

# 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

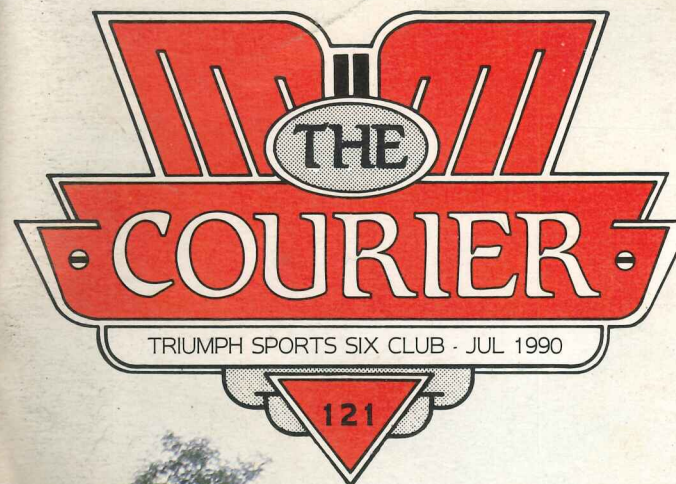
Chrome Wire Wheel Kit -  
4 Chrome Wire Wheels, 4 Splines, 4 Spinners, 16 Fixing Nuts £445.00

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



TRIUMPH SPORTS SIX CLUB - JUL 1990

121







**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.11 No. 121 JULY 1990

Price £1.25 Free to Club Members

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John Griffiths, Jonty Wild, Roland Drew, Brian Waters, Glyn Ridgewell, John Cudmore, Peter Williams, Mike Costigan, Leon Guyot, Nick Lord, Chris Childs, Trudi Squibbs, Dennis Benson, Bill Sunderland, Mike Crewes, John Thorpe.

*Cover Photograph*  
**SPITFIRE 1500 TSSC INTERNATIONAL 1989**

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

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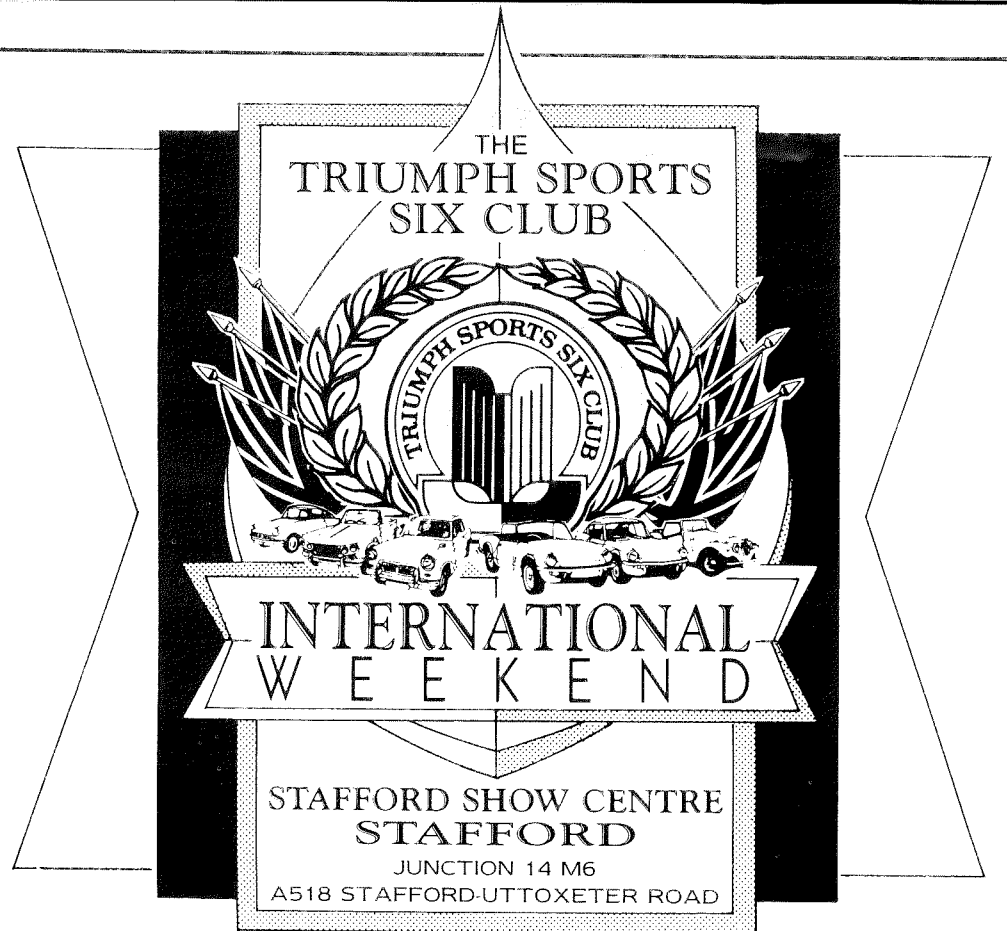


*Spitfire  
1500  
July '89  
Stafford  
England*

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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. ★

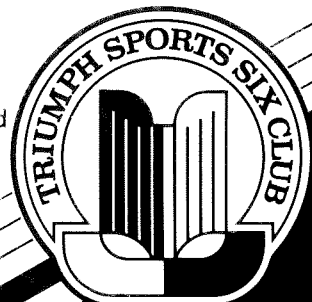


# CALLING ALL TRIUMPH ENTHUSIASTS

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

### CALM BEFORE THE STORM!!

Well just look at what is on in August - Stanford Hall, T.S.S.C. International Weekend, Classic Car Show, Manchester and just in September The International Spitfire Weekend in Holland - priorities - well most have some appeal. Leicester and International Weekend are an absolute must. Much coverage is included in this Courier.

You will note in this month's Presidents Intro comments from the Questionnaire re the Courier Magazine. It's pleasing the positive response we have had and we will endeavour to cover the areas you feel we are neglecting. Turning this on it's head, we would love more technical articles, members rebuilds, it's your magazine contribute if you can.

#### TSSC Premises

You will find enclosed with this Courier a leaflet detailing the financial build up required for the T.S.S.C. to move into it's own premises. Many of you have indicated you will make a donation for this project. Once we have moved, (as we have long outgrown our present premises), it will give the Club a backbone which will contribute to us taking Triumph well into the next century. All T.S.S.C. services will be centralised and possible expansion of services to members will be that much more achievable. Please read the enclosed leaflet, as this is possibly the most important venture the Club will ever make.

#### TSSC Special Offers

As from the 1st July 1990 TSSC SPECIAL OFFERS WILL RUN FROM THE CLUB OFFICES AT MARKET HARBOROUGH — TELEPHONE 0858 34424 - more details next month.

Be On Target With ...

**CENTRAL SPITFIRES**

UNITS 2/6 OVERTON FARM,  
COPPINOOK LANE, HAMMERWICH NR. LICHFIELD  
STAFFS TEL 05436-2214/73401 FAX 05436 73401

## HOT OFFERS FOR JULY!

<p><b>EXCLUSIVE SPITFIRE</b></p> <p><b>REAR INNER WING</b></p> <p><b>GT6</b></p> <p><b>£10.50</b></p>	<p><b>REAR LOWER REPAIR!</b></p> <p>Necessary when fitting rear wing lower repairs</p> <p>Prices + VAT + CARRIAGE</p>
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<p>Copper Brake Pipe Sets ..... £21.50</p> <p>Superior Carpet Sets ..... £49.50</p> <p>Hoods - zip window (orig. quality) ..... £70.00</p> <p>Aluminium Steering Rack Mounts ..... £13.95</p> <p>Fibreglass 1/4 Valances ..... £16.00</p>	<p><b>ENGINES, GEARBOXES, DIFFS., STEERING RACKS, CHASSIS — RECONDITIONED</b></p>
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Top Quality Restored Cars For Sale

**4 INCA YELLOW SPITFIRES**

T reg - 1979 new hood

V reg - 1979 1500

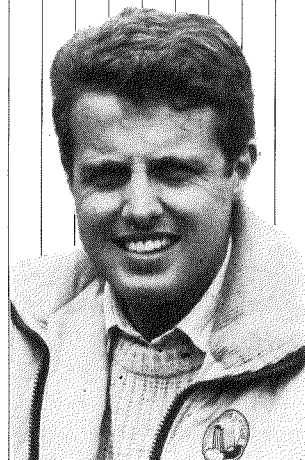
W reg - 1981 1500

T reg - 1979 overdrive

**Ring for details**



# PRESIDENTS INTRO



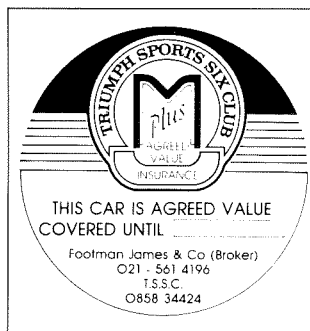
John Griffiths

## IMPORTANT INFORMATION

SOME of you were telling us that you found it a bit of a chore to revalue your car each year. We put this to the Brokers and Dominion who underwrite the scheme.

As a result you will all be pleased to know that it has been agreed that from **1st July ALL VALUATIONS WILL BE VALID FOR TWO YEARS.** This even extends to all current Valuations. So if you had your car valued in say January 1990, you won't need to get it revalued until January 1992 unless you want to do so earlier. This will be particularly relevant if you've done, for example, renovations and or restoration, or prices have increased.

Trying to remember when you need to revalue the car isn't always easy, and this is likely to be more difficult now it's every two years. This was an issued raised by Andy Cook of Essex at the Area Organisers Seminar earlier this year. To help we have designed a very smart colour windscreen sticker (shown here) which enables you to write the date your car is Agreed Value covered until.



Simple but effective. What's more, these stickers will be issued FREE to all members taking out a TSSC Valuation.

Back in February we warned you that at the next reprint of the Valuation forms the price would have to go up. That time has arrived, so again from 1st July both Valuations and Revaluations will cost £12. (inc. of VAT). We've standardised the fee for simplicity which in effect will cost you hardly any more than at present, as you now only have to revalue your car every two years. In future there will also only be one Valuation form which can be used for Valuations or Revaluations. Again, we have taken the opportunity to improve and simplify the form for you. However, please do use up existing forms, if you have any, before asking for one of the new ones. They are expensive to produce!

### SUMMARY

- Valuations and Re-Valuations cost £12 from 1.7.90
- Valuations are now valid for two years
- A Free Colour Windscreen Sticker is supplied with all Valuations

### MISUNDERSTANDINGS

1. Some of you believe that you have to complete the valuation before you can get insurance cover.

*This is not true. You can take out the insurance and complete the Valuation procedure subsequently, so long as you do so within 4/6 weeks. The only proviso, is that your car won't be Agreed Value covered until the Valuation form is signed by the Club.*

2. Some of you think your car will remain Agreed Value covered even though the certificate has expired.

*This is not true. If your certificate is over two years old, your car will not be Agreed Value covered. As soon as it expires, all you can expect is a market valuation which is likely to be considerably lower than that provided by the TSSC.*

### PLEASE CHECK YOUR VALUATION CERTIFICATE NOW TO SEE IF IT IS STILL VALID

If not, complete a Valuation form as soon as possible and send it to me at 6 Chuzzlewit Drive Chelmsford Essex CM1 4XQ. Forms are available on request from the Club Office.

## THE QUESTIONNAIRE

This is the final bit on the Questionnaire results, which I hope you have found as interesting as we have.

### THE COURIER

88% of you enjoy reading technical articles in the Courier

59% read competition articles

80% of you said you always enjoy the Courier

### WE ASKED YOU ABOUT WHAT IMPROVEMENTS YOU WOULD LIKE TO SEE IN THE COURIER

7% said more technical articles (this includes 2% who said more on repairs and basic maintenance)

3% said more renovation articles

3% said more colour photos

3% said more historical articles

3% said more Area input

2% said more GT articles (Please note we are currently advertising for a new GT6 Marque Register Secretary - any takers!)

1% said larger format

### TSSC SPECIAL OFFERS

37% of you said you buy from the Club and a further 49% said you intend to buy.

54% of you found Special Offers good value for money (39% didn't answer probably because they haven't yet used the service).

### TSSC REGALIA

38% of you have bought Club Regalia, and a further 34% of you intend to do so. (Look out for the Regalia shop at the Club's International at Stafford on 10.11, 12 August).

21% of you never buy Club Regalia.

### WE ALSO ASKED THOSE OF YOU WHO HAVEN'T BOUGHT REGALIA TO INDICATE WHY

4.5% of you said you didn't think it was particularly stylish.

3.5% said they couldn't afford it.

2.5% said it was trashy, naff, disgusting, cheaply made & overpriced.

82% left this question blank.

### TSSC CAR INSURANCE

60% of you said the Club's insurance scheme was either excellent or good value for money.

10% said it was poor value but these mainly consisted of Bond and Special owners where Insurance often appears expensive.

31% didn't comment probably because they haven't yet come into

the scheme.

35% of you said you insured through the Club scheme and a further 41% of you said you intend to do so.

21% of you said you would also insure your modern car. (This figure is low because many of you only have Triumphs or if you do have a modern car it belongs and is insured by your employer.

36% of you have your car valued by the Club and a further 30% of you intend to do so.

It looks like that we could have around three quarters of all members in the Insurance Scheme in the near future. At our meeting with Dominion referred to above, we have again been pushing to enhance still further service and the overall competitiveness of the Scheme. Given that 60% of you already think it is good value this can only be very good news all round.

Not only are you getting a good deal, from a first class Insurance Company, and the comfort of TRUE Agreed Value Cover, but also each time you pay your premium a small part comes back to the Club to help us run the organisation.

### OF THOSE WHO HAD BEEN INSURED THROUGH THE CLUB'S SCHEME BUT WERE NOT LONGER, WE ASKED THEM TO COMMENT WHY

Only 3% gave an answer which included, bad service, not competitive, total rip off, irritation at revaluation fee and procedure, failure to notify policy expiry date, lack of money, car off the road and reconsidering.

### NATIONAL MAGAZINES

Over half of you voted Practical Classics as the magazine you read regularly. The others were less popular and all turned in similar results.



## VITESSE CONVERTIBLE



No this isn't mine. This superb example belongs to I. Sinclair. Progress with mine is slow! I've got it taxed, got the heat shields fitted and on Tuesday it goes in to have a new Tonneau fitted, supplied by TSSC Special Offers.

It still seems to be running very hot for some reason though, so it looks as though a new Kenlow fan will have to be ordered! To overcome the problem of petrol vapourisation with SU carbs, one member kindly telephoned to suggest I wrap the float chambers in kitchen tin foil. He said this isn't very attractive, but effective as the tin foil reflects the heat which is aggravated by the performance exhaust manifolds!

I hope you've all got the Club's International Event in your diaries. It's only 6 weeks away now.

**STAFFORDSHIRE COUNTY SHOWGROUND 10, 11 & 12 AUGUST**

Question - how do you turn a mad cow into a drowned rat?



Answer - take her to 'it's a Knockout'

# SH.....

Don't tell Sid about SOUTH HERTS B.B.Q.

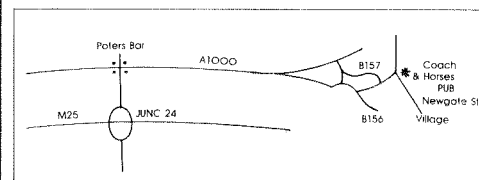
18th August 7 p.m. till 11 p.m.

LOTS of lovely nash

REAL Music from the REAL CAR ERA

REAL Ale and Low Alcohol for the Driver

GET STUFFED for £6...BUT..DON'T TELL SID!



PHONE RICHARD NOW  
FOR TICKETS - 081.807.8023



## What's on next

## July/August/September 1990

### N A T I O N A L E V E N T S

#### 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 - THE TRIUMPH SPORTS SIX CLUB INTERNATIONAL WEEKEND, Staffordshire County Showground, Stafford, Staffs. (Jn14 M6, then A518) - Jonty Wild, 0858-34424.



#### SEPTEMBER:

Sat/Sun 1 & 2 - TSSC organised trip to the INTERNATIONAL SPITFIRE WEEKEND, Arcen, Netherlands - Irene Fussell, 0462-456315.

### R E G I O N A L E V E N T S

#### JULY:

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

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

#### AUGUST:

Fri/Sat/Sun 3, 4 & 5 - The WITTON CASTLE CAMPING WEEKEND - Wotton Castle, A68 5 miles north of West Auckland. - Jim Bell, 091 373 1353.

#### SEPTEMBER:

Sat/Sun 15 & 16 - The BOND EQUIPE WEEKEND - Sheffield area, venue TBA - Peter Jacklin, 0733-232818.

### I N D O O R S H O W S

#### AUGUST:

Sun/Mon 26 & 27 - The NORTHERN CLASSIC CAR SHOW, G-MEX Centre, Manchester - Jonty Wild, 0858-34424.

### O U T D O O R S H O W S

#### JULY:

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

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

#### AUGUST:

Sat/Sun 4 & 5 - The WOODVALE INTERNATIONAL RALLY, Woodvale, Merseyside - Tony Whitby, 051-425-2287.

Sat/Sun/Mon - 25, 26 & 27 - The TOWN & COUNTRY FESTIVAL - The Royal Agricultural Showground, Stoneleigh, Kenilworth, Warks. - Dennis Benson, 0527-77059

Sat/Sun/Mon 25, 26 & 27 - The DOUNE CLASSIC CAR SHOW, Doune, Stirling, Scotland - John Malcolm, 0292-56624.

**OVERSEAS EVENTS - TO WHICH WE HAVE BEEN INVITED:**

#### AUGUST:

Wed to Sun, 1 to 5 - The TRIUMPH NATIONAL CONVENTION, Boulder, Colorado, USA - A Rocky Mountain Triumph Club event - Jonty Wild, 0462-456315.

#### SEPTEMBER:

Sat/Sun 1 & 2 - INTERNATIONAL SPITFIRE WEEKEND (Triumph Spitfire Club), Arcen, Netherlands - TSSC organised trip - Irene Fussell, 0462-456315





# COP SHOP

Mike Crewes

Calling all  
convertible  
drivers.....

**N**OW summer is here and many of us are going topless, I thought it might be appropriate to remind you of the following. For long term members, I apologise for repeating it again, but it still needs saying.

On a nice day, in any part of the country, you will see hundreds of convertibles with their hoods down. So far so good. You will also see a handful of lunatics sitting on the backs of the seat with their feet on the seat. It's great to feel the air rushing past you. There's nothing holding these 1 1/2 cwt. (12 stone) projectiles to the car. There is somewhere around a 70% chance that you may be killed.

It is the driver's responsibility to see that his passengers are correctly seated, no one elses. As was stated, it is an offence to have any person seated in such a position that danger is caused to any person in, or on the vehicle or on a road. Regulation 100 Road Vehicles (Construction and Use) Regulations 1988, if you cannot see clearly to the rear of your car, this may be an offence. This depends on how clear a view you have.

Regulation 100, it is also an offence to have a load that is not secured to the vehicle. If it comes off at all whilst you are on a road, you commit an offence; beware when carrying spare parts. It also applies to loads inside the vehicle if they are likely to endanger anyone inside the vehicle.

It is also worth mentioning your load must not overhang any part of your vehicle. Yes, I know everyone carries ladders on their roofs; strictly speaking it is an offence and it depends on how your local Police view the matter.

All of the above also applies to trailers, so there is no getting round it.

A word to Spitfire owners: your car is built for two people, I know the squab behind the seats is big enough for a third person, I have used it myself but you are upsetting the weight distribution of your car and committing an offence under these regulations. Your insurance company may cancel your insurance if you are involved in an accident with three people aboard, as it may be argued (depending on how the accident happened) that

because the weight distribution was upset, this may be one of the causes of the accident. By the way, if you want to carry a large load that overhangs your vehicle, contact your local Police for a permit.

## Are you towing a trailer this year?

Whilst towing a trailer you must not exceed 50 mph on national speed limit roads (60 mph dual carriageways) or any other speed limit in force.

If the trailer has no brakes of its own, the trailer's maximum gross weight (fully laden) must not exceed 750 kg OR half of the towing vehicles weight, whichever is the smaller. For kerb weight refer to the Owners Handbook.

Now a couple of updates:

Regarding Section 7 Motorway Traffic (England and Wales) Regulations 1982 (see Courier October 1989). The Association of Chief Police Officers (AC-PO) have recently reduced the time that a vehicle may be left unattended on a motorway. Their recommendation is to reduce the time limit from 4 hours to 2 hours. Most Police forces have now adopted the 2 hour limit; be warned, do not leave your car unattended on a motorway for more than 2 hours or it will be removed to a Police Car Pound and you will have to pay the removal fee. If the vehicle is in a dangerous position it may be moved immediately.

Regarding the new Driving Licences from 1st June 1990 (yes, it finally happened). If you hold a PSV or HGV Licence you will not now get the equivalent in the other vocational type. Bad news I'm afraid for those of you who had one and wanted the other. Secondly from 1st June, 1990 learner motorcyclists riding solo motorcycles may NOT carry ANY PASSENGERS AT ALL. This means that if you have a full motorcycle licence you may not ride pillion to a learner. This has been poorly publicised so remember you saw it here first!!

## COP SHOP - Dutch Branch

Dear fellow members, Mike asked me to write an article on Dutch Motoring Law as it affects visitors, for all of you who will show up on the International Spitfire Weekend over here.

Well, to be honest there is not much to tell you, as most civilised countries respect each others law. Sometimes a country tries to enforce their Law on visitors, but in vain. The Germans for instance did not succeed in forcing all of us to travel on their Autobahn with first aid kits containing rubber (anti-aids) gloves. So have no fear in this respect.

If your car is road legal at home (valid tax, insurance, MOT) it is all right over here. It might be advisable however to mount a left door mirror. You should also mask the asymmetric part of your headlamp lenses with tape, so that you won't dazzle oncoming traffic. Lenses are ground in such a way that on dipped beam you don't just have a flat topped beam in front of you; you'll notice that the half on your nearest verge shines further away. A sharp triangle of masking tape on each lense will cancel this smart invention. The problem is, as you will notice soon enough, that the nearest verge you used to know, will be at the wrong side of the road on the continent.

This brings me to another rather interesting point: You're used to driving on the left, right? Right, well it's quite right to drive on the left at home, but right here you should leave left and drive right, right? (Thank you John). It may sound a bit creepy but you'll soon realise that it is not really a problem. I found out that the first time you drive on the wrong side of the road, you'll make no mistakes. Later, when you find it is not a frightening as you thought it would be, it's time to be cautious; especially on lonely country roads (which you won't find in this overcrowded country) and on making turnings.

Then on to a few other differences in traffic: First we split our traffic into 'slow' and 'fast'. Slow traffic are bicycles and mopeds, the latter to be distinguished from a full size motorbike, sometimes only by it's yellow or orange little shield at the front wheel. On 'equal' roads slow traffic should give way to fast traffic (cars etc). Apart from this you should give way to all 'fast' traffic coming from your right, even if you are on a three lane road and the bloke from the right comes from a minor road. Traffic on roundabouts has NO priority! As you can drive these 'the wrong way' around, you'll see that on a continental roundabout all traffic comes from the right! These rules can of course be over-ruled by signs that indicate priority per crossing (you're familiar with these); or for the whole road (an orange quadrangle balancing at one point). Speed limits remain the same throughout Europe but outside the UK they are shown in KPH. **NNS**

If you have a query or topic of Road Traffic Law write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN enclosing a stamped addressed envelope please. Remember help is only 30 pence away.

# ATTENTION

All people attending the Leicester National and TSSC International in August.

## The Derwent Valley Area ANNUAL BARBECUE TUESDAY 7TH AUGUST

The Derwent Valley Area traditionally has a BBQ every year, but this year it falls right between the Leicester National on the 4th and 5th August and the TSSC International on 10, 11 and 12th August.

So this year we are throwing the event open to all members who want to make it a Triumphant week.

If you are travelling a long way and planning to stop in the area for the above two weeks, then why not pop over to our Area BBQ at our usual meeting place, The Bridge Inn, Eaton Bank, Duffield. There will be the usual BBQ fare and friendly faces. All local members are also obviously welcome. Starts 8.30 pm.

So that we can have some idea of numbers, if you are interested, please let me know. Either give me a call on Derby (0332) 880919 or return the form below to: **GREG TAYLOR (A.O.), 4 RYKNIELD HILL, DENBY, DERBY. DE5 8NW.**

I would like to attend the Derwent Valley Area BBQ.

Name: .....

Car: .....

Address: .....

No. of people: .....

If you would like local details of where to stay, please tick box ☐

Duffield is on the A6 north of Derby. To find the Bridge Inn, turn off the A6 just south of Duffield, opposite the Kenning garage, signposted Little Eaton. The Bridge Inn is about half a mile down that road on the banks of the river Derwent.



# CAMBRIDGE TRIUMPH SPARES

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

## JULYS SPECIAL OFFERS TO TSSC MEMBERS - ALL PARTS BRAND NEW

### 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 —

Spit IV/1500 GT6 III	
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

### HEATER HOSE SETS —

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

### TRIM & RUBBER SEALS —

Herald/Vitesse	
Window Channel .....	£7.50
Windscreen Seals .....	£16.00
Draught Excluder from .....	£9.50
Doorglass Weatherseal .....	£7.50
Siderail Seal Convertibles .....	£3.50
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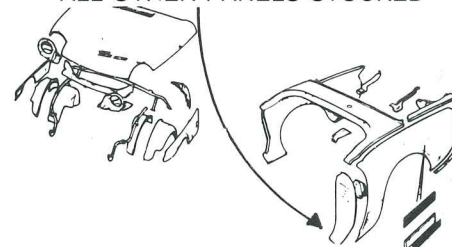
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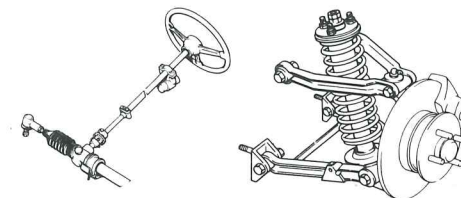
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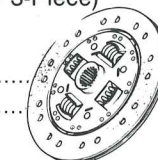
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MASTER CLASS 12.00 noon - 1.00 pm CONCOURS D'ELEGANCE 1.30 pm - 3.00 pm  
CONCOURS D'ETAT 3.15 pm - 4.30 pm PRIZE PRESENTATIONS 5 pm

**RULES:**

**CONCOURS D'ELEGANCE** All Club (TSSC) cars parked on the Riverside area will be deemed as entered into this preliminary stage. Judging commences at 1.30 pm and NO LATE ENTRIES WILL BE CONSIDERED. Owners of cars who are seriously competing are advised to be with their vehicles for this adjudication as locked and unattended cars may be overlooked. The Judges will select cars of each Club marque which in their opinion, merit further scrutiny in the six classes of the Concours D'Etat. Cars being advertised for sale may be excluded at the Judges' discretion.

**CONCOURS D'ETAT** Owners of cars selected in the Concours D'Elegance will be asked to bring their cars forward for further adjudication. Only INVITED cars may enter this stage of the Leicester Concoours. Each car will be judged on its individual merit in its own marque class, whether Original, Modified or Embellished & the Judges' decision shall be FINAL & ABSOLUTE.

**MASTER CLASS** Class Winners only from the previous (3) three years are eligible to enter this class (Master Class qualifiers cannot enter any other class).

**QUALIFIED ENTRANTS FOR 1990 MASTER CLASS ARE: MASTER CLASS 1990** FROM 1987: Sid Jensen - Vitesse MkII - VHV 814G Signal Red, David Cox - Herald 1200 - MJO 51F White, Ed Marriott - Bond Equipe - HCL 777F British Racing Green, Steve Meer - Spitfire 1500 - JHP 740V Vermillion, D Jefferies - Moss Malvern - GPF 110C Red.  
FROM 1988: Lawrence Kohler - Vitesse II convertible - 851 KOK Jasmine, Nigel Ellis - Marlin Roadster - Q407 UDE Triumph White, Richard Farrin - Bond Equipe GT4S - EJU 686C White, Brian Staines - Courier Van - 6595 KX Pale Blue, Jim Carter - Herald 13/60 estate - OHR 309H Slate Grey, John Thomason - Spitfire 1500 modified HRM 400N British Racing Green.  
FROM 1989: M Heeley - Burlington SS MkII - WOG 816H Ivory, Keith Dungworth - Equipe 2L MkII conv - NJA 7391G Cream, Jonathan Dale - GT6 MkII - RDB 392H Signal Red, Victor Thompson - Spitfire MkIV - ULT 922M British Racing Green, Bryan Grace - Vitesse MkII con. - OFC 845H White, Viv Colenso - Herald 13/60 convertible - KRO 202G Wedgewood.

**PAST MASTERS (Non-Competitive):**

1986 - Sharon Espin - GT6 MkIII - PUO 716M 1987 - Mike Fothergill - Moss Roadster - RNX 603F  
1988 - Paul Espin - GT6 MkIII - SEG 567 1989 - Jim Seward - GT6 MkIII - UTE 620L



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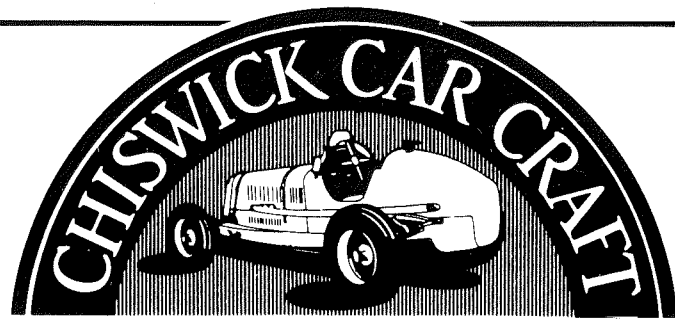
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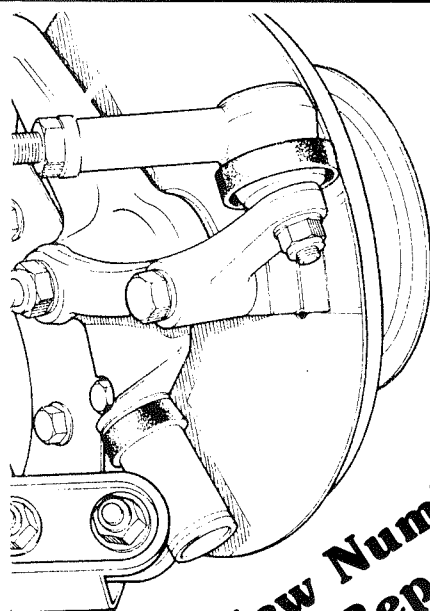
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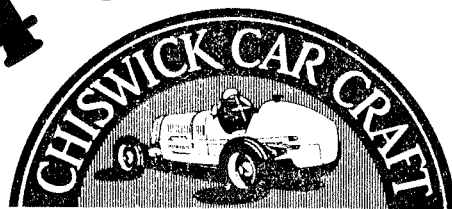


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**Andy Bonner**

**T**his month's feature car belongs to Les & June Wrighton. A 1600cc Saloon first registered on the 1st January 1963, finished in Lichfield Green with white stripe. When bought the car had been standing for three years, a new fuel pump and attention to the horn were all that were required to get through the dreaded MOT.

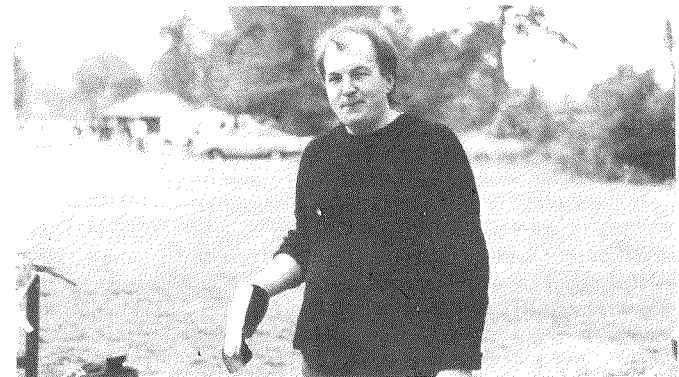
Unfortunately, BWC 794 has been off the road for the last six months due to a Volvo driver running into the boot. There must be something about these Volvo drivers as the same thing happened to our Spitfire a few years ago. Hope you get it back on the road again soon.

## Vitesse/Herald rear over-riders

Many of you will have seen the advert last month for rear over-riders for the Vitesse (and Herald) these are being re-manufactured by Six Spares, 134 Heath Road, Twickenham, Middlesex, mail order telephone 081 892 0141 - 11am - 5.30pm. The price complete with fitting kit and rubber strips is £58 per pair plus VAT they should be available as this issue goes to print.

Bill (Six Spares) has stuck his neck out and put up the money for new tooling to be made so that the over-riders can be pressed out as per original. If successful with this venture he will fund further re-tooling projects, possibly bonnet tops or front valances, but he has to start showing a profit on the over-riders first.

As BL Heritage are obviously not interested in the Vitesse/Herald range it is good to know that someone is trying to improve things.



The above photo shows Bill modelling his latest line at the SEM 1990.



Incidentally, I have been reliably informed that the original press tools for the overrides still exist, but due to internal fueding within the Heritage organisation they are unlikely to ever surface.

## Concours

Having just received my June issue of the Courier, I was interested to note the replies to the Club Questionnaire, particularly the preferred events of which the highest percentage, 36% preferred concours.

At the SEM '90 I was asked to judge the Vitesse section of the concours. Something that I have never done before, although I expect many of us walk down a line of club cars and pick out our own favourite at most of these events. After much deliberation I placed Sid Jensen's Mark II convertible VHV 814 G in first place with Geoff Titler's Mark II convertible a close 2nd, they are shown side by side in the photo.



However, I was a little concerned at the lack of guidance given regarding the judging criteria. If concours is the most popular club event, and given that the entrants take these things very seriously, then I do feel that we should have a stated policy on what is required on "our" concours cars. I am sure that the entrants would welcome a club statement on this, they would then know what type of finish they have to achieve to be successful. This comment does not apply to the International Weekend as I believe that all the necessary concours information for this event is available via Dennis Benson who's address is at the back of the Courier.

At the same event I overheard a couple of people discussing the overdrive badge fitted to AYY 343 H. As you can see from the photos it is of a different type to that normally fitted on the Mark II's. This badge is the type that was supplied if one ordered an overdrive conversion kit for the Mark II, and as such is a genuine and correct Triumph fitting. The following photos show the two different types.

### Stolen Car

My old Mark II convertible DGW 855 H has been stolen from it's new owner in London. It is signal red with black interior, no carpets. There are quite a few distinguishing features on this car as follows: tatty Mark I bonnet, black rockerbox cover, tow bar, copper brake pipes, except the one that runs under the engine, new radiator, repaired (and still in primer) front seat mounts, repaired exhaust manifold ie. two bolts replacing broken studs. If you are offered this car or you think that it may be being broken up for spares please contact me.

Message to John, please get back in touch with me concerning the above.

### Wanted

Simon Taylor is looking for a Mark II estate. It doesn't have to be an original car (very scarce). A well constructed conversion would be fine. Please contact him direct if you can help. Simon Taylor 54 Cromford Road, London SW18. Tel: 081 870 1832.



## WANTED — project - history - whereabouts

Early Spitfire seats (Mark I to III), I have for exchange a brand new Spitfire Stanpart radiator or I can even pay cash. My address is at the back of the Courier, please contact me if you can help. Andy Bonner

1) History required - Vitesse Convertible 2 litre Mark I, first registered 01/09/68 commission number HC 11485CV, registration number OOT 426 G. Mick Leonard, 47 Brown Berrie Avenue, Leeds LS18 5PW, Tel. 0532 588440

2)Whereabouts required - Andrew Scott is trying to trace the present owner of Vitesse 2 litre Mark I convertible blue with a white flash, registered FYJ 672 F, it was his old car. He can be contacted at Scott (Claver House) Limited, Myreton Garage, Tealing, Dundee DD4 OPP, Tel. 082 621 370.

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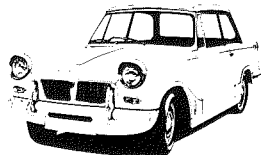
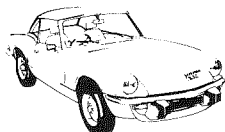
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Nick Lord

**N**EXT month I will publish the times you will be able to meet and talk to the various register and competition secretaries at the International in August.

With the various shows including concours competitions now upon us I am writing this month's article on a newcomers guide to preparing for concours competitions. (how's that Vitesse Sec.) Basically, your car is either standard or modified and this will determine which section you enter. As to the actual condition of the car itself, the following is what I personally as a judge would, and have, looked for.

### EXTERIOR

1) Check for originality of panels. If there are replacements, check authenticity. Look at fitting of boot lid, doors and bonnet for correct lines and spacing.

2) All rubber work and seals should be in good condition.

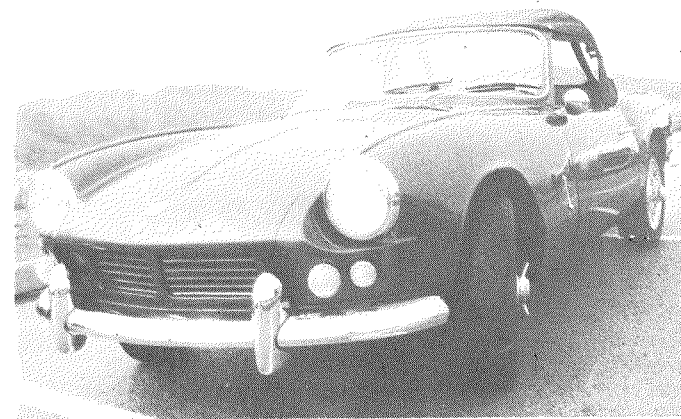
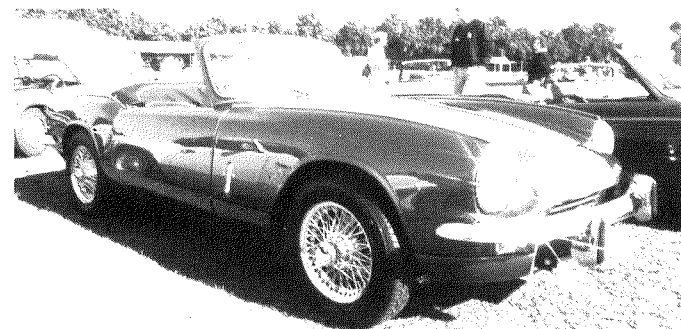
3) Paintwork should be an authentic colour with an absence of crazing, scratching, stone chips, etc. There should be no overspray onto chrome or in the engine bay.

4) The soft top and tonneau should be authentic, fit correctly and be free from rips and tears.

5) Chromework. Again this should be authentic and free from any corrosion.

6) Wheels should be of the correct type and size, as should the tyres. Obviously scratches and chipped paint will result in lower marks. The whole of each tyre should be checked for cleanliness, tread, general condition including the valve. Don't forget your spare.

7) Glass should be free from pits, chips, scratches, finger prints.



Bulbs should be correct and identical in sealed beam units. Don't forget interior clocks - many a finger print has lost a competition!



## CHASSIS

The chassis should be clean and free from rust and filler. Shock absorbers should be original equipment or original replacements. Naturally the chassis should not be twisted, cracking or rotting.

## THE INTERIOR

Basically, everything in the cockpit should be free from dirt, fingerprints, scratches, tears, etc. Equipment should be original. You will lose marks for colour fading, changes and non-original replacements. Do not forget the underside of the soft top, backs of seats, under carpets, etc.

## BOOT

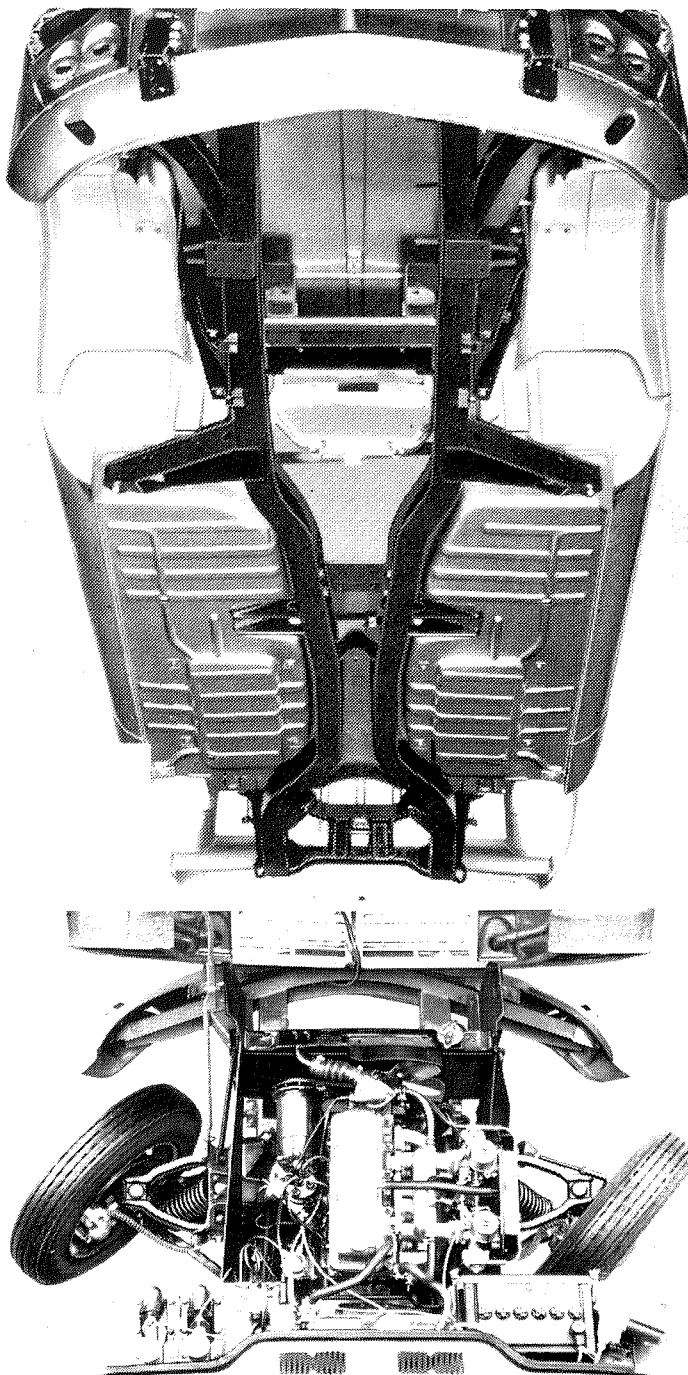
Again, all should be original and clean. The spare wheel should be the same as the others. Any wheel covers as specified as original equipment should be present, as should the tool kit, jack, hammer (wire wheels), owners handbook and MOT certificate (uncreased).

## ENGINE BAY

As I have said before, there is no excuse for a dirty engine bay on any car. A concours entrant should have it as clean and shining as the rest of the car. Rust and oxidation on exhaust manifolds and pipes will lose marks as will dirt or anything not in pristine condition. This includes battery hold-downs, wiring, hoses, dash seals, radiator, petrol, clutch and brake pipes, fan, air cleaners. Accessories such as dynamo, starter motor, carbs, should be clean. Obviously there should be no oil leaks or discolouration of paint anywhere.

## MECHANICAL

1. Wipers and washers should work and blades and arms should be original.  
2. Horns should work and be electric. Air horns were never fitted ex-factory. If air horns are fitted then the original electric



horns must be present and function.

3. All lights must function correctly.

4. Finally, the car should start and run **easily** i.e. without prolonged cranking.

So, in a nutshell, that is what I would look for in an original concours car.

I am worried that many of you may give up on concours entrance simply because of the enormity of the job. Don't let it. Have a go - it's the only way to learn - and don't worry if it's impossible to get your car toally clean - you can still do well even if you do drop a few (or a lot of) marks. If you have non-original equipment you can decide whether it's worth entering a modified class or just losing a few marks for some non-original equipment by entering the original class. Also, don't forget that many competitions will have classes such as 'original working' and 'unrestored'. Good Luck! Next month I shall let you into the secrets of original equipment and optional (factory) extras.

Reading through last month's report, I have noticed an error in checking the clutch. Indication of heavy wear is when the 'bite' is at the bottom i.e. little pedal travel, not at the top of the pedal travel.

Two moans, I'm afraid. Please, please send an s.a.e. with your letters. If you don't, it means my answer gets to you much later as those without stamps I send via the club office, usually once a month when my wife takes a pile in. That is why questions without s.a.e.s usually take up to a month to be replied to.

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My second moan is 'phone calls. I am more than happy to give help over the 'phone to Mk.1, 2 and 3 owners, but not 1500 owners. Of approximately ten calls per night, roughly half of these are from MkIV and 1500 owners. I have neither the reference material, the experience of working on the cars or the inclination to offer advice, as you could be blocking the line for a Mk.1,2 or 3 owner. Please, please use the Mk.IV/1500 secretary. Thank you.

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Thank you for your enquiry re: \_\_\_\_\_

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We have researched the records and have the following information on your car:

Car/chassis number \_\_\_\_\_  
 Engine number \_\_\_\_\_  
 Body Number \_\_\_\_\_  
 Specification \_\_\_\_\_  
 Colour, exterior \_\_\_\_\_  
 trim \_\_\_\_\_  
 hood (top) \_\_\_\_\_  
 Date(s) built \_\_\_\_\_  
 Date despatched \_\_\_\_\_  
 Destination (dealer) \_\_\_\_\_

Other numbers (where recorded) \_\_\_\_\_

Details of equipment (where recorded) \_\_\_\_\_  
 Disc Wheels \_\_\_\_\_  
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Your payment of £5.00 research fee received with thanks.

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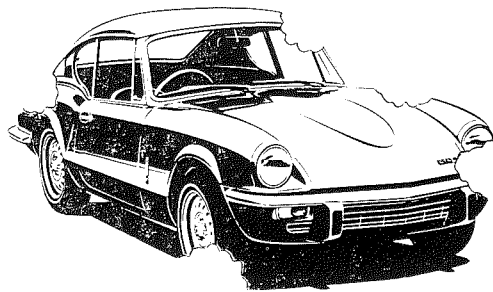
Many of you are interested in tracing the histories of various reference numbers and equipment supplied to your cars. You will get a detailed report on your car by writing to:

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Enclose all the information you can. The fee was £5.00 but I believe this to have gone up to £10.00.

# TSSC INTERNATIONAL WEEKEND 11/12 AUGUST

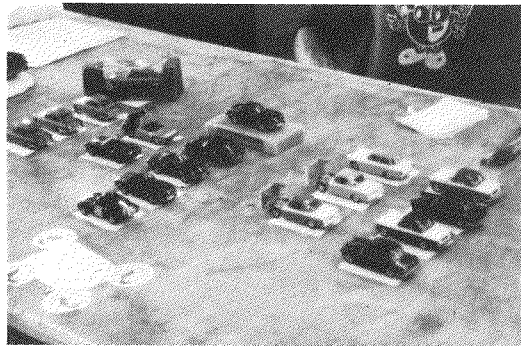
# Get Involved!!



## DINKY CONCOURS

Last year saw some superb dinkies and kits entered, but a lot of people said they hadn't brought theirs as they didn't know the Dinky Concours was being held. This is an **ADVANCE WARNING**. So get your dinkies out and get polishing (you can't get arrested for it) and don't forget them for Sunday 12th August at Stafford.

We want **QUANTITY** as well as quality this year.



## EDIBLE CAR

As a result of the response to the Questionnaire given out at last year's International, we have decided to hold a competition to create.....'An Edible Car'. Entries should depict a 'Club' Car, size should not exceed 12" x 6" x 6".

After the Judging and Prizegiving the entries will be auctioned, the proceeds will be given to the Club's chosen Charity.

Dave Beardsley



Dinky Toys No. 189 .

## FREE TO ENTER

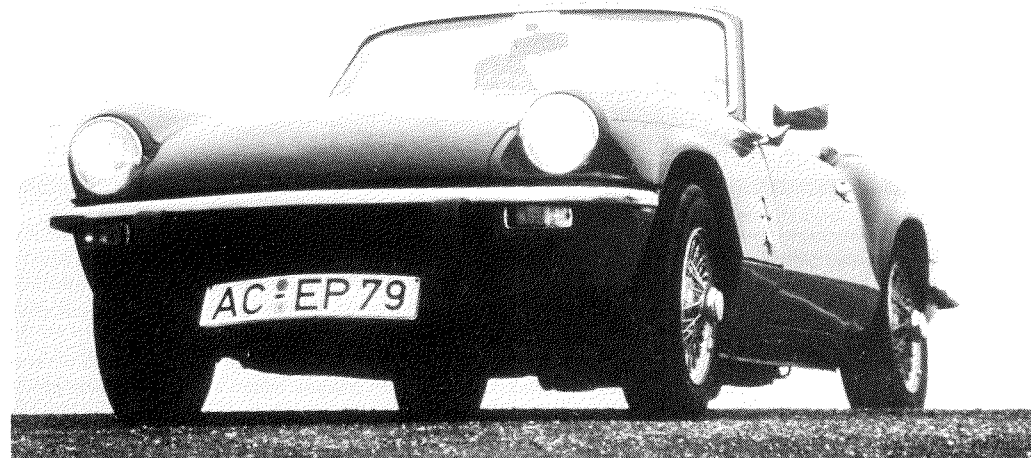
Three classes. Trophy for each class.

1. Original unrestored dinky/corgi
2. Restored dink/corgi
3. Kits/Models (includes plaster models)

All cars must be **TRIUMPH**.  
Maximum entry 3 cars per class per person.

10 am - 4 pm Sunday entries accepted until half an hour before judging time.

Ashley Roberts



## SPITFIRE IV John Thomason 1500 REGISTER

This month we start with a very nice looking 1976 Red Spitfire 1500, owned by Ernst Puritz of Aachen, West Germany. Ernst says that the car is very reliable and gives a great deal of pleasure, unmatched by any modern car. I quite agree!

### A Final Plea

Thank you to the few members who have offered to take part in the Spitfire display at this year's International at Stafford on 11th/12th August. However I still need examples of the following cars:-

1. 1972 Spitfire IV with black plastic dash.
2. 1975 N reg Spitfire 1500.
3. 1976 P/R reg Spitfire 1500.
4. 1977 S reg Spitfire with TR7 style steering column.
5. 1979 V/W reg Spitfire.

**Please help if you can.**

## Nice N' Cool

Well summer is well and truly here and I am sure we're all making the most of it in our Spitfires. Unfortunately the hot weather does bring with it a number of problems, in particular overheating Spitfire 1500's.

Where does all that heat come from? When the engine burns fuel, something like only 30% of the energy released is converted into useful power at the flywheel. For the Spitfire 1500 that 30% represents 71 b.h.p. so what happens to the other 70% of the energy?

Well about 20% ends up down the exhaust pipe in the form of hot exhaust gases. 10% is lost in the form of engine friction, which ultimately manifests itself as heat which is transferred to the engine oil. Another 10% is converted to mechanical energy and used to drive the engine ancillaries such as the oil pump, alternator and engine fan etc.,

The remaining 30% remains as heat which is transferred to the walls of the cylinder head and cylinder block. Some of this heat is lost by conduction to other parts of the engine, some is transferred to the oil as it passes around the engine and a small proportion is lost by radiation and convection from the engine's external surfaces. However, the majority of the heat, approx 25% is carried away by the cooling system. That 25%, equivalent to 59 b.h.p. at full power, or 44 kw electric fires under the bonnet, means that the cooling system has it's work cut out!

Obviously the larger the engine, the greater the heat output, eg 38 kw for the 1300cc Spitfire compared to the 44 kw of the 1500. Even so it is interesting to note that the cooling system or size of radiator didn't change between the 1300cc Mk IV and the 1500cc Spitfire 1500. This goes some

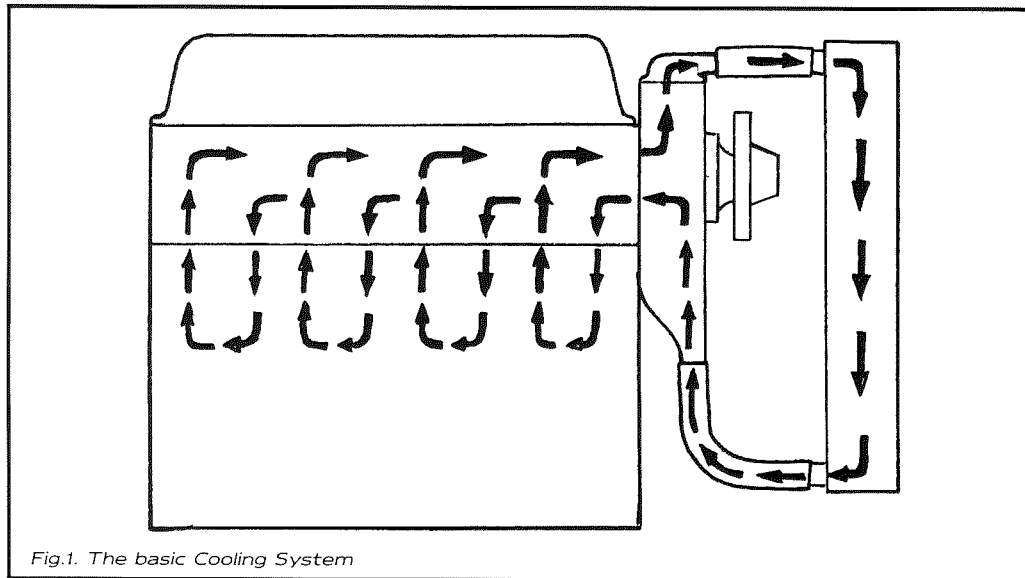


way to explaining why the cooling is so marginal on the Spitfire 1500. Another point to ponder is why the Mk 1 and Mk 2 1147cc Spitfires were fitted with larger radiators than the Spitfire IV/1500?

## The Cooling System

The function of the cooling system is to *maintain* the engine at it's most efficient operating temperature. The engine operates best at high temperatures, but if allowed to run too hot, then the engine oil starts to break down. If the cooling system over cools the engine, then it's thermal efficiency is reduced, air/fuel combustion is incomplete and the engine may run roughly with poor economy and increased exhaust emissions.

The cooling system functions as follows: Cold water is drawn up the radiator bottom hose by the water pump and into one side of the cylinder head, Fig 1. It then passes down into the engine block and then back out into the other side of the cylinder head, absorbing heat from around the cylinder bores and valve seats as it goes.

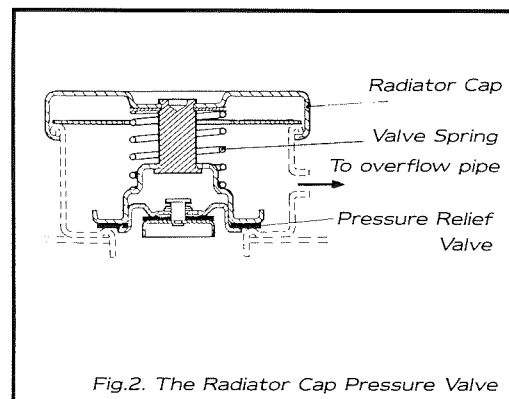


The water continues to be heated in the cylinder head, until it reaches approx. 82°C, when the thermostat opens, allowing the water into the top hose and out into the radiator. The radiator cools the water and the cycle is repeated.

Because the system is sealed, as the water heats up it expands and pressurises the system. Increasing the pressure of the water increases it's boiling point, thereby allowing the water to reach a hotter temperature before it turns to steam. The greater the temperature difference between the hot water and cool air passing through the radiator, then the greater the heat transfer and hence efficiency of the radiator.

To prevent the system becoming so pressurised that seals and radiator hoses start to leak, the radiator cap is fitted with a pressure relief valve, Fig.2. At a preset pressure, controlled by the size

of the spring, the relief valve lifts, allowing excess pressure to escape down the radiator overflow



pipe. On the Spitfire IV/1500 the radiator cap pressure is set at 13 ib/in<sup>2</sup> at which pressure the water is at a temperature of approx. 120°C - 125°C.

### The Radiator

The function of the radiator is to dissipate the heat from the coolant passing through it. The radiator comprises a large number of vertical tubes collectively known as the core, down which the coolant passes. As air passes between the tubes it absorbs and carries away the heat. To increase the surface area over which the heat can be absorbed thin cooling fins are added to the tubes.

Air flow through the radiator is produced by 2 methods. At speeds above 30-40 m.p.h. the forward motion of the car causes air to be rammed through the radiator, providing all the cooling air that is needed. However, at lower speeds or at idle, another method is required to draw air through the radiator. Hence the engine fan, which on the Spitfire is fitted to the water pump pulley.

### The Engine Fan

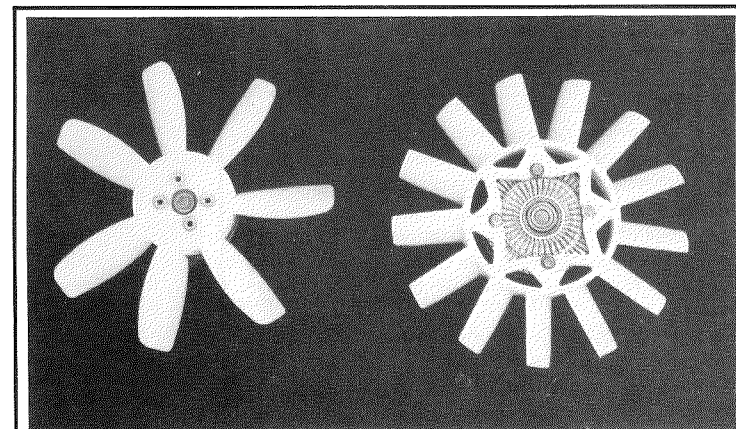
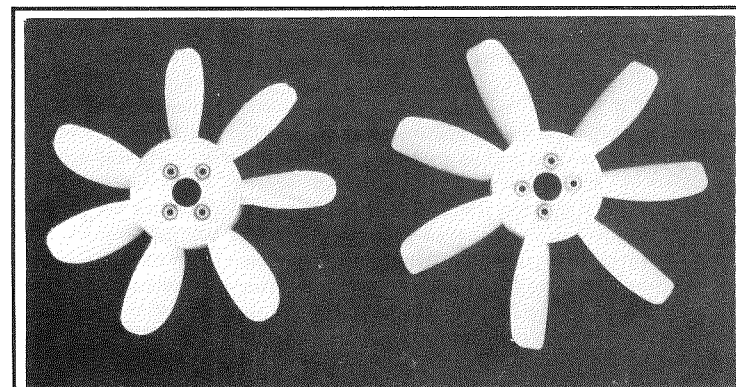
Spitfire IV's and 1500's up to commission no's. FH 105734 are fitted with a fixed direct drive engine fan. It has the disadvantage that the cooling effect is directly proportioned to engine speed, ie small at idle or slow vehicle speeds whereas at high vehicle speeds when we can rely on the forward motion of the car for the required cooling, it is producing it's maximum cooling effect. However, it does have the advantage of being cheap and simple.

The fan is manufactured from plastic to reduce weight. In the case of the Spitfire IV the fans are usually orange in colour, very occasionally light green, whereas Spitfire 1500 fans are white and larger in diameter (318mm against 292mm) giving slightly better cooling, Fig.3. As a point of interest, have you noticed that the fan blades are not equispaced, Fig.3. This is to reduce harmonics and fan noise.

Spitfire 1500's after commission number FH 105734 were fitted with a "Torquatorl" fan drive unit, Fig.4 whereby the fan is not directly connected to the water pump pulley, but via a 'Holset' coupling, more commonly known as a viscous coupling. The coupling works in a similar manner to a torque converter and limits fan speed above a certain engine speed.

At low engine speeds the coupling locks up and the fan is driven like the earlier fixed drive fan. However, as engine speed increases the viscous coupling begins to slip, such that above a certain engine speed the fan is no longer driven and cooling is provided by the forward motion of the car.

This type of fan drive has the advantage of reducing fan noise and engine losses at high engine speeds. However, the disadvantage is that the unit is expensive to replace. Unfortunately the coupling bearing is prone to failure (detectable by wiggling the fan sideways), which at present is only



replaceable as part of the complete viscous unit. I am at present trying to locate a source of replacement bearings.

This type of fan can be retrofitted to the earlier Spitfires, although unfortunately the water pumps are different and must be changed at the same time, Fig.5. The water pump housings are the same.

### Causes of Overheating

#### 1. Radiator Cap

If the radiator cap is as old as the car then it is probably about time it was changed. With age the relief valve spring weakens, preventing the cooling system from reaching it's optimum pressure and hence reducing it's efficiency. I know of one Spitfire where it was overheating badly and the owner was expecting an expensive repair bill, until he changed the rad cap and the overheating disappeared.

Check also that you have the correct rad cap fitted, opening at a pressure of 13 ib/in<sup>2</sup>

#### 2. Radiator

The radiator is the main means of dissipating the heat from the engine and as such must be in good condition if the cooling system is to work effectively. With age the thin tubes of the radiator become clogged up with scale and rusty deposits from the engine. Sometimes the sludge can be seen by removing the radiator cap, but more often than not it is in the core or bottom of the radiator. Undoing the bottom hose and then forward and reverse flushing with water may remove some of the sludge. Alternatively, various proprietary chemicals are available which can be added to the radiator followed by numerous flushings. However, from experience I have had little success with these additives. Although an expensive option a replacement radiator is probably the best thing you can do to improve cooling, if your radiator is old and you're experiencing overheating problems. If you do go for a new radiator, ask the reconitioner to add a drain tap, it's so much more convenient than removing the bottom hose.

Occasionally, it is well worth blowing through the radiator core with an air line to remove dust and dead flies etc. and improve air flow through the radiator.

A point here for Concours owners. Don't cover your radiator in layers of paint, you are effectively insulating the radiator and reducing it's efficiency. The ideal should be a single coat of matt/semi gloss black paint.

#### 3. Engine Block/Cylinder Head

In addition to the radiator, the cylinder block and

cylinder head water passages can silt up with sludge and rust deposits. In extreme cases the water passages become blocked, particularly around cylinder No. 4 which is in a relative 'back water' as far as water flow is concerned, causing uneven cooling and overheating.

A method I use for removing rust deposits etc is to run the engine until hot, thereby dissolving/suspending some of the deposits in the water and then drain the system whilst still fairly hot. Refill with clean water and repeat several times. Alternatively proprietary cleaning solutions can be used followed by numerous flushings. When draining the system don't forget to also use the engine block drain plug, Fig.6, otherwise sludge and deposits become trapped in the bottom of the block. Water here can't drain away via the radiator drain tap/bottom hose. To aid engine block draining a brass drain tap can be fitted, Fig.7, taken from any of the earlier club cars.

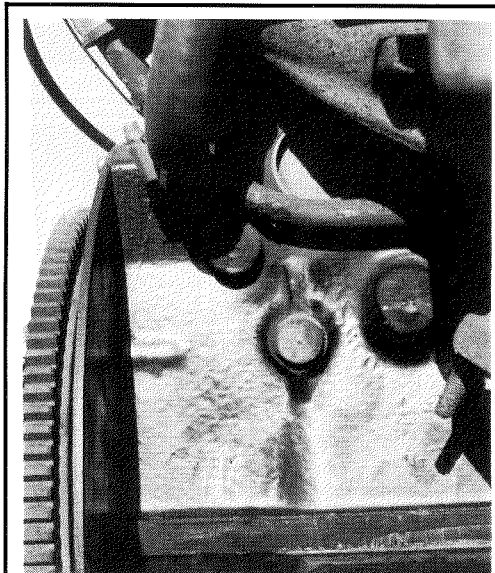


Fig.6. The engine block drain plug.

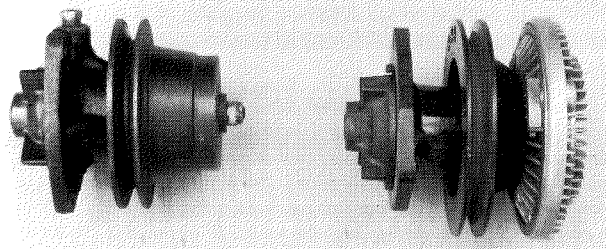


Fig.5. The 2 different types of Spitfire 1500 water pump. The later pump (right) is fitted with a viscous coupling

SWINDON

# Classics

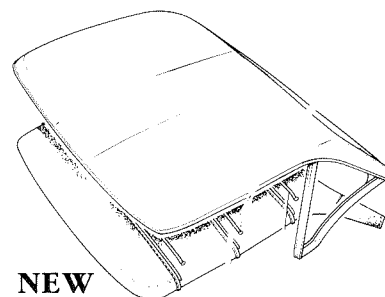
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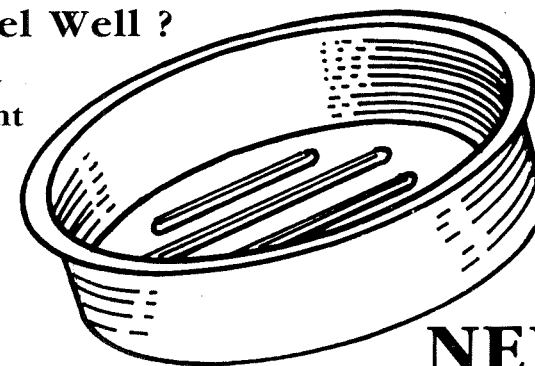
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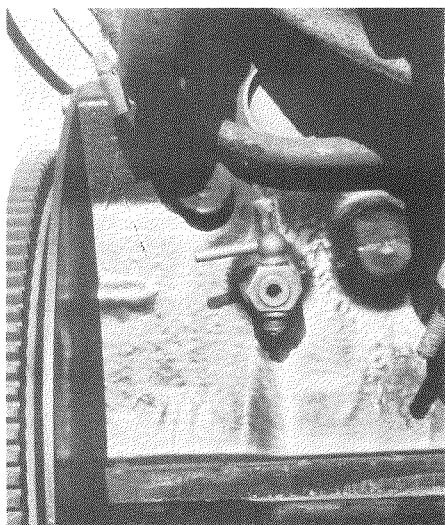


Fig.7. The drain plug can be replaced with a drain tap from any earlier Club car

Once the system is nice and clean refill with water and antifreeze. Antifreeze in summer? The antifreeze contains anti-corrosion additives preventing the system from scaling/silting up again. It's also cheaper to buy in the summer!

#### 4. Water Pump

The water pump as fitted to the Spitfire is usually quite reliable. Occasionally the bearing fails, evident by a loud shrieking noise, and is usually due to overtightening the fan belt. N.B. Don't have it too slack otherwise the pump won't work.

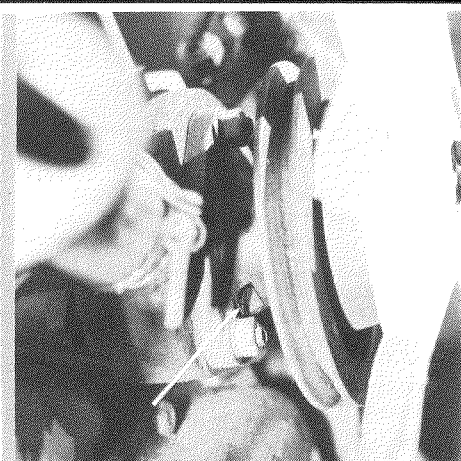


Fig.8. If water is leaking from the hole at the bottom of the water pump, then the sealing gland has failed.

Alternatively the sealing gland can fail, causing water to leak from the bottom of the pump as shown in Fig. 8. The gland usually fails as a result of repeated hot running or an overheating problem, and is a weak link in the system.

#### 5. Thermostat

The modern day version of the thermostat can fail in either the open or closed position. If it fails in the closed position then the engine will overheat very quickly on a warm day. Replacement is by simply undoing the 2 thermostat housing bolts, Fig.9.



Fig.9. The thermostat housing, temperature sender unit, water pump housing, and early water pump.

#### 6. Temp Gauge

Check that the car is actually running hot and not just a figment of the imagination of the temperature gauge. Although usually reliable, the calibration can sometimes become inaccurate.

To check that the gauge will actually read a hot condition, after a 'good run', switch off the engine but temporarily leave the ignition on. The temp gauge should rise close to the hot condition as the engine remains hot but cooling has stopped.

The gauge can also be checked by temporary replacement with another temp gauge from another Triumph, eg Dolomite, 2000 saloon etc.

#### 7. Temperature Sender Unit

This usually fails gradually, slowly under reading the temperature. A new unit is inexpensive and easy to replace (if it's not seized in!).

#### 8. Weak Fuel Mixture

If the carbs are incorrectly set, and are feeding

the engine with a weak mixture, then this can also be a cause of overheating. A good indication will be the condition of the spark plugs. (Check the correct plugs are fitted as this can also be a cause of overheating).

NB. Hot fuel lines or vapour locks do not give rise to weak mixtures, if anything hot fuel will lead to a rich mixture unless 'working' Waxstat temperature compensated carbs are fitted. (See Courier 119).

Other sources of overheating include:- low engine oil level, incorrect ignition timing, binding brakes and driving too fast!

### Improving the Cooling System

#### 1. Radiator Air Flow

Increasing air flow through the radiator will increase the amount of heat that can be carried away. This can be done in 2 basic ways, dependant upon when overheating occurs.

##### a. Improving air flow at high speeds

At high speeds the air is forced through the radiator as a result of the forward motion of the car. If you look at the front of the Spitfire 1500, Fig.10, you can see that the number plate does a pretty good job of blocking off this forced air flow. Because the Spitfire Mk IV wasn't fitted with a front spoiler the number plate is better located lower down. This can be mimicked on the 1500 by the use of extension brackets as shown in Fig.11. Ernst Puritz's Spitfire in this month's heading photo also has a lowered number plate. Unfortunately adhesive number plates on the bonnet top, Fig.12 or spoiler are illegal, since the number plate must be vertically mounted.

Check that the radiator air deflectors are fitted, Fig.13. These are important in ensuring that air forced

through the radiator grille is directed through the radiator. If not fitted, the air will take the path of least resistance, which is around the sides of the radiator.

A small improvement may be obtained by removing the engine valences during the summer, Fig.14. These are fitted to protect the engine and ignition system from road spray. However, they confine the engine, preventing the rapid escape of warm air once it has passed through the radiator or over the engine.

#### 6. Improving air flow at low speeds or idle

It is usually under conditions of slow moving traffic or around town that the limitations of the

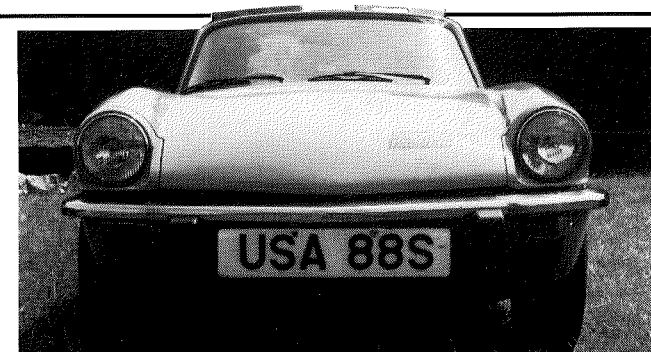


Fig.10. The number plate blocking air flow to the radiator grille



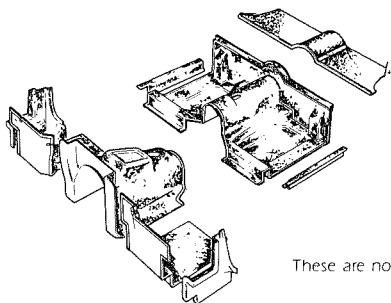
Fig.11. The number plate lowered below the radiator grille in a similar position to the Spitfire IV.

Spitfire cooling system are most pronounced. On the Mk IV the situation can be slightly improved by fitting the larger Spitfire 1500 fan. The only other option is to fit an additional fan in the form of an electric fan, such as a Kenlow fan, which only operates when the engine reaches a certain temperature. The fitting of a Kenlow fan was adequately covered in Courier 99 p.27. Only trial and error will tell if you can rely on the Kenlow fan to provide all the cooling, or whether it is used to supplement the original engine fan during extreme temperatures. During the winter, the original engine fan can be removed and the Kenlow fan alone used.

The majority of modern cars are fitted with electric fans as standard and I am sure that with a little ingenuity these too can be made to fit the

# TRIUMPH TUNE

## NEW PRODUCTS

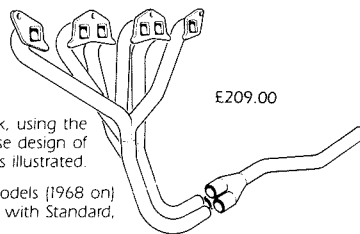


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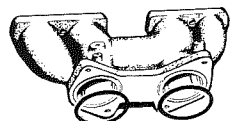
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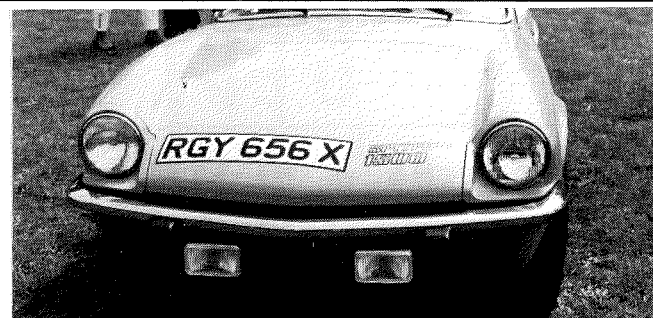


Fig.12. Number plates stuck to the bonnet top or spoiler are, I am afraid illegal.

Spitfire. Richard Swan of London has written in to say that he has had considerable success with an electric fan taken from a Citroen CX.

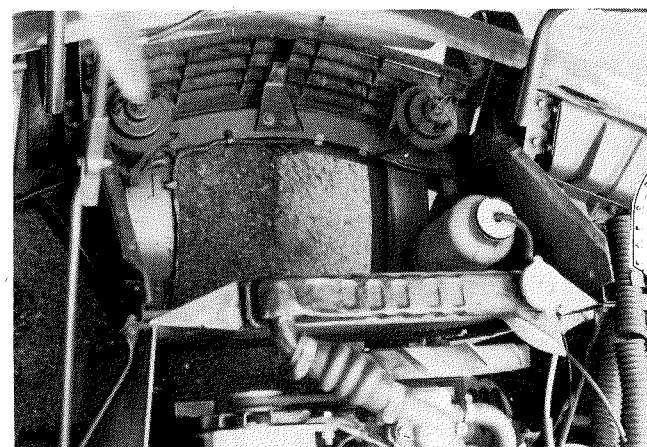


Fig.13. Ensure that the card radiator air defletors are fitted

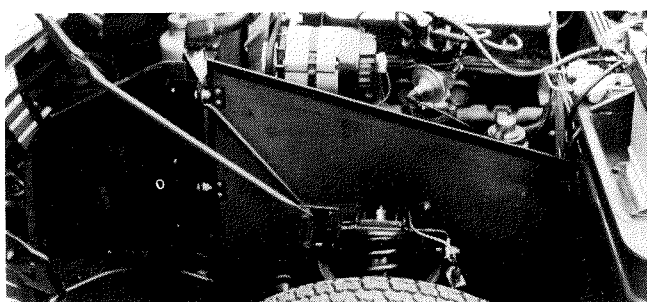


Fig.14. The engine valances may be removed to give the engine a little more ventilation in the summer.

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TEL: 0462 456315 or 0858 34424

In desperate situations you can always switch on the heater and heater fan, thereby effectively adding another radiator and fan to the cooling system.

### 2. Oil Cooler

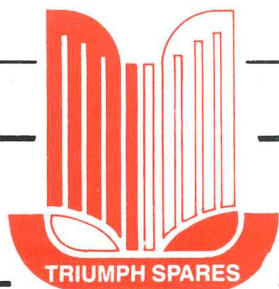
Fitting an oil cooler is a worthwhile addition if the car is to be used for continued high speed motoring. Under these conditions the oil cooler will take some

of the load off the cooling system by increasing the quantity of heat dissipated by the engine oil.

However, if you have an overheating Spitfire with a cooling problem, don't expect an oil cooler to solve it for you. It is also unlikely to show any improvement during slow speed/around town motoring. The oil cooler is really fitted to protect the engine oil and bearings.

Finally, has anybody tried fitting the larger capacity Mk1/Mk2 Spitfire radiator to improve cooling? Does it fit under the bonnet!





# C·L·I·V·E M·A·N·V·E·R·S

**SPITFIRE - GT6 - VITESSE - HERALD**

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Rear Inner W/arch.....	£29.00
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Bonnet Strengtheners.....	£10.50

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##### SALOON/CONVERTIBLE

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Doorskin All Models.....	£19.00
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Original Treadplates.....	£5.50
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Rear Qtr. Valance (Steel).....	£19.00
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Rear Inner W/arch.....	£29.00
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#### SPITFIRE MKIV/1500/GT6 MKIII

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# BOND *Equipe* - REGISTER -

Peter Jacklin

**B**y the time you read this the Bond Equipe Weekend will have come and gone for another year. Unfortunately we may have to look for another venue next year as the paddock at the Three Horseshoes may not be available in the future - any suggestions and offers of assistance in organising next year's event will be gratefully received.

A new Equipe for £9,270? Yes it is true! Ford are producing a version of the Orion called the Equipe, not quite the same as the real thing though. There are quite a few cars on the 'For Sale' list now, a stamp could provide your next restoration project or concours contender!

Early front seats (2+2 and 4S) have the seat cushion mounted on the familiar webbing which is not too difficult to replace, however 2 litres and those later 1300's fitted with 2L seats use a moulded diaphragm. The good news is that

this item is still available from the original manufacturer Vitamol, if you are interested I can provide an address and a contact.

The correct item for the accelerator cable on a 2+2 and the 4S is a Herald part (Orig. Pt. No. 131296) but this requires fitting correctly to avoid an unfortunate effect (a considerable increase in revs at tickover) when you close the bonnet. After exiting from the bulkhead the cable should be secured with a cleat to the clutch pipe near to the master cylinder. This fixes it into a near horizontal



plane and absorbs the apparently excessive loop of cable which would otherwise foul the bonnet when closed. Several cars that I have seen (including my 2+2) have had the cable outer shortened to overcome the problem but this butchery is unnecessary if the cable is fitted

correctly. If you have any other useful hints and tips please let me have them and I will use them on this page.

This month's photo is a publicity shot of a 2 litre complete with optional wire wheels.

*Among letters recently received was one from Findland, the enterprising writer is intending to build up an Equipe from separately sourced body (from UK) and chassis/mechanical components (local origin) in order to avoid the extremely punitive import taxes levied on complete cars in that country. 130% tax is charged on a complete car (a 2 litre Sierra costs £17000!!) but this tax is reduced to only 25% if less than 50% of the vehicle is imported. What some people will do to get their hands on an Equipe.*

## AMPHICAR REGISTER

David Chapman

### AMPHICAR ADVENTURE Project Seaspray

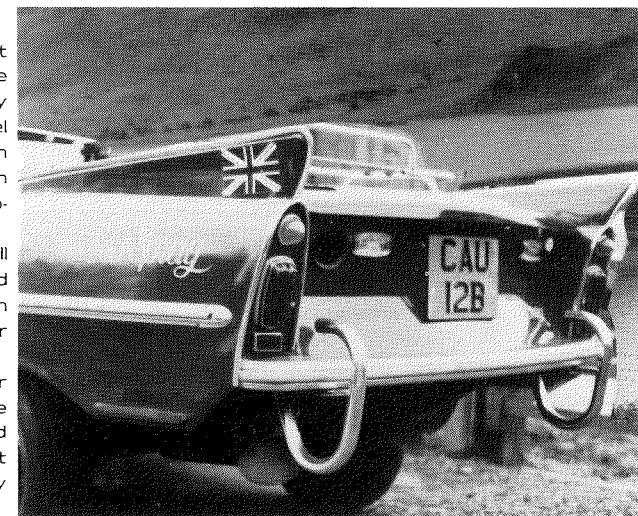
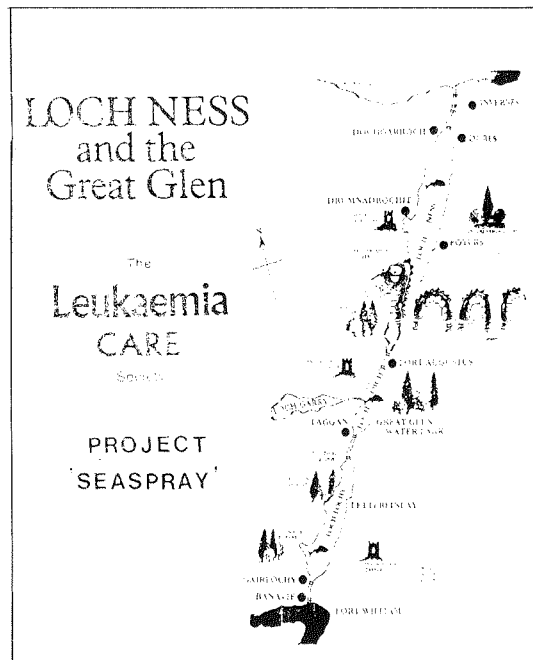
**A**t the beginning of August a team of at least 4 Amphicars will attempt the first ever crossing of Scotland by Amphibious vehicle to raise money for the charity Leukaemia Care.

We will be driving into the water at Ballachulish near Fort William on the West Coast at 9AM on Saturday August 4th and from there will travel in a North Easterly direction through Loch Linnhe, Loch Lochy, Loch Oich and the Caledonian Canal before stopping overnight in Fort Augustus. On Sunday after an early start we will spend about 6 hours on Loch Ness and then two hours on the Caledonian Canal aiming to arrive at Inverness for a civic reception just after lunch.

As well as raising lots of money for Leukaemia Care we intend to have loads of fun and to show the world what can be done with the finest German engineering powered by 1147cc of Triumph Herald engine!

All TSSC members are welcome to come along to give us moral support at what will be the largest gathering of Amphicars in the UK for many years. Leukaemia Care is a Registered Charity (No. 259483) that provides support and counselling for victims of Leukaemia and their families throughout the UK.

The support includes holidays for carers and financial help for victims and their families who



have to give up work. Funds are always needed and so each year Leukaemia Care hold a major fund raising event which this year is Project Seaspray. If you are interested in contributing, or providing any other help, then please contact the Club Office or alternatively the Leukaemia Care Organiser, Arthur Howe at 77 Kenpas Highway, Green Lane, Coventry. Tel. 0203 417744.





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Hand Brake Lever Gaitor - all models .....	£7.95
Triumph Pedal Rubber .....	£1.45
Bonnet Stop Cones .....	£1.30
Gear Lever Gaitor .....	£3.95
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 .....	£4.75
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
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## PANELS SPIT/GT6:

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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

## MISCELLANEOUS

Chrome Flip Top Petrol Caps - Spitfire IV/1500 .....	£17.50
Inner Door Handle Assembly Spitfire IV/GT6 III .....	£12.75
Chrome Wiper Arm Assembly (all models) .....	£4.95
Stainless Wiper Blades (all models) .....	£4.50

## 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

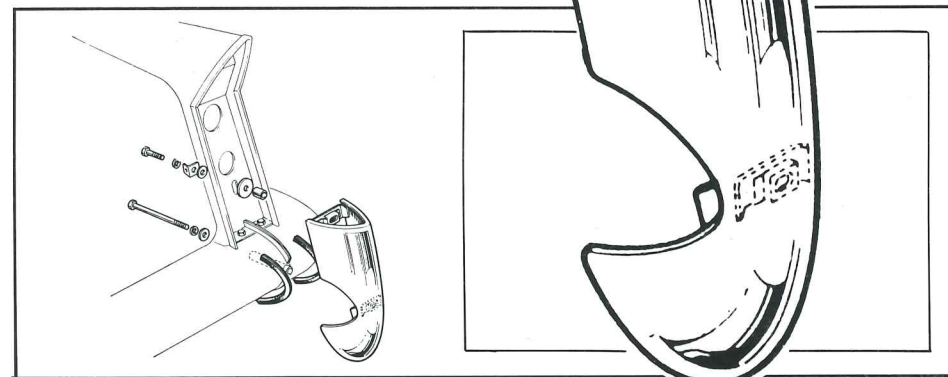
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Carpet Sets - Herald/Vitesse tufted & bound .....	£65.00
- Spitfire - top quality .....	£65.00

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## From the land of British Racing Green...

Of all the traditions in the world of cars, it's one of the oldest and greatest. That deep, lush green that you see so often on British sports cars. It's one of ten brilliant Spitfire colors for 1975 which include, for instance, the Mimosa Yellow below. But there is quite a story to tell about the green. Since 1902, when a green car from England won the international Gordon-Bennett Trophy Race, that's been the official color of British entries in world

auto racing. When Triumph Spitfires raced in the 24 Hours of Le Mans, they wore the proud green of England.

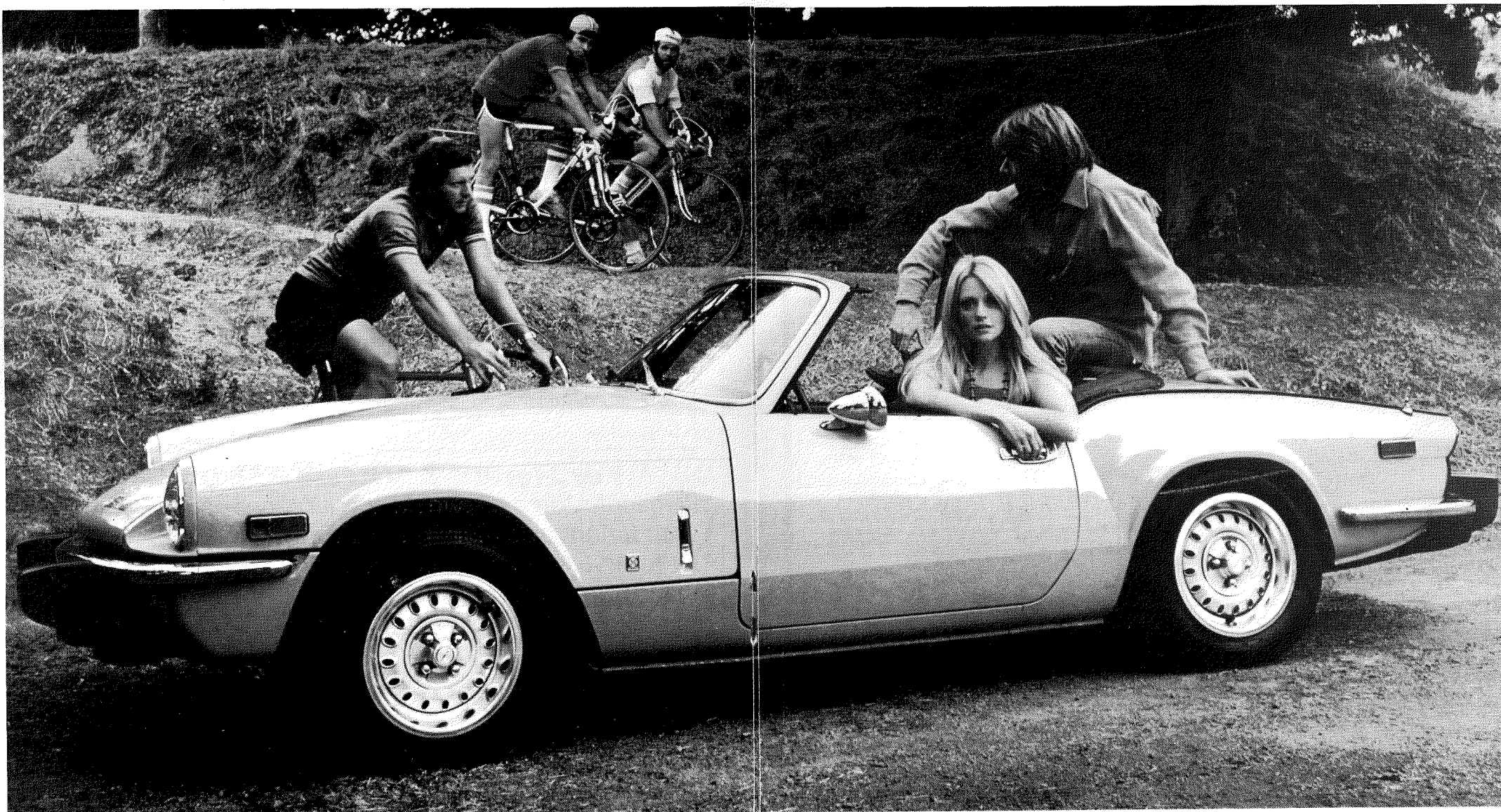
Though it's the least expensive Triumph you can buy, Spitfire shows its right to wear the green in its many race-bred features. Its caliper-type front disc brakes were first perfected in England for competition. Guided by trailing radius rods, like those on Grand Prix cars, its sophisticated independent rear suspension has a rate-compensating transverse leaf spring

that aids both cornering and stability. From racing came its aerodynamic front spoiler and its one-piece nose that swings up for easy access to the engine and suspension.

British breeding looks you in the eye when you're behind the Spitfire's padded-rim steering wheel. Two four-inch dials for engine speed and car speed are set into the handsome matte-finish wood veneer panel. Directness and feel of the steering is excellent through the rack-and-pinion

type gear. With their radial vents to keep the brakes cool, the steel disc wheels are as functional as they are attractive. The Spitfire is clearly a purebred sports car, built to eat up miles of road with ease. And Spitfire does its thing on little precious gasoline.

When they spoke of the greening of America, perhaps they didn't exclude a quiet contribution by Triumph's agreeable, economical Spitfire.





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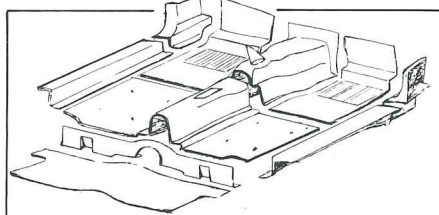
MODEL	H/DUTY PVC	SUPERIOR VYNIDE	EVERFLEX	DOUBLE DUCK	MOHAIR
Spitfire Mk3/4/1500 (zip)	£60.61	£78.85	£98.57	£108.28	£184.20
Spitfire Mk1/2/3	£52.37	£75.90	£94.87	£108.28	-
Herald/Vitesse	£57.07	£75.90	£94.87	£108.28	-
Stag	-	-	-	£114.49	£181.90
TR3-5	£76.51	£99.30	£124.13	£116.95	£209.40
TR6, TR7	£67.08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

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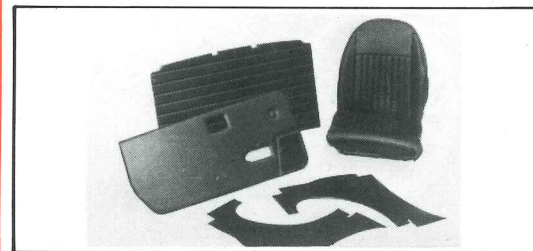
- \* VELOUR - Smooth velour pile hardwearing carpet with rot proof latex back. Black only.
- \* DEEP PILE - Motor Industry Standard luxury pile carpet as used by leading car manufacturers. Available in the following colours, black, brown, beige, blue, red, green grey & navy. Edges bound in leathercloth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

Model	BLACK VELOUR	DEEP PILE	SOUND DEADENING
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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

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	Covers Per Pair	Pair	Panels	Panel	Sets	
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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



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## KNOW YOUR HERALDS 948 CONVERTIBLE

Chris Longhurst

THE Herald 948 Convertible was introduced after the 1959 launch of the Saloon and Coupe, in March 1960. In it's short production run until June 1961 a total of 8,262 vehicles were produced. Although more were produced than, for example, the 1200 Coupe, the 948 Convertible is one of the rarest Heralds on the roads today, with very few excellent examples surviving.

The 948 Convertible had a similar mechanical specification to the Coupe, with twin S.U. performance was slightly inferior to the Coupe, especially with the hood down, probably because of inferior aerodynamics. The Coupe gave a maximum top speed of 78.8 m.p.h., the Convertible (hood up) 77.1 m.p.h. or 72.6 m.p.h. (hood down). Early 948 Convertibles were fitted with the 8-leaved C-type rear spring, later versions (date not known) were fitted with the (in our opinion) inferior 11-leaved "saloon" spring.



948 Convertible - view of 'cockpit'



front end, note bonnet handle

If you have a 948 Convertible - save and restore it - there are not many out there!



948 Convertible - rear view. Note lack of boot badges and crossed flags on rear wings.



**T**HIS month's heading shot is of Roger Leversuch and his very nice looking Convertible. Roger says the car was used in a 60's theme open day at the Power Station where he works, pictured behind. The picture above also appeared in Roger's local paper in Holbury, Hants.

This month I thought I would run through a simple job and try to make it simpler.

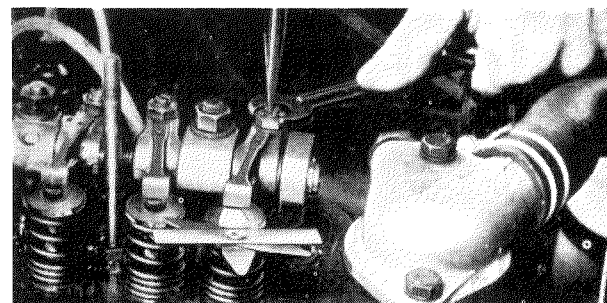
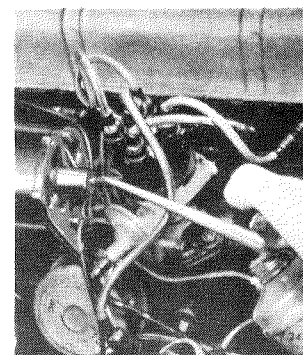
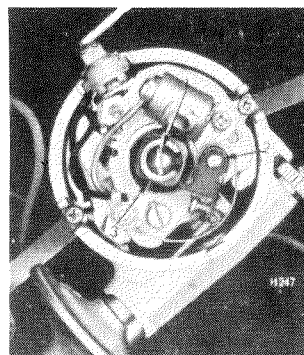
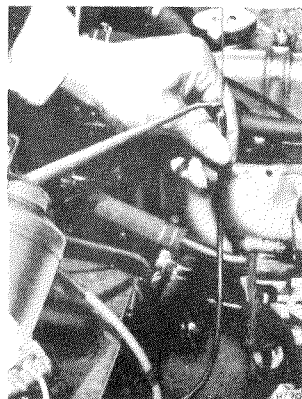
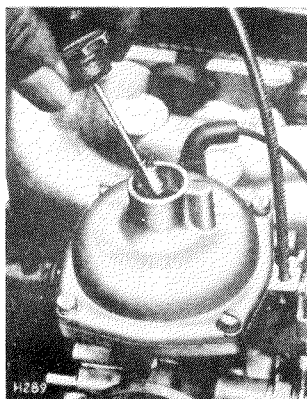
The engine service should be carried out twice a year, normally, spring and autumn, so by telling you now, you have plenty of time to familiarise yourself with the engine and gather together the necessary parts.

**Dave Beardsley**



## HERALD 13/60

Servicing is simply a case of getting the individual jobs in the right order. Some need a hot engine others cold, some take a while others are quick. Firstly, warm the engine to normal operating temperature, a short run of 3-4 miles will suffice. Stand the car on level ground and disconnect the battery. After placing a suitable container under the car, remove the sump drain plug. You will need a 13/16 ring spanner (A size rarely sold in sets so you will have to buy it individually). Whilst the oil is draining, remove the rocker cover. The tappets are set cold, so this helps them cool down. Also remove the old oil filter, spark plugs and the air filter. If your air filter has the wire gauze type element, now is the time to rinse in petrol, dip in clean engine oil and leave to drain. The oil should have finished draining by now,



Whilst the Air Filter is off, check the carb. Using a screwdriver, carefully raise the piston within the inlet tract. Let fall, and it should drop smoothly striking the bridge with a metallic knock. Remove the dashpot damper and top up with suitable oil. Oil all the linkages and spindles and check cables for signs of chafing and fraying. What to do if anything is more amiss will be covered in a forthcoming article. Either fit your wire gauze or paper element filter and refit the filter canister to the carb.

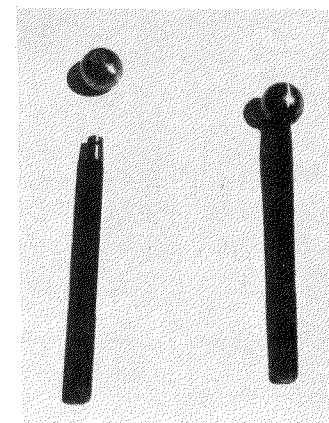
Change and adjust the points. The gap should be 0.015" with the points wide open, ie, with the finger on the top of one of the cam lobes. At this point, it is worth checking all four lobe measurements as this will indicate the degree of run out on the distributor drive shaft. More than +/0.002" and further investigation is needed. Remove the rotor arm and lightly oil the felt pad beneath, the base plate and the shaft. Fit a new rotor arm. The tappets can now be set to 0.010". Following the rule of 9, ie with No. 1 (nearest the radiator) fully open (spring fully compressed) adjust No. 8.  $1 + 8 = 9$ .  $2 + 7 = 9$ .  $3 + 6 = 9$  etc. Always use a ring spanner and screwdriver in conjunction with one another as shown in the photograph. The adjusting screws are very easy to break. To turn the engine round either put the car in fourth gear and roll it along, or turn it by hand using the fan.

Use the new gasket and refit the rocker box not forgetting the breather pipe to the filter. Check the condition and tension of the fan belt and apply a little light oil to the rear bearing of the Dynamo. Reconnect the battery and turn the engine over on the starter until the oil pressure warning light goes out.

The Spark Plugs can now be set to 0.025" don't rely on the factory having set them correctly, they don't. Refit the distributor cap and plug leads in the correct sequence 1-3-4-2.

Lastly, some of you will know that Jo and I were entered in this year's Norwich Union RAC Classic, starting at Brocket Hall. Well the photo opposite shows two track rods. One type preferred by those wishing to steer the car themselves, the other if you don't mind letting the car steer itself. This ended our day, but we will be back again next year to complete the run. Many thanks to Simon Adamson, Bryan Matthews, Paul Matthews, Patricia Watts and all your passengers, for stopping to offer help. Although you were unable to assist, it did at least cheer us up in our hour of need.

but to make sure place a jack under the main chassis rail on the drivers side and lift the car to drain the last of the oil from the sump. Lower the car and remove jack. Fit a new Oil Filter, Unipart Sureflow filters, Part No. GFE4 are the best. Refit the sump drain plug, now is the point that you will wish you had caught the plug instead of letting it drop into the oil. If you have managed to cut yourself during the foregoing DON'T dip your hand into the oil to find the plug. I know a man who lost all of his hair because of a blood poisoning caused by dirty engine oil entering a cut. Also, dispose of the oil properly. Pouring it down the drain is not only illegal, it's also unnecessary and very anti-social. Most Council Tips will have facilities for disposing of old oil, use them. Refill with a good quantity engine oil.



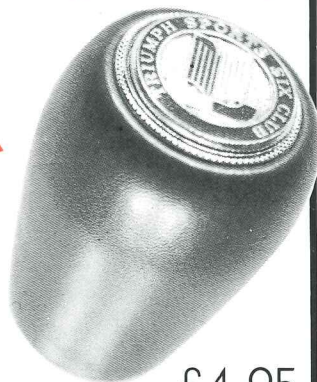


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LEON F GUYOT



**W**HAT a month! Almost too busy to draw breath since my last report.  
On my return from Holland, I collected my gearbox from Kingston Sports cars, I immediately fitted it to the Herald, since then, it has put in sterling service and the close ratios have proved most pleasant in use.

I have since managed to attend the South of England Meet - where I met members of the Triumph Spitfire Club of Holland, who attended en masse, (24 people), led by Ina & Andre van Schaik who are the organisers of the famous Spitfire Weekend (Inlichtingen Spitfire weekend), this year. An event not to be missed by all Triumph enthusiasts.

The photos here capture something of the spirit of the 1990 South of England meet. The first, is of the Mk.IV Spitfire of Rene van Eldik, which won the prize for the best guest car at the event (non-Club member). There were at least five Dutch Spitfires at SEM 90, and other Dutch registered vehicles, plus the 'imposter', in the shape of Williams Swan's ex. Dutch Spitfire 1500 '34-VE-35', wearing it's ex. Dutch registration plates just for the event - this confused our visitors!

The final photo from the event is the first Luxembourg registered Mk.3 Spitfire that I've seen in the U.K. - this car was for sale, and if this is still the case, could the owner please contact me, as I have someone who is interested in the car.





I also met some of our most enthusiastic West German members who drove all the way from Berlin. I do hope that they weren't disappointed - they certainly seemed to enjoy the Sunday Autojumble.

I can't remember if I was successful in my Saturday night liaising at the bar, but now I have a 5DM coin in my wallet!

A special message now, for our illustrious president: John Griffiths, from Patrick Kells of Berlin, who referred me to John's conviction, expressed in his column, several magazines back, that the Triumph Acclaim, (Honda Ballade), was never marketed in Germany. Well, just for once, he is wrong!, because it certainly was, and just to prove it, Patrick produced a German Broucher - as supplied by Austin-Service, Wolfgang Hinz, Berlin 62, Naumannstr 79 - part of which is reproduced below - Sorry John! (PS. Patrick, that will cost you at least four cans of Berliner Kindl Pils).

The next event of the TSSC calendar was the second TSSC "It's a Knockout" (Jeux Sans Frontieres), the first time I've attended this brilliant event, a breath of fresh air, (literally), from every other event that I've ever been to, if only because of seeing such active participation between members. It was nice to meet Hans Speicher of the Spitfire Club SAAR, over here on his way home from a wedding. I also enjoyed this event, because my car won Best Herald of the Show, for which I thank all the Club members who voted for my car.

My personal opinions of the usual Concours events, with so-called expert, (non TSSC Concours judges have never been very high), usually because most of them just glance at my modifications and then mark the car down or simply ignore it, without asking questions which would reveal to them that



Triumph Acclaim HLS

Triumph Acclaim HLS  
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almost all the mod's are original mid-60's SAH/BL special tuning mod's, with many rare and wholly appropriate parts. A very good friend and TSSC member, Ari Laitinen arrived on my doorstep from Finland, just the previous afternoon, so I took him along to the event, and he enjoyed it so much, he will probably copy some of the many games for the Triumph Cars Club of Finald summer meet, this brings me nicely to a FAX sent to me from Pasi Lehtinen of The Triumph Cars Club of Finland, he tells me that because of the largest Finnish Autojumble, clashing with their summer meet, they have had to change the date of their meet from 4th/5th August 1990 to 28th/29th July 1990 - as previously reported in the May 90 Courier page 76, this event is around Imatra, Eastern Finland. Whilst my Finnish friend was here, one of our ten Danish members Hans Larsen and his son, Peter, arrived from Dragor,

Denmark, so we had a tri-national TSSC meeting near Kew Bridge, which proved most enlightening, as Hans also has a collection of other Classics, including a GT6-2, and several pre-war MG cars, (real MG's), not only did he remind me that MG used to make fine cars, (before the advent of the MGB), Hans even managed to persuade me to attend an MGOC meeting the following evening at Epsom, which was actually a most interesting talk by Rivers Fletcher of pre-war/immediately post-war racing fame - a very interesting, and most articulate speaker, who I last met at one of our TSSC winter weekends at Fosse Manor, some years back, well, he remembered me and signed my book written by him. Whilst I am fully aware of how many members the MGOC have, even so, the meeting was very well attended by any standards, with about 150 people in attendance - but don't panic, I'm not about to desert you and join their bulging ranks! - I love

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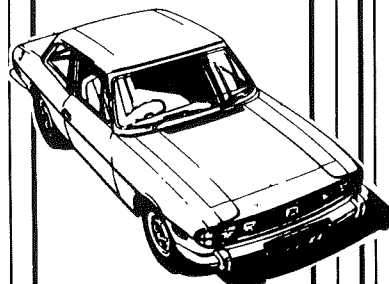
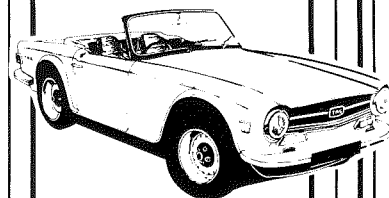
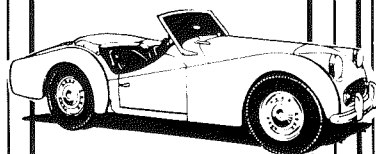
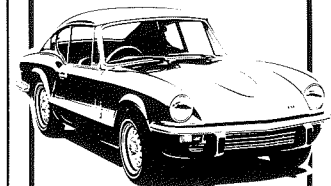
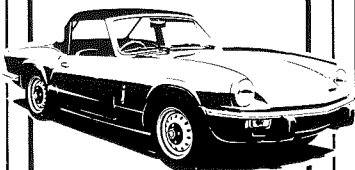
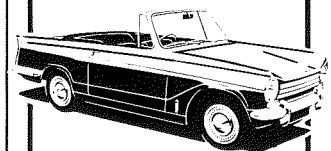
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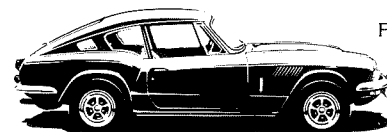
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**WORKS — DITCHFORD BANK BROMSGROVE**

Triumphs too much for that. I also found time to attend the theatre one night to see our very talented member FAY PRESTO, (The Magician), and The Presto Pack, ie: Fluke (Dancer/Acrobat), Richard McDougall (Magician), and Paul Harris (Pianist) in their stage show known as 'A Little Night Magic'. I somehow managed to go on the very same night as Jonty Wild, Irene Fussel, Trudi Squibbs and Chris Squibbs - it's good to see that your Committee members are of like mind.

However, if any club members get the opportunity, they should certainly go and see Fay etc, as it was well worth going, and we were all thoroughly entertained for every moment of the evening, including before, and after in the bar. I'd still like to know just how Fay managed to saw Richard so convincingly in half! or perhaps, I wouldn't!

More news now, on the International survey, I have had one more reply from the TR Register-Australia, (NSW), and one more returned survey from the Toronto Triumph Club - which has moved, and not provided a forwarding address. If anyone knows where they have gone, I'd like to know! That's over 30% returned now - that's much more encouraging - soon I'll be able to make use of the information supplied and take the initiative forward.

Now I will make no excuse for yet another mention of the TSSC's most important event of the year - the TSSC International at Stafford on 10th/12th August 1990. First a photo to whet your appetite, and also because we've had rather a surfeit of Spitfires this month - a beautiful West German registered Triumph Herald 1200 Convertible - complete with export radiator grille (12/50 style). I don't know the owners name, but this particular car gets better every time I see it! - seen here at last

year's TSSC International. At this year's International, I will be making every attempt to meet as many of my International members as possible, and if I should miss any of you, and you want to meet me, I will be found manning the technical enquiry desk at some point during the weekend - probably with Nick Lord - the early - Spitfire Register Secretary.

### COMPETITION TIME!

**NOW**, especially for all our International members attending the TSSC International meet at Stafford on 11th and 12th August 1990 - both with, and without, their Triumph Herald chassis based cars.

A special mystery prize will be awarded by me to the member who drives the furthest distance from their home to the Stafford showground. Verification will be required in the form of a petrol receipt with your mileage written on it, from the petrol station nearest your home - and it must be legible.

Obviously you should record both your leaving mileage, and your arrival mileage, on the petrol receipt - and I may need to check your car's odometer. This can be handed in at the control desk with a note of your name, address, car registration number and membership number - no later than 2.30pm on the Sunday.

A second mystery prize will also be awarded to the International member travelling the longest distance without their Club car. Evidence required must be presented at the control desk, ie: sight of airline ticket, passport, TSSC membership card, name & address.

The challenge has been set, the 'race' is on! Good luck to you all. (NB. Bribes in excess of £1.000 Sterling accepted by me).

Addendum. Before you all write to me, you will have noticed that in my last report I apparently said it was the hottest May since 1983 - well, I didn't type 1983, I actually typed 1893 - nice try Bill! Until next time - Best Wishes Leon



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# 1990 Racing News....

KIM PEARSON - LIASON OFFICER

## EVENT 3 - CADWELL PARK 20.5.90

**T**HE alarm went off at 5 am! Oh my god, time to get up, well you have to have at least 6 cups of black coffee to wake you up at that time of the morning, don't you!

We had to leave the house at 6 am, at the latest, because it was at least a 3 hour drive up to Cadwell Park, which for those of you who don't know Cadwell, it's near Skegness.

I threw my Reporter's note book and Dictaphone into my bag, (not forgetting my cigarettes, of course, for my nerves), and off we went.

It took us exactly 3 hours door to door. Most of the drivers were already there of course, because they go up Saturday night and camp over night in the Paddock area, (better in the summer than the winter though).

Scrutineering was very strict apparently, things were mentioned that never had been before, (stickers on windows etc), but everyone got through.

Practise started at 11 am, and went very well, no "bangs" or "blow ups", but unfortunately Leigh Parkes's clutch went completely towards the end of practise and had to be towed away from the circuit. (A very unhappy man), but he stayed to watch the Race.

We waited in frustration for the Grid sheets to come out and they finally came out at 1 pm, and Kevin Williams could not believe that he had gone so well, someone timed his fastest lap at 1 min 23 secs, and in fact he had done 2 secs quicker, he sat in the Paddock area waiting to race, looking like "The cat who'd got the cream".

Tony Lindsay-Dean qualified for Pole position, Eddie Wilkins 2nd, Kevin Williams 3rd and Guy St. John 4th.

There were 17 cars in the practise and 16 in the race. The best was yet to come.

The green light came on and Eddie was first off the line, closely followed by Tony, with Kevin Williams alongside him, then Nick Barry.

Then a bit of excitement, Nick Barry (who was behind Guy St. John on the grid) managed to get in front of Guy into Coppice but Guy suddenly found lots of power and edged through on the inside of Nick and raced off into joint 4th place with Kevin Williams, Guy then got in front of Kevin too to keep his 3rd position place throughout the race.

Tony and Eddie swapped places a few times but



From lap 5 onwards Tony kept the lead. On lap 8, Tony went slightly wide into the hairpin and braked late, causing Eddie to "lock up" on his brakes and touch the tyres lightly with his "nose", but didn't lose too much time.

Kevin Ginger made a sudden appearance by overtaking Nick Barry fairly closely, allowing Kevin Ginger to move up one position and to stay there for the rest of the race.

Nick in the meantime, somehow managed to swap places with Kevin Williams on lap 6, but on the next lap Kevin got him back and he also kept his 4th place for the race.

Unfortunately Matthew Hollingsworth's car broke down towards the end of the race and he was really upset and very angry, apparently his fuel pump had failed. He was threatening to put the car up for sale but don't take this too seriously though, I think this reaction was more anger than anything else. What a shame, he had been doing so well too. Better luck next time Mattie!

Another unhappy man was Richard Thorpe, he unfortunately only managed 3 laps in the race because

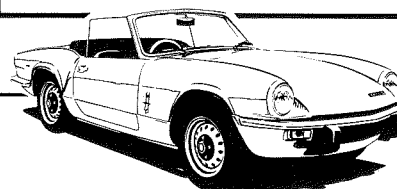
his car overheated, but he said that it was a problem that probably could be rectified in time for the next meeting. Let's hope so!

Apart from these two mishaps, it was a very good day's racing, Tony and Eddie certainly kept all the spectators on the edge of their seats, who

would win the race, would they keep swapping places or would they go across the line together, well I'll keep you in suspense no longer, Tony won the race, Eddie came second, Guy St. John came third and Kevin Williams came a fairly close fourth. See you all soon.

## CHAMPIONSHIP RESULTS AFTER 3 ROUNDS

	CLASS	ROUND 1	ROUND 2	ROUND 3	POINTS
1. Eddie Wilkins	C	10 +	11 +	11 =	32
A/Boyle & N/Barry	B	12 +	9 +	11 =	32
3. Stefan Antolik	A	10 +	11 +	9 =	30
4. Guy-St-John	B	8 +	11 +	10 =	29
5. Tony Lindsey-Dean	C	11 +	0 +	10 =	21
6. Paul Martin	A	11 +	9 +	0 =	20
7. Colin Elstrop	B	9 +	0 +	8 =	17
8. Dave Barnes	A	0 +	8 +	5 =	13
Peter Whiteman	A	0 +	7 +	6 =	13
10. Kevin Ginger	A	0 +	0 +	12 =	12
11. Richard Thorpe	C	8 +	0 +	0 +	8
Mark Baldock	B	0 +	8 +	0 =	8
Marc Amschwand	A	0 +	0 +	8 =	8
14. Mark Hellier	C	7 +	0 +	0 =	7
Laurence Ball	A	0 +	0 +	7 =	7
Nick Bishop	B	0 +	0 +	7 =	7



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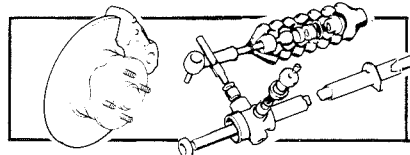
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Our professional exchange caliper Reconditioning Service covers every club car including specials. All calipers supplied are subjected to a rigorous nine stage reconditioning process. In short all units are completely stripped, beadblasted twice, then 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.

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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

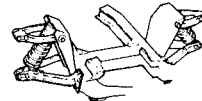
We have developed special nut and bolt kits again covering all club cars. As follows:

**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.

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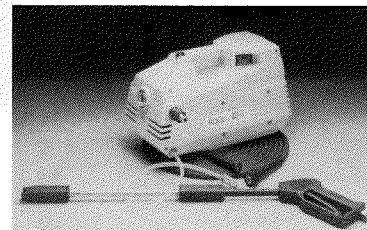


# TSSC Offers

## The SIP PRESSURE WASHER/SANDBLASTER

Jonty Wild

**T**HIS article is intended as a test of equipment and is backed up by a TSSC Offer of the "one off" type, ie. those appearing in the Courier rather than the TSSC Offers Catalogue (ring 0858-34424 for Catalogue copies) and lasting only for a limited period of time. The equipment chosen is the SIP LUNAJET 100 PRESSURE WASHER, this equipment comes complete with 8 metres of high pressure hose, lance and quick connection bayonet coupling. The latter enables easy and quick change of tools such as the optional sandblasting and rotary attachments also tested.



### The SIP LUNAJET 100

The equipment is well packaged in a attractive compact bright yellow casing fig 1, which is tough and light. The case is complete with carrying handle, pressure gauge and adjuster, oil dipstick, built in detergent/additive pick up, waterproof on /off switch and obviously inlet and outlets. It is a powerful machine giving up to 1500 psi, this figure should be remembered when comparing prices as many machines are slightly cheaper, but give considerably lower pressures.

The instructions left something to be desired as they were neither clear nor well written. However the machine is actually very easy to use and particularly when you realise that the hose is pushed on to the inlet rather than through the screw fitting already on the machine (a jubilee clip would have been nice!). Usage boils down altering the pressure, twisting the nozzle, occasionally checking the oil level and not leaving the motor running for long periods without water flowing. Certainly if the latter are adhered to the machine should last for years. The optional accessories include the

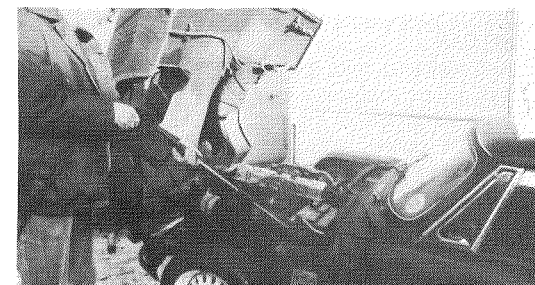


Fig.3.

Fig.4.

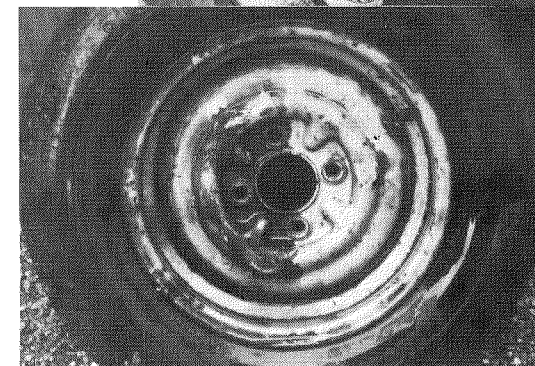


Fig.5.



sandblasting kit, rotary brush, fixed head washing brush and drain cleaning kit, *fig 2*.

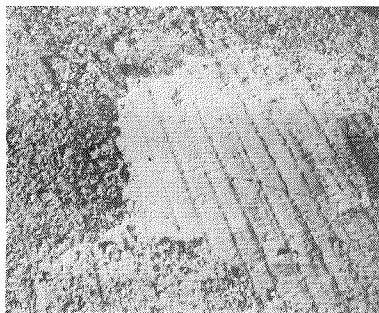
## TESTING

I have been interested in these machines for sometime, but was sceptical as to whether they really are that useful bearing in mind the reasonably high purchase price. Last time the TSSC offered a pressure washer a very respectable number were sold. So obviously others were convinced. Certainly I intended to try the machine from the view point of the car enthusiast, but quickly realised that with the cost of the machine it would also be useful to try it on general jobs, thus giving added justification for wanting such a machine when convincing the wife/husband etc. Perhaps I should say that with certain qualifications mentioned below, I was convinced of their usefulness, so much so that I will be heading the order list.

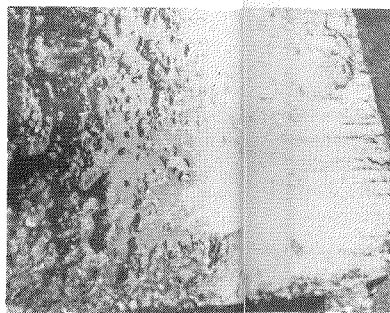
## JOBS ON THE CAR

For cleaning and removing mud, grease, the dreaded salt and general cleaning of the wheel arches, underside of the car, engine and under bonnet area, the pressure washer was excellent, particularly when used with a degreaser (Gunk or paraffin etc.). Unfortunately no light coloured car was available and dark colours don't show up before and after very well, so I have not included many pictures of the more general cleaning, but *figures 3 & 4* show the variation in jet spread achieve by simply twisting the nozzle. Obviously the thinner jet gives the higher force required to remove the more difficult areas of muck and the wider fan for rinsing and general cleaning. The fan pattern is totally variable between the two extremes. The pressure can also be raised and lowered on the machine itself giving a huge range of settings.

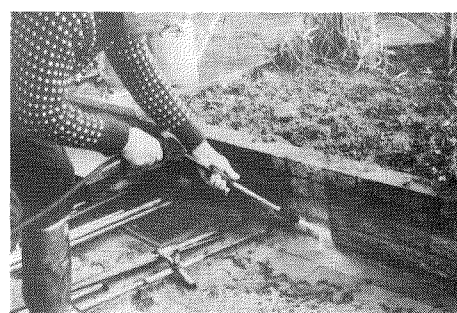
(Now the qualification!) I did test the rotary brush for general washing of the car, I had thought that this would be a good idea, the brush rotates with the water pressure and in theory all you have to do is hold it against the paintwork and move it over the car. I hoped that this would take the work out of washing the car, unfortunately the brush rotates too slowly, and it rapidly begins to feel very heavy. The cleaning itself is no better than using the pressure jet on its own. So there still seems to be no substitute for a good old sponge or hand held soft brush. I did not get to test the



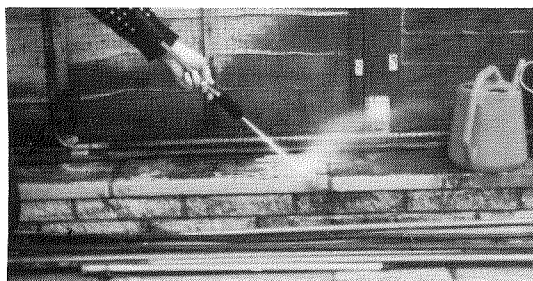
*Fig. 6.*



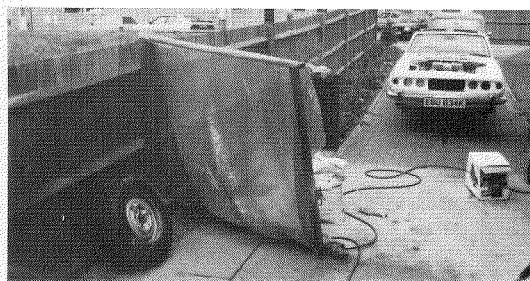
*Fig. 7.*



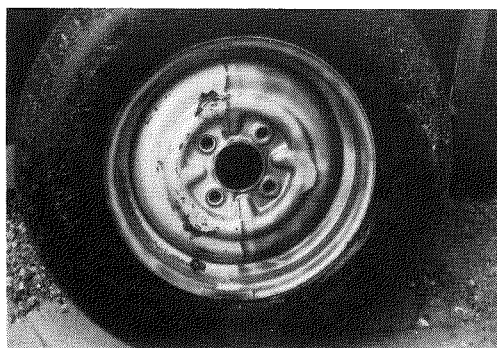
*Fig. 8.*



*Fig. 9.*



*Fig. 10.*



*Fig. 11.*

fixed brush possibly this would be better. To convince me the rotary brush would need to be softer, lighter and to rotate much quicker that it actually did.

For a demonstration of cleaning a specific area I chose wheels, (also see sandblasting later) the wheel were rather greasy and not a little rusty. Cleaning was tried with and without using a degreaser. Predictably the latter was much better, *figure 5* shows one wheel half cleaned. As with cleaning the engine, I think the results were very good, particularly when the state of the wheel was taken in to account.

## GENERAL DUTIES

As I have already said it may be necessary to persuade others that the purchase is worthwhile and indeed even apart from the other associated cleaning jobs such caravans, garden furniture, bikes, lawnmowers etc. (I must clean the underside of my Flymo now that I've thought of it!) I found the machine *VERY* versatile. *Figure 6* shows the result halfway through successfully removing the remnants of my mixing of concrete on my drive. Brushing and chipping away with

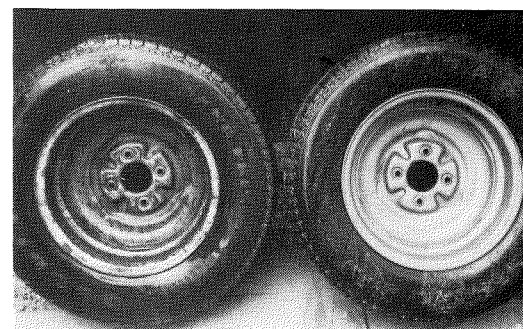
hammers and spades had failed (I was hoping frost might do it). I was also successful with oil stains on the drive. *Figures 7, 8 & 9* show the results of letting my father loose with it in his garden, the removal of the green lichen? which settles over the winter was quite dramatic. - *Funny he wants to borrow it again and has even offered to go halves on the purchase.*

## SANDBLASTING

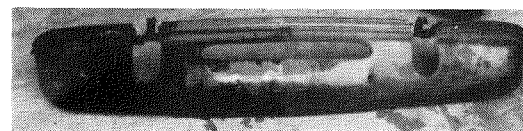
Now I was really sceptical as to whether this would work and certainly because the sand is water propelled it has some limitations (detailed later), however to say that I was impressed would be an understatement. With Dave Beard-sley's help we tried a number of applications. To sandblast all you have to do is attach a water supply, the sandblasting nozzle and push the pick up probe into the bag of sand. The sand is sucked up by the suction created by the flowing water until it mixes with the flow, then forms a very abrasive mixture removing paint and rust with comparative ease. However, dried sand is essential, damp or wet sand won't work. Dried silica sand (sandblasting sand) is fairly costly at about £6.00 per 50kg bag, although I didn't shop around, but think one bag would have done 3 to 4 wheels front and back and although the manufacturer might object I found the sand could be swept up afterwards spread out to dry, sieved and reused. A little preparation is worthwhile *figure 10* shows a small partition which kept the sand dry and stopped the spray and sand travelling too far. A full face mask is advisable or at least goggles (plus wellies etc.!) and sand will get in to your hair, ears and just about everywhere, but the results are worth it. *Figure 11* shows the front of a wheel half done, *figure 12* before and after on the rear of wheels, *figure 13* a very rusty front valance only partially blasted, at least a second go would have been required. *figure 14* show the results of sandblasting a front suspension component. Sandblasting was equally successful for removing rust and underseal from the front suspension turret.

As an additional experiment we placed the smaller items in the oven to dry and then sprayed them with smoothrite whilst still hot with good success.

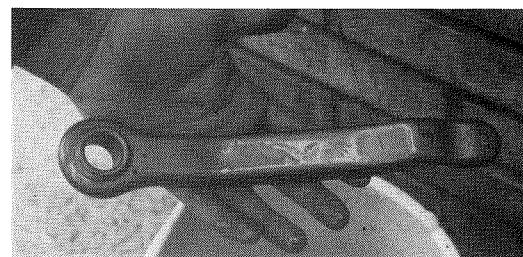
I found the best method of sandblasting was to move the sandblasting head slowly, rather than a quick to and fro motion and small items need a suprising amount of sand. I also found that you tend to get carried away, I discovered that I'd spent ages trying to achieve a perfect finish on part of the front suspension turret



*Fig. 12.*



*Fig. 13.*



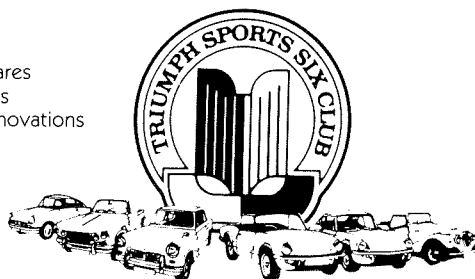
*Fig. 14.*

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Best modified Vitesse  
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ALTERNATIVELY cars in various stages of restoration (or good unrestored condition) can be entered in the following classes below. PLEASE NOTE that cars entered in these classes will have separate prizes, the intention being to encourage owners to work on their cars and will not necessarily be judged on originality.

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Best Paintwork  
Best engine bay  
Original Unrestored

Newtown Commercial  
R.W.Rush  
Cox & Buckles/Triumphtune  
John Kipping Triumph Spares

Dennis Benson

There are limitations, I would hesitate before using on a car body. Any holes would allow hidden voids to be filled with sand and water. Also once blasted because the sand is water propelled bare metal quickly receives surface rust, unless very quickly dried with an air line or in an oven. Mind you either way this rust is a lot easier to deal with than the serious rust which it removes.

**ALL prices include VAT**

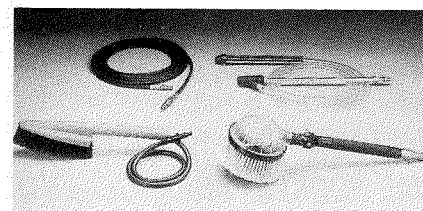


Fig. 2

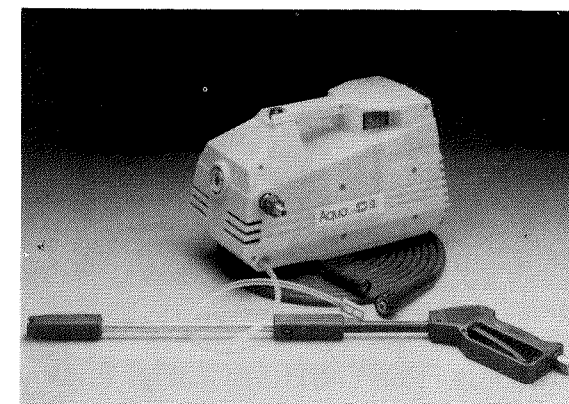


Fig. 1.

**July 1990**

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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)*

## EVENT ENTRANCE ON THE GATE

**Weekend entry £4.50 per person**  
**Sunday only entry £3.00 per person**  
**Weekend/Sunday entry UNDER 16's FREE OAP's £3.00**

### ADVANCE BOOKING FORM - discounted prices

OVERSEAS MEMBERS PLEASE NOTE - bookings are taken in good faith ie. send no money, just complete and return the form & pay on the gate.

Details required:

Name: ..... Tel. No. (inc. code): .....

Address: .....

#### NORMAL PRICES - per person

- \* ENTRY - Weekend entry £4.50, under 16's free, OAP's £3.00 \*
- \* SATURDAY NIGHT - Bar/Disco £4.00, Food £6.00 \*
- \* CAMPING - Saturday only £5.00/unit, Friday/Saturday £8.00/unit (Sunday night Free)

#### ADVANCE PRICES - per person

Weekend Entry Only Tickets £4.00 per person (saving £0.50)  
 - No. Req'd. .... TOTAL £ .....  
 OAP's £3.00  
 - No. Req'd. .... TOTAL £ .....  
 Weekend Entry Tickets/Saturday Night Bar/Disco £7.50 per person (saving £1.00)  
 - No. Req'd. .... TOTAL £ .....  
 Weekend Entry Tickets/Saturday Night Bar/Disco & FOOD £10.00 per person (saving £4.50)  
 - No. Req'd. Roast Chicken/Fried Potatoes .....  
 - No. Req'd. Crispy Cod/Fried Potatoes .....  
 - No. Req'd. Vegetarian ..... TOTAL £ .....  
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 Saturday night only £4.50 per unit (saving £0.50)  
 - No. Req'd. .... TOTAL £ .....  
 Fri & Sat nights £7.50 per unit (saving £0.50)  
 - No. Req'd. .... TOTAL £ .....  
 Sunday night free  
 \*\* 'Lively' or 'quiet' area - please delete \*\* **GRAND TOTAL £ .....**  
 Send completed form to:-  
 Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. SL5 8EM, England  
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 BONNET FRONT STIFFENER £16, FRONT WING £35,  
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 INNER £24, REAR WHEEL ARCH £19.95,  
 REAR INNER WING £22, REAR WING LOWER QTR £8,  
 FLOOR PAN £29, REAR VALANCE £35,  
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SILL £10, DOOR TREADPLATE £5, FRONT/REAR WING  
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 ALL INNER WING SECTIONS AND VALANCES  
 IN STOCK. PLEASE RING FOR DETAILS.

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VERTICAL LINKS £35, TRUNNIONS (B.L.) £12  
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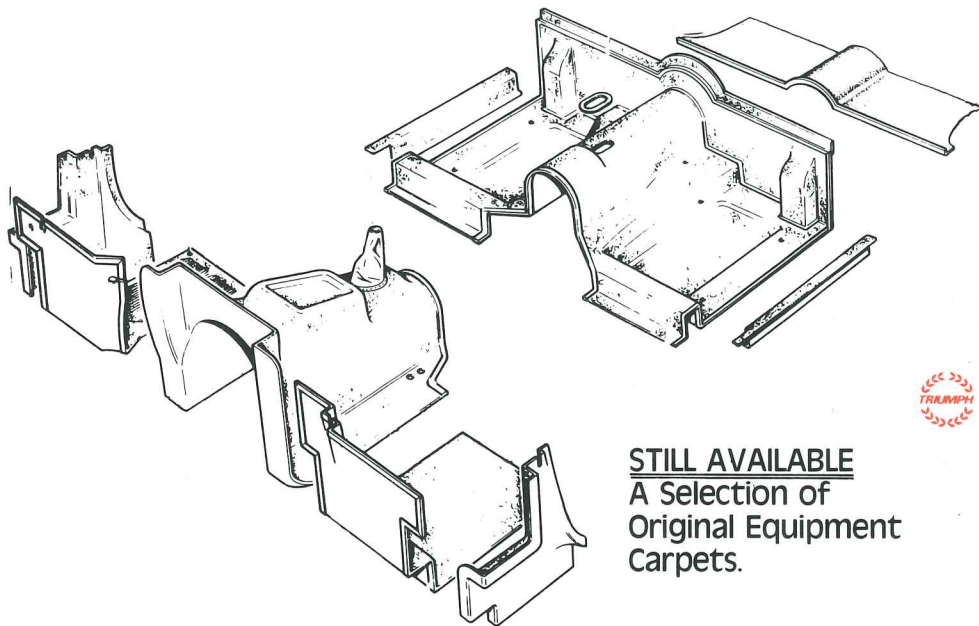
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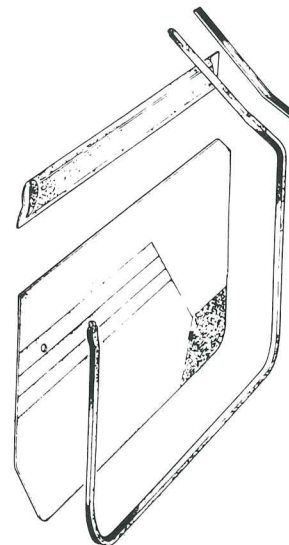


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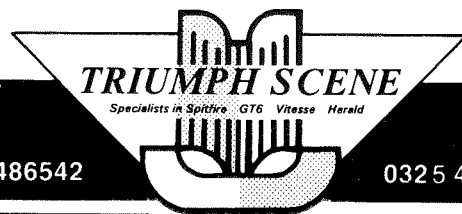


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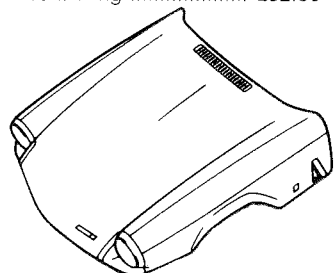
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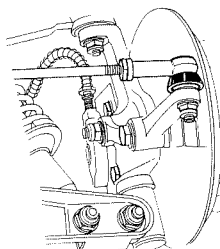


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## THE WEST YORKS



## DALES RUN AND BARBEQUE 8th JULY 1990

### FINAL REMINDER

The West Yorks area is proud to announce it's first West Yorks Dales Run and Barbecue.

The Run starts on Sunday morning from Ilkley and consists of a long convoy run taking in some of the most spectacular scenery of the Yorkshire Dales National Park. For those who know the area, the route takes in the wild moorland around Malham Tarn, the Dales Railway village of Embsay, the ford at Storiths and the picturesque villages of Arncliffe, Appletreewick and Malham. The run ends at the spectacular Bolton Abbey Estate, owned by the Duke of Devonshire. Once at Bolton Abbey, we have an area of our own to park the cars and have a barbecue and picnic on the banks of the River Wharfe. There will be time to wander through the estate or just relax and take in the scenery.

The cost is £5.00 per car, which includes all parking charges and entry to the Bolton Abbey Estate. Ring ANDY HIGGINS - (0532) 520830 to book your place as early as possible as numbers are limited.

PS. The 8th July 1990 is World Cup Final Day - you have two choices either be back from the Dales Run and BBQ in time to watch it on TV at 7.00pm, or stay at the BBQ and ignore it completely! (You will be in good company!!)



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1300 ..... £210.00 ex

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# LE MANS 1965



Sir Donald Stokes joins the drivers and crew as they toast their success in champagne

AT 4 p.m. on Sunday, June 20th, the fourteen survivors of the gruelling Le Mans 24-hour race flashed over the finishing line - and proudly among them were two Triumph Spitfire G.T. entries, smallest capacity cars to complete the test. And to add to their laurels they came 1st and 2nd in their class (combined classes 7 and 8, 1001-1300 c.c.) and 5th and 6th overall in the G.T. category.

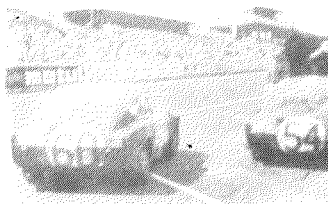
Thus the tiny Spitfires upheld the reputation made in 1964 at their first appearance at Le Mans and proved again their ability to withstand the same punishment as that meted out to the bigger and more powerful Ferraris, Porsches and Cobras.

Four Spitfires started the race, but in the very early stages that driven by Peter Bolton and Bill Bradley blew a gasket on the Mulsanne straight and retired; a result of a series of misfortunes which began when the preceding Wednesday night practice was withdrawn following a heavy storm, and the installation of a new engine in the Spitfire only a few hours before the start of the event.

Rob Slotemaker, sharing the driving with David Hobbs, lost the chance of repeating his finishing run of 1964 when he

spun off at 110 m.p.h. at White House Corner on the 73rd lap and completely wrecked the car. Fortunately he was uninjured.

Away roars leading Spitfire No.



60. while its sister gets attention.

This car was doing extremely well until the accident and David Hobbs tells of the keen competition between himself and the M.G.B. which lasted for the best part of his two hour stint at the wheel.

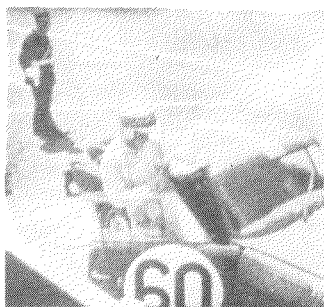
The sturdy Spitfire held the 1800 c.c. car very well indeed and at the half way mark was only seconds behind. By then 24 of the 51 starters had retired, but the two remaining Spitfires were well and truly eating up the miles.

Slotemaker had slipstreamed the M.G.B. down the Mulsanne straight and after 83 laps - seven steaming hours in scorching weather conditions - the leading Spitfire was directly behind the Rover B.R.M. What a feat for the 1147 c.c. Triumphs!

It was the extreme heat of the 24 hours which brought with it tyre-problems in every pit. For the Triumph team, however, these were minimal only one tyre change being necessary for each of the two cars and on the rear wheels alone.

No water was added to either car, no brake fluid was required and there were no brake adjustments necessary.

All the drivers paid tribute to improved handling of the cars. David Hobbs adding that over White House, the top near corner, 7000 r.p.m. was maintained and he was able to take the corner "flat out in top". The Esses were negotiated more rapidly, and his own best time was six seconds faster.



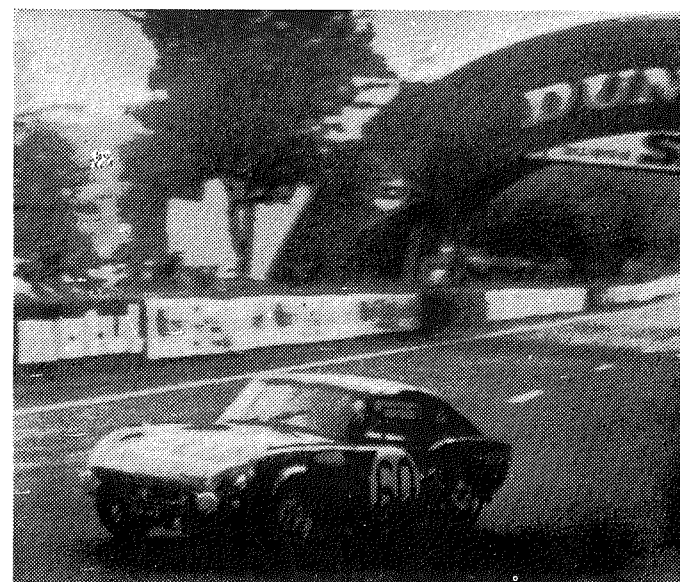
Simo Lampinen nips back into the driving seat after a brief pit stop

Bill Bradley confirmed the improved handling of the Spitfires pointing out that it was commonplace to hold or even overtake the Ferraris on the difficult bends, especially that leading to the Esses.

First "home" of the Spitfires was number 60 driven by Jean-Jacques Thuner and Simo Lampinen - both making their debut at Le Mans. They completed 273 laps of the 8.36 mile circuit at an average speed of 95.07 m.p.h. - a distance of 2,282 miles, slightly further than last year.

Car number 54, driven by Claude Dubois and Jean-Francois Piot, averaged 91.24 m.p.h. over 262 laps (2,190 miles).

Best time for the two Spitfires was David Hobbs' 4 minutes 48.9 seconds, equivalent to 104.2 m.p.h. At one point, however, the Spitfire topped 133 m.p.h. as it followed two Cobras and a



Under Dunlop bridge roars the Thuner Lampinen Spitfire.

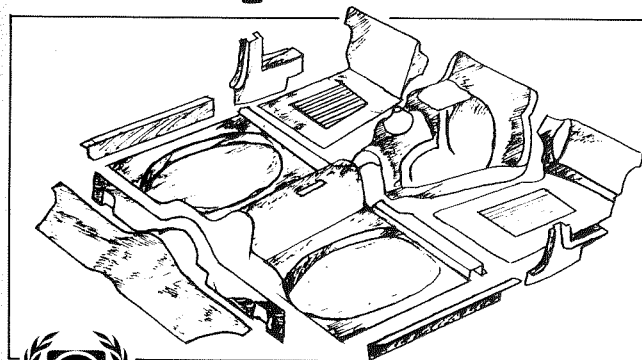
brace of Porsches along the Mulsanne Straight.

So Triumph added Le Mans 1965 to the growing list of Spitfire successes; and all with a

car based on the Stage 11 tuned version of the popular two-seater sports model selling throughout the world.

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All hands rush to action stations as No.54 enters the pits.





## SOUTH OF ENGLAND MEET 1990

As usual the outdoor show programme was kicked off in May with the traditional start - the South of England Meet. The two day event, now the largest Club event for the South, opened slowly on the Saturday. Not being a football fan I didn't realise that the FA Cup Final was being held the same day just down the road at Wembley; how inconsiderate of them to clash with us. Still the usual die hards turned up including nearly 30 members from Triumph Spitfire Club of Netherlands. These friendly maniacs arrived Friday night to make sure they had the pick of the show. We were later joined on the Saturday evening by a group of eight members from the Triumph Spitfire Club of Berlin who came over especially for the weekend.



Saturday evening saw our traditional Noggin' and Natter turn slowly into a disco as our Dutch friends showed us how to 'get down and do it' and believe me they did. After finally being thrown out at closing time they carried on in the camp site until

the dawn chorus proved too difficult to dance to.

Sunday started early and the site filled up fast. Soon the concours and side shows were underway. I wandered around the Trade Stand Area to see empty Trade Stands and Traders



moaning (nothing changes) about selling out of stock (the moan has changed after all). By two o'clock the main concours judging had finished and the finalists were brought forward for a final look.

At ten past three, we saw our earliest prize giving ever. Only ten minutes late this year, we are improving. The results were:

Best Herald	SLH 605F	13/60 Saloon	Eric Webb
Best Vitesse	VHV 814G	Mk II Convertible	Sid Jensen
Best Vitesse	AYY 343H	Mk II Convertible	Geoff Titler
Best Spitfire	BKL 918T	Mk IV 1500	
Best GT6	SLF 977L	Mk III	Clive Spencer
Best Bond	DPG 647J	4S	David Wood
Best Special	BEA 465J	Midge	Chris Bird
TSSC Choice	SLF 977L	Mk III GT6	Clive Spencer
Best Guest Car	NJ-60-PH	Mk IV Spitfire	Rene Van Eldik TSC Netherlands

Autogymkhana Winner - Keith Bennett Herald 1200

Autogymkhana Best Female - Ina Von Schiak Spitfire Mk IV



I would like to thank all the judges, the contest gets more difficult every year, this year I even got dragged in to assist because we had several split decisions. I would also like to thank our side show hosts for turning up and putting in the effort that made the Meet better than ever. Thanks go to the Surrey Area (Autogymkhana), Essex Area (battery lifting), Thames Area (croquet), Sussex Area (feely bag) and not least Hants and Surrey (wet sponge Aunt Sally). Thanks also go to all the people who helped all weekend and in particular Chris Childs and Tracy Ludmon without whose help it couldn't be done.

A great time was apparently had by all and despite my saying that it was the last South of England Meet I was going to do, I've been persuaded to do it all again next year. Put next year's dates in your diary now:

**South of England Meet 1991 - 11th and 12th May 1991**  
**Leatherhead Leisure Centre**

If you missed this year's Meet, make sure you don't miss next year's.

Finally a big thank you to all of you who came along and made it all worthwhile - see you all next year.

**Mike Crewes - South of England Meet Organiser.**

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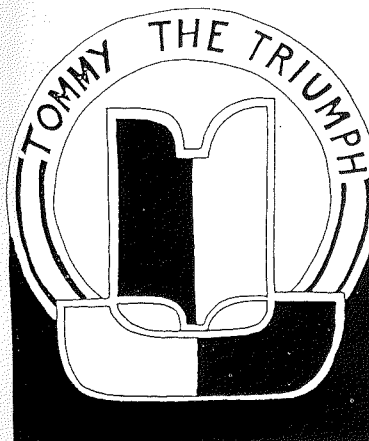


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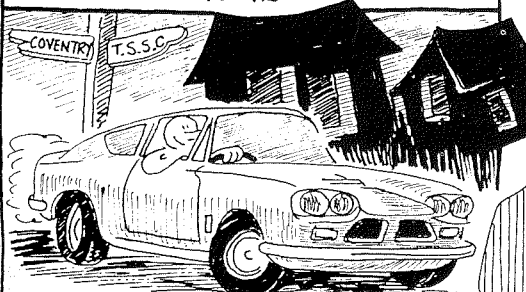
BY CHRIS SHEEDAN

IN THE PUBLISHING WORLD, WITH THE  
INCREASE IN "COFFEE TABLE" MAGAZINES...

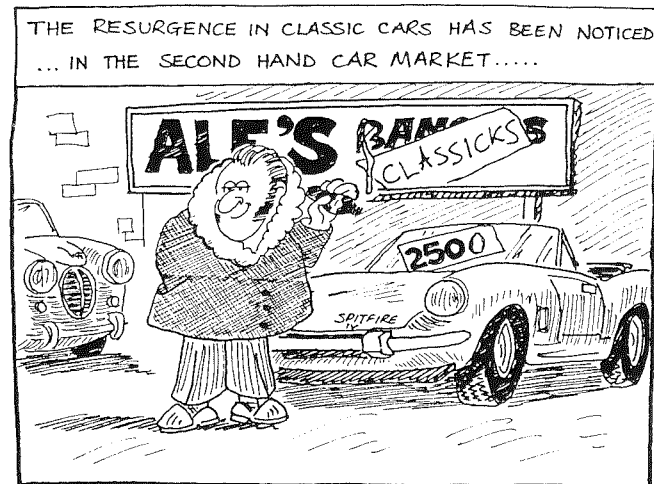


...AND NOT A TRIUMPH OR A CORTINA IN SIGHT!

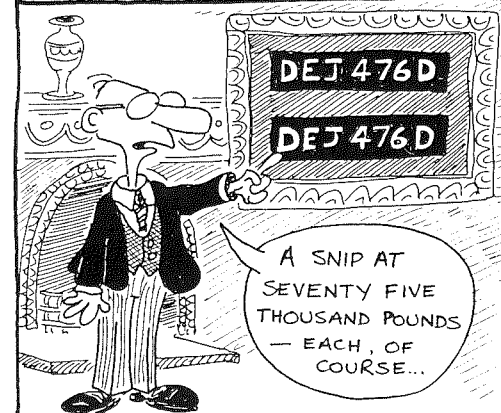
BUT IF YOU LOOK CAREFULLY, YOU'LL SEE  
REAL PEOPLE, WHO HAVE BEEN IN THE  
BUSINESS FOR YEARS ....



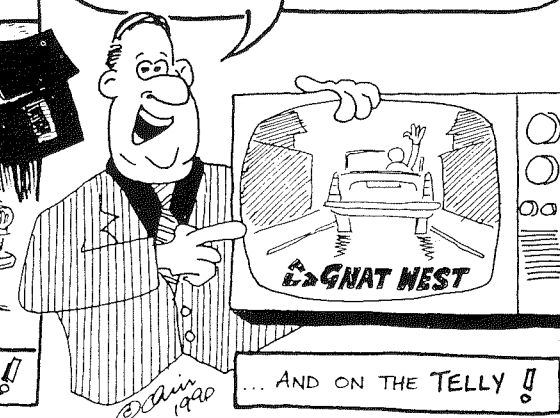
WILLING TO LOOK AFTER YOUR CLASSIC!



... EVEN THE D.O.T. HAVE CASHED IN  
WITH THE SALE OF CHERISHED PLATES !!



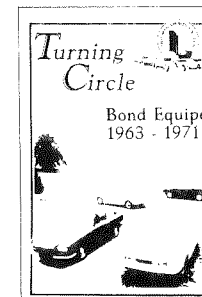
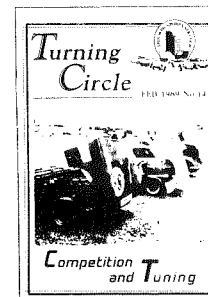
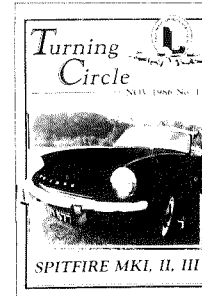
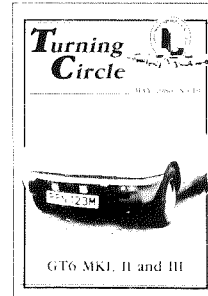
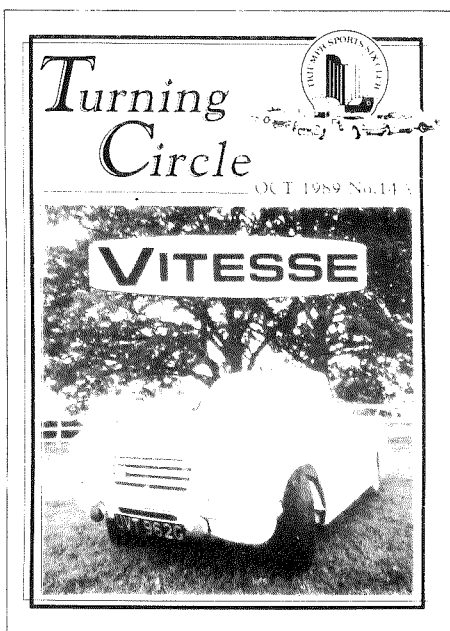
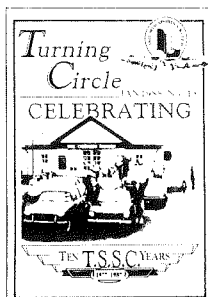
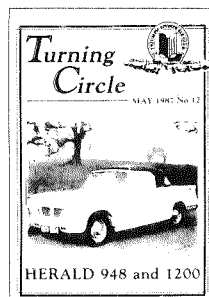
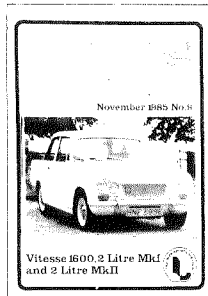
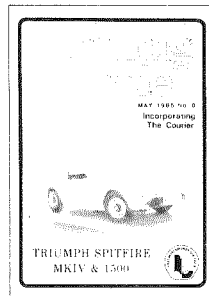
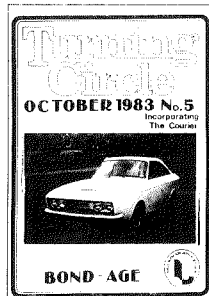
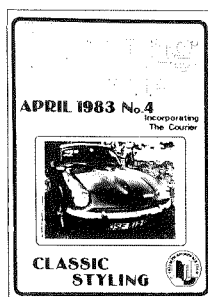
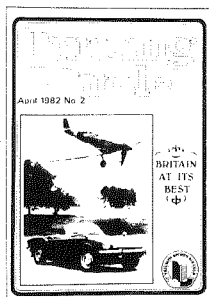
BUT BEST OF ALL, IT MEANS THAT  
OUR CARS WILL BE KEPT ON THE ROAD...!!





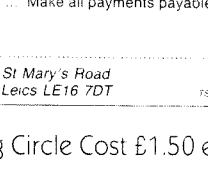
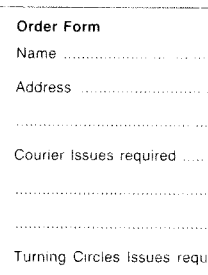
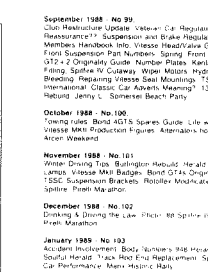
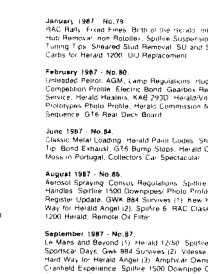
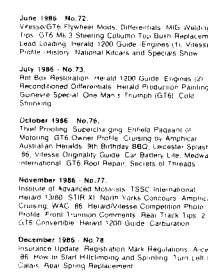
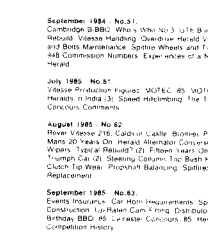
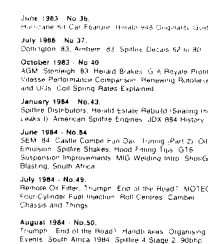
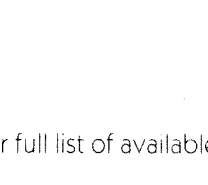
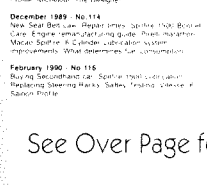
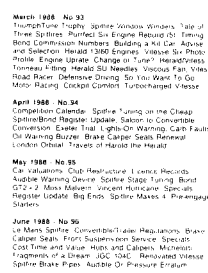
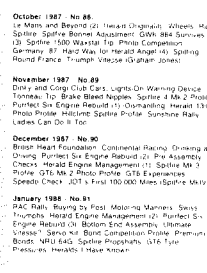
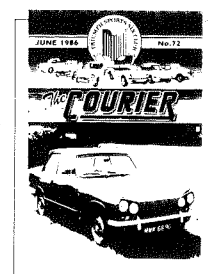
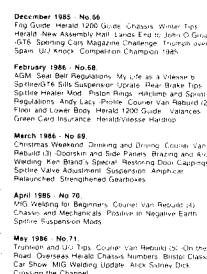
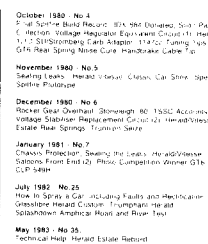
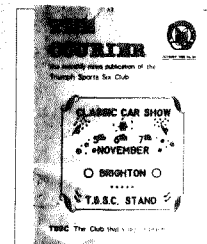
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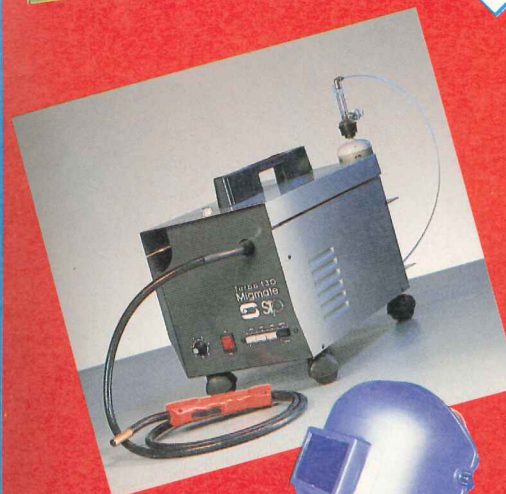
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