives raises to comments such as "He's very fair" or "He was in a bad mood today". Instead of failing the car outright, the tester may decide to pass the car but issue an advisory warning in borderline cases. However too many advisory points and he may decide to fail the car. The following lists the areas to check for MOT and identifies likely "ADVISE" or "FAIL" points on the Spitfire.

## Section I Lighting Equipment.

The lights on a Spitfire seem to be pretty reliable with the possible exception of the rear

number plate lights. (N.B. both bulbs should work). Problems usually due to faulty bulbs or corroded bulb holders which may easily be cleaned up with emery paper.

Ensure that the lenses are clean, since if the lights are not bright enough, they will **FAIL**. When was the last time you cleaned the INSIDE of the lenses?

Strictly speaking, a cracked lens warrants a **FAIL**. Although provided its not showing the incorrect colour (i.e. white bulb), you may get away with an **ADVISE**. However if you leave the lens to long, water will get inside and start to corrode the reflectors and connections a stitch in time...

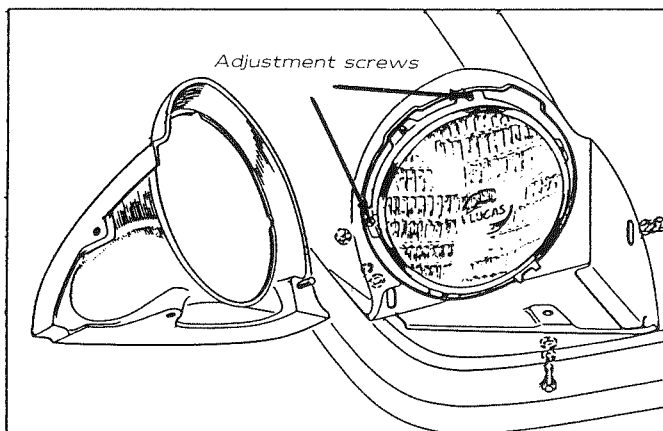


Fig.1. Headlight adjustment screws and location of cowl fixing nuts & bolts

Provided the bonnet hasn't been removed or repaired, then the headlights should remain in alignment over the years. If you suspect the alignment is incorrect, mention this to the tester. Provided you have removed the Aluminium cowls and ensured that the adjustment screws are free Fig 1, then he will usually align them for you as part of the test.

Incidentally, although not listed on the inspection sheet, a faulty indicator warning light can result in a **FAIL**, so check it.

## Section II Steering and Suspension.

This section is usually most rigorously tested and is where problems can occur.

Start grasping the steering wheel top and bottom and try lifting it up and down. Excessive play is a **FAIL**, and the most likely cause is the top steering rack bush. Also check that the steering wheel nut is secure and that the steering column mounting brackets are tight, Fig 2. N.B. the top mounting bracket should contain a clip (not easily visible) which if missing will give excessive movement of the column.

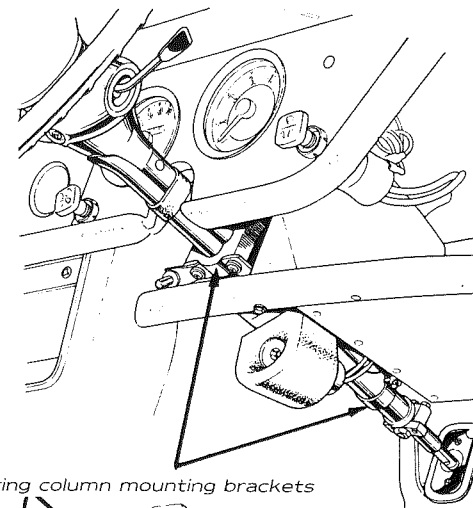
Still grasping the wheel try and pull it in and out, excessive

movement is a **FAIL** and is likely to be due to the adjustable steering column pinch clamp not being butted tight up against the end of the outer column.

Check next the condition of the coupling at the end of the steering column Fig 3. If the small rubber bushes are perished allowing excessive twist or longitudinal movement in the coupling, then this is an **ADVISE** or **FAIL**. Note the linking wire on early cars, is essential if the horn is to work.

Next get a friend to turn the

Fig.2.



Steering column mounting brackets

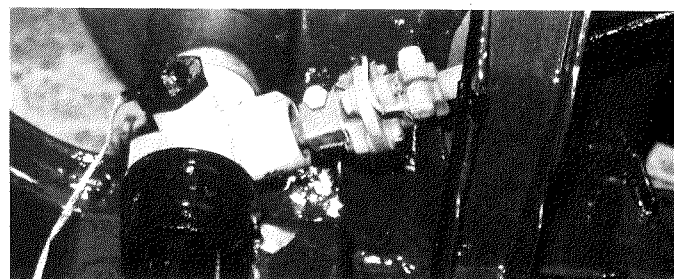


Fig.3. Check condition of steering column coupling. I have removed the engine for clarity!

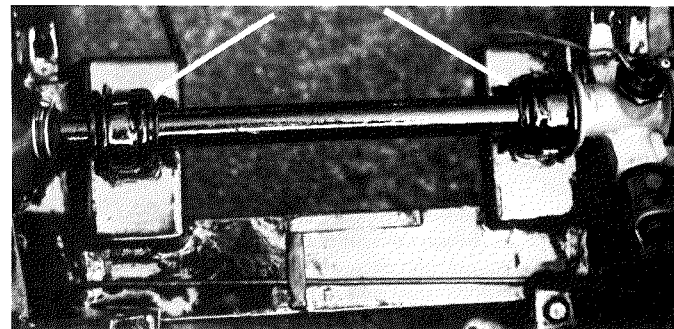


Fig.4. Check condition of steering rack mounting rubbers

steering wheel from lock to lock and check for movement of the steering rack on the chassis. Any movement is a **FAIL** and will be due to work or perished (especially if covered in engine oil) rack mounting rubbers Fig 4. Any cuts or splits in the rack gaiters will also result in a **FAIL**.

With the wheels at maximum left hand lock, grasp the end of the steering rack Fig 5 and try to lift up and down. Any movement is down to a worn steering rack bush and is an **ADVISE** or **FAIL**.

Jack up the front of the car such that both wheels are off the ground. Grasp the wheel as shown in Fig 6 and wiggle the wheel in and out with small steering movements. If the wheel can be moved without the movement being transmitted to the track rod, then the track rod is worn. (N.B. Check first the wheel bearing).

Continue by determining how much the wheel can be moved gently in and out before the steering wheel begins to move. Is the movement excessive (?) then the steering rack needs replacing or the backlash adjusting. Finally lubricate the steering rack with a couple of squirts from the grease gun.

Grasp the wheel top and bottom, Fig 7, and try and rock it in and out. Any movement will be due to a badly adjusted wheel bearing, worn top ball joint or bottom trunion and will mean a **FAIL**. Fig 8.

If the wheel bearing needs adjusting you should be able to detect movement between the disc and disc dust guard which should remain stationary. The wheel bearing is correctly adjusted when there is no rocking movement, but the wheel is free to spin. Overtightening will cause the bearing to quickly overheat and fail. Checked the bearings are well greased.

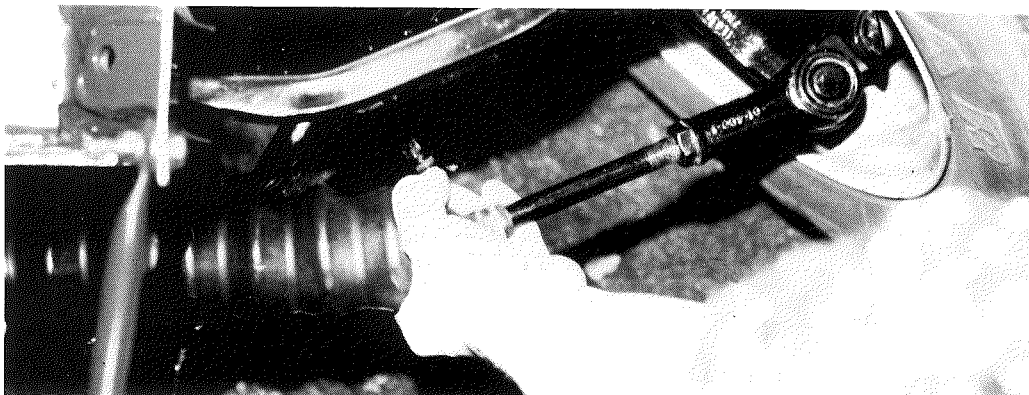


Fig.5. Lift left hand end of rack up and down to check for wear in steering rack bush



Fig.6. Wiggle wheel in and out to check for wear in track rod ends and steering rack

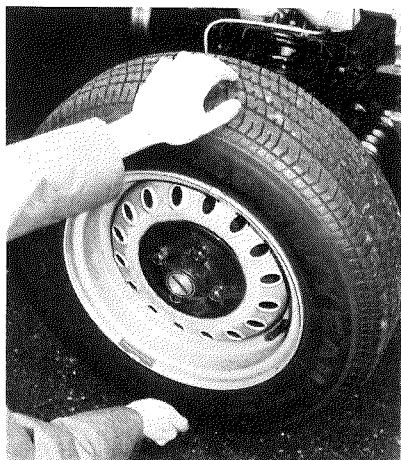


Fig.7. Rock wheel to check for wheel bearing, trunnion and top ball joint wear

If the lower trunnion is worn, you should be able to detect movement by vigorously pulling the bottom of the wheel in and out. Conversely for the

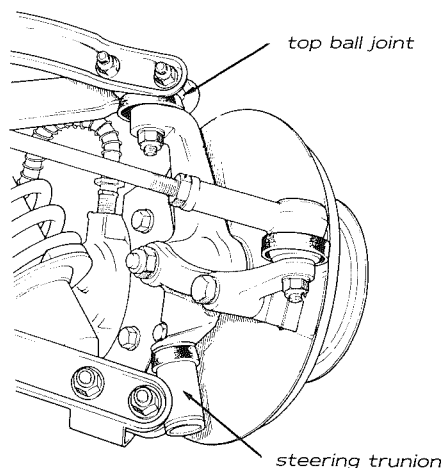


Fig.8. Top ball joint and bottom steering trunnion

top ball joint. Alternatively, with the wheels back on the ground, grasp the top wishbones either side of the top ball joint and pull up and down. You'll be able to "feel" movement if the ball joint is worn. If any of the ball joint rubber boots/gaiters are split then expect an **ADVISE** or **FAIL**. Check also the condition of the wishbone and damper bushes, although I've not know of a Spitfire failing on these.

Any oil leaking from any of the dampers spells **FAIL**, whilst more than one bounce after pushing down hard on each corner of the car means an **ADVISE** or **FAIL**. Dampers should be replaced in pairs not singularly.

Testing of the rear suspension is very limited and is often overlooked. Is this why the rear suspension of Spitfires is so poorly serviced? The trunnion bushes are sometimes checked for wear using a large screwdriver between the bearing housing and vertical link.

### Section III Brakes

Brakes can be the big unknown in the MOT and all you can do is fully check over the system. Get a friend to take the car for a drive to test the brakes. You will have become used to the brakes and not noticed and gradual degradation in their performance. Check that under hard braking, the car does not steer to one side, this may mean a sticking caliper piston.

On a dry day check for leaking brake fluid around the caliper pistons. If the brake pads need replacing, do so a couple of week before the MOT, thereby giving them a chance to bed in. Ensure that there are no cut or niches in the brake hoses, or that they aren't overly stretched when the wheels turn from lock to lock. Incidentally I heard of a car that failed because the wire/plastic coil was not fitted around one of the front brake hoses.

Check for leaks at the master cylinder which can usually be seen by pulling back the rubber boot and dust cover. Check for internal leaks by getting a friend to keep the brake pedal push down a couple of minutes. If the push rod slowly creeps back then the seals need replacing.

Check the condition of the brake pipes for rust, particularly the rear two. It is worth giving them a wire brush and coat of Waxoyl or rust inhibitor (not Hamerite). If the brake fluid hasn't been changed in the last couple of years it is well worth doing so before the test.

Getting the hand brake through the test can be a big headache. Everything must be in top condition. Start by disconnecting the handbrake cable and removing the drums. Check the condition of the drums and shoes and ensure that the slave cylinder isn't leaking, is free to slide back and forwards and that the brake shoe adjuster screws in and out fully Fig 9. Replace the drum, and turn the adjuster until the shoes just begin to bind.

The design of the rear suspension is such that as the rear wheels move up and down, the "effective length" of the handbrake cable changes. Thus if its length is adjusted with the rear of the car jacked up and the wheels sagging down, then the adjustment is lost when the car is let back down onto its wheels. This problem can be overcome by placing jacks under each hub to return the wheels to their normal road position, and then adjusting the length of the cable.

Ideally the handbrake should come into operation after 3 clicks of the handbrake lever, but this can be difficult to achieve. Care must be taken not to over adjust, since binding rear brakes can cause a **FAIL**.

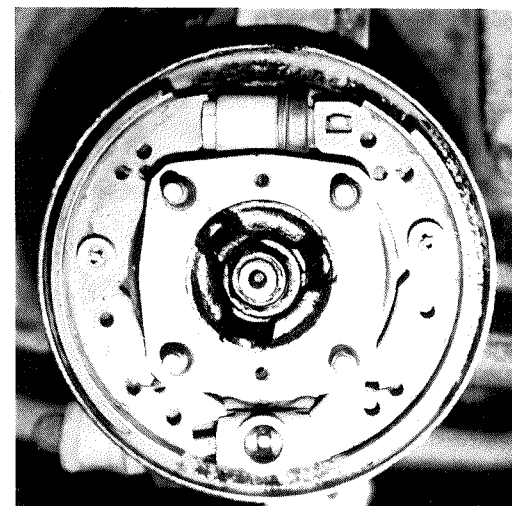


Fig.9. Location of rear slave cylinder (top) and brake shoe adjuster (bottom) can you see whats missing?

Check the condition of the handbrake cable, any fraying as a **FAIL**. Grease the cable, particularly where it passes the circular guides. N.B. this can also prevent the cable freezing 'on' during the winter. Also lubricate the brake adjusters, the cable adjustment nuts and the front cable pulley.

Check for sideways movement of handbrake, which can be an **ADVISE** or **FAIL** due to wear of the circlip groove in the large clevis pin.

### Section IV Wheels and Tyres

Tyres must be of the same type on the same 'axle', although not necessarily the same make (but not recommended). The wall of the tyres must be free from any gouges, cuts or bulges. Don't forget to check the inside wall of the tyre.

Wheel rims should not be dented or buckled.

### Section V Seatbelts

Grasp the seat belt at anchorage point and tug the belt as hard as you can a couple of times. Any detectable give, or creaking is a **FAIL**. The most likely failure point is where the belt anchors to the floor next to the sill, since a leaky hood and roadspray from underneath makes this a common rust spot. Unwind the seat belts to their full length and check for fraying or cuts. In addition if the belts do not retract satisfactory this is an **ADVISE** or **FAIL**.

## Section VI General Points

Check the operation of the screen wash and ensure the washer bottle is full before going to the test. Make sure the jets aren't too high otherwise you end up having a shower when the hoods down! The wiper blades should be firm and free from splits. It is well worth giving the windscreen a good clean beforehand to give the wipers a little bit of help!

The horn on the pre 1977 (i.e. non TR7 type) Spitfires are notorious for failure and listing all the possible problems would be an article in itself. However a good start is to check that the steering column is earthed right up to the steering wheel.

A blowing exhaust is obviously a failure but you may get away with an **ADVISE** for only a small hole in the silencer. A leaky manifold gasket will also get you an **ADVISE**.

Grasp the system and ensure that it is held fairly rigidly and does not foul the body. I know of one car that failed

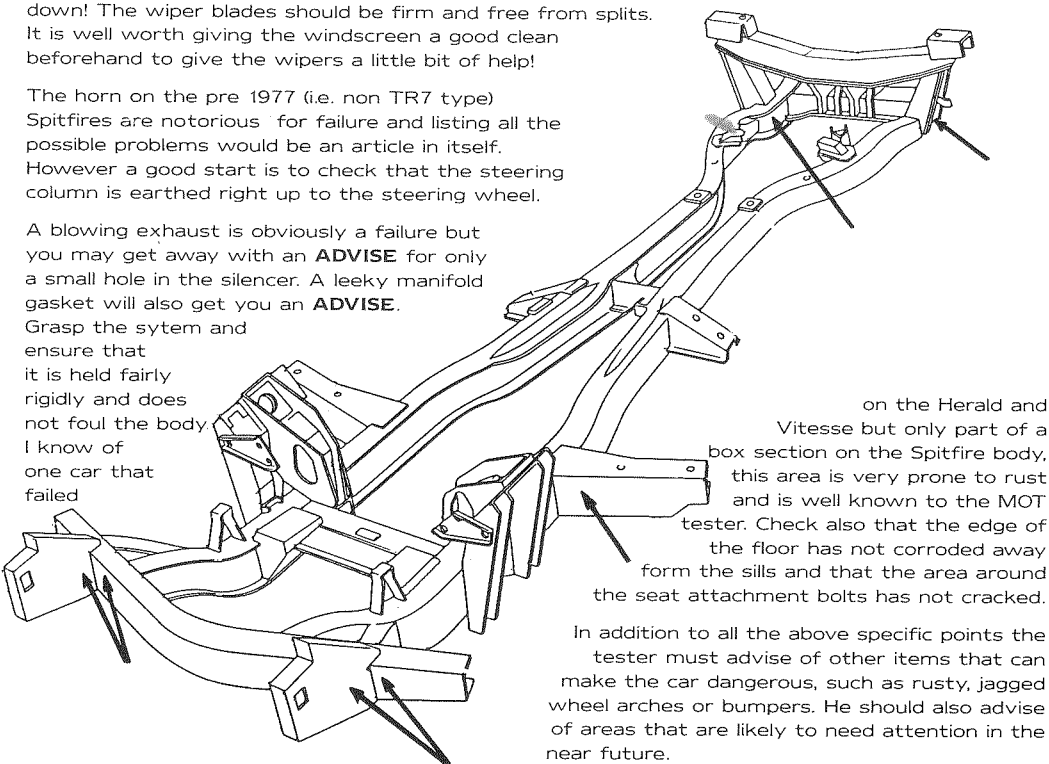


Fig.10. Typical areas of corrosion on the Spitfire chassis

on the Herald and Vitesse but only part of a box section on the Spitfire body, this area is very prone to rust and is well known to the MOT tester. Check also that the edge of the floor has not corroded away from the sills and that the area around the seat attachment bolts has not cracked.

In addition to all the above specific points the tester must advise of other items that can make the car dangerous, such as rusty, jagged wheel arches or bumpers. He should also advise of areas that are likely to need attention in the near future.

because the gearbox bell housing exhaust bracket was missing!

Although only a single line on the inspection sheet, the entry 'structure' can cause so much trouble.

Any hole in the chassis is a **FAIL**, although fortunately the Spitfire chassis is not so prone to corrosion that of the Herald and Vitesse. The most common rust point on the Spitfire chassis, but rarely detected by the tester, is at the very front of the chassis where the bonnet hinge 'turrets' attach to the cross-member Fig 10. The two front chassis outriggers occasionally rust, as can the main rails in the area of the differential Fig 10.

Unlike the Herald and Vitesse, parts of the Spitfire body are structural. The 'D' plates, the sill and where they extend along the bottom of the rear wings are all **FAIL** points. If you use filler and undersill or stainless steel oversills to cover holes, then you are only cheating yourself as the car will start to sag and the doors catch etc. Another area to check is where the rear suspension tie rod attaches to the body Fig 11. A chassis outrigger

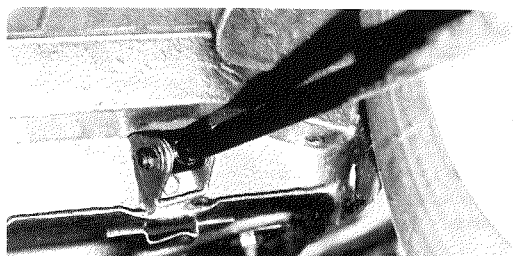


fig.11. Check body box section around the tie rod

Finally it is well worth giving the car a good clean, hoovering out the interior and touching up any rust. If you can show the tester that the car is well looked after then he may sway a borderline decision in your favour.

The above are my own experiences of the MOT but I am sure that I have missed a few points and tricks. It would be interesting to hear from members of any of the more unusual MOT failures that they have encountered on their Spitfires. Good luck.

# Bell Silencers

## A severe case of the Bends'

Bernard Robinson

Part one

Do you remember that Thursday in January? you know the one with the hurricanes, well I found myself at 5.30am, Swindon bound, in my 1962 1200 Herald Coupé with its leaking screens, single speed wipers and one very blown exhaust. Cursing the day, I agreed to help Jonty finalise the stainless steel exhaust range for Club Cars.

Anyway on arrival at Bells we were greeted by Roy Gibbons and a hot drink from their machine (Bovril tastes awful with sugar!) I was introduced to George Fitzpatrick and the coupé was taken into the factory, to start the proceedings, I was taken through a complete production run by Roy (detailed story in part two) whilst my old blown system was removed.



Fig.1. Car placed on lift, original system removed after noting fit, clearances and fitting kit.

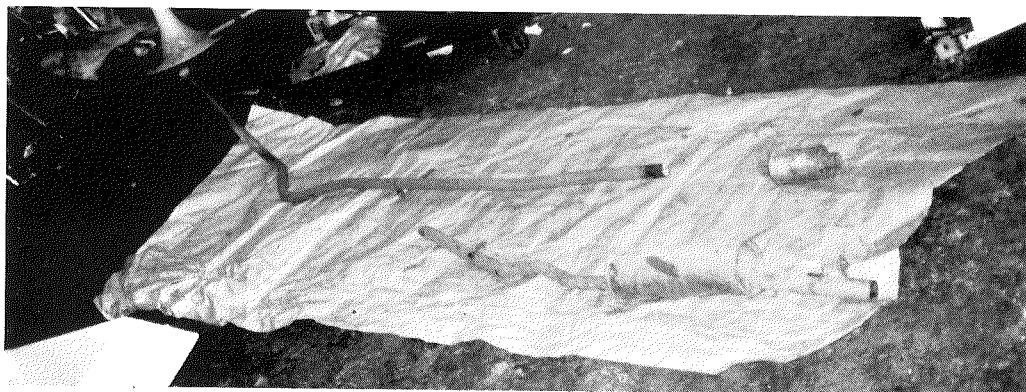


Fig.2. Component sections of original system.

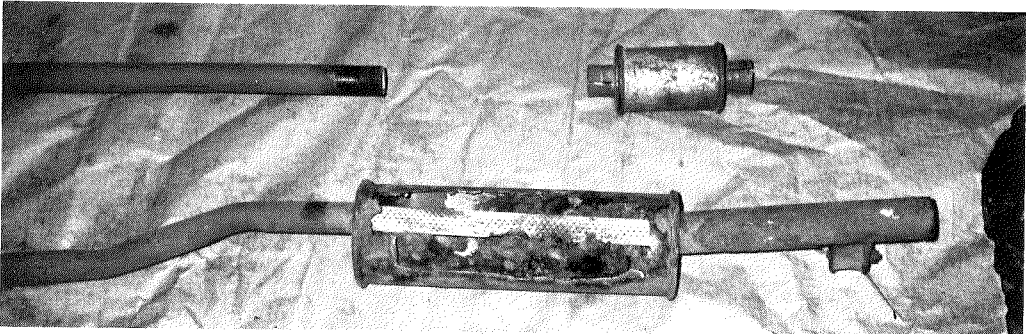


Fig.3. Silencer boxes, cut open and analysed.

Once removed the old boxes were cut open and new stainless boxes made up. Bells go to great lengths to maintain the quality and 'originality' of their systems. The interior of the boxes are matched as closely as possible to 'factory' spec (mine was a Stanpart system) and this is where 'cheaper' systems fail in quality, as you're not likely to cut your system open and see if it matches your original.

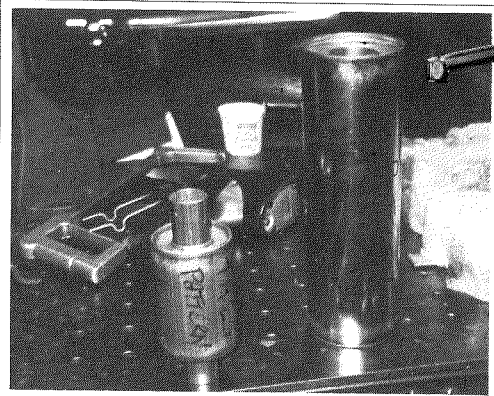


Fig.4. Silencer boxes made up to original Spec in stainless.

Next George measures up the old system pipes and makes up the angles, afterwards transferring this information to the new pipe.

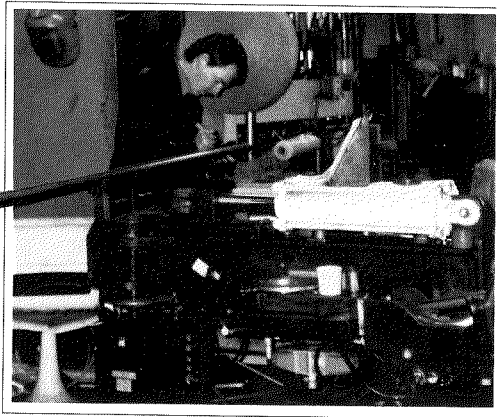


Fig.5. Down pipe section angle positions being marked.

The process George uses here in prototype production is called 'Crush Bending', later on in larger production runs Bells use a computerised bender which utilises Georges figures and bends can be smoothed out by inserting a Mandrel.



Fig.6. Pipe is 'Crush Bent' to original angles which work in degrees of bend and degrees of rotation.

Once the operator (George) is happy with the angle bent, the degree of rotation is taken from the gauge. (Circular disc on end of pipe) and the degree of bend (gauge above George's knee) is noted down on a chart for subsequent systems. Obviously the operators skill is vital here as each operator will interpret the angles differently.

Once the pipe is bent and the Manifold flange is tacked on, George can see immediately if there will be any production problems and can also make improvements (i.e. gearbox drain plug clearance). These points noted he carries onto the back of the car.

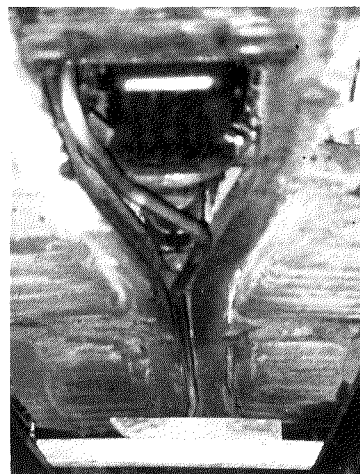


Fig.8. Trial fitment of downpipe to car to check clearance. George likes to achieve a 'Fingers width gap' in the tight areas.

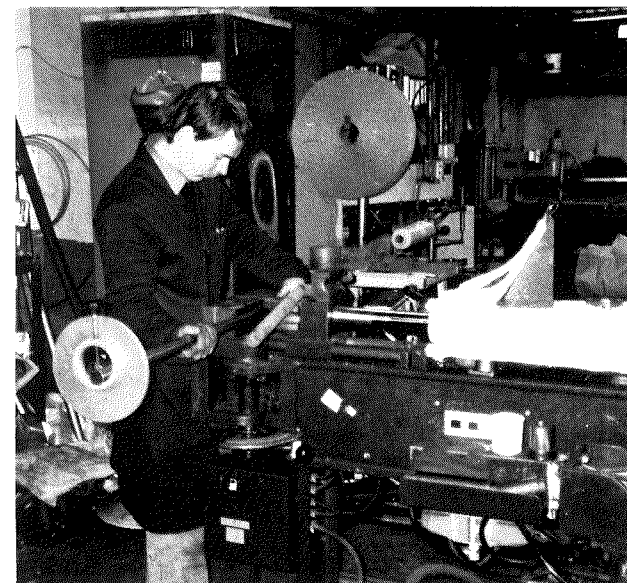


Fig.9. Completed downpipe (top) Mild steel (original) pattern below. Here you can see why the operators skill in interpreting angles is vital. As George said, having an actual vehicle to work to, means you can achieve a much more tailored fit. George 'improved' the angle around the gearbox filler to allow better access.

Fig.10. 'Bean Tin' box in position.

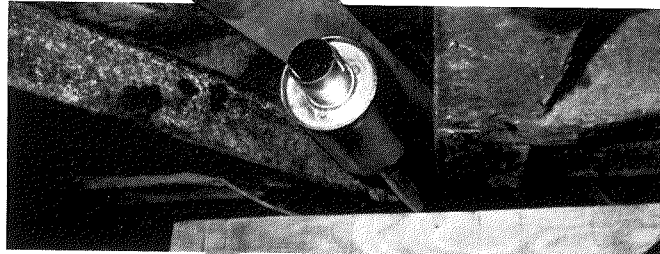
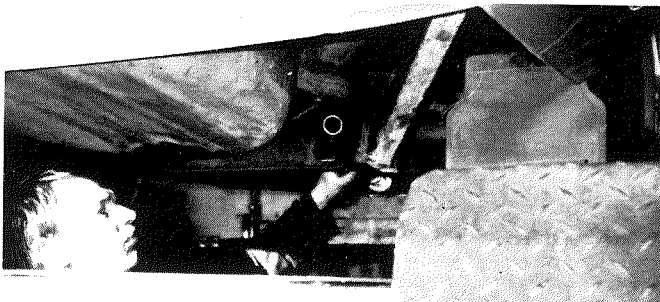
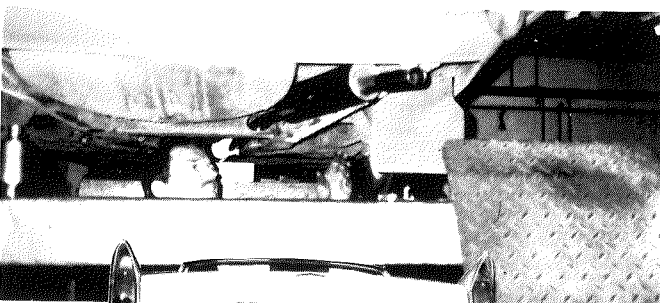


Fig.11. Rear box pipe is offered into position, and packing pieces placed to achieve correct clearance.



On the Mk1 1200 the exhaust runs through the rear chassis crossmember so clearance here is vital and much time again was spent achieving Georges famous fingers width clearance all around.

Fig.12. Rear silencer into position and here George is checking final position.



Once the rearbox is in position George makes sure that even the hanging lug will cause no problems to later fitters and that hanging straps etc line up with brackets.

Fig.13. Once George is happy with the fit all sections are tack welded into position.



Fig.14. Final welding of pipes to boxes and lugs etc.

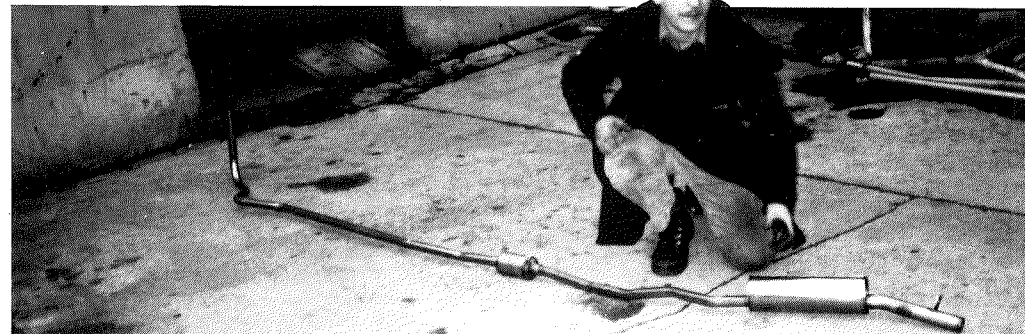
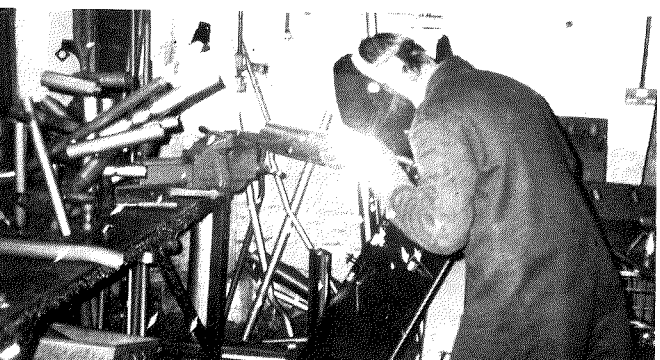


Fig.15. The finished system. In fact this system will be used to make up jigs for production runs. The system fitted up to the Coupé was a second system made entirely from the angle chart figures alone, as shown earlier. Once the system is completed and fitted, it was then removed for a production run system to be fitted because this will prove that the figures noted earlier will truly work. Here I was impressed as Roy and George had organised things to have the second system ready simultaneously, so final fitting didn't take much longer, George even replaced a worn manifold stud into the bargain. Everyone gathered round to 'hear' the fruits of their labour, and true to form the coupé started on first pull. A general tip here after fitting a new system is to rev the engine at about 2,000 rpm, for a few minutes, this allows the cling film wrap around the stainless steel wool, which is wrapped around the inner 'perf' pipe, (details on which next month), to melt away, upon which the box note becomes much quieter as until this happens the box is virtually 'straight through'. The difference is quite noticeable. So there you have it, a tailored quality system with a life time guarantee all done to ensure that you should have no problems should you wish to fit one. Driving home the difference was quite astonishing as coming down I was driving at about 60mph, due to noise level mainly, but when I checked the speed on the M4 I was unconsciously doing 70-75mph, it had even stopped raining... more next month.

Production and make up of a Bells stainless system.

★ TSSC Offers ★ TSSC Offers ★ TSSC Offers ★ TSSC Offers ★ TSSC

## Important news

After much work in conjunction with Bell's The Triumph Sports Six Club can now supply high quality, lifetime guarantee stainless steel exhausts for all TSSC Club Cars the new additions which have completed the range are listed below. We are particularly pleased with this achievement as the TSSC are not only the driving force which made this happen, but is the only supplier currently able to offer this range of systems.

### Special launch price for these 'New' systems:-

(these prices are only guaranteed for orders taken before next Courier, a price increase will take effect from that date for most TSSC cars and may effect those listed below).

Herald 948 Single Carb	£120.00	Bond Equipe 2 + 2	£134.00
Herald 948 Twin Carb	£120.00	Bond Equipe 4S	£115.00
Herald 1200 Single Carb	£120.00	Bond Equipe 4S 1300cc	£140.00
Herald 1200 Twin Carb	£120.00	Bond Equipe 2 litre MkI	£115.00
		Bond Equipe 2 litre MkII	£115.00

Fitting Kits £12.00 + Post and Packing all models £11.50 Please note TSSC prices inc. VAT.

Items Required

Total

.....  
 Car ..... Mark .....  
 Name ..... Membership No.....  
 Address ..... Telephone No. ....  
 Credit Card No. .... Exp. Date. ....

★ TSSC OFFERS 13 COMMON RISE, HITCHIN, HERTS SG4 0HN TEL: (0462) 456315 ★

# SPRINT & HILLCLIMB CHAMPIONSHIP

By Neil Sleightholm

## What are Sprints/Hillclimbs?



If you feel that full-blown racing is not for you but would like to compete in some form of motorsport, then perhaps Sprints and Hillclimbs are for you. They are run on closed courses with competitors racing against the clock for the fastest time. The cars run individually, and each run is relatively short therefore not putting the car or you under any undue stress. If this has whetted your appetite or you would like some more information then contact me or come along to an event and chat to the drivers, you will be impressed by the friendly but competitive atmosphere.

### Sprint/Hillclimb regulations and events 1990

Due to a recent change of job, I have been a bit late this year in organising the Sprint/Hillclimb championship. As in previous years the championship will be run along side the BARC championship, details can be obtained from the address below. This year I have tried to arrange events over a wider area as you can see from this list below.

If you would like to compete in the championship you will need to register with the championship organiser. There is a small fee to cover administrative costs including postage. You will also need a Restricted Speed licence from the RAC Motor Sports Association, this will enable you to race in all of the TSSC/BARC Sprints and Hillclimbs.

The regulations below will allow cars in class A to be entered in Sprints or Hillclimbs as a standard car and class B as roadgoing and comply with 1990 RAC regulations for Sprint and Hillclimb cars.

#### All Cars

Roll-over bars are compulsory.

Cars may be trailed to and from events.

Members must be registered for TSSC and BARC Sprint and Hillclimb championships.

Best eight events (TSSC or BARC) to count towards points (may be varied according to attendance during the year).

Points for each class:

1st	-	6 points
2nd	-	4 points
3rd	-	3 points
4th	-	2 points
5th	-	1 point
others	-	1 point

**Positions based on best of two timed runs only.**

**Points apply irrespective of number of entrants.**

**Points may be carried over if changing from class A to class B during the season.**

Cars should be in good mechanical and structural condition and of good appearance.

#### Class A - Standard Four and Six Cylinder Cars.

Road registered, taxed, tested and insured.

Full trim (except where this interferes with safety equipment e.g. fitting of roll bars).

Tyres: 185 maximum width, 70 series minimum profile, as RAC blue book production tyres list (Remold/retread tyres not allowed).

Wheel: 5½" maximum width, standard diameter (13"), steel or alloy.

Electric fan and electronic ignition allowed.

Exhaust: manifold standard, system free.

Suspension: standard except dampers free (e.g. Spax adjustable).

Brakes: standard except servo and uprated linings allowed (e.g. Mintex M171 pads).

Bodywork: standard except panels to rust, fibreglass bonnets allowed.

Engine: gearbox and differential standard and be in original positions (axle and gearbox ratios to remain standard).

Carbs: must remain standard size (Swapping to SU from Stromberg allowed if same size).

#### Class B -

**Modified roadgoing four and six cylinder cars.**

Road registered, taxed, tested and insured.

Trim may be removed.

Tyres: as RAC blue book production tyres list. (Remold/retread tyres not allowed).

Wheels: free.

Electric fan and electronic ignition allowed.

Exhaust: free.

Suspension: free standard configuration, i.e. Front: double wishbone, coil over damper, Rear: transverse leaf spring, lower wishbone allowed on all cars, Springs and dampers free.

Brakes: free except they must retain front disks drum.

Bodywork: free except basic floor scuttle and body silhouette must remain.

Engine: gearbox and differential free except they must remain in original position and be recognised Club units. Increased capacity engines allowed. Limited slip differentials allowed.

Fuel must be petrol, octane boosters additives allowed.

Carbs: free, fuel injection allowed.

All modifications should use recognised club car parts (fuel injection and Weber carbs excepted).

#### Class C - Super Modified.

Any car not complying with the above.

Cars must be registered with TSSC.

All Kit-cars in this class (Kit-cars may be allowed in class B if they seem to be competitive with other club cars during the season).

Cars do not have to be road legal.

Must have recognised club chassis, engine or body silhouette.

The following list of the rounds of this years championship. Some of the events are provisional and may be cancelled if we do not get an invite to them. It is not necessary to compete in all of the rounds and I have tried to cover as many venues as possible to compete.

#### TSSC SPRINT AND HILLCLIMB EVENTS 1990

18th Feb	Brands Hatch	BARC	Confirmed
25th Mar	Curborough	TSSC	Confirmed
8th Apr	Goodwood	TSSC	Provisional
8th Apr	North Weald	BARC	Confirmed
14th Apr	Harewood Hill	BARC	Confirmed
21st Apr	Gurston Down	BARC	Confirmed
29th Apr	Goodwood	TSSC	Provisional
12th Apr	Goodwood	TSSC	Confirmed
3rd Jun	Goodwood	BARC	Confirmed
10th Jun	North Weald	BARC	Confirmed
16th Jun	Lydden	BARC	Confirmed
17th Jun	Gurston Down	TSSC	Provisional
1st Jul	Goodwood	TSSC	Provisional
7th Jul	Valence School	TSSC	Provisional
22nd Jul	Gurston Down	BARC	Confirmed
5th Aug	Ocean Village	BARC	Confirmed
5th Aug	Goodwood	TSSC	Provisional
26th Aug	Gurston Down	BARC	Confirmed
8th Sep	Wiscombe Park	TSSC	Provisional
16th Sep	Goodwood	BARC	Confirmed
30th Sep	Oddicombe	TSSC	Provisional
7th Oct	Gurston	TSSC	Provisional
13th Oct	Curborough	BARC	Confirmed
13th Oct	Goodwood	TSSC	Provisional
20th Oct	Goodwood	BARC	Confirmed
25th Nov	Snetterton	BARC	Confirmed

#### Useful Addresses

RAC Motor Sports Association Limited  
Motor Sports House  
Riverside Park  
Colnbrook, Slough SL3 0HC.

TSSC Championship Organiser  
Neil Sleightholm  
45 Chelwell Road  
Truro

Cornwall TR1 1LR  
Tel: (0872) 71361 (I am only available at weekends, but you can leave a message during the week).

BARC Sprint Championship Organiser  
Ian Bax  
Speed Championship Secretary  
BARC (London and Home Counties centre)  
34 Norfolk Farm Road  
Pyrford  
Surrey GU22 8LF  
Tel: (0483) 715332  
Registration Fee £6.00

**SEE FULL REGISTRATION FORM IN NEWS REVIEW**

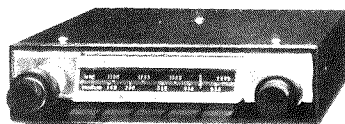


# BOLT-ON-BUYERS GUIDE

## Radiomobile

with the 'Built in' look

Model 970/980.

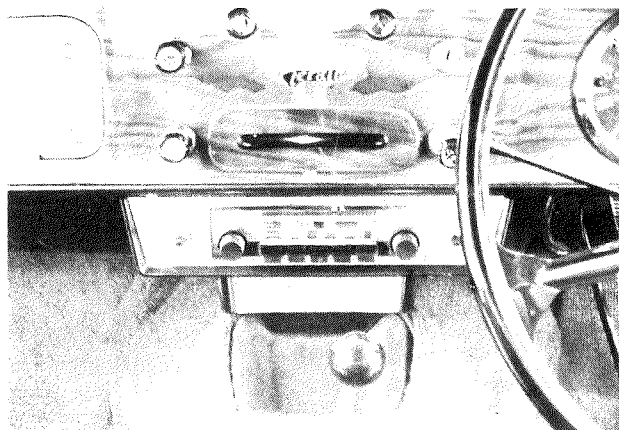


Model 70.

Model 320.



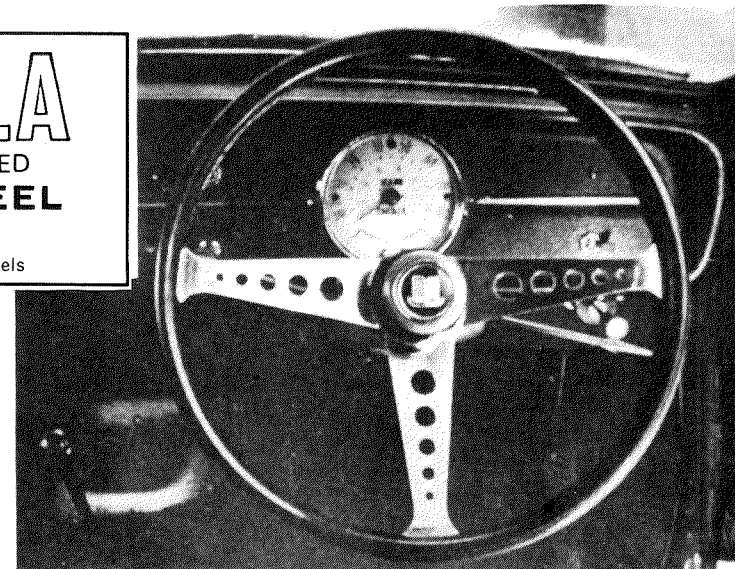
Model 970/980 in a Triumph Herald.



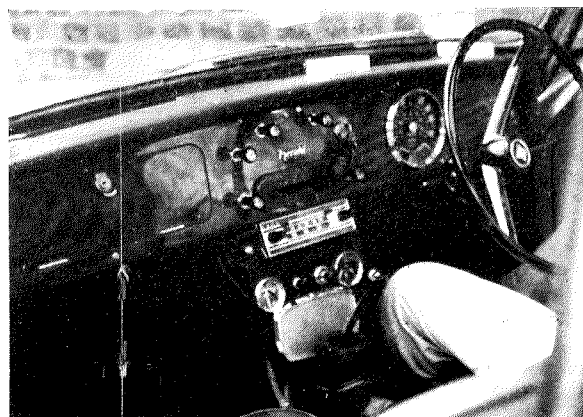
## FORMULA

The finest WOOD RIMMED  
**STEERING WHEEL**  
in the World  
For all the Triumph current models

- ★ APPROVED ACCESSORY
- ★ FINEST MATERIALS
- ★ LAMINATED CONSTRUCTION
- ★ FROM £7.10.0
- ★ STEEL RING REINFORCED



## INSTRUMENTATION MADE EASY by MOLINEAUX ACCESSORIES



Facia panels in wood grain, simulated leather and black perspex designed for HERALD & VITESSE RANGE from 25/-



Also: Rear mounted radio speakers complete with assembly instructions. Simple fitting - easy to transfer to your new car.

FIRST OUTLAY IS THE LAST

Full range of Smith's Instruments. Herald rear carpets converted for easy access to handbrake adjustment. Prices on application. Further accessory fittings and engine conversions to be introduced.

# V C TOP QUALITY TRIM

## TOP QUALITY CARPET SETS

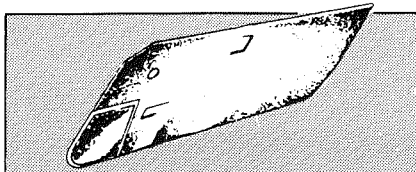
Spitfire	£49.50
GT6	£59.50
Herald/Vitesse	£69.50

## FRONT CARPETS

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

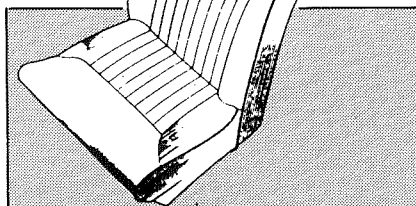
## TRIM PANELS

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



## SEAT COVERS

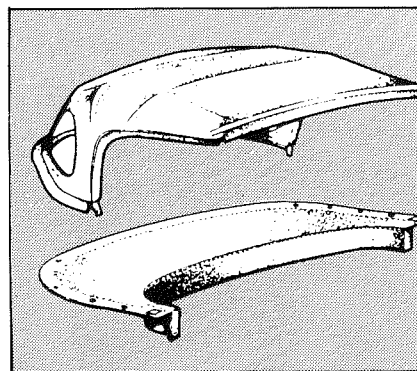
Spitfire Mk.3	Set £59.50
Spitfire Mk.4	Set £59.50



## NEW ITEM AVAILABLE

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

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



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

ACCESS & BARCLAYCARD WELCOME  
ALL PRICES EXCLUDE VAT & CARRIAGE

# British Sports Car Centre

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

# 90's lighting for a 60's car

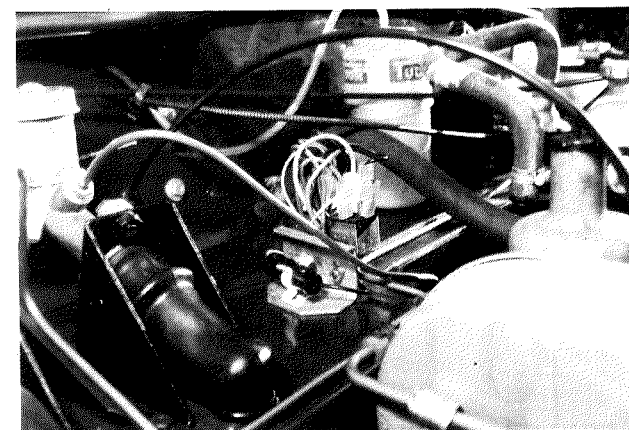


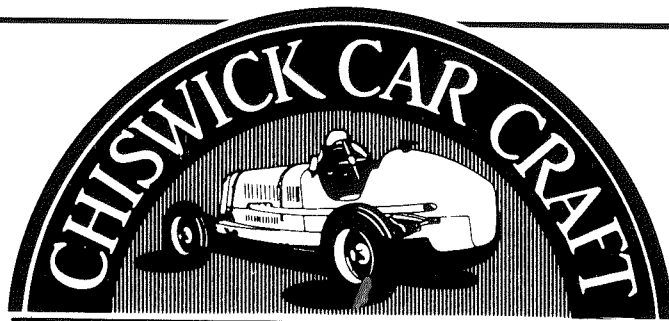
Clive Insley

The idea for this circuit was born of necessity. I wanted to uprate the headlights of my 1972 Spitfire from the standard 65 - 50w to 100 - 80w. This meant an increase in current in the wiring from 10.8 Amps to 16.6 Amps, with a similar increase in the rate of wear of the switch contacts controlling the lights. This switch is no longer available, so to reduce wear, and extend it's life I used slave relays to switch the current. They are both cheap and reliable with the added advantage of being easy to replace in the future when the contacts do eventually wear.

The wiring on a 1972 Spitfire is straightforward, but the dip/headlamp flash switch are in one unit. By using two relays and a diode I was able to retain flash facility whilst removing the current load from both the dip and the dash light switches.

The connections to the wiring loom were made through the existing bullet connectors, enabling the wiring to be returned to standard in a few minutes. The relevant part of my cars wiring is shown below using manufacturer's symbols for simplicity. The relay wiring is also shown, connections being





Specialists in Older Vehicle Restoration

ARCH 197  
PREBEND GARDENS  
CHISWICK  
LONDON W4 1TN

★ SPECIAL OFFERS ★

Servicing CLUB CARS  
4cyl. £40.00 6cyl. £50.00

+ Parts Used + VAT

Full suspension rebuilds

Chassis repaired to MOT standards

Universal Joints replaced

Full restorations undertaken

Insurance recognised repairer

★ FREE ESTIMATES ★

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

10% Discount to all Club Members

01-994-3395

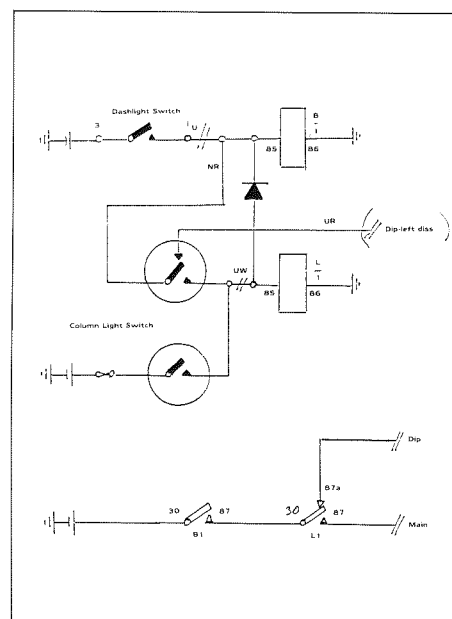
made by removing existing wires from connectors around the steering column wiring harness and added new ones as indicated.

A complete kit of parts for this modification is available from Component Technology Ltd, Oldends, Lane Industrial Estate, Stonehouse, Gloucestershire GL10 3RQ Tel: (0453) 825281, at a price of £19.95p to TSSC members Part Number C10001. The firm also have a credit card facility so placing orders by telephone is very easy. The kit comes with complete and very detailed instruction as well as all the brackets, wiring, relays etc. needed.

The contacts in the relays and the wiring supplied with the kit are quite adequate with a combined output of up to 260 Watts, however if you want to calculate the currents involved for yourself, apply the following formula:

$$\text{Current in Amps} = \frac{\text{power in Watts (for both headlamps)}}{\text{Volts (battery voltage)}}$$

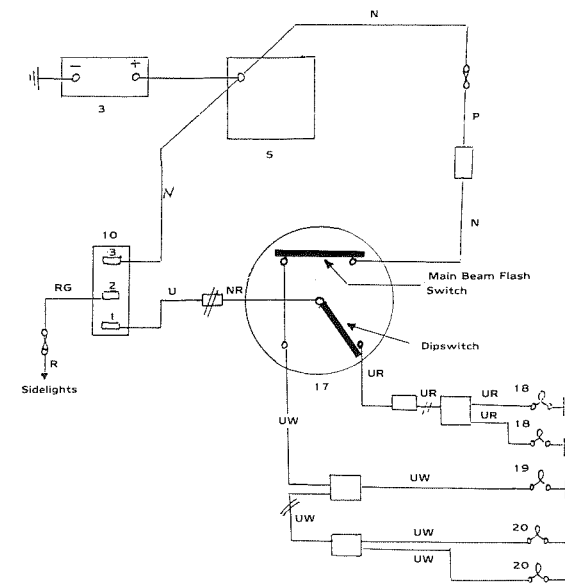
for example, the current in a car headlamp circuit using  
100 Watt bulbs will be:  $\frac{2 \times 100}{12} = 16.6 \text{ Amps}$



- 3 = Battery
- 5 = Starter Solenoid
- 10 = Master Switch
- 17 = Column Light Switch
- 18 = Dip Beam Bulbs
- 19 = Main Beam Warning Light
- 20 = Main Beam Bulbs

- = Fuse
- = Single Bullet Connector
- = Double Bullet Connector

H = Connections made at this point



- ww = Blue/White
- UR = Blue/red
- N = Brown
- NR = Brown/Red
- P = Purple
- RG = Red/Green

Office  
0592 206439  
Parts Depot &  
FAX 0592 640714



Unit 1 Mill Street  
Kirkcaldy  
Fife  
Scotland

**NOW ACCEPTING CREDIT CARDS**  
**TRIUMPH & MG SPARE PARTS A SPECIALITY**  
**RESTORATION OF ALL CLASSIC SPORTS CARS UNDERTAKEN**  
**CLUB CHASSIS FROM £295.00**

\*\*\*\*\*

**NOW MANUFACTURING**

14 Gauge side rails £15.00 each - Outriggers £8.50 each - Boot extension £12.00 each.

*Original specifications and quality assured*

\*\*\*\*\*

Front chassis bars for Herald/Vitesse/Bond Equipe £29.85 each  
Bar with brackets £39.50 each - Front bar repair ends £12.50 each

\*\*\*\*\*

Body mounting brackets front £6.50 - centre £7.50 - rear £8.50 each

Roof linings for Equipe - Vitesse - Herald etc made to order.

**ALL PRICES EXCLUSIVE OF VAT & CARRIAGE**

**Special prices for Trade - WATCH OUT FOR THE NEXT BULLETIN**



**TAILORED TO FIT PRECISELY**

Full D.I.Y. fitting instructions enclosed.  
All hoods feature Superior "VYBAK" windows which will not crack or discolour. Spitfire Mk3/4/1500 come with factory fitted fasteners for easy D.I.Y. fitting.

**Prestige**

SUPPLIERS TO  
THE MOTOR INDUSTRY

**FACTORY QUALITY HOODS**

- \* H/DUTY PVC - Smooth grain black PVC hooding.
- \* SUPERIOR VYNIDE - Motor Industry Standard grained vinyl. As used by leading car manufacturers.
- \* EVERFLEX - Superior vinyl for all coloured hoods. As used by Rolls Royce. Available in; white, tan beige, red, navy, cream, grey, maroon & green.

*Superior Quality*  
**CAR HOODS & CARPETS**  
*DIRECT FROM THE FACTORY*

**WORLDWIDE MAIL ORDER**

- \* DUCK - 20oz black Duck Cloth hooding.
- \* MOHAIR - Motor Industry Standard fabric hooding used by leading car manufacturers on luxury cars. Available in; black, brown, beige & navy.

MODEL	H/DUTY PVC	SUPERIOR VYNIDE	EVERFLEX	DOUBLE DUCK	MOHAIR
Spitfire Mk3/4/1500 (zip window)	£55.10	£71.69	£89.61	£98.44	£67.45
Spitfire Mk1/2/3	£47.61	£69.00	£86.25	£98.44	-
Herald/Vitesse	£51.89	£69.00	£86.25	-	-
Stag	-	-	-	£114.49	£181.90
TR3-5	£69.55	£90.27	£112.84	£106.32	£190.36
TR6, TR7	£60.99	£80.78	£100.98	£98.44	£167.45

NEXT DAY DELIVERY AVAILABLE FOR URGENT ORDERS. TRADE ORDERS WELCOME.  
FULL FITTING SERVICE AVAILABLE BY APPOINTMENT

**Prestige  
CARPETS**

All sets based on  
**FACTORY  
ORIGINALS**

**FORGET THE REST!**

- \* VELOUR - Smooth velour pile hardwearing carpet with rat proof latex back. Black only.
- \* DEEP PILE - Motor Industry Standard luxury pile carpet as used by leading car manufacturers. Colours: black, brown, beige, blue, red, green, grey, navy.
- \* ASK FOR DETAILS OF OUR INTERIOR SOUND DEADENING KITS \*

Model	BLACK VELOUR	DEEP PILE	SOUND DEADENING
Spitfire 10 pce	£35.55	£47.66	£22.50
GT6 15 pce	£44.55	£57.29	£29.50
Herald/Vitesse 4 pce	£26.55	£38.03	£17.50
Stag 11 pce	£44.55	£57.29	£29.50
TR4/5/6 15 pce	£35.55	£47.66	£22.50
TR7 7 pce	£26.55	£38.03	£19.50

**ORDERING IS EASY**

WORLD WIDE DELIVERY SERVICE

U.K. £2.95; Europe £15; U.S.A./Can £22; Aus/N.Z. £40

**CALL US NOW! 24 HRS A DAY, 7 DAYS A WEEK**

**ORDER LINE: 051-608 8683**

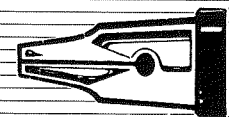
**FAX: 051-608 0439**

Quote Credit Card or cash on delivery (pay Postman)  
Cheques etc. should be made payable to:

**Prestige Auto Trim Products Ltd.,  
3 Prenton Way, Nth Cheshire Trd Est.  
Birkenhead, Merseyside L43 3DU.**

ALL U.K. PRICES SUBJECT TO 15% VAT

# Pen to paper



## Obsessed!!

Just thought I would write with a couple of ideas for the Courier - which may be fun to do - or perhaps other members are not so obsessed with Heralds/Vitesse as I am!!

With the popularity of our cars growing and seemingly becoming in vogue, they are being used more and more in advertising/films/videos etc. I thought it may be interesting to have one page in the Courier dedicated to "Triumph Spotting" or Trivia. Below is a small list of where I have spotted Heralds/Vitesse (apologies to Spitfires, GT6s, Bonds etc!)

- 1) Obviously the Herald in the Nat. West Advert as reported in November Courier.
- 2) Good morning Vietnam (Film) has a short shot of a blue Herald saloon
- 3) Day for Night (1971 Film, French) has a dark blue Mk1 2 Litre Vitesse Convertible, which is eventually driven over a cliff (not to be watched by anyone with a weak disposition!!!). (I have this on video!!).
- 4) Eat the Rich (Film)? has a red Vitesse Convertible (I haven't actually managed to watch this film yet - only seen the trailer (it is on Video).
- 5) Last of the Summer Wine, TV, recently featured a red Herald Convertible.
- 6) Music "Soul to Soul" in their current promotional Video features a light blue Herald Convertible.

While on the subject of music - which I also enjoy very much I recently purchased the new "Graham Parker" album, Human Soul. The last track on the first side - Soultime - has the lyrics "graduating from a Lambretta to a Triumph Herald car was the only future in sight". Wonderful words about a wonderful car!

It may be interesting to try and find out if anyone famous has ever owned Triumphs - perhaps start a Triumph Hall of Fame!

Keep up the good work with the excellent magazine (Courier).

**Malcolm Reynolds - Boscastle, Cornwall.**

## Demise of Another Spitfire

I also have to write with the unfortunate duty of reporting the complete loss of my Spitfire MkIII OXC 638J. I had an accident in November 1989 on a very wet South Devon road. I lost control of the car on a very wet and foggy Sunday morning; the car then crossed the road and went into the woods on the opposite side of the road, hitting about five smallish trees and then proceeded down a steep 6 ft bank ..... sideways!

The car itself was a complete mess: the bonnet had been forced back until its edge was resting where the windscreen should have been. The chassis was bent upwards by the force of the impact with the trees, whilst the bodywork at the front of the car was severely damaged.

Yet, I owe my life to my car, for the strength in its construction meant that the driving compartment and in consequence, myself, were completely untouched. Moreover, my old-style fixed seatbelts kept me in my seat, a fact I was very grateful for when I realised that the nearside windscreen surround had ended up three inches from my chest. So at the end of the day, I am very grateful for the strength of our cars, for it saved my life, so that I can now fight the insurance company for a reasonable settlement; because even though the car was fully comp. insured, the insurers are trying to give me half of what the car was worth. Lessons to be learnt I'm sure!

**Shaun Goddard - Rowlands Castle, Hants.**

## Any suggestions?

I own a MK 3 Spit which I bought with a radio already fitted. Unfortunately the radio front was all smashed because of the gear stick being engaged.

I was wondering if any reader knew of maybe a different gear stick, or a small fronted radio or a different but tidy place to put a radio. Please help before the summer.

**Raymond John - Essex**

## Dear friends

At last I have found some info to replace all that which I have sapped from these pages! Here goes! If you would like to fit a temperature guage to a Herald 948/1200 you can fit you can fit a water pump with a sender-unit in place from one of these: GT6, 13/60, Spit 62-70, Toledo 70-71, TR5, Vit 62-71, 2.5PI 68-75, 1300 & 1500 to 71, 2000 Mk 1.

I bought one off to a Toledo in a local breakers yard for £5, which included a guage and mounting bracket. Wiring depends whether your car is positive or negative earth and whether a voltage regulator is fitted. N.B. a bigger fan belt may have to be bought as the pump pullies may of different sizes, and the holes to mount plastic radiator fan blades do not match those on metal fans.

If by any chance in said breakers yard you happen to come across a 'Mobelec' or 'Sparkrite' electronic ignition box that you feel might well be more useful on your car wire as follows.

### Sparkrite:

Connect the yellow wire to coil -

Connect the blue wire to coil +

connect the green wire to earth.

Disconnect the low tension wire from the coil and join it (the LT wire) to the orange wire.

### Mobelec:

Connect the yellow wire to coil +

connect the green wire to coil -

Connect the black wire to earth

Connect the red wire to an ignition feed

Disconnect the low tension wire from the coil and join it (the LT wire) to the thick wire from the electronic ignition.

✕ Sparkrite kindly provide a couple of little lights on their 'system functioning' should glow when the ignition is on and 'static timing' should glow (actually it flickers very fast) when the engine is running.

✕ N.B. This is for negative earth, I have not tried it on a positive earth car - perhaps you have.

Now perhaps one of you could help me (and others) by supplying to these blessed pages a list of engine, gearbox, and diff numbers for all similar Triumphs (Dolly, Spits, 2500s, Herolds, etc.) so we can find out exactly what engines etc, are in our cars and so we can obtain compatible spares from more common cars. I would especially like to know what type of engine is number DG4071ESS and what gearbox's (and overdrives?) are compatible with it as the (non overdrive) gearbox in my Spit is on it's last cogs!

Also, any suggestions as to how I can prevent my Herald 1200's choke going in on its own?

Brum brum, KEEP MOTORING,

Simon

## Loch ????

1. There may be a few 'puzzled geographers' in the club who would like to know where in Scotland Loch Thornston is to be found. The picture of my car, which headed the January Vitesse page, was actually taken at Loch Torridon - rather better known than the Couriers mythical 'Thornston'!

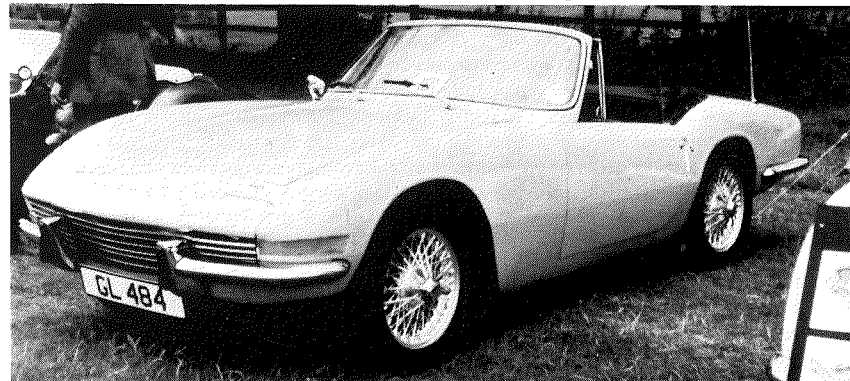
2. Those of us who take 'our cars' abroad probably regard the RAC Eurocover offered without the 'over 10 years old' surcharge is well worth considering in case of major breakdown. However, it would be very helpfull to have a simple way of getting parts sent in the event of problems. Perhaps the club, or one of our well known parts suppliers, could arrange a simple scheme. Details of the car, together with a deposit or credit card number, would be sent in before travelling. One brief phone call giving name, part required and forwarding address could then ensure rapid despatch. Problems of payment and the requirement to give full car details would be obviated.

I am certain this would provide greater peace of mind, even for owners of the best maintained cars.

Nick Fane, Malvern.

## Triumph Fury

You may by now have had some response regarding this. I am unable to give any recent infomation, but this car was entered at the 1976 STIR by J.Ward, Bromsgrove, worcs.



A photo taken at the time is enclosed, showing it wearing wire wheels. I hope this is usefull, please keep this print for the club library. Keep up the good work.

G.L.Baldwin.

## Just to confuse you

I live half the year in Europe and the other half in South Africa.

Half the year my Spit 1500 (EPD 766V; FH125360, for the register) sits freezing in Hertfordshire and the other half I use it travelling around Europe.

Here in Southern Africa I have access to a variety of 'Vintage' cars - jags; Fords, TR's etc, in varying states of restoration.

Due to are weak currency here, these represent excellant value on the UK market.

Are there any readers out there, who would be interested in purchasing these cars, for full restoration and resale.

If I could ship a dozen cars over annually it could be a nice little goldmine for someone in the UK... and of course myself.

Best way to contact me is on fax (27) (21) 252407, although all letters will be answered.

Chris Maltby.

## Dear Ladies and Gentlemen

Maybe it is of interest for you, Mr.Guyot or Mr.Bonner, to read some words of HC 55955 CV, a Vitesse MkII conv., running now in West Germany. The car was purchased in Cleverland after a long period of searching. The body was not so bad but chassis and side rails were partially in poor condition. Recognising, that this fact would not pass the car through Germany M.O.T. and knowing that repairing these parts would be very difficult in Germany because of lack of knowledge and lack of spares forced me to give the car to a workshop near Manchester. At this opportunity the car was converted to LHD, oil cooler and spin-on oil filter were added.

After taking the car home, the brakes rebuilt, dual brake system with servo for the front brakes. A BENDIX servo was choosen, because nothing else was available at the time. The unit worked satisfactory. After fitting MINDEX disc pads and GOODRIDGE brake hoses the brake pedal feel came in near to that of modern cars. The damper oil in the rear shocks was replaced with CASTROL FORK OIL MEDIUM, front shocks were replaced with adjustable spax. The cars front coil springs were obviously tired - the clock showing 40,000 miles. The lack of height was added by spacers from TRIUMPH TUNE. An unexpected serious problem was found in the engine after use in city-traffic. All adjustments were checked, ignition was restarted, even running on rich mixture was tried, nothing

helped. And, after fast long-distance driving it did not run on. After searching around, I found the description of an anti run-on valve in the haynes manual and was thinking of this possibility. By chance, a glandless solenoid valve for neutral gases, direct acting, normally closed, opening diameter 6mm, 12 volts, was found in the suppliers list and installed immediately on the bulkhead. The coil of the valve was connected to the ignition coil. The union in the inlet manifold, where normally the hose of the crankcase emission control is fitted, was modified to a T. This additional inlet was connected with the port of the solenoid valve. An air filter came with the valve and was fitted at the inlet. When ignition is on, the valve is closed, consuming approx. 1 Ampere of current. If the ignition is off, the valve opens an additional flow of air to the manifold, the mixture in the manifold is weakened. Weak enough to stop running on? I have found that running on sometimes still happened, when the co-level at a idling of 800-850 rpm was very high - 6 per cent and more.

Running on a co-level of 3.5 to 4.5 at idling speed brought a satisfying result, running on nearly disappeared. The very rare times when running on seems to start, there is just one ignition. Before the engine often had to get stopped by gear and clutch. Having made all these modifications, the car is in all day use except in wintoe. The fun of driving this Triumph is uncomparable to any other sports car of this decade, except the other car club cars of this breed. And, if must be, it is quite fast too.

Enclosed a photo of TESSE, waiting for a ride.



Best wishes and happy motoring to you all from Germany.

**Stefan Haringer.**

### **Footman James Insurance**

I thought you may be interested in the very efficient way Footman James arranged the Insurance. Having seen the car in the 'Courier' on Monday evening I phoned on Tuesday for insurance cover. After a delay because I work as a journalist, which always upsets insurance companies, there was an exchange of fax messages on Wednesday and Thursday and I was covered by insurance when I went to see the car on The Friday.

Considering I was in Cumbria and the car was in Dorset it was great to find an insurance company who saved the need for a trip to buy the car and then another later to collect it.

Many thanks for all that the TSSC do.

**Allen King.**

### **Lost Keys**

A couple of weeks ago I carelessly lost the keys to my Triumph Spitfire; unfortunately I didn't have any spares.

Having rang a number of B.L. dealers regarding my problem I was informed that owing to the age of the vehicle and having no key numbers nothing could be done.

However they did give me the address and telephone number of a local company called Keyfax who specialise in automotive keys.

I rang the company explaining my predicament and I was advised to remove the door lock to which they would then cut a key.

They did this with the utmost speed and efficiency. All the keys worked perfectly. Therefore I would recommend that anybody experiencing difficulties obtaining keys for older vehicles should contact: Feyfax 55 Market Street STALYBRIDGE Cheshire SK15 2AA Tel: (061 338) 7552

**Mr J. Wilde**

# **MODIFYING VITESSE/GT6 2 litre braking systems**

Steve Philips - London

*Part 1*

**I**n standard form and in good condition, the Vitesse/GT6 brakes are more than adequate for normal driving, however in hilly areas, or even towing, brake fade can set in due to the front pads/discs overheating. To slow or stop the vehicle, the brakes have to dissipate the kinetic energy (k.e.). this is achieved by converting it into heat via friction. The k.e. of a vehicle depends on it's weight and the square of it's speed. The front disc brakes convert this energy into heat by the relatively small contact area of the brake pads, and its not uncommon for them to reach temperatures in excess of 500°C during prolonged heavy braking. If the temperature rises above the operating range of the pad material, they can temporarily loose their frictional properties and brake fade sets in.

The Vitesse/GT6 brakes are somewhat prone to overheating, and the usual recommendation is to fit harder 'competition' type materials, these are formulated to have a higher operational temperature, better resistance to fade and their coefficient of friction improves as the temperatures rise. The drawbacks of using such materials are usually higher brake pedal pressures, which is not the best solution considering that, even in good condition, the Vitesse brakes require 140 lbs pedal pressure for a 1 g stop, even by the standards of the late sixties this is exceptionally high.

Because of its greater cooling capabilities, therefore greater efficiency, the fitting of disc brakes to the front of the vehicle has been adapted by most car manufacturers, the disc brake has considerably less effective radius, for a given size in comparison to the drum brake, the disc pad operates close to the disc centre, the brake shoe operates close to the drum circumference, therefore the drum brake offers better retardation for a given pedal pressure, servos are now in wide spread use. Designers favour a larger diameter master cylinder for short pedal travel, the higher pedal pressures inherent in this system are off set by the use of a servo.

A servo does not, contrary to popular belief, increase braking efficiency, it will not stop the vehicle any quicker, it only reduces the effort required by the driver to slow/stop the vehicle. It will however allow the fitting of harder pad materials without noticeable pedal pressure increases, as mentioned, these pads have improved wear and fade properties, therefore increasing efficiency.

The fitting of a servo to a Vitesse/GT6 is a matter of personal preference, they tend to take away the 'feel' of the pedal and are not strictly necessary. If you decide to fit a servo, do not opt for a too high boost ratio as it will only make the brakes over sensitive. On the late GT6 Mk3, the factory fitted a servo with a boost ratio of 1.5:1 this should be more than adequate.

### **Front/rear bias**

Front/rear bias, pedal pressures and travel can be altered by changing master/wheel cylinder sizes to suit individual preferences and the requirements of the vehicle when modified. As the theory on this was covered by Brian Gray in his article, Fundamental Principles The Courier August 1988. Theres no point in repeating it here. A simpler method of altering the bias is to fit the a.p racing

proportioning valve, which connects into the rear brakes hydraulic line and has five settings. This valve can be fitted in such a way as to be adjustable from the drivers seat, although to do so, on a road vehicle is illegal. Another problem is that once the bias has been set, its fixed, but the loadings on the wheel are not constant and varies according to the rate of deceleration (weight transfer effect) and the coefficient of friction each tyre has is dependant on its construction, the weight acting upon it and road surface condition, brake manufacturers have, over the years come up with various valves to overcome these problems.

One of the simplest valves is the Girling 'gravity' valve it closes off the brake fluid to the rear brakes once a predetermined rate of retardation and fluid pressures is reached, any increase in pedal

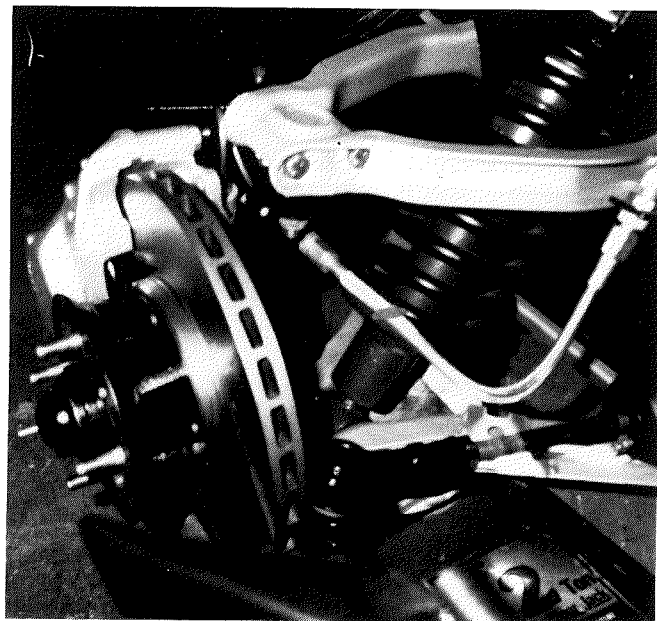
pressure is diverted to the front brakes. The correct braking bias for a car with only the driver present is totally different to the same car fully loaded. The simple 'gravity' and inertia valves cannot compensate for this, so the load conscious apportioning valve was introduced. This type of valve has a linkage attached to the axle or bodywork, dependant of where the valve is fitted, and varies, the rear fluid pressure according to the load carried by the vehicle as well as having the properties mentioned for the gravity valve. The Dolomite Sprint has this type of valve fitted, these valves should maintain the correct bias under all conditions.

Although not fitted as original equipment to the U.K. spec GT6 dual circuit braking system was fitted to certain export models (mainly U.S.A) and some have been converted since leaving the factory. The above mentioned valves cannot be fitted to a dual circuit system utilising a front/rear split, in the event of a front circuit failure, full rear

braking effort cannot be achieved because the "limiting" value would prevent this. The only solution is to change the conventional pressure differential warning actuator (p.d.w.a.) for one that has an integral pressure conscious reducing valve (p.c.r.v.) this self contained unit automatically bypasses the p.c.r.v. in the event of a front circuit failure, other wise there's little point in having dual circuit brakes in the first place.

Nowadays, the trend is to avoid any wheel locking

up, hence the introduction of anti-lock braking systems (a.b.s.) due to the complex and expensive nature of these systems, car manufacturers have been slow to adopt them, and generally only fitted them to the more upmarket models, although relatively new to the car industry a.b.s. such as the Dunlop maxaret have been fitted to some h.g.v. for many years.



#### Ventilated discs.

Back in 1983, I was concerned at the relative ease which the front brakes could be made to fade (overheat) on my Vitesse, the most effective cure, as I saw it, was, ventilated discs. A vented disc is thicker, has a series of radial slots separated by integral walls, it has over twice the surface area of a solid disc and when spinning, the radial slots act as a circumference. The cooling effect of the disc is related to the heat input as kinetic energy and centrifugal force increase with the square of the speed. I phoned the few Triumph tuning specialists that existed at the time and was surprised to learn that nothing was readily available to uprate the braking systems. I felt that it was irresponsible that these "specialists" concentrated all their efforts on improving the performance of these cars, but had spent very little time, if any, on improving the braking system to match. Although in fairness they were probably only following market demands. A chat with Gareth Thomas (g.t.transmissions)

information. They were, in fact two vented disc brake conversions that would fit the Vitesse.

(1) A.P. Racing (2) Speedex International  
The a.p. racing conversion, not surprisingly, as the name suggests was designed for use in formula 2 racing. The calipers are of alloy construction with four pistons (four pot) per caliper. Two slightly different sizes of pistons per caliper require discs with a different bell (offset) to those used in conversions using the standard pb 16 calipers mentioned later. If the car is to be used in motorsport this conversion should be considered as essential if you want to out brake the opposition, however, for the road, the cost (approx £500) makes it prohibitive.

The conversion offered by Speedex International (part of Marcos cars) who utilise the Vitesse/GT6 front brakes/suspension for their Kit cars consists of the following parts.

Calipers, Vented discs, Spacer blocks, Bolts, Seals etc, Caliper mounting brackets.

Not surprisingly, this package is expensive (approx £400) and as far as fitting this conversion to a Vitesse/GT6, there's a few parts included which I feel are not strictly necessary.

New calipers are supplied but what if your existing calipers are in good condition? even if they're not the parts are readily available to fully recondition them. It is not as if these calipers supplied with this conversion are wider to fit over the vent disc, spacer blocks are required, and supplied, in order to do this, so why not just fit spacer blocks to the existing calipers? The vented discs supplied are of larger diameter 10.5 ins (standard 9.7 ins). A larger diameter disc will improve the retardation rate for a given pedal pressure as the caliper is moved away from the hub centre line, hence the need for new caliper mounting brackets, as clearances are already tight, I doubt that this set-up would fix within the confines of a standard 13 ins steel wheel. In fairness this conversion was designed for the Marcos kit car, normally utilising larger diameter alloy wheels.

The answer was to produce a ventilated disc brake conversion suitable for the Vitesse/GT6 with only the necessary parts included in order to keep the cost of the conversion reasonable. At my time with "Stecol Engineering" prototypes were produced, but due to other commitments none were made generally available. Since then I have successfully produced this conversion.

Next Month  
**The full conversion**

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

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

Pop in and look around the stores  
Open 6 days - 9.5.30pm Mail order available

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

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

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

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

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

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

**OLD CAR**

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

# INTERNATIONAL LIAISON SECRETARY

LEON F GUYOT

**D**espite nature's rather violent attempts to blow the inhabitants of this island from here to Timbuktu, I am still resolutely here!

Indeed, so concerned was Wade M Dos Santos of the Triumph Travellers Sports Car Club of Sunnyvale, California, that after the Hurricane last week, he telephoned me all the way from the West Coast of the United States, with real concern in his voice!, but seriously, he was calling regarding the International Triumph Clubs Survey, which I was able to report has now had more replies, these will be listed next month.

This telephone call does show how the International Triumph Community is bound together by a common International Interest and enthusiasm.

Will all the Clubs, especially the French and Dutch Clubs, that have still not replied now respond!

I have received a letter from Mr C H Eickhoff of Katrineholm, Sweden, which reached me via the TSSC office, he wishes to know the name and address of the 'other' Swedish TSSC member who owns a Vitesse (Courier no.112, pg.24), I have also passed this enquiry on to John Thomason who compiled that article, however, if the other Swedish Vitesse owner would like to contact Mr Eickhoff, he can reach him at Talltullvagen 14, S-641 34 Katrineholm, Sweden., (tel; 0150-135-68).

Mr.Eickhoff is a technically minded individual, who writes technical articles for the magazine 'Michelottis BOMB' which is the publication of the Triumph Club of Sweden, some of these articles, thankfully translated into English, have appeared in the Courier, anyway, he would very much like the chance to write directly to Mr

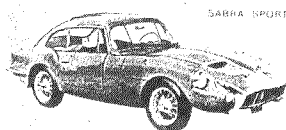
(Dr?). Harvey G Troth, the author of the article published in the Courier no.114, pg.67. If this gentleman would be good enough to contact Mr Eickhoff, I'm certain that something interesting for our magazines could be produced!

I have also received a letter from Messers Claude Buntix, Luc Noville and Stephan Vandendijk of TSSC (Belgium).

I do apologise for the delay in answering, but With moving my job to a new office, (hello Steve), Christmas away from home and writing lots of copy for this journal, things have been rather busy, but be assured, gentlemen, I will write to you, just as soon as this article is finished!

Included with their letter, they kindly enclosed an article on the APAL Company for the inclusion in the Courier, and I would very much like to include this article, but unfortunately, the editor advises me that the photocopies are rather too poor to reprint, so I will retain the story for now, and if Claude, Luc & Stephan can send the original pictures by registered post, I will make certain that they are returned to them. However, they also sent

the following photocopies, which are of better quality.



SABRA SPORT



SABRA GILB



SABRA SUSSITA

As they point out, if you look carefully, you will see the name TRIUMPH on the front of one of the cars shown, this rather

If you are not a member and you are reading this magazine  
Telephone 0858 34424  
to join  
FAX 0858 31936



perplexed our Belgian friends who are anxious to know the story behind this car.

Does any one have more information on these cars?

My own interpretation is as follows; The car company known Autocars of Haifa, Israel, previously tied-up with FORD, was taken over by Leyland, the Ford engines were discarded (very wise move), and replaced with the venerable Triumph Herald 1296 cc engine, which was used in the SABRA Gilboa Saloon (four doors), the SABRA Carmel Saloon (two doors), and the SABRA Sussita Estate (two doors), these three models all had common design, except the Gilboa, which has differing frontal treatment.

With regard to the SABRA Sport Coupé, the body style dates back to 1961, and is equipped with the six cylinder TR5 engine, instead of the Ford Zodiac engine, which was used previously.

All the SABRA Bodyshells are made of Glass-Reinforced-Plastic, and were styled in England by the designer David Ogle, in collaboration with the Reliant Car Company.



If anyone has some better photos of any of these cars, I'm sure that we would all very much like to see them in this column, which brings me nicely to my last point; if any of our International members would like to send me articles/photos of and/or about their cars, I would be very happy to include them in this column! - I've had nothing from the United States, or

Germany, of Holland yet, and we do have lots of members out there, don't we?

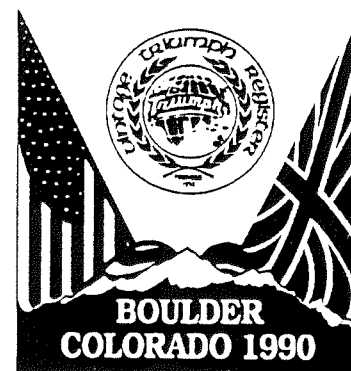
This month's photograph was taken by me at the TSSC International Concours at Peterborough in July 1988, and corresponds with the Belgian flavour this month. It shows a really magnificent GT6-2 and the very high standard to which our International members take their cars.

## Triumph National Convention August 1-5

In 1990 Come and Visit & Tour The Heart of the Rockies



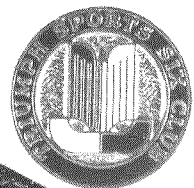
For reservations or additional information



Contact - Rocky Mountain Triumph Club  
P.O. box 460074 Aurora CO 80015 USA  
Tel (303) 690-6864 or (303) 690-0213

# New Regalia Lines FOR 1990

AVAILABLE  
**NOW!**



**LAPEL  
BADGE**  
£1.95 + 25p P&P

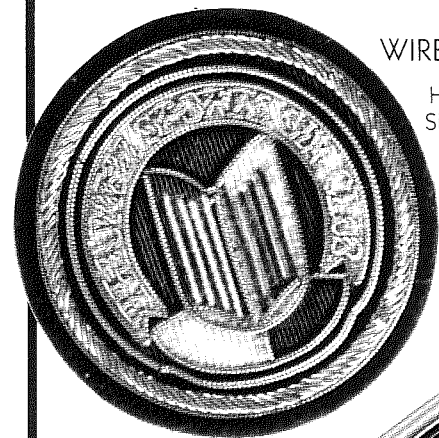


**BROOCH**  
£2.50  
+ 25p P&P

**KEYFOB**  
£2.50 + 25p P&P

**NEW  
METAL**

**ENAMELLED**  
*Lapel Badges and  
Keyfobs. Gold ground  
red outline with blue  
and white Triumph shield.*



**WIRE EMBROIDERED BADGES**

Hand made in Gold and  
Silver wire embroidery  
on a White and  
Royal Blue  
background.  
2" dia.

£3.65 + 25p P&P

**LATEST  
STYLE PENS**

Black with Gold  
clip and TSSC logo.  
Excellent value at only

£0.99p + 25p P&P

Send all orders to

TSSC Regalia 121B St Mary's Road,  
Market Harborough Telephone Orders 0858 34424



VISA

*TSSC*

*Designer Wear*



A.

**LATEST STYLE DESIGNER  
CAR COATS & JACKETS.**

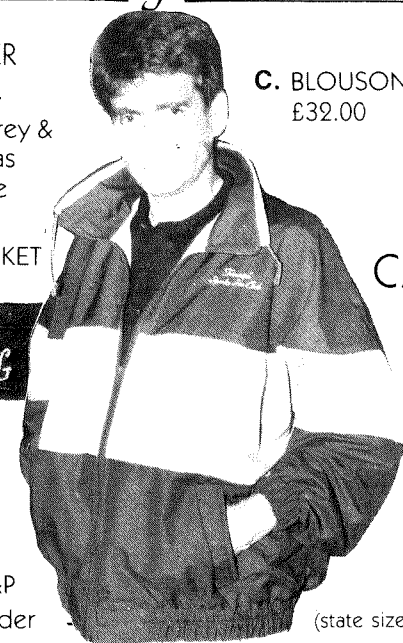
Colours: Royal Blue with Red, Grey &  
contrasting Blue Stripes as  
shown, with Club name  
embroidered.

**A. HEAVYWEIGHT JACKET**  
£45.00



**B. BODY  
WARMER**  
£28.00

+ £2.50 P&P  
with any order



**C. BLOUSON**  
£32.00

C.

(state size)

**Order Form**

**STATE COLOUR, SIZE, MARQUE, SECOND CHOICE**

I wish to pay by Cash/Cheque Postal Order Mastercard/Visa

**To Mastercard Visa:-**

I authorise you to debit my Mastercard Visa Amount with the amount of £ \_\_\_\_\_

My Mastercard/Visa No. is \_\_\_\_\_ Expiry Date \_\_\_\_\_

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

**ITEMS REQUIRED** .....

.....  
.....  
.....  
.....

Number of items \_\_\_\_\_ Total Value of Order £ \_\_\_\_\_

Clothing Size(s) \_\_\_\_\_ Colour (s) \_\_\_\_\_

Marque(s) \_\_\_\_\_ Second Choice(s) \_\_\_\_\_

**ALL CHEQUES/POSTAL ORDERS made payable to TSSC LTD and sent to:  
TSSC CLUB REGALIA 121B ST MARYS ROAD MARKET HARBOROUGH LEICS LE16 7DT  
TELEPHONE ORDERS (0858) 34424 2 Lines**



0325 486542

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



0325 486542

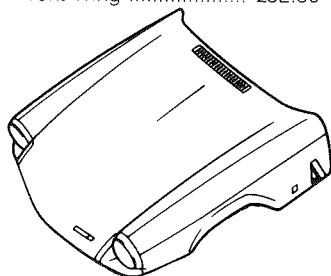
## WE HAVE MOVED

Steeple Jack Way, Darlington, Co. Durham

Telephone/FAX 0325 486542

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

Bonnet Spit (ex) .....	£550.00
Bonnet GT6 (Ex) .....	£550.00
Front Wing .....	£32.50

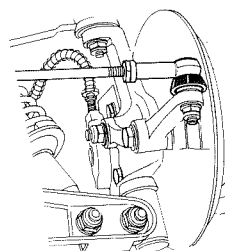


1/4 Valance F/Glass .....	£15.00
Quarter Valance Steel ..	£39.50
Outer Sill (B.L.) .....	£24.50
Outer Sill Pattern .....	£11.50
Inner Sill .....	£8.00
Sill Strengtheners .....	£4.00
Sill End Plate .....	£3.15
Sill Extension .....	£6.15
Doorskin .....	£15.95
Half Floor .....	£28.75
Boot Floor .....	£38.75
Rear Valance .....	£35.00
Rear Wing (Spit) .....	£96.00
* Chassis Front Pivots ..	£21.95
Cross Member .....	£21.00
Cross Member Gussets ..	£15.00
* Front Outriggers .....	£12.50
* Bonnet Stay (c/lete) .....	£8.95
GT6 Rear Damper .....	
Mtg Bracket .....	£12.50
* Outer 'B' Post .....	
Lower Repair .....	£9.50

### New Lines

#### Spitfire IV/1500

Rear Lamp Panels .....	£65.00
Battery Box .....	£12.00
Boot Lid .....	
(available soon) .....	£99.00
Engine Bay Valance .....	
O/S .....	£8.50
N/S .....	£9.00



#### SUSPENSION/STEERING

Front Trunnions .....	£9.50
Bush Kit .....	£1.95
Vertical Link (all) .....	£33.50
Top Ball Joint .....	£8.45
Inner Wishbone Bush .....	£0.75
Track Rod End .....	£4.45
Rack Gaiter Kit .....	£4.50
Roll Bar Link Ends .....	£10.75
Front Shock Absorber .....	£14.95
Front Coil Spring Spit .....	£14.00
Front Coil Spring GT6 .....	£15.50
Universal Joint .....	£4.00
Halfshaft .....	£45.00
Rear Trunion .....	
Bush Kit (Spit) .....	£2.95
Rear W/brg (Spit) .....	£12.50
Rear W/brg Kit .....	
(GT6 Roto) .....	£17.25
Rotoflex Coupling Kit .....	£23.50
Chrome Wheel Nuts .....	£1.65
Rear Shox Spit .....	£15.50
Rear Shox GT6 Roto .....	£17.50

**\*Items manufactured by  
Triumph Scene to  
original spec.**

#### FULL WORKSHOP FACILITY

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

**NEW Updated Price List -  
available from March'  
Please send large S.A.E.  
stating model required**

**ALL PRICES PLUS  
CARRIAGE + VAT**

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

PHONE NOW FOR FURTHER DETAILS

**ALL PRICES PLUS CARRIAGE + VAT**

# CAR AHOY - ON THE OCEAN WAVES

*This account of two Amphicars crossing the Channel has been written by one of the quartet taking part in the adventure, Capt. M.B.Bailey, of the R.E.M.E. The journey on water took 7½ hours and was not without incident.*

*The Amphicar is made by a German firm and has the proven 1147c.c. Triumph Herald engine, slightly modified in the Special Products Division of Standard-Triumph. Since the car's introduction in 1962 over 3,200 have been sold.*

*In the "Channel Race" waves sometimes reached heights of 12 to 14 feet*



**W**e telephoned the Meteorological office for the last time on the evening of Wednesday 15th September. The weather forecast for the sea area Dover-Calais indicated a dull day with southerly winds force 2-3. This all seemed too good to be true and early the next morning we loaded the two Amphicars with the kit we proposed to take, extra fuel packed in jerry cans, A41 wireless sets, dinghies, life jackets etc.

A restaurant in Oxford Street is open 24 hours a day, so after a quick breakfast there we made our way to Marble Arch where fourteen half pints of milk were presented to us and photographs taken for the Milk Purity Council - Drinka Pinta!

5-40 a.m. and the two cars were off at last on the road to Dover, where we duly arrived 2 hours 20 minutes later outside the offices of the Automobile Association. The Total Oil Company, who were

# Spares GB SPORTS CARS Sales

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

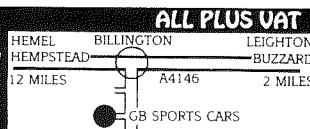
## FOR SALE

Spitfire MK3 Superb £2750  
Spitfire 1978 O/Drive £2250  
Spitfire 1977 Sound £2000  
Spitfire 1978 Restored £2750  
Spitfire 1975 Immaculate £2000  
GT6 MK3 Excellent £3500  
GT6 MK1 Restored £3650  
**EX USA CARS (Mainly rust free)**  
Spitfire MK2 Beautiful £2850  
Spitfire MK3 Requires work £1850  
GT6 MK2 Very Attractive £2850  
Stag auto Stunning £6950  
TR4 Solid but tatty £2650

## FOR RESTORATION

Spitfire MK3 EX USA No rot £1850  
Spitfire 1500 1978 O/Drive £650  
Spitfire 1500 1977 O/Drive £550  
Spitfire 1976 Good runner £995  
Spitfire 1974 Running order £495  
GT6 MK3 Body tub £150  
GT6 MK1 Very original £1850  
GT6 MK1 Yellow sound cond £1850  
**SPARES**  
New hoods from only £55  
Hood frames from only £40  
Exhaust rear box Original £28.50  
Superb quality quarter valances £19.50

**FREEMANS DEPOT.**  
STANBRIDGE ROAD, BILLINGTON.  
LEIGHTON BUZZARD, BEDS.  
(0525) 378078 OPEN OFFICE HOURS MON-SAT



## SPORTS CAR SUPPLIES



TEL: 091  
4960522  
NOW

MAILORDER • UK & EXPORT • TRADE WELCOME • TRIUMPHS WANTED

We have thousands of used Spitfire  
spares - compare our prices

## Spitfire Steel Repair Panels

We stock every available repair panel to  
restore your model

**Spitfire - GT6 - Herald & Vitesse**  
Spitfire sills, sill inners, sill extensions, floor  
pans, wheel arch repairs, boot floor etc.  
Please Telephone to discuss your requirements.

**Reconditioned bonnets, boot  
lids and doors now in stock**

Bootlid (Glassfibre) £40.00

Soft Tops £59.00

Spitfire 1500 motifs -  
black or silver  
£2.18 each

Carpet  
Sets £49.00

Stainless Steel  
Oversill kit £29.00 pair

Overrider  
£6.75 each

Front spoiler £12.00

**Prices  
Exclude  
VAT**

**TOP QUALITY  
GLASSFIBRE  
QUARTER VALANCE**  
£14.75 each (P&P £4)

**1000's of  
used  
Spitfire Parts**

Attention North East North West Yorks and Scotland  
Spitfire's - GT6's Wanted cash waiting will travel



**NEW PRICE LIST  
RING OR S.A.E**

**Sports Car Supplies 'Triumph'**  
Victoria Garage, Jubilee Terrace,  
Swalwell, Tyne & Wear NE16 3AG  
TEL: 091 - 4960522 (2 Lines) 24 Hours

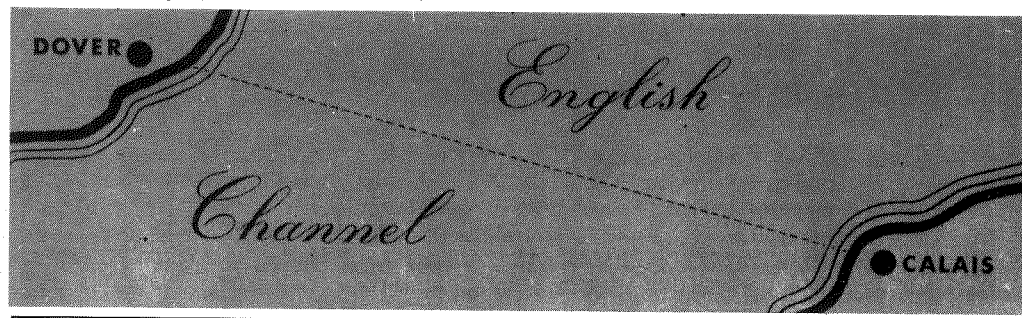


CHEQUES  
PAYABLE TO—  
'SPORTS CAR  
SUPPLIES'

**OPENING TIMES**  
9.00am to 5.30pm



Last minute map references before  
the early morning dip at Dover.



This was the first time anyone of us had undertaken a long sea journey by car  
and it was to prove quite an experience.

We had been told that the vehicles would make  
6-7 knots in still water, with an average fuel  
consumption of anything up to 3 gallons of fuel per  
hour. Charts and tide tables had been provided and  
we estimated that at an average speed through  
the water of 4 knots and allowing for wind and  
tide, the journey across should take approximately  
6 hours and we should arrive at Calais at 3 o'clock  
in the afternoon. A ship's log and a car compass  
registering down to 5 degrees of arc were the only  
additional navigational aids we possessed.

At hourly intervals, we checked our positions on  
the chart, and altered course accordingly, to allow  
for the changes in tidal speed and direction.

The white cliffs of Dover gradually receded over  
on the port quarter and after the first hour we  
had made 3½ nautical miles and after two hours  
a further 3 nautical miles, but soon the tide would  
change and our effective speed would increase.

Continuous communication was maintained  
between the two cars which were separated on  
occasions by as much as half a mile. Even at close  
range it was often quite difficult to see the other  
car. But as time went by there was little to do  
except recollect how the whole scheme had  
started.

On the 12th July, Captain Peter Tappenden,

supplying the petrol, filled our jerry cans whilst we were securing  
all the other kit for our sea journey.

At 8.50 a.m. the two cars rolled down the ramp into Dover  
Harbour and made for the open sea.

Within the harbour wall the sea was fairly calm and gave no  
indication of the conditions outside, both cars were going well and  
travelling in line ahead, separated by a distance of 200 yards or so.

Beyond the wall we were overtaken by two press launches who  
were there to take action photographs and, I believe, tried to sink  
us with their manoeuvres, which created considerable wash and  
annoyance. However they left us after 2 miles and returned to the  
safety of Dover Harbour.

RAOC, and I were discussing an adventure training  
scheme which he had in mind. One thing had led  
to another until I had suggested that we might try  
to acquire an Amphicar, which at the time neither  
of us had seen except for a small advertisement  
in one of the weekly Motor magazines.

The next day Peter wrote to the  
concessionaires in London, Sidney Marcus Ltd., and  
also telephoned them with the idea we had in mind  
to cross the English Channel.

The representative for Sidney Marcus was most  
enthusiastic and within a few days tentative  
arrangements had been made between ourselves,  
the concessionaires and the manufacturer in  
Germany (ACV of Wuppertal), to undertake the  
journey in a car supplied by the makers which had  
recently been demonstrated to the Army at Upnor  
and was still in this country awaiting collection by  
the firm. It was not long before the final  
confirmation was received and agreement reached  
that the trip should take place during September  
to coincide with the opening of the Frankfurt  
Motor Show.

A few days later Peter and I, together with my  
rally companion Sgt. Joe Minto, based at Boscome  
Down, journeyed up to London to see the car.  
There we were introduced to Mr. Tim Dill-Russell,



*Line astern for the two Amphicars in mid-Channel.*

an accountant at the Curzon House Club, Mayfair, who had owned an Amphicar for a year and was anxious to make the trip, but not prepared to go it alone.

The Automobile Association was most helpful and arranged, on Peter's instigation, all customs formalities on both sides, together with a host of other administrative detail.

To reduce our expenses as much as possible, a number of British oil companies were asked to provide petrol and oils, in return for which a certain amount of publicity might be gained, for by this time news of the intended trip had found its way into a large number of south of England newspapers and appeared for 5 minutes on Southern ITV.

Our requests were politely turned down and we were left wondering who next to approach. We had still not decided when one evening we were driving through Fleet on the way to Aldershot when we noticed a TOTAL petrol station. The manager was most helpful and arranged for us to meet the Area Sales Manager. Within a few days we had our petrol and a great deal of additional assistance besides: in fact, their help throughout was one of the major factors leading to the eventual success of the expedition.

As a precautionary measure, we arranged to take life jackets, self inflating dinghies (one for each car) and a number of flares to attract attention as none of us were eager to be left in mid channel without a car.

All these thoughts were passing through our

minds, as we slowly motored through the waves which after 2 hours or so were showing signs of increasing.

The white cliffs of Dover had sunk below the horizon and there was nothing but the green sea and the grey sky.

The Townsend car ferry had altered course to see how we were progressing and later radioed a message, by way of an Air Sea Rescue launch, wishing us bon voyage.

Eleven miles out and the weather had become quite unpleasant, the seas were mounting and winds of force 5 to 6 were common. The waves menaced us from all sides, but fortunately there was a tail sea running and by equating our speed to that of the waves we were able to make reasonable headway. By this time we were submarining consistently with the sea running over the bonnet and roof and cascading down the sides. It is as well to remember that whilst the engine continues to function, the blast of air driven out of the engine compartment through the bonnet louvres is quite sufficient to keep all water out of the engine compartment.

About this time Tim radioed to say that their engine had cut. The engine compartment was awash due to a blockage in the bilge pump pipe, the rise in the water level had caused ignition

failure. With the seas breaking in over the stern any attempt to dry the engine was out of the question.

This was serious, as to turn about and return to Dover would have meant battling with a head sea, no joke at the best of times and certainly not to be considered with a car under tow.

The decision was made to make for Calais as arranged and the other car was taken in tow.

The next problem was one of refuelling. The vehicle fuel capacity of 10½ gallons was insufficient to make the crossing and it was therefore necessary to refuel at sea, a rather precarious operation which involved opening the roof and pouring the fuel into the tank from over the windscreen.

The petrol tank is completely enclosed under the bonnet and normally this has to be raised before petrol can be supplied. This was obviously no task to undertake at sea and so we had fitted up an external filling point just in front of the windscreen and standing up like a schnorkel, a height of 9 inches above the bulkhead.

Refuelling helped pass the time of day and it was quite surprising how soon the French coast appeared on the starboard bow, a most welcome sight which made us realise we were well over half way across.

Slowly the coast line approached and we began to make out certain shore installations in the vicinity of Calais. Up to now we had no certain means of determining our exact position and so we were most relieved to see ships approaching Calais and knew then we were correctly set.

At 1630 hours we landed on the soft sand on the East beach of Calais and were greeted by a large crowd of sightseers, press, radio and television representatives who proceeded to babble away in French whilst we replied in English. I doubt if either side knew what the other was talking about!

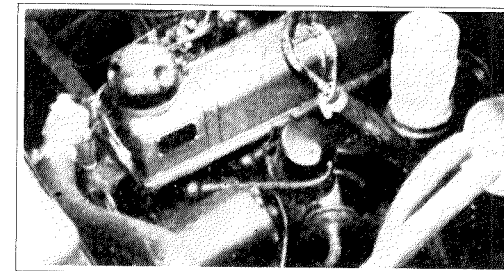
Very soon we had the crowd organised on a 125 ft. nylon rope and together we got the two cars on to the beach.

The customs wanted to know if we had anything to declare, immigration stamped our passports, whilst the crowd pulled the sick car up a makeshift wooden ramp onto the harbour wall. Everyone thanked everyone else and then dispersed.

We were all cold and completely saturated due only to our exertions in pulling the two cars out of the sea. By 5.45 we had arrived at the Total filling station and were welcomed by the management with coffee and biscuits whilst our

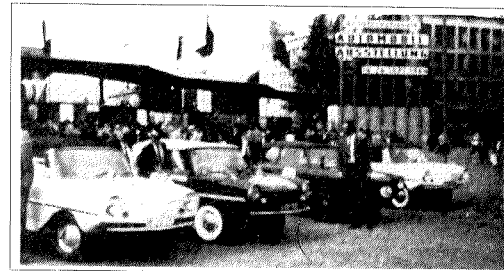
cars were serviced and washed down. Tim's car was dried out and started without the least hesitation. The sump oil had emulsified and was drained off, flushed five times and refilled with fresh oil.

Our original plan for driving straight on to Frankfurt was modified and we decided to stay the night in Calais and set out at 6 o'clock the next morning.



*The Triumph 1147 c.c. engine with an accumulation of salt water. For protection the engines and electrics were sprayed with W.D. 40, which peeled off easily on completion of the journey.*

The journey to Frankfurt was uneventful and took just on twelve hours allowing two hours for halts. At Aachen the Total Sales Representative for Germany met us and after refuelling escorted us for the remainder of the journey to Frankfurt. On arrival at the Motor Show at 6.30 we were welcomed by another crowd including the press and radio. That evening, the firm of ACV entertained us to a splendid dinner and eventually about 1 o'clock in the morning we crawled into bed at the hotel arranged for us in Wiesbaden.



*Journey's end at the Frankfurt Motor Show. The cross-channel cars are flanked by white Amphicars outside the show building.*

Later that morning the two cars were driven into the River Maine and demonstrated before photographers of the German newspaper Deutsch Bild am Sonntag which was covering the Motor Show for its readers. This was followed by lunch on a river boat and then on to the show to see

# TRIUMPH PARTS CENTRE

## Spitfire Panels

Front Wing MkIV	£37.50
Front Wing MkIII	£40.00
Front Inner Outer Arch	£21.00
Sill Genuine	£19.57
Sill Pattern	£8.00
Inner Sill	£7.50
Sill Strengthening	£4.25
Door Skin	£15.00
Rear Wing MkIV	£75.95
Rear Wing MkIII	£35.65
Rear Inner Outer Arch	£21.00
Rear Valance MkIV	£25.00
Rear Valance MkIII	£36.00
Boot Floor Pan	£34.00
Floor Pan One Side	£28.00
Floor Crossmember	£8.50
Rear Lamp Panel	£60.00

## Engines Reconditioned

Full 2000cc	£499 exch
Short 2000cc	£299 exch
Head 2000cc	£75 exch
Full 1500cc	£325 exch
Short 1500cc	£199 exch
Head 1500cc	£50 exch
Full 1300cc	£325 exch
Short 1300cc	£199 exch
Head 1300cc	£50 exch

## Transmission

Gearbox	£125 exch
Overdrive	£125 exch
Clutch 1500	£48.50
Clutch 1300	£37.50
Clutch 2000	£39.50
Diff	£130 exch
Rotorflex Couplings	£10.00

## Suspension & Steering

Front Suspension O/haul Kit inc. Trunion.	
Bushes, Bolts and Ball Joint	£22.00
As above less Ball Joint	£15.00
Front Spring	£15.00
Rear Leaf Springs	£64.00
Front Shock Absorbers	£15.00
Vertical Link	£35.00
Top Ball Joint	£9.00
Anti-Roll Bar Link	£7.50
Steering Rack	£35.00
Track Rod End	£5.00

## Brakes

Disc Spitfire & Herald	£12.50
Disc GT6/Vitesse	£15.00
Pads Spit/Herald	£5.00
Rear Wheel Cyls	£8.00
Flex Brake Hose	£5.00
Master Cyl	£35.00
Rear Brake Adjuster	£6.50
Handbrake Cable F	£2.50
Handbrake Cable R	£4.00
Copper Brake Pipe Set	£27.50
Brake Drum	£18.50
Pads Vitesse/GT6	£10.00

## Carpet Sets & Trim

Spitfire MkIII	£47.50
Spitfire MkIV	£47.50
Herald	£41.50
Vitesse	£41.50
Door Seals Spitfire	£7.50

## Herald Panels

Front Wing 13/60	£45.00
Rear Wing Lower Half	£42.75
Front Inner Outer Arch	£21.00
Sill	£7.50
Door Skin	£14.25
Rear Quarter Valance	£15.00
Rear Valance	£35.00
Door Step	£3.75
Bonnet "D" Plate	£5.25

## Chassis Parts Herald

Side Rail	£7.50
Centre Outrigger	£6.00
Front Outrigger	£7.50
Rear Outrigger	£8.25
Rear Extension RH	£8.25
Rear Extension LH	£7.50
Side Rail Fitting Kit	£5.00

Price Lists available send SAE or telephone, many other parts in stock.

**TRIUMPH PARTS CENTRE**  
(SOC SPARES LTD).

Warmlake Estate, Sutton Valence,

Maidstone, Kent ME17 3LP

Telephone 0622 843956

Fax 0622 842318



BRITISH MOTOR  
HERITAGE APPROVED



Telephone Ordering

the latest models.

During our stay, the firm had very kindly offered to strip Tim's car down and to renew parts where necessary if he was prepared to take it to West Berlin, where the cars were manufactured. Naturally he accepted their offer so to keep him company and to give the remaining three of us an unexpected opportunity of visiting Berlin it was agreed that both cars should make the journey on Sunday afternoon the 19th September.

The drive up to Helmstedt was uneventful but at the Allied check point on the autobahn certain difficulties arose. Peter and Joe's identity cards had been ruined in the sea water during the crossing and they were not allowed to proceed by road. They had therefore to make their way over to Hanover and arrange to fly into Berlin from there the next morning. Tim and I got through the check point formalities at both ends without trouble and duly arrived in West Berlin in the early hours of Monday morning. After a good night's rest we motored over to the factory in the French sector, where the Amphicars were manufactured.

The other two amphibmariners had arrived just before us, and together we were taken round the works on a conducted tour. During this, we were introduced to a number of firm's directors who were most interested in our exploits and listened attentively to all we had to say on the performance of the two vehicles.

After lunch we were taken on a sight seeing tour of West Berlin and were finally waved off from Tempelhof Airport at 4 o'clock in the afternoon. The flight lasted just under 2½ hours, by Viscount, and before long we had all dispersed to our respective homes with only memories of a most unusual and thrilling experience.

For those interested, the car is truly amphibious and cost £1075 in the UK. It is powered by the well renowned Triumph Herald 1200cc engine, mounted at the rear and has a top speed on the road of approximately 80 mph.

The vehicle weighs a ton and looks a little top heavy. Handling however, is good.

No preparations are required before entering the water except to remember to check the bung is in the bottom of the hull and that the bonnet is locked!

The bilge pump is a standard fitting and is operated electrically from a switch on the dash board. In water the vehicle is propelled by twin screws and steering is effected by means of the front wheels. Both forward and reverse drive are selected by a floor mounted lever. The vehicle will hold four people and is sold only in coupe form.

FULL SETS — ALL COLOURS

## CARPETS & HOODS

FOR

TRIUMPH - MG - JENSEN  
MERCEDES - PORSCHE - V/W  
LOTUS - ROLLS ROYCE  
JAGUAR - TOYOTA - ASTON  
RANGE ROVER - ROVER - FIAT  
BMW - DATSUN - SUZUKI  
4x4 VANS AND MANY OTHERS

**MOST MODELS AVAILABLE**  
**WORLDWIDE MAIL ORDER SERVICE**

from **£25** & postage for full set

also Interior Headlinings and Vinyl Roofs

**MOTOR UPHOLSTERY**  
**SUPPLIES**

8am - 5pm MON to FRI 8am - 12am SAT  
14 Anne Road, Wellinborough, Northants,  
England NN8 2HH.

Telephone: (0933) 223602 - U.K. TIME

Fax: (0933) 441298



## L&M MOTORS

REAR OF 82/86 SOUTHEND, CROYDON.

Your Local Sports Six Specialist



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

- MOTesting
- Tuning
- Servicing
- Mechanical Repairs
- Engine Mods



Stage Tuning

Race Preparation

The Family Business with the Personal Touch.

FOR  
A QUOTE:

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

# John Hills LTD.

## Triumph Centre

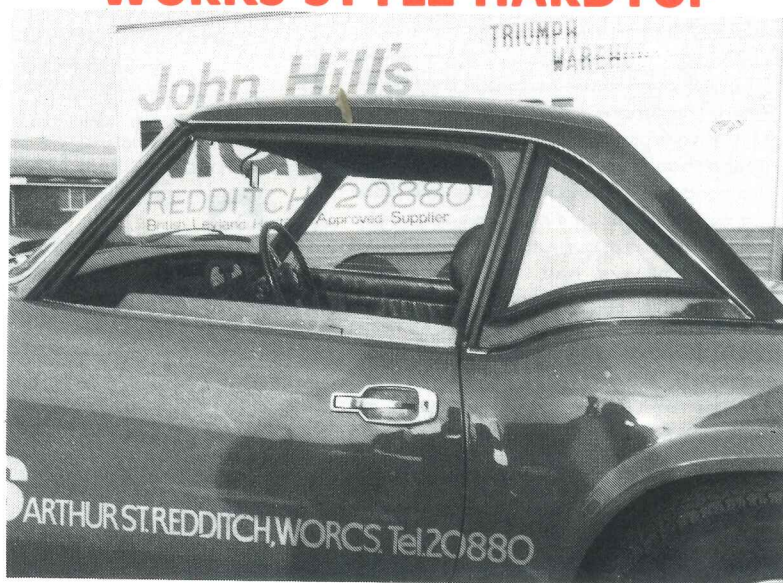
ARTHUR STREET, REDDITCH, WORCS. B98 8JY  
Tel: REDDITCH (0527) 20880 FAX: (0527) 20730

Replacement Parts for  
**SPITFIRE - GT6**  
**HERALD - VITESSE**



BRITISH MOTOR  
HERITAGE APPROVED

### SPITFIRE IV/1500 WORKS STYLE HARDTOP



Our Hardtops (shown above) are styled on the original Works Hardtop, they are available in a Black LEATHERGRAIN or GLOSS finish. Each Hardtop has a fully lined interior and both Rear and Side Windows are fitted with a quality Safety Glass. Hardtops are supplied with a fitting kit and all seals, and are available to TSSC

Members only at:

**£175.00** + V.A.T.  
CARRIAGE EXTRA

FREE FACTORY FITTING  
ON ALL OUR HARDTOPS

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

NAME .....

ADDRESS .....

POSTCODE .....

## SPECIAL OFFERS

### SUSPENSION OFFERS

Major Front Suspension Kit..... **41.00**

Vertical Links - All Models..... **32.00**

Front Shocks .....pr **23.00**

Rear Shocks -All Except Rotoflex...pr **20.00**

### ACCESSORIES

SPIT/GT6 H/Duty Rubber Floor Mats  
..... pr **15.00**

WIPAC Halogen Headlamps ..... pr **21.00**

SPIT/GT6 Stainless Steel Oversills  
..... pr **24.00**

Alloy Rocker Covers - 4 Cyl ..... **20.00**

### HEATER HOSE SETS

SPIT 1500.....**8.50**      SPIT II/III/IV .....**9.50**

GT6 I/II .....**5.50**      GT6 III.....**6.50**

HER 13/60 ....**10.50**      HER 1200/1250 **4.00**

### NEW LINES!!! NOW AVAILABLE FROM STOCK

Master Cylinder Dust Covers..... **2.50**

SPIT/GT6 Door Check Links ..... **6.50**

Rear Shock Absorber Bolt & Nut ..... **2.50**

SPIT IV/1500 Rear Lamp Panels ..... **65.00**

ALL PRICES PLUS VAT

CARRIAGE EXTRA

# THE LONDON INTERNATIONAL CLASSIC CAR SHOW

ALEXANDRA PALACE

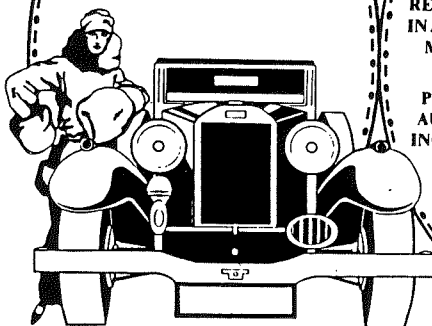
WOOD GREEN  
9th, 10th & 11th March

LONDON N22 7AY  
10am to 6pm Daily

Admission — Adults £5.00 • Children (5-14yrs)/OAPs £2.00  
Under 5's Free

SPONSORED BY  
**practical  
CLASSICS  
& CAR RESTORER**

THE NUMBER 1 SELLING CLASSIC CAR  
MAGAZINE IN THE UK AND VISITED  
BY OVER 30,000 ENTHUSIASTS



The  
Nations  
Number One  
Classic Car Show

SPECIAL FEATURES INCLUDE:  
60 YEARS OF THE MG CAR CLUB,  
RELIANT, SABRE & SCIMITAR O.C.  
IN ASSOCIATION WITH SCIMITAR  
MIDDLEBRIDGE, 30 YEARS OF  
THE MORRIS REGISTER

PLUS OVER 60 CLUB DISPLAYS,  
AUCTION, 200+ TRADE STANDS  
INCLUDING HUGE AUTO JUMBLE

QUITE SIMPLY THE BEST  
SHOW OF THE YEAR  
IN THE MOST  
MAGNIFICENT  
VENUE

TELEPHONE  
**044 282 3388**

50p off adult admission with a One Day Travelcard

## See the Triumph Sports Six Club on Stand C6



## ROTOFLEX AND SWING SPRING

A.P.Bloomfield

I refer to the letter Courier no.115 from Messrs Leaky, Mackie and Longley about rear suspension. Like them I am not expert on suspension technology but I have been fortunate enough to own and drive on a regular basis, Triumphs ranging from a Spitfire Mk11 through 111, IV and 1500 plus 2000 and 2.5 PI saloons and GT6 Mk11s of both genre; i.e. "late" type non-Rotoflex and Rotoflex, and whilst the swing spring affected a distinct improvement to the Spitfire, the same is not true of the GT6.

I cannot comment on the difference between the GT6 Mk1 and 11 but the fitting of the swing spring to the Mk111 was, in terms of handling, quite definitely a retrograde step: Rotoflex system that is working properly is much superior.

Why it suited the Spitfire and not the GT6 is not clear but my own opinion is weight distribution. The Spitfire is lighter, I don't think the Coupe roof even balanced the extra cast iron right at the front and the last GT6s are some 1/2 cwt lighter than the Rotoflex models, all lost at the rear end (the Rotoflex set-up is much heavier).

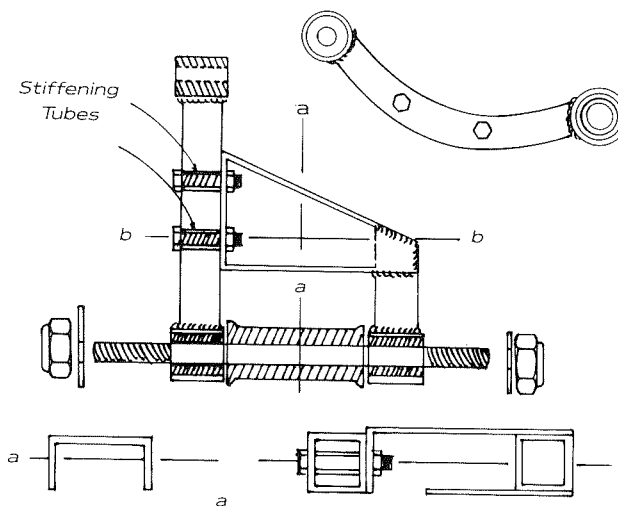
Regarding speculating on what Triumphs might claim, well, they'd hardly be likely to admit it was a backward step even in the interests of "rationalisation" which almost certainly prompted the change since the GT6 was on its way out in 1973. In fact my first GT6, bought brand new for £1350.00 on the road, complete with rear seat (that was a joke!) and Sun Dym glass, was one of the last made. I didn't set my current Rotoflex model now a Hurricane - until some time later. However, regarding the Rotoflex system itself, the previous writers are certainly correct in saying that it has disadvantages. The couplings fail at an alarming rate: in fact experience with my own vehicle and observations of others (including Vitesse) lead me to the conclusion that there aren't many around that haven't "failed" to a greater or lesser degree after a surprisingly short period of use. And it is a pig to work on. Incidentally, I wouldn't dream of working on it without a proper lifting bar - quite easily and cheaply made - notwithstanding the Technical Tips on pages 72/73, December Courier No 114: I tried it once and nearly got decapitated. (see page 81 of this Courier)

The snag is of course the hub carrier/outer wishbone joint: no matter whether grease, Copperseal, oil, penetrating oil or any combination is used it always seizes up with the result that instead of having a parallel(?) link suspension one ends up with a triangulated swinging arm, depending on spring distortion for such 'suspension' as there is, and placing axial stresses on the couplings they are not designed to absorb. And then of course when one psychs oneself up to do something about it, the b...y bolt won't come out. Sometime ago I had occasion to write to Jonty Wild about rear suspension problems and put a query/suggestion to him apropos this matter to which I never had an answer (probably such a stupid suggestion he didn't think it worth answering).

Nonetheless, I would like comments (polite!) on the query and therefore put it to a wider audience, edition being willing.

Is there any reason, apart from originality why the wishbone should be in its current form? i.e. is there any technical reason why it could not be a 'built-up' component on the lines of the accompanying sketch?.. Dismantling would be affected by splitting the wishbone and removing it in two parts thus eliminating the necessity to remove the through bolt at all or, if it was ever necessary to replace it, it would still be much easier than having to saw it out with a junior hacksaw!

If the idea is feasible is there anyone who could advise me on the sizes and gauges of the materials (assuming mild steel) that would be required to retain torsional strength. Any advice would be greatly appreciated, either direct or through the Courier.



# RIMMER BROS

**SPECIALISTS IN NEW & USED SPARES**

**RIMMER BROTHERS LIMITED**  
Triumph House, 115 Lincoln Road, Branston, Lincoln LN4 1PX.  
Telephone (0522) 791965 (10 lines). Fax: (0522) 794118.

THE PARTS YOU  
NEED FOR YOUR  
TRIUMPH  
SPITFIRE  
AND  
GT6

**Business Hours**  
8.30am - 5.30pm Monday to Fridays  
9.00am - 1.30pm Saturdays

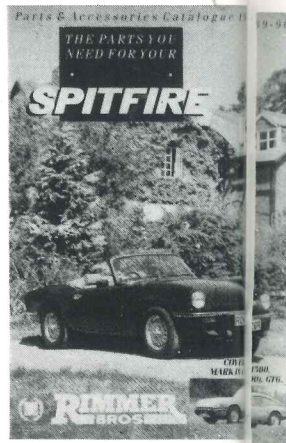
## RIMMER BROS

**HOTLINE**



**(0522) 791965**

NEW



## Spitfire IV/1500

Full engine (Recon)  
1500 ..... £350.00 ex  
1300 ..... £350.00 ex  
Short Engine (Recon)  
1500 ..... £225.00 ex  
1300 ..... £210.00 ex

Crankshaft  
(Recon) ..... £70.00 ex  
Oil Pumps ..... £35.00  
Water Pumps ..... £22.50

Engine Parts Available  
Clutch Assy 1300 ... £38.50  
1500 ..... £49.50  
Master Cylinder .... £33.50  
Slave Cylinder ..... £28.75

Engine Service Kit . £18.00

Head Gasket Sets .. £17.50  
Sump Sets ..... £7.50

Radiator  
(Recon) ..... £60.00 ex

Gearboxes (Recon)  
from ..... £100.00 ex  
Overdrive (Recon) £125.00  
Propshafts from .... £25.00  
Halfshafts ..... £50.00  
Differential  
(Recon) ..... £130.00 ex

Brake Discs ..... £12.50 ea  
Pads ..... £5.00  
Shoes ..... £10.00 set  
Copper B Pipe Kit .. £25.00  
Flexi Hoses ..... £8.00ea  
Master Cyls £38.50/£75.00  
Calipers (Recon) £50.00 ex  
Wheel Cylinders ..... £9.00

Steering Rack  
(Recon) ..... £30.00 ex

Front Rear  
Shox ..... £15.00 ea

Trunnions ..... £15.00  
Vertical Links ..... £35.00  
Rear Spring  
Original ..... £69.00  
Suspension Parts, Bushes  
Mountings available.  
Wheelbearing Kits .. £10.00  
Windscreen Seals ... £15.00  
Door Seals ..... £10.00  
Hardtop Softop Seals.

Cables-Handbrake ... £4.00  
Accelerator ..... £6.00  
Choke ..... £10.00  
Speedo ..... £7.50

Chassis Frame ..... £450.00  
Front 1/4 Valance  
Steel..... £39.00  
Fibreglass ..... £15.00

Bonnet Assy  
Complete from .... £350.00  
Top Panel ..... £150.00  
Outer Wings ..... £35.00  
Inner Arches ..... £20.00  
Sills from ..... £12.00

Rear Valance ..... £30.00  
Rear Wing ..... £82.50  
Bootlid Fibreglass  
Top Quality ..... £60.00  
Doors from ..... £75.00  
Skin ..... £20.00

Bumpers ..... P.O.A.  
Laurel Transfers ..... £3.00  
Others ..... £2.50

Carpet Sets  
(top quality) ..... £55.00  
Interior Trim available  
Please Ring  
Door Seal ..... £20.00 pr

Hardtop (Lenham) £195.00  
Hood Cover Only ... £55.00  
Double Duck ..... £110.00

Mohair ..... £165.00  
Tonneau Covers .. £35/£49  
Stowage Covers .... £30.00  
Starter Motor .... £15.00 ex  
Stainless Steel Exhaust  
Systems 1300 ..... £115.00  
Mild Steel ..... £50/£60.00

## GT6

Full Engines  
(Recon) ..... £495.00 ex  
Short (Recon) .. £325.00 ex  
Oil Pump ..... £35.00  
Water Pump ..... £26.00  
Camshaft (new) ..... £75.00  
Cylinder Heads  
from ..... £100.00  
Crankshaft New £95.00 ex

Clutch Assy ..... £56.00  
Engine Service Kit . £18.50  
Head Gasket Set ... £20.00  
Sump Set ..... £7.50

Brake Discs ..... £17.50 ea  
Pads ..... £9.00 set  
Shoes ..... 9.00  
Hoses ..... £8.00

Suspension  
Vertical Links ..... £35.00  
Differential ..... £140.00 ex

Bodywork See Spitfire.  
Carpet Set  
(top quality) ..... £65.00

Stainless Steel  
Exhaust System ... £120.00  
Mild Steel ..... £80.00

**Send for our full colour  
catalogue FREE to TSSC  
members**

## FAST MAIL/TELEPHONE ORDER IF REQUIRED

The above is only a sample of our wide range of stock items. For full details please send an A4 size SAE or telephone, for 44 page colour catalogue. To place an order, telephone with credit card details or forward a cheque (please check delivery costs). Prices subject to change without notice. All prices plus VAT

Catalogues are available for TR7/8 and Stag. Price lists for TR6 and Dolomite Sprint.

★★ NEW COMPUTER SYSTEM ★★

**AVAILABILITY AND PRICES CONFIRMED INSTANTLY**

**Rimmer Brothers Ltd, Triumph House, 115 Lincoln Road, Branston, Lincoln LN4 1PX.**  
Tel: (0522) 791965 (10 lines). Fax: (0522) 794118.



**BRITISH  
MOTOR HERITAGE  
APPROVED SUPPLIER**



**HERALD • SPITFIRE • GT6 • VITESSE**

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

**\* SPECIAL OFFERS \***

**LUCAS**  
STAINLESS STEEL  
WIPER BLADES  
SPITFIRE/GT6  
£2.00 EACH

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

**HARDY SPICER**  
UNIVERSAL JOINT  
ALL MODELS  
£4.00 EACH

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

**BOLT KITS**

COMPREHENSIVE SUSPENSION REBUILD  
NUT & BOLT KITS COVER BOTH SIDES OF  
VEHICLE.

FRONT KITS COVER SUCH ITEMS AS STEER-  
ING, FIXINGS, WISHBONES, BALL JOINTS,  
TRUNNIONS, DISCS, CALIPERS, SHOCKERS  
AND MORE.

REAR KITS COVER ITEMS AS DIFFERENTIAL,  
SPRING, SHOCKERS, PROPSHAFT,  
DRIVESHAFTS, TRUNNIONS, ALL NUTS AND  
BOLTS ARE PLATED.

FRONT ALL MODELS £15.50

REAR ALL MODELS £16.50

\*\*\*\*\*

BODY FITTING KIT SPIT/GT6 £5.50  
WITH SPACER PADS

BODY FITTING KIT HERALD/VITESSE WITH  
SPACER PADS AND ANCHOR PLATES £12.00

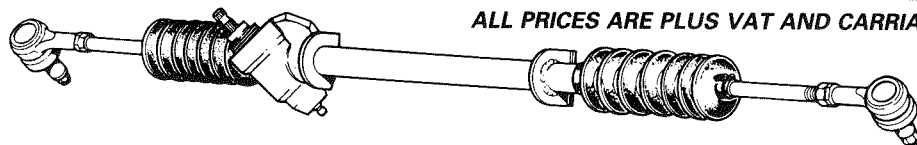
**UNIPART**  
CLUTCH COVER  
ASSEMBLIES (NEW)  
GT6/VITESSE 2 Ltr  
£24.00 EACH

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

FITTING SERVICE AVAILABLE FOR  
SHAFTS AND BEARINGS

**UNIPART GASKETS**  
HEADGASKET GT6 Mk3  
from engine no. KE10001 £4.00  
HEADGASKET SET GT6 MK1  
VITESSE 2 Ltr MK1 £3.50

ALL PRICES ARE PLUS VAT AND CARRIAGE



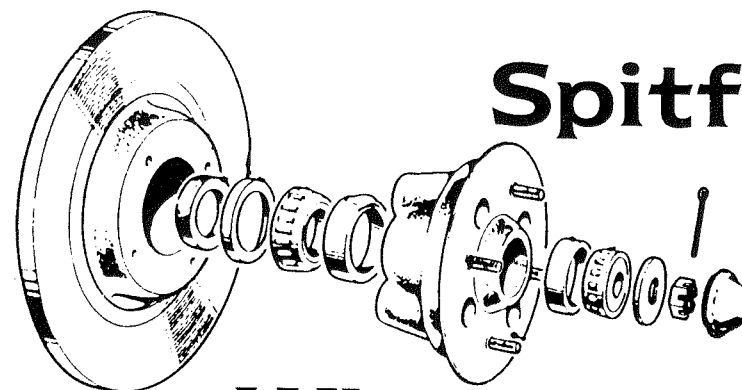
**STEERING RACK (RECONDITIONED) C/W NEW TRACK ROD ENDS/GAITORS**  
ALL MODELS ONLY £36.00 (EXCHANGE)

FREE - PARTS LIST AVAILABLE, PLEASE TELEPHONE FOR YOUR COPY



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

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



**Spitfire -**

# Front Wheel Bearing Adjustment & Replacement

David Herriman - Holland

The front wheel bearings on the Spitfire usually give many thousands of trouble-free miles. They are adjustable, so that a certain amount of wear can be compensated. Play in the bearings can be felt with the car standing on its own weight, grip the wheel at the top and try and rock the wheel towards and away from you.

In addition to this, Triumph used to recommend removing the bearings every 30,000 miles, cleaning them and re-packing with fresh grease. If you intend to do this, refer to the second part of this article and proceed as in renewing, without drifting out the bearing tracks.

To adjust the bearing, proceed as follows:

- Jack up and support the front of the car.
- Remove the wheel.
- Remove the grease cap, (Fig. 1) by GENTLY tapping it all the way round, until it comes off.
- Remove the split pin (B) and tighten the nut whilst turning the hub until the hub starts to bind (i.e. won't turn freely). Now, undo the nut until the split pin will pass through the nut again, and the hub will turn without binding. The hub should turn freely and smoothly, without any roughness being felt.

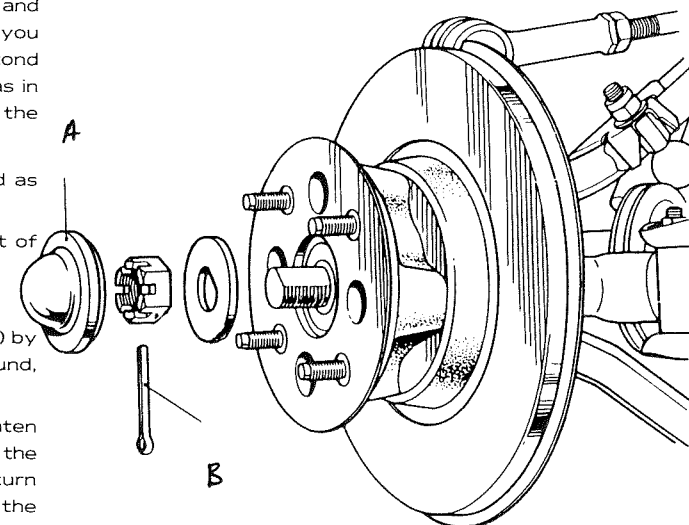


Fig.1.

● Fit a new split pin, clean the cap and half fill with fresh grease. Refit.

● Put the wheel back on and check the play again. It should be gone altogether or very slight. Very slight is, of course, difficult to explain on paper. If when rocking the wheel as hard as you can, you can feel a very small amount of movement, then I would say that this is acceptable.

● If you can't get rid of the play, first make sure it isn't the trunnion or anything else that is moving. Assuming that it is still in the bearings, new ones will have to be fitted.

Fitting new wheel bearings at the front shouldn't present any problems and no special tools are required.

First of all, get hold of the parts. Bearings are available separately from your local bearing dealer or as a kit from B.L. or spares stockists. Kits consist of both bearings and MOPROD's kit also has a new split pin and rear seal, while with B.L.'s kit, I'm not sure - so check (not that the rear seal, being felt, always needs replacement).

Part Numbers	Bearing No.	B.L. Part Number
Outer Bearing:	03162	GHB 110
Inner Bearing:	07210X	GHB 111
	MOPROD	B.L. Part Number
Bearing Kit	BK 51	GHK 1051

In addition, you will need fresh grease (also contained in the Moprod kit).

#### Bearing Removal:

- Jack up and support the car.
- Remove the road wheel.
- Take out the brake pads, noting where they came from. Be careful not to get your greasy hands on the linings.
- Remove the two bolts holding the calliper in place (5/8 AF) Fig. 2. Hang the calliper out of the way using a piece of wire. Don't let the calliper hang on the brake pipe.
- Remove the grease cap by GENTLY knocking all the way around until it comes off (Fig. 1). Remove the split pin, nut and washer (Fig. 1B).
- Now pull the hub off. The outer

bearing will probably fall out.

● Prise the rear seal out, taking care not to damage it and pull out the other (inner) bearing (your fingers are enough).

● Now, wash the hub out with paraffin.

● If you are re-using the bearings, they also should be washed out, re-packed with fresh grease and re-fitted. Adjustment is as in the first part of this article. Obviously, the old bearings should be in good condition, running smoothly with no score marks on the tracks.

If new bearings are to be fitted, you now have to remove the bearing tracks. These are the rings that the bearings run in.

These are drifted out. That means you take a long chisel or a metal bar and, by tapping the rings, you CAREFULLY (so as not to damage the sides of the hub) knock the rings out.

Fig. 3.

When the old tracks are out, again clean inside the hubs. Smear the inside with fresh grease.

Fit the new tracks (make sure you get them the right way round). Tap them in by using the old tracks to keep them square. If you put the old and the new tracks in the deep freeze for half an hour, you will find they go in easier.

The hub and new bearings should be well greased; really force grease into the bearings wherever you can.

The whole assembly should be refitted and adjusted as in the first part of the article.

The brake calliper should be torqued up to 9 kg. m (5/8 AF socket). Before refitting the brake pads, wipe the disc clean with a cloth soaked in thinners to get rid of any oil or grease. If you have used a new rear seal, you should check the play after a couple of hundred kms as it may settle.

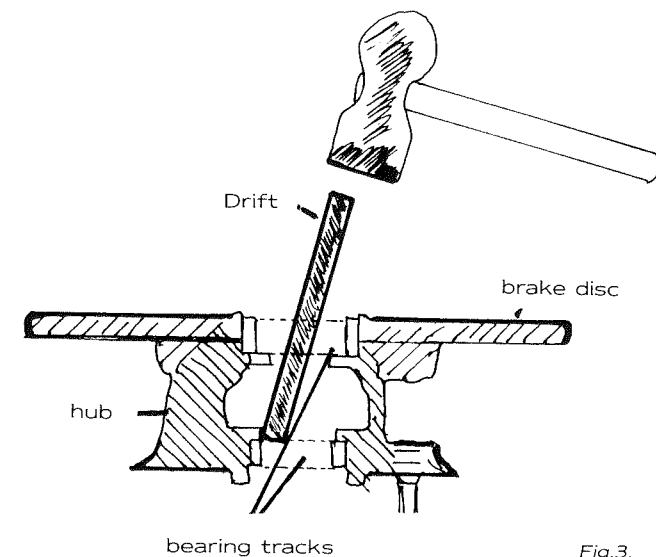


Fig.3.

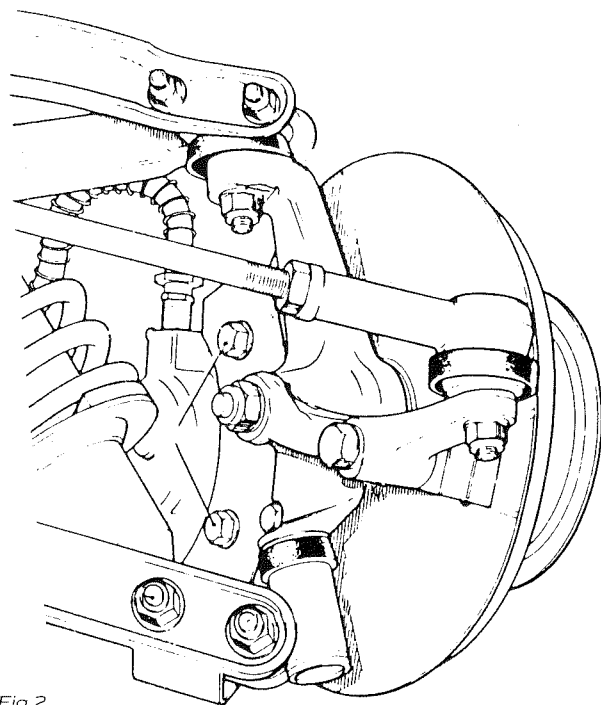


Fig.2.

## TRIUMPH BOOKSHOP Telephone 0858 32110/62578

ORIGINAL BRAND NEW LEYLAND PUBLICATIONS

### Workshop Manuals

Herald 1200	£21.95
Herald 13/60	£21.95
Vitesse '6'	£21.95
Vitesse 2LMK1/11	£21.95
GT6 MkII/III	£21.95
Spitfire 4/11/111	£21.95
Spitfire IV	£18.95
Spitfire IV/1500 Dutch	£22.00
Spitfire 1500	£18.95
Spitfire 1500 German	£22.00
Spitfire IV/1500 French	£22.00
TR2/TR3	£27.50
TR4/4A	£23.00
TR5 (complete)	£35.00
TR6	£24.50
TR6 German	£23.50
TR7	£20.00
TR8	£24.00
Stag	£24.00
Stag German	£30.00
Dolomite	£21.95
Dolomite Sprint	£21.95
2000/2500/2.5PI	£24.00
1300 FWD	£15.95
1500 FWD/1500T/C	£19.95

### Parts Catalogues

Herald 1200 (all mods)	£18.95
Herald 13/60	£15.00
Vitesse 1600/2 Ltr MkI	£18.95
Vitesse 2 Litre MkII	£15.00
GT6 MkI & 11	£18.95
GT6 Mk111	£15.00
Spitfire MkIII	£18.95
Spitfire MKIV	£15.00
Spitfire 1500	£15.00
TR2/3	£18.00
TR4	£18.00
TR4A	£18.00
TR250 (TR5)	£20.00
TR6	£18.00
TR7	£19.50
TR8	£21.00
Stag	£23.00
Dolomite	£19.00
Dolomite Sprint	£19.00
2000/2500	£15.00
1500 FWD	£15.00
1500 RWD	£15.00
Toledo	£15.00

### Handbooks

Herald 13/60	£5.00
Vitesse '6'	£5.00
Vitesse MK1	£5.00
Vitesse MK11	£5.00
GT6 Mk1	£5.00
GT6 MK11	£5.00
GT6 MK111	£5.00
Spitfire 4	£5.00
Spitfire MK11	£5.00
Spitfire MK111	£5.00
Spitfire MK111 German	£6.00
Spitfire MKIV	£5.00
Spitfire 1500	£5.00
Spitfire 1500 German	£6.00
Spitfire USA	£5.00
TR4	£5.00
TR4A	£5.00
TR6	£5.00
TR7	£5.00
Stag	£5.00
Dolomite Sprint	£5.00
2000/2500	£5.00
1300	£5.00
1500 & Toledo	£5.00

### General

HAYNES W/SHOP MANUALS	
ALL MODELS	£11.95 Each
(State Model)	
SU Carburettors	£9.50
Stromberg Carburettors	£9.50
Weber Carburettors	£9.50
Electrical Manual	£11.00
BROOKLANDS BOOKS	
Vitesse/Herald 1959/71	£8.50
GT6 1966/1974	£8.50
Spitfire 1962/1980	£8.50
Spitfire Collection No. 1	£7.75
Road & Track Triumph	
Sports Cars '58/67	£8.50
Sports Cars '67/74	£8.50
Sports Cars '74/82	£8.50
TR2/3 1952/60	£8.50
TR4 & TR5 & 250	£8.50
TR6 1969/76	£8.50
TR6 Collection	£7.75
TR7/8 1975/81	£8.50
Stag	£8.50
Stag Collection	£7.75
2000/2500	£8.50

Triumph Cars - The complete History Robson/Langworth	£24.00
TR for Triumph - Chris Harvey	£18.50
The Complete History Spitfire GT6 Graham Robson	£14.95
PRACTICAL CLASSICS RESTORATION GUIDES	
HERALD/VITESSE - SPITFIRE/GT6 - METALWORKING	£7.50ea.
COURIER MAGAZINE BINDERS - the very best quality	
EACH ONE HOLDS 12 ISSUES	£5.50

Competition Preparation Spitfire I/II/III/IV/1500	£6.00
Competition Preparation 2 Litre Cars	£6.00
Tuning Triumph Cars from 1200cc to 2500cc	£11.50
SPITFIRE/GT6 FILE - Graham Robson	£10.95
Guide to Purchase & D.I.Y. Restoration	
SPITFIRE, GT6, VITESSE & HERALD By L. Porter & P. Williams	£17.50
SIZE A4, 312 Pages	

Make all payments payable to Triumph Bookshop - Cheque/Postal Order/Credit Card  
Welland House 9 Acorn Close Lubenham Market Harborough Leics LE16 7SP Tel: (0858) 32110 or 62578  
FAX (0858) 31396 Telephone Credit Card Orders Welcome - ALL PRICES INCLUDE POST & PACKING

Overseas Orders add 10% to total order to cover extra Postage -  
Payments in Sterling please QD/390

# TRIUMPH SERVICES

GT6 - SPITFIRE - HERALD - VITESSE - BOND

★ ★ ★ MARCH OFFERS ★ ★ ★

## GT6/SPITFIRE PANELS

Full Floor Pans .....	£32.00
4 Piece Sill Kits (per side) .....	£28.00
Door Skins (state year) .....	£17.00
Boot Floors .....	£43.00
Rear Valance Spitfire MkIII .....	£34.50
Rear Valance Spitfire MkIV .....	£27.60
MkIV/1500 ¼ Valance GRP .....	£17.00

## HERALD VITESSE PARTS

Door Skins .....	£21.50
Rear Corner Valance .....	£15.00
Rear Centre Valance .....	£43.00
Outriggers (each) .....	£10.00
Boot Riggers (each) .....	£14.00
Side Rail .....	£11.50

## ACCESSORIES & CHROME

Boot Racks .....	£19.95
Woodrim Steering Wheel .....	
with Boss Kit .....	£38.75
Halogen H/lamp Conv. 7" only .....	£19.95
1500 Inner Door Handles repair .....	£6.95
Bonnet Locks .....	£10.95
Inertia Seat Belts .....	£19.95

## STEERING/SUSPENSION

Top Ball Joint (front all models) ....	£8.00
Track Rod Ends .....	£5.00
Lower Steering Coupling .....	£10.50
Steering Rack (exch) .....	£29.00
Rack Gaiters .....	£5.50
Wheel Bearings (state model) .....	£11.50

FULL RESTORATIONS SERVICE AVAILABLE ON ALL CLUB CARS INCLUDING BONDS  
OPEN 6 DAYS A WEEK 9-6 INCLUDING MON, WED, FRIDAY EVENINGS UNTIL 9.00pm

ALL OTHER PARTS STOCKED AND AVAILABLE AT COMPETITIVE PRICES  
INCLUDING MANY SECOND HAND SPARES ALL CLEANED & READY TO FIT

ALL PRICES INCLUDE VAT

STATION YARD TEMPLECOMBE SOMERSET TEL: 0963 71333

# INTERIOR RETRIMMING SERVICE

FOR SPITFIRE-GT6-HERALD-VITESSE

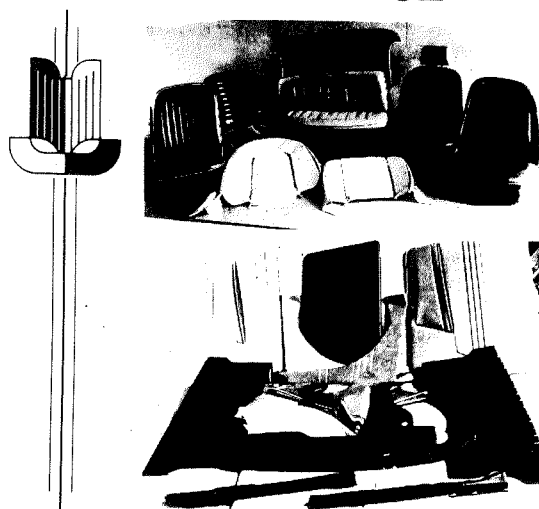
We are the biggest suppliers of remanufactured interior trim for Triumph cars. Our reputation for quality is world-wide and cannot be matched by any other supplier.

Our trim range covers Triumph Models

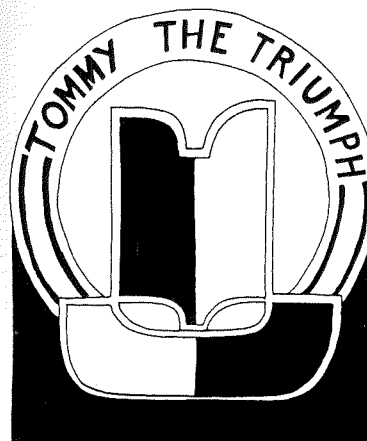
Herald 948-1200-1250-13/60, Vitesse Mk1-2-1600,  
Spitfire Mk1-2-3-VI-1500, GT6 Mk1-11-111.

All trim is made to original specification. We can refurbish your original seats or supply seat covers only. Door panel - Q/panel - wheel arch covers - tank assembly trim - B-post trim - door waist rail trims - crash pads - sun visors - door pockets - cubby box pockets - carpet sets - boot trim sets - hoods - tonneau covers - hoodstick covers - Surrey tops - headlinings - door and draught excluders and rubbers - fastenings and fixings. All trim can be supplied as complete kits or separate units in leather or vinyl. We can make up trim to any colour or specification. If you do not wish to trim your car we can do it for you. Our workshop is fully equipped to take on any size of job. For the DIY enthusiast we can supply you with all the raw materials: Vinyl - carpet - hooding - felt - hessian - piping etc, by the yard - zips - adhesive - foam - cottons - leather - etc.

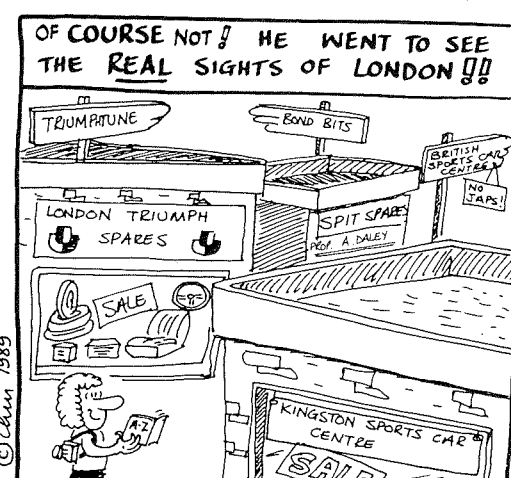
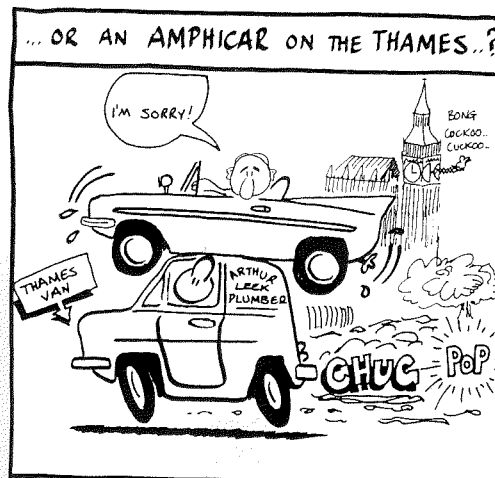
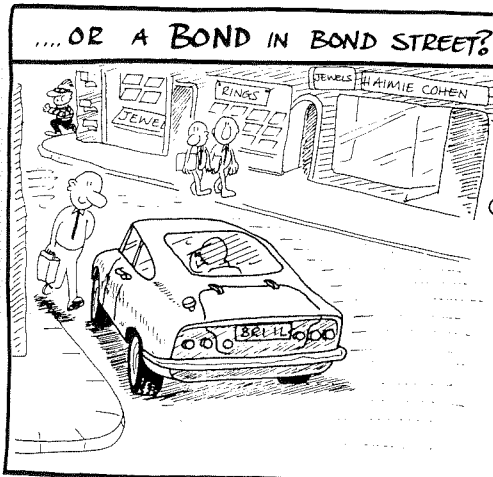
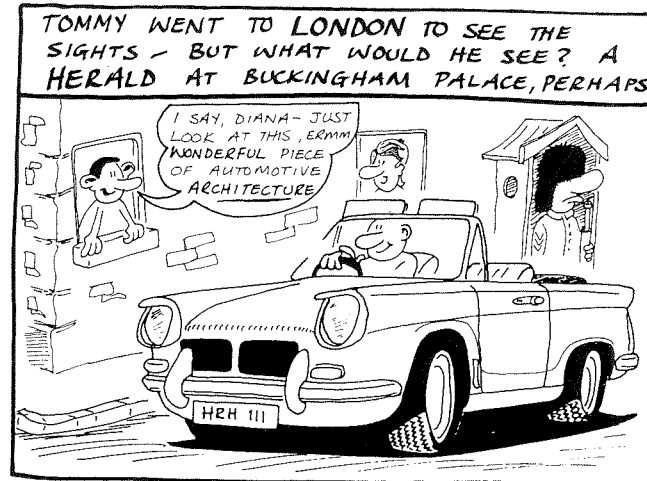
For complete catalogue and price list to cover all models send £1.



**JIM HAWKINS (TRIMMING) PHONE (0993) 778207**  
32a Bridge Street Mills Industrial Estate Witney Oxon OX8 6YH



BY CHRIS SHERIDAN





# SIX SPARES



BETTER PARTS, BETTER PRICES, BETTER SERVICE! - TRADE & EXPORT WELCOME

**0 1 - 8 9 2 - 0 1 4 1**

11.00 - 5.30 pm Mon Sat Callers ring first

Mail order address: 134 Heath Road, Twickenham, Middx. (West London)

MASSIVE STOCKS OF ORIGINAL AND REPLACEMENT TRIUMPH SPARES HELD.  
SHOWN BELOW IS JUST A TINY SAMPLE OF OUR STOCK. SECONDHAND SPARES ALSO STOCKED!

**SEE US AT THE LONDON INTERNATIONAL CLASSIC CAR SHOW ALEXANDRA PALACE**

## SEALS — HERALD/VITESSE:

Header Rail/Hood Seal Front .....	£5.50
Hood Side Seal (top of door) .....	£3.75
Front W/Screen Seal .....	£13.75
Door Skin to Door Glass Outer .....	£4.95
Door Skin to Door Glass Inner .....	£3.25
Bonnet Scuttle/Bulk Head Seal .....	£4.00
Hand Brake Lever Gaitor - all models .....	£7.95
Triumph Pedal Rubber .....	£1.45
Bonnet Stop Cones .....	£1.30
Door Aperture Seal woven fabric	
type black Saloon .....	£13.25
Door Aperture Seal Convertible .....	£9.50
Master Cylinder Dust Cover .....	£3.25
Boot Seal from .....	£9.00

## SEALS — SPIT/GT6 SEALS:

Front Windscreen Seal .....	£13.50
Hood Header Rail/Hard Top Front .....	£5.50
Door Skin to Door Glass Seal Outer .....	£4.95
Bonnet Scuttle Seal .....	£4.00
Door Skin to Door Glass Inner .....	£3.25
Door Aperture Seal (furflex) Spitfire .....	£8.75
Door Aperture Seal (furflex) GT6 .....	£13.25
Boot Seal/Tail Gate Seal from .....	£9.00
Master Cylinder Dust Cover .....	£3.25

ALL OTHER SEALS AVAILABLE FOR ABOVE CARS

## CHROME/LOCKS/BRIGHTWORK:

Windscreen Insert Her/Vit .....	£5.00
Cover Clip for above .....	£0.75
Door Handle L/Hand Her/Vit .....	£9.95
R/Hand Barrel and Keys Her/Vit .....	£3.95
Bonnet Mirror Her/Vit Original .....	£11.75
Door Mirror Spit/GT6 III .....	£10.75
Boot Hinges (pairs) Her/Vit/Spit I/II/III .....	£14.95
Boot 'T' Handle and Keys Her/Vit/Spit I/II/III .....	£9.80
Bonnet Lock Kit (pairs) .....	£9.50
Boot/Tail Gate Lock Assembly	
Spitfire IV/1500/GT6 III .....	£13.50
Spitfire I/II/III/GT6 I/II .....	
Outer Door Handle Assembly R/H or L/H .....	£11.95

ALL OTHER LOCKS & BRIGHTWORK STOCKED

## MECHANICAL/SUSPENSION:

Front Trunion/Swivel Original Stanpart .....	£11.00
Steering Rack Exchange .....	£26.00
Driveshaft All Models non-Roto .....	£45.00
New Propshafts from .....	£65.00
Front Anti Roll Bar Link all .....	£7.95

## PANELS HERALD + VITESSE:

Rear Qtr. Valance Steel .....	£13.00
Front Wing Herald 13/60 Original Pressing .....	£47.50
Front Wing Vitesse Original Pressing .....	£54.00
Rear Wing Her/Vit .....	£53.50
Front Wing Arch Repair .....	£12.00
Rear Wing Arch Repair .....	£12.00
Sill Her/Vit .....	£9.00
Door Skin Original Herald/Vitesse .....	£19.20

ALL CHASSIS AND OTHER PANELS STOCKED

## PANELS SPIT/GT6:

Front Wing Spit IV, GT6 III .....	£34.50
Sill - all Spit/GT6 .....	£10.00
Rear Wing Original Spit I/II/III GT6 I/II .....	£46.00
Rear Valance Spit I/II/III GT6 I/II .....	£32.00
Rear Valance Spit IV GT6 III .....	£26.00
Boot Floor All Models .....	£36.50
Door Skin Spit I/II/III GT6 I/II .....	£14.95
Door Skin MkIV GT6 III .....	£16.00
Full Floor .....	£28.50
Rear Light Panel Spitfire IV/1500 .....	£64.00

ALL OTHER PANELS SPITFIRE/GT6 STOCKED

## STOP PRESS — STOP PRESS

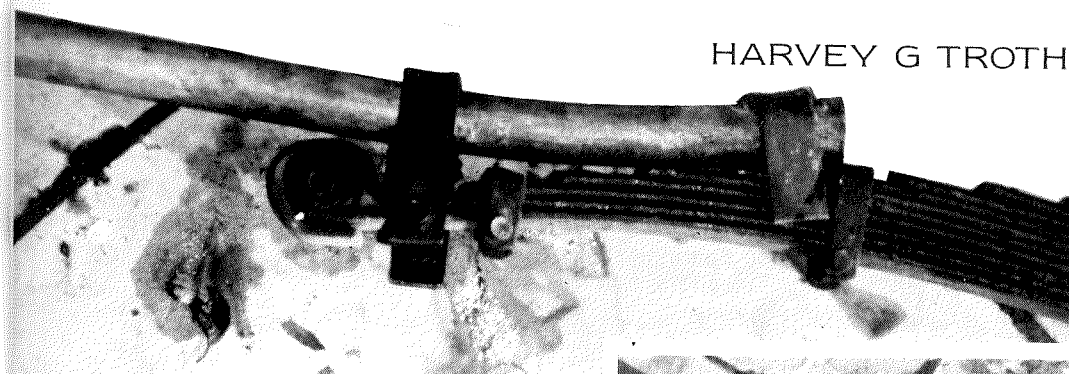
Spitfire IV/1500/GT6 III Outer DOOR HANDLE ASSEMBLIES now available - Chrome or Black finish - PRICED AT £65.00 per matched pair (inc barrels and keys) OR £35.00 individually sold Radiator Expansion/Overflow Bottle - All Models as Original .....

£5.50

## PLEASE NOTE —

**ALL PRICES EXCLUDE POSTAGE + VAT (15%)  
AND ARE CORRECT AT TIME OF PRINT**

HARVEY G TROTH



# DIY REAR SPRING LIFTER

Rear spring replacement, especially on a rototax axle, is almost impossible without a special tool. These can be bought or made from acquired parts as described in this article.

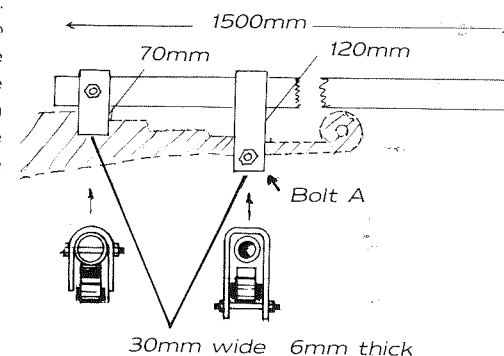
The author has the advantage of working on an industrial site and keeps an eye on the scrap bin. For this project a piece of scaffold pole and two strips of metal were easily reclaimed from the scrap bin and the appropriate permission to take them home. These were made into a useful spring lever. The finished product is shown in the accompanying photograph and explained in more detail in the diagram.

## Materials

About 1.5 metres of steel pole 35 mm in diameter and two steel strips about 30 mm wide and 6 mm thick are required together with two suitable bolts. Rear vertical link bolts are very suitable.

## Fabrication

The steel strip is placed in a hefty vice and bent at the mid-point using a lump hammer. When the strip is roughly hairpin shape, it is a good idea to use the scaffold pole as a former to get the right shape. One of the U-shaped pieces of steel strip is drilled and bolted to the end of the pole (mine was welded) and the other is left as a loose U-shaped shackle with a bolt in it. The U-shaped strips of metal which are too long at this stage, to assist bending, are cut to the lengths given in the diagram with a hacksaw.



## Operation

The procedure to use, when changing the spring, or indeed any work on the halfshaft, is to take out bolt A. Put the tool over the spring and insert bolt A as in the diagram. The spring can then be levered upwards with relative ease. A wheel is a good prop for the end of the lever whilst other jobs are being done - a tip noted from a previous author on this subject. When the bolt is put through the spring eye and the vertical link, quite a lot of effort needs to be expended to lift the spring high enough to make the holes line up. At least, it did in my case.

## TSSC OFFICERS 1990

Technical 4 Cylinder:

Carl Heinlein

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

Technical 6 Cylinder:

Peter Gidden

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

Herald 948/1200

Chris Longhurst

30 Shannon Close, Grove, Wantage, Oxon OX12 7PT  
Telephone N/A

Herald 13/60

Dave Beardsley

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

Spitfire MkI/II/III

Nick Lord

16 Saddington Road, Smeeton Westerby, Leics. LE8 0QS  
Telephone (0533) 792810

Spitfire MkIV/1500

John Thomason

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

Vitesse 1600/MkI/II

Andy Bonner

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

GT6 I/II/III

Chris Chadwick

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

Bond

Peter Jacklin

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

Specials

Dennis Graves

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

Trevor Collett

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

Amphicar

David Chapman

5, Sheringham Road, Worcester WR5 3RA  
Telephone (0905) 763192

Competition Secretaries

Tony Lindsay-Dean

42 Gladstone Ave, Feltham, Middx TW14 9LL  
Telephone (01) 890 6777

Neil Sleightholm

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

International Liaison

Leon Guyot

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

Events & Equipment

Jonty Wild

13 Common Rise, Hitchin, Herts SG4 0HN  
Telephone (0462) 456315

Archivist & Librarian

Mike Costigan

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

Show Car Register

Dennis Benson

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

Area Liaison

Mike Crewes

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

## CLUB SERVICES 1990

### CLUB OFFICE

The following services are available from the Club Offices

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

**TSSC REGALIA - MAGAZINE BACK ISSUES**

**TSSC INSURANCE INFORMATION PACK**

**121B St Mary's Road, Market Harborough, Leics LE16 7DT**

**Telephone (0858) 34424**

**TSSC SPECIAL OFFERS - 0462 456315**

### TSSC INSURANCE

QUOTATIONS — FOOTMAN JAMES & CO 021 561 4196 (ask for TSSC Insurance)

VALUATION SERVICE — PAM GRIFFITHS 0245 443152

### TSSC HANDBOOK

JONTY WILD — 13 Common Rise, Hitchin, Herts SG4 0HN 0462 456315

### TSSC VIDEO LIBRARY

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

### TSSC SPECIAL OFFERS

TRIUMPH SPORTS SIX CLUB 13 Common Rise, Hitchin, Herts SG4 0HN 0462 456315

### RAC SCHEME

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

### MAGAZINE COPY DATE

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

### TSSC ACCOUNTS

BILL SUNDERLAND CLUB MANAGER — Send to Club Office

### TSSC PUBLIC RELATIONS

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

### TSSC TRADE ADVERTISING

TRIUMPH SPORTS SIX CLUB — 0858 32110 FAX 0858 31936

## CLUB SERVICES 1990