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W/Wheel Adaptor	£23.50	Chrome Wheel Trim (Set of 4)	£27.50
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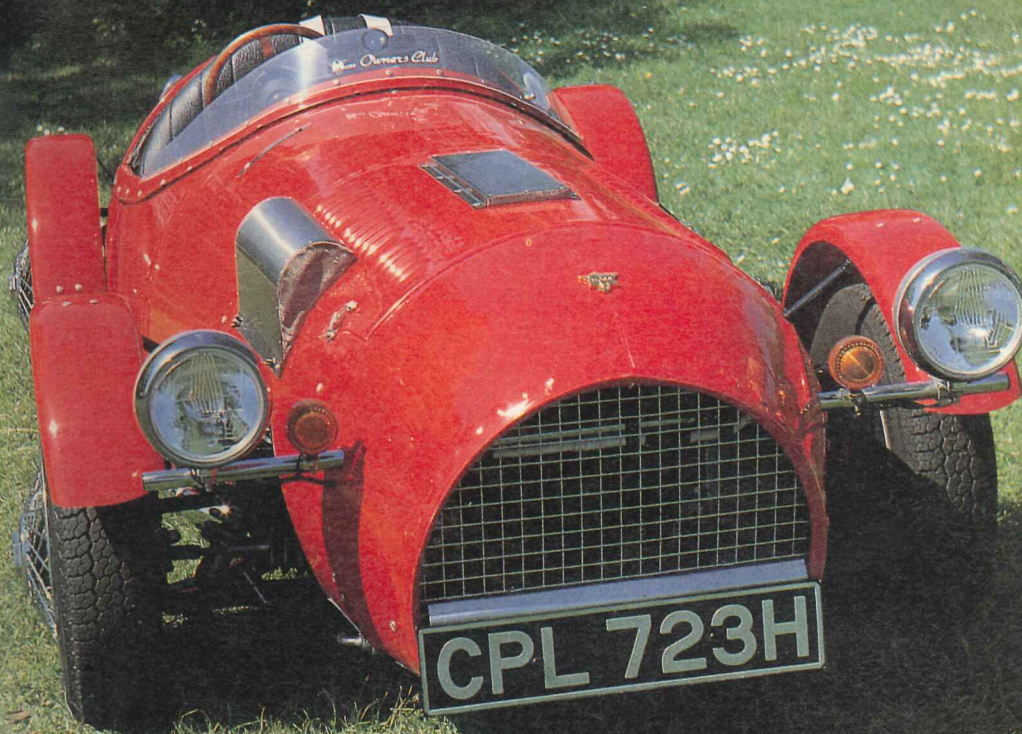
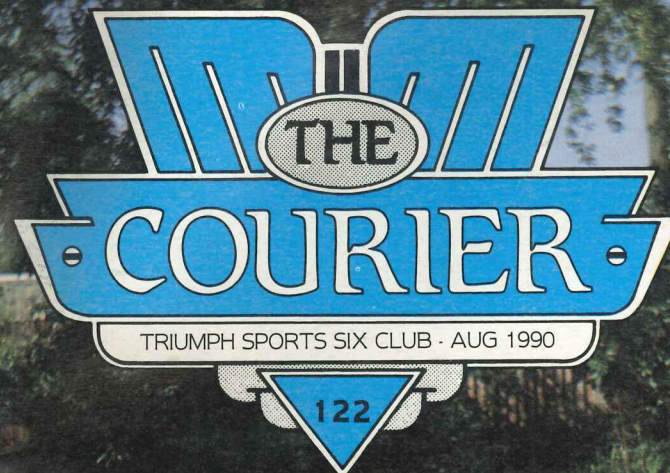
Chrome Wire Wheel Kit -
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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club

VOL.11 No. 122 AUG 1990

Price £1.25 Free to Club Members

PRESIDENT

John Griffiths

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

GENERAL SECRETARY

Peter Williams

10 Chesham Rise, Cherry Lodge,
Northampton NN3 4XP
Tel: 0604 405416

CLUB MANAGER

Bill Sunderland

CLUB OFFICE

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

TEL: 0858 434424

FAX: 0858 431936

Office open between

9am - 5pm Monday to Friday

OFFICE MANAGER

Trudi Squibbs

MEMBERSHIP ADMINISTRATOR

John Muggleton

COURIER MAGAZINE

Bernard Robinson

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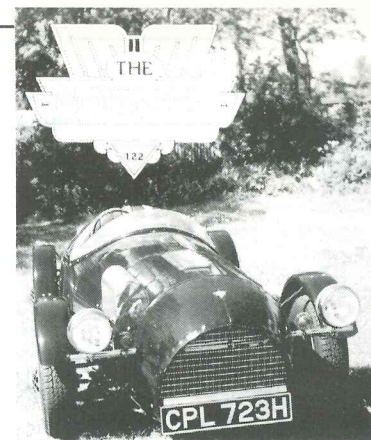
COMMITTEE MEMBERS 1990

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

Cover Photograph
MCS ROADSTER SEM MAY 1990

For a full list of TSSC Officials see page 82

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**MOSS
Roadster
May '90
SEM**

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Plus Area News Review/Classified Newspaper

Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within THE COURIER OR TURNING CIRCLE and cannot accept any liability for erroneous or misleading information found therein. ★



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
(0858) 434424



CHECK IT OUT !

Editorial

INTERNATIONAL -THE INTERNATIONAL?!!

OKAY - We're shouting a lot about the TSSC International at Stafford 11th - 12th August - please come - it's your Event - let's see you there.

Thank you to all members who have contributed to the TSSC Building Fund, listed below are members who have already sent £25.00 or more - if you can help to get permanent headquarters for the TSSC this will surely help keep Triumphs on the road - please note overseas members - the donation form is in this Courier.

All TSSC 'phone numbers change from August 1st. Market Harborough has gone digitised so all our numbers now carry a 4 in front i.e. 0858 434424 (office).etc.

TSSC Building Fund - Members helping The way forward

Michael J. Tarry	I. Hoy	David Blackburn	Graham Robinson
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PRESIDENTS INTRO



John Griffiths

THE BIG DAY COMETH

In just 10 or so days time, more Triumphs will be gathered together than at any other time. Well let's hope so for **August 10th, 11th and 12th** are the dates of the Club's biggest event, **THE INTERNATIONAL WEEKEND** at the **STAFFORD SHOW CENTRE**. And with the 8th Leicester National Sunshine Rally on 5th August, this is a really classic month for Triumph Enthusiasts. **PLEASE DON'T MISS THESE OPPORTUNITIES TO REALLY ENJOY THE TRIUMPH CULTURE AT IT'S BEST!**

NOTICE TO ALL KIDS

At the International Weekend, the TSSC will have a **BOUNCY CASTLE**, so make sure you get your parents there! Tell them about the spares, the autojumble, the Concours, the entertainment.....

TSSC PREMISES

Hopefully, most of you will have read the information leaflet we enclosed with last month's Courier. (overseas members will receive theirs with this month's Courier) At the time of writing this, over £2500.00 has been received from members making donations. This is a superb start, for which we are very grateful. All money received is being placed in a separate interest earning **BUILDING FUND** account and will not be touched until we are in a position to buy.

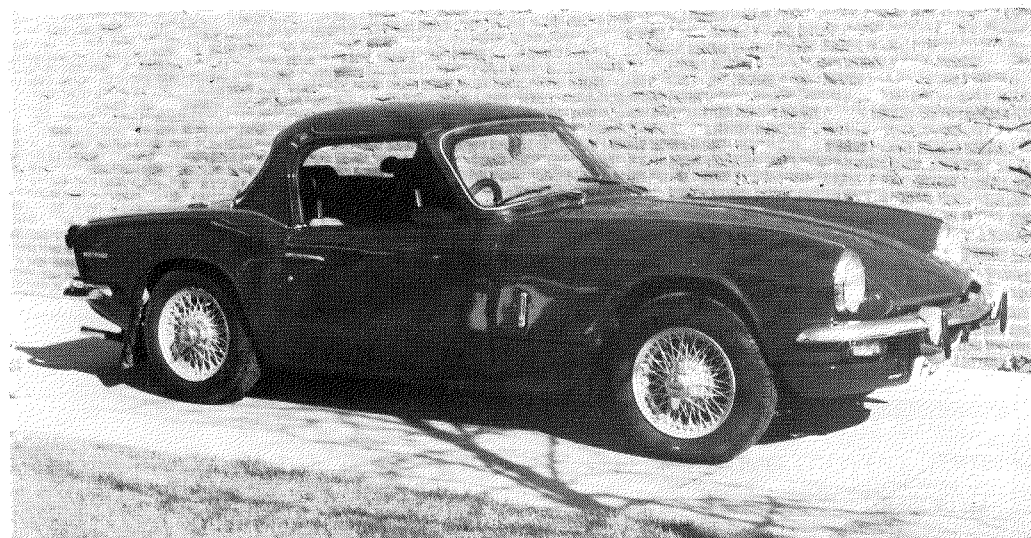
It is amazing how things happen, but we understand our current landlord wants to sell the premises we currently occupy. This may mean we will need to find something rather more quickly than first envisaged. Financial support from members at this time has accordingly become even more important. If you haven't yet contributed to the fund and would like to do so, please do send off your cheque to the Club Office as soon as possible. No stamp is required, just mark your envelope **FREE POST**. **All cheques should be made payable to the TSSC BUILDING FUND.**

TSSC SPECIAL OFFERS - BUSINESS AS USUAL

You may have noticed in last month's Courier that Special Offers are now being operated from the Club Office at Market Harborough. Moving the stock from Hitchin and setting up new systems at Harborough has created additional work although business has been maintained as usual. Some of you may have experienced order delays and even difficulties getting through to Special Offers on the telephone. Please accept our apologies for any inconvenience. By the time you read this, all operating problems should have been resolved.

CAR OF THE MONTH

My chosen car this month from the Valuations received is this absolutely superb MkIII Spitfire. It belongs to Reginald Baker of Bedfordshire who has been a TSSC member since 1985. What a great sports car the MkIII Spitfire was. Those of you who read my article on Spitfires in the November 1986 **TURNING CIRCLE** will know I rate the Mark III as the best of them all given, it's traditional styling, near 100mph performance and proper fold-away hood. I'm convinced they're under priced at the present time. My prediction is that in two years time a good one will be worth around £6000 (double it's current value!)



That's it for this month, but before signing out, here's a **CHECK LIST**

1. **ATTEND THE LEICESTER NATIONAL STANFORD HALL LEICS SAT/SUN 4th and 5th AUGUST.**
2. **ATTEND THE TSSC INTERNATIONAL WEEKEND STAFFORDSHIRE COUNTY SHOWGROUND, STAFFORD FRI/SAT/SUN 10th, 11th and 12th AUGUST**
3. **SEND OFF CHEQUE TO TSSC BUILDING FUND!**

TRIUMPH OUT, HOODS DOWN, ENJOYMENT UP



NEWS REVIEW

STOLEN VITESSE - HAD CAR ONE WEEK

Stolen 13.6.90 from Luton & Dunstable Hospital. White MkII Convertible with black hood ENV 4J. No carpets. Details Luton Police. Contact: Imogen Spence 0582 491122 - Sleep on 610.

TSSC International Weekend

Surrey Area, in conjunction with S. & S. Restorations will oil your front trunnions both sides, with the correct grade of oil (not grease) for £2 per car.

A full range of TSSC Videos, depicting our cars in action throughout the 50's and 60's will be shown throughout the weekend.

If you have not already done so, it is still not too late to prepare an entry for one of the competitions to be held at the event. Entry is free with great prizes to be won. They are: Area Banner Competition, Courier 119, Area News Painting Competition, Courier 120 Page 64 and Edible Car, Courier 121, page 26.

Further details of all the above will be shown in the event programme.

DINKY CONCOURS - FINAL REMINDER

Don't forget Sunday 12th August INTERNATIONAL WEEKEND Stafford 10am til 4pm three classes:-

- 1 original dinky/corgi
- 2 restored dinky/corgi
- 3 kits/models (includes plaster models)

3 cars per class per person all cars must be TRIUMPH - trophy for each class. *Plus deliberate mistake competition for under 16's.*

Custard Pie Fight - Southern and I.O.W. Area - against any other Area. 50p to take part - bring some old clothes - Saturday pm.

Evening Courses

We at Thurrock Technical College have been running evening courses in both Basic Welding and Vehicle Restoration for a number of years. We are offering these again from September 1990 and I wonder if you would like to make mention of the fact in your club magazine/news letter for the benefit of your members in our area.

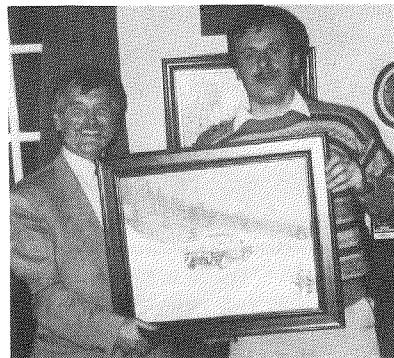
Further information about the courses may be obtained by telephoning or writing to the College and it is also possible to enrol on the course by post during the summer vacation. Essex County Council, Thurrock Technical College, Woodview, Grays Essex RM16 4YR. Tel: (0375) 373356.

J.Cook - Vehicle Res.Course Tutor

Oil Painting - Herald Coupe

At the Lyndhurst AGM it was revealed that one of the TSSC's most celebrated members, Fay Presto, had commissioned an oil painting of the Monte Carlo Herald Coupe for the Club to award annually to a Club member who put in exceptional work or shown the best example of Club comradery during the preceding 12 months.

It was agreed that the first recipient should be Chris Longhurst, Herald Register Secretary, for the flow of excellent Courier Articles he has submitted over many years.



Chris Childs volunteered to do the presentation as the Local Area Organiser, but unknown to him, Chris had moved to Wantage. So the job was handed to Oxford Area to complete. This pleasant task was carried out at the local area meet by John Cudmore, Council of Management member and Oxford Area Organiser.

When the painting is handed back for presentation to a new recipient, a print will be given to Chris as a permanent reminder of the event. Keep up the good work

GT6 REGISTER SECRETARY

Following a couple of unfollowed-up enquiries I have to say that the post of GT6 Register Secretary is still vacant. Enquiries please to Peter Williams, General Secretary at the usual address/phone number.

SPITFIRE IV/1500

TURNING CIRCLE:

Last call Spitfire Enthusiasts

I can't say that I expected a stampede but I'm very disappointed with the dismal response for the planned next Turning Circle (4 members excluded), especially considering the many thousands of Spitfire (armchair?) enthusiasts out there. What we're after are good technical/historical/restoration text-photo articles, plus perhaps the odd one or two (only) general/holiday type stories. The simple truth is, that if no more articles appear in the near future then the Spitfire IV/1500 Turning Circle will just not happen - seriously. The Bond "boys" certainly showed the way - why not you!

Peter Williams, Editor, Turning Circle.

IMPORTANT MESSAGE TSSC OFFERS

Due to the vast increase in business and the growing size of the Triumph Sports Six Club - TSSC OFFERS have moved from Hitchin to much larger premises within the main TSSC building at Market Harborough. This will give TSSC OFFERS a much better base to trade and take forward this popular service. There may have been a hiccup or two over the past few months and we apologise to members who have experienced delays in receiving products. Looking forward TSSC OFFERS will become an essential part of life within the TSSC and you can expect an increased product range over the coming months.

Please support TSSC OFFERS as this service to members will ultimately help us in our aim for permanent TSSC premises and further in the future remanufacture of parts for Club Cars.

Bill Sunderland - Club Manager

Save Postage/Carriage Charges
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STAFFORD 11th/12th AUGUST

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ALL MODELS DOOR CHECKSTRAP GASKET	£ 2.50	£ 2.20
HERALD 13/60 AIR FILTERS	£ 3.90	£ 2.50
SPAX STANDARD SHOCK ABSORBERS FRONT OR REAR EACH	£19.00	£15.00
TIMING CHAIN ALL MODELS	£ 3.75	£ 2.75
HERALD/VITESSE STANDARD CHROME PETROL CAP	£ 3.50	£ 2.50
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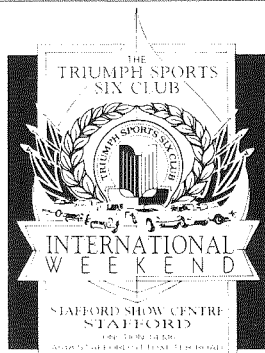
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THEN TAKE THE A518 TO UTOXETER (signposted County Showground)

For campers and members arriving on Friday 10th August
there is free entertainment on the Friday night

LET US SAY NO MORE AND SEE YOU THERE!!!!!!!

JOHN KIPPING

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As our leader Greg has now departed (for a new job in Exeter - good luck Greg) it has fallen to me to report on a successful, if somewhat damp run & concours. The weekend began with a jolly evening at the Bull's Head at Castleton followed by what was apparently a very cosy night's camping, due to the large number of tents in a rather small plot (I think).

Anyway, Sunday morning dawned bright and sunny and we decided the weathermen must have got it wrong (they hadn't) and as Triumphs began to assemble in the car park, all was set fair for a good day. They continued to arrive until well past the scheduled departure time, then with a fanfare of horns almost ninety cars began the 1 in 5 ascent up Winnet's Pass. Hoods were down and I guess the convoy must have stretched a couple of miles.

After an hour or so the Met men were vindicated and down came the rain. One by one the cars pulled in to put up hoods, the braver members hanging on until they too began to get soggy and succumbed, and eventually even Gareth in his Vitesse, who looked soaked by this time, had to give in to the weather.

We arrived for lunch and 150 plus, hungry Triumph owners descended upon the Dog and Partridge, who worked a miracle to feed us all in a reasonable time, although there were a few desperate cheers as the last plates of grub appeared.

After lunch we continued, the ford at Tissington being the highlight of the second half, and ninety odd Triumphs became Amphicars for a couple of minutes.

The arrival at Chatsworth was followed by the concours and sincere thanks must go to the judges, who had a difficult job under trying conditions, ending up

somewhat bedraggled and I suspect more than a little tired. The standard of cars was impressive with ever more original, low mileage Heralds appearing (not mine I hasten to add) and a good turnout of over thirty Spitfires. It was good to see Mr. Stansfield's Spitfire, which last year had the dubious honour of the wooden spoon now restored and a credit to him. Unfortunately this year we did not give a long distance award, which was a pity

as we had a member from Finland with us and it was great to see him, the Transit van definitely added something to the run, if only confidence that we could get a tow out of the ford if necessary. Anyway, to conclude I think everyone enjoyed themselves despite the weather, and hopefully we'll be off again next year and top the hundred mark. Here are the concours results, and our grateful thanks go to the sponsors for their support. **Nina**

BEST VITESSE

Geoff Fletcher Trophy 6825 DK
2nd JULY 131D

Harold Lee
Ron Lee

BEST HERALD

John Kipping Trophy KRO 202G
2nd 193 XRB
Highly Commended BRK 351D
Highly Commended UWY 604F

Viv Colenso
Rob Bagnall
Nina Hutsby
Stuart Newbold

BEST SPITFIRE

Andrew Stone Trophy XFA 1898
2nd DOX 468C
Highly Commended SYG 970R
Highly Commended PAC 953W
Highly Commended LOK 879P

William Byrom
Terry Hickling
P. Shackleton
Gordon Middleton
B. Stansfield

BEST GT6

Rimmer Bros. Trophy 246 LG
2nd XDN 254R

S. Wallwork
J. Smith

BEST BOND/SPECIAL

Chic Doig Trophy WUG 816H (Bur/ton)
2nd 342 STA (Spartan)

Michael Heeley
L. Latham

VISITOR'S CHOICE

164 DJU (Spitfire) Mr. & Mrs. Newitt



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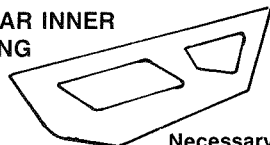
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KNOW YOUR HERALDS 1200 ESTATE

Chris Longhurst

THE Triumph Herald 1200 Estate was introduced in May 1961 on the MkI chassis; there had not been a previous 948cc version. Engine, gearbox and differential were the same as the saloon. The main difference in mechanical specification was a stronger rear leaf spring and wider wheels/tyres to cope with additional loads.

With the rear seats folded down there was 20 square feet of load capacity with a maximum recommended payload of 5 cwt. The trim and finish of the estate car was of the same standard as the saloon, unusual at the time when estates could be somewhat more basic than saloon variants.

The MkI chassis was replaced by the tougher MkII chassis in 1962. Production of the 1200 Estate continued until 1968 with a total production run of 39,819.

The 1200 Estate is still a practical load carrier. The larger area of glass makes it less claustrophobic as a family car than the saloon. With a little ingenuity (foam over the wheel arches, baby seat) three (young) children can be carried comfortably, (Fig.3).

Herald

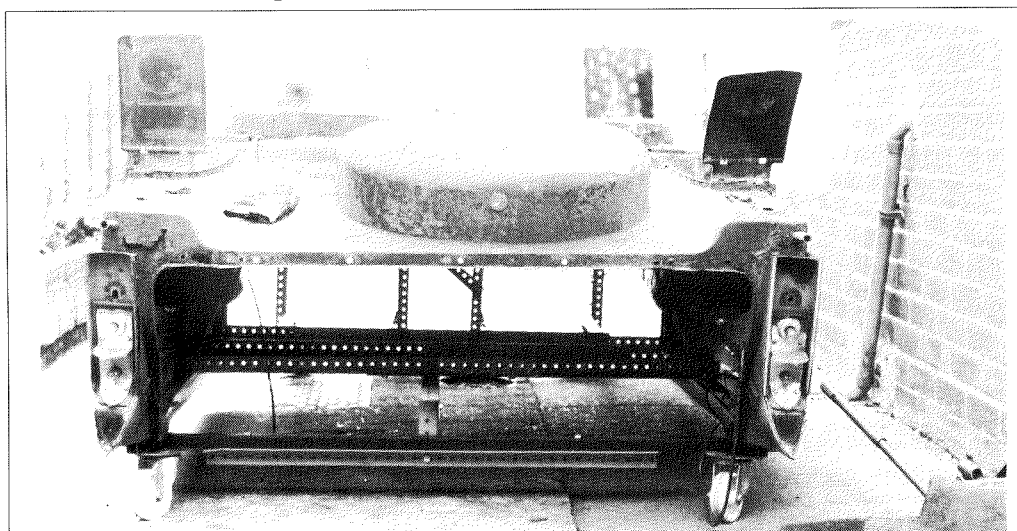


Fig.2. 1200 Herald Estate (rear view)



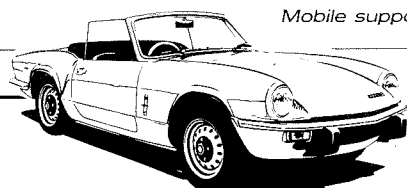
Fig.3. - Family Estate! (1984)

When carrying out a body off dexion support frame as there and convertibles. Without the rebuild on the estate it is is no rear cross bracing (shelf) on worthwhile constructing a the estate as on saloons, coupes inwards, (Fig.4).



Mobile support frame for rear estate body shell

Fig.4.



SPITS & PIECES

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BOND *Equipe* - REGISTER -

Peter Jacklin

THE Bond Equipe Weekend was attended by some forty Bonds, with several owners arriving by other means of transport.



The overall standard of the Equipes on display was considerably better than previous years, with many cars showing evidence of last winter's labours, well done all those who made the effort to attend. Thanks also to the willing (?) band of helpers and to our sponsors this year Troika Architectural Mouldings of Sheffield. Now to the results:-

CHOICE EQUIPE (6 cyl)

Winner	Kevin Perry	2L Convertible 633 B00
Runner Up	Peter Prime	2L Coupe MRY7F
Commended	Brian Waters	2L Convertible KCK820H

CHOICE EQUIPE (4 cyl)

Winner	David Woods	4S DPG647J
Runner Up	Jayne Grogan	4S BPH834H
Commended	Geoffrey Colquitt	4S GCX735C

David Woods received most votes overall and therefore holds the Bond Equipe Shield for one year. The TROIKA TROPHY was a new award for us this year, representing as near as we are likely to come to a conventional judged class. Keith Dungworth put in some sterling work here carrying out spot checks on eight mechanical items. During the judging many owners received some useful advice on the condition of the steering and brakes of their cars and the results are set out overleaf.

RESULTS

Winner Brian Waters
Runners up David Woods
Steven English

2L Conv KCK820H (88%)
4S DPG647J (85%)
2L CVW279G (85%)

The DISTANCE AWARD went to Rob Smith (4S) who had an adventurous trip down from Coldstream in Scotland. The spot check Spare Wheel Competition winner and loser were Keith Dungworth and Vince Armstrong respectively. During Sunday the children were kept amused by 'Uncle Dennis' who arranged a number of competitions and activities including their own chance to vote for their favourite Equipe. The surprised winner of this award (suitably a box of Smarties!) was Derek Edmunds.



The winner of the major prize in the Raffle (one year's subscription to Popular Classics) was Brian Waters. Brian had quite a successful day! Some of the proceeds of this Raffle were donated to the ITV Telethon Appeal, thanks to the generosity of those who donated most of the prizes. The next Equipe Get-Together will be at the Bell Hag Inn, Manchester Road, Sheffield on Sunday 16th September, the location is approx 4 mls. west of Sheffield on the fringe of the Peak District National Park. Camping is available on site so if you wish to arrive on Saturday I will be on site from about lunchtime. This is the final event in this year's events calendar so give your Equipe a last run out and let's have a better turnout than last year!

Finally, I have available some back issues of the March 1990 Popular Classics, this is the one with the Equipe feature in it, if you would like a copy the cost is £1.90 incl. P & P.

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Andy Bonner

THIS month's feature car is a 1600 owned by John Ryder. John uses his car as regular transport and clocks 15,000 miles per year. Well done John, you seem to be in the minority nowadays as most Vitesse seem to be kept as 2nd and 3rd cars, only to be wheeled out at summer shows or sunny weekends.

LEAD FREE CYLINDER HEADS

In reply to my request for feedback from anyone who has fitted a lead free head to their Vitesse the response so far has been - zero!

Mr. R. Ingram wrote to me recently questioning the origin of the engine fitted to his 1600. The engine that he has fitted is prefixed KE which according to my records means that it is a GT6 MkIII type. Vitesse 1600 engines are prefixed HB and Vitesse 2000 engines are prefixed HC.

1600 to 1720 Conversion - Insurance

I have again spoken to Footman James with reference to including the 1720cc overbored engine into the standard 1600 Vitesse insurance group, and Trevor Keefe has now assured me of a prompt reply. Hopefully by the next issue of the Courier, Trevor?

PIRELLI CLASSIC MARATHON

John Woolley didn't manage to repeat his superb performance of last year, when he finished 7th overall and first in class. Unfortunately a new clutch fitted just prior to the event proved to be faulty, which resulted in John stripping the teeth of 3rd gear early in the event. However, John managed to salvage some parts from a Dolomite box and rebuilt his own to join the rally two days later, and did finish the event. To complete the misery Alison Woolley and her co-driver broke a trunnion half way up the Stervio Pass in their

Spitfire whilst leading the Ladies Class. Again John managed to repair the car but valuable time was lost.

The Rules for this year's Pirelli meant that John had to change from the 2000 engine that he used last year to 1600 power for this year's event. Using a Kent TH5 camshaft with triple 1½ SU carbs and extractor exhaust this engine was giving 110 BHP at the wheels on the rolling road when tested before the competition. According to John this still gives a road useable engine although real performance comes in at 5000 rpm and it will rev to 8500! His stage times towards the end of the Rally put John in the top ten amongst some very hairy machinery and I hope to give you some comparison times next month.

VITESSE RALLYING HISTORY

The brief history of the Vitesse in rallying has been well documented through this magazine in the past and it is listed in Graham Robson's book on the Herald and Vitesse. One would expect Graham to know the full story as he was Competitions Manager for Triumph during that time. However, I came across an interesting reference recently in an interview with racing/rally driver Peter Bolton in which he says "The one rally I didn't do, to my great regret was the Safari. One year I had offers from both Citroen and Ford but I was contracted

to Standard-Triumph who insisted they were going to do it and I was in the team. They entered a team of Vanguards and Vitesses and sent over one of each to do a recce. The Vanguards boiled at over 4,000 feet and the Vitesse fell apart so the team was withdrawn". It seems likely that the Vitesse referred to was 407VC.



Shame on you Graham for not including this in your book.

Apologies for a short report this month, I have just returned from France and am rushing to make the deadline.

Hope to see lots of you with your Vits at the International

"Spit-Bits"

TRIUMPH GT6's CHOICE OF SIX

MkI, Blue, Good Runner, in need of body repair £950.00

MkII, Red, Good original car, needs slight tidying. Reconditioned engine £2800.00

MkIII, White, Needs various work, but would make very nice car, cloth seats, overdrive, tints and original sunshine roof £1500.00 o.n.o.

MkIII, Brown, Exceptional condition, with service history, Rotoflex model, overdrive, reconditioned Triumph-tune engine. New carpets, brown trim, twin exhaust, wide wheels with Firestone 185 x 60's, well kept, only £4,800.00 o.n.o.

MkIII, Blue, Been stored 10 years, now brought up to its original glory, also in very nice condition, overdrive, tints, cloth seats £4,700.00 o.n.o.

MkIII, Red, service history. Many extras. Only 4 owners, low mileage, tints, overdrive, sunshine roof. All in A1 tip-top condition £6,500.00.

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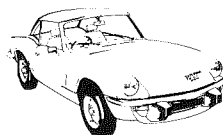
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HERALD/VITESSE	£37.50 + 4.00 + VAT
GT6 including load area	£57.95 + 4.00 + VAT

HOODS:

SPITFIRE MkI/II	£56.00 + 3.50 + VAT
SPITFIRE MkIII	£56.00 + 3.50 + VAT
SPITFIRE MkIII	
with zip rear window	£65.00 + 3.50 + VAT
SPITFIRE MKIV & 1500 "	£65.00 + 3.50 + VAT
HERALD/VITESSE	£66.00 + 3.50 + VAT
TONNEAU for Cars above	£54.75 + 3.50 + VAT

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SPITFIRE MkI/II & III	
rear panels (each)	£19.95 + 3.15 + VAT

SEALS:

Door seal (black only) (per mt)	£3.94 + 1.65 + VAT
Boot seal (per mt)	£2.40 + 1.65 + VAT



Nick Lord

FIRST of all, thanks to all those of you who have sent me information on unleaded products, please keep sending it.

Those of you who are camping for the week at Shearsby between the Leicester Show and the International, please feel free to visit me as Smeeton Westerby is only three miles from the campsite at Shearsby.

My Spitfire now has a new boot floor, rear valence and inner wings, the latter which were fabricated by Ian Gittings of Central Spitfires to a very high standard. Ian has the car for all the 're-restoration' work but unfortunately has come to a standstill as previous sub-standard restoration has led to heavy rusting in the wings, sills and door pillars, so the car now has to be stored until after the trial in case it needs to be 'called' as evidence.

Our Citroen BX 14E has now been sold and been replaced with a Citroen BX 19TRS Estate. This will be much more suitable for all the mountain roads as these, plus a full load of gear, children and dogs was a bit too much for the 14. The 19's 105 BHP and extra load carrying capacity makes short work of all that.

And so, on to optional extras for Spitfires, starting this month with the 4 and 4 Mk.2.

Tonneau Cover - available in white or black.

Hood - available in white or black.

Rubber floor mats - grey or black.

Carpets - grey or black.

'A' and 'B' Post, Wheelarch Cover, Rear Quarter Trimboard, Rear Panel, Boot Squab Board - available in Red, Blue, Black (Fine Grain) and Black (Coarse Grain).

Front Seats - available in Vynide, Leather or Leathercloth in Red, Blue or Black.

Wing Mirrors - Models available were:

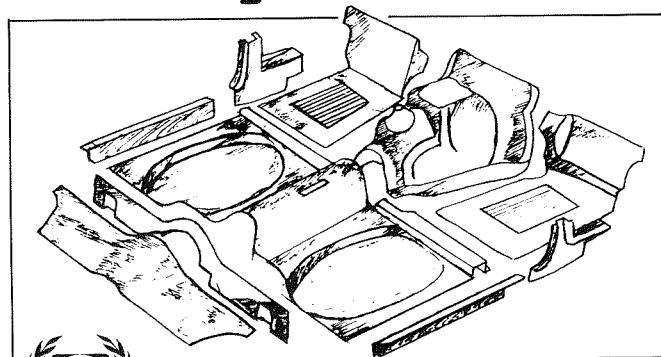
Speed	(573677)
Magnatex 5.6 D Type	(560632)
Flyback (Turina)	(570409)
Magnatex Flyback	(502459)
Wingard Curved Arm	(608467 WL)
Morgan Straight Arm	(608467M)
Wingard Swing	(612306)

Wheel Finisher	(307134)
Wheel Trim Nave Plate	(122806)
Medallion for Wheel Trim Nave Plate	(113256)
Spot Lamp Kit	(569907)
Fog Lamp Kit	(569908)
Reversing Light Kit	(509792)
Fuel Pipe Link Filter	(515448)
Safety Harness 2 Point Fixing	(568511)
Safety Harness 3 Point Fixing	(568496)
Wood Rimmed Steering Wheel	(307245)
Luggage Rack (Fixed)	(569033)
Luggage Rack (Removable)	(573476)
Cigarette Lighter	(569116)
Continental Touring Kit	(512366)
Bonnet Lock Kit	(562116)
Wire Wheels	
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Chrome Rocker Cover	(134654/CP)
'Power Stop' Vacuum Servo Kit	(514600)
Locking Petrol Cap	(571086)
Mud Flap Kit	(573096)
Anti-Mist Panel	(566298)
Ferodo Competition Brake Pads	(512539)
Oil Filled Lucas Coil	(125195)
Defroster (Front or Rear Screens)	(59844)
8000 R.P.M. Rev. Counter	(211635)
Sill Protector	(808270/1)
Skid Plate	
Competition and Racing Front Springs	
Competition and Racing Rear Springs	
Overdrive Kit	(512767)

Rather a host of extras or alternatives to enhance the basic Spitfire, although many of these would only have been available as a choice at the time of ordering your new Spitfire and not for general sale. However, if any of these optional extras, as long as they are in keeping with the car, have been added at a later date I personally would not subtract marks in a concours competition as they are classified as original equipment.

For those of you who are unable to make the International I shall also be running a Technical Enquiry desk at Stanford Hall. Unfortunately I haven't been able to make the last few local Leicester Area meetings, what with the end of term, concerts, parents' evenings, etc. but I shall be at Stanford Hall complete with manuals, reference material etc., ready for your early Spitfire enquiries.

At Last ! Spitfire Moulded Carpet Sets



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

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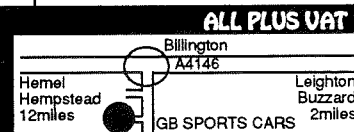
GT6

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

THIS month's heading photo is sent in by Trevor Norman of Nottingham and shows a 1981 Spitfire 1500 in very original condition. The car is finished in Carmine Red with Tan interior and is fitted with overdrive as original.

Carpets

Two different kinds of carpets were fitted to the Spitfire. Spitfires up to Commission Nos. FH114523 were fitted with the more traditional Tufted carpet. Unfortunately this type of carpet tends to rot easily and wear quickly once wet. After commission number FH114523 Loop Pile carpet was fitted which didn't rot as easily but tends to go "fluffy" when worn. The small area of carpet fitted to the door trims changed at the same time. Unfortunately the original carpets are no longer available. Interior trim, because of it's shelf life, being the first to be discontinued when a model is no longer made. You can still pick up the odd piece of original carpet around

the shows, but if you want a complete new carpet set then you must resort to remanufactured carpets. There are certainly a large number of carpet manufacturers to choose from, with a wide variety in quality and price.

The problem with all these pattern carpets until recently, has always been the fact that the carpets weren't moulded, making a good fit around the gearbox cover and footwells difficult. The carpets were cut and sewn with varying degrees of success in an attempt to shape the carpet in these areas. Another variable is the type of carpet used, varying from carpet little more than felt to a quality tufted pile.

About a year ago now, a moulded set of carpets were re-introduced, marketed by Newton Commercial and approved by B.L.Heritage. Newton Commercial have invested in the manufacture of a set of moulds to enable

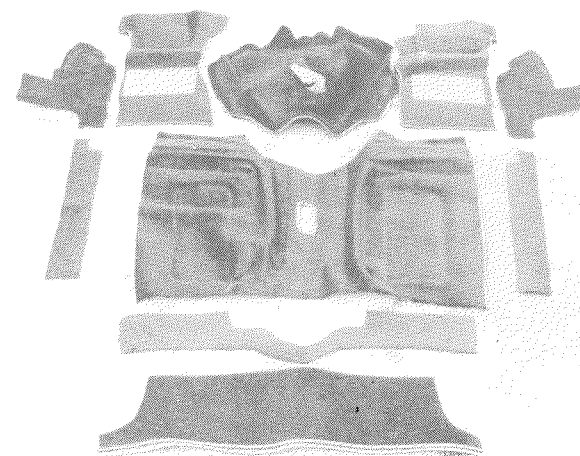


Fig.0. - The carpet set supplied

moulded carpets for the Spitfire to be pressed out to original specification. The original carpet material is no longer available and so a modern hard wearing, yet soft to touch, carpet has been used. The pile is not as deep as the original, but once brushed up, is a close equivalent. The back of the carpet is plasticised which holds the mould. The footwell carpets are foam backed as well. The carpet set comprises 10 pieces, Fig O, both footwell carpets having sewn in floor mats. One difference between the originals and the new set is that the vertical carpet section of the rear parcel shelf is not moulded to the main floor section and as such now needs to be glued separately. On a point of detail the gearbox gaiter top is not fitted with a black plastic ferule. The price of £98 + carriage + VAT includes a small fitting kit of carpet fasteners and adequate instructions. The only thing not supplied is a large tin of Evostick!

We'll start with the interior stripped and just to be different say "removal is a reversal of refitting" and so you'll have to read the rest of the article to find out how to take the interior out! With the carpets removed be prepared for the worst, - rust in all the usual places, the front footwalls Fig. 1, the rear seat belt anchor points and where the car inner wheel arches meet the floor, Fig.2. Don't use the carpets to hide a multitude of sins! Do a proper repair.

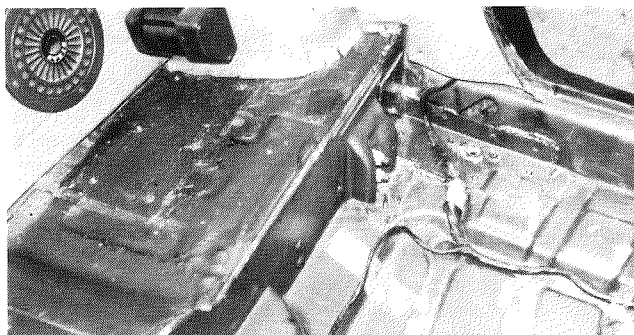


Fig.2. - Rust around the rear seat belt anchor point and rear 'parcel shelf'

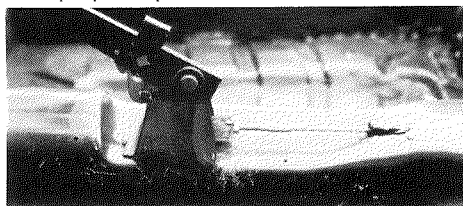


Fig.3. - Adjustment of the handbrake cable is easy at this stage

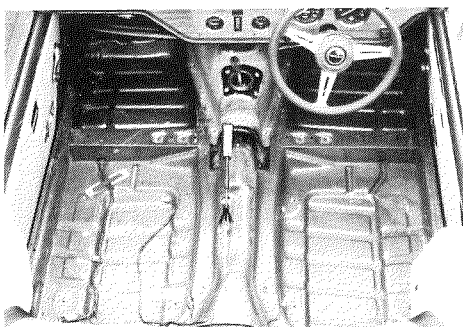


Fig.4. - The car ready for the carpets

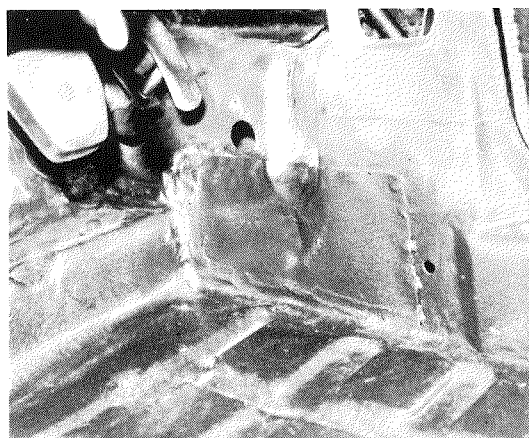


Fig.1. - Rust repaired in the front footwell

Start by cleaning out all the dust and muck, there's probably a lot of it, after 10-20 years and wipe over the floor pan with a damp cloth. Clean off as much of the old glue from the inner sills as you can and then wipe with cellulose thinners or similar ready for the application of the new glue.

Take the opportunity to squirt some waxoyl etc. into the inner sills and 'A' posts. Adjustment of the centre handbrake cable if required is also very easy with the carpets stripped out, Fig.3.

Check that all the grommets are in place and that the loom is tabbed in place so that it sits in the pressings of the floor pan, Fig.4.

Fit the carpets in the following order.

1. Apply glue to the inner sills and the relevant 2 strips of carpet. I used Evostick contact adhesive for the job. I found it necessary to use a strip of wood and 2 G-clamps Fig.5 to hold the carpet in place around the right angle of the inner sill flange until the glue dried. With hindsight it may have been easier to trim the carpet back since the flange is covered with the door aperture seal later on. Note that the carpet strips lay under the rear side trim panels, the bottoms of which can be lifted clear by removing

the 3 chrome self tappers.

2. Next glue in place the piece of carpet, that fits over the 'A' posts in the footwells, Fig.6.

Ensure that it butts up tight against the sill carpet just fitted to give an 'invisible' join over the floor box section. Note that the top of the carpet tucks up under the edge of the front parcel shelf.

3. Because the carpet in front of the rear 'parcel shelf' is not moulded to the main floor carpet,

as with the original, this has to be stuck in place. Use a lot of glue to ensure that the carpet is held in place over rear suspension tie rods mounting points, Fig.7. Moulding the carpet would have made it better. The ends of the carpet need trimming to butt up with the inner sill carpet fitted, Fig.8. The rear side trim panels can now be refitted to help hold the carpet in place.

4. Square the main floor carpet up against one of the sills and the

front box section. With a colleague holding the carpet in place, mark the position of the 2 rear seat belt anchor bolts and the 4 seat runner securing bolts, by pushing through from under the car with a 'sharp' screw driver. Remove the carpet and cut 1/2" diameter holes where marked. Don't forget to cut a small hole for the harness connecting to the passengers seat pressure pad. Refit the carpet square up against the sill.

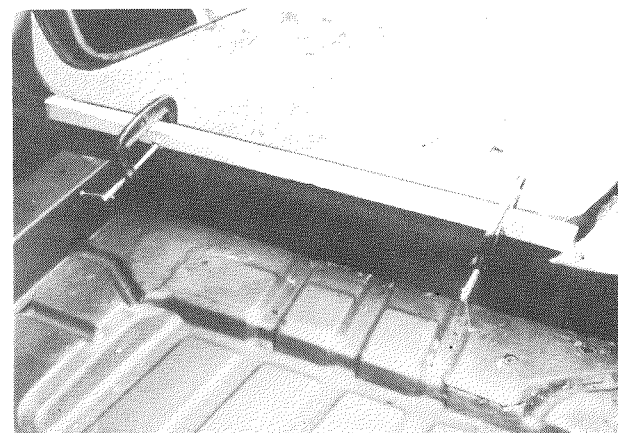


Fig.5. - The sill carpet clamped in place.

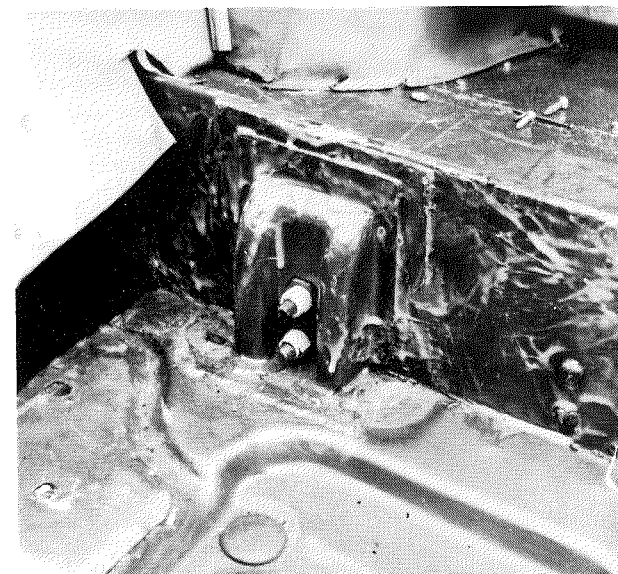


Fig.7. - Apply plenty of glue around the tie rod mounting points



Fig.6. - The 'A' post carpet in place.

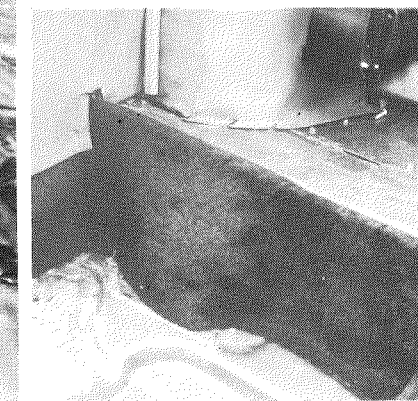


Fig.8. - The carpet moulded around the mounting points

5. Remove the seat from its runners by undoing the two 1/2" nut and bolts. Although not entirely necessary it does give you so much more room in the car to work with.

6. Bolt the 2 seat runners in place, remembering to put the fat washers between the carpet and runners.

7. Bolt down the 2 seat belt anchors, making sure that the cable isn't trapped by the inner anchor point. A drop of oil on the threads makes the job easier, Fig.9.

8. The rear edge of the carpet can now be trimmed to butt neatly up against the rear carpet fitted at 3.

9. Square up the carpet on the other side of the car, and mark the hole positions as before. Bolt down the seat runners and seat anchor points and trim the rear edge as before. Bolting the seat runners down on one side before marking the hole positions on the other side of the car, prevents the carpet from being pulled from side to side and cutting the holes in the wrong place.

10. The rear parcel shelf carpet can now be fitted. This is held in place by pushing the attached rubber strip over the flange where the 2 floor sections join, Fig.10.

Loosen off the bottom securing screws of the rear trim panel and push the excess carpet up behind the panel. Refit the panel to help hold the carpet in place.

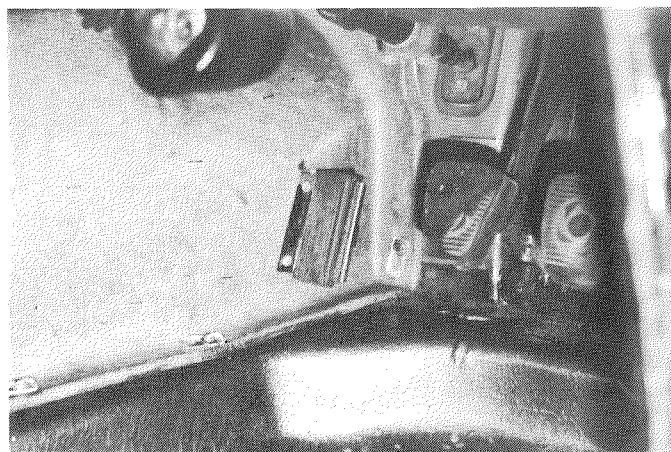


Fig.11. - Remove the drivers foot rest.

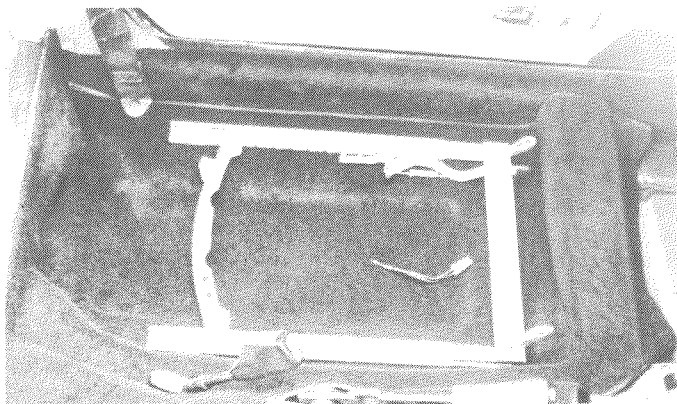


Fig.9. - The seat runners and 2 rear seat belt anchor points bolted in place. Note the pressure pad harness



Fig.10. The rear parcel shelf carpet in place.

11. Turning to the gearbox cover, remove the drivers foot rest, Fig.11, hoping that the self taper clips are still captive on the inside of the cover. With the carpet removed it may be worth considering cutting an access hole to the gearbox filler plug and fitting a cover plate.

12. Place the carpet over the gearbox cover and when happy with the fit, mark the position of the 4 centre console securing bolts with a screw driver, Fig.12. I find it easier to cut holes for the bolts rather than trying to push them through the carpet, otherwise carpet pile gets in the threads making it difficult to start the thread.

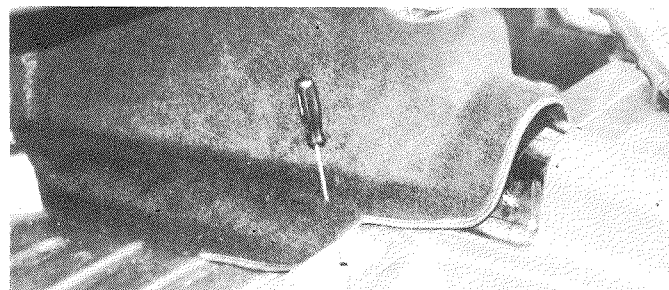


Fig.12. Locating the position of the centre console bolt holes.



Fig.13. - The gearbox cover carpet and centre console in place.

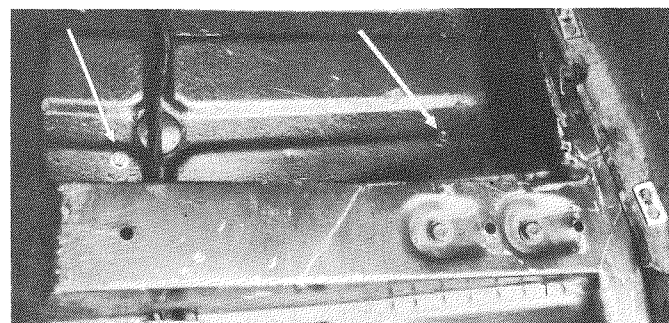


Fig.14. - Location of the press studs at the back of the passenger footwell



Fig.15. - Location of front bulkhead press stud on passenger side. Note the battery box drain pipe.

13. Refit the foot rest and centre console which helps to hold the carpet in place, Fig.13. Refit the gear knob.

14. Check that the original carpet press studs are still in place. There should be 2 at the back of each footwell, Fig.14 and one at the top of the front bulkhead on each side, Fig.15. If not, new studs are provided with the carpets and are held in place with pop rivets or countersunk self tappers.

15. Position one of the footwell carpets in place and when happy with the fit tap the carpet down over each of the studs, sufficient to mark the foam backing with the position of the stud, Fig.16.

16. Remove the carpet and fit the fasteners provided with the carpet, Fig.17. Afterwards brush up the carpet pile to hide the top part of the clip.

17. Refit the carpet, making sure that the front edge of the centre section floor carpet and bottom edge of the gearbox cover carpet are tucked under the footwell carpet before clipping in place. The carpet should fit quite well although a little more moulding over the front box section may be needed. Tucking the top of the passenger footwell carpet behind the battery box helps hold it in place. A small slit can be cut in the passenger footwell carpet to enable it to sit behind the battery box drainage pipe. Alternatively the carpet can be just placed over the pipe.

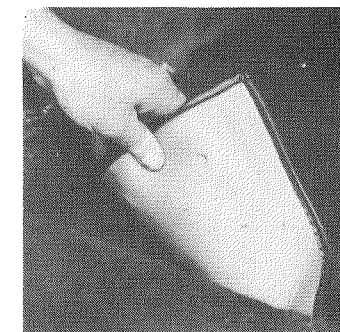


Fig.16. - Locating marking the position of the carpet studs.

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18. Fit the centre arm rest, Fig.18, followed by the 2 knee pads, and transmission tunnel padding, Fig.19. Don't use too long shelf tappers otherwise they hit the propshaft!

19. Refit the door aperture seal, using a 6" steel rod, or table knife etc. to guide the trim over the carpet edge, Fig.20. A hide/rubber mallet helps to tap the trim all the way home. The 2 ends should be tucked under the 'B' post and windscreen aluminium cappings. If you are going to the expense of fitting new carpets it is well worth spending out on new door aperture seals as once fitted they really do finish the top off. If new seals are fitted the new rubber tends to cause the doors to bounce out when closing and it may be necessary to slightly bend inwards the flange to which they are fitted.

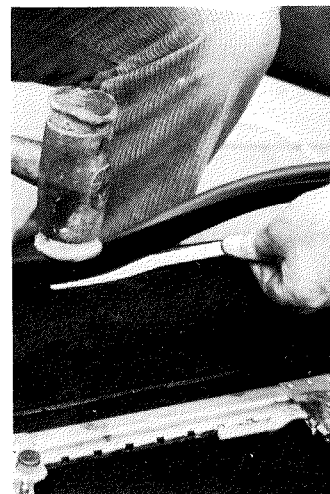


Fig. 20 Guiding the door seal over the sill carpet.

20. Finally refit the seats.

The finished effect is very good and really improves the appearance of the interior, Fig.21. Possibly the cost may be prohibitive, but you are paying for a quality product and a set of carpets that fit the car very well.

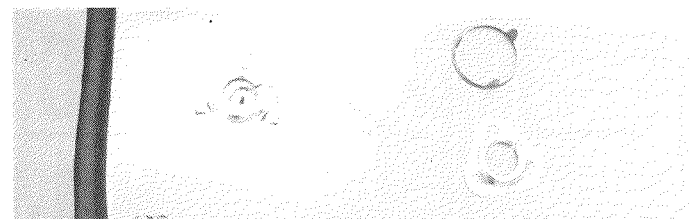


Fig.17. - Carpet fastener fitted (left)



Fig.18. Arm rest and knee pads. Note the self tappers that are fitted at this stage.

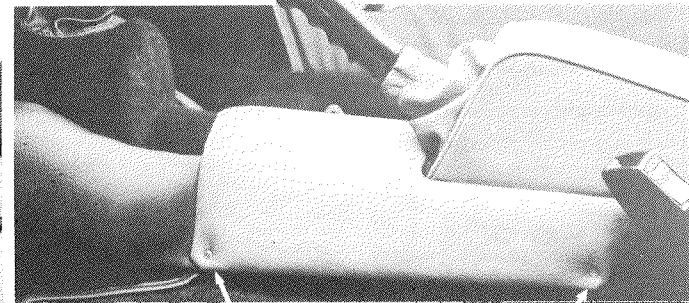


Fig.19. - The transmission tunnel padding held in place with the last 2 self tappers.

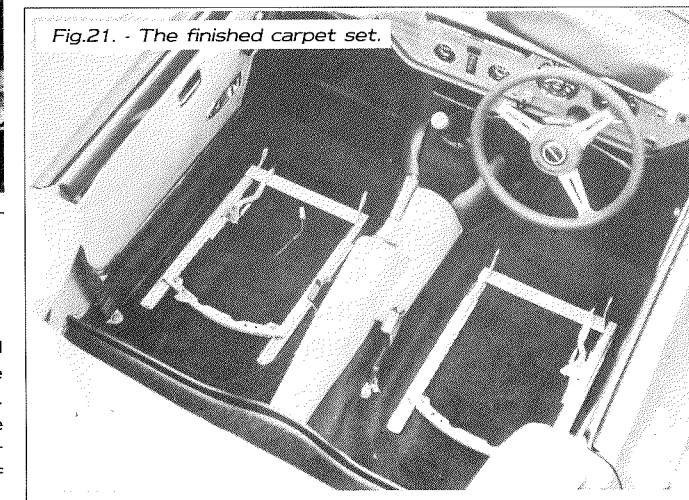
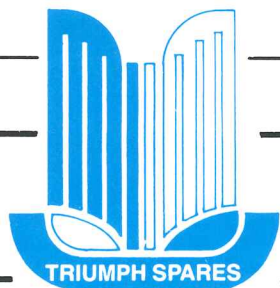


Fig.21. - The finished carpet set.



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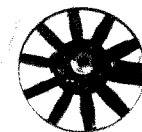
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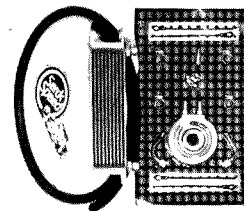


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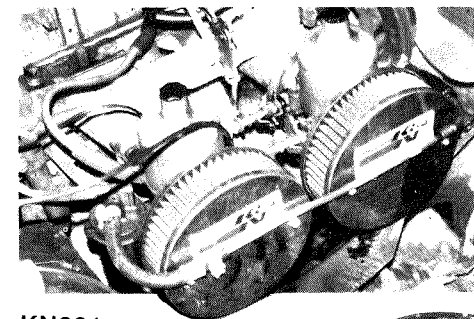
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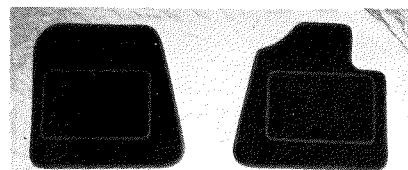


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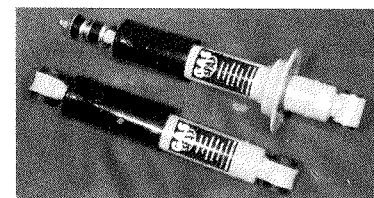
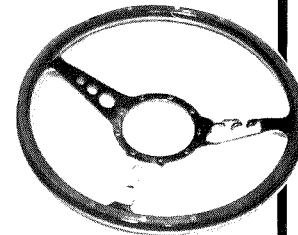


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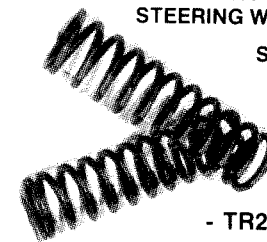
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ALL OTHER SEALS AVAILABLE FOR ABOVE CARS	

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Windscreen Insert Her/Vit	£5.00
Cover Clip for above	£0.75
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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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Spitfire IV/1500/GT6 III	£13.50
Spitfire I/II/III/GT6 I/II	
Outer Door Handle Assembly R/H or L/H	£11.95
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Rear Wing Arch Repair	£10.95
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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
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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
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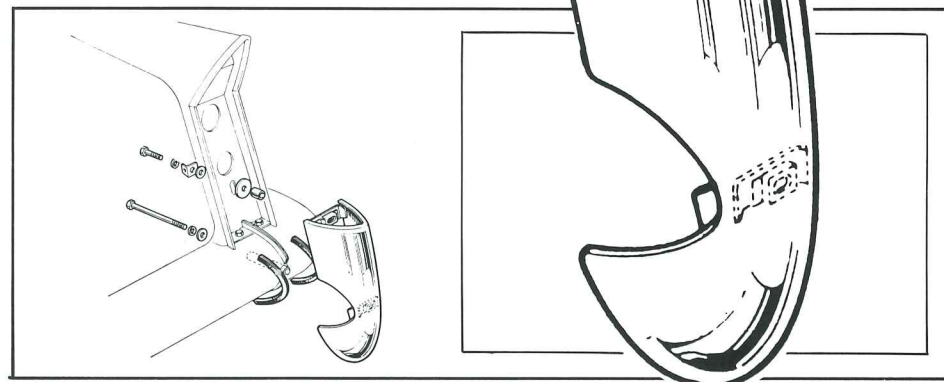
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ALL OTHER TRIM AVAILABLE	

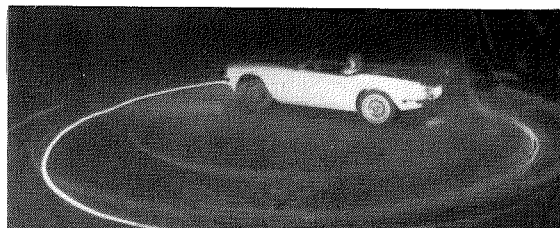
TRADE ENQUIRIES WELCOME

PERFORMANCE: Acceleration: 0-60 m.p.h. in 12½ seconds. ¼ mile in 18½ seconds. Top speed: 100 m.p.h.
BODY: Italian-designed steel body (rust-proofed and dust-proofed). Two doors. Roll-up windows. Bucket seats. Curved safety glass windshield. Front hinged hood. Large lockable trunk. Passenger grab handle. Parcel tray under dash. 5 body colors.
UPHOLSTERY: Completely washable vinyl interior in black, red or blue. Matching rear cockpit liner and covered dashboard.
ENGINE: Four-cylinder overhead valve. 1,296 c.c. (79.2 cu. in.). 75 b.h.p. at 6,000 r.p.m. Maximum torque: 900 lbs./in. at 4,000 r.p.m. Piston speed: 2,500 ft./min. at 5,100 r.p.m. (equivalent to 81 m.p.h. in 4th gear). Compression ratio: 9 to 1. Bore: 2.9 in. Stroke: 2.992 in. Aluminum alloy pistons. Twin S.U. side-draft carburetors. 3-bearing crankshaft. 12-volt ignition system.

Certain equipment shown on car is optional at extra cost. The company reserves the right to alter the specifications at any time without notice. The Standard Triumph Motor Company.

TRANSMISSION: Four-speed floor shift with synchromesh on 2nd, 3rd, 4th. 6½-in. diam. hydraulically controlled clutch. Laycock de Normanville electric overdrive on top two gears (optional).
BRAKES: Four-wheel hydraulic. Front: 9-in. discs. Rear: 7-in. drums.
SUSPENSION: Four-wheel independent with coil springs, telescopic shock absorbers and anti-roll bar at front. Swing axles with transverse leaf spring and radius rods at rear. Only needs lubrication every 6,000 miles.
FRAME: Double backbone of closed channel section with channel outriggers. Rust-proofed.
DIMENSIONS: Wheelbase: 6 ft. 11 in. Track: 49 in. front, 48 in. rear. Ground clearance: 5 in. Turning circle: 24 ft. Length: 12 ft. 3 in. Width: 4 ft. 9 in. Height (top up): 3 ft. 11½ in. Weight (complete): 1,586 lbs. Tire size: 5.20 x 13 nylon tubeless.

Triumph



No other sports car can match the Spitfire Mk3's tight 24-ft. turning circle

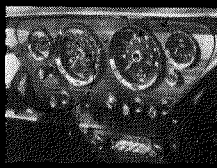


Even a 98-pound weakling can work the new flick-over top. Simply pull over, pull down, click! click!—it's up. Easy? Easy! (And once it's up, it stays weather-tight.)

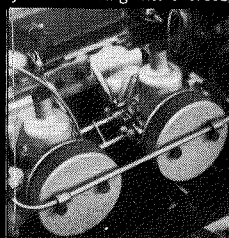
The new Spitfire Mk3 is for people who still get a kick out of driving.



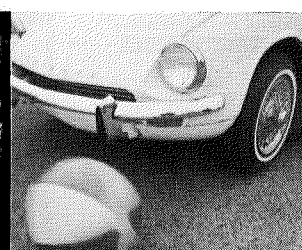
On-target rack-and-pinion steering tames the toughest hairpin curves. It also turns that heavy-traffic driving into a breeze!



We've added this handsome walnut veneer to the easily-read, fully-instrumented dash.



The competition-proven engine is beefed up to 75 horsepower!



Stop! Front disc brakes and rear drum brakes doggedly refuse to falter or fade.



The big trunk gobbles up your nursery shop ping. Stow your groceries behind the seats.



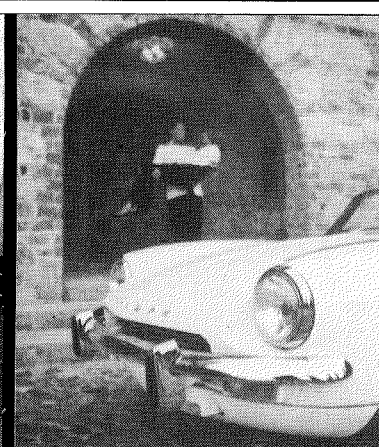
Grab the four-speed stick shift. Then belt through the gears to 60 mph in only 12½ seconds.



Four-wheel independent suspension flattens out the biggest bumps. And gives you safer traction.



Naturally, the Spitfire features real bucket seats. Hand-tooled. Deep cushioned. Form-fitting.



The front end was restyled especially to give the new Spitfire Mk3 a sleeker, racier look. Look!

Spitfire

Mk3

STANDARD EQUIPMENT: Rack-and-pinion steering. Adjustable steering column designed to collapse upon impact. Carpeted interior. Electric windshield wipers. Speedometer, tachometer, temperature and fuel gauges set in walnut veneer dash. Key-turn starter. Spring spoked steering wheel. Sun visors. Twin back-up lights. Self-cancelling turn indicators. Twin horns. Full-width front bumper with rubber-faced overriders; wrap-around rear bumpers. Tool kit and jack. Safety belt attachments.

OPTIONAL EQUIPMENT: Removable steel hardtop. Heater-defroster. Radio. Overdrive. Whitewall tires. Windshield washer. Tonneau cover. Lighter. Safety belts. Chromium-plated or aluminum luggage racks. Bumper guards. Convenience group console.

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- * H/DUTY PVC - Smooth grain black PVC hooding.
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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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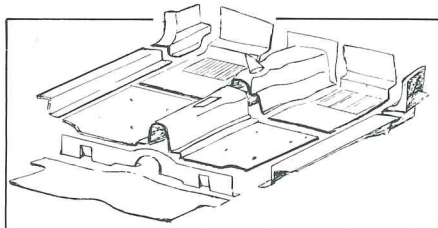
MODEL	H/DUTY PVC	SUPERIOR VYNIDE	EVERFLEX	DOUBLE DUCK	MOHAIR
Spitfire Mk3/4/1500 (zip)	£60.61	£78.85	£98.57	£108.28	184.20
Spitfire Mk112/3	£52.37	£75.90	£94.87	£108.28	-
Herald/Vitesse	£57.07	£75.90	£94.87	-	-
Stag	-	-	-	£114.49	£181.90
TR3-5	£76.51	£99.30	£124.13	£116.95	£209.40
TR6, TR7	£67.08	£88.85	£111.07	£108.28	£184.19
Matching Toneau Covers	£44.00	£55.00	£68.75	£77.00	£104.50
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Model	BLACK VELOUR	DEEP PILE	SOUND DEADENING
Spitfire 10 pce	£39.10	£52.42	£25.50
GT6 15 pce	£49.00	£63.01	£32.50
Herald/Vitesse 4 pce	£29.20	£41.83	£22.50
TR Stag 11 pce	£49.00	£63.01	£32.50
TR4/5/6 15 pce	£39.10	£52.42	£25.50
TR7 7 pce	£29.20	£41.83	£22.50

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Spitfire Mk4					
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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
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1990 Racing News...

KIM PEARSON - LIAISON OFFICER

EVENT 4 - MALLORY PARK 28.5.90



"Tony arriving late for the grid - decides to cut across the grass!"

AS I write this Fourth Racing Report, you will all have read my First Report From Snetterton. 'No really - Please - Now come on - Quiet - The applause is drowning my thoughts.' Thankyou.

I didn't realise that 5.30am on a Bank Holiday Monday morning could be so glorious, but then it was a Bank Holiday, so would it last.

Well as it happens, it did last, the sun was scorching all day, people were getting browner (or redder), as the day went on.

We arrived at Mallory Park at 8am, and surprisingly enough the Paddock area was already packed with cars and trailers. As we did a full circuit of the area we eventually found the parking space we had been looking for. We squeezed the van and trailer into the very tidy line of other TSSC Competitors' cars - didn't they all look smart, lined up together.

Then the line started to break up, with a loud roar of engines, and suddenly, Myself, Laurence Ball's parents and children, Kevin Ginger's girlfriend Deloris and her brother, were all left alone, standing among



loads of empty trailers, and open grass spaces. All the Drivers had gone to be Scrutineered.

I poured Myself a coffee, From our 'Well travelled, and ever dependable Flask', and made Myself comfortable on the trailer, and started to read the programme of the day's events.

Then Joanne, (Laurence's daughter) kicked a Football at Me, so I obliged, and she wore me out, well it was a bit early to start running around. Then I noticed Beryl, (Laurence's Mum) setting things up for breakfast, and other people putting out their deck chairs, making sure that they were in a direct hit for the sun.

A strange thing happened, when the Lads bought all their cars back from Scrutineering, the first thing they all did, was rush to their cars and vans, and they all pulled out rolls of Tank Tape. As I look round there were reams of tape all over the place, it looked more like a carnival was about to take place, not a Race. In Scrutineering all the Drivers had been pulled up on the fact that there were no Towing Arrows on their cars, so they were all making Arrows with the Tank Tape.

Nick Bishop had been initially failed, but as soon as he cleaned his engine, and sealed his Fire Proofing around the bulkhead, he could be passed, so he got to work and off he went.

The TSSC racers were first to practise and first to Race. At 9.30am I took my board, chalk and stop watch to the Pit Lane to do Guy's times. Practise went very well, and when the Time Sheets came out, the Times were all very close.

Eddie qualified for Pole position, with Tony 2nd on the Grid and Guy 3rd.

Guy was very nervous about being on the front line, but I just told him to get a good start, and not to

over do it, and everything would be O.K. I don't know if this helped his feelings or not, but it certainly did the trick.

While everyone was on the Grid waiting to start the race, Nick Bishop and Robert Roodhouse left the grid, they had not been allowed to race because they didn't have Laminated Windscreens.

The green light came on, Eddie was first off the line, closely followed by Guy St. John, and Tony (who got a bad start).

Guy kept Tony behind him for 3/4 of a lap, and then Tony slipped into 2nd place, and Guy went into 3rd place. These positions stayed throughout the race. Kevin Williams and Matthew Hollingsworth had a great race together, swapping places a couple of times. Although Guy had no chance of getting any nearer to Tony and Eddie, he had a good race and he got fastest lap in his class, and a new lap record, he did have quite a good race halfway through though, because Kevin Ginger, was trying to catch him, but unfortunately Kevin pulled off at the Pit Lane, because he had a fire under his Bonnet.

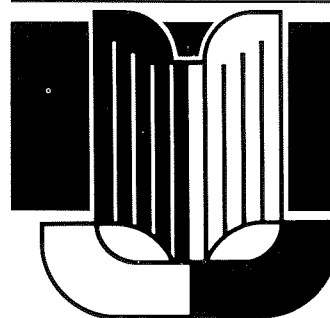
I think his air filter caught fire. A few other non finishers as well, Mark Amschwand, Peter Whiteman, Laurence Ball - who thought he had 'Holed a Piston', and Adrian Boyle, who spun off into the tyre wall, making a terrible mess of the left hand side of the car, which when he came back after the race, was neatly decorated with lumps of mud and grass.

Out of the 16 starters there were only 9 finishers, which is a great shame, because it was a good race, but would have been better had more of the cars finished.

LET'S HOPE EVERYONE IS SORTED OUT FOR THE NEXT MEETING

The Points so far, after 4 Rounds.

CLASS	DRIVER	POINTS	POSITION
C	Eddie Wilkins	43	1st
B	Guy St. John	41	2nd
A	Stefan Antolik	40	3rd
B	N/Barry + A/Boyle	32	4th
C	Tony Lindsay Dean	30	5th
A	Paul Martin	20	6th
B	Colin Elstrop	17	7th
C	Mark Hellier	15	8th
A	Kevin Ginger	14	9th
A	Dave Barnes	13	10th
A	Peter Whiteman	13	10th
B	Matthew Hollingsworth	9	12th
C	Richard Thorpe	8	13th
B	Mark Baldock	8	13th
A	Mark Amschwand	8	13th
A	Laurence Ball	7	16th
B	Nick Bishop	7	16th



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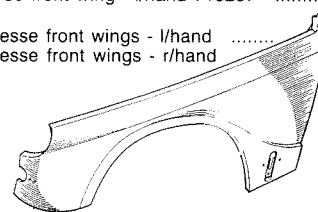


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HERALD/VITESSE

13/60 front wing - r/hand 713268	£40 each
13/60 front wing - l/hand 713267	£40 each
	£70 pair
Vitesse front wings - l/hand	£50 each
Vitesse front wings - r/hand	£50 each
	£90 pair



Herald/Vitesse door skins - r/hand 901339	£17.50 each
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Complete doors available shortly	£95 each
948 Herald/Vitesse rear centre valance	£25 each
1200 and 13/60 rear centre valance	£30 each
Early Vitesse carburettor	£25 each
Sills - r/hand 803071	£7.50 each
Complete grille assy c/lete with badge 807508	£55 each
Herald 13/60 front panel available soon 812140	£40 each

MK III SPITFIRE

Offside front wing 907155/903089	£40 each
Nearside front wing 907154/903088	£40 each
Rear valance/lamp panel 811687	£30 each



Complete hood/frame assy boxed, white only	£150
Battery box 806707	£10

At the time of going to press we can supply every gearbox, steering rack and diff for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag.

Front struts - Stag 2000, TR7 - Drive shafts - TR6, Stag 2000.

This is only a small proportion of our stocks. Many other items stocked from nuts and bolts to body shells. **TRADE ENQUIRIES WELCOME**

SPITFIRE MK IV

Brake master cylinder GMC224	£30 each
Brake caliper offside 159130	£45 each
Brake caliper nearside 159131	£45 each
	£80 pair

Rear valance 908970	£25 each
Offside sill 903098	£18.50 each
Nearside sill 903097	£18.50 each
Headlamp support panels - l/hand and r/hand	£15 each
Bonnet hinge tubes - l/hand	£15 each
Bonnet hinge tubes - r/hand	£15 each
	£25 pair

Rear inner/inner wheelarch - l/hand 725563	£22.50
Rear inner/inner wheelarch - r/hand 725564	£22.50
	£40 pair

Bonnet top centre panel 908269/WKC1653	£125
Front 1/4 valance nearside 815391	£45 each

Seat recovering set:

black cloth houndstooth material, complete car set £75

As above: brown cloth houndstooth £60 set

MkIV steering wheel 518534 £20 each

Left hand knee pad 719391 £5 each

Right hand knee pad 719401 £5 each

Steering joint 142140/FAM1718 £12.50 each

Lucas distributor £50

Right hand rear lamp 216932/TKC941 £25 ea £45 pr

Left hand rear lamp 216933/TKC940 £25 ea £45 pr

Front and rear side marker lamps £10 per pair

Front shock absorbers GSA364 £20 each

Air filter assy inc. filters 217822 £15 each

Late type water pump (viscous) UKC774 £25

Right hand doors 917570 £175 each

Left hand doors 917569 £175 each

Body shell complete with bonnet, doors, boot lid, 1/4 valances and chassis £4,000

TRIUMPH GT6

Offside front wing MkII 908114	£65 each
Nearside front wing MkII 908113	£65 each
	£120 pair

Crankshaft 308034 £35 each

Front side/flasher lamp 155416 £17.50 ea £30 pair

Occasional rear seat conversion kit: black 577443 £85

R/hand front over rider GT6 MkI 710717 £10 each

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MY VITESSE A LIFE (OR TWO..... OR THREE!)

Jonathan Bray



My father Ken Bray airborne in 5 A00

THE story really starts in 1960. My father, Ken Bray, had owned and raced a Herald for a couple of years when he decided to buy a 1600 Vitesse Saloon Reg. No. 5A00 and so my love affair with the marque started two years before I was born!

Dad was then a member of the West Essex Car Club and there was a "team" of Triumphs, the Vitesse plus another plus two Heralds. One Herald - MUC 1D was raced by Dennis Golding who supplied our cars and whose son Charles still services my Triumph Vitesse and last year sold us our latest Vitesse - a Rover! Charles still races the number plate MUC 1D but on a TR8 and is currently British Autocross Champion.



Father climbing out of 5 A00 after a little oversteering!

The "team" was well respected in the sixties and 5A00 had some success always placing in class at Autocross events and one year finished 5th in the BTDR Championships. It also finished various rallies and rally-crossed at Lydden Hill. Regular competitors in those days were Keith Rip of Ripspeed fame, Barry Lee later to be World Hot Rod Champion and Barry and Graham Hathaway. Graham recently placed third in the British Touring Car Championships race at Thruxton on May Bank Holiday.

In 1969 a 2 litre Vitesse Saloon XGT 992G joined

the family and Dad quickly swapped the engines over to race 5A00 with the 2 litre engine. At this point the rear suspension was dropped, spacers put in the front, compression ratio was increased and a skimmed cylinder head put on. The seats were ripped out and aluminium panels bolted over the headlights - action!

The "new" Vitesse again enjoyed success and raced for two more years. In fact the most successful day Dad ever had wasn't even in the Vitesse but a borrowed Herald when he achieved overall fastest time of the day at one of the big Autocross



Dad being chased by Dorothy Pugh also of Essex Car Club in her Vitesse 6 meetings. Mind you, as he had to change the inner drive shaft of the Vitesse every fortnight due to the fact that only Herald limited split diffs were available, this is hardly surprising!

Blue was looking a little tatty so a Metallic Golden Green and alloy wheels were added and offers of purchase started to come in! Then came 1980, a fateful year. My mum sold the car to me - big mistake. A few months later it was shaped like a banana. I had been on my way to a friends house when I hit black ice and went sideways into a lamp post at 40mph. XGT 992G was dead. As coincidence would have it, my friends brother owned a Mk1 Vitesse Convertible and decided to buy the wreckage from me for £300. Many more tears!

Now, the happy ending - one year later, just after my 21st birthday, I was at the same friends birthday party when her brother came up to me and said "My parents have just given me a new Fiesta, would you like to buy the Vitesse back - let's say for £250?" "Is the Pope Catholic?" I replied and the deal was done?

I now had in 12 months changed my Saloon for a



Dot going past for obvious reasons!!

In 1971 the Vitesse retired after one crunch too many when a Riley 1300 spun broadside on the circuit in a cloud of dust and the driver sat there cursing instead of getting out of the way - exit 5A00!

The engines of the two cars were then swapped back, 5A00 was sold to a budding autocrosser after many tears and XGT 992G became my mother's road car. In 1976 the original Valencia

Convertible, kept the same engine and gearbox and made fifty quid. However, the chassis was rotten, the bodywork deeply unattractive and the gearbox by now a bit dodgy, not to mention the original skimmed head being a bit cracked, but it was a Vitesse!

12 months and £1500 later my pride and joy was restored in all it's beauty. The original Midnight Blue, a White hood, GT6 wide steel wheels with



5 A00 + Herald NUG 1D as mentioned in article



5 A00 charging

Economy for the enthusiast!

HERALD/VITESSE

TRIM	HOOD	TONNEAU	BAG
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BUYING A TRIUMPH GT6

This is the first of a few articles aimed at helping members to buy a Club Car. Each month the TSSC has over 100 new members who are looking for a Club Car and join the Club with that aim - these articles will also interest members who may be thinking of changing to another car within the TSSC umbrella. We thank Practical Classics for their permission to reprint articles first published in the early 80's although updated by ourselves.

*Just an 'also ran'
in the GT marketing race?
Paul Sanderson shows what to look
for in these small Triumphs today.*

BY the end of the fifties and the start of the sixties the small British sportscar had progressed from its tiny, rattly forebears which combined excitement with hardship to a more luxurious product reflecting the tastes of an affluent and comfort-loving public. Not only that, but a further refinement was in the offing too; well appointed sportscars in which to go long distance touring with the minimum of discomfort but without losing the sporting image.

They'd been doing this on the continent for some years of course, though with bigger cars like Ferraris and Mercedes, and although the home market could afford Jaguars, Aston Martins and Jensens if you had the money, there was nothing to meet the requirements in the cheaper small sportscar range. Now that British motorists

were venturing abroad and the vital American market was demanding cars to suit the expanding freeway network, the jolly little British sports model needed something more than larger engines to meet the changing needs.

In 1963 Triumph had toyed with the idea of a fixed head coupe version of the Spitfire - the small drophead sportscar they'd introduced the year before - but had shelved the plans when it was apparent that the Michelotti design was too heavy for the Spitfire specification and perhaps too expensive for a market not yet entirely proved. On top of that, the Spitfire itself was doing nicely anyway. But when MG decided to produce the MGB in GT form the idea was quickly resurrected only this time utilising a 95bhp version of the 1998cc engine then in use on the Triumph 2000 saloon and about to be used to update the 1600cc Vitesse 6.

The Triumph GT6 was introduced in September 1966 shortly after the Earls Court Motor Show, and although its appearance and performance were praised its small size and in particular its handling came in for some pointed criticism which seemed to blight its entire life from then on, despite Triumph dramatically improving the car in subsequent versions. Like the Spitfire, the GT6 was rather dismissed as a 'ladies sportscar'; not quite possessing the beefier, muscular character of the TR or MGB ranges.

While the MGB GT might be said to have eventually become middle-aged and pot-bellied, at least it lasted long enough to do so and the GT6 certainly never achieved anything like the popularity of its Abingdon rival. Only about forty thousand were produced over seven years and of these approximately a fifth were sold at home.

Construction and Development

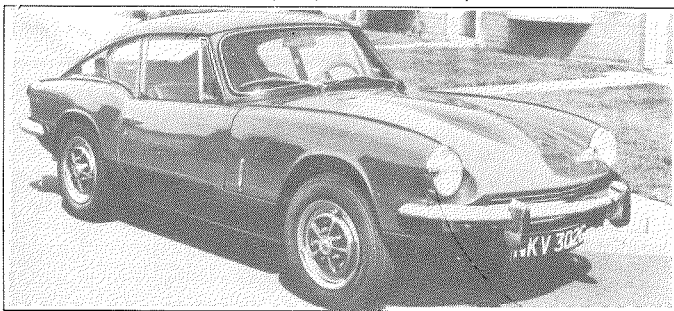
As with the other Herald derived Triumphs then in production the GT6 had a separate chassis, all round independent suspension and the celebrated forward-hinging front end which gave excellent engine and front suspension accessibility. The bodywork closely followed that of the Spitfire - many panels were common - with a few obvious exceptions. The bonnet featured a central bulge with cooling louvres on its upper surface to accommodate the longer engine and the rear end was in the fast-back style with an upward lifting tailgate.

Inside, the trim was luxurious compared to that of the more outrightly sporting Spitfires I & II, being carpeted and padded throughout, but the sportscar layout with its fairly plain walnut dash and cramped cockpit with low bucket-like seating just in front of the rear wheels was unmistakable.

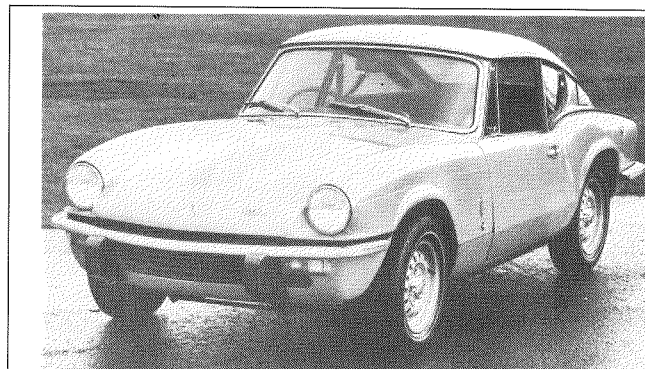
In September 1968 the GT6 MkII was introduced featuring revised body styling, twin exhausts, a new look dashboard, a new camshaft and a new cylinder head to produce 104bhp - and most important of all, a new rear suspension system which largely eliminated the notorious bugbear of swing axle Spitfires and GT6 MkI's (as they were now known in retrospect) where the rear wheels suddenly tucked under during hard power-off cornering (especially when braking at the same time) and produced sudden and severe oversteering by virtue of the track suddenly narrowing and losing adhesion. Triumph's answer was to modify the rear suspension with alterations to the transverse spring, a lower wishbone to locate the wheel more firmly and keep it upright, and flexible rubber doughnuts in each drive shaft to accommodate flexing and stretching.



The GT6 (known retrospectively as the Mk1) was introduced in September 1966 and its appearance was unmistakably derived from the Spitfire 1 & 2 of that time. The Mk1 looked quite petite when compared with later models



In September 1968 the 'rubber doughnut' Mk2 appeared with styling compatible to the Spitfire Mk3 introduced six months earlier. Additional louvres were added just behind the front wheel arches to help reduce underbonnet heat.



The GT6 Mk3 is the model most commonly seen today. The bonnet lost its louvres and chrome strip embellished wing seams, but gained plastic over-riders and a completely redesigned rear end. The windscreen was two inches deeper too although nothing was done to improve the fairly limited three-quarters view.

After some modifications in the autumn of 1969 the appearance of the GT6 was radically changed in October 1970 with the appearance of the GT6 MkIII. This was to comply with American safety regulations and in common with the Spitfire IV the GT6 received the Stag-like rear end, rear lights and full width rear bumper. At the front, the bonnet lost its louvres and its chrome embellished wing seams, the bumper had plastic over-riders and the front valance was replaced by quarter valances. The interior was much the same as before, the major differences being a deeper windscreen, the overdrive switch being moved to the gearstick and the ignition switch being moved mid-way down the steering column to provide a steering lock. In this position the ignition is impossible to reach while wearing a seat belt.

In February 1973 the MkIII was given the Spitfire IV style swing-axle rear suspension (a better version of the original system but with wider track as on the Spitfire 1500), redesigned instrumentation and nylon covered seats. Approximately 4000 of these late versions were built before all production ceased in December 1973.

TRIUMPH GT6 SPECIFICATION AND PRODUCTION

	MKI	MKII	MkIII
Production period	Sept66-Sept68	Sept68-Oct70	Oct70-Dec73
Production Figures	15,818	12,066	13,042
Bore mm	74.7	74.7	74.7
Stroke mm	76	76	76
Capacity c.c.	1998	1998	1998
BHP	95	104	104
at RPM	5000	5300	5300
Weight cwt	17	17	18.1
0-60 mph secs	11.5	9.4	10.1
Max speed mph	108	110	112
Fuel consumption mpg	35	39	35
(overall ave 60 mph o/d)			

Body and Trim

Due to their construction both the GT6 and the Spitfire resist succumbing to rot quite well, the GT6 having an advantage in this respect in that it is not available as a drophead. Because of the chassis there are few complicated pressings to collect and harbour moisture.

Important points to check for rot however, are the sills from the bottom of the front bulkhead to the rear wheel arches and the floor-pans. Around the door areas in particular check the sill-to-floor join; there are no outer chassis rails such as the Herald and Vitesse have and the sills lend vital strength here. Investigate the floorpans for rot both in front and behind the seats and if particularly bad these areas can be replaced in their entirety with repair panels.

In fact, repair panels are available for virtually all areas, particularly those connected with the wheel arches. The front valances, whether full width or quarter, usually rot in spectacular fashion but are easily replaced in steel or perhaps more usefully in fibreglass.

Ensure also that the bonnet is sound, for replacing it in its entirety is costly. It is possible to buy the wing sections of the bonnet separately and if there is severe rot it is usually found in the forward wing corners.

The chassis is quite strong but is worth an inspection for rust since almost half of it is visible as soon as the bonnet is lifted. Check the front suspension for rust where it locates to the chassis, and the engine mounting points for rotten and brittle rubber. If possible view the rest of the chassis from under the car paying attention to the differential, damper and wishbone mounting points for weakness. If you are a really keen owner, the body can be lifted off the chassis for

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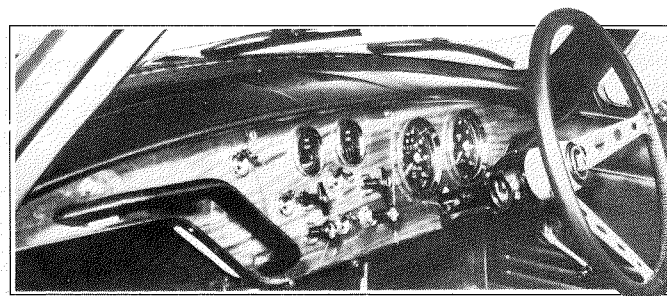
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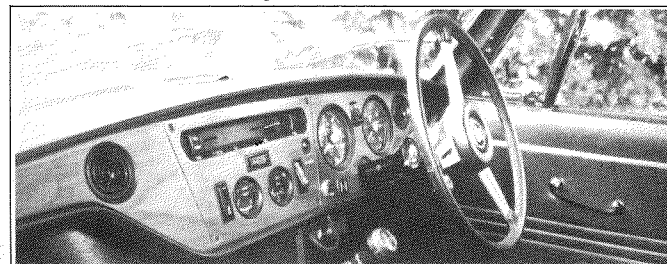
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Early interiors lacked heating or ventilation controls...

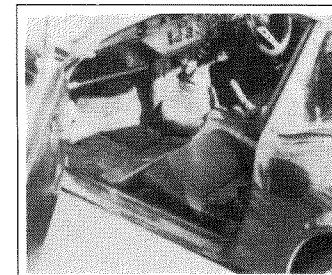
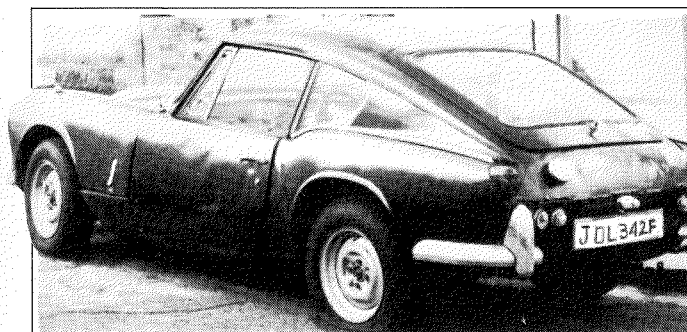


...but with the MK11 & 111 the facia was redesigned to incorporate these features plus 'safety' rocker switches.

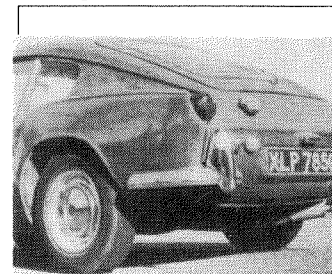
thorough chassis repairs to be carried out.

As with most cars long out of production trim is the first thing to become unavailable. With the later GT6's this is not too great a problem since second-hand trim ought to still be in reasonable condition, but the earlier style of door panels for example, usually have to be made up. Luckily their construction is very simple. Trim hardware is shared with contemporary Spitfires and thus is not difficult to come by, even to the extent of new old stock. Exhaust systems for all three versions of the GT6 are often available from your local exhaust supplier, though they may have to order them in. **NOT IF YOU BUY FROM TSSC OFFERS ON 0858 67710.**

In common with the mechanical side of things replacement panels are plentiful, though with the large numbers of GT6's and Spitfires currently being restored, there is also a large demand. But the Triumph parts are a thriving business almost to the extent of MGB parts so it is possible to shop around and take advantage of The Courier, autojumbles, sales and special offers, etc. where items can be found more cheaply than normally. Or, on occasions, more expensively! There is a strong enthusiasts following for the GT6 too, so bargains can be found there in unused parts taking up house room and being almost given away.

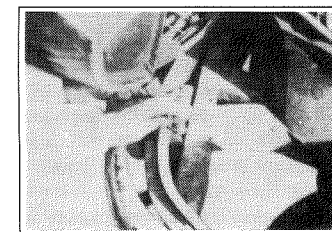


A rust area to investigate is the floor in front and behind of the transverse box-section just in front of the seats. Pay close attention to where it joins the inside sill; strength in this area is of the greatest importance.



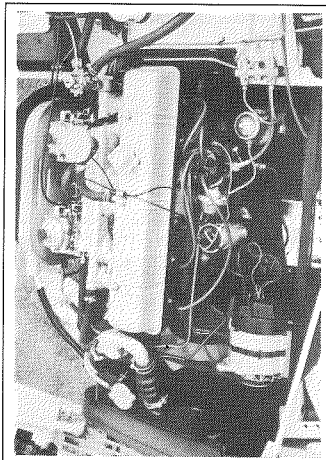
All wheel arches are susceptible to rot, as are the bottom wing seams running back and up to the rear lights. If the rear hatch is leaky, the water will collect out of sight (and mind) under the fuel tank and spare wheel just about where the transverse seam is below the number plate.

The chassis is very sturdy but check for rot where the suspension is attached to it and check for accident damage or repairs at the front where the bonnet hinges are. Extensive efforts to make the bonnet fit could mean a twisted chassis.



Though complete but for wheel trim, this woeful looking Mk1 rotting in Thorplands features rust in all the expected places; note particularly the horizontal seam just above the numberplate light. Things are pretty bad to have got to this stage. The bonnet/door/sill gaps point to rotten sills allowing the car to sag in the middle.

Engine and Transmission



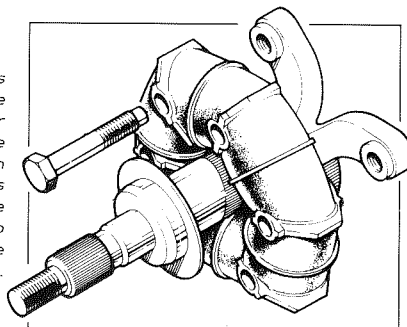
The 2 litre overhead valve engine is found in one form or another in a variety of 60's Triumphs and is notable for its smoothness and quietness and in particular its torque - the GT6 can pull away with ease in second gear and can dawdle at 20mph in fourth. The engine is very robust and with regular attention ought to see 100,000 miles before rebuild becomes an urgent necessity. Its only problems are over-heating (especially in traffic; check the efficiency of the radiator and fit a Kenlowe fan) and the fact that it was designed to run on five star fuel. The 'safe' area between pinking and running-on is fairly narrow.

Nevertheless, an engine in good shape should not give any problems whatsoever other than eventual wear. In the event of a rebuild all parts are still readily available if you want to do it yourself or alternatively you can have a fully reconditioned exchange engine for £300 at current prices. Engine accessibility is one of the GT6's strong points of course, and with the bonnet and radiator removed an engine swap is about as easy as it could possibly be.

From the flywheel back, the transmission is known to be

rather weak, though efforts are being made by enthusiasts to improve matters. The four speed all synchromesh gearbox has occasional difficulty in engaging first or reverse when cold and can be rather noisy in the lower ratios. A sloppy and rattling gearstick is usually caused by nothing worse than worn bushes in the remote control and replacement kits are still available from BL dealers for about £5. When fitted, the overdrive is the Laycock de Normanville 'D' type operating on third and fourth gear giving about 21mph/1000rpm. Exchange units for both the gearbox and overdrive are easily come by. The sliding spline propshaft has universal joints at each end and drives a Hypoid bevel differential unit which can be removed as a separate unit from between the driveshafts. Mk I models were fitted with a 3.27 to 1 ratio differential unless overdrive was ordered, in which case a lower ratio 3.89 unit was fitted giving slightly better acceleration. The Mk II models were all fitted with the 3.27 differential with or without overdrive, unless the 3.89 ratio was specifically requested. Clearly the 3.27 differential plus overdrive gives a very high top gear ratio. On the Mk III models the system reverted to that of the Mk I although by then few GT6's were being built without overdrive and in consequence the more recent usable original differentials are likely to be the 3.89 ratio sort.

On all the Mk II's and the Mk III's up to February 1973 the drive shafts feature these rubber doughnuts just inboard of the rear wheels. Scrutinise them closely where the rubber is bonded to the metal because replacing them is a laborious job involving the dismantling of the hubs, drive shafts and suspension.



This view shows the three styles of rear end - MkI furthest away, Mk III nearest. The sunroof on the Mk III is not standard but is a welcome feature nevertheless; the GT6 is uncomfortably hot in anything but the coldest weather.

What to Pay

As might be expected the MkIII models command the higher prices with £3,600-£4,800 buying a car in very good condition. In some cases over £8,000 is being asked but for this sort of money expect to see a low-mileage immaculate late MkIII with cloth interior and no faults whatsoever, or an almost-concours Mk I, II or early III. In general, top MkII prices seem to hover around £3,500-£6,500, with less popular Mk I's in the same condition just creeping past £3,000.

With £2000 to spend you ought to be able to find a good running example of any Mk II or III (£1000 for MkI) but which may well need its interior tidying up and a few of the wearing parts replaced for the next MOT. If it is a restoration project you are after, scruffy non-runners are available from next to nothing up to £1000.

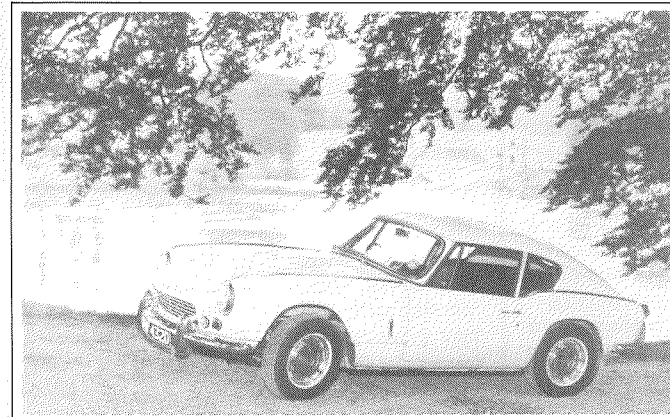
Seasonal variations seem to play no part in GT6 prices and neither does the scarcity of earlier models against later ones. Bear in mind that we are referring here to the asking prices; the reality of money changing hands is often quite different once a car is seen and inspected.

Drive is transmitted to the wheels via driveshafts with universal joints at the differential (MkI and late MkIII) or by driveshafts incorporating Dunlop Rotoflex rubber doughnut couplings. Should these couplings need to be replaced, it is necessary to dismantle each half of the rear suspension to do so.

A 'clunk' from under the car when taking up the drive is indicative of worn universal joints, especially if there is an audible squeaking when the car is in motion. Alternatively, it may be a very worn differential.

Brakes and Suspension

Braking is by 9½" discs at the front end and 8" drums at the rear. The handbrake operates on the rear wheels only. Brake servos were factory fitted towards the end of production on export cars and all late Mk III's as standard or as an optional extra on earlier cars for home sale and many owners have since converted their earlier cars to this specification, so be extra wary when test-driving if faced with an obvious d.i.y. conversion.



Sleek lines and excellent fuel economy. The Triumph GT6 is a nimble, eye catching sports coupé with useful performance and useful load carrying capacity.

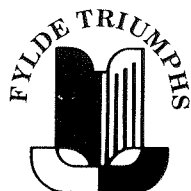
The front suspension features two pairs of wishbones linking the stub axle carrier to the chassis with a coiled spring and telescopic damper each side. At the rear the suspension is by transverse leaf spring acting on a hub-carrying vertical link plus telescopic dampers (with the further variations described earlier) and worn dampers exaggerate the 'tuck under' tendency. The GT6 suspension is quite firm in the sportscar manner but being a lightweight car is rather at the mercy of a bumpy road surface despite its roadholding being good (swing axles excepted).

Steering is by rack and pinion - very accurate but the rack ought to be greased every 12,000 miles or so. Similarly, it is most important that the trunnion swivels below the front stub axles are regularly serviced with high pressure oil. If not, rapid wear will ensue leading to steering failure when the vertical link collapses. The steering column is adjustable for reach and is easily removed should the bushes need renewing.

On the Road

The GT6 is certainly an attractive car and has been referred to as a mini E-type, but probably not by E-type owners. Its direct competitor in the market was the MGB GT; the GT6 perhaps adopted the American safety regulations with more style and has better performance but the MGB GT is undoubtedly roomier and more comfortable over long distances.

As a sportscar in the true tradition the GT6 falls rather flat due to its unsportscar like handling around corners brought on by the rear suspension and the nose heavy weight distribution. Driven in a normal, unassuming manner these problems do not arise but the car's performance is not startling either; perhaps it was in 1966 but not compared to its contemporary sports GTs of 1970 and certainly not today, when ordinary four



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GT6

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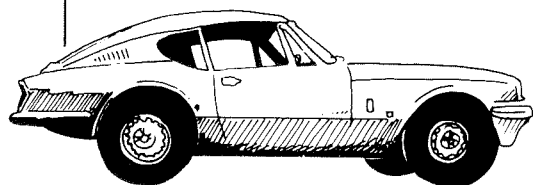
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door 1.3 family saloons can reach 100mph with ease and with a lot less fuss (though at two or three times the price). Having said that, the robust engine and the simplicity of construction have formed the basis of many a modified racing GT6 with 150bhp is not unheard of.

One of the biggest attractions for the prospective buyer must be that every part of the GT6 is easily accessible and maintained, and that the car is economical to run. Stop-start fuel consumption should be 20-25 mpg in town but once at a constant speed in overdrive on the motorway, a healthy GT6 ought to achieve at least 40 mpg with ease. Needless to say, with its 25 ft turning circle the GT6 is very manoeuvrable and really comes into its own in town where this ability plus its small size and quick acceleration lend it distinct advantages. Now that the commercial pressures are off, the GT6 has become appreciated for its own merits and has a strong enthusiast following which is perhaps heightened by the cars not being particularly common. Bearing this in mind together with the spare parts situation the survival prospects for GT6's are now probably quite good and a buyer would be unlikely to be offered a running GT6 which was thoroughly rotten in every respect. In all, a very distinctive and very stylish car to own, and one which ought to give more pleasure than headaches.

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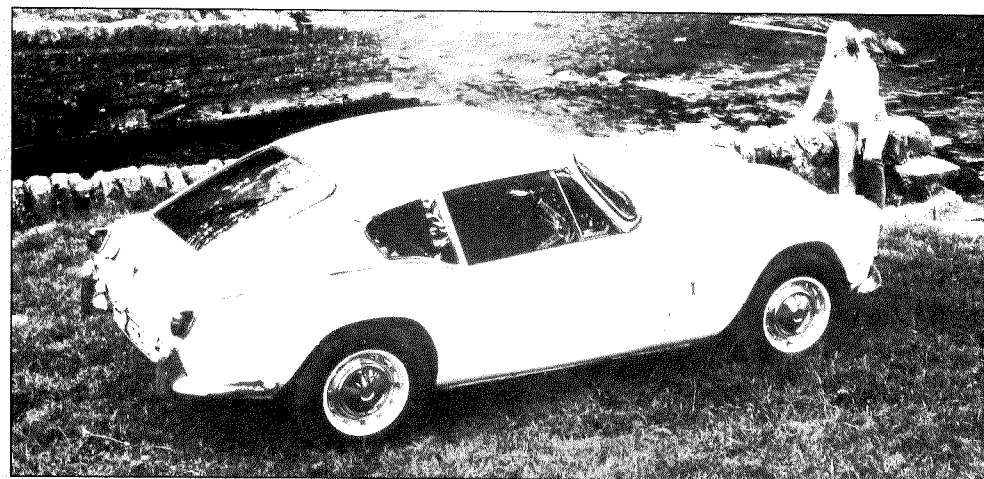
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TRIUMPH GT6

BUYERS GUIDE



The GT6 was distinguished by a long, sweeping, fastback, with an opening hatch. The shape had already been seen, two years earlier, on the Spitfire race and rally cars.

Heritage

- 1959: Triumph Herald family; with separate chassis, and swing axle rear suspension, first sold
- 1962: Vitesse 6-cyl. derivative, and Spitfire 4 sports car derivatives both announced.

GT6 family history

October

- 1966: GT6 announced, using modified Spitfire chassis and suspension, but 2-litre 6-cyl. engine (95 bhp), all-synchro. box, and fastback/hatchback two-seater style based on that of Spitfire. Swing axle back end retained. October

- 1968: GT6 Mk 2 launched, basically as before, but with much better lower-wishbone type of independent rear suspension, plus 104 bhp, and restyled nose, with raised bumper.

October

- 1969: Cosmetic changes included fitment of reclining front seats.

October

- 1970: Mk 2 discontinued in favour of Mk 3, with reskinned body shell, of same general lines, but with cut-off tail, recessed door handles, no bonnet louvres.

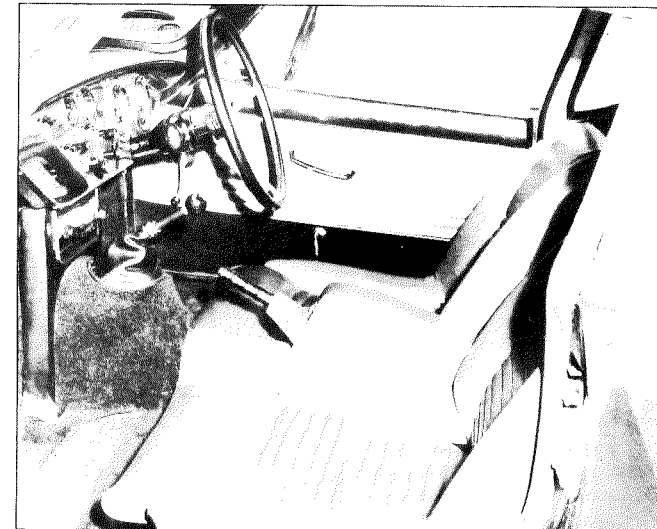
February

- 1973: Mk 3 given slightly wider wheel tracks but, most important, given swing-spring swing-axle rear suspension instead of lower-wishbone design. Nett result was very similar, though costs were considerably reduced.

December

- 1973: GT6 withdrawn from production.

(Note: Spitfire, on which GT6 was based in so many ways, continued in production until 1980)



The original GT6 of 1966 had a cosy, some say cramped, passenger compartment, in which a polished wood fascia panel was a feature.

Triumph GT6 production: 1966 to 1973 inclusive

GT6 Mk 1	(1966 to 1968)	15,818
GT6 Mk 2	(1968 to 1970)	12,066
GT6 Mk 3	(1970 to 1973)	13,042*
Total		40,926

* This figure includes 4,218 1973-model 'swing-spring' cars

Note: About 80 per cent (32,000) GT6s were sold for export, of which 22,658 went to the United States. Only about 9,000 GT6s were sold in the UK when new, and some of these cars have inevitably been exported since then.

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INTERNATIONAL LIAISON SECRETARY

LEON F GUYOT

Il Triumph Sport Six Club raggruppa in tutto il mondo ben diecimila soci proprietari dei modelli Herald, Vitesse, Spitfire, GT6 e Bond Equipe. Il sodalizio offre inoltre una serie di servizi, tra cui la pubblicazione di una rivista mensile, la possibilità di acquistare ricambi e oggetti promozionali e di iscriversi al registro internazionale. Per ve-

nire incontro alle esigenze degli italiani possessori di una di queste vetture, è stato costituito un punto di incontro per favorire i contatti tra gli iscritti e per organizzare manifestazioni riservate esclusivamente a questi modelli.

The Triumph Sport Six Club, It aly area, via Ciro Menotti 13 - 45100 Rovigo. Tel. efono (0425) 28.614.



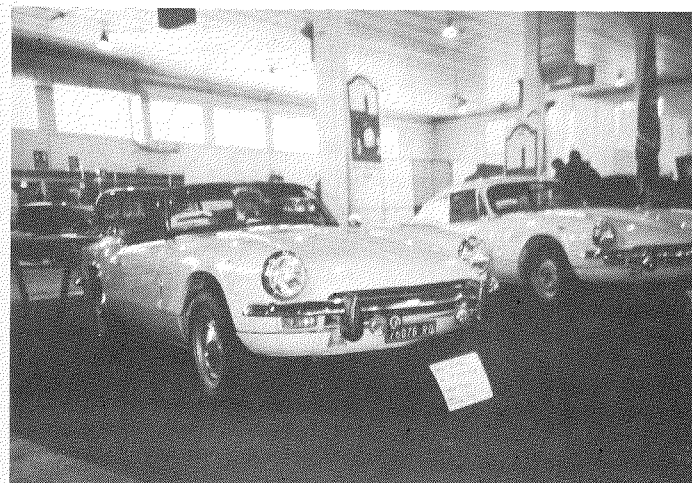
THE last report before 'the event of the year' at Stafford. Since last month, I've managed to break the front pinion bearing in my differential, after just 14,000 miles from new. Apparently, when you buy a new 'old stock' differential, you should always have the front bearing re-set prior to use. Now they tell me!, so I have temporarily replaced my 4.11:1 ratio diff', (real acceleration), with my spare 3.63:1 diff', so now it accelerates like an electric car!, never mind, I'll soon have my diff' back from John Kipping, who is rebuilding it for me to 3.89:1 specification for maximum reliability, and longevity, plus reasonable acceleration.

My rear suspension has also been rebuilt by John Kipping, and I have refitted it. It is now performing perfectly, with a new-found ride comfort that I had forgotten ever existed in my Triumph! - when did YOU last renew your rear vertical link nylon trunnion bushes?

Right, that's enough about me. Italy, hosts for the World Cup, (don't mention the football), are first on the agenda this month, with a first visit to England by young Luca Bellinello, and his very supportive and kind parents. I was fortunate to be able to visit them at their hotel in central London, one Wednesday evening and despite slight language problems (mine), we subsequently repaired to an Italian restaurant, (Topo Gigio, 46 Brewer St, W1) for a repast, more Lambrusco please! Much was discussed regarding Luca's organising of the TSSC Italia Area, which ranks alongside the Belgian area in terms of enthusiasm for the club, a love of Triumphs, and a very active 'base' for the TSSC in Europe.



Luca has already managed to gain the TSSC a number of members in Italy, by advertising in quality Classic Car magazines,



such as Auto Capital and Ruoteclassiche (see insert p64). Luca has also organised the participation of the TSSC Italia Area (out of his own pocket), in the Mostra-Scambio Auto & Moto D'Epoca ed Accessori show at Padova, in Northern Italy, from 11th-12th November 1989.

Some photos follow, which give a general impression of the TSSC participation. The TSSC Italia area sign is home made, and as it is printed in black & white here, I should explain that Luca has incorporated the Italian national colours in the TSSC badge, i.e. Green, White & Red, an excellent, and indeed, original idea!

The primrose Mk.3 Spitfire is Luca's own car, and I should point out that the modified rear lamp arrangement is necessary to comply with Italian traffic law. In the third photograph, you can see our very first TSSC stand at a Classic Car show on Continental Europe, staffed here by Luca's sister, Barbara, our thanks go to her.

The Herald is shown for interest, as it is actually on the Triumph Club Italia stand, who I understand are none too happy about the emergence of the TSSC Italia Area, but I can't imagine why, as we don't mind our Italian members, belonging to their club in addition to ours, in fact we positively encourage joint membership, and events, between the two clubs.

Luca is all set to organise TSSC Italia Area's first ever meet near Spoleto, on September 15th-16th 1990, and all TSSC members are welcome to attend, for further information please contact Luca Bellinello at VIA LEVICO 5. 45100, ROVIGO, ITALY.

I also met Luca and his parents again the following evening, and took them along to our TSSC Surrey Area meeting at Banstead, so they could see, and sample, a typical area meeting. I had the hood down, and although

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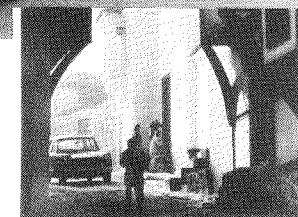
Telephone Ordering

it wasn't really too cold, they seemed to be suffering a little, even though I kept my speed right down - they said it was like the Italian winter.

Thanks for coming etc, Luca and family, I do hope you enjoyed your flying visit.

Now a photo of such a nice looking Spitfire, I felt I must include it here, it is the MkIV, the pride and joy of Dr. Andrea De Regis from Rome, Italy. He has a problem, in that he wishes to participate in historic racing in Italy, but the CSAI-Commissione Sportiva Automobilistica Italiana have refused to homologate his car for competitions, as they say that this type of car did not race when new. So Andrea is desperate to make contact with somebody who can supply any documents to demonstrate that the Spitfire IV (1970-72) did actually take part in some racing events. This he feels would be the proof he needs. Can anyone out there help him? If so, please write to him at VIA A CASELLA 49, 00199, ROMA, RM, ITALIA. (TSSC 89/28936). What about the American Quaker State racing team?

Now, on to France, I understand that the Triumph Club de France could not wait for the tunnel to be finished, because, lead by Marc and Sophie Baudier, and Didier Thoue, a good number of their members were persuaded to bring about 20 or so of their cars across the water to attend a TSSC race meeting down at Lydden Hill on Sunday 1st July. Unfortunately, due to not finding out that they were coming, until the very last moment, I was unable to attend, but I understand that the new Canterbury area organiser, Dave Lloyd, managed to muster a goodly number of local TSSC members/cars along to give the French a warm welcome, and I am told that everyone had a good time. But the next time, TC de F, please tell me you are com-



ing over! A photo here depicting part of the French attendance at Lydden, kindly supplied by Bob Rowland and his merry Middlesex members.

Whilst we are talking about France, if any member is in France, with his Triumph on holiday, and he breaks down and needs some parts, he could do no worse than contact Alain Mevel at Spit Shop, 25 Rue due Dauphine, 95100, Argenteuil, France, his second in command is Yves Valour, tel: 010-331-39.82.82.68 or, Jean-Pierre Andrieu of Spiteasy, 6 Rue Raymond Debienne, 62250. Ferques, France, tel: 21.92.86.73 (14th-19th).

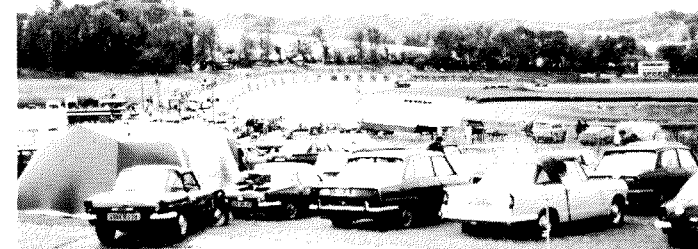
These concerns were recommended by 'Steve' of John Kippings Triumph Spares, and also appear in the magazine of Amicale Spitfire, the Spitfire Club in France.

Now that's over, I think that some of you might like to see a picture of a Bulgarian registered 1200 Herald - did you know that they went out there? It was sent to me by Zbigniew Czarnecki from Gdansk, Poland, who tells me that he found it in the East German magazine 'Motor-Jahr' of 1968. I don't know how well this picture will reproduce, but for those of you interested, the registration is NA0760 and the town is probably Nesebar.

Well, that's the end of this report, thank goodness!

Don't forget the competition for distance travelled to the Stafford Show per last month's Courier.

All the best. Leon F. Guyot



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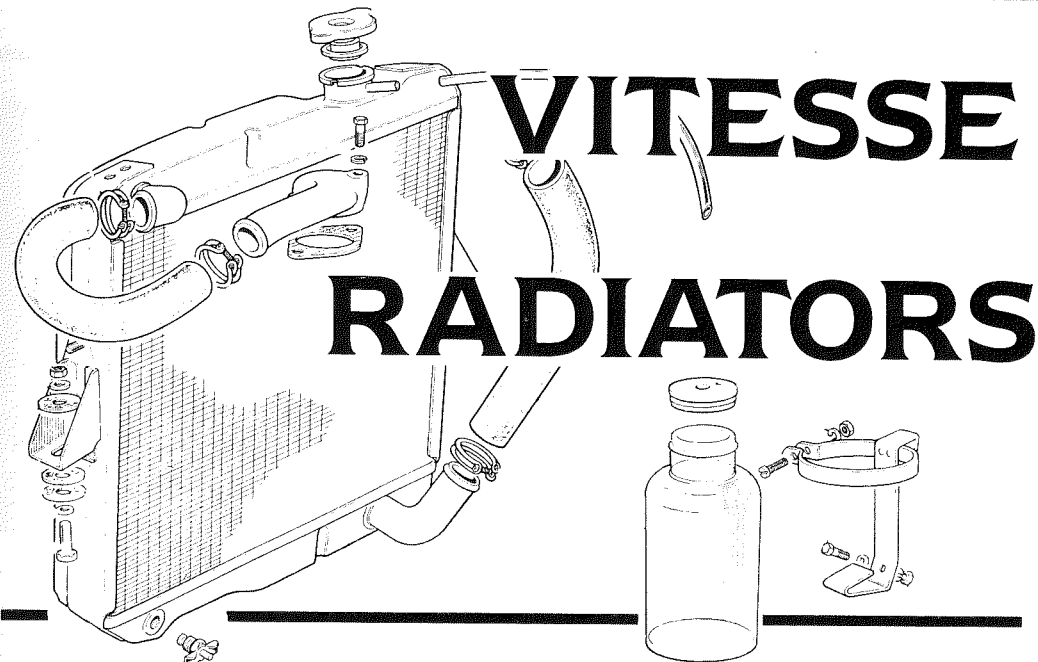
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If you are ever unfortunate to have a damaged radiator, a cheap alternative to get your Vitesse back on the road is to fit a secondhand Dolomite or Toledo 1500 radiator. Be sure to get the larger 1500 type not a 1300 one. As a rough guide the dimensions of the 1500 radiator are: 18" X 16" X 2". Breakers typically charge between £7 and £15 for a good one.

FITTING

Unfortunately the Dolomite radiator has no filler cap, instead it uses a separate expansion bottle, so be sure to get this when you fetch the radiator. The expansion bottle must be mounted as high as the top of the radiator, a bit tricky in a Vitesse engine bay, I made a bracket that comes off the engine side cover and also extended the small connecting pipe.

To mount the 1500 radiator in the Vitesse two brackets similar to those on the old radiator must be made. Weld these the same distance from the top of the radiator as on the original item. Next a small hole must be drilled and a nut welded over it so that engine side covers can be bolted up to the radiator.

The hoses may have to be altered, the top outlet pipe on the 1500 radiator is set at a different angle than on an original item. The bottom hose should fit OK, it may just have to be shortened.

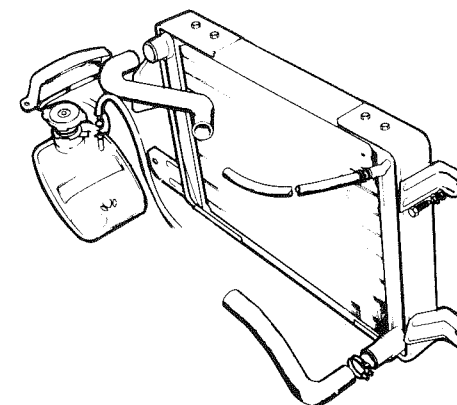
To fill the radiator remove the plastic plug on the top of the radiator and fill as normal. Ensure there is water in the expansion bottle too.

This may seem a lot of work to do but you'll save £50 or more. And if you decide to fit a proper Vitesse radiator in the future there's no welded brackets on the chassis you have to remove etc....

ON THE ROAD

I have had a 1500 type radiator on my MKII for over a year now and have not experienced any overheating problems, and yes I have been caught in traffic in hot weather!

The expansion bottle is awkward but if you intend on keeping the 1500 radiator in your car, you could solder a filler neck of a scrap radiator off another car as I intend to try.



David George - Sutton Coldfield

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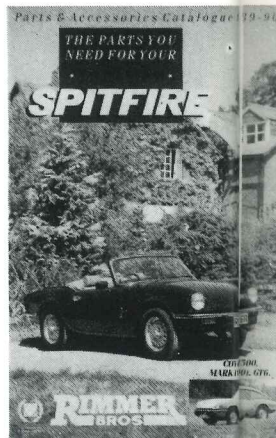
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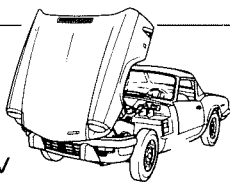
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1967 SPITFIRE MK II

A 97 point Concourse Winner

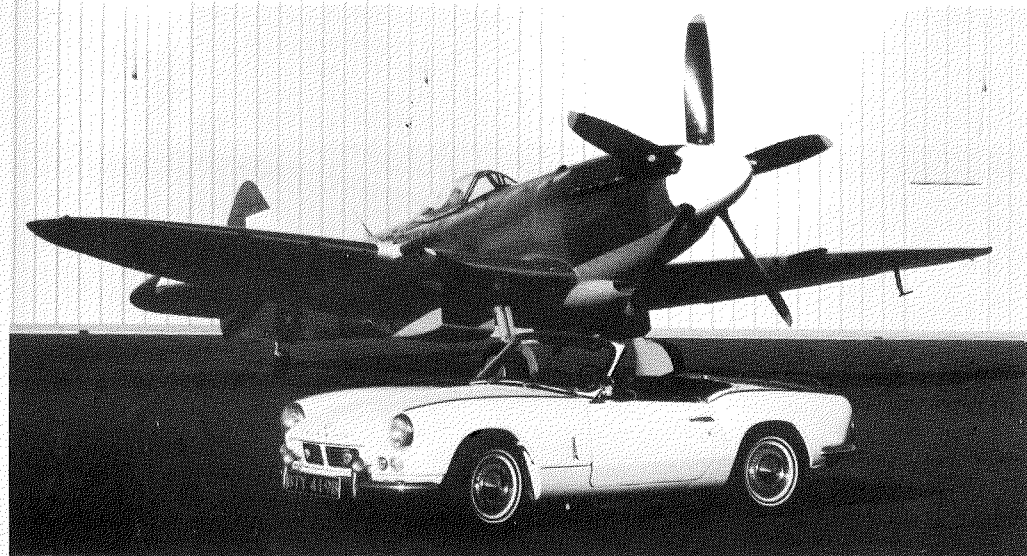
Roger Guzowski

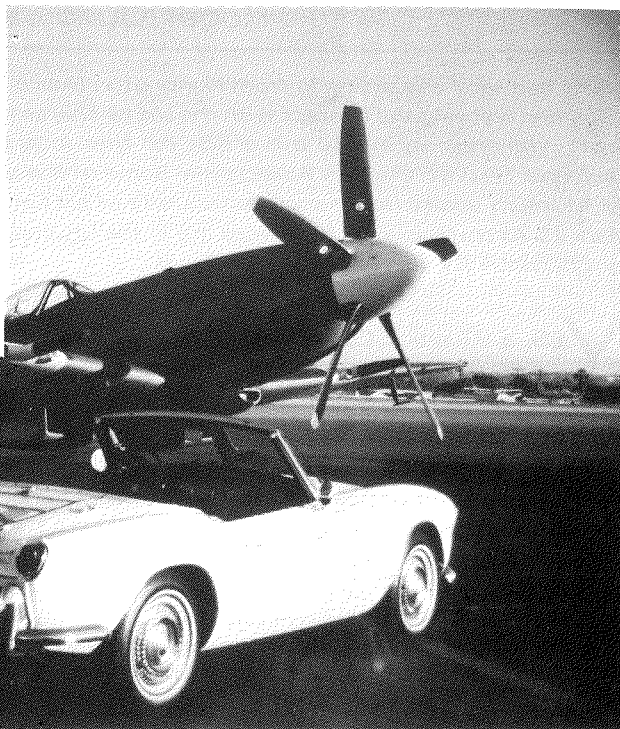
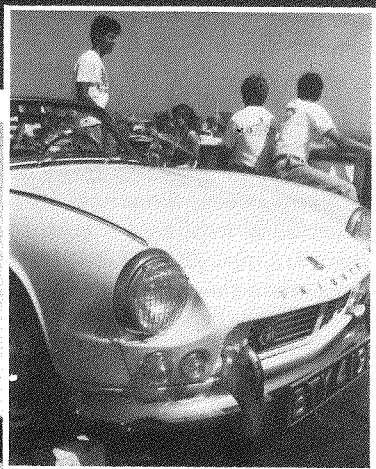
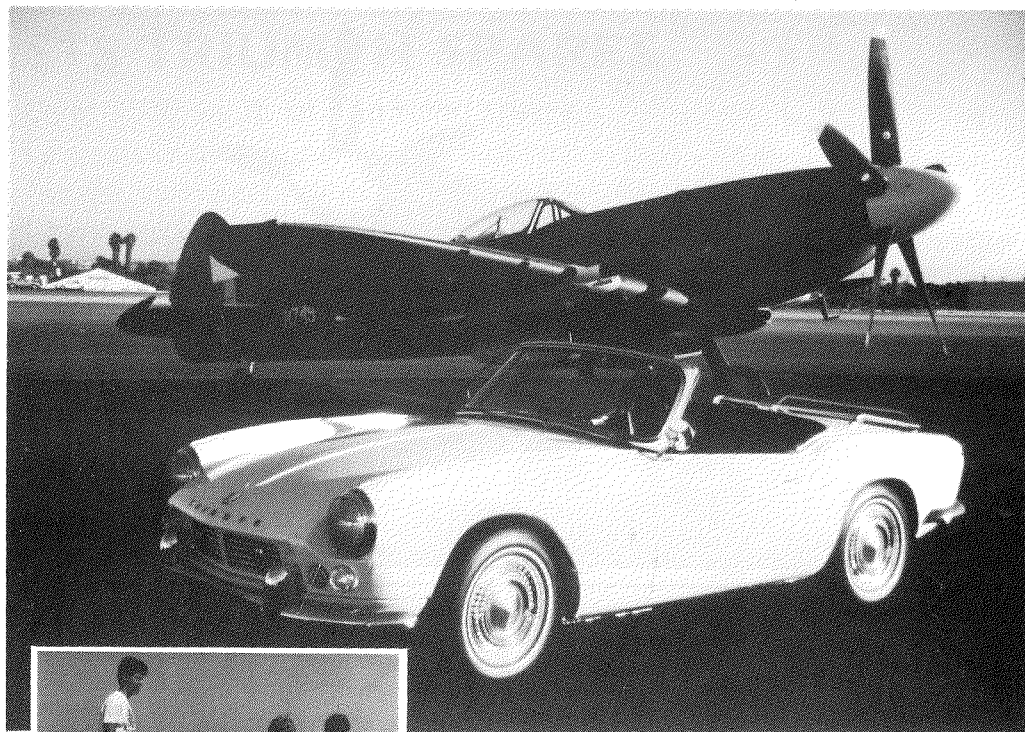
Roger has sent this article in from Huntington Beach California - being a member of the TSSC and enjoying the contact with the UK he shares this article written by a friend called Scott who originally wrote this article for their local based Triumph Club The Southern California Triumph Owners Association. Some of the photos were taken at Santa Monica Air Museum where Roger took some shots of his Car with one of three existing Spitfire Mark 15 Aircraft, two of the planes are in the UK and this Spitfire Airplane was restored by Charlton Aviation Colechester Essex.

YES, a 97 point Concourse Winner owned by Roger Guzowski, at the 14th Annual Santa Ana Classic and Antique Car Show that was held on August 12 1989. This should put the Spitfires on the map. Roger's White with Black Interior Spitfire Mark II beat out a Jaguar XKE that just went through a \$40,000 restoration, a Jaguar XK120 and a Maserati. "I can't believe I won" said Roger, "there were a lot of beautiful cars out there. When they called the XKE as second, I wondered who could have won 1st over THAT car? Was I surprised when I heard my name, and the response from the club (SCTOA) members was tremendous."

Roger is real proud of his car, both he and his wife love driving it around and showing it off. "I like the early Spitfires, you don't see very many around" recalls Roger, "the lines are pretty, just the right amount of chrome and they don't have those big black bumpers like you see on the later 1500's. This

model has the short rear end, the later Mark IIIs had longer rear ends which made fixing the rear end a problem while I was restoring the car." The Santa Ana show was the third show that Roger showed his car. "The first one taught me a lot about how to present your car and what to





look out for" said Roger. The second show was the Moss Motors Marque day in which Roger took second place; 'He would have taken 1st if he would have parked with the other Spitfires' was the remark of one official at the show. Roger is looking forward to attending the All British Shows in both Orange County and Woody Park. "I drive my car to these shows, not like that XKE that is typically trailered to shows though he did drive it to this show" remarked Roger. A real Triumph owner he is! The saga began when Roger saw an ad in the Register to sell a Spitfire for \$1,300. "It looked straight, the doors fit, and there weren't any dents" said Roger "though there was a bit of rust in the rear, so I was able to get the owner down to \$1,100. When I got it home, I took the engine out and proceeded to get the body back in shape, cutting the rusted panels out and replacing them with new ones (at a shop). I hired a guy to clean out the engine bay, and got help from 'Dr. Jaguar' on other exterior restoration. I'd say I have about \$1,600 wrapped up on the body alone".

"I did as much as I could myself. I have around \$750.00 in the interior, all which I did. I cut the cardboard panels out and did my own upholstery on them. I did some portions in leather, others in vinyl...." remarked Roger. "I paid attention to detail." Some of the detail is the Crimson Carpet that is in the Dashboard storage recesses to take away the starkness of the black interior. There are other details that Roger pointed out that isn't "quite" stock but he made me promise not to print them.

"All in all, I may have \$5,000 wrapped up in the car so far. There's a few more things I want to do like get the hardtop done (complete with headliner), get a few more details done on the car, redye some of the interior, and maybe replace some of the rubber" said Roger.

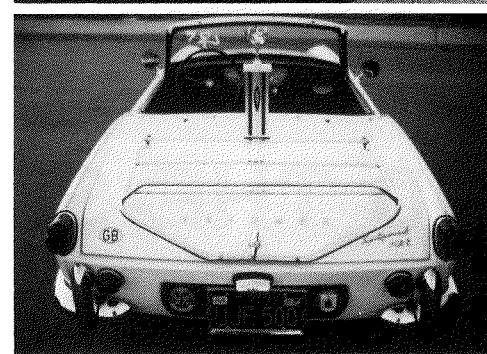
"If you had to start over again, what would you do different?" I asked. "I'd replace all the bolts with new shiny ones when I put things back together, I wouldn't try to clean the old ones. I'd also spend more time detailing the suspension and the like, when the sun shines on the suspension, you can see the old color come out" replied Roger. "I might add that I did not touch the engine at all except to clean it, I did not rebuild it. Also, I didn't rechrome

ANYTHING. I was very fortunate to find this car."

Roger continues "I'm still new at this. The car's only been on the road for a couple of months after over a year of restoration (don't rush things) and patience". "SCTOA has been great. At first I felt like an orphan with everybody talking TR4s, TR6s and the like but I soon found that it really didn't matter. I got wonderful assistance and help on my car and the members are really supportive. I'd like to see more Spitfires show up at the meetings though".

Roger is really a proud owner and will talk for hours about his ordeal getting the car together, will show you his pictures, and offer any help you want ("except my techniques I use to show the car"). As for his wife, she likes the car too and will ride in it every opportunity she gets. "The car

turns heads..." replied Roger. I know SCTOA's members are all glad to see another member show his car and win. Look at the cars that SCTOA members have shown in magazines, competition, and now - 1st place Concourse show winners. "What next?" I asked Roger. "Not much" was the reply, "I just want to do a few more things and enjoy driving the car as much as I can (short of driving it to work). What do you think about GT6's"





BEHIND THE SCENES

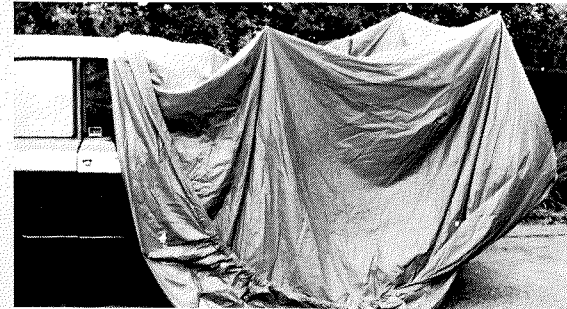
John Thomason - Camberley Surrey

8.30 on a cold Tuesday night in December, and minding my own business in the garage, I received a 'phone call from a Brian Palmer. Brian worked for CLASSIC CARS and was trying to get together a group of Sporting Saloons from the early 60's for one of Classic Car's famous Test Matches. Brian (quite rightly) wished to include a Vitesse 1600 Saloon in the group and asked if my Vitesse 1600 and I would be available for the test the following Wednesday. Brian apologised for the short notice, but explained that he had had great difficulty in locating a Vitesse 1600, the majority being 2 litres. (Where have I heard that before?). With visions of fame and fortune, and the prestige of appearing in Classic Car, I accepted. Brian recorded the value of the car for insurance purposes and asked if I would arrive at the Silverstone Club House at 8.30am.

Having settled down from the initial excitement, I began to wonder what I'd let myself into. Not being a regular subscriber to Classic Cars I thought I'd better get hold of a copy to see what the group tests were all about. The idea was that 5 - 6 classic cars

were gathered together and their owners subjected each others cars to a mini road test and then voice their opinions. All the cars previously tested were in near concours condition with some nice close up photos of the interiors and engine bays. Now the panic

set in. Although my car was quite tidy, being used every day during the winter it had got a little grubby. My second worry was that the engine was very tired, returning an appalling fuel consumption of 15 - 20 m.p.g., and more recently, tended to stall at low speeds due to lack of power. Such faults would surely put off the testers and ruin the good reputation of the Vitesse. I was worried! Fortunately the interior needed 'only' an early spring clean, and so I decided to devote the weekend and 2 days holiday to cleaning up the engine bay and attempting to improve the performance. Unfortunately the weather was against me and so



I worked on the engine bay by draping a piece of polythene between the roof and raised the bonnet. The rocker cover, header tank and air filter box were removed and sprayed gloss black, while the engine block, manifolds and other ancillaries were cleaned and painted up. I even fitted the engine valances, which I've never fitted, since I never thought that the engine would keep going as long as it had and would therefore need removing for an engine rebuild. The carbs were cleaned, tuned and polished up. Whilst checking the tappets I noticed that one of the push rods was bent. I couldn't work out how this had happened (I still don't know) but replaced it and hoped it was the cause of my loss of performance. Unfortunately this was not the case.

By the time the engine bay had been all put back together, it really looked quite smart. It was just a shame that I couldn't do a lot about the performance, short of an engine rebuild. The thought did cross my mind that I could quietly slip in a 2 litre Mk I engine, but I thought better of it!

Just to add to the catalogue of problems was the fact that our area's Club Christmas Dinner was the evening before the Test Match. I finished polishing the car, and quickly changed into my evening dress, traditional for Hants & Surrey Christmas Dinners. It's amazing how much dirt you can hide under a collar and bow tie; it was just a shame about the oily finger nails! Having spent a very 'dry' but nonetheless enjoyable Christmas Dinner, I returned home in anticipation of a 5.30am start, only to discover the Test Match had been cancelled. You could say that I was less than pleased!

It transpired that one of the cars had withdrawn through mechanical problems and that 2 of the other owners had contracted the serious Flu virus that was

plagueing the country at the time. The test match had been postponed to the end of February 1990. Talk about an anti-climax, but I managed to drown my sorrows over Christmas.

The new year arrived and the mortgage rate went up again and I couldn't really afford an engine rebuild. However, nor could I afford 15 m.p.g. and reasoned that I would recover the cost of the rebuild with improved fuel economy, not to mention being better prepared for the postponed Group Test. So the engine was lifted out and deposited on the kitchen floor for the rebuild, which took 4 weeks mainly due to scarcity of Vitesse 1600 engine parts. Some of the difficulties encountered

were covered in Andy Bonner's March article. Remember the gales and storms that we had around February earlier this year, well I was out there with my sheet of polythene rebuilding the engine bay. This time everything was cleaned and either painted or polished, the process being so much easier with the engine removed. The carbs were stripped and rebuilt again, this time with new jets, needles and throttle spindles.

The engine was refitted and fired up first time at 11.30pm on Sunday 11th February - my excuse for not attending the M25 orbital meet.

Total cost was in the region of £400 plus a new kitchen floor!

My problem now was putting as many miles on the engine as possible before the Test so that the car wouldn't be tested with a tight, non run-in engine. Well I got the 'phone call, and the test was on again for March 21st. I'd only managed to put 1,500 miles on the clock, but nonetheless the difference in performance was incredible and I was retaining approx 30 m.p.g. I took another couple of days holiday and spent another small fortune on polish and chrome cleaner preparing the car.

We set off for Silverstone at 5.30am, raring to go and full of confidence that we could now hold our own against the others and uphold the reputation of the Vitesse.

The journey passed without incident, fortunately the rain holding off and not covering the bodywork or engine bay in road spray. We arrived at Silverstone with a mixture of excitement and trepidation. It was beginning to dawn on me that I was about to let complete strangers loose with my Pride and Joy. After a cooked breakfast in the Silverstone Club House, Brian Palmer explained the day's proceedings. We would each drive the other cars around a 20 mile course that encompassed a wide variety of roads, ranging from smooth 'A' roads to bumpy 'C' roads with long straights, steep hills, sweeping and tight corners. After each run we were to comment and mark the car against the following categories:- Performance, Engine and Gearbox, Ride, Handling, Steering and Comfort. Before we started Brian gave us a brief specification on each of the cars including the cost when new, which we were to take into account when assessing the cars. Surprisingly the Vitesse was the cheapest of the lot.

It was also the oldest car being tested. After a quick explanation of the vehicle's controls and idiosyncrasies by each of the owners we were ready to start. I think that everyone was a little nervous about letting their cars go, and also the responsibility of looking after someone else's Classic Car. There was also definitely an air of competitiveness as each wanted their Classic to be chosen the best car and not to let their marque down.

One small point I tried to get away with was a "Classic and Sportscar" windscreen sticker which was nearly as old as the car. I was politely asked to remove it if I wanted any Vitesse photos in 'Classic Cars'!

My first test car was the Blue Renault Gordini. Adjusting the seat position, checking the gear change and position of controls, we set off cautiously. My Co driver had trouble keeping up with me at first as I reeled off a host of first impressions. After 5-6 miles I felt comfortable with the car and started to enjoy the experience. The course really was very good, providing all the road conditions necessary to test the categories on our check list.

Before changing cars we wrote up our experiences whilst still fresh in our minds. Looking over our shoulders Brian said that we were all being too kind with our assessments, explaining that he wanted 'colourful' comments for the magazine write up.

A lot of preconceived ideas were smashed and the following are very brief comments on each of the cars. Further comments are in July's issue of 'Classic Cars'.

1966 Lotus Cortina

I must say that this was a big disappointment, not living up to it's reputation. The engine was very flat with poor torque and acceleration. One of the problems was that the rev-counter was over reading by about 3,000 r.p.m. It's very difficult to drive someone else's pride and joy and think about going faster with the needle sitting on the red line! Mind you the engine did run very quietly at an indicated 7000 r.p.m.

The Lotus was a large car, very roomy inside and brought back many memories of my Mk II Cortina.

1965 Mini Cooper 'S'

Again the car had a reputation to live up to. Handling and acceleration were very good, helped along by an optimistic speedo, indicating corners at 70-80 m.p.h., much to the consternation of the Co driver. "The cockpit was very roomy, but had to be to accommodate such a large steering wheel". The ride was very hard and noisy.

1970 Volvo 131

The least said about this car the better, not being able to find anything that I liked about it. Volvos were big even in those days. I think I summed it up as "Horrible".

1966 Renault R8 Gordini

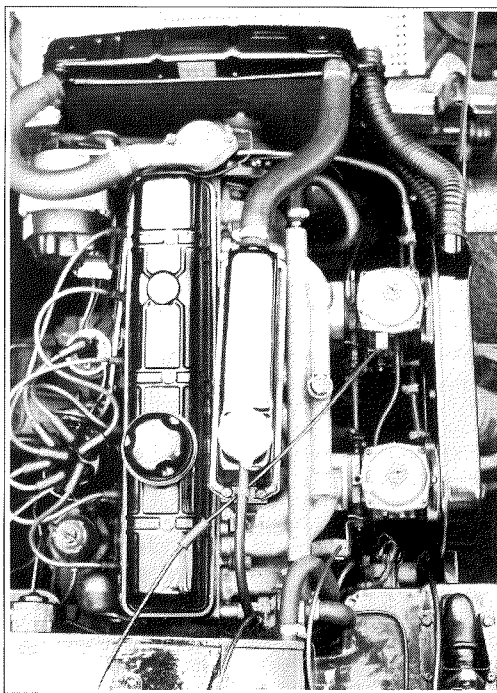
This proved to be a bit of a surprise, handling remarkably well, although the ride was appalling, my Co driver being unable to write, it was so bouncy. The engine revved really well and it was a car that you could have quite a bit of fun with.

1966 Sunbeam Rapier Series V

In many ways I found the Rapier to be a large more up market version of the Vitesse. It cost £221 more. The engine was very smooth and torquey and the interior well appointed with a luxuriously veneered dash. One interesting point was a warning light on the dash showing when the overdrive was switched in and out. The car sat on the road well and drove like a small luxury saloon.

We weren't supposed to discuss our comments with the owners and so I had to wait until the magazine was published before I could find out what they thought of the Vitesse. However it appeared from the information that I could glean from the other testers, that the Vitesse's interior trim, engine, ride and handling were well liked. Being a short driver, I have my seat fairly far forward. Unfortunately the seat had stuck in this position which wasn't appreciated by some of the longer legged drivers. The seats were also regarded as fairly small (and slippery as I'd polished them too much) as was the overall size of the cockpit. Other areas that were not liked were the frameless door windows, the brakes and a rumble from the transmission. (I can't afford a new diff!).

At the end of the testing we had to name which of the cars, given the chance, we would like to drive home (excluding our own of course). For me it was the Sunbeam Rapier, primarily because of it's similarities to the Vitesse. I wonder if I would have made the same decision in the early 60's?



The straight six that all the testers liked



After a late lunch, the photographers wanted some more photographs. We had already seen them up trees and laying in ditches trying to get the best shot as we had travelled around the course. Several mobile shots were taken with the photographer hanging out of the sunroof or rear hatch of a Peugeot 205. Whilst driving the Lotus, the photographer waved me forward so that he could photograph the Lotus's badge on the front of the car. I don't think the owner would have been very impressed if he had seen how close I had had to get.

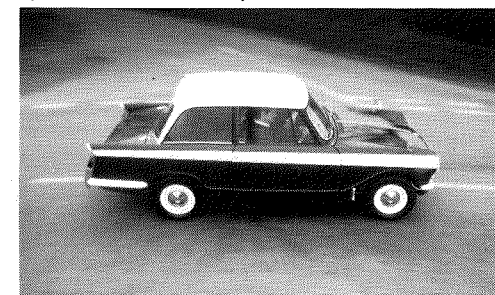


Our next task was to drive our own cars as fast as we dared around a tight corner to provide the photographers with some final action shots. The Volvo nearly came unstuck when a car came the other way and wasn't spotted until the last minute.

The day was brought to a very satisfactory conclusion with tea and scones on the lawns of a very nice country house where the group photo was to be taken. It took about ¾ hour to move the cars to the satisfaction of the photographers, ensuring that the light was in the right place and none of the cars were in shadows, etc. Still the final photos show that it was well worth the effort.

With the last of the scones eaten, we all said our goodbyes and thanked Brian Palmer for a very interesting and enjoyable day.

As I set off home I found myself subconsciously assessing the Vitesse as I had the other cars. Perhaps the seats were a little small and the brakes poor. However 10 miles down the road I was glad to be back in my Vitesse, and hoped that I had upheld the reputation of the Triumph Vitesse.



At speed with the Lotus driver!



Which one would you have chosen?

	Vitesse 1600	Mini Cooper 'S'	Lotus Cortina MKI	Renault R8 Gordini	Sunbeam Rapier V	Volvo 131
Engine	6 Cyl	4 Cyl	4 Cyl	4 Cyl	4 Cyl	4 Cyl
Capacity	1,596cc	1,275cc	1,558cc	1,108cc	1,725cc	1,780cc
Power	70 bhp	76 bhp	76 bhp	95 bhp	85 bhp	85 bhp
Top Speed	88.8 mph	96.8 mph	108 mph	106 mph	95 mph	90 mph
0-60 mph	17.6 sec(?)	10.9 sec	10.1 sec	12.3 sec	14.1 sec	14.7 sec
Fuel Consumption	25.1 mpg	29.9 mpg	21.3 mpg	25 mpg	21.5 mpg	24 mpg
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