

# SPITFIRE/GT6/VITESSE/HERALD/BOND

## Wheels & Accessories



W/Wheel Adaptor	£23.50	Chrome Wheel Trim (Set of 4)	£27.50
2 Eared Spinner	£11.50	Hub Cap	£9.00
3 Eared Spinner	£14.00	Wheel Stud	£0.94
Continental Spinner	£11.50	Special Nut (for Adaptor)	£0.50
Copper & Hide Hide Hammer	£8.50	Chrome Nut (Set of 16)	£19.50
Zinc/Alloy Hammer	£4.95	Plastic Ring (Set of 16)	£3.50
Wire Wheel Cleaning Brush	£3.90	Wire Wheel Chrome	£79.00
Spinner Spanner	£3.90	Wire Wheel Silver	£45.00
Alloy Wheel Trim (Set of 4)	£12.50	Spitfire Mk4 Re-Con Wheel (Ex )	£29.50

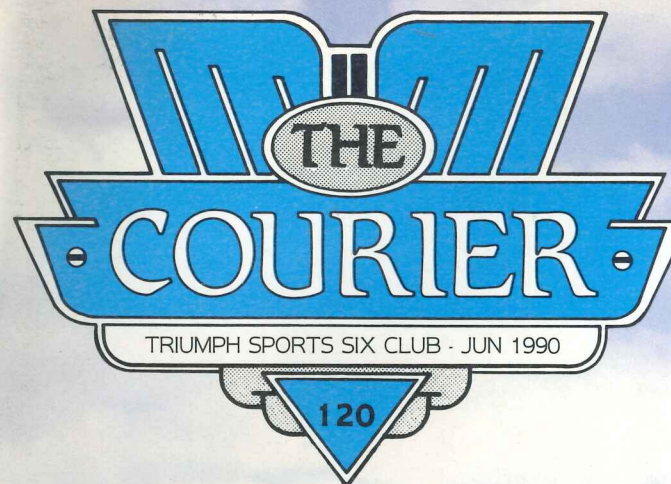
Chrome Wire Wheel Kit -  
4 Chrome Wire Wheels, 4 Splines, 4 Spinners, 16 Fixing Nuts £445.00

Silver Wire Wheel Kit -  
4 Silver Wire Wheels, 4 Splines, 4 Spinners, 16 Fixing Nuts £309.95

All prices are correct at time of going to press although subject to change without prior notice  
All Prices Exclude V.A.T. & Carriage Access & Barclaycard Welcome

 **British Sports Car Centre**

303 Goldhawk Road, London W12 8EZ Tel 01-748 7823/01-741 3997 Fax:01-563 0101







**CAR COATS**



**BODYWARMER  
SWEATSHIRTS  
T SHIRTS**



**TIES**



**V NECK  
JUMPERS**



**KEY  
FOBS**

**For all your Regalia needs  
please make your selection from  
the full range on offer in the  
Regalia Brochure - or Tel: (0858) 34424**

## THE COURIER

The Official Monthly Magazine of  
The Triumph Sports Six Club

VOL.10 No. 120 JUNE 1990

Price £1.25 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 NN3 4XP  
Tel: 0604 405416

### **CLUB MANAGER**

**Bill Sunderland**

### **CLUB OFFICE**

121B St Marys Road, Market  
Harborough, Leics LE16 7DT

**TEL: 0858 34424**

**FAX: 0858 31936**

*Office open between*

**9am - 5pm Monday to Friday**

### **OFFICE MANAGER**

**Trudi Squibbs**

### **MEMBERSHIP ADMINISTRATOR**

**John Muggleton**

### **COURIER MAGAZINE**

**Bernard Robinson**

TRIUMPH SPORTS SIX CLUB - PO Box 28,  
Market Harborough Leics LE16 7FX  
TEL (0858) 62578 FAX (0858) 31936

### **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.

*Cover Photograph*  
GT6 MKIII TSSC INTERNATIONAL 1989

**For a full list of TSSC Officials see page 82**

© Triumph Sports Six Club Ltd 1990



**GT6  
MKIII  
July '89  
Stafford  
England**

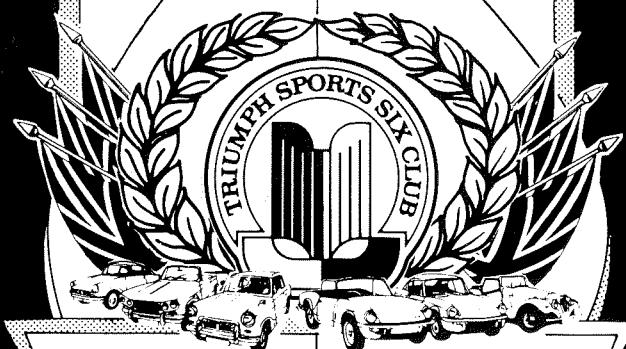
## **C o n t e n t s**

President's Intro	6
News Review	8
What's on Next	10
Cop Shop	11
Herald Register	19
GT6 Register	20
Spitfire IV/1500 Register	21
Spitfire I/II/III Register	31
Vitesse Register	33
Bond Register	35
Members Intrests	42
Jack Brabhams Herald Climax	51
Tommy Triumph	54
Overseas News	57
Pen to Paper	63
GT6 Steering Lock	70
TSSC Winter Weekend	71
FIVA	75
TSSC International Weekend	78
TSSC Officers	82

*Plus Area News Review/Classified Newspaper*

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. ★

# THE TRIUMPH SPORTS SIX CLUB



## INTERNATIONAL WEEKEND

STAFFORD SHOW CENTRE  
STAFFORD  
JUNCTION 14 M6  
A518 STAFFORD-UTTOXETER ROAD

# CALLING ALL TRIUMPH ENTHUSIASTS

The TRIUMPH SPORTS SIX CLUB  
cordially invites you (and your Club) to  
the 1990 Triumph International Weekend  
AUGUST 11th & 12th

We hope this will be one of the largest  
gatherings of Triumph ever, includes  
undercover Concours, Autojumble etc.

FULL INFORMATION  
(0462) 456315



CHECK IT OUT !

## Editorial

### 10 YEARS IN THE CHAIR

WHAT can I say? A decade of The Courier and haven't there been some changes! Looking back at earlier Couriers, it seems incredible how far we have come - progress which we hope has played some part in where 'Triumph' is today. Amazingly, there is currently so much more interest in Triumphs that producing The Courier each month has become a somewhat daunting task. Indeed, our copy intake has reached an all time high.

Looking back is easy - it's history. Looking forward is a different matter .... I suspect our standards will have to rise yet higher as our mouthpiece to the Club strives to make its mark on the nineties.

We hope you have enjoyed the last ten years and will continue to supply the copy that, in our opinion, gives our Club one of the best clubs' magazines. This will, in turn, help to keep our Triumphs on the road .... the original aim of the TSSC.

*Bill & Jo, Sunderland*

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

**NEW SPITFIRE 1500**  
**BONNETS & BOOT LIDS**  
**£385.00      £99.00**

Front chassis bars (AS ORIGINAL PATTERN) for Herald/Vitesse with brackets £42.50  
repair ends £12.50 each Body mounting brackets front £6.50 - centre £7.50 - rear £8.50 ea.

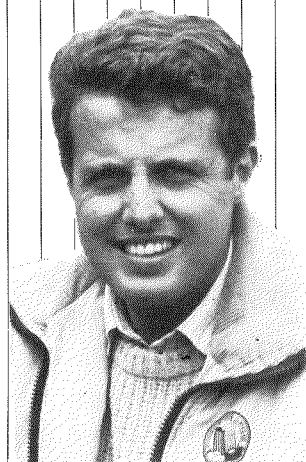
Roof linings for Equipe - Vitesse - Herald etc made to order.

**ALL PRICES EXCLUSIVE OF VAT & CARRIAGE**

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



# PRESIDENTS INTRO



John Griffiths

## VITESSE CONVERTIBLE

Well, I said last month I'd get my Vitesse out for May 1st, which would probably mean a turn in the weather. I failed to get it out and the superb weather just rubbed it in! Still, I had a good reason.

Whilst I'm very pleased with the 175 SU carbs, they do suffer when it gets very hot.

The answer, I am told, is to either fit a heat shield or a Kenlowe fan (the Wood Jeffrey model is not as effective, according to Terry Hurrell of Triumph Tune UK ..... it wouldn't be would it, as that is the one I have fitted to my car!).

Moreover, no one appears to make a suitable heat shield to fit. I even tried one from the Austin Princess, which uses the same carbs. In the end I have had to resort to having one made at a local engineers. Hence the delay! I wonder how many other members have fitted twin SU 175s and had the same problem of fuel vaporisation due to heat from the exhaust manifold etc.!

I'll let you know how well it works next month ..... so long as the weather stays hot!

## QUESTIONNAIRE

Last month I also promised you more details on the questionnaire responses. I'm going to provide some this month, then the final lot next month.

### WHERE DO YOU LIVE?

- 41% of you live in London or the South East
- 16% in the Midlands
- 10% in the South West
- 7% in the North West
- 7% in the North East
- 6% along the South Coast
- 5% in East Anglia
- 4% in Scotland
- 2% in Wales
- 2% other

### OTHER PERSONAL DETAILS

- 49% are married
- 90% are male
- 22% have children

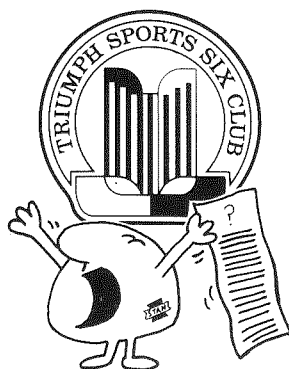
### SUPPORT FOR LOCAL AREAS

- 13% of you support your local Area
- 24% of you said you did sometimes
- 54% of you said you never attended
- 10% didn't answer

### WE THEN ASKED THOSE OF YOU WHO DON'T ATTEND LOCAL MEETINGS TO INDICATE WHY

- 30% of you said it was due to a lack of time
- 12% said the venue was too far away
- 4% said they had no local venue. This included foreign members!
- 4% had criticisms which included; too clique, unfriendly, new members not made welcome.

Suggestions included; it would be helpful if the local Area Organiser made contact with new members and the location of the venue should be better advertised.



- 3% said they were not interested
- 2% mentioned age differential
- 2% said they hadn't got a Triumph yet
- 28% were blank and there were a few other individual, personal reasons.

### WE ASKED YOU WHAT EVENTS YOU PREFERRED

- 36% said concours
- 26% said competitive events
- 25% said local Area socials
- 21% said Treasure Hunts
- 14% said Social Events such as hotel weekends
- 11% said Continental trips
- 10% said film evenings
- 30% didn't comment

### WE ASKED YOU ABOUT YOUR HOBBIES

- 61% said car related activities (surprise, surprise)
- 10% said DIY
- 8% said music
- 6% said boating/water sports
- 6% said photography
- 5% said gardening
- 5% said model making

There was a whole lot of 3% covering keep fit, walking, golf, fishing and books.

### WE ASKED YOU TO INDICATE OTHER CARS OWNED

- 11% of you own an Austin
- 10% a Ford
- 7% a Triumph (presume a non-TSSC Triumph)
- 5% a Renault

In the 4% category we had Rover, Vauxhall and Volkswagen. The rest were very low numbers.

### WE ALSO ASKED YOU TO SAY WHAT IS YOUR FAVOURITE CAR

- 15% of you went for the E-Type Jaguar
- 15% also said Spitfire
- 11% Vitesse (mostly MkII convertible)
- 9% GT6 (mostly MkIII)
- 7% Herald (mostly 13/60)
- 6.5% Aston Martin (mostly DB6)
- 4.5% TRs (50% of these were TR6)
- 3.5% Ferrari
- 3.5% AC Cobra

There were many more but not in sufficient numbers to really register (e.g. BMW, Morgan + 8, Lotus Esprit, Porsche 911 Turbo, Stage, Triumph 2000 etc.)

### TAKING YOUR CAR ABROAD

Only 20% said yes.

Of those who said yes, it was interesting to note that most were found amongst owners of Specials, closely followed by Bonds.

### WHICH IS THE MOST POPULAR CLUB CAR?

It continues to be the Spitfire, followed by the Herald. GT6s and Vitesse are about the same with Bonds and Specials making up the rest.

### SERVICING ETC.

- 77% of you said you do your own servicing and 52% major repairs.
- 31% of you do your own body and paintwork.

We estimate from the questionnaires that 50% of you are very technically minded.

### CAR MODIFICATIONS

- 22% of you have modified cars and 9% intend to carry out modifications
- 59% said their car would stay original
- 9% didn't answer

### LEAD FREE HEADS

- 2% of you have already fitted a lead free petrol head
- 25% of you intend to do so
- 49% don't
- 24% didn't answer

### WE ASKED YOU IF THE TSSC HAD SAVED YOU MONEY

- 34% of you said you had saved money by insuring through the TSSC scheme
- 32% said through trader discounts
- 31% said through TSSC Special Offers
- 16% said through RAC membership

And a further 30% of you said the TSSC had saved you money but you didn't specify how.

### WE ASKED YOU IF THE CLUB WAS FRIENDLY/HELPFUL

- 92% of you said yes
- 2% said no
- 6% didn't answer

### RECRUITMENT

- 60% of you have tried to recruit a new member to the TSSC
- 36% of you haven't
- 4% didn't answer

Next month we'll look at your answers on The Courier, Special Offers, Club Regalia and Club Insurance.

Again, very many thanks to all of you who have taken part.



## THE BATTERY CAR

Back in the March Courier, I mentioned that General Motors intends to produce 100000 battery-powered, environmentally clean passenger cars a year in just four years time. Since then I spotted a small article in the Guardian which reported that "Japanese researchers claim to have made the long-forecast break-through to a cheap, light, powerful battery, heralding the death of the internal combustion engine".

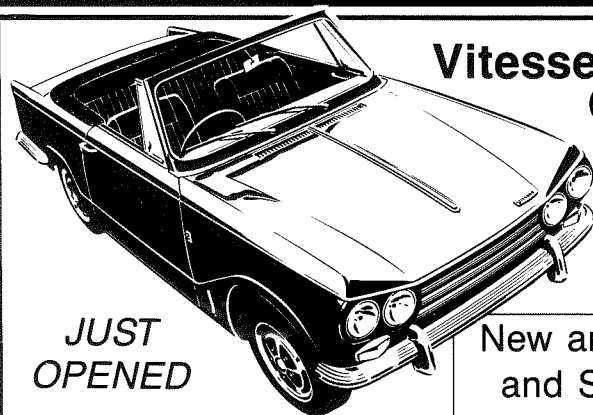
ISUZU MOTORS, which is partly owned by General Motors, says it has invented a battery which uses activated carbon and diluted sulphuric acid, which can be recharged in 10 seconds produces 20 times more power for its weight and costs less than a conventional battery!

They hope to have a commercial product for car and domestic use within two years. Wow.



**FAX**  
**0858 31936**

## SOUTHGATE TRIUMPH CENTRE



### Vitesse and Herald Convertibles

Several now in stock  
**PHONE FOR DETAILS**  
**081 368 9720**  
or mobile (0831) 244 150

New and Used parts for sale  
and Spitfires always being  
broken - everything available

**Plus largest stock of  
GT6's in North London**  
- give us a call

*We also buy Triumph Cars - anything considered*

**Pymess Service Station**  
Station Road, New Southgate  
(½ mile from NCR A406)  
**We are next to New Southgate Station**

## Goldline Automotive

*Are Engine, Gearbox  
Differential Specialists*

*We will build to Road or  
Race Specification*

*Exchange Rolling Chassis  
can be supplied*

UNIT 103  
LAURENCE LEYLAND COMPLEX  
IRTHLINGBOROUGH ROAD  
WELLINGBOROUGH  
NORTHANTS NN8 1RT

TEL 0933 - 442699 or 0831 - 102662

# NEWS REVIEW

## TSSC Regalia/Offers/Triumph Bookshop - IMPORTANT AMMENDMENT

Please note that the TRIUMPH BOOKSHOP's telephone number as appearing on the rear cover of the price list should read 0858-62578, please amend your copy accordingly.

If you have lost or misplaced your copy of this most useful book or its companion price list as issued with the April Courier, further copies can be obtained by ringing 0858-34424 or 0462-456315.

## TSSC INTERNATIONAL - HELP!!!

The organising team for this event (event details elsewhere in Courier) are desperate for helpers willing to give up a couple of hours or more over at the event over the weekend. We need general help of all types from running a game to helping man(woman) the gate. Please help if you can, no experience is necessary, it can be enjoyable and it will make the difference between the organisers also enjoying the event and having to spend most of their time looking for help and volunteers. Area Organisers please note if each Area could find just two volunteers willing to give up just 2 hours ALL our problems would be solved. Anybody willing to help please ring Jonty Wild 0462-456315, please ring even if you have already been in touch.

## GT6 REGISTER SECRETARY:

After a year in the job, Chris Chadwick has decided that it would be a good idea that some new blood should be given the chance to take over the GT6 Register Secretary's chair. Any member who would like to consider taking on the post can obtain further details from yours truly, either by post or phone. The hours are often long but the job can be very rewarding. Dedication, patience and enthusiasm are the key requirements.

At this point and on behalf of everyone, I'd like to formally thank Chris for all his hard work during his time as GT6 Secretary. Much appreciated.

**PETER WILLIAMS General Secretary**

## SPITFIRE Turning Circle



Following hot on the heels of the recent Bond Turning Circle, the next is to feature the MkIV and 1500, and is currently being planned. I'd, therefore, be pleased to receive any interesting copy, short or long, and preferably with good, clear photographs as soon as possible (within the next three months) for inclusion in the magazine. Restorations, histories, tips, members' cars - all welcome, so get writing!

Please send your copy to Peter Williams, address as per General Secretary. Space permitting, we'll do our best to publish.

**PETER**

## Spot the difference

Outright Winner - Ian Sheldon from Royston in Herts.

Only one close Runner up Mr S. A. Black from Tiverton in Devon.

## Whereabouts

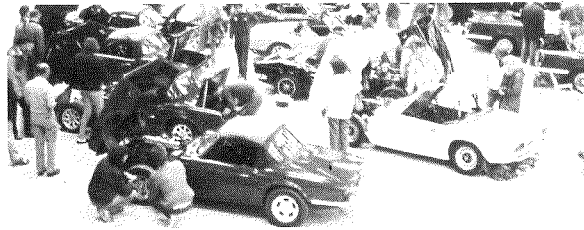
Does anybody know the whereabouts of Vitesse Mk2 - 2 litre Saloon BEG 889J Valencia Blue with Silver Stripe. Last owned in 1987. Sold to some one in the Midlands. Contact A. J. Parker (0537) 55716 evenings.

If you are not a  
member and  
you are reading  
this magazine  
Telephone  
0858 34424

to join   
FAX 0858 31936



# What's on next June/July/August 1990



## NATIONAL EVENTS

### JUNE:

Sat/Sun 9 & 10 - The BOND EQUIPE WEEKEND, The Three Horseshoes, Yaxley, Nr. Peterborough, Cambs. - Peter Jacklin, 0733-232818.

### AUGUST:

Sat/Sun 4 & 5 - The LEICESTER NATIONAL, Stanford Hall, Lutterworth, Leics. (Sat pm/eve Bath Hotel, Shearsby, Leics.) - John Thorpe, 0533-628374.

**Fri/Sat/Sun 10, 11 & 12 AUGUST**  
**THE TRIUMPH SPORTS SIX CLUB**  
**INTERNATIONAL WEEKEND,**  
**Staffordshire County**  
**Showground, Stafford, Staffs.**  
**Jonty Wild, 0462-456315.**

## REGIONAL EVENTS

### JUNE:

Sat 2 - WEST MIDLANDS FUN DAY, The Unicorn, Hampton Lode, West Midlands - Tony & Janice Spicer, 021-353-9961.

Sat 2 - Anglia Triumph Show, Meldreth Manor Riding School, Meldreth, Nr Royston, Herts. Neil Oakman Anglia AO.

Fri to Mon, 8 to 11 - The SOMERSET BEACH PARTY, Unity Farm, Brean Down, Somerset - Steve Love, 0823-333212.

Sat/Sun 23 & 24 - The DERWENT VALLEY PEAK RUN, - Greg Taylor, 0332-880919.

### JULY:

Sun 8 - The WEST YORKSHIRE DALES RUN & BBQ, - Andy Higgins, 0532-520830.

Sat/Sun 14 & 15 - The WALES MEET, Caldicot Castle, Caldicot, Nr Severn Bridge, Wales - John Reece, 0633-271973.

## INDOOR SHOWS

**JUNE:** Sat/Sun 23 & 24 - The BRIGHTON CLASSIC CAR SHOW, Metropole Hotel, Brighton, Sussex - Jonty Wild, 0462-456315.

## OUTDOOR SHOWS

### JUNE:

Sun 3 - The WESSEX VEHICLE PRESERVATION SOCIETY - MOTORCADE, Breamore House, Fordingbridge, Hants. - Jonathan Longhurst, 0202-483958.

Sat/Sun 9 & 10 - The GREAT AMWELL SHOW, Great Amwell, Nr Ware, Herts - Brian Griffiths, 0992-443792.

Sun 10 - The BROCKENHURST VINTAGE FAIR, Brockenhurst, Hants. - Jonathan Longhurst, 0202-483958.

Sun 10 - The NORTH OF SCOTLAND TRIUMPH DAY - Grampian Museum, Alford, Nr. Aberdeen - Alex Back, 0224-582591

Sat/Sun 16 & 17 - The REDBRIDGE ROADCRAFT SHOW - Valentines Park, Cranbrook Rd, Ilford, Essex - David Pethen, 01-505-2706

Sun 17 - The CLASSIC & RESTORATION SHOW, Beaulieu, Hants- Jonathan Longhurst, 0202-483958.

Sun 24 - The ROTHERHAM MOTORING TATTOO - Herringthorpe Leisure Centre, Rotherham. - Annis Green, 0226-745637.

### JULY:

Sun 15 - The WIRRAL SHOW & HISTORIC VEHICLE RALLY, New Brighton, Merseyside - Tony Whitby, 051-425-2287.

Sun 22 - The HUMBERSIDE AIR SHOW, Kirmington, - Gordon Curtis, 0469-73074.



Mike Crewes

## COP SHOP

**D**O not adjust your Courier! (Although I'm told that my photo does look better upside down). Unfortunately the photos you have been getting on this page are yours truly, it serves as a warning to us all 'Never act the prat when some other prat has his shutter cocked' - still I've got his registration number and I understand that he's been on his knees practising for our next meeting. Now down to business .....

## FIXED PENALTY NOTICES

Those of you who are unfortunate enough to fall foul of the law and are given a Fixed Penalty Notice had better be a little more careful. Since 1st April this year (and this is no joke) the penalty fines have risen. Endorsable tickets now cost £32 (£48 if not paid within 28 days) and Non-Endorsable tickets, including parking tickets now cost £16 (£24 if not paid within 28 days). For those of you in the London area, moves are afoot to increase this on some major routes (Red Routes) in the not too distant future.

## DRIVING LICENCES

From the 1st April this year the DVLC were to start issuing the new EEC Driving Licences (this is a joke) due to problems at the DVLC (if in doubt blame it on the computer) this has not happened, they are now expected to start on 1st June this year, but don't hold your breath. What's the difference? Hands up all of you who like green driving licences, now hands up all of you who like the pink licences; well you will all be pleased to know that they will be both pink and green, I think the computer must be colour blind. The licence will look completely different, except the endorsement field. It will have UK on the front and not GB. The groups have also changed to fall in line with EEC groups. Your current licence will still be valid until it expires, but if you return it to the DVLC for anything - change of address, adding groups etc. then a new type licence will be sent back to you. They will also cover vocational licences (HGV, PSV etc.). When your vocational licence expires you will send it to DVLC with your ordinary licence and get the new licence back covering all your entitlements. The term PSV (Public Service Vehicle) is to change to PCV (Passenger Carrying Vehicle) and ALL drivers of vehicles with more than 16 seats will require a PCV licence whether the vehicle is used for hire and reward or not. This may affect some voluntary organisations, so be aware. There is also

talk that if you hold a HGV licence you will be given the equivalent entitlement to drive PCV's and vice versa; although this has not yet been confirmed. HGV licences are to be simplified into two groups Class II and III and are to merge to form one class. The cost? Well that will no doubt go up but I don't know what it will be. Oh and yes, licences with vocational groups will only be valid until 45th birthday, then 5 yearly to 65th, then annually. All other licences will be valid until 70th birthday as at present. You may also lose your moped entitlement since it has been found that car drivers are not necessarily any good on mopeds. Motor cycle entitlement remains unchanged, (provisional valid for 2 years, if still learner, entitlement suspended for 1 year). The licence is completely different but does simplify things quite a lot. Still no photo required though.

## WHEN IS A BUS NOT A BUS?

Update on my previous article. I forgot to mention that if you want to operate a bus (or minibus) as laid out in the article and it has more than 8 seats you will require a Permit. These are available in the case of registered societies (scouts, handicapped groups etc - full list available) from your Society Head Office. In the case of anyone else from your local Council Welfare Department, Local Traffic Commissioners (full address list available) or from Department of Transport, Marsham Street, Victoria, London SW1. It is all covered by Section 19 Transport Act 1985. Booklets available from Traffic Commissioners called 'Passenger Transport Provided by Voluntary Groups' Booklet reference PSV385.

## FOREIGN COUNTRY LEGISLATION

After my recent appeal for help from anyone with experience in Foreign Countries (including Scotland and Ireland) I was flooded with one reply - not exactly the response I had hoped for but better than nothing though. The additional country I now cover is Holland - watch this space.



# CAMBRIDGE TRIUMPH SPARES

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

## CHROME & FITTINGS — HER/VITESSE

Bonnet Catch All Models .....	£18.00
Boot "T" Handle Complete .....	£9.95
Boot "T" Handle Barrel .....	£3.95
Outside Door Handle Barrel .....	£3.95
Window Winder Handle .....	£3.50
Inside Opening Handle .....	£3.50
Bonnet Locks (PAIR) .....	£9.50
Wiper Blades Stainless .....	£5.00
Wiper Arms Chrome/Stainless .....	£5.95
Her/Vit Original Mirrors .....	£13.90
Petrol Cap Chrome .....	£3.95
Boot Hinges (Pairs) .....	£15.00

## CHROME & FITTINGS —

<i>Spit IV/1500 GT6 III</i>	
Boot/Tailgate Locks .....	£14.00
"Le-Mans" locking Petrol Cap	
Spitfire only .....	£12.50
Original Door Mirrors Blk or Chrome	£9.50
Inside Door Handle .....	£14.90
Inside Handle Repair Kit .....	£6.90
Outside Handle Repair Kit .....	£2.95
Stainless Wiper Blades .....	£5.00
Wiper Wheel Boxes INC nut .....	£8.00
Window Winder Handle .....	£3.90
Matched Pair Doorlocks .....	£9.50
Bonnet Locks (PAIR) .....	£9.50
Chrome Wheelnuts (each) .....	£1.50

## ENGINE & COOLING —

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

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

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



TELEPHONE ORDERS/FAST MAIL ORDER  
SERVICE/OVERNIGHT DELIVERY



## HEATER HOSE SETS —

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

## TRIM & RUBBER SEALS —

<i>Herald/Vitesse</i>	
Window Channel .....	£7.50
Windscreen Seals .....	£16.00
Draught Excluder from .....	£9.50
Doorglass Weatherseal .....	£7.50
Siderail Seal Convertibles .....	£3.50
Hoods (Original Quality) .....	£75.00
Carpet Sets Superior Quality	
Tufted & Fully Bound .....	£75.00
Pedal Rubbers .....	£1.50
Bonnet Stop Cones .....	£1.50

## SPITFIRE/GT6 TRIM & SEALS —

Door Draught Excluder Spitfire .....	£11.00
Door Draught Excluder GT6 .....	£15.00
DoorGlass Weatherstrip .....	£7.50
Doorglass Furry Strip .....	£3.50
2-Piece Insert for Screen Seal	
& 2 Clips (MKIV & GT6) .....	£25.00
Windscreen Seals .....	£16.00
GT6 Tailgate Seals .....	£16.00
Bright Insert for above .....	£6.50
Cover Clip .....	.90
Carpet Sets (superior Quality) .....	£65.00
Hoods (Original Quality) .....	£65.00
Pedal Rubbers .....	£1.50

## STEEL PANELS —

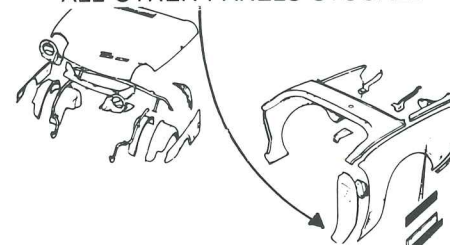
<i>Herald/Vitesse</i>	
Front Wing 13/60 .....	£55.00
Front Wheelarch Repair .....	£15.00
Front Footwell/Floor Ribbed .....	£23.00
Front Wing Corner .....	£9.50
"D" Plate .....	£7.95
Rear Lower Wing .....	£55.00
Front Lower Valance (F/Glass) .....	£22.00
Original Doorskin .....	£19.00
Rear Wing Arch Repair .....	£15.00
Original Rear Valance (Vit) .....	£32.00
Original Rear Valance (Her) .....	£38.00
Rear ¼ Valance .....	£16.00

ALL OUTRIGGERS IN STOCK

## STEEL PANELS —

<i>Spit IV/1500 GT6 III</i>	
Front Wings .....	£35.00
Rear Wings .....	£95.00
Boot Floor .....	£36.50
Outer Sill (Original B.L.) .....	£25.00
Outer Sill (Pattern) .....	£11.95
Full Floorpan .....	£29.00
Front Footwell Only .....	£9.90

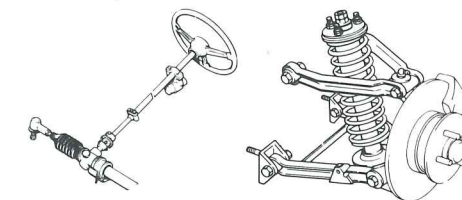
ALL OTHER PANELS STOCKED



## STEERING AND SUSPENSION PARTS

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

Front Wheel Bearing Kit .....	£7.95
Oil Seal and Retainer .....	£1.50
STANPART Trunnion Block/Bushes	£13.00
Front Shocker Spax .....	£15.00
Rear Shock Absorber (Shop Soiled)	£10.00
Top Ball Joint .....	£7.90
Spax Adjustable Shocks Front .....	£27.50
Spax Adjustable Shocks Rear .....	£27.50



## ROTOFLEX REAR SUSPENSION —

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

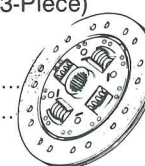
## NON ROTOFLEX REAR SUSPENSION —

Driveshafts .....	£45.00
Wheel Bearing Kits (all seals inc) ..	£9.50
Rear Trunnion Kit .....	£2.95
Universal Joints .....	£5.00
Wheelstuds .....	1.25
Rear Spring Eye Bush .....	£4.95

## CLUTCHES —

(LUX or LOCKHEED 3-Piece)

Herald/Spitfire I-IV	£57.00
Spit 1500 .....	£57.00
Vitesse/GT6 (B&B) .....	£69.00



ALL PRICES PLEASE  
ADD POSTAGE AND VAT AT 15%

FAX (03543) 5256

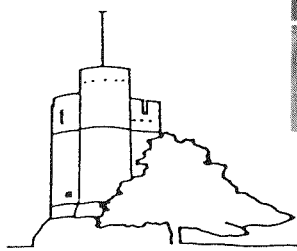
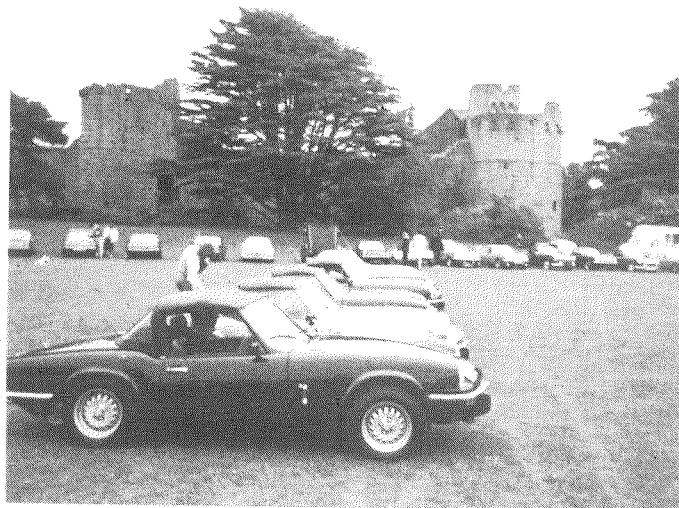
Our telephone number is

TEL: (0354) 34140/34144

★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★



# WALES MEET '90



## Caldicot Castle & Country Park

only a few miles from the Severn Bridge

# 14th & 15th JULY

Come along and enjoy the friendly, relaxed atmosphere at The Wales Meet, set in the grounds of the historic Caldicot Castle (open to the public). Bring the kids and have a great weekend.



**GUARANTEED TO BE HOT & SUNNY!**  
(subject to weather)



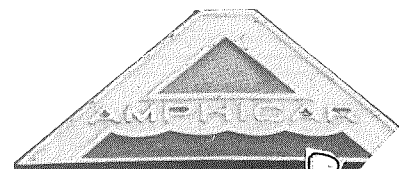
Camping (Fri & Sat), Disco, Barbecue, Gymkanna, Competitions, Cop Shop Pre MOT Advice, Videos, Autojumble, Mobile Tuner, Model Car Racing

Public vote on BEST CAR AND 'DOG' of the day plus  
Concours (Standard & Modified) to take place on Sunday

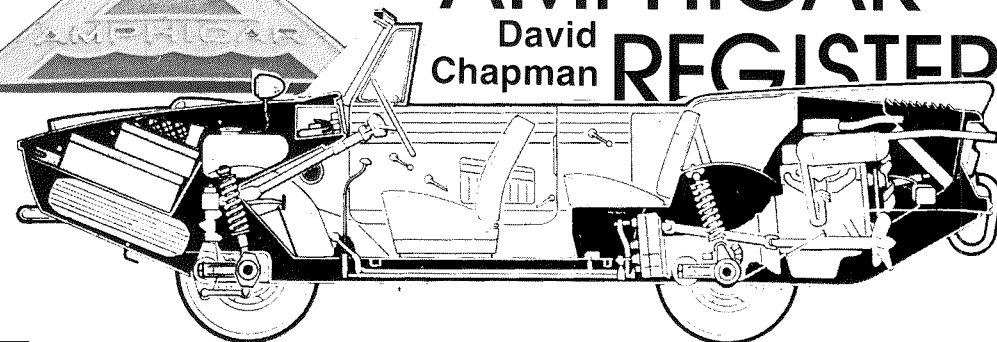
**D O N ' T B E A N Y W H E R E E L S E ! !**

AUTOJUMBLE STANDS AVAILABLE — FREE CAR BOOT SALE TO MEMBERS

**For more details contact: JOHN REESE ☎ 0633 271973**



# AMPHICAR David Chapman REGISTERED



**T**HANKS to all of the TSSC members who said nice things about my Amphicar at the Classic and Sportscar Show at the NEC at the beginning of May.

The Amphicar seemed to enjoy itself although, because it was so hot, it did need to sneak out on Sunday morning and jump into the lake for half an hour to cool off!

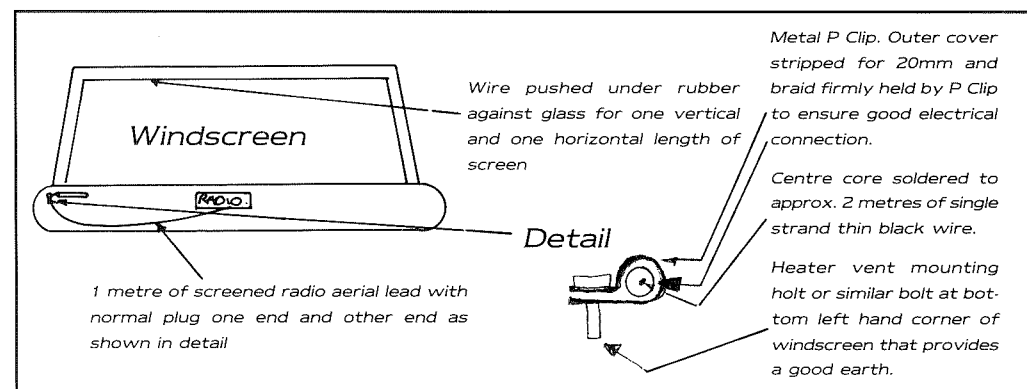
For those of you who would like to see an Amphicar "in the flesh" there are two that are normally on show in museums, although it would be worth checking before travelling long distances.

One is at the Totnes Motor Museum, Totnes in Devon and is a dark green right hand drive 1968 model.

The other is at the Holker Hall Motor Museum near Lake Windermere in Cumbria and is a red right hand drive 1965 model. (Note that this car is on temporary loan to the museum and is likely to be removed by the owner within the next year or so).

Whilst listening to The Archers the other day I remembered that RADIO AERIALS are a problem on Amphicars. You can't use the BI-FI type heated rear window aerial that works well on closed cars and as well as the problems with drilling a hole in the bodywork and rust that you get with conventional aerials there is a third problem unique to Amphicars, aerials get caught up in the mooring ropes!

For the cost of a few pence I have put together the following aerial for my Amphicar that works superbly, even on FM, and is completely invisible.



A word about Amphicar brakes. As I mentioned last time the front leading edge of an Amphicar's brake shoes must never be chamfered. As many of you will be aware this chamfering is often done on the brake shoes of conventional cars to eliminate any possibility of brake judder. Brake judder is never a problem on Amphicars (probably because the brakes don't work well enough!) but if the chamfer is there the brakes take two or three times as long to dry out after a dip because the chamfer traps a wedge of water against the drum instead of pushing it out of the way as should happen.

That's all for now, next time I'll talk about my experiences with percolating petrol and vapour locks!

# 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



### BLAZING OFFERS FOR JUNE

#### Herald/Vitesse

Tow Bars (original Witter) .....	£25.00
Locking Petrol Caps (chrome) .....	£4.50
Wiper Arms (polished stainless steel) .... each .....	£5.00
Wiper Blades (polished stainless steel) .... each .....	£4.00
Front Overriders 13/60 Vitesse .....	£25.00

#### Spitfire IV/1500/GT6III

Outer Door Handles - Chrome/Black .... pair .....	£55.00
Steel Bootlid Spitfire MkIV/1500 .....	£115.00
Wiper Arms (polished stainless steel/back) .... each .....	£5.00
Wiper Blades (polished stainless steel) .... each .....	£4.00

#### All Cars

Aluminium Mounting Kit for Steering Rack .....	£16.00
4 Branch Manifold for 1300/1500cc Engines .....	£60.00
LH Drive Steering Racks - non exchange .....	£75.00

★ Prices include VAT post extra



**WORLDWIDE  
MAIL ORDER SERVICE**

**Illustrated Catalogue £2 - Overseas Free**

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

**TELEPHONE 0203 683926**

**7 DAY  
TURNAROUND**

## PEAK PRINT

*Specialists for 15 years  
in monthly A5 magazines  
to Clubs and Societies.*

- ★ Fixed price for 12 months (helps with your subs budget).
- ★ **NEVER** late on delivery.
- ★ From 16 to 100 pages.
- ★ Full typesetting service with proofs, or your typed copy.

**For more information  
contact: MICK PEAK at  
3 Ise Vale Avenue, Desborough,  
Northants NN14 2PU Tel: (0536) 760725/746334.**

### 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

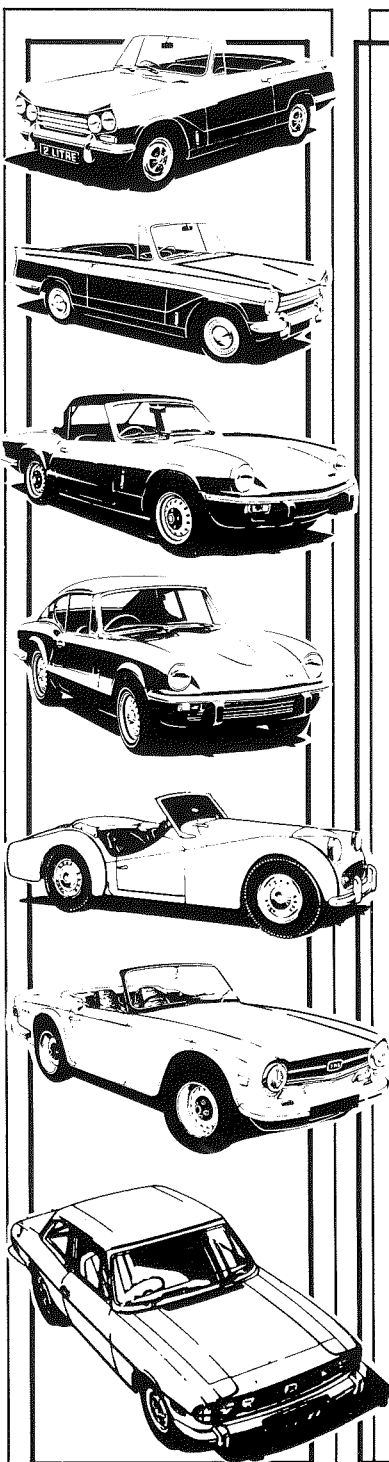
One of the biggest  
stockists for Triumph  
spare parts on the  
Continent. We have  
parts for Spitfire,  
Herald, Vitesse, GT6  
and TR2 - 6.  
We specialize in:

- 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.





We specialise in the Restoration of the TRIUMPH range of classic cars

Body - off restoration to the highest standard - whether your own cherished car or we can locate a suitable car for restoration to your specification

We also offer restoration of Body Tubs, Chassis, Bonnets, Doors etc. and even supply you with a fully restored, aligned and painted Body Shell for your fitting out of Mechanics and Trim

**WE RESTORE TRIUMPH CARS TO THE HIGHEST OF STANDARDS AND TO LAST**

Projects in progress

MkI Vitesse convertible - (full) GT6 MkII - (body off)  
MkII Vitesse Convertible - (full) Herald Coupé - (full)



FULLY RESTORED  
CARS FOR SALE

ENQUIRIES & FURTHER INFORMATION

Dennis Benson - ☎ 0527 77059

Graham Notley - ☎ 0527 402167

WORKS — DITCHFORD BANK BROMSGROVE

# Herald

Chris Longhurst



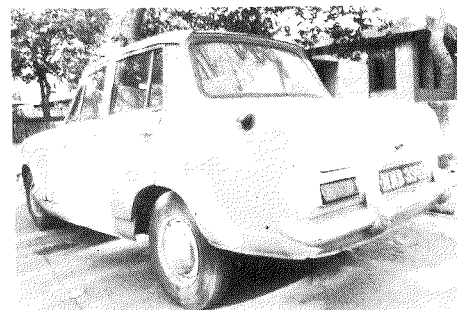
Standard Gazel - early version with bonnet catches and chrome side flash (photo Mike Long)

## KNOW YOUR HERALDS! STANDARD-TRIUMPH GAZEL

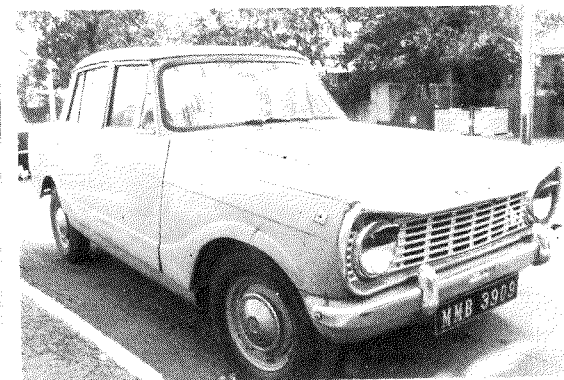
**T**RIUMPH Heralds, in various forms, were built and/or produced in India from 1960 to the early 1980s. The last in the line was the Standard Gazel, which was also badged as a Triumph in its 'fixed' bonnet form.

The Gazel was a four door saloon which was built on a modified 948 Herald chassis. Power came from the 948cc engine coupled through a 4.87:1 differential. The front suspension was conventional Herald but the

rear suspension underwent radical modification to form a live rear axle unit. This banjo type axle was located by arms to the modified rear chassis and was fitted with coil springs. The set-up bears some resemblance to the Triumph Toledo.



Triumph Gazel - rear view (photo Rene Pollak)

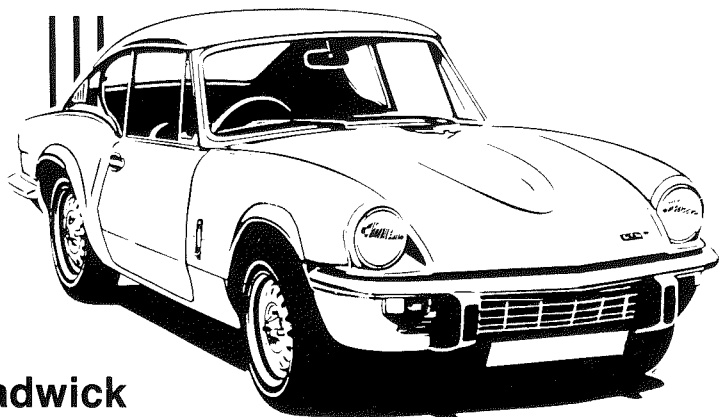


Triumph Gazel - later version, non - tilt bonnet, no side chrome, chrome overrides (photo Rene Pollak)

The early cars had a tilt forward bonnet and 13/60 type front. Later cars had a more 'conventional' bonnet with a hinged centre panel which lifted forwards. Further details - Courier 41 (Nov. 83 p. 16) and Courier 61 (July 85 p. 25).

I've seen my first Trabant in England - as far as I'm aware there are no Gazels over here ..... perhaps someone should drive one over from India!!!

# GT6 | ||| REGISTER



**Chris Chadwick**

## More On Spare Parts

I have just been in contact with Newton Commercials Ltd. who have indicated that they are nearly ready to market the GT6 luggage retaining straps which I mentioned earlier. Their remanufacture was not as easy as planned because supplies of the authentic pattern of webbing are now difficult to locate. However, they should be available soon; specimens are, I understand, already in existence. I feel sure that they should add to the car. Owners will now be able to hurtle round corners at very high speed without risk of suitcases flying about all over the rear load area. Ever wondered what those openings are for in the rear carpet and hardboard boot floor? Well, now is your chance to find out! To the register member who very kindly lent the originals, a warm thank you. They will be returned as soon as possible.

A further register member has put some useful spade work into solving the problem of radius arm front bushes. As you may recall, these cannot be obtained for any version of the GT6, be it swing axle, rotoflex or swing spring (Spitfire owners please note). In trying to obtain such rubber bushes for his own car, Cliff Blackman has uncovered Hills Rubber Company of 85 Bedford Road, Reading, Berkshire. Hills seem willing, I understand, to make one, one hundred, or one thousand examples of this vital part or indeed any other rubber bush that may be required. Well done, Cliff, and thank you for your letter.

Has anybody had any problems with rear bump stops (inside the wheelarch on rotoflex models)? I have heard that these are also impossible to obtain. Since these are also rubber in part, the problem could well be solved.

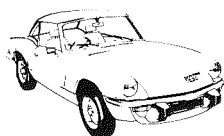
This will be my last Register letter for a while. A full year in the hot seat is a long time and I now feel that I should hand over to some other bright young enthusiast. I hope to remain in the Club, however, and will continue to attend Club meeting wherever possible. I hope you think that I have helped.

**All the best**

## 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



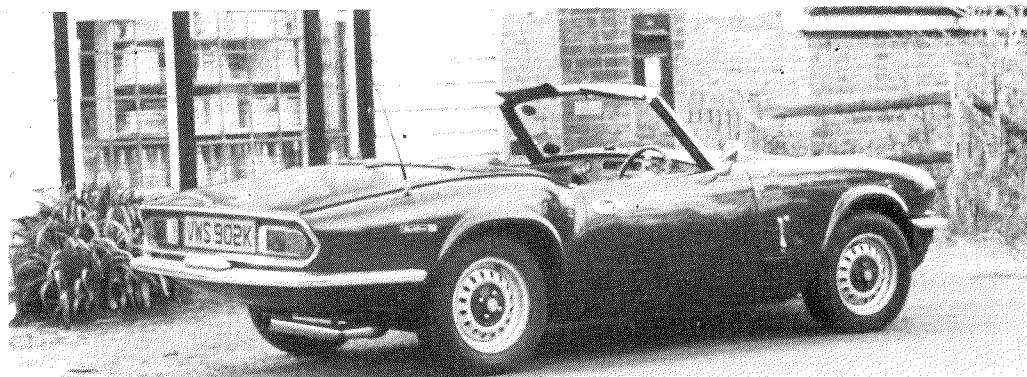
Stage Tuning

Race Preparation

The Family Business with the Personal Touch.

FOR A QUOTE: **01 688 1622**  
**01 686 7422**

# SPITFIRE IV John Thomason 1500 REGISTER



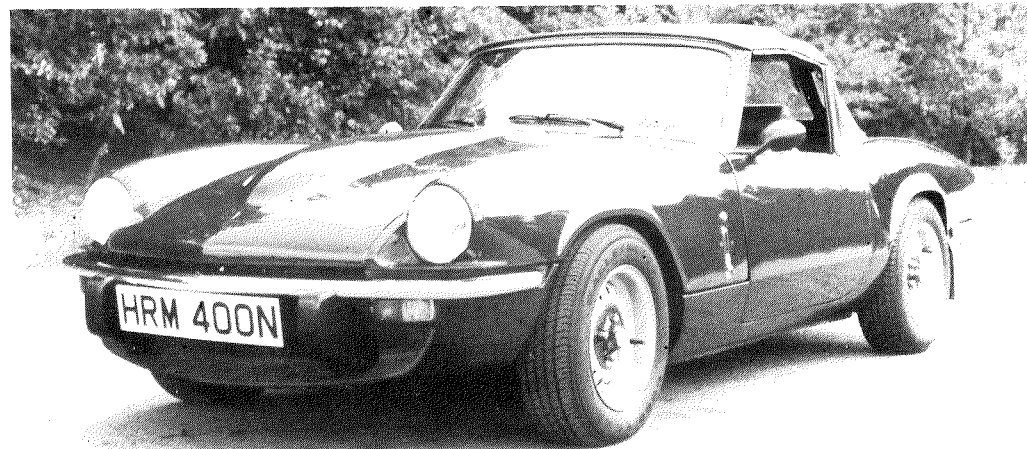
By way of a change, this month we start off with a Pimento Red MkIV Spitfire owned by Ian Towner of Cophthorne, West Sussex.

## Spitfires at the International

Members' Spitfires are still required for the display of Spitfire MkIV/1500s at this year's TSSC International at Stafford. The cars don't have to be in concours condition, just 'tidy'. Please help.

## EXCLUSIVE! - BL BONNETS

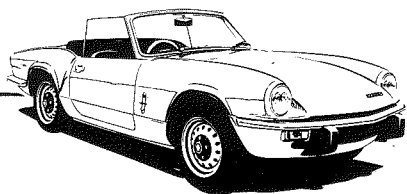
I have just heard that B.L. Heritage are now remanufacturing the Spitfire MkIV/1500 bonnet! The bonnets will only be marketed by certain B.L. Heritage traders. We should soon be seeing their details in the Courier. Remember where you heard it first!



## Spitfire Mk 6

A Spitfire conversion that is on the increase and one that I am receiving more and more letters on is the fitment of a GT6/Vitesse 2 litre engine into the Spitfire. The attractions are obvious, a two seater open top sports car, with a lovely smooth torquey engine giving exhilarating performance.





## SPITS & PIECES

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

# ANDY ROSE

**Triumph Cars Specialist**  
**SERVICING — TUNING — CLUTCHES**  
*and all repairs*

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

## TRIUMPH IN WALES

Full & Part Restorations carried out, MOT work, Mechanical & Bodywork,  
Chassis Changes, Body Shells Rebuilt.

Lots of good used spares for sale at reasonable prices.

Cars for sale and Wanted, Distance no object.

We are only 20 mins. from Severn Bridge - pop in for a chat



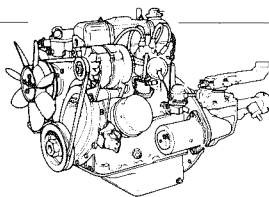
**STEVE GILL SPORTSCARS TEL 0495 774963 day**  
**STEDMANS YARD TALYWAIN PONTYPOOL 0495 763865 eve**

## STS Triumph Spares

New & Used Spares for -

Herald Spitfire GT6 Vitesse

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



**Telephone 061 230 7606**

a combination of the major attributes of the Spitfire and GT6. It is a conversion that many say Triumph should have done in the first place. Certainly the conversion is fairly straight forward and involves only standard Triumph components.

There are two ways of producing the conversion, either by fitting a Spitfire body tub to a GT6 or by fitting GT6 mechanicals to a Spitfire. I converted my first Spitfire by the latter method back in 1981 when there weren't as many around as there are today.

Before rushing into the conversion there are a number of important aspects that should be **seriously** considered first.

1. Possibly the most important consideration is Insurance. Because the car is modified, then this is just the excuse insurance companies need for increasing the premiums, some quotes can be quite ridiculous. Indeed I know of one owner who is considering converting his Spitfire back because of the high premium. It is sometimes better to describe the car as a Convertible GT6, since some companies will quote a higher premium for a 2 litre Spitfire than for a GT6.

In some cases, because the car is modified, it can be excluded from some of the agreed value classic car policies.

2. The insurance company will require an Engineer's report stating that the conversion has been done to an acceptable standard. This should really be a formality since all the parts are taken from a production car. Nevertheless unless you know a friendly Engineer the report can cost you £30 - £50.

3. Since the Spitfire is no longer standard it's value may well be decreased in these days of Classic Car originality.

4. There is the moral question of whether or not the conversion warrants the demise of a GT6 or Vitesse, now scarce collectable

cars, since the conversion requires a number of components peculiar to the Vitesse and GT6.

5. Should you wish to sell the car at a later date it may be more difficult to sell because of the modifications. However, as the

conversion is becoming more acceptable, a small market is beginning to exist. If the above hasn't put you off the conversion, then the following lists the modifications required to convert a MkIV/1500 Spitfire.

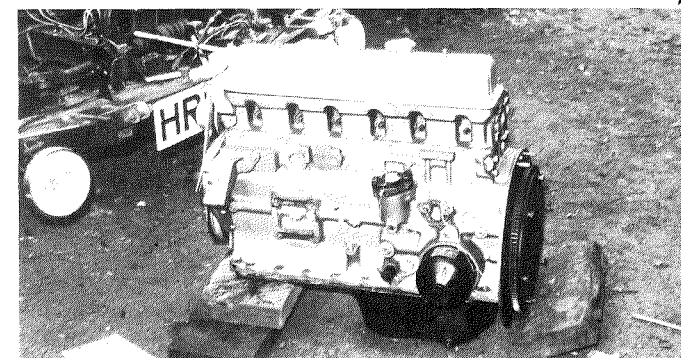


Fig.1. - The basic 6 cylinder

### 1. Engine

Either a Vitesse Mk2 or GT6 Mk2/Mk3 engine complete with ancillaries is ideal, Fig.1. Triumph 2000 engines can be used, although a number of GT6/Vitesse ancillaries must be found:-

- a. Inlet Manifold. If the Saloons angled manifold is used then the carbs poke through the bonnet!
- b. Flywheel. The GT6/Vitesse flywheel is lighter than the Saloon's, giving better pick up and acceleration.
- c. Engine Mounts. GT6/Vitesse engine mounts and brackets that bolt to the bosses on the side of the block are required. The Saloon uses mounts attached to the front engine plate. These can be either cut off, or a front engine plate from a GT6/Vitesse fitted.
- d. Alternator Bracket. The long GT6 alternator bracket is required to lower the alternator in order to clear the bonnet, Fig.2. A longer GT6 fan belt is required.

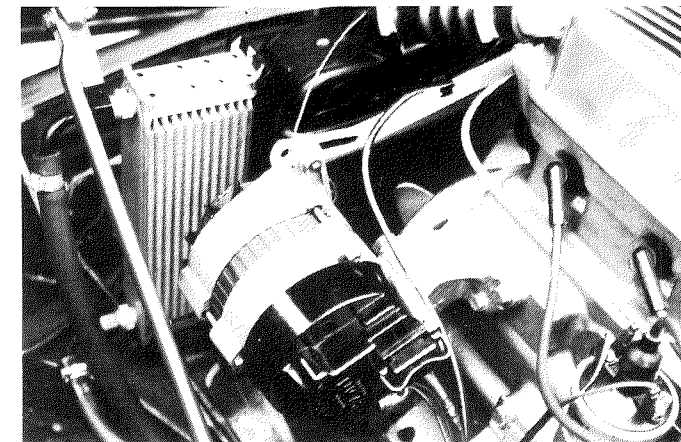


Fig.2. - The long alternator bracket of the GT6

There is no reason why a 2500cc engine from a Saloon or TR5/TR6 shouldn't be fitted, since the installation of the basic engine is identical to the 2000cc installation. Obviously the TR engines come with PI equipment which is a different story.

## 2. Gearbox

Only a GT6/Vitesse O/D or non O/D gearbox can be satisfactorily fitted. If a method (NB. Traders) can be found of modifying the standard Spitfire/Dolomite gearbox to fit onto the back of a 6 cylinder, then a fortune could be made.

## 3. Propshaft

The appropriate GT6 O/D or non O/D propshaft is required or the Spitfire propshaft shortened and balanced.

## 4. Differential

I have found that the existing Spitfire 1500 3.63 diff is the best ratio for the 2 litre, giving a good compromise between acceleration and motorway cruising. The 3.63 is also up to the increased power and has the correct size of propshaft flange.

## 5. Radiator

A GT6 radiator is required, something becoming increasingly difficult to find. Two small brackets with captive nuts must be welded to the chassis in order to mount the radiator further forward, Fig.3. It is advisable not to cut off the old radiator brackets, just in case you wish to convert the car back. The Spitfire radiator support 'arms' are no longer required.

## 6. Radiator Hoses

A GT6 bottom hose is required, the top hose is the same as the Spitfire. Because of the low mounting of the GT6 radiator, a second top hose is incorporated to reduce air locks in the cylinder head. This requires a GT6 *Thermostat housing top* to be used, Fig.4. A Vitesse or Saloon housing doesn't have this additional connection.

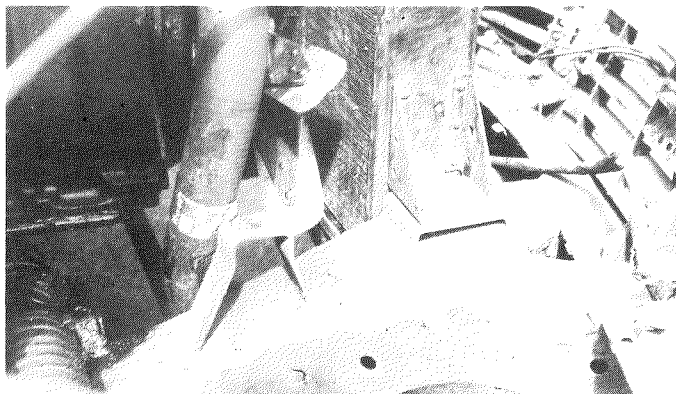


Fig.3. - The new radiator mounting bracket welded forward of the original Spitfire mounting bracket

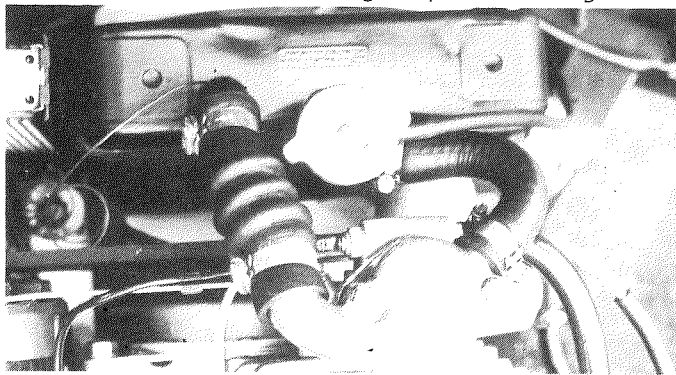


Fig.4. - The GT6 thermostat housing top and additional top hose

## 7. Heater Hoses

The existing bulkhead mounted heater valve can be removed and the heater hoses and control cable reconnected to the heater valve now mounted on the GT6 inlet manifold. Alternatively the existing heater valve can be used if a 2000 Saloon manifold adapter were used. Don't go OTT as in Fig. 5 and use both valves!

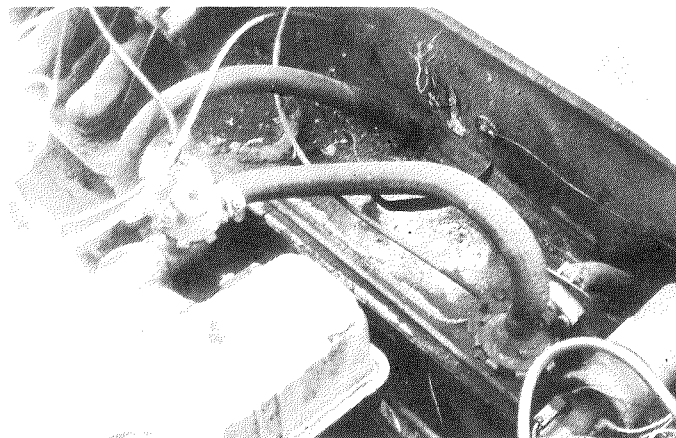


Fig.5. - There's no need to use both heater valves!

## 8. Engine Valences

Spitfire engine valences need to be replaced with GT6 ones unless you make your own.

## 9. Starter Motor

The Spitfire starter motor can be used, although it is mounted on the opposite side of the 6 cylinder engine compared to the 4 cylinder Spitfire engine. Consequently, the front bulkhead must be slightly cut away at the appropriate place to give clearance for the bulge in the bell housing that accommodates the starter motor, Fig.6. A much longer heavy duty cable from the starter solenoid to the starter motor is required. I think I got mine from a Jaguar.

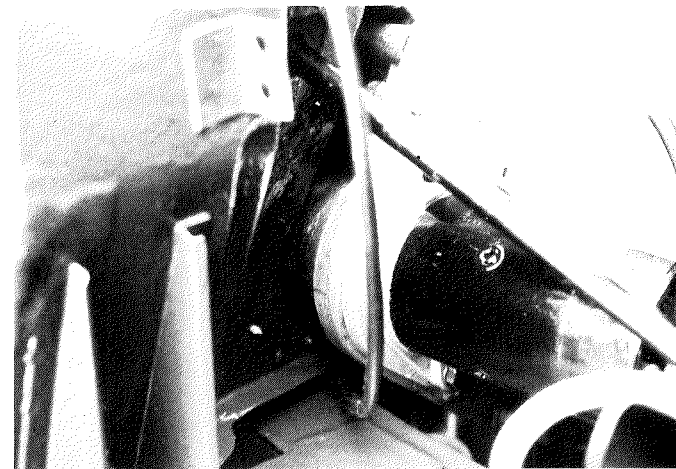


Fig.6. - The bulkhead must be cut away to clear the starter motor bulge in the bellhousing

## 10. Gearbox Cover

A GT6 gearbox cover is required, the Spitfire cover being too small, and doesn't accommodate the starter motor bulge. Of course the Spitfire cover can be modified or a new fibreglass GT6 cover bought.

The existing Spitfire gearbox cover carpet can be just about made to fit.

## 11. Clutch Slave Cylinder

The 6 cylinder clutch slave cylinder is different to that of the Spitfire and is mounted on the other side of the gearbox. Consequently a shorter clutch hydraulic pipe is required.

## 12. Ignition Coil

The ignition coil can remain mounted on the bulkhead or moved onto the engine as on the GT6. Either way one of the low tension wires will probably need lengthening.

## 13. Loom

Wires to the alternator/temp sender unit will just about stretch forwards the distance of the 2 extra cylinders.

## 14. Speedo Cable

Dependant upon the gearbox fitted, the appropriate GT6 O/D, non O/D speedo cable is required. Check the speedo head connector is

compatible. Remember that the right angle speedo drive is required on the gearbox otherwise the cable fouls the chassis.

## 15. Rev. Counter

If you have a Spitfire MkIV with a cable driven rev counter then the Spitfire unit can be used since the 6 cylinder distributor has a cable drive output. However, if you have a Spitfire 1500 with an electric rev counter, then a 6 cylinder rev counter must be used, since the 4 cylinder unit will count too few pulses and give a wrong engine speed, out by 50%! A Triumph 2000/2500 or very late GT6 Mk3 rev counter will do as they are the same style as the other Spitfire 1500 instruments. The wiring remains the same.

## 16. Choke Cable

The existing choke cable is not likely to be long enough, so either a GT6 cable is required or a Saloon cable can be used which retains the same style of knob.

## 17. Exhaust

A GT6 Mk3 exhaust system is required. Alternatively the cheaper Triumph Tune Sports type of system can be fitted which only requires a GT6 front pipe. Clearance between the down pipe and RH suspension turret is very tight, especially if the engine is not mounted far enough back.

## 18. Suspension

GT6 front suspension springs are needed to prevent the heavier 6 cylinder engine bottoming out. If buying new I would fit slightly harder springs (not necessarily lowered) to reduce brake dive. It is not necessary to change the rear spring.

## 19. Brakes

An important change, for your own safety and probably to satisfy insurance requirements, is to fit the larger GT6/Vitesse



brakes front and rear. At the front it is better to fit the complete suspension unit since the stub axle and larger wheel bearings etc. are also required. At the rear you could get away with just using GT6/Vitesse drums, backplates and shoes etc, retaining the existing halfshaft and hub assemblies. This does involve splitting down the rear hubs in order to fit the larger GT6 backplate, but then again it is a good opportunity for replacing the rear wheel bearings and UJ's.

If you wish to fit the GT6/Vitesse rotoreflex suspension then mounting brackets for the lower wishbones must be welded to the chassis. A narrow track rear spring must also then be fitted.

## 20. The Bonnet!

I have saved the most difficult job until last - the location of a GT6 bonnet! Fig.7. Obviously a GT6 Mk3 bonnet is the ideal as it is a straight swap with the Spitfire IV/1500 bonnet. NB. GT6 Mk1 - Mk2 bonnets don't fit due to different hinges and front bulkhead shaping. Unfortunately GT6 Mk3 bonnets in any condition are like gold dust and good ones can cost a small fortune. There are a number of alternatives:-

a. A fibre glass GT6 bonnet can be bought for about £150.

b. A fibre glass GT6 bonnet bulge can be bought and fitted to the existing Spitfire bonnet, Fig.8. This can involve a lot of work in filling and smoothing to obtain an acceptable finish, as demonstrated by Fig. 9. The durability and elimination of cracks between the bulge and bonnet is questionable.

c. Another more drastic solution is to cut the front bulkhead back and move the whole engine back so that it's front is in the same position as the front of the original 4 cylinder Spitfire engine, Fig.10. The existing Spitfire



Fig.7. - People go to any extreme to find a GT6 bonnet!

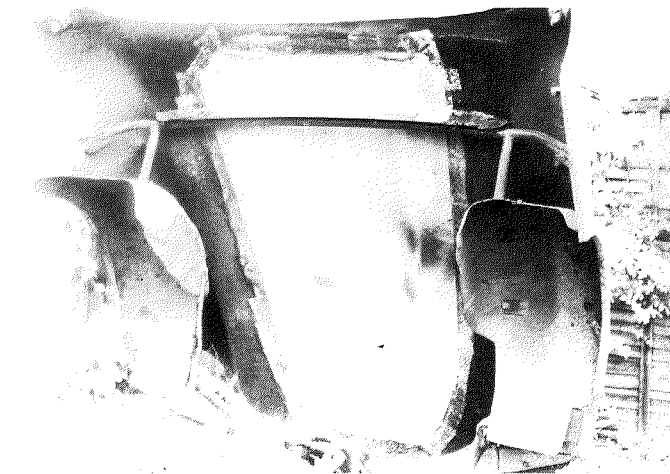


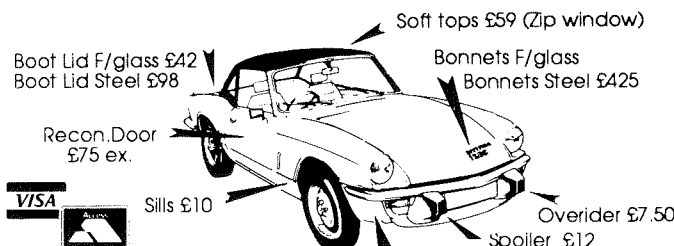
Fig.8. - A fibreglass GT6 'grafted' onto a Spitfire bonnet



Fig.9. - The 'bulge' at an early stage of filling and smoothing

# SPORTS CAR SUPPLIES

Telephone 091 496 0522 now !!



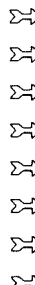
Next Day Delivery  
£6 on most items.

Top Quality Glassfibre  
Quarter Valance  
£14.75 (p&p £4)

SPARES  
FOR

★ SPITFIRE ★  
★ GT6 ★  
★ HERALD ★  
★ VITESSE ★

Please ring or send  
a S.A.E. for a free 1990  
illustrated price list.



## SPITFIRE / GT6 PANELS

OUTER SILL £10, INNER SILL £7.50  
SILL STRENGTHENER £3.75, SILL END £3.00,  
SILL EXTENSION £7.50, S/STEEL COVER SILL KIT £29,  
BONNET FRONT REPAIR £7.50  
BONNET FRONT STIFFENER £16, FRONT WING £35,  
WHEELARCH £19.50, FR INNER ARCH (OUTER) £22,  
INNER £24, REAR WHEEL ARCH £19.95,  
REAR INNER WING £22, REAR WING LOWER QTR £8,  
FLOOR PAN £29, REAR VALANCE £35,  
CHASSIS PIVOT BOX £19.95  
CHASSIS CROSSMEMBER £19, DOORSKIN £16,  
INNER DOOR REPAIR £4.50  
FRONT VALANCE SPIT 1-III £45,  
ALL REPAIR PANELS STOCKED.

## HERALD/VITESSE PANELS

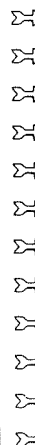
SILL £10, DOOR TREADPLATE £5, FRONT/REAR WING  
ARCHES £7.50, OUTRIGGER £9.50, SIDE RAILS £7,  
FIBREGLASS FRONT VALANCE £24, REAR WING £45,  
ALL INNER WING SECTIONS AND VALANCES  
IN STOCK. PLEASE RING FOR DETAILS.

## SUSPENSION OFFERS

VERTICAL LINKS £35, TRUNNIONS (B.L.) £12  
DISCS (S/H) £11, SPRINGS £13,  
UNIVERSAL JOINTS £4.50, ROTOFLEX COUPLING £15,  
ALL TRUNNION BUSH KITS BOLTS, NYLOCKS, ETC IN  
STOCK.

## COOLING OFFERS

NEW SPITFIRE RADIATORS £59, HOSE SET £5,  
CARB HEATSHIELD £7.50, SPITFIRE 1500 FIXED  
FAN CONVERSION £23.



STOP PRESS STOP PRESS STOP PRESS  
BRAND NEW PANELS GT6 MK II BONNET TOP PANELS £145,  
SPITFIRE IV BONNET TOP PANELS £75, GT6 MK III TAILGATES £85

## RECONDITIONED PARTS

1300 ENG FULL RECON. £285 EX. 25 carr.  
1500 ENG FULL RECON. £285 EX. 25 carr.  
2000 ENG FULL RECON. £450 EX. 30 carr.  
DRIVE SHAFT (NON ROTOFLEX) £75 EX.  
RESET REAR SPRING (ALL MODELS) £29 EX  
STARTER MOTOR £17.50, ALTERNATOR £29,  
DYNAMO £25, STEERING RACK (INC. GAITERS) £30.  
PLEASE ASK ABOUT OUR EXCHANGE  
RECONDITION PANELWORK.

## MISCELLANEOUS SPECIAL OFFERS

WOOD STEERING WHEEL INC. ADAPTOR BOSS  
TO FIT ALL CLUB CARS. ONLY £39. PLEASE STATE  
YEAR AND MODEL WHEN ORDERING.  
LUGGAGE RACKS £13, CHROME AIR FILTER SET  
£9.50 or WINDSCREEN SEALS £15.

## CURRENTLY REBUILDING

SPITFIRE MK II, SPITFIRE MK III, GT6 MK III  
CARS FOR RESTORATION  
TRIUMPH 2500 S ESTATE £250  
TRIUMPH SPITFIRE MK III £350

## CARS WANTED

ALL CLUB CARS BOUGHT FOR CASH, TOP PRICES PAID. WE ARE PARTICULARLY INTERESTED IN LATE  
NEGLECTED/CRASH DAMAGED SPITFIRES, MOT AND FAILURES/ABANDONED PROJECTS, HERALD OR VITESSE  
CONVERTIBLES, FULL RECOVERY/PROMPT SERVICE.  
VISIT US IN 1990, 2 MINUTES FROM GATESHEAD NATIONAL GARDEN FESTIVAL  
2 MINUTES FROM THE METROCENTRE, EUROPE'S LARGEST SHOPPING/LEISURE COMPLEX.  
ADVICE AND ESTIMATES ARE FREE!!!! ESTABLISHED 8 YEARS.

Prices  
Exclude  
V.a.t.

## SPORTS CAR SUPPLIES 'TRIUMPH'

Victoria Garage, Jubilee Terrace  
Swallow, Tyne & Wear, NE16 3AG.  
Tel: 091-496 0522 (2 lines) 24 Hours

Opening Times  
8-30 a.m. to  
5-30 p.m.

bonnet and radiator etc. can then be used as well as giving the car a better weight distribution. However, this solution has implications upon the gearbox position and gearbox cover etc; the gear lever gets very close to the handbrake lever! NB. In the example shown in Fig.10, the owner has fitted the Saloon manifold and carbs; so having done all the work to move the engine back, Steve 'The Plonker', still cut a hole in the bonnet to clear the front carb!

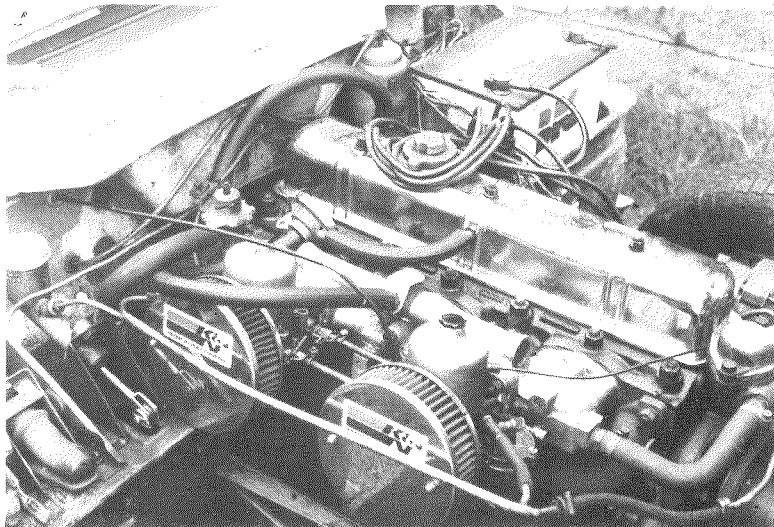


Fig.10. - The 6 cylinder fitted further back on the chassis

## Fitting

Although the above list appears quite daunting, the work is really quite straight forward, Fig.11. If installing the 6 cylinder for the first time, it is recommended that the bonnet is removed and the engine/gearbox fitted as a complete unit, Fig.12. A fair amount of fore/aft and height adjustment is provided on the engine mountings. Aim to mount the engine as low and as far back in the car as possible to maximise bonnet clearance, although ensure that the sump doesn't rest on the steering rack, Fig.13. If the engine has to be lifted clear, then shims (the same as the front suspension shims) can be fitted between the engine mounts and brackets, Fig.14.

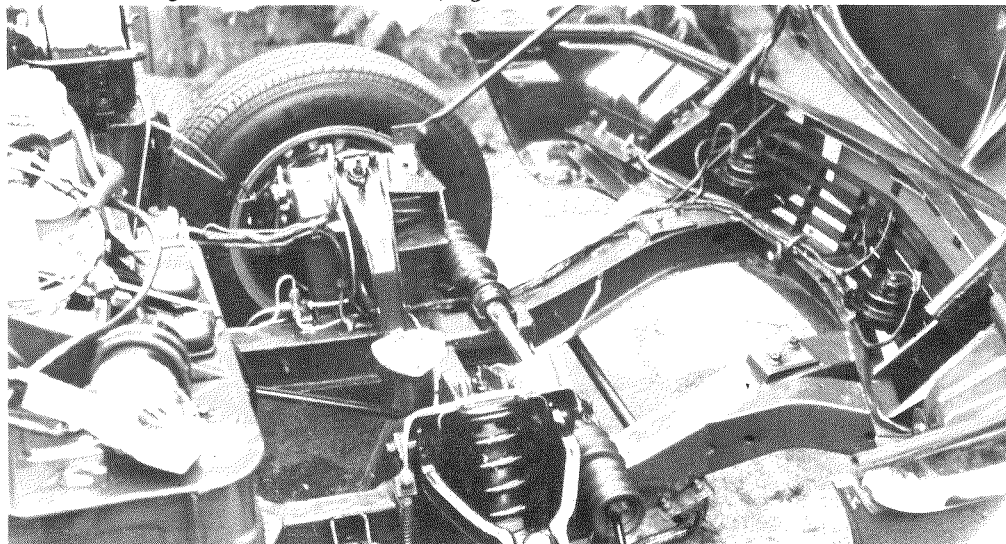


Fig.11. - Plenty of room - until you fill it with 6 cylinders

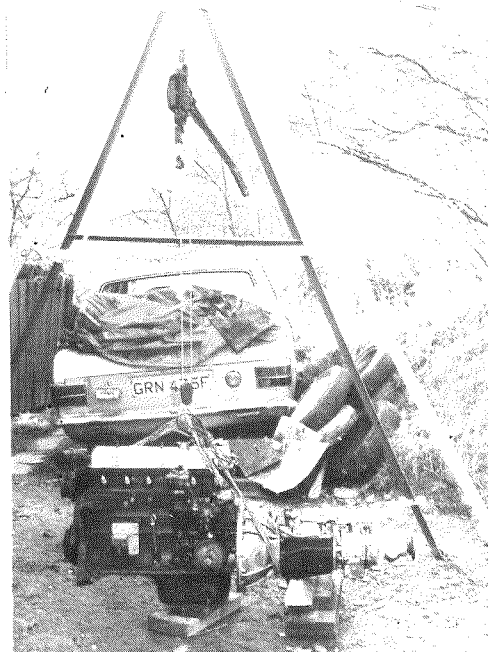


Fig.12. - The engine and gearbox ready for fitting as a complete unit. Note the swing frame being used as a gantry

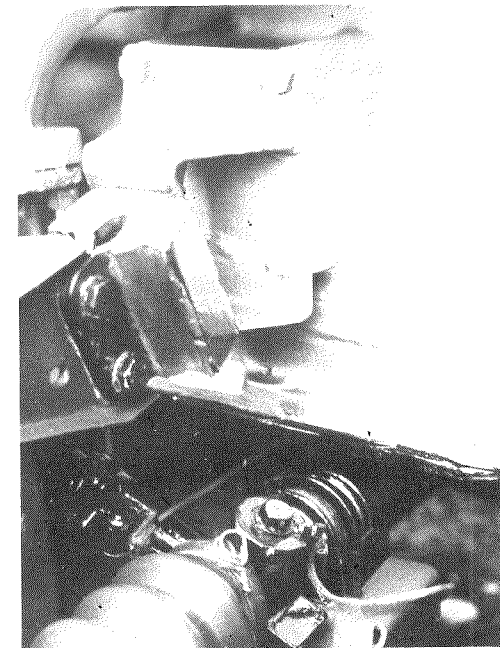


Fig.13. - Watch the clearance between the sump and steering rack

With the engine fitted and connected up lower the bonnet very carefully and check for clearance. The method I use is to dab a blob of grease on possible engine high spots, lower and raise the bonnet again, and hope that the grease hasn't touched the bonnet.

With everything O.K., all that remains is to fire the engine up and take her for a test drive. Don't get carried away!

As I said at the beginning, 6 cylinder Spitfires are now becoming quite common in the club, so much so that they warrant their own file in the Spitfire Register. It is also probably time that they were given a recognised name eg. Spitfire GT, Spitfire 2000 or since the Spitfire 1500 is sometimes referred to as a Spitfire Mk5, how about Spitfire Mk6?

## Spitfire Search

Each month I receive a request from members wishing to trace the history of their car and to see if it has been registered in the club before. Unfortunately until the register has been sorted out I am unable to offer this service - not a satisfactory situation I know. Therefore, I propose to include a small column each month listing members requesting information on their cars.

If there are sufficient requests, perhaps the editor will devote 1/2 page each month for all club cars.

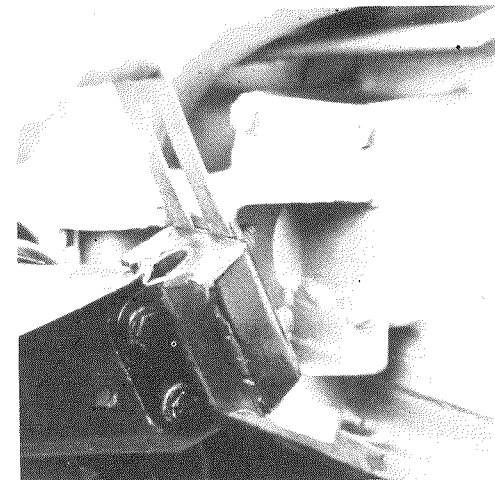


Fig.14. - Location of shims if required to raise engine

1. Spitfire 1500, RNH 360V, White - K. Brightman, 40 Potters Cross, Wootton, Bedford, MK43 9JG
2. Spitfire 1500, VAX 793S - Mr. P. Lehtinen, Souranderintie 22 D 12, SF - 37100, Nokia, Finland
3. Spitfire 1500, BLF 745S, White - J. Williamson, 8 High Gables, Upper Park, Loughton, Essex, IG10 4EZ
4. Spitfire 1500, ECR 890W, Carmine Red - T. Norman, 88 Stanley Road, Forrest Fields, Nottingham, NG7 6HP



# Has Your Triumph Ran Out of "UMPH"?

..If so, Contact Andrew Stone Triumph Spares

Whether you are completely rebuilding or simply trying to keep your Triumph on the road, we have New and Used Spares to suit every budget.

**NEW:** Body Panels, Braking, Cooling, Clutches, Carpets, Hoods, Rubber Trim, Suspension, Steering, Service items, etc. A large range continually expanding.

**USED:** Massive stocks of quality used spares. N.B. All our used spares are offered on a 28 day trial period.

**CARS:** Always wanted for cash: MOT failures, abandoned projects and write offs. A selection of cars are available for restoration. Details on request.

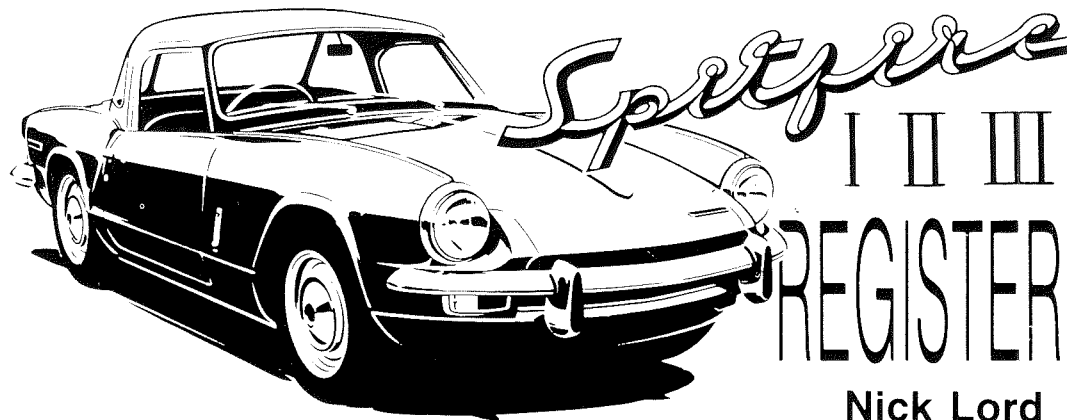
**WE WILL SUPPLY ANYTHING FROM A WHEELNUT TO A BODYSHELL. EVERY ORDER IS GIVEN TOP PRIOROTY NO MATTER HOW SMALL — "OUR REPUTATION DEPENDS ON IT"**

Orders can be collected or sent by post or carrier at reasonable rates. Payment can be made by cheque, postal order or by major credit cards.

**SEND LARGE S.A.E. FOR FREE PRICE LISTS.**

DARLEY STREET, DARLEY ABBEY, DERBY DE3 1DX

TELEPHONE 0332 557661



Nick Lord

**W**HAT fantastic weather for Spitfires. We've just returned from the Isle of Wight Camping Weekend, which was very well organised, even down to the weather. We went in the Citroen, the Spitfire not being big enough for camping equipment and children. It was noted that a certain Surrey member, the A.O. in fact, moved his campsite half-way through the weekend due to a swarm of bees nesting above his head. I assume it was out of consideration for his Spitfire, with no thought of personal safety!

As many of you are aware, as a member of the Management Committee, I have taken on the job of finding out and monitoring what's going on in the unleaded world. Obviously, I cannot recommend any products and personally I would never put anything in my tank that was reputed to allow my car to run on unleaded petrol. I would be keen to hear from anyone who has or is thinking of, going unleaded and any products that have caught your eye.

As promised, the second and final installment of buying a secondhand Spitfire. Before I start, if you don't wish to examine the car yourself, or have a friend do it, there is always the option of the A.A. or R.A.C. doing a detailed examination for you. This will cost you but it could save you a lot of money later on.

## THE TEST DRIVE

As well as detecting faults, the test drive can show you how comfortable a car is. There is no point in buying a car that you are always going to be uncomfortable in, or one in which you can't reach the pedals. One peculiarity about Spitfires is that the wiper control, which is the one you use the most, particularly in drizzle, is furthest away and the choke control, which is usually used only twice a day, is nearest to you. It is worth checking that you can reach the wiper control when strapped in. If not, it is easy enough to swap wiper and choke controls over, although it is a small step away from originality.

Check that the car is insured and that it has an MOT certificate (if you decide to buy, I think it is always worth taking a car for another MOT test before making a final decision). Make sure the clutch operates smoothly. If it connects at the top of its travel, then it does not have long to go. If the revs rise without a rise in speed, then it is slipping and you will need a new clutch. Again, not a reason for disregarding the car but a good bargaining point. Changing a clutch will take you between 1½ and 3 hours (depending on how much practice you've had!) and a new unit will cost around £36. The job is relatively easy and, apart from normal tools, all you will need is a clutch alignment tool, or an old input shaft.

Check the brakes on an empty road - the car should pull up smoothly in a straight line, without any shuddering, shaking, etc. Go high in each gear and listen for noises and rattles. Make sure the car stays in gear and that the overdrive, if fitted, works smoothly on third and fourth. Note that all clocks, including mileage recorders, are working correctly. Go forwards and backwards to check for clonks from UJs, propshaft or differential. If you suspect the diff. is 'clonking' - think about a costly rebuild or an exchange diff. in excess of £130. Is the car worth it?

## BODY CHECK

I'm quite good on paintwork now. I've already mentioned body ripples indicating crash damage or filler. Check crazing of paint, particularly on the

# CENTRAL

Specialists in Spitfires, Herald, GT6, Vitesse  
Engines-Gearboxes-Diffs!

TEL 05436-2214/73401  
FAX 05436 73401

# SPITFIRES

UNITS 2/6 OVERTON FARM, COPPYNOOK  
LANE, HAMMERWICH NR. LICHFIELD STAFFS

**Spitfire 1500 Engine ...** Rebores block, new pistons and rings, reground crank, all new shells and thrusts, new oil pump, timing chain, tensioner, cam followers, rocker shaft - fully machined head. Fully assembled all new gaskets and painted.

**£440.00 exchange inc VAT**  
**£525.00 Unleaded inc VAT**

**Reconditioned Gearboxes and Diffs**  
**£143.75 Exchange inc VAT Each**

**Breaking ..... 3 Spitfires MkIII**  
**2 Spitfire 1500, GT6 MkIII.**

**All parts available + Herald**  
**interior trim**

Front Wings SpitIV/1500/GT6III .....	£40.00
Sills .....	£29.50
Fibreglass ¼ Valence .....	£17.00
Aluminium Steering Rack Mounts .....	£15.00
Unipart Front Shocks ... Pair .....	£35.00
New Door Panel Trim ... Pair .....	£38.00
<i>Spitfire IV/1500 Carpet Sets available</i>	

## Everything for your Triumph

**New panels - New Parts - New Trim**  
**also Used Parts - Postal & TNT Del Service**  
**Restoration work undertaken**  
**Bonnets Rebuilt - Quality craftsmanship work**  
**Give us a CALL!!**

bonnet - this looks awful when it develops. Look for 'bubbles' around wheel-arches; check all joins for a good fit and any catching or scraping of other panels. Look particularly at the fit of doors, bonnet and boot lid. Check the seal between the boot floor and rear valence and boot floor and inner wings. A magnet is a good way of distinguishing filler from steel. Look at the condition of the sills and their joins with the floor. Look underneath for evidence of welding and any mis-shapes in the chassis. Remember that rust usually starts on the inside and the first thing you notice is bubbles or cracking on the paint film. Finally, check everywhere dirt or water can be trapped. Wheel-arches, door bottoms, boot, floor are all potential places.

Good luck in checking your cars. Remember not to be immediately put off but weigh up the cost of repair, new parts etc. and always make an offer in relation to the condition. I've found that a good check is easier to do if you list all the relevant points, go round the car in a logical order and make notes as you go - these can then be weighed up at the end when you hum and hah!

I shall be at most of this years shows and will be running the Technical Desk at the International, so come along and speak to me.

The picture this month is from August, 1967 and is taken in Monaco.

## "Spit-Bits"

For all your Spitfire and GT6 secondhand spares, new soft-tops & panels.

MkIV Chassis .....	£65.00
MkIII Gearbox .....	£45.00
MkIV Gearbox .....	£45.00
1500 Gearbox .....	£55.00
Wheels MkIV .....	£6.00
Wiper Motors .....	£5.00
Speedo Cables .....	£3.00
Distributors .....	£18.00
Bonnet Stays .....	£3.00
Petrol Caps .....	£8.00
Light & Indicator Stalks .....	£5.00 each
Front Grille MkIV .....	£3.00
MkIV Wheel Trims .....	£1.50
MkIV Wheel Nuts .....	£0.25
Tank Sender Unit .....	£5.00
Chrome MkIV Rear Trim .....	£2.00
Speedos & Rev Counters .....	£6.00 each
Temp & Petrol Gauges .....	£3.00 each
Manifolds 1300 Inlet & Outlet from .....	£8.00 each
Manifolds 1500 Inlet & Outlet from .....	£12.00 each
Carbs 1300 with Linkage .....	£25.00
Headlight Cowls MkIV .....	£12.00
MkIV & 1500 Wood Dash Sets .....	from £8.00
Steering Wheels MkIV .....	£8.00
MkI, II, III & Herald Driveshafts Complete with Hub etc. ....	£25.00
Propshaft MkI, II, III & IV .....	£18.00
Front Suspension Units complete with Wishbones, Spring, Shocker, Vertical Links, Stud Axles, Disc, etc. ....	only £25.00
MkIV N/S Doors, complete with Winder, Glass, Locks etc. ....	from only £25.00
MkIV Rear Light Units .....	£8.00
New MkIV Soft Tops Best Quality "With Zip" Window .....	only £59.00

All parts plus VAT & P&P. Postal service available. We accept Access and Visa. Store's only 2 minutes junction 11, M4. Please ring for times. Postal address ONLY Jingles Farm, New Mill Rd, Finchampstead, Berks. RG11 4QT. Don't Forget The Name "SPIT-BITS" Telephone: Stores (0734) 883427 (0734) 732648 - KEEP THIS AD FOR FUTURE REFERENCE



Andy Bonner



THIS month's feature car belongs to Alan Freeburn, County Down, Northern Ireland. A white 1600 convertible, it has undergone a total restoration and is used at weekends and in good weather only. Alan adds that he finds it more enjoyable to drive than his modern car.

I can't let the mention of a TX Tripper in the Specials Register section last month go without more comment. The TX Tripper was built between 1975 and 1980 approximately, by Torix Bennett, son of the Fairthorpe cars founder at the old Fairthorpe factory at Denham Air Field. Approximately 50 were built after which the project was sold on to someone else. However, the MkII design was in the pipeline and this was retained by Torix Bennett, although it was never put into production.

The TX Tripper was sold only in kit form using a GT6 chassis and MkII Rotoflex rear suspension as a base. The following engine/performance options were available:

Engine type	Top speed	0 - 60
1300	105	9.7
1300 Supercharged	118	7.4
2.5 PI 132 bhp	120	6.4
2.5 PI 150 bhp	125	5.7

All contemporary road test reports commended the performance and handling although the looks are probably a bit subjective. Torix Bennett commented afterwards that a surprising number of these cars were smashed up, explaining that there were some cars that you just couldn't put your foot down in all the time.

### WORKS VITESSE RALLY TEAM 1963



This photo shows the works Vitesse Team at Geneva Airport awaiting their return from the 1963



Monte Carlo Rally, in which Vic Elford in 6003 VC achieved third in class and 24th overall. Incidentally, the photo was supplied by another ex-works driver, Mike Sutcliffe, who was teamed with Roy Fidler in 6002 VC for this rally, and was sent to me by the top present day Vitesse rally driver John Woolley.

Look out for the July issue of Classic Cars. There is a special comparison feature of 1960's saloons and John Thomason's immaculate 1600 is one of the contenders.

*By the time that you read this my MkII convertible will probably be sold - family pressures etc., etc., etc. However, I would like to buy a 2.0 litre MkI convertible as a long-term rebuild project, i.e. as the kids get older I can start to drive with the hood down! So, if any of you has a down-at-heel car that needs a good home, please contact me with the details, address at the back of The Courier.*

#### REQUEST TIME

Could any Vitesse owners who have fitted a lead-free cylinder head to their cars please contact me to give their impressions, favourable or otherwise. I still receive more mail on this subject than on any other.

P.S. Thanks to Charles Armstrong-Wilson, Fairthorpe Club Registrar for his input on the TX Tripper. ☺

## AUTO TRIM

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



#### CARPETS:

	Price	P&P
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



## TRIUMPH SERVICES

Cars Sales & Restoration

TEL: 0963 71333

FAX: 0963 70604



★ ★ ★ JUNES OFFERS ★ ★ ★

#### Vitesse/Herald

Front Wings 13/60.....	£50.00
Front Wings Vitesse .....	£55.00
Rear Wings .....	£52.50
Rear Valence .....	£32.00
Door Treads .....	£5.20
Front Floors .....	£19.50
Herald Rubber Bumpers .....	£72.50

#### Spitfire/GT6

1500/GT6III Front Wings .....	£32.00
BL Outer Sills .....	£23.95
Sill Extension .....	£6.95
Battery Box .....	£12.50
Door Weatherstrips .....	£5.50
Hoods from .....	£55.00
Carpet Sets .....	£62.50

## Lockheed Servo Kits to fit all Club Cars £99.00

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 EXCLUDE VAT AND POSTAGE & PACKING  
STATION YARD TEMPLECOMBE SOMERSET

# BOND

# Equipe

# REGISTER

Peter Jacklin

**F**IRST this month a plea for your support at the Bond Equipe Weekend. This year it would be nice to have a record turnout of cars, especially on the Sunday, so be there! Further details including hotels and guest houses if required from me for the price of a stamp.

S16 FYL is still progressing steadily towards completion and looks quite smart in its new Signal Red paint. With a bit of luck I will finish the re-assembly and get it down to the MOT man soon. A considerable amount of time has been spent trying to correct the awful alignment of the bonnet. One discovery has been that the car suffered some sort of front nearside impact in the past and this had distorted the 'pram handle' bonnet reinforcement tube. This item has been replaced by one from a scrapped Herald and this, in conjunction with some G.R.P. repairs, has resulted in the much improved appearance at the front of the car.

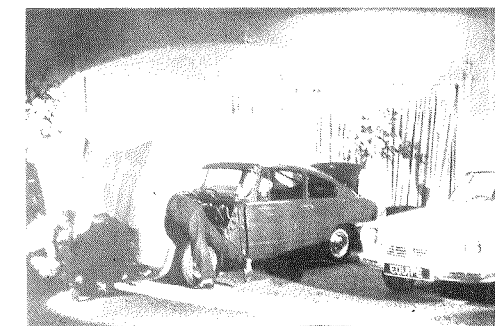
I hope you liked the Equipe Turning Circle last month. Thanks to Peter Williams for putting it all together and those of you who sent contributions.

I have recently received a letter from South Africa which gave details of a 2 + 2 (Serial No. 470) currently under restoration. This is the earliest car that I know of in foreign parts. I have asked the owner, Adrian Hodnett, to send me some further details and, if possible, a photograph which I hope to publish at a later date.

Now the continuation of the Road Test list, started last month. This time it covers the 4S:-

16-10-64	Autocar, 1965 Models
23-10-64	Autocar, Motor Show Feature
24-10-64	Motor 'Extra Bond'
09-07-65	Autocar, Road Test No. 2035
21-08-65	Motor, 'Family Grand Tourer' R/Test
22-10-65	Autocar, Motor Show Review
23-10-65	Motor, Motor Show Guide
20-11-65	Motor, Group Road Test
12-08-66	Motor, Used Car Spot Check
?	She (!) 'Two for the Road'
27-04-67	Autocar, 1300 Road Test

Once again, if you can add to this listing, please let me know - with a copy of the relevant article if possible. I would also be pleased to receive some more photos of your cars for publication in this slot. That's it for this month. **See you at Yaxley.**



This month's photo is from 1964 and shows two 4S cars being prepared for the launch at the Dorchester Hotel in London. Incidentally, the Equipe Weekend sponsors 'Troika' have recently supplied plaster mouldings used in the refurbishment of this famous hotel.

## THE BOND EQUIPE REGISTER PRESENTS THE FIFTH BOND EQUIPE WEEKEND

AT THE THREE HORSESHOES, YAXLEY,  
NR. PETERBOROUGH, CAMBRIDGESHIRE  
ON SAT/SUN 9th/10th JUNE - 1990

Further details from Peter Jacklin, 76 Five Arches,  
Orton Wistow, Peterborough PE2 0FQ or 0733-232818





# C·L·I·V·E M·A·N·V·E·R·S

## SPITFIRE - GT6 - VITESSE - HERALD

WORLD WIDE MAIL ORDER NEXT DAY DELIVERIES DISCOUNTS  
GIVEN TO TRIUMPH CLUB MEMBERS

CALL IN, CHAT, DRINK OUR TEA/COFFEE. WE ARE HERE TO HELP.  
TELEPHONE FOR YOUR FREE 10 PAGE CATALOGUE.

THIS IS JUST A SMALL SELECTION OF OUR MASSIVE STOCKS FOR YOUR TRIUMPH.

REMEMBER PARTS AND ADVICE ARE ONLY A TELEPHONE CALL AWAY

### STEEL PANELS

#### SPITFIRE I/II/III/GT6 I/II

Front Wing.....	£42.00
Front Wing GT6 with louvers.....	£70.00
Rear Wing.....	£44.00
Doorskin.....	£15.00
Front Valance.....	£55.00
Rear Valance.....	£32.00
Side Lamp Repair.....	£13.95
Front Inner W/arch.....	£29.00
Rear Inner W/arch.....	£29.00
Bonnet 'D' Plate.....	£10.50
Bonnet Strengtheners.....	£10.50

### HERALD/VITESSE

#### SALOON/CONVERTIBLE

Front Wing 13/60.....	£55.00
Front Wing Vitesse.....	£62.00
Rear Wing All Models.....	£55.00
Doorskin All Models.....	£19.00
Door Frame Repair.....	£10.50
Outer Sill Panel.....	£10.00
Original Treadplates.....	£5.50
Rear Valance (Steel).....	£32.00
Rear Qtr. Valance (Steel).....	£19.00
Front Inner W/arch.....	£29.00
Rear Inner W/arch.....	£29.00
Front Sidelamp Repair.....	£12.00

Bonnet 'D' Plate.....	£8.50
Front Footwell with Ribs.....	£23.00

### TRIM & RUBBER SEALS

Screen Rubber.....	£16.00
Chrome Insert (Early).....	£7.00
Chrome Insert (Late).....	£25.00
Outer Doorglass Strip.....	£7.50
Inner Doorglass Strip.....	£3.50
Clips for above.....	£0.18p
Gearlever Boot (Spitfire).....	£6.50
Handbrake Gaiter.....	£7.50
Bonnet Stop Cone.....	£2.00
Pedal Rubber.....	£1.95
Brake/Clutch Boot.....	£3.95
Doortrim Panel.....	£12.00
Carpet Sets (Top Quality).....	£70.00
Spitfire Glove Box.....	£13.00
Door Top Vinyl Trim.....	£10.00
Header Rail Seal.....	£10.00
Door Furlflex Spitfire.....	£12.00
Door Furlflex GT6.....	£18.00

### SPITFIRE MKIV/1500/GT6 MKIII

Front Wing.....	£42.00
Rear Wing.....	£95.00
Rear Valance.....	£30.00
Front Qtr. Valance (Fibre).....	£16.50
Front Inner W/arch.....	£29.00

Rear Inner W/arch.....	£29.00
Headlamp Support.....	£19.50
Bonnet Support Tube.....	£20.00
Doorskin.....	£15.00
Bonnet Front Edge.....	£19.00
Rear W/arch only.....	£25.00

### BODY PANELS COMMON TO ALL SPITFIRE AND GT6

Outer Sill (BL).....	£25.00
Outer Sill (PATTERN).....	£12.00
Sill End (Closing Plate).....	£3.00
Inner Sill.....	£7.00
Sill Strengtheners.....	£4.00
Sill Filler.....	£6.00
Battery Box (ORIGINAL).....	£13.00

### STEERING AND SUSPENSION ALL MODELS

Steering Rack (Exchange).....	£28.00
Track Rod Ends.....	£4.75
Top Ball Joint.....	£7.75
Front Vertical Link (Stanpart).....	£32.00
Front Trunnion (Stanpart).....	£12.00
Front Trunnion Kit.....	£3.00
Front Wheel Bearing Kit.....	£7.95
Front Oil Seal and Retainer.....	£1.50

Spax Adjustable Shock.....	£29.00
Steering Column Bush.....	£2.50

### CHROME AND FITTINGS

Winder Handle (State Model).....	£3.95
Boot 'T' Handle with Keys.....	£11.00
Boot Hinge (Pair).....	£15.00
Matched Pair Door Barrels.....	£10.00
LE MANS Locking Fuel Cap.....	£12.00
Chrome on Brass Bullet Mirrors.....	£13.00
Wiper Arms (State Model).....	£5.95
Wiper Blades.....	£4.95

### NEW ITEMS NOW IN STOCK

Spitfire/GT6 Outer Door Handles (Matched Pair).....	£55.00
Spitfire IV Bootlids.....	£115.00
GT6 Interior Door Trim Panels.....	£12.00
Original Bonnet Catches with 'M' embossed.....	£17.50
Spitfire III GT6 II complete Tail Lamp Assy.....	£30.00
Spitfire IV/1500/GT6 MKIII Exchange Bumpers.....	£95.00
Copper Brake Pipe Kits to suit all models.....	£27.00

ALL PRICES ADD CARRIAGE AND VAT AT 15% - FREE CATALOGUE FREE ADVICE



ACCESS AND VISA ACCEPTED



STONE FARM TRIUMPH CENTRE

FELSHAM ROAD COCKFIELD BURY ST EDMUNDS SUFFOLK IP30 OHW

TEL: 0284 82864 (2 lines)

THE No.1 TRIUMPH SPECIALIST IN SUFFOLK



Affordable  
Agreed Value Car Insurance  
For 17 - 24 Year olds



Triumph  
Sports Six Club



EXCLUSIVE AGREED VALUE INSURANCE  
FOR MEMBERS OVER 25

EXCLUSIVE AGREED VALUE CAR INSURANCE

For Insurance advice Telephone Footman James & Co 021 - 561 - 4196  
For information or queries on the Valuation service Tel: 0245 - 443152

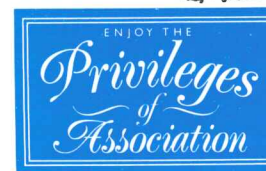


Privileges  
of  
Association

Prestigious

'Traditional'

Grille Badge



### OUR COMMITMENT TO A SPECIAL MEMBER

As a member of an RAC Associated Club  
you can enjoy the peace of mind offered by membership of the RAC.

PLUS

Preferential membership rates - SAVE 15% on normal subscription rates.

'Off-Road' Rescue and Recovery Services.

Special discounts on RAC Eurocover Overseas Travel Insurance and RAC Publications.

New RAC members receive a Free RAC Traditional Grille Badge when joining through the Club Scheme.

Join the RAC through your Club, and the Club earns a commission.

YES, PLEASE SEND ME FURTHER DETAILS ABOUT RAC ASSOCIATED CLUB MEMBERSHIP

Name  
Address

Post Code

Club Membership No.

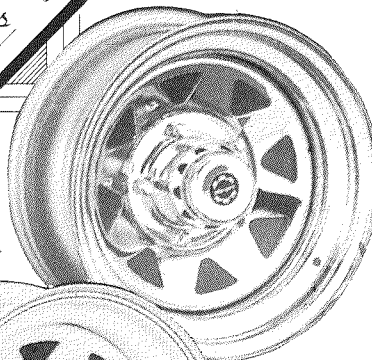
Please return to: Club RAC Sec TRIUMPH SPORTS SIX CLUB - 1218 St Mary's Road, Market Harborough, LE16 7DT



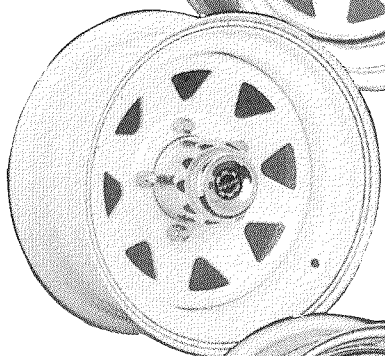


# TSSC WHEELS

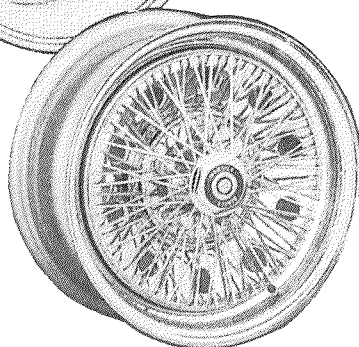
WH001



WH002



WH003



Following the success of this offer in the April Courier we have decided that offer needs to be repeated to emphasise the fact that the wheels do now form part of the catalogue of TSSC Offers and are just as much ongoing as are the other offers appearing in the TSSC Regalia/Offers/Bookshop Catalogue. Also because of the numbers sold we are now able to offer an additional **WHEEL STYLE** and some **NEW COLOURS** in the TSSC range. So there is now an even wider choice to tempt you including steel or alloy wheels and hopefully prices to suit all tastes and pockets. All those pictured are 5½" x 13" and are suitable for all TSSC cars. For information on wider wheels or different applications or to place orders ring TSSC Offers 0462-456315.

In the steel range we have four choices :-

**WH001 - Triangular 8 spoke in chrome.**

**WH002 - Triangular 8 spoke in white.**

**WH003 - Classic Wire (triangular holes see below)**

**WH016 - Classic Wire (round holes see below)**

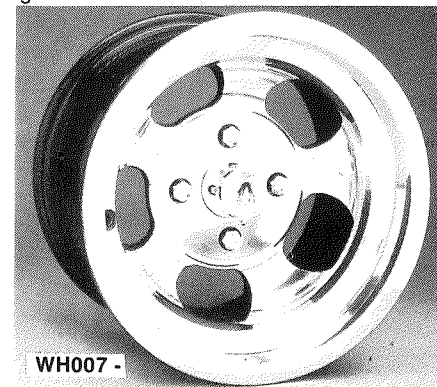
All come complete with caps and the chrome finishes are lacquered. The 'Classic Wires' are particularly interesting they bolt directly to your existing hubs so no expensive spinners and hub adaptors are required and in the long term no problems with worn splines will be encountered. In addition they have another useful and practical advantages over other types of wire wheels. The outer wire disc can be removed for winter use (when wire wheels suffer most!), or for easy cleaning and polishing (in front of the TV!). When removed the wheels still look good ie. either as the standard Triangular 8 spoke chrome WH001, or with round holes as pictured. So with these you have all of the advantages and looks without the price penalty and disadvantages of normal wire wheels.

**Please make sure that nuts are ordered with the wheels if required.**

**NOTE prices are per four wheels and include caps & VAT - an extra wheel can be ordered if required.**

CODE	DESCRIPTION	PRICE £
WH001	Triangular 8 spoke in chrome	149.00
WH002	Triangular 8 spoke in white	86.00
WH003	Classic Chrome Wire (triangular holes)	194.00
WH016	Classic Chrome Wire (round holes)	194.00
WH004	MX gold	198.00
WH005	MX red	198.00
WH006	MX black	198.00
WH017	MX Silver	198.00
WH018	MX White	198.00
WH007	Supa-slot polished silver	194.00
WH008	Pantha black	210.00
WH009	Pantha gold	210.00
WH010	Pantha red	210.00
WH011	Pantha anthracite	210.00
WH012	Pantha white	210.00
WH013	Pantha silver	210.00
WH019	Rallye Special Black	192.00
WH020	Rallye Special Gold	192.00
WH021	Rallye Special Red	192.00
WH022	Rallye Special White	192.00
WH023	Rallye Special Silver	192.00
WH024	Rallye Special Anthracite	192.00
WH014	16 chrome wheelnuts/sleeves P & P	12.50
		9.00

In the alloy range we now have a choice of four :-



WH007 -

SUPASLOT again a classic style available only in highly polished silver.

**WH004 -**  
MX range  
classic style available  
in Gold, Red, Black  
now also in **SILVER**  
& **WHITE**.

**WH019 -**  
RALLYE SPECIAL range  
available in Black,  
Gold, Red, White and  
Anthracite.

**PLEASE remember to order chrome nuts at the same time as the wheels if required.**

**WH008 -**

PANTHA range available in Black, Gold, Red, Anthracite, White and Silver, note the removable locking centre cap covering the wheelnuts.

## TSSC OFFERS Order Form

INCLUDE ALL REFERENCE NUMBERS AND DESCRIPTIONS INCLUDING P&P

### ORDER FORM

ALL PRICES INCLUDE VAT

Qty	Code No.	Item Description	£	p
TOTAL				

### INFORMATION REQUIRED

Car (model & mark) ..... Year .....

Engine size ..... Membership No. .... / .....

Name ..... Signature .....

Address .....

Post Code ..... Telephone No. ....

My cheque/postal order for £ ..... is enclosed or debit my credit card

Number ..... Expiry Date .....

Send order to: **TSSC OFFERS - 13 Common Rise, Hitchin, Herts. SG4 0HN** or phone (0462) 456315  
Although normally quicker allow 28 days for delivery and expect multiple and mixed orders to arrive in separate parcels **FAX No (0462) 456315**



# SIX SPARES



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

**0 8 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 WHATS ON OFFER FROM US FOR JUNE 1990**

## 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 .....	£49.50
Front Wing Arch Repair .....	£10.95
Rear Wing Arch Repair .....	£10.95
Sill Her/Vit .....	£9.00
Door Skin Original Herald/Vitesse .....	£18.50

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 .....	£29.50
Boot Lid Spitfire IV/1500 .....	£99.00
Rear Light Panel Spitfire IV/1500 .....	£62.00

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 £55.00 per matched pair (inc barrels and keys) OR £30.00 individually sold Radiator Expansion/Overflow Bottle - All Models as Original £5.50

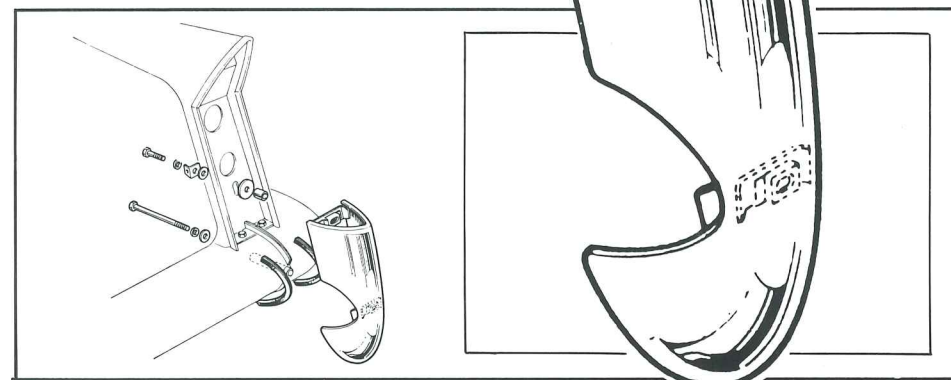
## PLEASE NOTE —

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

# Exclusive New Line FROM

# SIX SPARES

## Pressed Steel Chrome Rear Overriders



**For Herald & Vitesse £58.00 pair**

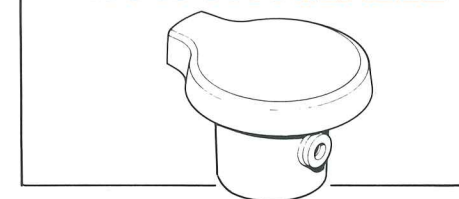
Remanufactured to original specification supplied complete with fittings and mounts or can be ordered without fitting kit for £56.00 or singularly at £29.50. Available mid/to late June orders taken NOW.

**NOW AVAILABLE**

## Flip Top Petrol Caps

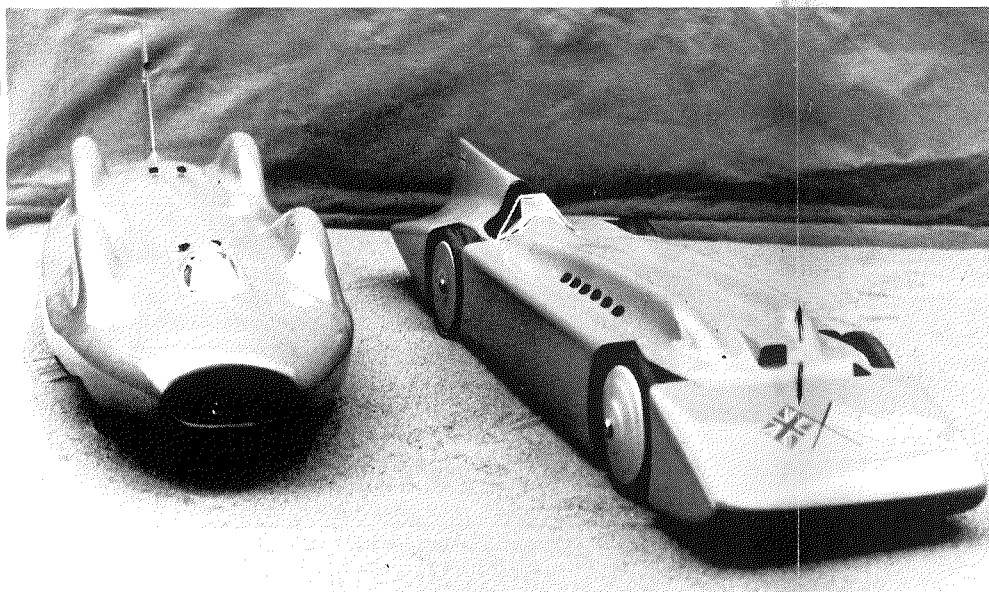
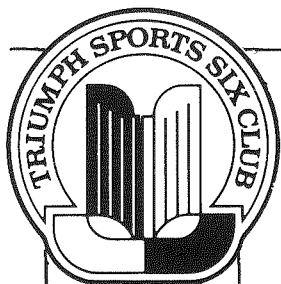
**MkIV & 1500**

**Spitfire £17.50**

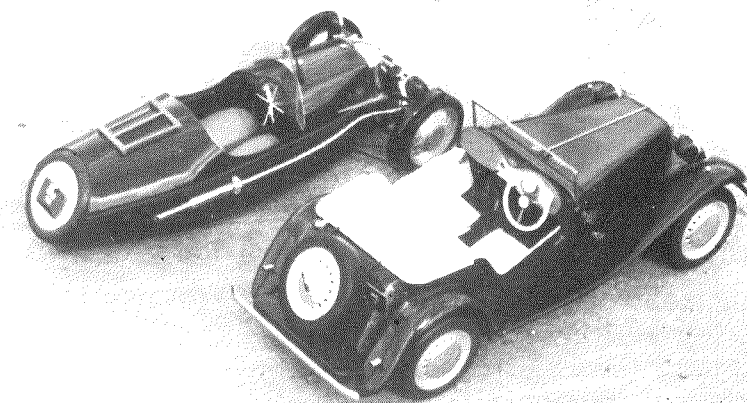
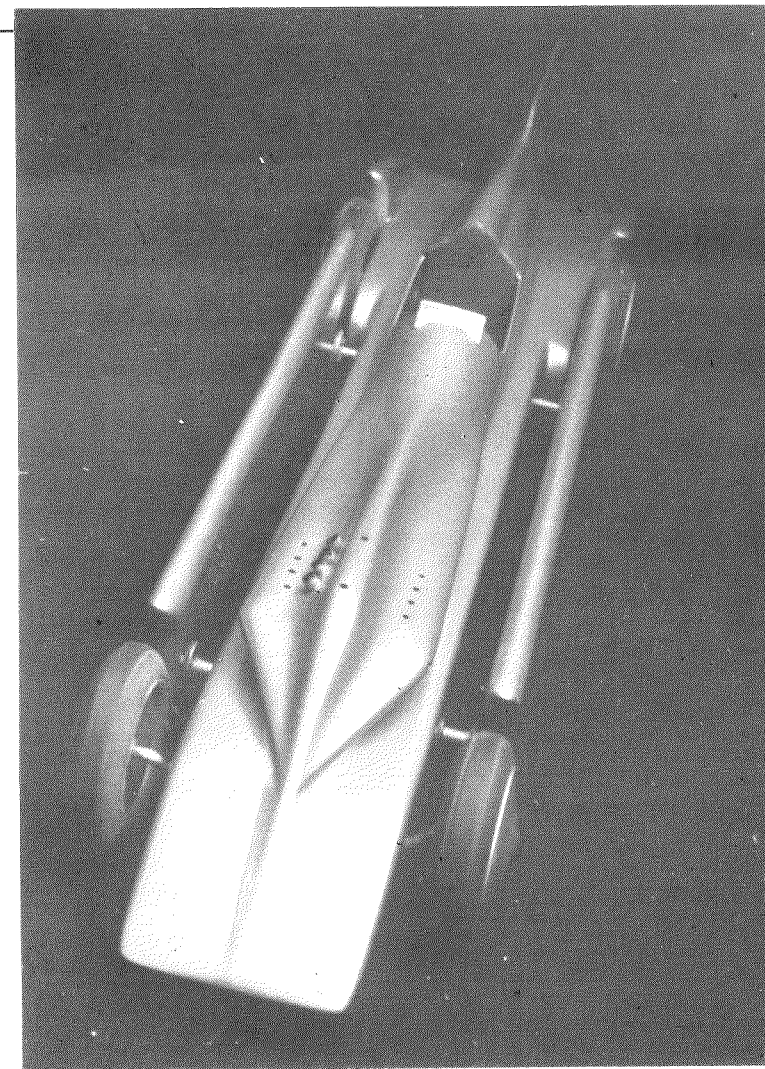


**TRADE ENQUIRIES WELCOME**





Previously undiscovered photos of record breakers? No they are in fact shots of scratch built replicas made by Leicester TSSC member Geoff Bott, who thought, we might be interested to see them after our Bluebird article recently. They are made from scrap wood, fibreglass and turned metal parts, working only from photographs and drawings, and as you can see the detail is superb. Geoff has also built other 'other Classics' Morgan, MGTD, Lotus Seven, and is currently assembling a Spitfire (full scale) if the models are anything to go by his car should be amazing! Have any other members out there got a hobby interest of a motoring-nature, models, paintings, carvings etc. Why not send a selection of good photos in to the magazine so we can all appreciate your efforts?





# Prestige

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



### 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.

### FACTORY QUALITY HOODS

- \* H/DUTY PVC - Smooth grain black PVC hooding.
- \* SUPERIOR VYNIDE - Motor Industry Standard grained vinyl. Used as Original Equipment by British Sports Car manufacturers this vinyl is both flame retardant and U.V. stabilised.
- \* EVERFLEX - Superior range of coloured hooding used as original equipment by Rolls Royce. Available in white, tan, beige, red, navy, cream, grey, maroon & green.

- \* DOUBLE DUCK - A 20oz black Duck Cloth hooding which offers both a higher degree of wearability and sound insulation over vinyl hoods. Available as a direct replacement to your vinyl top should you wish to upgrade and take advantage of its classic looks.
- \* MOHAIR - Top of the range Industry Standard fabric hooding used by leading car manufacturers on luxury cars. Available in black, brown, beige & navy.

### WORLDWIDE MAIL ORDER

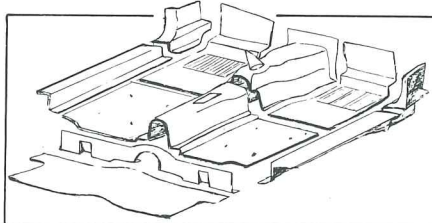
MODEL	H/DUTY PVC	SUPERIOR VYNIDE	EVERFLEX	DOUBLE DUCK	MOHAIR
Spitfire Mk3/4/1500 (zip)	£60.61	£78.85	£98.57	£108.28	£184.20
Spitfire Mk1/2/3	£52.37	£75.90	£94.87	£108.28	-
Herald/Vitesse	£57.07	£75.90	£94.87	-	-
Stag	-	-	-	£114.49	£181.90
TR3-5	£76.51	£99.30	£124.13	£116.95	£209.40
TR6, TR7	£67.08	£88.85	£111.07	£108.28	£184.19
Matching Tonneau Covers	£44.00	£55.00	£68.75	£77.00	£104.50
Matching Hood Covers	£31.35	£39.18	£48.97	£49.50	£75.13

FULL FITTING SERVICE AVAILABLE BY APPOINTMENT

**Prestige**  
CARPETS

All sets based on  
FACTORY  
ORIGINALS

LARGE S.A.E.  
FOR COLOUR  
BROCHURE



**Prestige**

### SOUND DEADENING KITS

Specifically designed to compliment our carpet sets and reduce interior noise levels. Die-cut from 1/2" thick latex backed felt each set comes with full instructions and ample adhesive for quick and easy D.I.Y. fitting.

### FORGET THE REST!

- \* VELOUR - Smooth velour pile hardwearing carpet with rot proof latex back. Black only.
- \* DEEP PILE - Motor Industry Standard luxury pile carpet as used by leading car manufacturers. Available in the following colours, black, brown, beige, blue, red, green grey & navy. Edges bound in leathercloth with a choice of contrasting colours if required.

Model	BLACK VELOUR	DEEP PILE	SOUND DEADENING
Spitfire 10 pce	£39.10	£52.42	£25.50
GT6 15 pce	£49.00	£63.01	£32.50
Herald/Vitesse 4 pce	£29.20	£41.83	£22.50
TR Stag 11 pce	£49.00	£63.01	32.50
TR4/5/6 15 pce	£39.10	£52.42	£25.50
TR7 7 pce	£29.20	£41.83	£22.50

### INTERIOR TRIM KITS

You can now totally re-trim your cars interior over a single weekend with no sewing or trimming skills necessary. Fantastic range available including O.E. black, luxurious Velour or our exclusive JAGUAR COLOUR SCHEMES including Magnolia, Saville Grey and Biscuit. All available with optional contrasting piping.

	Seat Covers Per Pair	Doors Pair	1/4 Panels	Rear Panel	FULL PANEL Sets
Spitfire Mk4					
O.E. Black	£55.50	£22.95	£13.36	£18.00	£49.50
Velour	£69.50	N/A	N/A	N/A	£69.50
Jaguar Colours	£69.50	N/A	N/A	N/A	£59.50
Leather	£135.00	FULL SETS ONLY (VINYL)			
					£59.50

ORDERING IS EASY 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).

Add the following for carriage NEXT DAY £7.50, POST £3.50. All U.K. prices subject to 15% VAT.

**PRESTIGE AUTO TRIM PRODUCTS LTD.**

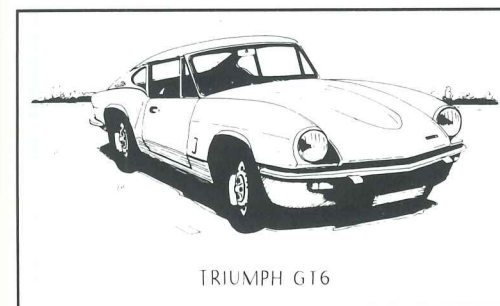
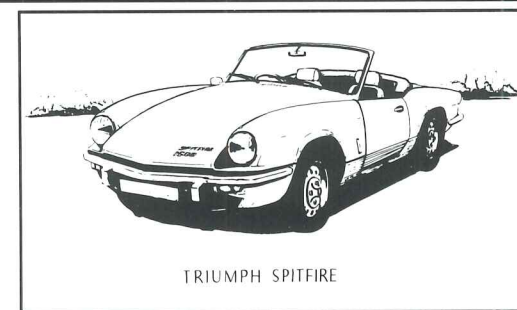
Prestige House, North Cheshire Trading Estate, Birkenhead, Merseyside L43 3DU

## Limited Edition Pen & Ink Prints

ONLY

# £14.95

+ £2.00 p&p



Each print is strictly limited to a run of 200 and is mounted under a handcut mount in an oak stained frame with a gold side edge measuring 16" x 12". A full money back guarantee is offered if you are not entirely satisfied.

As each print is limited to a run of 200 we urge you to place your order early in order to avoid disappointment.

To order your framed Limited Edition Print, please send a cheque or postal order together with your name, address, telephone number and choice of print to the address below, not forgetting to include £2.00 towards postage and packing. Alternatively, holders of Access or Visa cards may place an order on our 24 hour answerphone (09278) 3978. Please be ready to give your name, address, telephone number, card number and your order.

## Classic Motor Prints

25 GRANGE MANSIONS, EWELL VILLAGE, SURREY, KT17 2AD

TELEPHONE: 09278-3978





# The International Spitfire Weekend

## Netherlands 1990

### 31 August - 2 September 1990



For full details of this event refer to last months Courier, but if you are attending to go this year, then you need to start sorting out your bookings. This is particularly important if you are going to take advantage of the extended stay options as you book these now - YES NOW!

**Package 1:** Normal weekend option, ie Friday, 31 August to Sunday, 2 September (3 nights inc, and depart on Monday, 3 September).

**Package 2:** Extended stay, ie Monday, 27 August to Sunday, 2 September (7 nights inc, and depart on Monday, 3 September).

**Package 3:** Extended stay, ie Friday, 31 August to Thursday, 6 September (7 nights inc, and depart on Friday, 7 September).

**BOOKING FORM** - Name: ..... Tel. No. STD .....

Address: .....

..... Cars Reg. ....

(PLEASE SUPPLY NAMES OF ALL THOSE GOING PLUS MODELS AND REGISTRATIONS OF ALL CARS GOING, USE ADDITIONAL PAPER IF REQUIRED) PRICES IN BRACKETS REPRESENT DISCOUNTED PRICES IF BOOKED AND 50% DEPOSIT PAID BY 15TH JUNE

If route/direction information is required please tick .....

#### EVENT ENTRANCE

Number of persons ..... AT £4.50/person TOTAL £ .....

#### CAMPING COSTS

No. of units ..... No. of nights ..... : £5.50 (£5.00) per unit per night TOTAL £ .....

No. of campers ..... No. of nights ..... : £3.50 (£3.00) per person per night TOTAL £ .....

**PACKAGE 1** - ie. Friday 31st Aug to Sunday 2 Sept (3 nights included).

#### COSTS WHEN BOOKING A WHOLE CHALET

Number sharing ..... Whole chalet : £130.00 (£120.00) TOTAL £ .....

(i.e. £21.67 (£20.00)/person - 6 sharing, or £32.50 (£30.00)/person 4 sharing)

#### COSTS WHEN BOOKING ONE ROOM IN A CHALET (4 people to a chalet)

(Couple or single occupancy) : £65.00 (£60.00) TOTAL £ .....

(Single person sharing with someone else : £32.50 (£30.00) TOTAL £ .....

**PACKAGE 2** - ie. Monday 27 Aug to Sunday 2 Sept (7 nights included).

#### COSTS WHEN BOOKING A WHOLE CHALET

Number sharing ..... Whole chalet : £274.00 TOTAL £ .....

(i.e. £45.67/person - 6 sharing, or £68.50 /person 4 sharing)

#### COSTS WHEN BOOKING ONE ROOM IN A CHALET (4 people to a chalet)

(Couple or single occupancy) : £137.00 TOTAL £ .....

**PACKAGE 3** - ie. Friday 31 August to Thursday 6 September (7 nights included).

#### COSTS WHEN BOOKING A WHOLE CHALET

Number sharing ..... Whole chalet : £254.00 TOTAL £ .....

(i.e. £42.33/person - 6 sharing, or £63.50 /person 4 sharing)

#### COSTS WHEN BOOKING ONE ROOM IN A CHALET (4 people to a chalet)

(Couple or single occupancy) : £127.00 TOTAL £ .....

A DEPOSIT IS REQUIRED TO SECURE BOOKING AND SHOULD BE 50% OF EVENT COSTS. CHEQUES MADE PAYABLE TO TSSC EVENTS. THE REMAINING MONEY WILL BE DUE ON JULY 21ST.(PROMPTLY!)

Send completed form to:-

TOTAL DEPOSIT £ .....

Irene Fussell, 55 Heathfield Road, Hitchin, Herts SG5 1TA Enclose the deposit or payment in full and include a stamped, self-addressed envelope



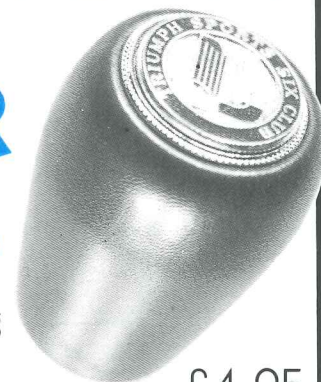
*New  
Regalia Lines*

FOR 1990

AVAILABLE  
**NOW!**

## GEAR KNOBS

Black leather Universal fitting  
for all Club Cars Top Quality  
Metal enamelled Club Logo insert



£4.95  
plus 50p P/P

## ORIGINAL TRIUMPH DEALERSHIP TYPE KEYFOBS

Metal hand  
enamelled  
logos on  
fine english  
quality  
leather  
fobs

£1.99  
+ 25p  
P/P

**NEW**



**METAL ENAMELED  
SPITFIRE LAPEL BADGES**

**IN RED, GREEN, BLUE & YELLOW**  
£1.25 + 25p P/P (state colour)



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

*economy for the  
enthusiast....*

### ▷ bumpers

Spitfire/GT6 Front	Exchange	£59.50
Spitfire/GT6 Rear	Exchange	£59.50
Spitfire/GT6 ¼ Rear	Exchange	£39.50
Herald Rubber Set (6)		£65.00

### ▷ mild steel exhausts up to 60% off

	R.R.P.	% Off	
GT6 Mk1	£71.75	40%	£43.05
GT6 Mk2	£78.86	25%	£59.14
GT6 Mk3	£166.60	60%	£66.64
Spitfire Mk1/2	£49.60	35%	£32.24
Spitfire Mk3	£41.90	35%	£27.23
Spitfire Mk3 (1967-70)	£92.50	60%	£37.00
Spitfire Mk4	£90.00	55%	£40.50
Spitfire 1500	£111.40	56%	£49.00
Herald 1200	£53.50	50%	£26.75
Herald 12/50	£53.75	45%	£29.56
Herald 13/60	£56.75	45%	£31.20
Vitesse 1600	£50.00	25%	£37.50
Vitesse 2000 Mk1	£74.50	35%	£48.42
Vitesse 200 Mk2	£70.50	30%	£49.35

### ▷ reconditioned brake calipers

Spitfire/Herald - Exchange	Each	£29.50
GT6/Vitesse - Exchange	Each	£32.50

### ▷ seals

Windscreen Rubber-All Models	£14.00
Spitfire Door Rubber	£9.90
GT6 Door Rubber	£17.50
Herald/Vitesse Door Rubber	£9.90
Herald/Vitesse Saloon Door Rubbers	£14.90
Herald/Vitesse Hood Side Rubbers	£6.90

### ▷ suspension

Steering Rack Gaiter (Per Pair Inc. Clips)	R.R.P.	£24.90
Special Offer Price		£5.90
Track Rod Ends	R.R.P.	£7.40
Special Offer Price		£4.40
Anti-Roll Bar Links	R.R.P.	£10.80
Special Offer Price		£6.40

### ▷ herald/vitesse chassis

Sills	Pair	£20.00
Sills - Original (Shop Soiled)		£12.00
Front Outriggers 1959-62		£8.50
Front Outriggers 1963 On		£8.50
Centre Outriggers 1963 On		£8.50
Rear Outriggers 1963 On		£8.50
Rear Outriggers (Vitesse Mk2)		£8.50
Rear Extension		£10.00
Chassis Side Rail		£8.50
Fixing Kit (8 Plates, 8 Bolts)		£7.95
Door Skin		£19.50
Door Bottom		£8.00
Door Tread Plate		£4.95
Rear Valance		£17.80
Rear ¼ Valance L/H		£12.50
Rear ¼ Valance R/H Original		£22.50
Front Floor Pan		£22.50

### ▷ cooling

Spitfire/Herald Radiator Hose Kit (2 Hoses/4 Clips)	R.R.P.	£8.03
Special Offer Price		£3.95
GT6 Radiator Hose Kit	R.R.P.	£13.80
Special Offer Price		£6.90

### ▷ spax shock absorbers up to 48% off

Front Standard	R.R.P.	£29.65
Special Offer Price		£15.00
Front Adjustable	R.R.P.	£45.90
Special Offer Price		£29.50
Rear Standard	R.R.P.	£22.20
Special Offer Price		£12.50
Rear Adjustable	R.R.P.	£38.99
Special Offer Price		£29.50

### ▷ brake kits

Pads, Shoes, 2 Discs		
Spitfire/Herald	R.R.P.	£72.00
Special Offer Price		£35.00
GT6/Vitesse	R.R.P.	£84.00
Special Offer Price		£39.00

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

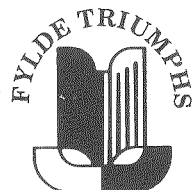
ACCESS & BARCLAYCARD WELCOME  
ALL PRICES EXCLUDE VAT & CARRIAGE



# British Sports Car Centre

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



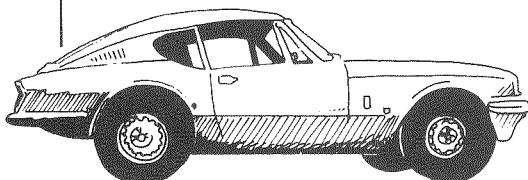


FULL RESTORATION AND PART FITTING SERVICE  
THOUSANDS OF GENUINE, BRAND NEW BL PARTS IN STOCK

*Specialists in*

**SPITFIRE GT6 HERALD & VITESSE**

**RUN BY ENTHUSIASTS FOR ENTHUSIASTS**



MOBILE (0860) 724591  
EVENINGS (0253) 823866

**ACCESSORY &  
MOTOR SUPPLIES**

**BERKSHIRES LEADING TRIUMPH SPORTS CAR  
PARTS SPECIALIST**

We operate a friendly and efficient Counter, Telephone and FAX Service offering a wide range of Mechanical Parts and Body Panels at competitive prices.

We are open Monday to Friday 9.00am - 5.30pm Saturday 9.00am - 1.00pm



**MAIL ORDER—UK and Overseas**



**TELEPHONE:- 0635 44669 FAX:- 0635 32266**

*Or Call in and see us at*

**UNIT A8 FARADAY ROAD, NEWBURY, BERKSHIRE RG13 2AD**

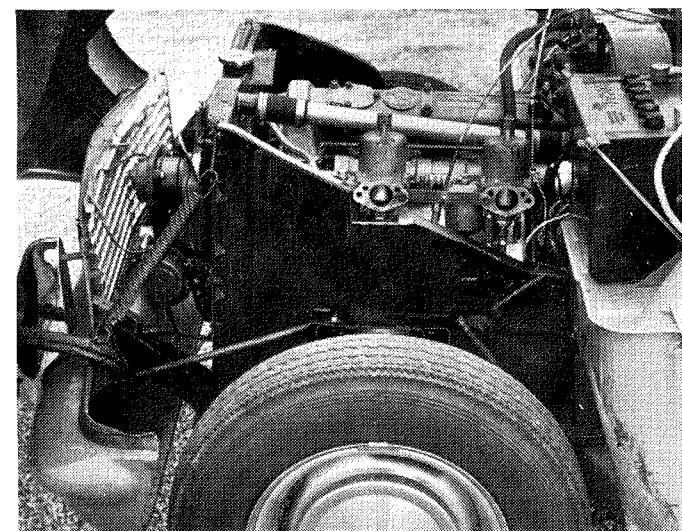
# JACK BRABHAM'S HERALD CLIMAX

THE Triumph Herald stands out among small cars by reason of its design. Independent four-wheel suspension is universal among rear-engined cars, equally, it is always found when front wheel drive is a feature. The Herald, however, combines the classical front engine and rear drive layout with all-round independence. It also allies the old with the new in having a separate chassis frame, though this is reinforced by the pressed-steel body.

The front suspension is conventional helical springs and wishbones on rubber and nylon bushed pivots, supporting the swivels on ball joints at the top and screwed-bush trunnions at the bottom. The rack and pinion steering is notable for having perhaps the sharpest steering lock on any full-sized car. At the rear, new ground is broken, for the hypoid differential unit is mounted on rubber on the chassis. Universally jointed half shafts form one arm of the suspension geometry and a transverse leaf spring completes the parallelogram while also providing the suspension medium. Fore and aft location of the rear hubs is by radius arms.

For normal use, a conventional 948 c.c. engine is employed, with pushrod operated valves and a cast iron head and block. This unit is installed with a four-speed gearbox which has a particularly easy change and it endows the car with the sort of performance which is expected of current 1,000 c.c. vehicles, allied with useful economy.

It occurred to Jack Brabham



that, while this engine gave enough speed to satisfy the typical owner, there was a reserve of roadholding in that all-independent chassis which was simply not being used. The car itself is certainly engineered for 100 mph motoring, but the normal engine does not "take tune" very readily, and certainly could not easily be developed to produce that sort of performance.

So, out came the Herald

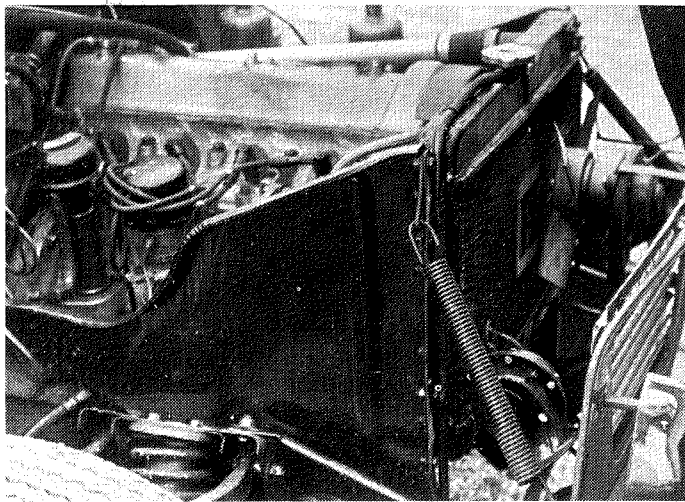
*UNDER BONNET inspection of Jack Brabham's Herald-Climax is very impressive, a 1200cc Climax engine nestles happily-looking quite at home! The terrific performance of this car made owners of 120 m.p.h. jobs rather upset.*

engine and in went a 1,220 c.c. Coventry Climax. It wasn't as simple as that, of course! A special 8 ins. clutch had to be evolved to mate up with the Triumph gearbox and a deeper

radiator block was required to cool the bigger unit. As the Climax engine was longer than the Herald unit, there was no room for a fan between it and the radiator. Accordingly, an electric fan was fitted ahead of the radiator, with a thermostatic switch set to cut in above 75 deg. C.

Absolutely nothing had to be done to the car itself, except that the brakes were reworked to cope with greater heat. M20 linings were fitted and larger wheel cylinders, but the gear ratios and suspension settings were untouched. The single-overhead-camshaft Coventry Climax has a light alloy cylinder block and head, which actually reduces the weight of the installation compared with the standard power unit. It was considered that this slight weight reduction at the front of the car would be beneficial to the roadholding and this has proved to be the case.

*THE ENGINE goes in fairly simply, but it's necessary to have a special 8" clutch and a deeper radiator to cope with the larger unit - M20 linings were also fitted to the brakes to control the extra speed.*



It is obvious that a keen owner could go further if expense were no object. Things like close ratio gears spring to the mind, but Jack's object has been to produce a conversion at a reasonable cost and so he does not gild the lily. The Herald which I collected from Chessington was exactly as customers' cars will be treated at a total all-in cost of £395. Only a rev. counter was an extra on "my" car.

I must say that the Herald-Climax is a most delightful little car and there are no snags at all. The test car had a Stage I Climax with twin S.U. carburettors and it was at once apparent that it was quieter and much more flexible than a standard Herald. One can drive along at 15 mph in top gear and then accelerate away strongly and, in fact, the converted vehicle could be even better as a shopping car than a normal machine. The unit runs cool at all times and the automatic fan seems to operate mostly in traffic, but to cut out on the open road. One would obtain a touring fuel consumption just better than 30 mpg, dropping to 25 mpg when "dicing" absolutely

flat out. Thus, the Herald-Climax is a perfectly tractable family car, and though the fixed-head coupe was the subject of my test, the same conversion would work equally well on a drophead or saloon. However, the World Champion didn't fit that engine for top gear pottering and so I plastered my right foot firmly on the floor and set off for the test strip.

The first by-product of the Brabham "mods" was some furiously angry motorists. The nippy Herald was able to overwhelm those large 120 mph machines under normal road conditions and their owners bitterly resented the fact. Fists were shaken and horns were sounded but a few corners later they were no longer even visible in the mirror.

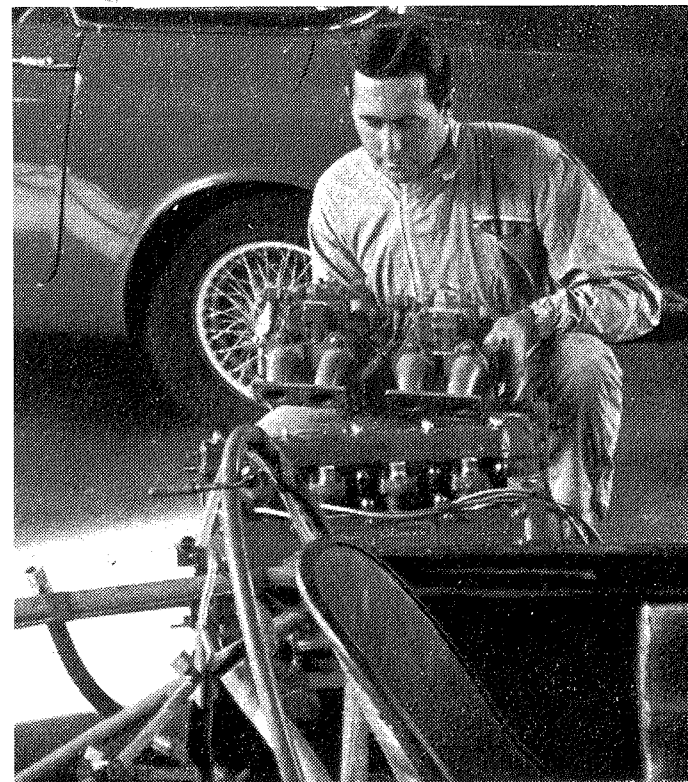
Quite the best feature of the performance was the way speeds of 80 and even 90 mph came up on the shortest straights. Given a long, flat piece of road, a full 100 mph is available. Timed under ideal conditions, a mean speed of 102.2 mph was achieved, and even this velocity could certainly be improved if the large and unsightly cowls were removed from the headlamps.

As the graph shows, the acceleration is really something. These figures were only possible because the Triumph gear-box allows absolutely instantaneous changes to be made, which effectively nullifies the appreciable gap between the ratios. Only the driver was aboard during the tests, but even so the performance is such that most sports cars can be beaten away from the lights. This is partly because the independent rear end is notably free from wheelspin.

Perhaps the greatest compliment that one can pay

the Triumph Herald is to say that it's chassis, in standard form, is easily able to cope with the 83 bhp of the Coventry Climax engine. There is no great impression of speed at 100 mph and I was able to lift both hands from the wheel without any deviation. The modified brakes deal well with the situation, and there is no fading during fast motoring on the road.

One of the attractions of this installation is the absolutely standard appearance of the car. In Stage I tune, the engine is very lightly loaded and should run for years without attention. If you add £395 to the cost of a Herald, you still have a moderately priced 100 mph car and a machine, moreover, which has more creature comforts and luggage accommodation than a typical sports car in the same price bracket. This is one of those fun-cars that makes elderly drivers feel quite young again, I find.



First Produced in High Performance Cars 1960

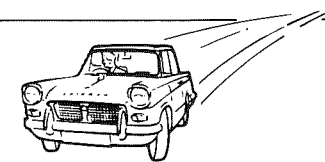
## SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Triumph Herald fixed-head coupe, fitted with Coventry Climax engine and improved brakes. Price of complete conversion £395.

**Engine:** Four cylinders 76.2 mm. x 66.6 mm (1,220 c.c.). Light alloy block and head. Single chain-driven overhead camshaft. Compression ratio 10 to 1, 83 bhp at 6,500 rpm. Twin S.U. carburettors. Lucas coil and distributor.

**Transmission:** 8 ins. single dry plate clutch, four-speed gearbox with central remote control, ratios 4.55, 6.62, 11.2 and 19.45 to 1. Open shaft to chassis-mounted hypoid final drive unit.

**Chassis:** Separate box-section chassis frame reinforced by pressed steel body. Independent four-wheel suspension by helical springs in front and transverse leaf spring behind. Rack and pinion steering. Bolt-on disc wheels fitted 5.60-13 ins. tyres. Hydraulic brakes with M20 linings and large wheel cylinders.



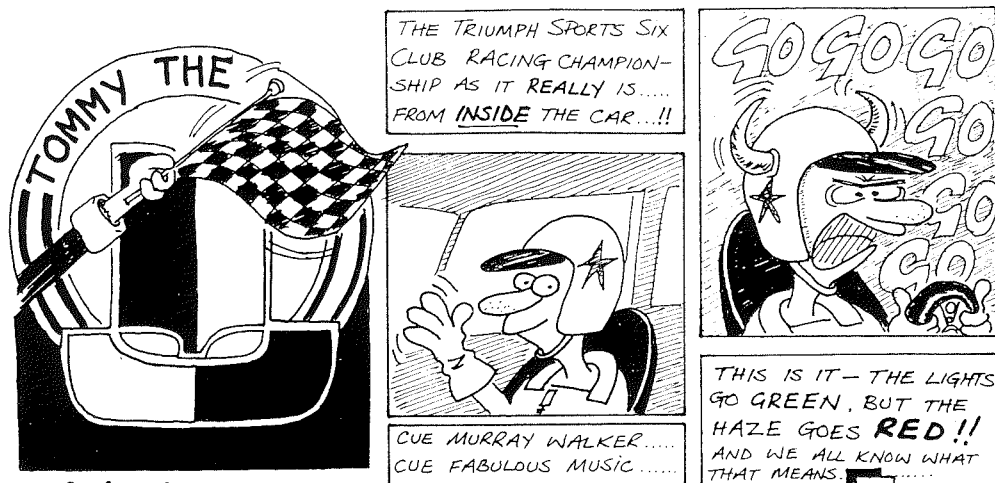
**Equipment:** As standard Triumph Herald. Rev. counter extra.

**Dimensions:** Wheelbase, 7ft. 7½ ins; track, 4ft.; length, 12ft. 9 ins.; width 5 ft.; weight 14¾ cwt.

**Performance:** Maximum speed 102.2 mph. Speeds in gears: third, 70 mph.; second, 41 mph.; first 22 mph. Standing quarter-mile 17.6 secs. Acceleration: 0-30 mph 3.6 secs., 0-50 mph 7.6 secs., 0-60 mph 10.8 secs., 0-80 mph 20.6 secs.

**Fuel Consumption:** 27 mpg.





©Cluin 1990 CHRIS SHERIDAN



# 1990 Racing NEWS....

**KIM PEARSON - LIAISON OFFICER**

**W**ELL, I'm finally going to get my chance to prove myself as a Press Liaison Officer, for the 1990 TSSC Race Championship.

## EVENT 1 - SNETTERTON 29 April



PARADE LAP

So here it is, hot off the press, after having just returned home from Snetterton, after a great day's racing.

What a glorious day to start the season with - 20°C plus, in April, (unbelievable).

While everybody else was busy sunbathing, I was rushing around collecting Time Sheets, but mainly having a good old "GOS" with everyone, we had a lot to catch up on, after all we haven't "GOSSED" since January.

But what a shock I had, of course the regular faces were there, but people I didn't know as well. I counted at least 10 new faces - Excellent - I thought, I must find out more, so I "Delved Deeper".

Now the only problem was, who would be my source of information, I scanned over a very busy Paddock area, and finally decided that my "Boots would have to do some walking" and my mouth some very diplomatic asking.

So off I went, first to the Yellow Spitfire parked next to us, and I came face to face with Laurence Ball, "Who's is the 'Spit' Laurence",

"Mine" he replied "I virtually wrote mine off at Lydden last year didn't I", he said, half smiling, half wincing. (I hadn't forgotten, I'd just put it somewhere near the back of my mind, since my boyfriend had been involved in the same accident).

So, Laurence had changed his Racer, well that solved that mystery.

The car parked next to that was a Vitesse, White with Dayglo orange stripes, so who's was this then, I said Hello to the head under the bonnet, it was Paul Martin, another of last year's regulars, he had had a new 'paint job' done, yet another mystery solved.

Then I bumped into Matthew Hollingsworth, (also last year's racer) and he pointed to his new car, he had gone from Racing a Standard Herald to Racing Hugh Davies' old class B, GT6 Mk1, of which Matthew was a little hesitant.

Still, once I had sorted out the cars that I thought were 'New Faces' it left 11 new drivers - 5 class D drivers, 1 class C driver, 2 class B and 3 class A drivers.

The practise went very well, (no accidents

anyway), but unfortunately there were 6 non-starters, one of which was Kevin Ginger. I'm not sure what happened there and there were also 5 of the 'New Boys'.

In practice Tony Lindsay-Dean qualified for Pole Position, with everybody else on assorted qualifying seconds behind him.

There were officially 20 starters in the race but Hugh Shakeshaft didn't start because of a fuel problem.

All the cars were on the Grid, ready to race, Tony on 'Pole', with Nick Barry alongside - the '30 seconds' board came up and then the Green Light. "They were off", as they say at the Grand National.

Nick Barry got an excellent start, he was first off the line, Tony got a slow start, which gave Eddie Wilkins an ideal opportunity to move up behind Nick.

Everyone else was shuffling for places and every lap these positions changed.

Eddie, Tony and Kevin Ginger kept their 1st, 2nd and 3rd places throughout the race, but unfortunately after a couple of laps, Dave (Barney Rubble) Barnes car had over-heated and he left the race. Then Malcolm Watts somehow spun and ended up in the tyre wall at Rivett Straight, although unhurt he also left the race, and then Kevin Williams went up on the grass at the bend before Russell (lap 2) but managed to rejoin the race.

The rest of the race was fairly smooth after that, until Matthew Hollingsworth 'had a bit of a moment', at Russell, and got a flat tyre and he too left the race, followed by Mark Amschwand (new driver class A), who had to pull off because he lost some oil.

Then another mishap, Laurence Ball spun coming into Russell Bend, (I call it the Wibbly Wobbly new complex) and rallied all over the gravel near the Marshalls post and leapt out of his car, his race was also over.

Towards the end of lap 4, Guy St. John and Colin Elstrop were following Nick Barry round the "Wibbly Wobbly", when Nick had a 'bit of a swerve on!' and Guy ended up also rallying over the gravel, which lost him a bit of time, (he was none too pleased actually).

At the end of the next lap (5) the Red Flags came out, to everyone's surprise, the Race had been stopped.

Apparently Laurence's car had been left in a dangerous position, from when he had spun off, and this was why the Race was stopped.

Needless to say, all the drivers were confused and upset that they had not been able to complete their 10 laps.

Overall winner was Eddie Wilkins, followed by Tony Lindsay-Dean and Kevin Ginger.

After the race I interviewed Eddie Wilkins and he said that his original lead, from the start, was helped by the fact that Tony had a slow start and this gave Eddie just the break he needed. Thus enabling Eddie's win.

I also spoke with Mark Hellier and Mark Amschwand, who are both 'New Boys'. Mark Hellier enjoyed himself very much and was proud that he "Didn't bend the car". Mark Amschwand felt much the same but upset that he had not been able to finish the race. Both are looking forward to the next race.

*"Laurence spins at Russell"*



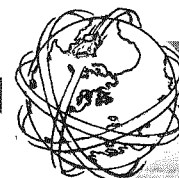
Tony Lindsay-Dean, when interviewed by myself, said that he was pleased with second, but had he had a better start he would have had a more satisfactory race.

Other than that he was pleased with the turn out of cars and hoped that those who didn't get out, or had problems and had to pull out of the race, could amend their problems and make the next race.

I too hope that all 26 cars, or more, will be at the next meeting.

And - don't forget to bring all your family and friends for support.

# INTERNATIONAL LIAISON SECRETARY



LEON F GUYOT



*Dutch Triumphant Mid April 1990 - Corries Vitesse and Dolly*

AS I put pen to paper this month, Britain is in the grip of a 'heatwave': 26° in London today, the hottest May 3rd since 1983 and the hottest place in Europe. In fact, the only hotter places reported in the world today are in The Caribbean, The Gulf and Bangkok! It certainly is nice, once in a while, to be reminded just why one has a convertible Triumph!

My Herald is now back on the road, after its recent gearbox and clutch transplant and enforced rest. This weekend I intend to take advantage of the good weather to replace my rear universal joints, after 50,000 miles/5 years wear and also completely rebuild my front suspension - after all, the front wishbone bushes have been there for around 23 years! It should be fighting fit for the coming TSSC show season, starting with the South of England Meet on May 12/13th and carrying on through to the Standard-Triumph International Rally on 16th September.

This month's heading photograph depicts the two Dutch Triumphs of our most recently enrolled Dutch member, Corrie Oosterom, from near Utrecht in Holland. She and her husband, Paul, have now completed the 7 year restoration of her Vitesse. After STIR 8 held at Papendal, nr. Arnhem, Holland, back in May 1983, when she first saw a Vitesse convertible and was bitten by the Vitesse bug! The only known cure for this is to drive a Vitesse. Although this photo was taken during Easter and the sun was shining, unfortunately, it was only around 9°C during the 9 days I spent on the European mainland. This did not deter hood-down motoring

whenever possible in the true Triumph tradition.

My especial thanks go to Rob Rowland for supplying the use of his red-primer/unleaded Vitesse 2L saloon for the trip (at the last minute because my gearbox was not quite ready).



The Vitesse is seen here with an abandoned Hungarian registered Trabant in The Hague (eat your heart out Jonty!).

We had a great time increasing our knowledge of the Dutch Triumph Club scene, not to mention their rather peculiar eating habits. We even managed to swap the Vitesse's non-standard steering wheel for the ally boss, for a set of four Rostyle wheel trims - the type that fly off at every given opportunity. Incidentally, Paul, if you really want that overdrive for the Vitesse, get on to that ferry and come and collect it!

All the way home, however, we had superb weather and because we were travelling back on Saturday 21st April, we decided to stop off at Mechelen, (Malines) in central Belgium and go to the first 'area' meeting of the TSSC (Belgium) area (as advertised in this very column last month).



Every country has its strong and its weak points; Belgium's strong points seem to be friendly people, lots of taverns (bars), good food, the best chips (French Fries) in Europe, great beer (Stella Artois) etc. Their weak points; terrible signposting mixed with too many adverts, very short sliproads on the Autoroutes, generally poor driving standards, too much paved (cobble) streets and the staff at the Oostend ferry terminal. We eventually located the Taverne Amitie and found a parking space - not so easy as there was a massive market in the market place at that time, although it had gone by the time the meeting eventually started. We knew when TSSC Belgium arrived by the even larger than usual crowd of curious onlookers around the Vitesse. My attendance at their first 'proper' meeting came as rather a surprise, even if Jan Vandevelde of the TECB had pre-warned them that I might be in the area - news travels so fast in Triumph circles!

The meeting was held upstairs in a private room and my curiosity as to whether the Belgians in Mechelen spoke French or Flemish was soon satisfied because, since the members attending had come from far and wide, one third conversed in Flemish/English and various of them in all three. The members attending were Christian Seyen, Claude Buntix, Nicole Van Strijdonck, Dominique Brech, Stefan Van Dendijk, Rudy Van Bever, Gilbert (Happy) Wertz, Antoniou Apostolos, Guy Labbe, Alex De Bruyne, Peter Van Den Bussche, Eric Van Nieuwerburgh, Rob Rowland and myself. I make that about 50% of TSSC Belgium!

Much was discussed and valid points were made by the TSSC Belgium Committee to me, including their intention to recruit more TSSC in Belgium and to hold at least three meetings per year at Taverne Amitie in Mechelen (watch this space). Mechelen is, if you like, the Coventry of Belgium, where the old Triumph factory was before it was turned into a Whitbread factory of all things!

If anyone wishes to contact TSSC Belgium, the contact point is Gilbert Wertz at Rue Arsene Matton No. 24, Dion-Le-Mont, Belgium. Tel: 010-68-8810. A more enthusiastic group you would be hard-pressed to find and they deserve every support from the TSSC.

I should give a special mention, I feel, to Antoniou Apostolos, who is (as his name suggests) a Greek TSSC member, who trained in Britain, bought a British registered Spitfire but lives and works in Brussels and - and drove it to the meeting.



I look forward to greeting many of you at the TSSC International at Stafford on 11/12th August, not forgetting the Leicester Sunshine Rally on 4/5th August (with free camping at Shearsby) during the intervening week.

Unfortunately, I don't have any photos of the rather beautiful and distinctly gothic Mechelen back yet, so here is another Belgian Triumph just to be going on with. I have no idea of the owner's name but he is a TSSC member and he took this rather nice Herald convertible to STIR in the Netherlands in May 1989.

Merci Bein to Christine Lafontaine, TSSC member in Paris, France, for the article that you recently sent me about your 1969 Herald 13/60 convertible registered 4331Z595. The article entitled "Britt .... Le Confort En Plus", appeared in the 8th March 1990 edition (No. 90/10) of La Vie De L'Auto. The article extols the virtues of the Triumph Herald and I will insert a taste of it into this very space quite soon, as Christine's car is presently in London for a respray and some other detail improvements. Once completed, I intend to take some photos of it at a suitable location.

From information supplied to me from three independent sources, I understand that the Spitfire MkII being raced in historic events by Motor-Dream of Paris, i.e. Messrs Laurent and Pierre Dutoya, is not, as reported elsewhere, a real Le Mans Spitfire but just another replica built to resemble the Le Mans Spitfire style (its registration number is 6540TX78). Be warned Messrs. Dutoya, there are other, more realistic replicas than yours, almost ready to 'hit' the historic race scene - you have been warned! There are rumours, however, that a real Le Mans Spitfire (ADU3B) resides in some



**HERALD • SPITFIRE • GT6 • VITESSE**

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

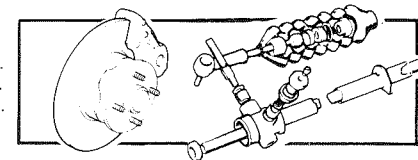
## TOP QUALITY COMPONENTS FOR ALL CLUB CARS

### BRAKE CALIPERS

Our professional exchange caliper Reconditioning Service covers every club car including specials. All calipers supplied are subjected to a rigorous nine stage reconditioning process. In short all units are completely stripped, beadblasted twice, then finished in a bright zinc and full passivate plating. Re-assembly then takes place using only all new parts, every unit is then pressure tested to 2000 PSI to ensure it operates correctly. All units carry our full 12 months guarantee.

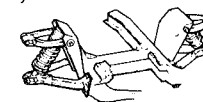
#### Prices:

Herald/Spitfire to 67/Vitesse 6	£49.50 each exchange.Plus VAT.
Herald/Spitfire 67 on	£36.00 each exchange.Plus VAT.
Vitesse 2ltr/GT6	£46.00 each exchange.Plus VAT.



### STEERING RACKS

We are now offering a complete Re-manufacturing service, carried out in our own premises for all steering racks. Each unit is completely dismantled and degreased. All components are now visually inspected for signs of wear or accident damage, any component found not to be 100% serviceable is scrapped and replaced. After re-assembly all units are checked for end float tolerances. All our rack bodies are now shotblasted and satin polyester powder coated. All come complete with original style gaitors, filled with a special grease and ready to fit. Price: All models RHD £36.00 exchange. LHD £46.00 exchange. Plus VAT.



### SPECIAL BOLT KITS

We have developed special nut and bolt kits again covering all club cars. As follows:

**FRONT SUSPENSION bolt kit** covers both sides of the vehicle and contains fasteners for the following points, steering rack, column U/J anti roll bar, shockers, wishbones, top ball joints, lower trunnions, discs, calipers, uprights, suspension towers, engine mounts. Price: All models £15.50. Plus VAT.

**REAR SUSPENSION bolt kit** covers both sides of the vehicle and contains fasteners for the following points, differential, halfshafts, propshaft, rear trunnions, shockers, wishbones, radius arms & leaf spring. Price: All models £16.50. + VAT.

**BODY FITTING bolt kit** contains all required fasteners plus rubber spacer pads, large washers and for the Herald/Vitesse the body anchor plates and floor screws. Prices: Spitfire/GT6 £5.50. Herald/Vitesse £14.00. Plus VAT.

*All bolts used in above kits are high tensile and all items are bright zinc plated...*

Plus a full range of Brakes, Bushes and Mountings, Clutch, Steering, Suspension components stocked send or phone for FREE list...

**JUST TWO MINUTES FROM JUNCTION 18 M6 MOTORWAY**  
**PLEASE PHONE OUR SALES PRIOR TO ORDERING FOR POSTAGE COSTS**

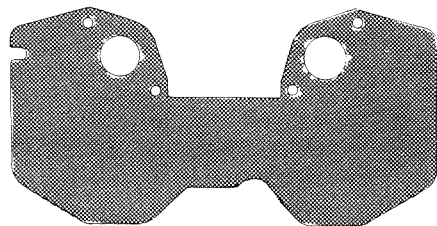
Opening Hours: MON TO FRI: 9.00am to 5.30pm. SAT: 10am to 1.00pm  
**TEL: 0606 84 6474 (3 lines) FAX: 0606 84 5924**



# MIDLAND SPITFIRES

105 Brearley St, Newtown, Birmingham, B19 3XJ. Tel: (021) 359 3315

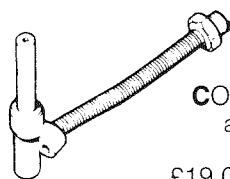
## FLUSTERED 1500's



**Does your 1500 Spitfire** misbehave when the sun comes out - Reluctant Hot Starting, Misfiring in traffic?

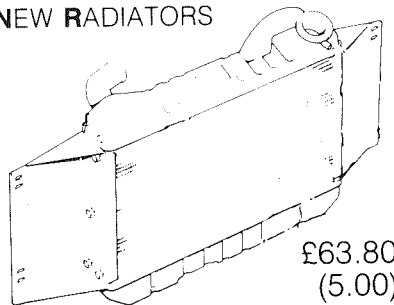
Check that the heat shield is in place between the carburetors and inlet manifold. This protects carburettor jets from the radiant heat of the exhaust manifold, preventing fuel vaporisation

**HEAT SHIELD £7.50 (2.00)**



**WAXSTAT  
CONVERSION KITS**  
as described in the  
May Courier  
**£19.00 (1.00)**

### NEW RADIATORS



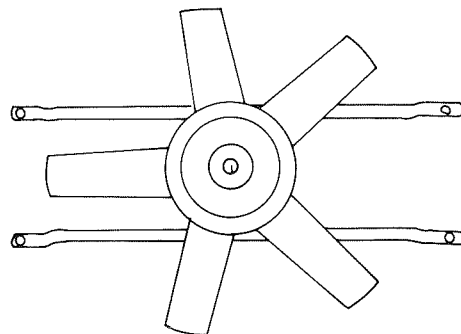
**£63.80  
(5.00)**

Old silted up radiators appear OK but cause hot running. Instantly improve your cooling by fitting a new non-exchange radiator

**WE STOCK ALL AVAILABLE  
S.U. PARTS**

### NEW 1500 ELECTRIC FAN KITS

KEEP COOL in the queues to the coast, easy to fit, improves cooling, economy and power



**£62.00 (3.00)**

### NEW 1500 LUCAS DISTRUTORS

complete with new cap, points, Rotor Arm etc **£65.00 (4.00)**

**ALL PRICES INCLUDE V.A.T. (POSTAGE IN BRACKETS)  
ACCESS AND BARCLAYCARD WELCOME**

**Telephone (021) 359 3315  
Telefax (021) 333 3392**



mysterious 'scrapyard' somewhere in the South of France. Who knows ..... Will this car ever surface? All I can say is to watch this space; any further info. will be reported just as soon as I hear of it, so please don't write and ask me where it is as I don't know ..... yet. It may not even exist!

**A message now for ALL overseas Triumph Clubs: to save you asking me, the Editor of the magazine would like me to point out that you can use 'Courier' articles in your magazines, just as long as you give the Triumph Sports Six Club and 'The Courier' full credit for supplying the article(s).**

Now, back to the International Clubs' Survey, to which I am still receiving replies! Since last month, I have heard from the following;

Quad City Triumphs, Moline, Illinois, USA.

Southern California Triumph Owners Association, L.A. CA, USA (thanks for the magazine)

Indiana Triumph Cars, Indianapolis, Indiana, USA (thanks for the Indy raceway sticker)

New England Triumphs, Braintree, Massachusetts, USA. They informed me of the following event - a MUST for all TSSC members on holiday/vacation in the USA:

'Day of Triumph' at the Museum of Transportation, Larz Anderson Park, 15 Newton Street, Brookline, MA, USA. On Sunday 8th July 1990 from 10 am - 3 pm Contact Robert Totten, 36 Maple Street, Braintree, MA, 021184, USA. Tel: (617) 843 1822 (days) or (617) 848 0850 (after 4 pm local time).

Triumph Sporting Owners Association of Queensland, Australia - an extra special thank you for your magazines, "TR to the End" (Trend-geddit).

To finish up with, something wild: a Dragster Herald from around 1985, in Norway. Photo by Tormod Schau, TSSC member from Sandefjord, Norway.

## STOP PRESS

A leaflet has just been received from Hans Speicher of the Triumph Spitfire Club SAAR e.v., regarding the previously advertised 10th Spitfire-Deutschland-Treffen/3rd Triumph-weekend des TSC SAAR e.v. from 29th June until 1st July, 1990, at Freizeit-Zentrum BOSTALSEE, Germany.

It contains very detailed information regarding accommodation in the area, plus an entry form for the event. If any TSSC member wants a copy, please forward an S.A.E. to me and I will be pleased to send on.

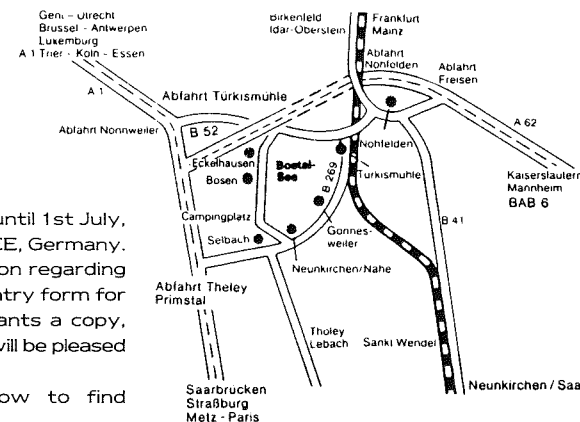
I reproduce here a map of how to find BOSTALSEE.

**STOP PRESS 2!!** - from Stefan Vandendijk of Triumph Sports Six Club - Belgium:

"All TSSC members in Belgium are invited to drive together to Valkenswaard in Holland on 10th June 1990, for the English Car Rally. All are invited to join us at the car park of the warehouse 'GB', until 09.00 hrs (local time).

Directions: on the Antwerpen-Luik motorway, take the Hasselt West/Diest exit, in the direction of Hasselt. At the second traffic lights, turn left and on your right is warehouse 'GB'. See you there!"

N.B. Another survey has just arrived, so my thanks to go the Portland, (Oregon) USA, Triumph Owners Association, who say that it took no less than four months for the survey form to reach them! so don't complain if your Courier arrives a few days late!





# 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 Strengthened	£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,	£22.00
Bushes, Bolts and Ball Joint	£15.00
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

**ALL PRICES PLUS VAT & P&P**

## 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 Outtrigger	£6.00
Front Outtrigger	£7.50
Rear Outtrigger	£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**



Telephone Ordering

# Pen to Paper



## Triumph Name

With reference to Mr Paul Robinson's letter in the May Courier, concerning the use of the Triumph name by the Rover Group. I feel that he is being rather short-sighted and perhaps a little forgetful.

Why do I think this? Well, he says in his letter that the MG name has been applied to all sorts of car, large and small. Is he forgetting the T.2000 range? Rather large I think or perhaps the Herald - small. He also mentions that he does not want to see a Triumph designed by a firm other than Triumph. Is he forgetting that the Herald/Spitfire, T.2000, TR7, Dolomite etc. were in fact all designed by non-Triumph people, i.e. Standard? And indeed, the Triumph engine in the Herald/Spitfire and even the Vitesse/GT6 are all in fact Standard designed engines and not Triumph at all.

Also, is he aware that Michellotti was actually kicked out by Triumph after an abortive design project?

Finally, has he ever driven a Triumph Acclaim? I suggest he does before he decrys it as it is an excellent car, well worthy of the Triumph name.

However, I do appreciate his point over badge engineering. I too would not appreciate a Triumph Rover 214 or 216, but I feel that the true past of Triumph is producing either budget sportscars or small/medium sized luxury saloons and if any of these are produced under the Triumph name by Rover, I for one will be glad to see the Triumph name used again, whether it be on a Honda, Rover, Nissan etc. produced car or not

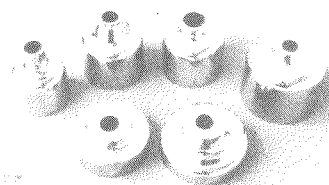
**ADRIAN THOMPSON, BASINGSTOKE**

## Amusement

I read with amusement the President's Intro. in Courier number 118, regarding the unfortunate MG enthusiast.

A similar tale of woe appeared in the 'News of the World' (I borrowed it!) of 29th April. The article tells the sad story of a 26 year old, Tom, from Liverpool, who buys an MGB GT for £3,250 and within 100 yards, discovers a wheel wobbles so much it almost fell off; a brick kept the driver's seat in place, the horn was jammed and the radio didn't work.

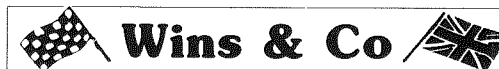
A more interesting piece appeared in The Sunday Times motoring section of 18th March, describing how the Japanese have gone back to the British tradition of two-seater sports cars to produce a cheap and cheerful success, namely the Mazda MX5. The article explains that during the cars' initial proving process, the development team drove an unmarked MX5 through Santa Barbara, California,



## CHROME DASHPOT COVERS

Chromium plated dashpot covers, steel covers that simply slip over your existing S.U. or Stromberg carbs. Fitted in seconds. For S.U. 1 1/4" HS2, 1 1/2" HS4, 1 3/4" HS6, 1 1/2"/1 3/4" HIF 4/6 (integral float) and 2" HS8. Stromberg 125CD, 150CD and 175CD. (measure carb. air intake diameter). Beware of polished aluminium imitations. Trade enquiries welcome. All one price £5 each inc. p&p

**SMS ACCESSORIES - 2 Newlands Way, Chessington, Surrey KT9 2RW - Telephone/Fax 081 391 1583 - (office only no callers)**



**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)**

together with a Triumph Spitfire and counted how many heads turned. During the prototype design stage, a Spitfire was set up in the Mazda drawing office to compare it with a full size design on the MX5.

I must admit, the MX5 does look a treat on the road and at £14,250, isn't too expensive. But wouldn't it be so much better if a British company had a product to compete for this section of the market. Maybe Rover Group will get its act together and consider a re-launch of the Spitfire to compete with the Mazda.

Incidentally, my 1979 Spitfire most surely has a mind of its own with mood changes affecting its driveability. When it's good, it's very, very good etc. .... Oh yes, and how do you fit a furry door strip without first passing a MENSA test?!!

**ANDREW USHER, HANWELL**

### **Can you help?**

Would any past owners of, or anyone with information about Spitfire 4 MkII, 1965, reg. no. NRK 632D, please contact:

**Scott James-Dunn, 4 Broad Road, Swanscombe, Kent DA10 0DR**

### **For Convertible Owners**

I am developing a "Rear Window Replacement System", whereby the owner/driver takes a trip over to Bedford and personally helps in the professional stitching of the new P.V.C. window lights (as the system requires a second pair of hands) and this will keep the cost of replacement down and also the owner/driver does not leave their cherished car unattended in strangers' hands. There is also no need to remove the hood from its frame the replacement time should take approx. 2/3 hours per window replacement, giving a neat, professional finish.

When I am ready to accept bookings for personal appointment, I will contact you further. Before retirement, I was with the Singer Sewing Machine Co., so sewing comes in my scope.

**JOHN D CHEW, BEDFORD**

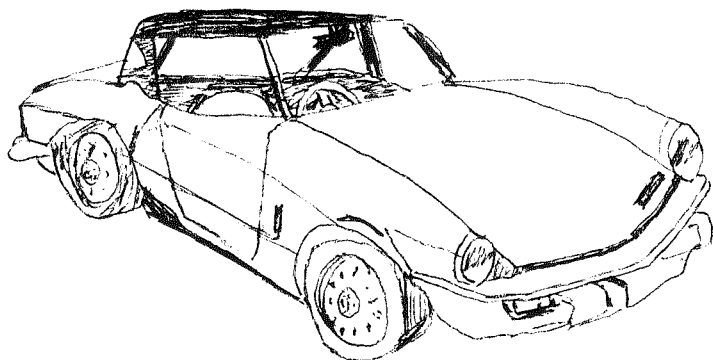
### **Children at the International Weekend**

To give children something to do for the International Weekend, we are going to hold a painting competition. The theme is "Our Triumph".

Entries will be split into age groups of:

**Up to 6 years      7-12 years      13-16 years**

These will be judged by a panel of distinguished Art Critics and prizes of 1st, 2nd and 3rd in each age group will be given. All paintings will be displayed in the Main Hall and may be collected after the event.



**DAVE BEARDSLEY**

### **'Hark' the Herald is missing some chrome!**

Can anyone help? - I am the proud owner of 'Hark' my black 13/60 Herald Convertible and can often be seen 'cruising' around Bromley in full style with the hood down, the acres of chrome shining, the black paint gleaming and the 50's music blasting! so what's the problem I hear you say! Well, on the awful days when I have to resort to 'cruising' with the hood up, my style is badly cramped owing to 'Hark' looking decidedly bare. Unfortunately thanks to a very ignorant mechanic the chrome strip on the hood was conveniently 'lost' when I had a new hood fitted. I have tried everywhere to find a replacement which will make 'Hark' my dream machine complete, but have had no luck, so if anyone can put a poor student nurse, who is extremely fond of 'Hark' out of her misery please 'phone me Emma or my Dad, Chris on 01-460 8287. Any information which would lead me to obtain one would be greatly appreciated - thanks!

**Emma Gardner - London**

### **Just a Thank-you**

Just a note thanking members of my local group who helped me recently. Whilst happily motoring along in my GT6 MkIII to the local monthly meeting the diff (which has softly whined for several thousand miles) suddenly cried enough and refused to transmit anymore power and I gently rolled to a halt in a layby, still not to worry I thought - I'm a member of the TSSC and a quick 'phone call to the meeting venue soon set the Somerset group into action. Within ½ hour or so my car was safely stored out of sight and I was at the bar none the worse for the experience. So thanks to: Rod - for the tow (and transporting one dead GT6 the following day), Mike - for the rope, Steve for the lend-a-diff service and John for the lift home again.

Moto - support your local group (and listen to whining diffs with caution!)

**Derek Hunt - Chard, Somerset**

### **Silicone Fluid**

I have seen comments on brakes in the current "Courier" and feel that a mention of silicone fluid would have been appropriate as it seems to solve several of the problems associated with ordinary fluid.

I have had from new a 1963 Austin A60 Cambridge Countryman which has done only a low mileage during the last few years as it now only goes out to rallies and shows; I have had trouble with corrosion of wheel cylinders etc. and uneven braking but not since I changed to silicone fluid three or four years ago.

My sister's 1965 Mini (only 31,000 miles from new) which I take for MOT for her gave the same trouble until I changed the fluid to silicone.

My Herald which gets used every day also has silicone fluid and my son's T2000 will be changed to it before long.

A further great advantage of silicone is that it does not act as a paint-stripper if you spill any; you just polish the paint with it!

P.S. Silicone fluid is about £15.00 per litre but this quantity does several cars, brakes and clutch as well.

It does not mix with ordinary fluid, you just go on bleeding the brakes (all wheels) for longer than usual to push out all remnants of the watery sludge. You will then have a jar containing mainly silicone fluid with a small quantity of muck, cover the jar and let it stand for a few days for the muck and water to settle then decant the silicone fluid carefully off the top and keep it for topping-up.

Needless to say, the ideal thing is to replace the whole braking system with new and then use silicone fluid.

Obviously, it is no good changing to silicone fluid if the seals and cylinders are in poor condition; it cannot revive them. In any case, I renewed some of the wheel cylinders and all the seals but the master cylinders and pipes were not replaced.

I thought it wise for me to add these after-thoughts as it may help.

I have no connection with the makers or suppliers of this fluid but I have heard that it is standard on police and emergency vehicles in the U.S.A.

**Rex W. Hayman - Esher Surrey**



## Rocker Shafts

I have recently purchased a new rocker shaft for a Mk1 2 litre engine (Vitesse) from Accessory and Motor Supplies at Newbury (BL 214562). The component has clearly been re-manufactured and I am in some doubt as to it's quality, some of the oil grooves are incorrectly positioned and the surface appears to be turned rather than ground. More importantly I suspect that the material is not as hard as the original part.

I would be very pleased to hear from anyone who has experience, good or bad, of the durability of rocker shafts from this source.

(Tel.0684)566601.

**Nick Fane - Malvern, Worcs**

## Friendly People

If it's good service your looking for and friendly people, then look no further than Cambridge Triumph Spares from Chatteris. Several times I've purchased small items, wing nuts, door mirror, etc. and always been satisfied. Even when you ring them up they are always prepared to talk to you about your car, no matter how busy!! I feel they deserve a mention because Triumph Owners, like me, need these guys, they're great!!

**Carl Gunns - Leicester**

## Matt Black or Gloss?

Many parts on 'our cars' are finished in black and look very nice when in good condition. However, when repainted with the wrong paint, albeit black can detract from the car's general appearance. Matt black is just too dull and gloss black is too shiny, especially on say the rear trim of a Spitfire 1500.

The perfect product to solve this problem is John Deere Semi-Gloss black paint, available in aerosols and one litre cans from any John Deere tractor dealer.

I hope this information is useful to other members and thanks for an excellent magazine that's second to none.

**Mike Freeman - Derby**

## Two logs nearer heaven

I was surprised to read in April's Courier the article by John Richardson entitled '2 logs nearer heaven'. In these days of safety awareness and brain dead XR3 drivers, I wonder how wise John

# UK AXLES



Specialist in all Triumph Rear Axle and Differentials  
Exchange units off the shelf or customers own unit rebuilt to *the highest possible standard*

ALL UNITS CARRY A 12 MONTHS  
WRITTEN GUARANTEE

Nationwide Delivery Service  
Overseas Enquiries Welcome

081 571 4957/7260



## CARDINAL TRIUMPH SUPPLIES



TEL • 091 - 478 5444 FAX • 091 - 478 4739

**FAST MAIL ORDER**  
NEW AND USED PARTS FOR: STAG • TR 7 • TR 8 • SPITFIRE IV AND 1500 • 2000 • RESTORATIONS, TR 8 CONVERSIONS, SERVICING  
ENGINE AND GEARBOX REPAIRS, ALLOY WELDING ETC.

**SPITFIRE MK. 4 1300/1500**  
Full Recon. Engine (1300) £320; (1500) £360; Ex. Oil Pump £36;  
Engine Parts Detail in our price list — Please enquire. 1300  
Gearbox Recon. Less O/D £130; Ex. 1500 G/Box Recon. Less  
O/D £135; Ex. Recon. O/D £125; Ex. Differential Recon. (1300  
& 1500) £135; Ex. 1300/1500 Driveshaft £52.50; Radiator Recon.  
£60 ex; Ex. Hoses and Clips ex stock; Kenlowe Fan Kit £85; Viscous  
Coupling £40; Clutch Assy. (1300) £40; Clutch Assy. (1500) £52;  
Master Cylinder £32.50; Slave Cylinder £26; Brake Pads £5.50;  
Brake Shoes 1300/1500 £10; Brake Disc £13; Brake Drum £20;  
Brake Caliper (recon.) £36; Ex. Rear Wheel Cylinder £10; Brake  
Master Cyl. £38 (single circuit); Tandem Master Cylinder £85; Seal  
Kits and Hoses ex stock; Recon. Steering Rack £30; Ex. Track  
Rod End £25; Lower Steer Coupling £19; Lower Trunion £15;  
Trunion Fit Kit £4.25; Top Ball Joint £10; Shock Absorber (front)  
£16; Up-rated Shock Absorber (pair) £50; Road Spring (front) £18;  
Leaf Spring £70; Leaf Spring (S/H) £25; Rear Shock Absorber  
£16; Up-rated Rear Shock Absorber £44 pr; Bushes/Mountings  
from stock: Front Outer Wing (BL) £65; Front Outer Wing  
(Remade) £35; Quarter Valance (steel) £37; F/glass £15; Door Shell  
(recon) £75; Ex. Door Skin £20; BL Outer Sill £23; Remade Outer  
Sill £13; Floor Panels from £20; Rear Valance £35; Rear Wing  
£92; Boot Floor Repair (3) Sections £40; Full S/Steel Exhaust  
System (1300/1500) £99; Mild Steel from £60 — Free Price List  
Available — Please enquire.

Just a sample of our stock. Send for free price lists.  
To Order Parts: Telephone with credit card details.  
If ordering by post — Telephone first to confirm delivery costs.  
Please add VAT to all prices. Prices subject to change without notice.  
OPENING HOURS: Mon - Fri 9.30 a.m. — 5.30 p.m.  
Sat 9.30 a.m. — 2.00 p.m.

Trade and Export enquiries welcome.  
All enquiries to:  
Dept. L, T6  
Cardinal Triumph Supplies,  
Cardinal House, High Level Road,  
Gateshead, Tyne & Wear. NE9 2AG

Richardson's proposals are. I work for a car manufacturer in the design and testing of passenger restraint systems, I am therefore all too aware of what happens in a car accident.

To change the seat position to an unproven, untested position, which will cause the belts to react on the occupant in an unknown way is surely dangerous. What really concerned me, however, is the suggestion that an unrestrained child should sit behind the passenger seat. Imagine what would happen if the car were to hit a wall at 30 mph, the unrestrained child would continue forward at 20 mph, crushing a standard seat and adult let alone another child in a seat of dubious safety. In a rear impact the unrestrained child could end up on the boot lid or the road. What if the boot lid hinges gave way and the lid became a guillotine.

Please don't think of me as preaching or boring, and I cannot deny driving my own GT6 spiritedly, but a child's life is precious.

**Jon Mabey - Twycross, Warwickshire**

## External High Pressure Rocker Feed Restrictors

Following my recent article on this subject, I would like to take this opportunity to thank those Club members who wrote to support the remanufacture of these restrictors. This type of restrictor was designed for the original "high pressure" conversion and supplied by Triumphtune. Not surprisingly, over the years, many "pattern" conversions have appeared, some having different fittings and internal dimensions, making the current design of restrictor unsuitable. Not wishing to supply members with a restrictor which possibly would not fit, I decided to re-think the problem and my solution is to manufacture a replacement banjo bolt (which screws into the cylinder head) which has an inbuilt restrictor. The internal diameter of this banjo bolt is the same as the original design of restrictor, which had been carefully calculated and tested. I've kept the cost of the "metering" banjo bolt the same as the original restrictor £3.50, inc. P & P and it should be available at the time you read this.

Due to personal circumstances, I'm unable to answer members technical problems, either by letter or telephone. Please accept my apologies.

**Steve Phillips 11, Whittingham, Tottenham, N17 02G - Please note postal address only**

## No oil pressure?

Have you ever rebuilt a Triumph engine, carefully reassembled it, primed the oil pump religiously and then found when spinning the engine on the starter, plugs out of course, that you had no oil pressure? I have. Faced with the prospect of removing the engine, or at least the pump, and fervently wishing to avoid doing so, I sat down to think. This was the result. I drained and removed the sump and attached one end of a plastic hose to the intake tail of the oil pump. The other end of the hose I raised above the level of the engine and fitted a plastic funnel into that end. With an assistant pouring oil into the funnel until it would take no more, I spun the engine again. Result - instant oil pressure. With the sump replaced and refilled I had no more oil pressure problems. There are probably better ways of achieving the same end. If so, would somebody please let me know.

**Rodney V. Briggs - Somerset**

## A Little Light Entertainment - Electricity!! - What is it?

And now I reveal a well kept secret - everything you always wanted to know about electricity. Forget all that nonsense about magnetic fields and the flow of electronics along a conductor, for it is just nonsense, a myth put about by auto electricians to support their lavish lifestyle at your expense. The reality is....smoke! When you think about it, it all becomes startlingly obvious - smoke makes all electrical things function. If smoke escapes, the component stops working. For example, the last time you had to grovel under the car to replace the starter motor, didn't it start smoking before it ceased working? Of course!

The wiring loom in your car carries smoke from one device to another, pumped around the system by the dynamo, and when a wire springs a leak it lets all smoke out and everything stops. The starter motor requires lots of smoke to work properly, so it has a very thick wire going to it.

The battery stores up lots of smoke dissolved in the battery acid, which is why they were once called accumulators, until it became apparent that we unwashed home mechanics would twig to the secret. Naturally, if you try to dissolve too much smoke in your battery it will escape through those little holes in the top, which is why those new fangled batteries with sealed tops explode when they get too much smoke in them.

With regard to Joseph Lucas and his wrongfully sullied reputation, why is his so maligned? Why are Lucas components more likely to leak smoke than say Bosch or Marelli? Because Lucas is British and British things always leak. British motorcycles leak oil. British sportscars leak rain, British hydrolastic units leak fluid and British government leak military secrets. So, naturally, British electrical components leak smoke.

**P.Eklund - Sweden**

# John HILL'S LTD. Triumph Centre

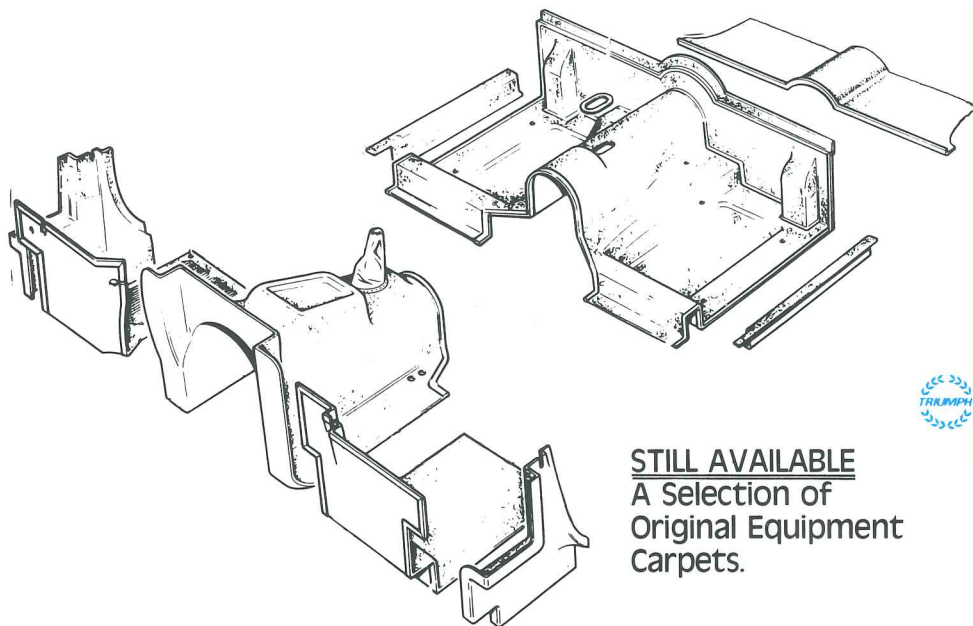
ARTHUR STREET, REDDITCH, WORCS. B98 8JY  
Tel: REDDITCH (0527) 20880 FAX: (0527) 20730

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



BRITISH MOTOR  
HERITAGE APPROVED

## CARPET SETS



**STILL AVAILABLE**  
A Selection of  
Original Equipment  
Carpets.

SPITFIRE (REPRO) .....	49.50
SPITFIRE (MOULDED) .....	105.00
GT6 (REPRO) .....	69.50
HERALD/VITESSE .....	49.50

PLEASE SEND ME  
A FREE CATALOGUE  
☐ SPIT IV/1500 GT6 III  
☐ SPIT I-III GT6 Mk1/II  
☐ HERALD/VITESSE

NAME.....  
ADDRESS.....  
POSTCODE.....

ALL PRICES PLUS VAT

## INTERIOR TRIM

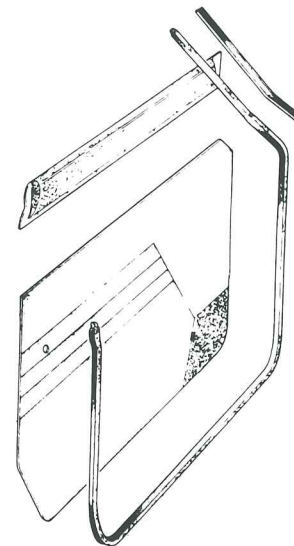
### SEAT KITS

SPIT II/III .....	55.00 pr
SPIT IV/1500 from....	55.00 to 72.00 pr
SPIT 1500 (H/Tooth) ..	72.00 pr
GT6 III-Black Cloth .....	12.00 pr
Headrests .....	12.00 ea



### RECOVERED SEATS

All Models (Exchange)..... 130.00 pr



### DOOR TRIM

Door Casings .....	30.00 pr
Clips-Door Casing (44) ..	4.00
Cappings .....	17.00 pr
Door Seals .....	from 7.00 ea
Door A Post Seal .....	3.00 ea



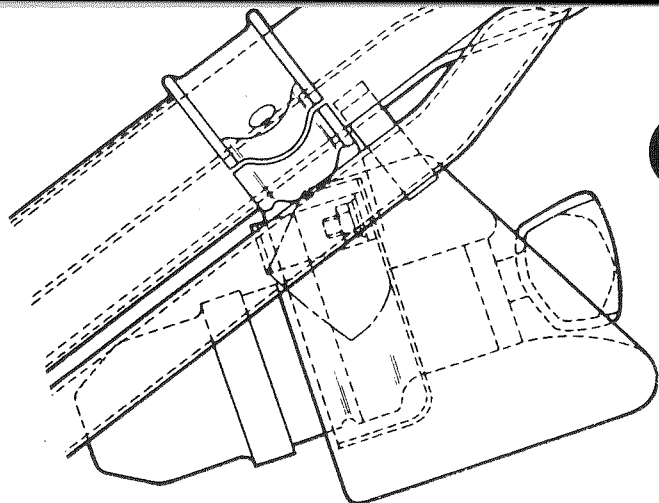
**STOP PRESS**  
**HERALD/VITESSE**  
Catalogue  
now available!



ALL PRICES PLUS VAT

CARRIAGE EXTRA





# GT6

P PICKLES  
NORTH YORKS

## STEERING/IGNITION LOCK

I recently lost the keys for my MkIII GT6. The cost of a second hand lock was about £45, when available. Three local locksmiths were asked about replacing the key but kindly refused the job once the complete lock/barrel assembly was produced. Becoming desperate I tackled the job myself. Apart from the time involved I found the repair easy, so here goes:

With the lock removed from the steering column, two small roll pins were found in the outer casing. These were carefully drilled out with an eighth of an inch drill, to a depth of three eighteenth of an inch, the depth being marked by a piece of insulating tape round the bit. On a sheet of clean paper the barrel was slowly removed. The lock plunger into the steering column has to be depressed with the fingers to allow the barrel to slide out. Watch out for the spring below the lever on top of the barrel. I was glad of the sheet of paper, as my spring became airborne. A small, shiny, oblong steel plate was slid back using a punch/chisel and even, "GOD FORBID", a screwdriver tip, to reveal the six holes for the springs (6), and tumblers (12). Take care again as the cover is slid back as the springs may eject from the unusual tumblers. When the tumblers were out a new key was inserted. I was very lucky to have a dozen or so spare keys to choose from. If anyone is stuck for key, I would be willing to assist with a new key but I did check with locksmiths in my area that keys could be bought to fit the empty barrel and, as these would not need to be cut, they would be relatively cheap.

Now came the timewaster. With the key inserted, one of the tumblers was dropped into the first hole. The key would not turn, so the tumbler was changed until the key would turn. A second tumbler was inserted on top and the key tried

again. This was repeated until the lock could be turned with the key but would not turn when the screwdriver was used. This particular tumbler unit was now completed and along with one of the springs, was stuck onto selotape in order of fitting. This swapping and changing of the tumblers, and checking of operation with the key and of non-operation with a screwdriver tip, is what takes the time up, as you now have to complete the other five tumblers (I must admit that when I got to No. 6 neither of the tumblers would fit, so I settled for 5 out of "6 working bits" to my lock). If a thief wants it, he will get it but I can stop a joy rider taking my pride and joy - I hope!

The tumblers and springs were now replaced in order, from the selotape and the cover tapped carefully back into place, remembering to depress each spring in turn as the cover slides over it. The completed unit was then re-inserted into the outer sleeve, holding the lock plunger in again whilst doing so. The key and screwdriver were used again and this time I had a lock that worked. Securing the barrel into the outer sleeve was done with two, small, self-tapping screws but before the heads were cut off, the lock was tried once again. With the screws inserted and the heads removed a small file was used to dress the areas and the job was completed. Total time: 4 hours but it did take me two more days to get the lock fitted back into the car.

GOOD LUCK



## WINTER WEEKEND

David and Gill Aspinall

**O**KAY its now June, but here's the Winter Weekend report. Now the last of the mince pies eaten (well almost) it's time to head off to the Cotswolds for the Winter Weekend.

Arriving at the Fosse Manor Hotel gives a chance to see old friends and meet new ones. The hotel is set in pleasant grounds about a mile outside Stow-on-the-Wold. The rooms are comfortable, the food excellent and the bar is everlastingly open. As for the friendliness of the owner.....just ask how Denzil is!

Friday night begins in the bar with excuses for not arriving in a club car. The favourite seems to be "mine's under restoration and the wife's isn't reliable enough". Having used that one for the second year remind me to ask the President which one he decided to use!

Moving into dinner and after perusing the menu it's a chance to get up to date on all the restorations/re-sprays/mechanical faults (all good stuff!). Some people have been known to talk about odd things like holidays and families (no accounting for taste). After dinner it's time to listen to an entertaining and nostalgic talk by Patrick Holland of the Standard Register. This is to say nothing of John Cudmore's slides of his first love (not a club car either - a Durkop Diana). Following the talk the hardened few (and those who haven't seen Leon's photo yet) ajourn to the bar.

On Saturday morning the order of the day is a full breakfast and a full day out. We were grateful to John and Pam Cudmore for stepping in at late notice to organise the weekend. Much of the groundwork had been done by Dennis Benson and we were sorry he and Vicky were unable to join us.

Twelve club cars (plus assorted others) set out on a convoy drive to Bourton-on-the-Water. Here

the motor museum was opened especially for us.



This proved to be a memorable experience - it's surprising what people will do in museums when they don't know the video camera is running! Several pots of tea and cream cakes later we're ready for a convoy drive through the beautiful Cotswolds country and.....after the obligatory U turn.....back to the hotel.

Saturday night means a Christmas meal where the wine flows and the entertainment is always unexpected! Not being used to the fine talent and voices of certain TSSC members the pianist looked as bewildered as if Chas and Dave had joined us.

Sunday morning arrives all too soon but is a chance to get some real country air at Minster Lovell where we all enjoyed a walk and morning coffee in historic surroundings. Then it's back to the Fosse Manor for lunch before we all depart.

After four years of Winter Weekends we're almost regulars now, and certainly feel we get good value for money at £70 per person for an inclusive weekend. However, judge for yourself, but book early we plan to take over the whole hotel next year. After all, it's one way to get through Christmas with sanity intact!

# 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.

NEW

THE PARTS YOU  
NEED FOR YOUR  
TRIUMPH

Koni  
Shock Absorbers  
Now in stock

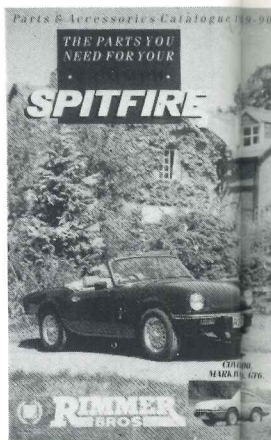
Business Hours  
8.30am - 5.30pm Monday to Fridays  
9.00am - 1.30pm Saturdays

## RIMMER BROS

HOTLINE



(0522) 791965



# SPITFIRE AND GT6

NEW CATALOGUE  
SPITFIRE IV/1500/ GT6

## 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) .....	£75.00 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/£70.00
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 .....	£60.00
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
Interiro 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 ★ ★

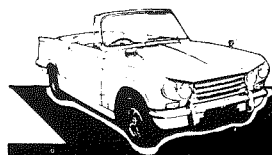
AVAILABILITY AND PRICES CONFIRMED INSTANTLY

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

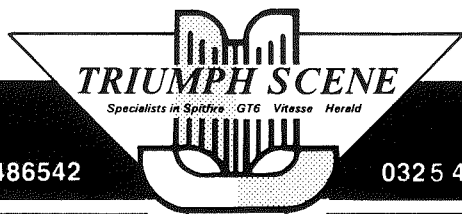


BRITISH  
MOTOR HERITAGE  
APPROVED SUPPLIER





0325 486542



0325 486542



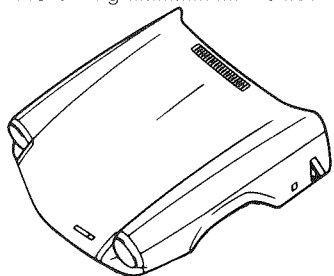
## WE HAVE MOVED

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

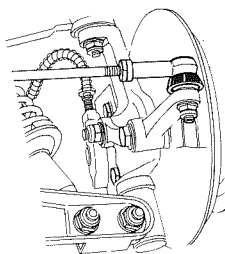


1/4 Valance F/Glass .....	£15.00
Quarter Valance Steel ..	£39.50
Outer Sill (B.L.) .....	£24.50
Outer Sill Pattern .....	£11.50
Inner Sill .....	£8.00
Sill Strengtheners .....	£4.00
Sill End Plate .....	£3.15
Sill Extension .....	£6.15
Doorskin .....	£15.95
Half Floor .....	£28.75
Boot Floor .....	£38.75
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
Track Rod End .....	£4.45
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 form 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**

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



**E**ARLY in February, Derek Grossmark, (FBHVC Chairman and Chairman of the FIVA Parliamentary Committee) and Eckhart von Lerchenfeld, (FIVA Parliamentary Committee), went with Lobbyist, Edward Seymour-Rouse, and Bryan Cassidy MEP to Brussels, where they met with the Director General of the Legal Commission, representatives of the Environmental Commission at Cabinet level, lunched with the Chef de Cabinet of the Transport Commission and members of the UK parliamentary group and visited the Information and Sports Commission, DG10.

The meetings all proved to be useful with some positive results, and a full report is promised for the next issue, by which time the committee will have had the opportunity to discuss the details. The most important benefit for the movement is that FIVA is being proposed for Non Governmental Organisation status for consultation purposes. This means that the preserved vehicle movement will, henceforward, be consulted at the planning stages of relevant legislation: a tremendous step forward.

A measure of the importance the UK government attaches to the Federation is the fact that the Secretary of State for Transport, Cecil Parkinson, sent a representative of his European Affairs staff to provide assistance at all the meetings, a gesture which was very much appreciated.

### THE ROAD VEHICLES LIGHTING REGULATIONS 1989

Statutory Instrument 1989 No. 1796 (all 74 pages of it available from your friendly H.M. Stationary Office for £7.10) consolidates and modifies all the lighting requirements for road vehicles. The Department of Transport have done us proud and throughout has meticulously followed the rule that, except in areas of safety needs (such as twin rear lights) the compulsory requirements are phased in so as not to apply to vehicles first used or manufactured before the original introduction of each requirement. Provision is also made for the optional use in older vehicles of equipment which is compulsory in those manufactured more recently. These optional requirements are clearly set out in each Schedule dealing with individual items of equipment. In most cases, if your optional equipment is faulty you can just turn it off (or for Concours buffs, never have it connected up) but in the case of stop lights and direction indicators, where optional ones are fitted they must be in working order (Reg. 23.2(b)).

**Latitude for dates.** In cases where it is difficult to show when a motor vehicle was

first used, sub paragraphs (1) and (2) of Reg. 4 provide a conversion from first use to manufacture. Where an obligation arises for motor vehicles first used after a certain date or there is an exemption of those first used before a certain date, the requirement can be avoided if it can be shown that the vehicle was manufactured six months before that date. Because these concessions only apply to motor vehicles they do not apply to trailers but since all current trailer requirements depend upon the date of manufacture nothing is lost.



**Front position lamp.** What we call a sidelight. All vehicles on the road between sunset and sunrise must have **illuminated** lights "which indicate the presence and width of the vehicle from the front". Unless it is daylight and you come within the daylight exemption (see below) these lights must be in working order at all times. Where lights are required they must conform to Schedule 2; colour white for all, and some latitude in position for vehicles requiring two lights which were first used before 1st April 1986 allowing not more than 510mm from the side of the vehicle and not more than 2,300mm from the ground. There is provision for a wattage requirement but no implementation so you can still have oil lamps as sidelights on any motor bicycle

first used before 1st April 1986, any other motor vehicle first used before 1st January 1972 and any trailer manufactured before 1st October 1985. After those dates front position lamps need approved marks. The provision that a motor bicycle fitted with a headlight need not carry a front position lamp is preserved.

**Headlamps** "Main beam headlamps" being lamps which "illuminate the road over a long distance in front of the vehicle" are required (Reg. 18 and Schedule 1, table 1) for all vehicles having a maximum speed of over 25 mph unless they were first used before 1st April 1931 or, being agricultural vehicles or works trucks, 1st April, 1986.

If your vehicle is obliged to have headlights they must be lit between 1/2 hour after sunset and 1/2 hour before sunrise (not so long as sidelights) and conform with Parts 1 of Schedule 4 (for dip) and Schedule 5 (for main beam). These Schedules cover number, position, colour and wattage. Nothing unexpected and nothing to catch original equipment. A vehicle first used before 1st January, 1952 has no maximum height requirement and one used before 1st January, 1956 no minimum.

For headlights fitted to a vehicle which does not need to have them there are the limited requirements set out in Parts 2 to Schedules 4 and 5 which require compliance. No limit on number but the light must be white or yellow, adjustable when stationary and, if electrical, constructed so that main beam lights either dip or else extinguish and turn on a dip beam. An electrical headlight directed so as to be a "main beam headlight" which extinguishes without converting to dip is illegal even on a vehicle which need not have headlights at all. There are no intensity requirements so your headlight can be other than electric provided it can be dipped or is, at its brightest, within the dip definition as "a lamp which illuminates the road ahead of the vehicle without causing undue dazzle or discomfort to oncoming drivers or other

## road users".

Although Reg. 12 prohibits most moving lights other than those operated by a movement of the steering, there is also an exception for headlamps which can be dipped only by the movement of the headlamp or it's reflector.

**Rear position lamps.** These are required to indicate the presence and width of a vehicle when viewed from behind. They need to be illuminated with the sidelights. There are no exceptions to their being fitted and maintained except the general daylight exemption (see below).

Schedule 10 sets out particular requirements but all motor vehicles except solo motor bicycles and, for some extraordinary reason, a bus, first used before 1st April, 1955, need two rear red lights. So does your trailer. Paragraph 2 of the Schedule sets out rather complicated positional requirements. These are relaxed so that motor vehicles first used before 1st April 1986 and trailers manufactured before 1st October, 1985 may have rear lights up to 800mm from the sides, up to 2,100mm from the ground and be exempted from the minimum separation and height requirements. The one lamp bus can have it's red light on the centre line or offside and any bus first used before 1st April, 1986 can have it's rear lights as high as it likes. Motor vehicles enjoying relaxed positional requirements and all motor cycle combinations are exempted from the need to have matched pairs of rear lights.

**Direction indicators.** Exemptions to these being obligatory include:

- (i) motorcycles and combinations unable to exceed 25 mph or which were first used before 1st April 1986.
- (ii) other motor vehicles unable to exceed 15 mph or were first used before 1st January 1936.
- (iii) a trailer manufactured before 1st September, 1965.
- (iv) certain agricultural and works trucks first used before 1st April, 1986.

Schedule 7 gives detailed information on the number and position of direction indicators required or permitted for vehicles first used before various dates. For any vehicle first used before 1st January, 1936 it permits "Any arrangement of indicators so as to make the intention of the driver clear to other road users". An indicator fitted to any motor vehicle first used before 1st September, 1965 and any trailer drawn by it may, contrary to the general rule of all round amber,

- if it shows only to the front, be either white or amber,
- if it shows only to the rear, be red or amber, and
- if it shows both to the front and the rear only be amber.

The driver must be able to be aware from his seat when his indicators are in operation; something more please than the reflection on the side of your P.100s as this requirement specifically mentions the rear indicators.

There is a specific exemption from the requirements of Reg.12 (which prohibits

swivelling lights) in favour of direction indicators fitted to motor vehicles first used before 1st April, 1986. Semaphore indicators are also exempted from the period of flash requirements which apply to all other indicators. Where optional indicators are fitted they must be in proper working order at all times.

**Reflectors.** Rear red reflex reflectors are compulsory for all vehicles; one for solo bikes and two for the rest. Schedule 18 deals with position and other details. Again older vehicles are given larger tolerances. Where two reflectors are required, motor vehicles first used before 1st April, 1986 may have them up to 1,525mm from the ground and up to 610mm from the sides. Requirements for minimum separation and height are waived entirely. For trailers these exemptions apply to those manufactured before 1st October, 1985. One has ceased to be surprised that the bus first used before 1st October, 1984 escapes all lateral position requirements.

**Fog lamps.** All fog lamps are optional and all have the same positional and alignment requirements (Schedule 6) if used, regardless of the age of the vehicle. They need no longer be kept in working order just because they are fitted.

**Ancillary rear lights.** All rear registration plates need to be illuminated by a white light and, subject to the daylight exemption (see below) it has to be in good order at all times. **Stop lights** are optional for motor vehicles having a maximum speed below 25 mph and those first used before 1st January, 1936 or, being agricultural, 1st April, 1986. Solo motor bicycles need only one but more modern three and four wheelers need a matched pair. Other requirements appear in Schedule 12.

Even if you cannot manage 25 mph **warning beacons** are not required if the motor vehicle was first used before 1st January, 1947.

**Trailers.** Trailer requirements are to be found specifically under the description "trailer" and also "vehicle" (in distinction to "motor vehicle"). Most trailer rules depend upon the year of manufacture of the trailer but it is the first use of the motor vehicle doing the towing which governs the need for direction indicators, stop lights and rear fog lights.

**Daylight Exemption.** This is important. Regulation 4 removes all lighting and reflecting requirements during daylight from incomplete vehicles proceeding to a works for completion and all vehicles which are running without any lamp at all, front or back. While this latter exemption's main purpose may be to deal with barrows and carts there are two further provisions which make it useful for ancient motors. A lamp painted over or masked is not to be treated as a lamp when it is "not capable of being immediately used or readily put to use". Furthermore an electric lamp is not to be treated as a lamp when it is not provided with "any system of wiring by means of which that lamp is, or can readily be, connected with a source of electricity". Thus I suggest that no wires equals no lamp but the temporary absence of a battery would give no exemption. This must be read

with Reg. 23 which requires that obligatory lamps be in good working order, so, it is an issue of fact whether you may have no lamp because it is no more than a showpiece or a defective lamp because the wiring is decayed.

**Conclusion.** The various requirements and exemptions mesh in well together. A veteran with oil and acetylene lights in place has more rules to follow than one from which the lamps have been removed or whose electrics are dummies but, since oil lights, side and rear, are quite sufficient compliance for this age of vehicle no practical problems should arise. Technical compliance with the regulations should not be the whole story. Older vehicles which are well used, particularly if motorways are traversed, should you may think, be fitted with many of the optional lamps, particularly direction indicators. Thought should be given to placing rear lights as far apart as aesthetically possible because having them closer together can give a false impression of distance to following drivers.

These notes do not tell everything; they are intended to be a guide and as accurate as possible, but at best they are a condensed version of the whole. If in doubt, please go back to the Regulations themselves to check your legality. Above all, do not be too clever. Should the cops stop you in your vintage car because only one headlight is working, it is one thing to point out that they are only optional but quite another to blast off into the darkness on your sidelights. That might be dangerous driving. A bit of common sense wins far more friends than any small print.

Arthur Jeddere-Fisher

## TYRE TREAD DEPTHS

The consultation document referred to above shows how the UK government have interpreted the derogation from the EC tyre regulations obtained following action by the Federation through the FIVA Lobbyist. It is proposed that the new tyre regulations will only apply to vehicles first used after 3rd January 1993, while existing requirements will continue to apply to older vehicles in use in UK. UK registered pre-1933 vehicles in use outside UK will have to comply with the new standards.

The new requirements, which will come into force later in the year, will be for a minimum of 1.6mm of tread throughout a continuous band situated in the central three-quarters of the breadth of tread & round the entire outer circumference of the tyre.

## DVLC

There is no further news on this topic at the moment, other than to say that reports from DVLC indicate that they are progressing with their arrangements to implement the change in policy during mid-1990. We will be keeping a close eye on the situation and will keep subscriber organisations informed.

Meanwhile, our advice to those seeking the re-issue of a lost number is to wait until the new policy is in force. If this is not possible, due to an urgent need to register a vehicle for road use, apply for the re-issue of the old number on a non-transferable basis. If this is refused, as it probably will be under current rules, agree to accept an age related number but only after obtaining agreement that this will not prevent you from claiming the original number when the rules do change.

The Federation cannot help with individual cases, and we ask subscriber organisations to make this clear to their members.

# V & C TOP QUALITY TRIM

## TOP QUALITY CARPET SETS

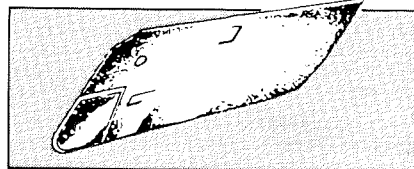
Spitfire	£59.50
GT6	£69.50
Herald/Vitesse	£69.50

## FRONT CARPETS

Spitfire/GT6	Each £6.50
Herald/Vitesse	Each £6.50
Boot Carpet	£9.90

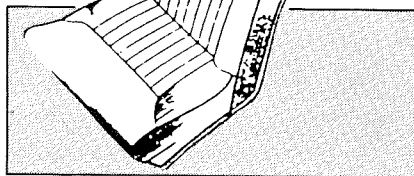
## TRIM PANELS

Spitfire/GT6 Door Panels	Pair £25.00
Spitfire ¼ 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	£69.50
----------------------------	--------



# British Sports Car Centre

303 Goldhawk Road, London W12 8EZ Tel:081-748 7823 Fax:081-563 0101

HOOD TONN H/BAG

## HERALD/VITESSE

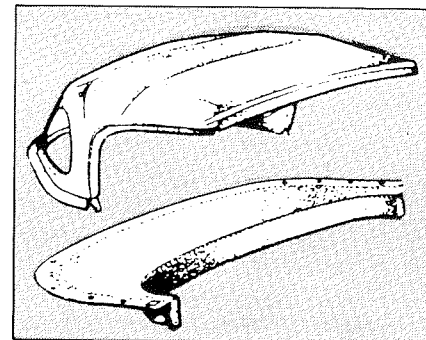
Black PVC	£57.00	£35.00	£30.00
White PVC	£75.00	£40.00	£35.00
Black Canvas	£89.50	£55.00	£39.50
Tan Canvas	£99.50	£60.00	£45.00
Black Mohair	£155.00	£85.00	£59.50

## SPITFIRE MK 1,2

Black PVC	£57.00	£35.00	£30.00
White PVC	£75.00	£37.50	£35.00
Black Canvas	£89.50	£55.00	£39.50
Tan Canvas	£95.50	£60.00	£45.00
Black Mohair	£155.00	£85.00	£59.50

## SPITFIRE MK 4/1500

Black PVC	£68.00	£35.00	£30.00
White PVC	£85.00	£40.00	£35.00
Black Canvas	£95.50	£55.00	£39.50
Tan Canvas	£110.00	£60.00	£45.00
Black Mohair	£169.00	£85.00	£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





11th & 12th August, 1990

(plus FREE ENTERTAINMENT Friday the 10th) - Jonty Wild -

### **OVERSEAS ENTHUSIASTS PLEASE SEE SPECIAL BOOKING ARRANGEMENTS**

This is the single most important event in the TSSC calendar. It will be the largest collection of our cars gathered together at one venue, the largest and best Autojumble anywhere for 'our' cars and the most prestigious and important concours for TSSC cars. The event takes place both outdoor and indoors. The huge indoor facilities ensure the events success whatever the weather. So whether you want to see cars, buy parts, books, TSSC Offers or Regalia, organise insurance, sound out restoration companies or simply enjoy Triumphs *this* is the event to go to.

## **SO BE THERE**

For those enthusiasts (overseas and UK) wanting to enjoy a holiday orientated around Triumphs, the TSSC has another event taking place on the weekend prior to the TSSC International, ie. Sunday August 5th (& evening 4th) this is *the LEICESTER NATIONAL*, Stanford Hall, Lutterworth, Leics. (tel: John Thorpe 0533-628374), this event is the second largest in the TSSC calendar and is very popular. August 4th & 5th is also the date of the *TR Register's International Weekend* also at Stafford, (tel: TR Office 0442-865906) camping can be arranged for the week in between at both Stafford and at the Leicester event. Both areas offer a great opportunity for touring and pleasure between events. Also TSSC Area barbecues will be held between events. So this is perhaps a unique opportunity to sample the best of the TSSC world or the best of TSSC & TR worlds in one holiday.

## **SO BE THERE**

### **The most important points to note about the event are**

#### **DIRECTIONS**

Take the M6 motorway to junction 14, head towards Stafford and then take the A518 to Uttoxeter (signed County Showground!).

#### **FRIDAY NIGHT**

Camping on site, bar and bar snacks are available, together with **FREE** entertainment, this will be a mixture of live music and a barn dance.

#### **SATURDAY NIGHT**

Entertainment consists of Bar and Disco with optional food (separate quiet bar is available). However, numbers for this very popular night are strictly limited. **Advance booking is VERY STRONGLY RECOMMENDED** do not rely on getting in on the night

## **... SO BOOK, YOU HAVE BEEN WARNED!**

#### **CONCOURS**

Takes place on the Sunday - details Dennis Benson 0527-77059.

#### **PROGRAMME OF THE EVENT**

Includes - Autojumble and Trade Stands, Technical/Register Stands, Competition Section Stand, Gymkhana, Feature Stands, Club Regalia & Books, TSSC Offers Stand, Club Insurance & Valuations, Free bus trips out shopping & sight seeing, Guest Triumph Club Displays, Car Tuning, Video Show, Raffle, Area Sideshows/Games, Members' Boot Sale, Autojumble and Trade Stands, Concours, Dutch Spifire Weekend Video & information, Cars for Sale, etc. etc. *Please note that that the programme may be subject to change due to unforeseen circumstances.*

#### **ACCOMMODATION**

Because this event is going to be a FULL two-day event, it is anticipated that many members will want to arrange overnight accommodation to avoid missing any of the action. :-

**CAMPING:** On-site camping, two areas have been set aside, one 'in the hub of the action', ie. the 'lively' area and the other the 'quiet' area which is some distance (walking distance) from the main area of the event. Both are level and have water points, the toilet/shower blocks with hot and cold water are again within easy walking distance. Camping is permissible for nights before the event and for Sunday night by prior arrangement (tel: 0462-456315)

**HOTELS AND BED & BREAKFAST:** A list of this type of accommodation has been prepared. Area Organisers should have a copy and a copy can be obtained by writing to the address on the booking form (enclose an SAE). All tastes and pockets are catered for.

**PLEASE NOTE** for Friday evening no site entry is allowed before 5.00pm except by prior arrangement (tel: 0462-456315).

## **FOR FURTHER INFORMATION & GENERAL ENQUIRIES CONTACT JONTY WILD**

### **EVENT ORGANISER**

# **0462-456315** *(fax available on this number)*





## CLUB SERVICES 1990

### CLUB OFFICE

The following services are available from the Club Offices

#### TSSC MEMBERSHIP

£24.00 UK £25.00 EUROPE £28.00 OVERSEAS

#### RENEWALS

£22.00 UK £25.00 EUROPE £28.00 OVERSEAS

#### TSSC REGALIA - MAGAZINE BACK ISSUES

#### TSSC INSURANCE INFORMATION PACK

121B St Mary's Road,

Market Harborough, Leics LE16 7DT

Telephone (0858) 34424

FAX (0858) 31936

### TSSC SPECIAL OFFERS

Telephone 0462 456315

#### TSSC INSURANCE

QUOTATIONS - FOOTMAN JAMES & CO  
TEL: 021 561 4196 (TSSC Insurance)

VALUATION SERVICE — PAM GRIFFITHS  
TEL: 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 Rd, Market Harborough LE16 7DT

#### MAGAZINE COPY DATE

All magazine material must be received by the  
15th of the month prior to month of publication

DEFINITION OF DEADLINE — Last date by which  
copy can be included in the publication,  
assuming space is still available. Always try and  
work well in advance to the deadline.

TSSC PO BOX 28 Market Harborough LE16 7FX  
- TEL 0858 62578 FAX 0858 31936

#### TSSC ACCOUNTS

BILL SUNDERLAND CLUB MANAGER —  
Send to Club Office Market Harborough

## TSSC OFFICERS 1990

#### Technical 4 Cylinder:

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

#### Technical 6 Cylinder:

Peter Gidden Flat 4, 23 Manor Park, London SE13 5QZ  
Telephone 081 463 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 Tel: (0582) 416684

#### Spitfire MkI/II/III

Nick Lord 16 Saddington Rd, Smeeton Westerby,  
Leics. LE8 0QS Tel: (0533) 792810

#### Spitfire MkIV/1500

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

#### Vitesse 1600/MkI/II

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

#### GT6 I/II/III

T.B.A.

#### 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 Tel: (0372) 376661

#### Amphicar

David Chapman 5, Sheringham Rd, Worcester WR5 3RA  
Telephone (0905) 763192

#### Competition Secretaries

T. Lindsay-Dean 42 Gladstone Ave, Feltham, Middx  
TW14 9LL Telephone 081 890 6777

N. Sleightholm 45 Chelwell Road, Tregolls, Truro,  
Cornwall TR1 1LR Tel: (0872) 71361

#### International Liaison

Leon Guyot 5 Kenilworth Ave, Wimbledon, London  
SW19 7LN Telephone 081 947 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 Tel: (0527) 77059

#### Area Liaison

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



**Tel: (0462) 456315**



**AUTOMECH**  
COPPER BRAKE  
PADS SET  
Fully fitted - call now!





**Migmate 110**







**VITESSE**

**All these products and much much more can be selected from the TSSC Offers brochure, Check it out!**