

SPITFIRE/GT6/VITESSE/HERALD/BOND

Wheels & Accessories



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

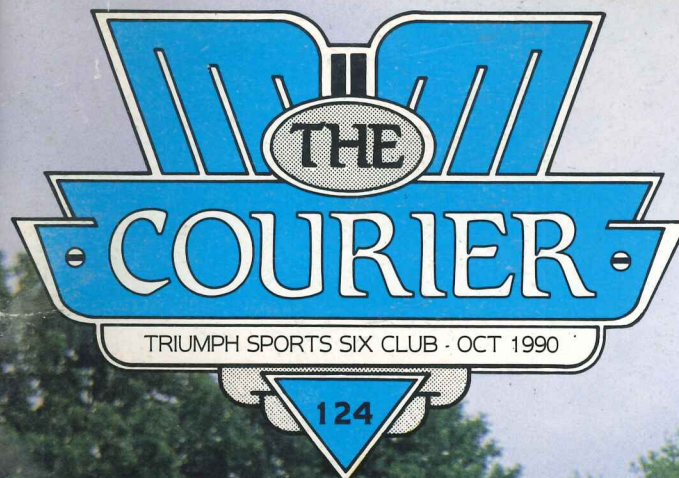
Chrome Wire Wheel Kit -
4 Chrome Wire Wheels, 4 Splines, 4 Spinners, 16 Fixing Nuts £445.00

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

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

 **British Sports Car Centre**

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





CAR COATS



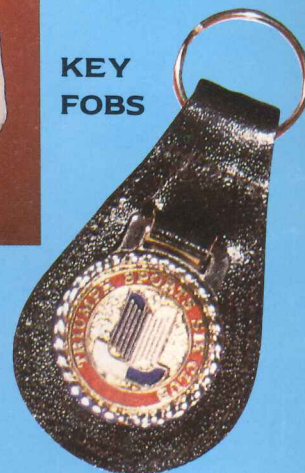
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SWEATSHIRTS
T SHIRTS**



**V NECK
JUMPERS**



TIES



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FOBS**

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please make your selection from
the full range on offer in the
Regalia Brochure - or Tel: (0858) 434424**

THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club

VOL.11 No. 124 OCT 1990

Price £1.25 Free to Club Members

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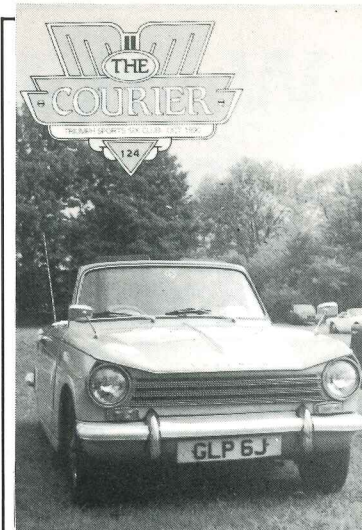
COMMITTEE MEMBERS 1990

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
HERALD 13/60 CONVERTIBLE

For a full list of TSSC Officials see page 82

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**HERALD
13/60
CONVERTIBLE
SEM**

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

THE WINTER WEEKEND

18 — 20 JANUARY 1991



STOW-ON-THE-WOLD
GLOUCESTERSHIRE

'The Heart of the
Cotswolds'

YES, IT'S THAT TIME AGAIN AND EARLY BOOKING IS RECOMMENDED. WE HAVE FRED THE TED TO ENTERTAIN YOU AS WELL AS "DENZIL"! PLUS GOOD FOOD AND COMPANY. FINAL COSTS ARE STILL AWAITED BUT RESERVATIONS CAN BE MADE NOW TO JOHN CUDMORE, 'UP COUNTRY', HIGH STREET, STONESFIELD, OXFORD, OX7 2PU. PLEASE COMPLETE AND RETURN WITH S.A.E. AND DEPOSIT CHEQUE FOR £20 PER HEAD (THESE WILL **NOT** BE BANKED 'TILL NEARER THE TIME).

NAMES:.....

ADDRESS:.....

POST CODE:..... TEL NO:.....

ACCOMMODATION REQUIRED — No of persons.....

DOUBLE / TWIN / SINGLE.....

STOWOLD1090

Editorial

What a Show Season

Every year more events are placed in front of 'Classic Car' enthusiasts and for Triumph Sports Six members, the array has spread far and wide across the UK and Europe. Looking forward to autumn it will again be a time for many rebuilds commencing after members drooling over other members cars throughout the show season.

We have found this year's events to have a very mixed reaction and after a very quiet Manchester Classic Car Show have decided only to support the larger indoor shows, and TSSC organised events. Many will have read last months report on the Brighton Classic Car Show by Jonty Wild, well having repeated this at Manchester, we will only advice you on shows worth attending.

I would like to welcome John Fairey to the Courier magazine team as primarily our new typesetter. John has vast experience in the print field and runs a MkIII Spitfire, a quality which will greatly increase his interest in the job! Bernard Robinson will now take overall control of the Courier magazine and along with John, Joyce and Jo, I am sure even better things will appear for your appetite for Triumph Cars.

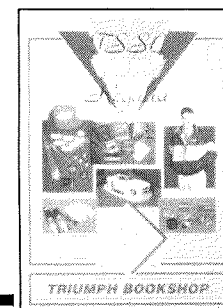
Bill Sunderland — Club Manager

HAVE YOU LOST OR MISPLACED YOUR TSSC CATALOGUE?

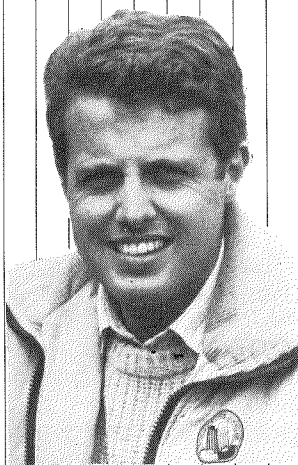
PHONE 0858-434424 or 0858-467710

(both 24 hour lines)

FOR IMMEDIATE REPLACEMENT
TSSC Catalogue contains all details
on TSSC Offers, TSSC Regalia &
Triumph Books.



PRESIDENTS INTRO



HOT NEWS

As you will know from last month's Courier insert, we introduced a new scheme for all those of you who also drive a 'modern' car.

I hope you all found your insert in the Courier detailing the scheme and will give Footman James a chance to provide you with a no obligation quote.

This month we've got some revisions to the existing Agreed Value Club schemes to tell you ... all of which make the M25+ and M17+ Schemes even better value for money.

Let's look at the improvements:-

1. We have arranged a better deal for older members using the M25+ Scheme by increasing the discounts you receive for age.

| AGE | EXISTING DICOUNT | NEW DISCOUNT |
|---------|------------------|--------------|
| 30 — 34 | 10% | 10% Same |
| 35 — 49 | 20% | 25% Up 5% |
| 50 — 70 | 25% | 33% Up 8% |

TSSC Members in these age groups total around 3500 yet only 1000 are insured with the Club scheme.

I hope these increased amounts for age will make more of you give the TSSC a chance to cover your treasured Triumph.

2. In addition to the above, we have arranged reduced premiums for members over 25 who drive Heralds, Spitfire 1500s, 4 cylinder Bonds and 2 Litre Vitesse.

| MODEL | AREA 1 | | AREA 2 | | AREA 3 | | AREA 4 | |
|-------------|--------|---------|--------|---------|--------|---------|--------|---------|
| | NOW | 1/10/90 | NOW | 1/10/90 | NOW | 1/10/90 | NOW | 1/10/90 |
| HERALD | £127 | £121 | £150 | £143 | £173 | £164 | £199 | £189 |
| SPITFIRE | | | | | | | | |
| 1500, | £203 | £197 | £236 | £224 | £305 | £275 | £344 | £327 |
| BOND 4 cyl. | | | | | | | | |
| VITESSE 2L | | | | | | | | |

The rates shown above are for fully comprehensive, Agreed Value covers for members aged between 25 and 29. Members over 30 pay even less, receiving the new discounts as shown in 1 above.

This means a member aged 35-49 living in Area 1 could insure a Vitesse 2 Litre, fully comprehensively with unlimited mileage and Agreed Value cover for less than £150.

Why don't you get a quote from Footman James and find out for yourself, what a good deal you can get.

John Griffiths

3. And finally, we've arranged a better deal for younger TSSC members taking out the Limited mileage cover.

We know many of you on low incomes find it difficult to find the funds to pay for insurance. Limited mileage cover is a sensible option and really cuts the costs. To make the TSSC M17+ Scheme even better and more flexible for you, we've introduced increased discounts and a new band of 1500 miles with a massive 35% discount!

DISCOUNTS

| MILEAGE | NOW | FROM 1/10/90 |
|---------|---------------|--------------|
| 1500 | NOT AVAILABLE | 35% NEW |
| 3000 | 20% | 25% UP 5% |
| 4500 | 10% | 10% SAME |

Less than 1000 members under 25 are currently insured with the Club, yet you make up half the membership (say 7000). Whilst many of you are joining the M17+ each month, we hope many of you will do so. With these new discounts, we hope you will find the M17+ scheme options even more competitive.

THE CLUB RECEIVES FINANCIAL BENEFIT FOR EVERY MEMBER WHO TAKES OUT INSURANCE UNDER THE TSSC SCHEME.

THIS INCOME HELPS TOWARDS OVERALL CLUB FUNDS AND IN TURN KEEPS MEMBERSHIP FEES DOWN.

PLEASE SUPPORT THE TSSC SCHEMES IF YOU CAN.

GT6 NEWS

Regretfully, we have just sold our MKIII GT6 as it was becoming too small for the growing family. Our two girls, Fiona 9 and Katie 7, were really to big to fit in the back even for short journeys. Luckily they love riding in the back of the Vitesse with the roof down, and this remains a very practical car for us as a family providing real motoring enjoyment. We wish Peter Brewer, the new owner, as much enjoyment as we had from this superb car.



Whilst talking about GT6s, I am very pleased to report, we have two new Register Secretaries to cover this important part of the Club. Their first report appears this month. Welcome aboard.

NEWS REVIEW

THANK YOU

Mr Rob Grainger would like to offer a big thank you to everyone from the Essex and Kent area who stepped in to help him at the Watford Gap Service Area on Friday 10th August and especially Mattie Hollingsworth who did a quick wiring job on his 13/60 convertible after the electrics decided to spontaneously combust.

LOST PROPERTY FROM THE INTERNATIONAL

The following items were handed in at Information Control and not claimed:

Nikon camera lens cover

Quartz Accurist watch

Panasonic camera case

Boot lid hinges

If you think any of these items are yours please call **0462-456315** and leave a message on the Answerphone.

SPITFIRE IV STOLEN

Spitfire MkIV. Reg. No. OOW 11M, white with black soft top. Fitted roll bar and fire extinguisher, boot rack, beige seats, white steel wheels, overdrive gearbox. Stolen during the early hours of Friday 17th August. If seen contact: Nick Wells, 219 The Causeway, Petersfield, Hants GU31 4LR (0730) 65456 or Police on 0730 62666.

WHERE ARE THEY?

Yvonne Burnett would like to know if any of you out there know the whereabouts of the following cars, Vitesse Mk1, cherry red, reg no RYB 333F and GT6 Mk3, overdrive, saffron yellow, reg no DVA 446K. Yvonne used to own these and obviously now regrets selling them! If you know of the whereabouts of either of these please contact Yvonne at 6 Felly Crescent, Highworth, Swindon, SN6 7JW. 90/32185

Unclaimed awards from the International Spitfire Weekend

There were two unclaimed cups which were to have been presented to winners from the UK during the Sunday afternoon awards ceremony.

One was for a TSSC member, Wendy Clay, who was Best Lady at Ballen Gooein (which I think is ball-throwing, only I thought it was supposed to be tin-can throwing! The other award was for a Chris Smith, again Best Lady, but in Mini Golf - and I only know she is from 'GB' and not necessarily a club TSSC member.

If Wendy or Chris are reading this article (or maybe one of their friends) please would they contact the TSSC office on 0858 434424 and leave their addresses so that their awards can be sent on. Thank you.

Irene

VITESSE STOLEN

Vitesse 2 litre convertible, white, black hood, overdrive, tatty body, blue passenger door. **OEK 431J**, Standard black interior. Ring John Lee on **0272 737562**.

GT6 Register Secretary

Just a short note to introduce and welcome new Joint GT6 Register Secretaries, Jasper Bacon and Paul Hemming to the TSSC team. Wishing them every success.

Peter Williams

* * APOLOGIES * *

JOHN KIPPING ADVERT:

Many apologies to all at John Kippings for a copy error last month. The price for a pair of front Armstrong shock absorbers should be £28.00, not £38.00 as shown. This was due to a FAX break up at our end. Well done to Kippings for wishing to correct an error so obviously in their favour, but this is typical of their service and enthusiasm when supporting our cars and more important, YOU, the member.

BOND

Equipe

REGISTER

Peter Jacklin

SAVE AN EQUIPE

WELL here we are, 1990 is drawing to a close and before we know Christmas will be with us, the show season has finished and it is time to think of occupying those long winter nights on a restoration project.

Scattered around the country there are a number of worthy restoration projects, most available for a few hundred pounds or even less in some cases! If you are reading this item and are not yet an Equipe owner now is your chance to own something a little bit different but still a true Club car. I have available a list of Equipes that have been notified to me as being for sale, the list is yours for the price of a stamp, Equipe values are rising, albeit slowly, so now is the time to act before they become 'collectable'.

A good turnout of Equipes at the Leicester National meeting at Stanford Hall and at the International Weekend at Stafford, certainly the standard of the cars attending club events has risen noticeably during my term of office as Register Secretary, so keep up the good work out there and let's see even better attendances next year especially at the Equipe weekend. This month's photo was taken at the International meeting at Stafford and is of a 2 litre convertible CBF 604H which looks very smart with its' bright red (Signal Red) coachwork. This car is probably one of the CBF6** series of cars disposed of by Bonds through Measham Auctions, several of which are on the Register.

Do you require a new dashboard? I am investigating the possibility of having reproduction wooden dash blanks produced, either ready veneered or plain as required. If you are interested please let me know so that I can take things a stage further and obtain some costings. Following on from my previous exhortations to save, Equipes, we (that is my wife Pat), have added another Bond to our stable. This one is a Mk I two litre Coupe registration MRY 7F, Serial No S12 4041, it was previously owned by Peter Prime of Yaxley and twice was runner-up in the Two Litre Choice Equipe voting at the Equipe Weekend. It is at present causing something of a traffic jam on our drive as the 2 + 2 516FYL plus two everyday cars also live there.

In the interest of matrimonial harmony I must reduce the fleet so I have to sell my 4S (EEW 718C



Serial No Q4 1328), this car is in very good condition having been repainted and extensively refurbished over the last two years, it will come with a new MoT. I would prefer to sell it to a fellow club member so if you are interested give me a call before I advertise it in the 'classic car' magazines. For someone looking for a real challenge I still have the second oldest Equipe known to survive for sale (2 + 2 Serial No 06/117), this one needs full restoration but all the vital bits are there and it is very cheap!

Referring back to last month's article, the missing captions for the photographs are as follows:-

- 1) Original shot taken inside the factory showing 2 + 2 production.
- 2) 1990 picture taken from Ribbleton Lane with the original factory building in the background behind the Lookers forecourt.
- 3) Photo again taken this year showing the inside of the original production line building now used as Lookers Bodyshop.

CHILDREN & SEAT BELTS

Over 60 children are killed and more than 7000 are injured while travelling unrestrained in the rear of cars each year.

WILL YOUR CHILD BE ONE OF THEM.....?

Legislation has been introduced which is aimed specifically at this problem, making it compulsory for children under 14 years of age to wear seat belts where they have been fitted in the rear seats of cars.

There seems to be quite a bit of confusion as to when children must wear seat belts or some other form of restraint when travelling in the rear seats of cars. So, when do children need to be 'belted up'? The obvious answer is ALWAYS. (Not only children but adults!). What the regulations say is that children should wear an appropriate restraint, and that restraints should be used when available. What this means is, ideally, a child should be restrained in a purpose designed restraint appropriate to the child's weight. The restraint should be labelled to show the weight for which it was designed, therefore the term 'an appropriate restraint' includes the following:

FOR CHILDREN UNDER 1 YEAR OLD:

A carrycot, which is restrained by straps or a proper seat belt.

FOR CHILDREN 1, 2 OR 3 YEARS OLD.

A suitable child seat or harness or a booster cushion (not a household cushion) used in conjunction with an adult seat belt.

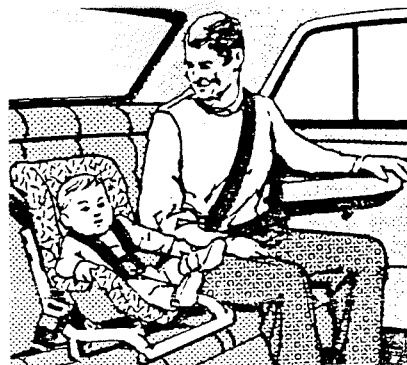
FOR CHILDREN AGED 4 to 14 YEARS (and dare I say adults).

An adult seat belt.

Exemption for children wearing seat belts when in the rear of the car is when all the available seat belts are being used by other children. (This allows you to take your large family out in the car, or all the neighbours kids as well).

OR

Reprinted with the kind permission of the author PC Iain Morrison, Metropolitan Police TO14 Branch. If you have a query or topic on Road Traffic Legislation why not contact Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks SL5 8EN. Remember help is only 30p away.



SAVE LIVES BY HAVING REAR SEAT BELTS FITTED IN YOUR CAR AND ALWAYS USE THEM

When the rear seats are occupied by adults WHO ARE WEARING seat belts. Why give priority to adults, do you ask? This is because adults tend to be heavier than children and unrestrained 'heavies' can cause more injuries to others — and themselves — when flying about in a car. It has been known for passengers in the rear to fly forwards, after an accident, into the back of the front seats killing the passenger who had been correctly wearing a seat belt. The seat is really only designed to hold one person, and therefore the front seat occupant can get squashed by the unrestrained rear seat passenger.

Adults MUST NOT deny a child the protection of a seat belt by sitting in a seat and not using the seat belt. If that occurs the driver of the car commits an offence of allowing a child to be carried in the rear of the vehicle without wearing a seat belt and could incur a £50 fine, unless of course the adult is exempt from wearing a seat belt for medical reasons.

WHAT ABOUT FRONT SEAT PASSENGERS?

It is still compulsory for all front seat passengers of whatever age to be restrained by seat belts. Children under 1 year of age must be in some form of child restraint.

WHAT ABOUT BEING TRAPPED BY SEAT BELTS

An old argument, but statistics show that more people are saved by wearing seat belts than are killed or injured. If you are alive and trapped, consider what could have been the result if you had not been belted up. Would you be in a position to do something about the seat belt which may be 'trapping' you?

TO SUM UP — SEAT BELTS MAKE SENSE — SO BELT UP — ALWAYS



As you might have heard, the top brass of the TSSC have been looking for a GT6 Register Secretary to step in to the shoes of Chris Chadwick. In fact they've been very efficient and have found two of us to share the job.

My partner in crime, Paul Hemming will be taking your phone calls and myself, I will endeavour to bring in some interesting, informative and perhaps even helpful prose for this column. Paul, an agent for Fords in Stockport is the proud owner of a MkIII with a history of Herald and Spitfire ownership. As for myself, working as a shepherd cum general dogbody on a sheep and arable farm, have two MkI GT6's, a MkII Vitesse and a Herald 13/60. I had to tackle most work on my cars, and usually have a project on the go, this being my Vitesse at present. Next on the line will be a GT6 MkI, but only after I've rebuilt the shed, which took some battering in the January storms!

BEAULIEU AUTOJUMBLE REPORT

'Queuing' was the order of the day for this extremely well attended event, but in spite of the numbers, the atmosphere hums with enthusiasts of all ages, with a spot of well meaning bantering for that desired part. GT6 parts, however, did seem to be dissappointingly few, but it was good to see the Wessex Area with a stand.

For myself I returned home with a second hand full tonneau for the Vitesse, not sure if it really was such a good bargain after the £6 entry fee!

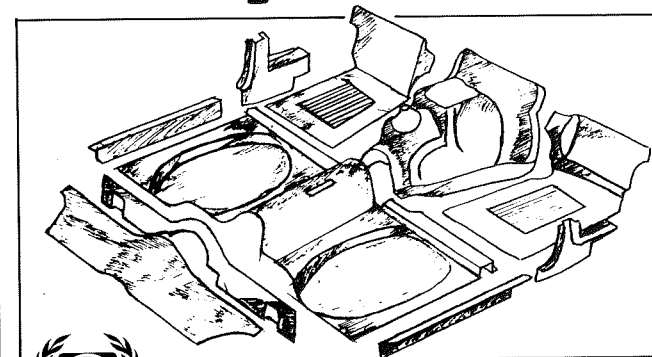
Jasper Bacon

2 Weavelands Farm, Hindon Lane
Tisbury, Salisbury, Wiltshire SP3 6QE

Paul Hemming

3 Sunwell Terrace, Marple
Stockport, SK6 7SP

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.

Black sets only are complete with all pieces including necessary fitting clips etc.

**£98.00 +
£4.00 Carriage
+ VAT**



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CAMBRIDGE TRIUMPH SPARES

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

SPECIAL OFFERS TO MEMBERS FOR THIS MONTH ONLY
PLEASE QUOTE T.S.S.C. MEMBERSHIP NO. TO QUALIFY FOR DISCOUNT

STEEL PANELS — SPITFIRE IV/1500 & GT6

Mk3

| | |
|-------------------------------------------|--------|
| Front lower wing..... | £35.00 |
| Front wheelarch repair..... | £14.00 |
| Wheelarch inner/outer section..... | £27.00 |
| Bonnet leading edge panel..... | £19.00 |
| Headlamp support panel..... | £18.00 |
| Bonnet support tubes..... | £19.00 |
| Steel front ¼ valance..... | £35.00 |
| Doorshells (Californian, rust free)..... | £65.00 |
| Doorskins..... | £15.00 |
| Rear wings, genuine B.L..... | £95.00 |
| Rear inner wing rep. (joins outer)..... | £27.00 |
| Rear light panel..... | £65.00 |
| Rear lower valance..... | £29.00 |
| Rear valance to wing finishing strip..... | £4.50 |
| Bootlid Spit IV/1500..... | £95.00 |

BODY PANELS COMMON TO ALL SPITFIRE/GT6

| | |
|----------------------------------------|--------|
| Outer sill, genuine BL..... | £25.00 |
| Outer sill heavy duty pattern..... | £11.50 |
| Inner sill..... | £ 7.00 |
| Diaphragm sill..... | £ 4.00 |
| Full floor (front to back) L/hand..... | £29.00 |
| Full floor (front to back) R/hand..... | £29.00 |
| Front footwell (state left/right)..... | £12.50 |
| Boot floor..... | £36.00 |

STEEL PANELS SPITFIRE MK 1/2/3 GT6 I/II

| | |
|-----------------------------------------------|--------|
| Front wing (original press)..... | £42.00 |
| Front wing with louvres for GT6 II... £69.00 | |
| Bonnet 'D' plate) under headlamp... £10.50 | |
| Inner strengthener (inside D plate)... £10.50 | |
| Sidelamp repair section, single lamps £13.95 | |
| Sidelamp repair section, dual lamps £13.95 | |
| Front inner wheelarch outer section. £27.00 | |
| Rear inner wing repair (joins outer).. £27.00 | |

| | |
|----------------------------------------------|--------|
| Rear valance Spit 3 original press... £49.00 | |
| Rear valance all early cars, Pattern. £32.00 | |
| Rear valance to wing finishing strip. £ 4.50 | |
| Rear wings (original)..... | £45.00 |

STEEL PANELS — HERALD/VITESSE —

| | |
|-------------------------------------------------|--------|
| Front lower wing Herald 13/60..... | £49.00 |
| Front lower wing Vitesse..... | £59.00 |
| Front inner wheelarch outer section. £29.00 | |
| Front upper light panel 13/60..... | £95.00 |
| Front lower valance (fibreglass only) £24.00 | |
| Rubber mounting strips (set 3)..... | £11.50 |
| Front floor footwell (ribbed)..... | £23.00 |
| Rear floor footwell..... | £ 9.50 |
| Body mounting bracket under floor.. £ 6.90 | |
| Body mounting bracket under 'B' post £ 7.50 | |
| Body joint strip (floor join front/rear) £ 4.95 | |
| Doorskin (original pressing)..... | £19.00 |
| Door treadplate (as original)..... | £ 5.50 |
| Outer sill..... | £10.00 |
| Rear lower wing..... | £55.00 |
| Rear ¼ valance Herald..... | £19.00 |
| Rear ¼ valance Vitesse..... | £19.00 |
| Rear centre valance Herald..... | £36.00 |
| Rear centre valance Vitesse..... | £32.00 |
| Boot floor/side closure..... | £11.50 |
| Bootside rain channel..... | £12.50 |

TRIM & RUBBER SEALS

| | |
|----------------------------------------------|--------|
| Door draught excluder (Furflex) Spit. £12.00 | |
| Door draught excluder (Furflex) GT6 £18.00 | |
| Draught excluder (Furflex) Her/Vit... £19.00 | |
| Draught excluder Her/Vit convertible £14.00 | |
| Outer weatherstrip..... | £ 7.50 |
| Inner weatherstrip..... | £ 3.50 |
| Weatherstrip clips..... | £ 0.18 |
| Window channel front, Her/Vit..... | £ 7.50 |

Trim and Rubber seals — continued

| | |
|------------------------------------------------------|--------|
| Window channel rear, Her/Vit..... | £ 3.50 |
| Door checkstraps..... | £ 7.50 |
| Checkstrap gaskets..... | £ 2.50 |
| Windscreen seals..... | £16.00 |
| GT6 tailgate seals..... | £16.00 |
| Herald/Vitesse rear screen seal..... | £19.00 |
| Bright trim insert (narrow) with clip.. £ 7.00 | |
| Bright trim, Spit IV/1500, GT6 IIIPlease ring £ 2.00 | |
| Pedal rubbers..... | £ 2.00 |
| Bonnet stop cones..... | £ 1.50 |
| Brake/clutch master rubber gaiter... £ 4.00 | |
| Handbrake gaiter..... | £ 7.50 |
| Gearstick gaiter, Herald/Vitesse..... | £ 4.75 |
| Gearstick gaiter Spitfire/GT6..... | £ 7.00 |
| Door trim panels Spit/GT6 (pair)..... | £36.00 |
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| Carpet set, superior quality, GT6.... £75.00 | |
| Carpet set, superior quality, Her/Vit. £75.00 | |
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| Hood, Herald/Vitesse..... | £75.00 |
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| | |
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| As above INCLUDING BUSH KIT... £13.00 | |
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| Spax standard shock absorber..... | £15.00 |
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| Armstrong standard shock absorber £15.00 | |
| Shock absorber top plate..... | £ 9.50 |
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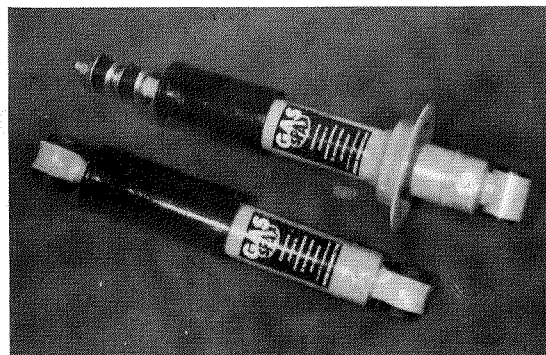
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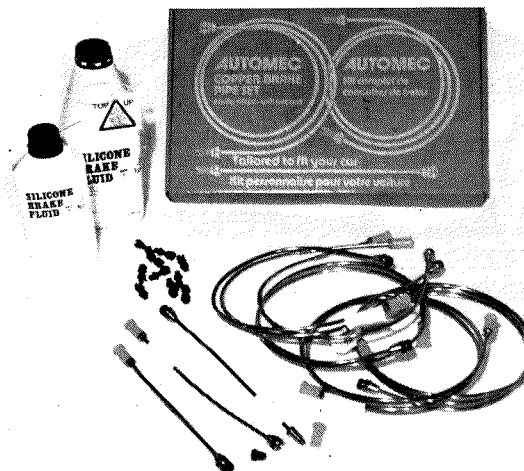
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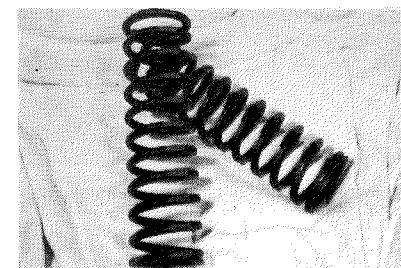
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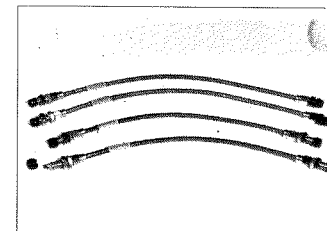


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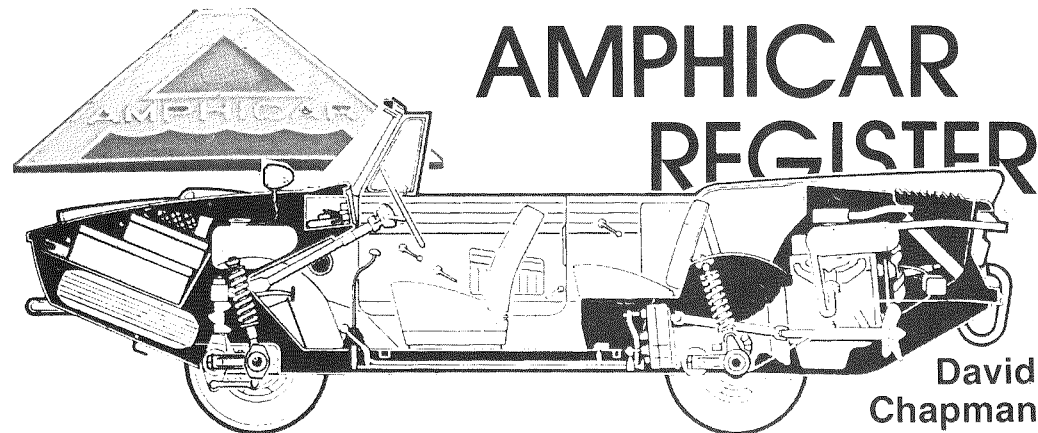
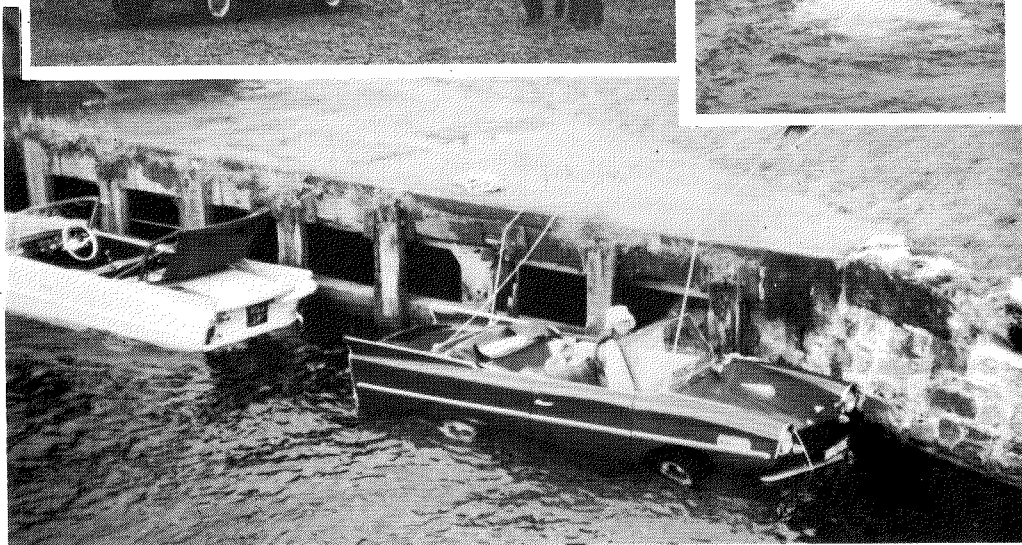
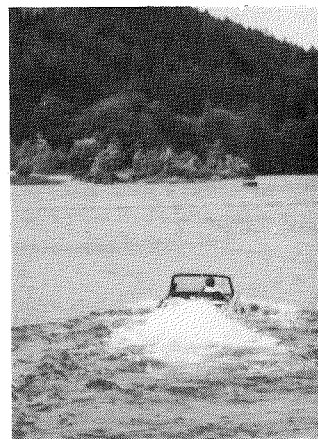
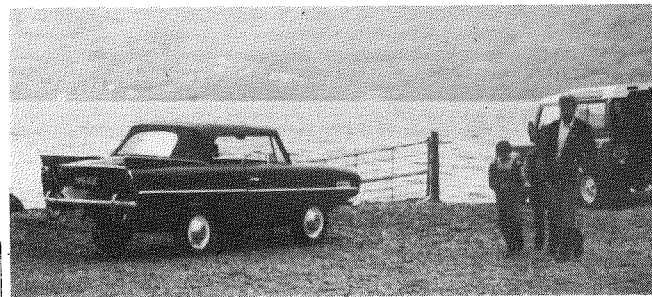
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David
Chapman

WELL, WE DID IT!

On August 4th and 5th two Amphicars successfully crossed Scotland from Fort William to Inverness and succeeded in raising hundreds of pounds for the charity Leukaemia Care.

We were hoping to have four Amphicars but in the end there was just my car and a blue car belonging to Ivor Newby of Bromsgrove.

We set off from the Corpach slipway near Fort William on the west coast early on Saturday. This first part of the journey involved driving into salt water (a first for my car) to cross the harbour and then enter the Caledonian Canal through an enormous sea lock.

We then travelled up the flight of locks known as Neptunes Staircase. This was fairly straightforward as we had fenders on the side of the cars and many helpers available to catch the ropes. Unfortunately to successfully handle the ropes at the car end and to fend off from the wall the hood needs to be down, and, of course, it started to rain. There are times when wipers are needed on the inside of the windscreen!

After the locks we cruised along the canal and into Loch Lochy. By this stage we had been on the water for around 7 hours and the wind and rain had started again so we nipped up the beach and then continued down the A82 to the nearest pub.

Later on the weather cleared up, the wind dropped and we had fun cruising around Loch Oich into the evening. Like all of the Lochs the water is unbelievably clean, it really does look clean enough to drink so even after a couple of hours having a good splash about the car came out shiny and clean which it never does after a dip in an English river.

Sunday morning and it was time for the big one, Loch Ness. This Loch is around 20 miles long, 1 mile wide and 700 feet deep, and there was a reported sighting of the monster only the week before. If this was not enough the weather had turned and the wind was blowing along the length of the Loch causing waves up to 3 feet high but was I afraid well yes I was actually!

We drove in at a quiet bay on the North side of the Loch and set off up the Loch, at first all seemed well so I turned the car around to see what it would be like going in the other direction, into the wind. What a difference! The front of the car rose into the air as if going up a 1 in 1 hill so that nothing but sky could be seen over the front of the bonnet then as that wave covered the windscreen, the side windows and you could hear it pounding on the hood, it was like a cross between a big dipper ride and going through a car wash. With all the bouncing about it would have been impossible to keep the revs constant with the normal accelerator pedal so I set the hand throttle and steered a course the best I could. Eventually I reached the shore and was surprised to find I was still totally dry and so were the Amphicar bilges. Having decided by this time that I had done enough of the Indiana Jones stuff I drove around to the quiet Northern corner to meet up with the other Amphicar and we then drove into the Caledonian Canal and down the final flight of locks into Inverness and a civic reception. Both the cars behaved faultlessly and all in all the event was a great success. It would have been nice if the rain had held off but even that was a welcome relief from the heatwave in England and if it didn't rain so much Scotland would not be such a superb Amphicar environment!

As I only got back from Scotland yesterday I haven't any photos yet but will include some with my next article in the November issue.

Finally thanks to the moral support given by the Scottish TSSC members who had travelled to see us.

"Spit-Bits" END OF SUMMER SALE

Probably the largest stock of Spitfire/GT6 secondhand parts in the country, if you can find any other trader cheaper we will refund the difference. The following parts on SPECIAL OFFER for this month only.

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| Mk IV rear bumpers, from..... | Windscreen..... | £15.00 |
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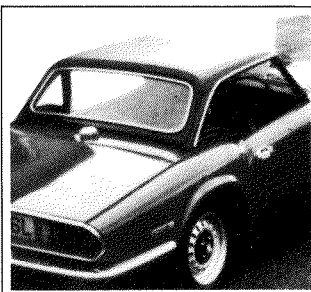
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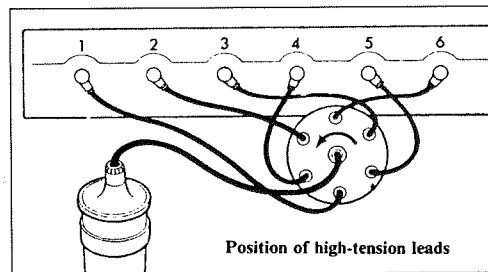
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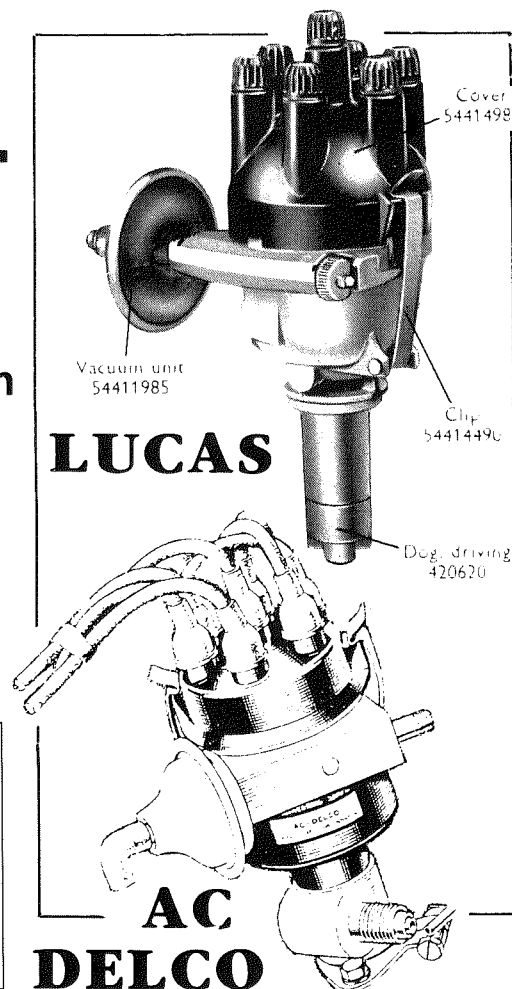
Distributors Peter Gidden

The performance and economy of any engine relies on many factors, and none are more important than the distributor. Unfortunately, those in our cars are starting to show their age and replacement is not cheap.

Also, a number of members are finding that their cars have had the distributor changed at some point previously for a similar looking, but different model.



Listed below are all the distributors used in the six cylinder cars. The distributor part number is particularly important and can be found engraved on the outside of the body. This will identify whether it has the correct advance curve etc for your engine. If you have something different, then you can now go searching for the correct item. Keep a lookout at jumbles, as often these are not labeled but can of course be identified by the part number. More about the differences next month.



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despite a front tyre blow-out! The Gazels had performed faultlessly and India had seen the tyre of the future.

(With thanks to Mr J. T. Yeomans for information and photographs).

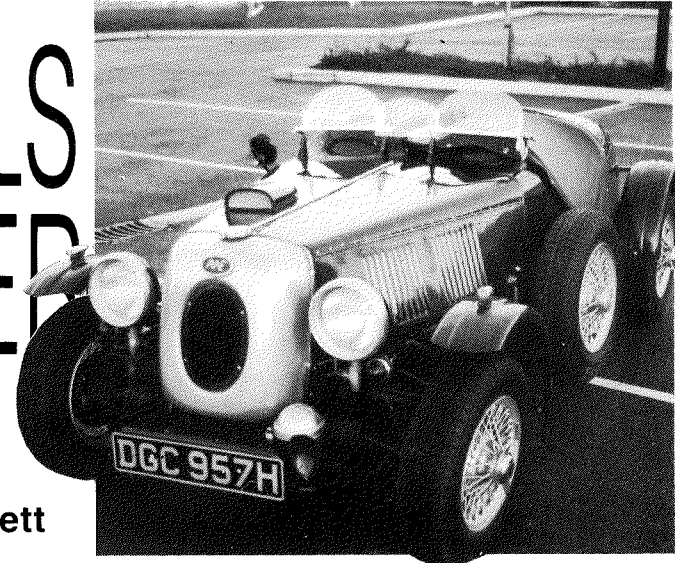


Standard Triumph Gazel in Dunlop livery at the pits. Photo: J. T. Yeomans.



Practice Day — Gazel cornering at speed on fully deflated Denovo tyre. Photo: J. T. Yeomans.

SPECIALS REGISTER



Trevor Collett

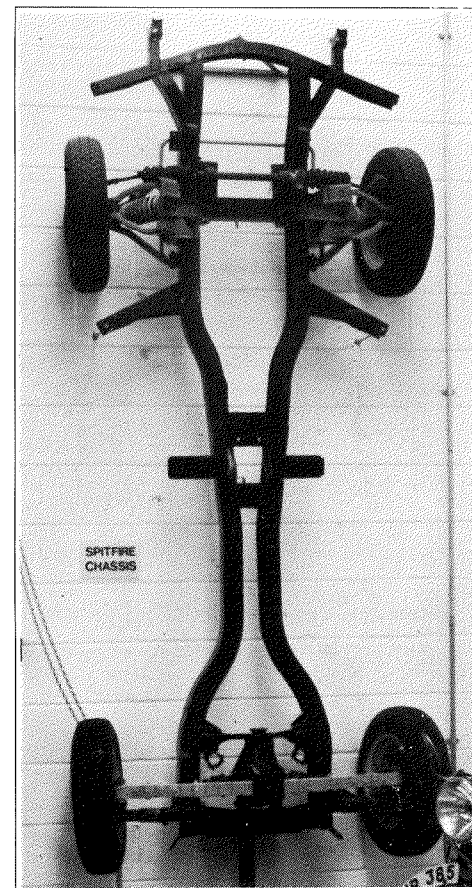
THE British Kit Car Industry continues to boom and every month sees new models competing for market share.

What doesn't happen every month is a new kit car designed for the Herald Chassis. The AWE Roadster is such a car. The picture shows the first prototype which hit the road this summer. As you can see the overall shape is not a copy of anything, well not anything I've seen anyway. I haven't seen the car in the flesh but I think I like the look of it. One thing though, cars can look a lot better with aero screens than with a full windscreen so I reserve judgement to some degree.

The prototype has Herald mechanicals and a 1200 engine, that's 1147cc; it doesn't have a hood or an opening boot. These latter two items are to be included in the production version so I'm told by Alan Wilkinson, who is the man behind the car, along with a full windscreen. His plans for the future include flared wings, 2 + 2 body and a hard top. This assumes the car has a future which will depend on enough people wanting to build one; time will tell. If you want more info. about this new kit car and some prices contact Alan Wilkinson Engineering, Watercombe Lane, Lynx Trading Estate (West), Yeovil, Somerset BA20 2EB. Tel: 0935 26491. I will try and bring you a fuller report sometime: I'm told that a club member has recently completed an AWE. How did the build go? What's the finished car like? Let the rest of us know.

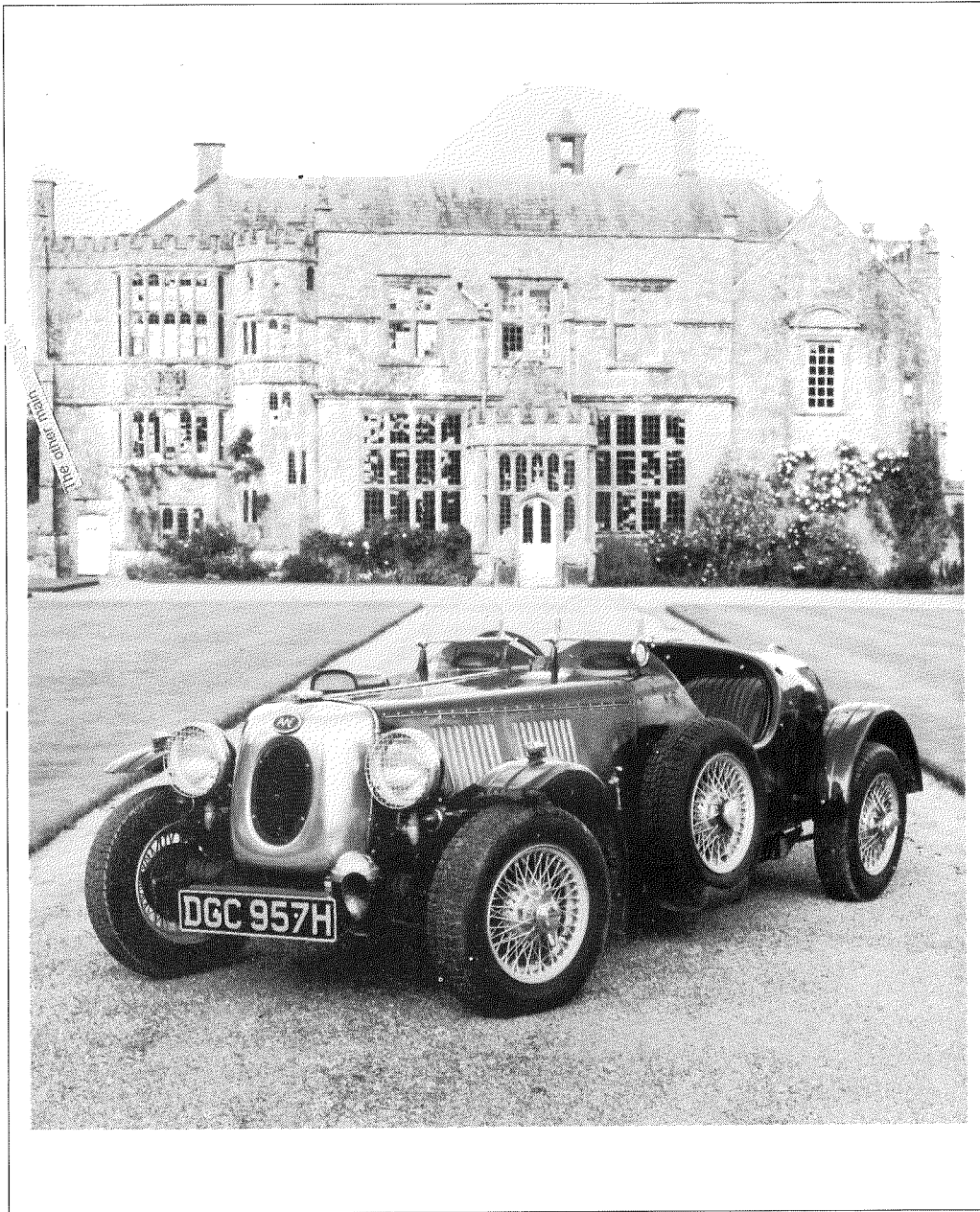
DRIVING UP THE WALL

The journey to North Devon for the family fortnight was planned to take in the Sparkford Motor Museum. The collection is housed in some modern buildings and includes a lot of interesting cars. Even Gemma, who's 3, was having great fun finding the pedal cars dotted about the full size ones. We were most of the way round when I remarked to Jackie, who was some way



Sparkford Motor Museum, June 1990

ahead (the 'way out' sign was beckoning her) that there were no club cars; "They've got a Spitfire chassis" she replied, pointing to the wall. There was indeed a Spitfire rolling chassis on the wall - an ideal base for a kit car! Coincidentally, I recently heard of a Herald chassis that is on display in the foyer of the City of London Council Offices. This begs the question how many of our chassis are there on show around the world. Interesting thought isn't it?



Awe Roadster

!!! SUNSHINE RALLY !!!



8TH LEICESTER NATIONAL SUNSHINE RALLY IV STANFORD HALL 1990

The event began on Saturday with 'BATH-NITE' at Shearsby, the regular watering hole for the Leicester area rabble. Festivities were well underway by mid-day and were in full swing when I arrived later in the evening. They were still going strong when I left in the early hours of Sunday morning.

The convoy of some 60 cars left Shearsby, on time, at 10 a.m. bound for Stanford Hall, lead by Mick in his GT6, they had a trouble free trip (thank you to the Leicestershire Police for their help). It was an impressive sight as they snaked their way into the grounds, bringing the sunshine with them (booked in advance of course). Thanks to Jon P. and Tom, everyone parked safely with no one in the river! We were all pleased to see Sheila with her lovely Spitfire arrive safely in the convoy, after her emergency repairs on the Saturday night and Sunday morning. It was all made worthwhile when she was selected for the Concours D'Etat. (That is her car, not Sheila). Speaking of which, many thanks to our expert judges, Peter Swann, Steve Turner and Ken and Mark Richardson.

They all agreed that the standard of cars was higher than ever, making their job even harder. So much so, that we had a joint winner for the best GT6.

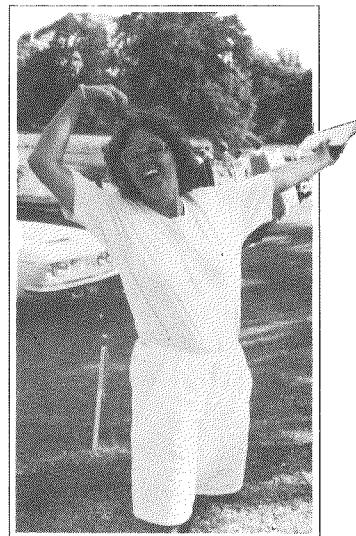
Yet again the auto snooker proved very popular; under the watchful eye of Diane and Hazel (which may explain the large number of male players).

As usual the bar was kept busy all day and the excellent BBQ sold out thanks to Chief Chef Mick and his helpers. Unfortunately, Mary did not pull her own ticket out of the raffle, as usual, so the control

8TH LEICESTER
NATIONAL
SUNSHINE RALLY IV



STANFORD HALL
LEICESTERSHIRE
5TH AUGUST 1990



tent had to go without wine with their BBQ. The results and award presentation was only half an hour late, which wasn't bad considering the number and quality of cars that were judged. We were all delighted to have Patrick Holland as our special guest to present the awards, and choose

the car to receive the Leicester Premier Award. As a first this year the whole event was captured on video, by 'Sada Video' which should be available soon, so keep a look-out in the Leicester Section of the Area News Review, where Alan will let you know how to obtain your copy.

Finally, a big thank you to all who supported the Sunshine Rally 1990, and the Leicester area members who helped arrange the event, especially John Thorpe, the event organiser, for yet another excellent rally.
Ian White - Leicester Area Member



8th Leicester National Concours Stanford Hall 1990 RESULTS — MASTER CLASS

| | | | |
|------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|------------------------------|-----------|
| 1st | Vitesse, 2L, MkII convertible, White | OFC 845H, Bryan & Sue Grace | 95.57% |
| 2nd | Spitfire Mk IV, B.R.G. | ULT 922M, Victor Thompson | 91.70% |
| 3rd | Herald 13/60, convertible, Wedgewood | KRO 202G, Viv Colenso | 91.70% |
| HERALD: | | | |
| 1st | 1200, Cactus Green | HXA 656 (Belgium), Guy Labbe | 88.43% |
| 2nd | Courier van, Phantom Grey | 315 PWL, Shaun Osborne | 87.31% |
| 3rd | 13/60 convertible, Maroon | HRT 2121J, John Marshall | Withdrawn |
| VITESSE: | | | |
| 1st | MkI, 2L, con: Wedgewood/White flash | PRT 624F, Vicky Benson | 89.05% |
| 2nd | MkII, 2L, convertible, Signal Red | GLF 207J, A J Smith | 78.03% |
| 3rd | Vitesse 6 convertible, Phantom Grey/White Flash | 969 RYA, Roger Clements | 68.75% |
| SPITFIRE: | | | |
| 1st | 1500, Flamenco Red | XFA 189S, William Byron | 95.51% |
| 2nd | 1500, Inca Yellow | EBC 601T, Carl Gunns | 93.67% |
| 3rd | 1500, Russet Brown | VJF 647X, Philip Pearson | 90.00% |
| 4th | 1500, Vermillion | BFP 700T, Sheila Hanes | 86.53% |
| GT6: | | | |
| Joint 1st | MkIII, Mimosa | VGC 283M, Andrew McGowan | 95.31% |
| Joint 1st | MkIII, Saffron | MYA 29L, Phillip Hartley | 95.31% |
| SPECIAL: | | | |
| 1st | Burlington Barretta, Burgundy | NCW 515H, Nick Burleigh | 93.88% |
| 2nd | J.B.A. Falcon +2, Red | Q38 RDS, Frank Carter | 86.73% |
| BOND: | | | |
| All Bond owners invited to enter concours d'etat declined the offer. Therefore no award presented (Pretty Poor Show!). | | | |
| ALL-COMERS (Visitors Class) | | | |
| 1st | Mercedes 190SL convertible, 1959 Ivory | MEE 303, Dennis Smith | 96.02% |
| 2nd | Cortina 1600E Series III, Amber Gold | YHX 231G, John Thompson | 95.20% |
| 3rd | Rover P6, 3.5S, Series II, Monza Red | DEA 87N, Ian Haynes | 94.28% |

Finlux Cup, Leicester Premier Award

1965 Herald 1200, Cactus Green, HXA 656. Owned by Guy Labbe of Belgium. This was the personal choice of Patrick Holland (S.T.I.R.) and long-standing employee of Standard-Triumph who also presented all our trophies and awards.

Best interiors:- Autotrim Award

1973 GT6 MkII, Mimosa, UGC 283M, Andrew McGowan.

Driving Test Gymkhana - Autosnooker

Best Male Driver
Navigator

Best Lady Driver
Navigator

Steve Turner
Mark Bland

Diane Hanes
Mark Bland (again)



TUG O' WAR:- won by Nottingham Area.

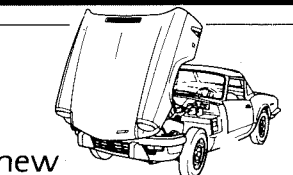
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SPITFIRE IV John Thomason 1500 REGISTER

This month's photo is sent in by Jason Darby of Huntingdon, Cambs, and shows his pride and joy outside the gates of Burghley House, Stamford, Lincs. Jason has spent 2 years completely rebuilding the car and is now enjoying running it in, in the fine weather we have having this summer.

To understand the operation of the distributor it is first necessary to understand the basics of the ignition system. The ignition system comprises 2 circuits, the Primary or low tension circuit, Fig.1. and the Secondary or high tension circuit, Fig.2.

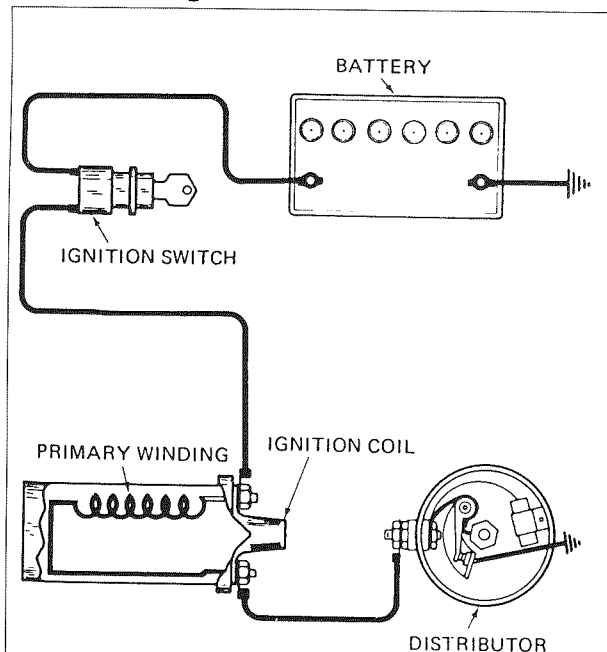
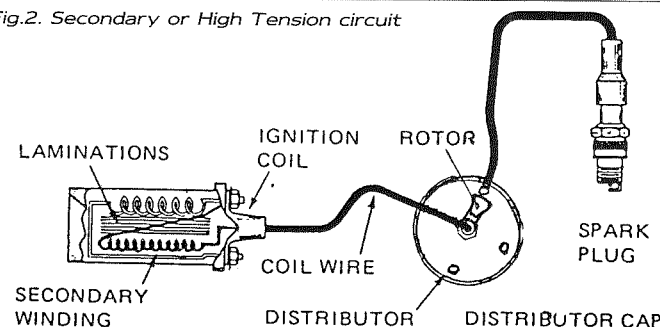


Fig.1. Primary or Low Tension circuit

The battery supplies low voltage power to the low tension circuit. As current flows through the primary winding of the ignition coil a strong magnetic field within the coil is produced. When the current flow is switched off, the magnetic field collapses and induces a high voltage in the secondary winding of the ignition coil. The ignition coil thus acts like a transformer, stepping the 12v in the low tension circuit up to 20,000 volts in the high tension circuit. The current flow in the low tension circuit is switched on and off by the opening and shutting of the contact breakers or points.

The high voltage produced in the secondary windings of the ignition coil is transferred to the central terminal on the distributor cap and down to the rotor arm. The voltage jumps across the gap between the rotor arm and the relevant terminal on the distributor cap and down to the spark plug. Obviously the points must open and the high tension voltage be produced at the instant the rotor arm is opposite one of the 4 terminals in the distributor cap. To best achieve this, the switching element of the low tension circuit, ie points, and the distributing element of the high tension circuit, ie rotor arm and cap, are located in the same device — the distributor.

Fig.2. Secondary or High Tension circuit



high tension voltage be produced at the instant the rotor arm is opposite one of the 4 terminals in the distributor cap. To best achieve this, the switching element of the low tension circuit, ie points, and the distributing element of the high tension circuit, ie rotor arm and cap, are located in the same device — the distributor.

DWELL ANGLE

As current flows through the low tension windings of the ignition coil it takes a certain time for the magnetic field to build up to a maximum. Hence the low tension circuit must remain 'switched on', ie the contact breaker points remain closed sufficiently long enough for the magnetic field to build up. The time the points remain closed is known as the 'Dwell Period'. The opening and closing of the points is determined by the cam lobes on the distributor shaft and the gap between the points as shown in Fig.3. Hence the Dwell Period is achieved by adjusting the points gap. The angle through which the cam rotates whilst the points remain closed is known as the Dwell Angle.

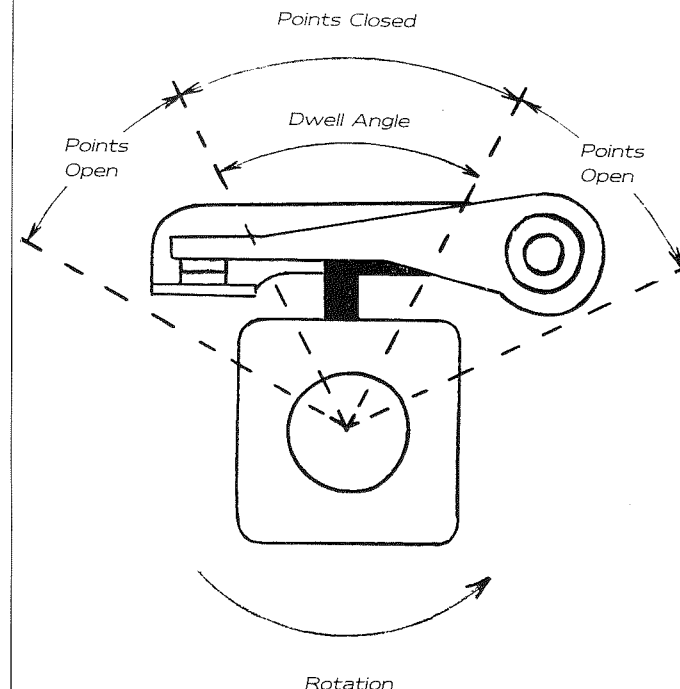
Dwell angle is increased by reducing the points gap and decreased by increasing the points gap.

Dwell angle is not so critical at low engine speeds, the coil having sufficient time to produce good quality sparks. However, at higher engine speeds, more sparks per minute are required and to the correct dwell angle becomes important.

NB. It is even more important on 6 cylinder engines when the points must open an extra 2 sparks.

Hence if the points gap it too large (small dwell angle) the engine will begin to misfire at high engine speeds. If the gap is too small (large dwell angle) the points will arc excessively and deteriorate quickly.

Fig.3. Dwell Angle is the proportion of cam rotation when the points are closed.



IGNITION TIMING

When the voltage jumps across the spark plug gap the spark produced does not explode the air/fuel mixture in the combustion chamber, but rapidly burns it. The heat of the burning mixture expands the gas within the cylinder and creates a very high pressure against the top of the piston driving it downwards on the power stroke. For efficient engine operation the spark must ignite the air/fuel mixture just before the piston reaches the top of the compression stroke ie just Before Top Dead Centre (BTDC) and ensure that all the mixture is burnt early in the power stroke. The position of the piston, in terms of crank angle, at the point at which the spark is produced, is known as the ignition timing. The point at which the spark is produced is dictated by the point at which the points open and the rotor arm aligns with the correct terminal on the distributor cap.

Once the distributor is initially set to the crankshaft via the camshaft, **IGNITION TIMING CAN ONLY BE ADJUSTED BY CHANGING THE RELATIONSHIP OF THE DISTRIBUTOR CAM TO THE POSITION OF THE POINTS AND THE ROTOR ARM TO THE TERMINALS IN THE DISTRIBUTOR CAP.** Ignition timing is initially adjusted by rotating the distributor body. This alters the relationship of the points and distributor cap to the distributor cam. The point at which the cam opens the points and the rotor arm aligns with the distributor cap terminals can hence be made to occur earlier in relation to crank position.

CENTRIFUGAL ADVANCE

Once the spark has ignited the mixture, the burning time is about 3 thousandths of a second and so at 1000rpm say, the crank will have travelled 18°. To obtain full power max pressure must be developed by the time the crank has rotated 10° to 20° past TDC on the power stroke. Thus at idle, the spark is timed to occur at the plug just before TDC.

At higher engine speeds, the burning time remains about the same, yet the crank is rotating faster, the piston travelling further in 0.003 secs. Thus for combustion to be still complete by 10 to 20° past TDC, the spark must obviously ignite the mixture much earlier than TDC, ie as engine speed increases, the spark must be timed to occur earlier. Fig.4. This is the purpose of the centrifugal advance system of the distributor. It automatically advances (makes earlier) the spark timing as engine speed increases. The centrifugal advance mechanism consists of 2 'bob' weights held in place by 2 calibrated springs on a cam plate - Fig.5. The cam plate is attached to the distributor cam which is able to rotate a few degrees independantly of the distributor main shaft. As engine speed increases the distributor main shaft rotates faster and centrifugal forces through the bob weights out against the calibrated springs. This motion of the weights causes the cam plate and hence distributor cam, to rotate several degrees ahead of the distributor main shaft and rest of the distributor body, Fig.6., ie the relationship of the cam to the points and distributor cap is being altered and hence the ignition timing. The overall effect is for the cam to open the points earlier and hence advance the spark.

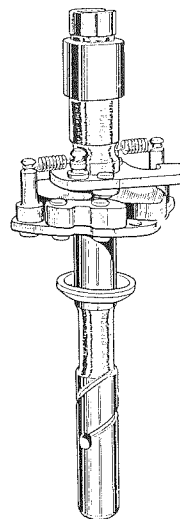
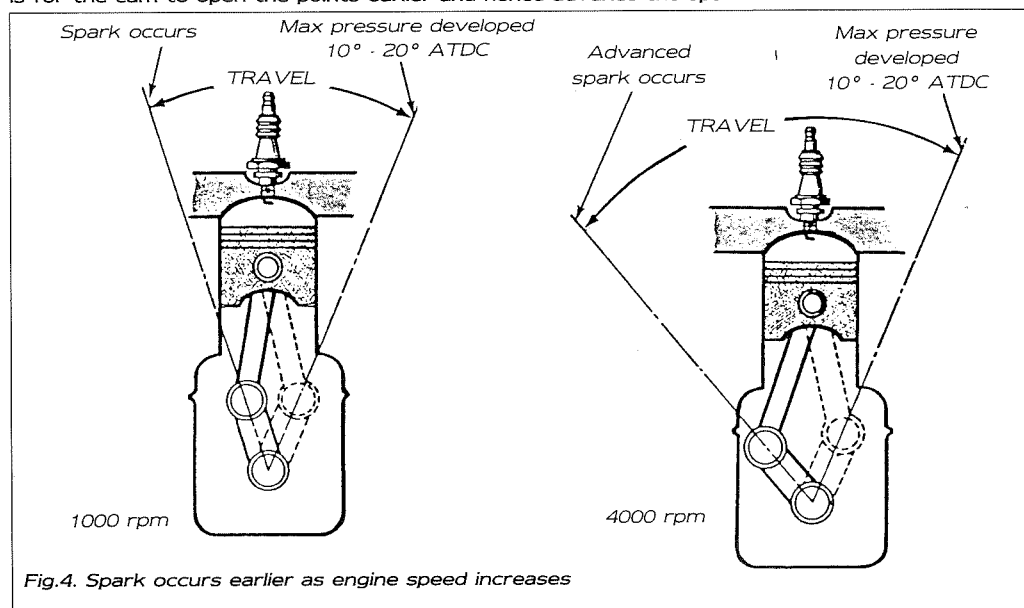


Fig.5. The Centrifugal Advance mechanism

Vacuum Advance

The distributor also incorporates a vacuum advance system to provide better fuel economy when the engine is operating at part throttle, ie with the accelerator pedal not on the floor! Under part throttle conditions, the carburetor butterfly is only partially open and less than a full charge of air/fuel mixture enters each cylinder. Consequently the combustion pressures are lower and the mixture takes longer to burn.

To compensate for the longer time required to complete combustion, the spark must again occur earlier, ie be advanced.

The vacuum advance system works on the fact that at any speed, inlet manifold vacuum is related to throttle position. As throttle opening increases, manifold vacuum decreases and vice versa.

The vacuum advance mechanism consists of a spring loaded diaphragm on the side of the distributor and is connected to the rotatable top plate on which the points are mounted, Fig.7. The diaphragm is air tight and is connected by a vacuum line to a connection on the manifold side of the carburetor. As the throttle is opened manifold depression sucks the air out of the airtight diaphragm. The diaphragm moves against a spring, rotating the plate and causing the points to open earlier, thereby advancing the spark. Fig.8.

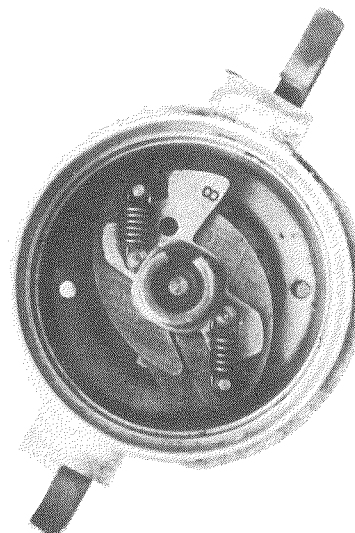


Fig.6a. Bob weights at rest. N.B. The 8 stamped on the cam plate indicating the most possible advance on this 1500 distributor to be 16°

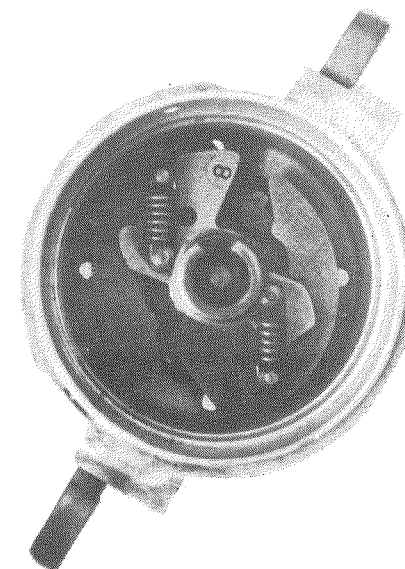


Fig.6b. Bob weights at max advance

However, although the spark may have to be advanced, the relationship between the rotor arm and distributor cap has not been changed accordingly. Thus the spark would have to 'wait' for the rotor arm and cap terminal to be aligned and the timing would not be advanced. This is overcome by forming the end of the rotor arm into a fan shape sufficient to cover the total vacuum advance. Fig.9. The degree of points plate movement depends upon inlet manifold depression alone and is independent of engine speed. Total spark advance thus consists of a combination of centrifugal and vacuum advance.

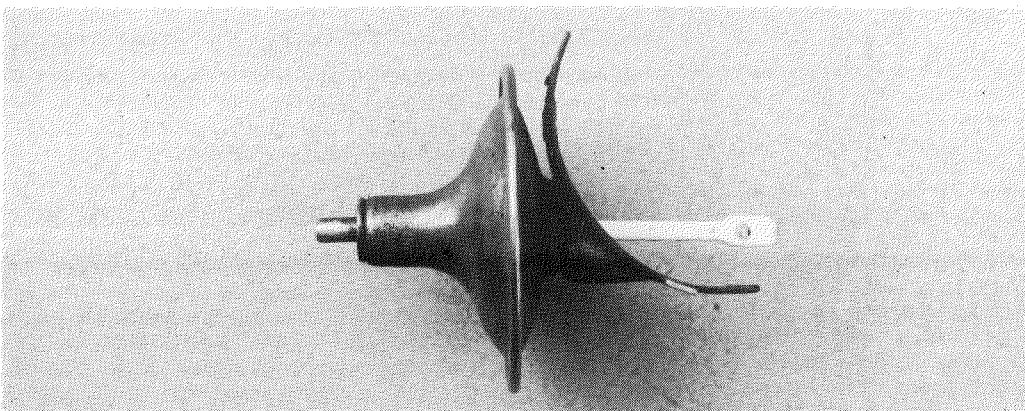


Fig.7. The Vacuum Advance Unit, as fitted to the Lucas distributor

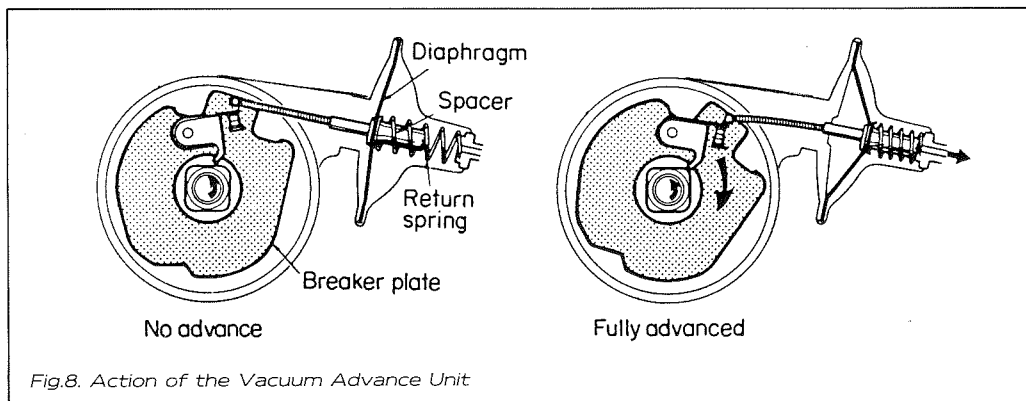


Fig.8. Action of the Vacuum Advance Unit

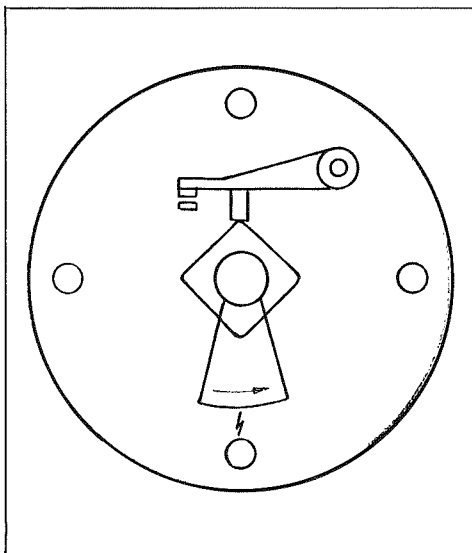


Fig.9a. Relationship of points to cam and rotor arm to distributor cap terminals with no vacuum advance.

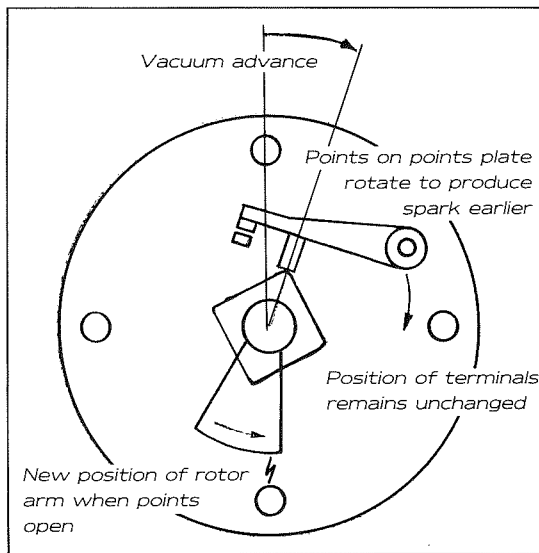


Fig.9b. Rotor arm is fan shaped to allow the advanced spark to reach the unchanged section of cap terminals.

Static Timing — Check points

Static timing is the usual method of setting the ignition timing, and involves determining the point at which the points open and hence the spark is produced. This is best achieved by connecting a circuit tester or bulb to the low tension circuit as shown in Fig.10, with the ignition off. The timing is correct when by slowly rotating the engine clockwise, the bulb lights (ie points open) just when the mark on the crank pulley aligns with the correct static timing mark on the timing chain cover. Fig.11. The timing can be **advanced** (greater BTDC figure) by rotating the distributor body **anti-clockwise** and **retarded** (smaller BTDC figure) by rotating the distributor **clockwise**.

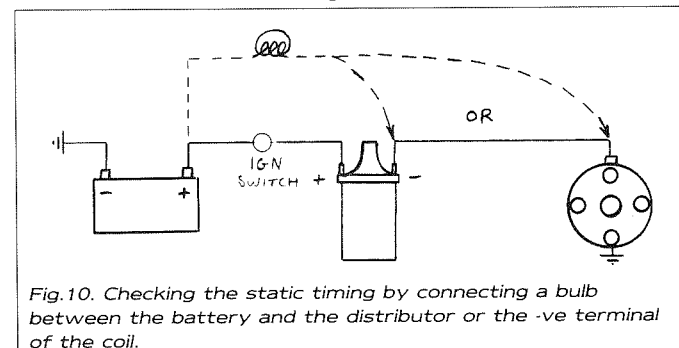


Fig.10. Checking the static timing by connecting a bulb between the battery and the distributor or the -ve terminal of the coil.

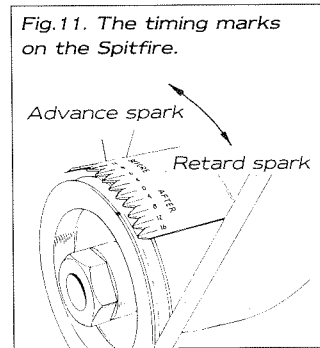
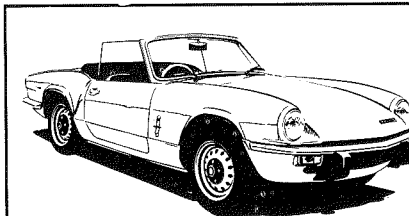


Fig.11. The timing marks on the Spitfire.

Dynamic timing

Setting the ignition timing dynamically tends to be a more accurate method, because now the engine is running, backlashes in the timing gear can be accounted for, as can the finite period of time between the points opening and spark being produced. Because the engine is running the centrifugal and vacuum advance mechanisms must be taken into account. Hence the engine is usually timed at idle to minimise their effect. Ideally the vacuum pipe should be disconnected from the distributor and temporarily plugged, although at idle there tends to be very little dynamic vacuum advance. Quite often the static timing figure is also quoted as the dynamic timing figure. This OK provided the engine is running at an idle speed slow enough for the centrifugal advance mechanism not to produce any timing advance. As shown in Table 1, centrifugal advance does not occur at speeds below 600rpm and so when using a timing light, ensure the engine is idling below 600rpm. Dynamic timing is accomplished by using a 'Strobe Light' which is usually connected to No 1 ignition lead and senses every time a spark is produced. At that same instant the timing light produces a flash of light which has the effect of apparently freezing the motion of the timing mark on the engine pulley. This enables the ignition timing on the degree plate to be easily seen. N.B. I have found that the light produced by those timing lights that do not use mains power or power from the battery, to be insufficient except under the darkest of conditions. Adjustment is achieved by rotating the distributor as before. Be careful not to touch the ignition leads, you will be likely to get a nasty shock!

The timing light can also be used to check the operation of the centrifugal advance mechanisms. The engine should be revved to the engine speeds shown in Table 1 and the timing figures recorded. Remember the static timing figure must be added to those figures listed in Table 1 to obtain the total ignition timing figure recorded. Obviously the vacuum pipe should be disconnected and plugged during this test.



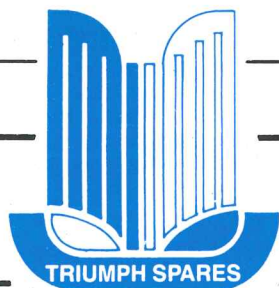
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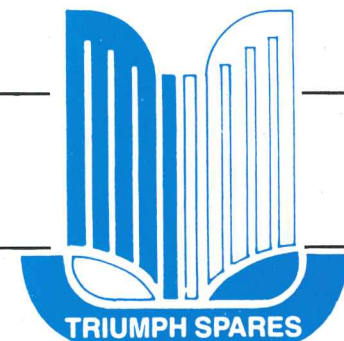
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THE No.1 TRIUMPH SPECIALIST IN SUFFOLK

| | SPITFIRE IV Up to FH 25,000 | | | SPITFIRE IV From FH 25,0001 | | | SPITFIRE 1500 | | |
|----------------------------|--------------------------------|-------------|-------------|--------------------------------|-------------|-------------|----------------|-------------|-------------|
| Manufacturer | Delco Remy | | | Delco Remy | | | Lucas | | |
| Type | D204 | | | D204 | | | 45D4 | | |
| Delco/Lucas Pt. Nos | 7953460 | | | 7992128 | | | 41449 | | |
| Triumph Pt. Nos | 214088 | | | 218099 | | | RKC 0638 | | |
| Points gap | 0.016 ± 0.001 | | | 0.016 ± 0.001 | | | 0.015 ± 0.001 | | |
| Dwell angle | 38° to 40° | | | 38° to 40° | | | 51° ± 5° | | |
| Static timing | 6° B.T.D.C. | | | 8° B.T.D.C. | | | 10° B.T.D.C. | | |
| Centrifugal advance | Engine speed | Degrees Min | Advance Max | Engine speed | Degrees min | Advance max | Engine speed | Degrees min | Advance max |
| | 800 | 0.0 | 3.8 | 800 | 0.0 | 0.0 | 600 | 0.0 | 0.0 |
| | 1450 | 12.0 | 16.0 | 1400 | 6.0 | 10.0 | 1100 | 2.0 | 6.0 |
| | 2200 | 14.0 | 19.0 | 1500 | 8.0 | 12.0 | 1400 | 6.0 | 10.0 |
| | 3000 | 18.0 | 22.0 | 2500 | 10.8 | 15.0 | 2000 | 8.0 | 12.0 |
| | 4500 | 22.5 | 26.5 | 4000 | 15.4 | 19.4 | 3200 | 12.0 | 16.0 |
| Check at increasing speeds | 5000 | 26.5 | 26.5 | 5000 | 20.0 | 20.0 | 5000 | 14.0 | 18.0 |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Vacuum advance | Inches mercury | Degrees min | Advance max | Inches mercury | Degrees min | Advance max | Inches mercury | Degrees min | Advance max |
| | 4.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| | 6.2 | 0.0 | 6.2 | 5.0 | 0.0 | 1.7 | 3.0 | 0.0 | 1.0 |
| | 10.7 | 11.0 | 15.0 | 8.0 | 3.0 | 7.0 | 6.5 | 1.0 | 6.0 |
| | 20.0 | 15.0 | 15.0 | 10.0 | 6.4 | 10.4 | 8.5 | 5.0 | 9.0 |
| | | | | 15.0 | 8.0 | 12.0 | 11.0 | 9.0 | 13.0 |
| | | | | 20.0 | 12.0 | 12.0 | 18.0 | 10.0 | 14.0 |

Table 1. Performance and tuning data for the Spitfire IV and 1500 distributors.

Spitfire Distributors

Three different distributors were fitted to the Spitfire IV and 1500. Spitfire IVs up to Commission number FH 25,000 were fitted with the Delco Remy 204, 7953460 which was fitted with a mechanical drive for the tachometer plus the useful addition of a vernier adjuster for ignition timing. Spitfire IVs after FG 25,001 were fitted with a Delco Remy 204, 7992128, which retained the mechanical drive for the tachometer, but lost the vernier adjuster. Fig.12. Spitfire 1500s were fitted with a Lucas 45D4 distributor which lost the tach drive as the tachometers were now electronic. Fig.13. The performance and tuning data for each of the 3 distributors is given in Table 1.

Problem areas

1. Distributor Drive Shaft. With age the distributor shaft and bearings wear, which can cause the shaft to rotate eccentrically.

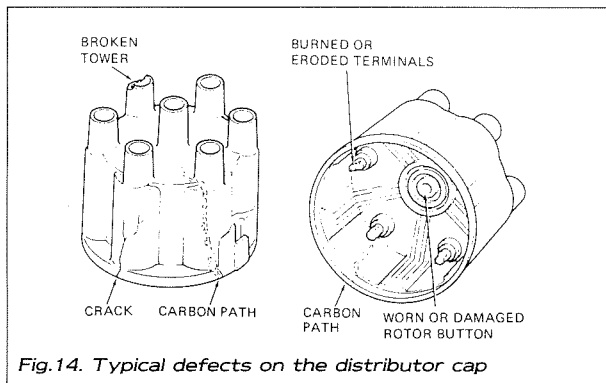


Fig.14. Typical defects on the distributor cap

This can be established by trying to wiggle the top of the shaft sideways. The wear will also show up by an erratic dynamic timing mark appearing to wander backwards and forwards on the pulley. With such wear incorrect points gap and different timing for each cylinder can result. An occasional drop of oil on the main shaft will help prevent wear.

2. Centrifugal wear. Again with age the pivot points for the bob weights can wear and elongate causing the weights to fly out erratically and at different speeds, in some cases making the engine impossible to run smoothly. Once upon a time replacement bob weights and springs could be obtained. Today good second hand ones or a reconditioned distributor is the only cure. Another problem with age is that the mechanism can gum up with a mixture of oil and muck. It is recommended that WD40 or 3 in 1 oil be sprayed onto the mechanism through the drain holes at the bottom of the distributor.

3. Distributor cap. The electrical processes that take place within the distributor, eg arcs, discharges, corona effects etc, limit the life of the distributor cap. Typical effects which require replacement of the cap include cracks, carbon paths, worn rotor button and burned or eroded terminals. Fig.14.

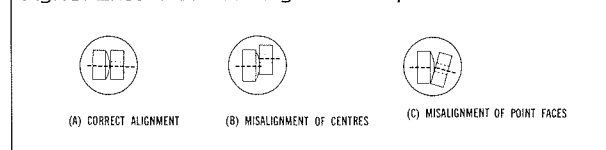
4. Points. When fitting new points, it is important to ensure that the actual contacts align exactly, otherwise they wear quickly as shown in Fig.15. The contacts can be aligned by gently bending the anvil on which the fixed contact is fitted. If possible use a dwell meter to set the points gap since as with dynamic timing, this is more accurate, taking account of wear etc, with the distributor rotating. Ignition timing should always be checked after changing the points. In addition I have found after a couple of weeks running, the fibre heel pad 'beds in', slightly closing the points gap, and so it is worth checking the gap and timing again after a couple of weeks.

5. Capacitor. When the points open the magnetic field in the primary windings of the coil collapses to produce the high voltage in the secondary windings, a secondary voltage is also momentarily induced in the primary circuit. This secondary induced voltage can reach 250 volts and causes a spark to jump across the point contacts. Arcing across the points causes a transfer of metal across the points, resulting in points. Fig.16. Worn and pitted points increases the resistance in the low tension circuit, reducing the voltage available to the coil. In order to quickly switch off the primary circuit when the points open and to reduce the size of the arc produced, a condenser (capacitor) is connected across the points. The capacitor acts as a short circuit, effectively absorbing the secondary voltage.

Don't underestimate the importance of the capacitor, a failed or faulty condenser can cause the car to misfire quite badly. I can remember stripping down both cars, and checking the timing, plugs, leads, points etc in an attempt to solve such a problem, only to find it was a faulty capacitor. Unfortunately diagnosis of failure is by replacement only, although suspect failure if points are badly pitted. It is well worth replacing the capacitor when the points are changed.

6. Timing marks. Should you ever rebuild the engine or remove the cylinder head for a decoke, etc, then it well worth checking that when the piston is at TDC the timing marks actually indicate TDC, ie 0°. They have been known to be 2°-3° out. If they are, scribe a new TDC mark on the engine pulley.

Fig.15. Ensure correct alignment of points' faces



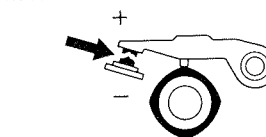
Finally, a young Spitfire enthusiast spotted at this years International!



Fig. 12. The Delco Remy 204 distributor as fitted to later Spitfire IV's.

Fig.13. The Lucas 45D4 distributor as fitted to Spitfire 1500s.

Fig. 16. Wear of contacts. As a result of transfer of metal, a crater develops on the breaker lever contact, while contact material accumulates on the fixed contact.





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| Bonnet Scuttle Seal | £4.00 |
| Door Skin to Door Glass Inner | £3.25 |
| Door Aperture Seal (Furflex) Spitfire | £8.75 |
| Door Aperture Seal (Furflex) GT6 | £13.25 |
| Front Valance seal Spit I/II/III, GT I/II | £1.00 |
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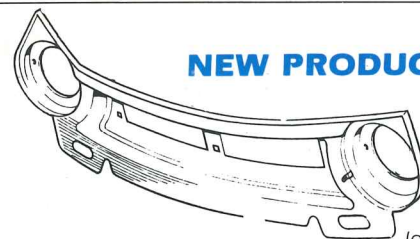
Chrome/Locks/Brightwork cont.

| | |
|------------------------------------------------------------------------|--------|
| Bonnet lock kit (pairs) | £9.50 |
| Door mirror Spitfire IV 1500, GT6 III | £9.95 |
| Boot lock ass. Spit IV 1500 | £12.95 |
| Spitfire I/II/III/IV GT6 I/II | |
| outer Door Handle Assembly R/H or L/H | £11.95 |
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| Rear Wing Arch Repair | £10.95 |
| Sill Her/Vit | £9.00 |
| Door Skin Original Pressing | £17.95 |
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| Boot Lid Spitfire IV/1500 | £99.00 |
| Rear Light Panel Spitfire IV/1500 | £62.00 |

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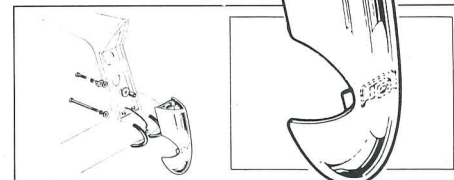
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| Rear full wheel bearing kit, non-rotoreflex models | £11.95 |
| Rear full wheel bearing rotoreflex models | £12.95 |
| Rotoreflex coupling and bolts (genuine) | £24.95 |
| Rear leaf spring Spit IV/1500, GT6 III late | £49.50 |
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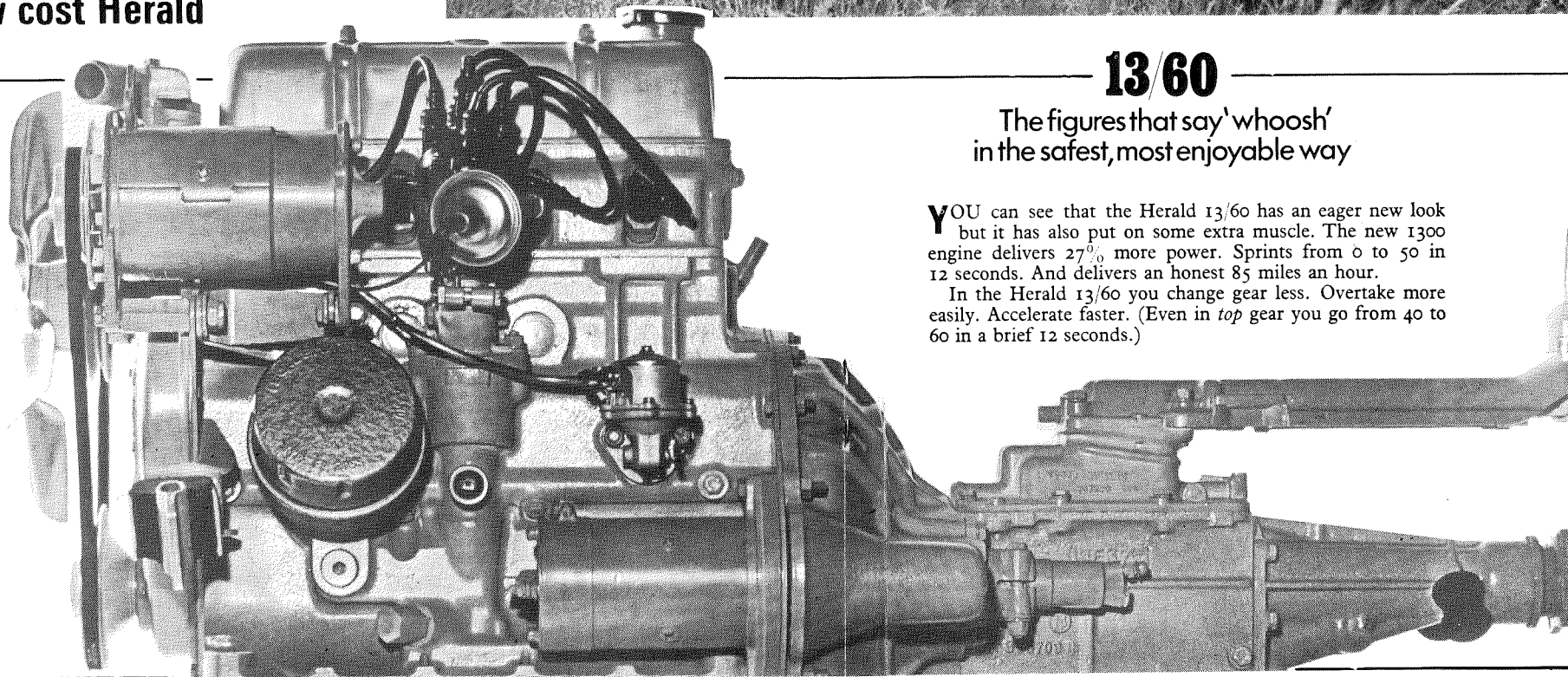
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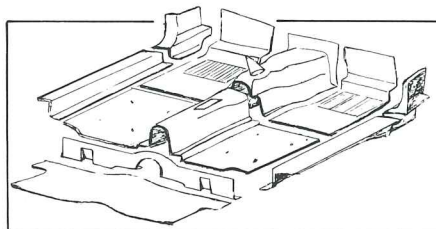
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TECHNICAL TIPS

Jack Halliday - Reading

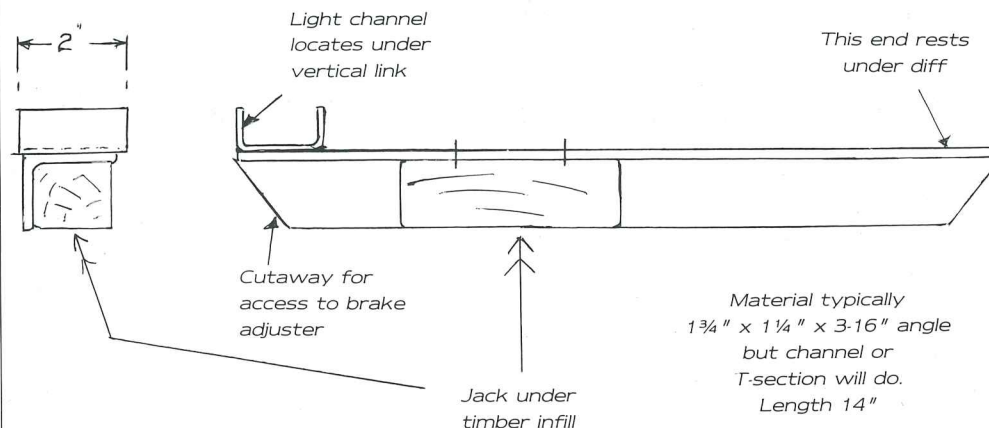
SPITFIRE 1500 REAR HUB JACKING DEVICE

I enclose a sketch of a device I have found useful, I made it for a Spitfire 1500, but it would probably work in any of the swing axle models.

It allows either rear hub to be jacked with normal running geometry — that is, without the drive shaft drooping and rubbing on the chassis.

Useful for adjusting the brake, checking for hub noises and U/J wear, all with wheel in place.

The standard scissors jack is used, but it is worth making an extra long winding handle out of a piece of 3/8" round bar.



If the wheel is to be removed put some timber under the chassis for safety — of course!

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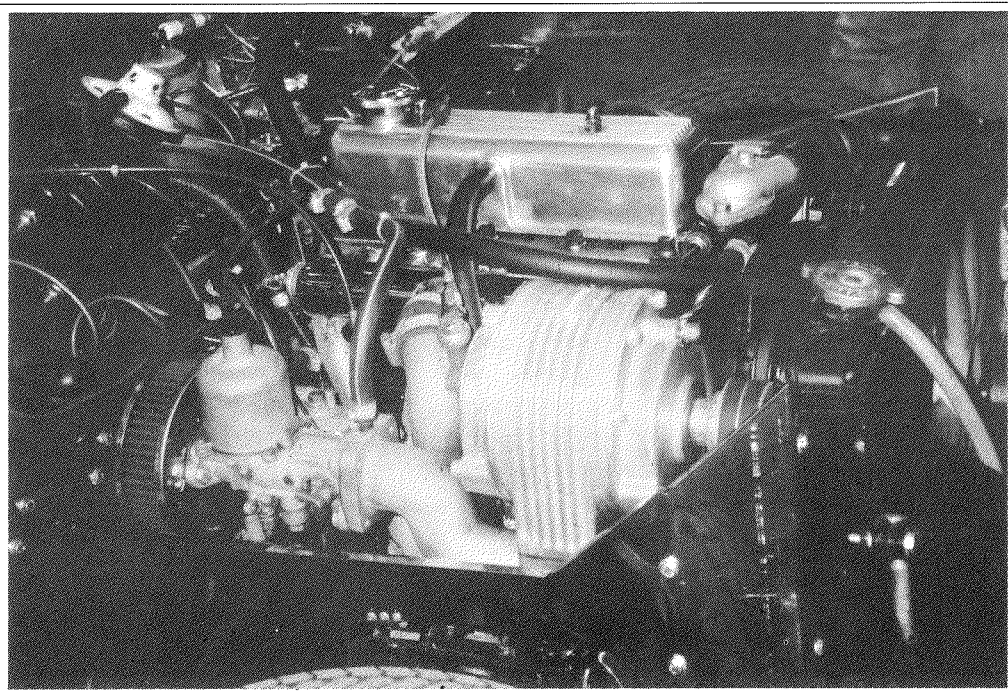




FIRST of all a big thank-you to Register Secretaries/Officials, Neil Sleightholm, Leon Guyot, Peter Jacklin, Mike Costigan and Carl Heinlein who manned the Technical and Archive Information desks at the International.

A special thank-you must go to David Aspinall who gave many hours answering GT6 (and others) queries as well as preparing his GT6 for the Concours. How about applying for that GT6 post Dave?

I include a selection of the photos I took at the International — unfortunately I didn't have a chance to get the names to go with the cars. I must admit that it's the first time I've seen a Spitfire fitted with a supercharger, and it undoubtedly created a lot of interest. How about supplying me with some details and statistics to include in this column.



Supercharged Spitfire — details and performance figures please!

Quite a few of your telephone calls are to identify various commission numbers and codes, so herewith your very own reference chart.



TRIM AND PAINT CODE IDENTIFICATION TABLE

| Basic Colour | Basic Colour Number | | | | | | | | |
|--------------|---------------------|---------------------------|------------------------------|-----------------------------|-------------------------|------------------------|-------------|-------------|-------------|
| BLACK | 01 | 11 | PAA-Black | RAC-Black/White | | | | | |
| RED | 02 | 12 Matador CAA Carmine | 22 Cherry CAD Flamenco | 32 Signal CAE Vermillion | 42 Burgundy | 52 Scarlet | 72 Pimento | 82 Carmine | 92 Magenta |
| BROWN | 03 | 13 Lt Tan | 23 Sienna | 33 New Tan | 63 Chestnut | 83 Maple | 93 Russet | AAE Russet | |
| YELLOW | 04 | 14 Jonquil FAB Inca | 24 Wimpey | 34 Jasmine | 54 Saffron | 64 Mimosa | 74 Beige | 84 Topaz | 94 Inca |
| GREEN | 05 | 15 Cactus HAB Java | 25 Conifer HAE Brooklands | 35 Olive | 45 Lichfield | 55 Laurel | 65 Emerald | 75 BRG '75 | 85 Java |
| BLUE | 06 | 16 Midnight 126 French | 25 Wedgewood 136 Delft | 36 Dark Blue 146 Tahiti | 46 Renoir JAE Tahiti | 56 Royal JAE Pagent | 66 Valencia | 76 Sapphire | 106 Mallard |
| PURPLE | 07 | 17 Damson | 27 Shadow Blue | | | | | | |
| GREY | 08 | 18 Gunmetal | 28 Dark Grey | 38 Phantom | 48 Dolphin | 68 Slate | | | |
| | 09 | 19 White | 29 Sebring | NAB White | NAF Leyland White | RAC White/ Black | | | |

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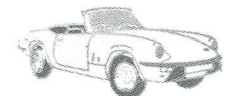
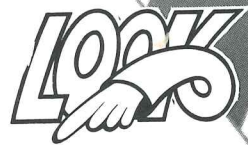
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| Model | Comm/No | Engine | G/box | Diff. | Ratio |
|----------------|----------|-----------------|----------------|-------|-------|
| 4 | FC | FC | FC | FC | 4:11 |
| 4 MkII | FC50001= | FC500001= | FC | FC | 4:11 |
| MkIII | FD | FD | FD | FC | 4:11 |
| MK3 USA | FDO | FE | FD | FC | 4:11 |
| MK IV | FH | FH | FH | FH | 3:89 |
| Mk IV 1300 USA | FK | FK | FK | FK | 4:11 |
| MKIV 1500 USA | FK | FM | FK | FH | 3:88 |
| MKIV Sweden | FL | FL | FH | FH | 3:89 |
| 1500 | FH75001 | FM | FR | FR | 3:63 |
| 1500 USA | FM | FM | FT | FH | 3:89 |
| 1300TC | — | RD/RF | — | — | — |
| 1500 FWD | — | WB/YB | — | — | — |
| 1500 RWD | — | YC | YC/YD | — | — |
| Toledo 1300 | — | DG/DH | DG/DN | — | — |
| and 1500 | — | DM/DS/ YC | DG/DN DR/YD | — | — |
| Dolomite 1850 | — | — | WH/WM | — | — |
| 2000 MKI | — | MB | — | — | — |
| 2000 MkII | — | ME/ML | — | — | — |
| 2.5 TC & 2PI | — | CR/MG/ MM/MN | — | — | — |

I Hope you find these tables of use. The following performance figures may also be of interest.

| CAR | BORE | Stroke | cc/pot | C/shaft | CR | BHP | Bhp/l |
|------|------|--------|-------------|---------|----|-----|-------|
| 4 | 69.5 | 76 | 1947 287 | 18 58 | 9 | 58 | 51 |
| 4Mk2 | 69.5 | 76 | 1147 287 | 25 65 | 9 | 62 | 54 |
| Mk3 | 73.7 | 76 | 1296 324 | 25 65 | 9 | 70 | 54 |
| MkIV | 73.7 | 76 | 1296 324 | 25 65 | 9 | 63 | 49 |
| MkIV | 73.7 | 76 | 1296 324 | 18 58 | 9 | 61 | 47 |
| 1500 | 73.7 | 87.5 | 1493 373 | 18 58 | 9 | 71 | 48 |

Happy motoring until my next report in November — soon be time for those roofs to go on. May I'll have some good news about the court case — two adjournments to date! I might even have the Spitfire back on the road again.



With the price of petrol so high, who can blame him for trying!!



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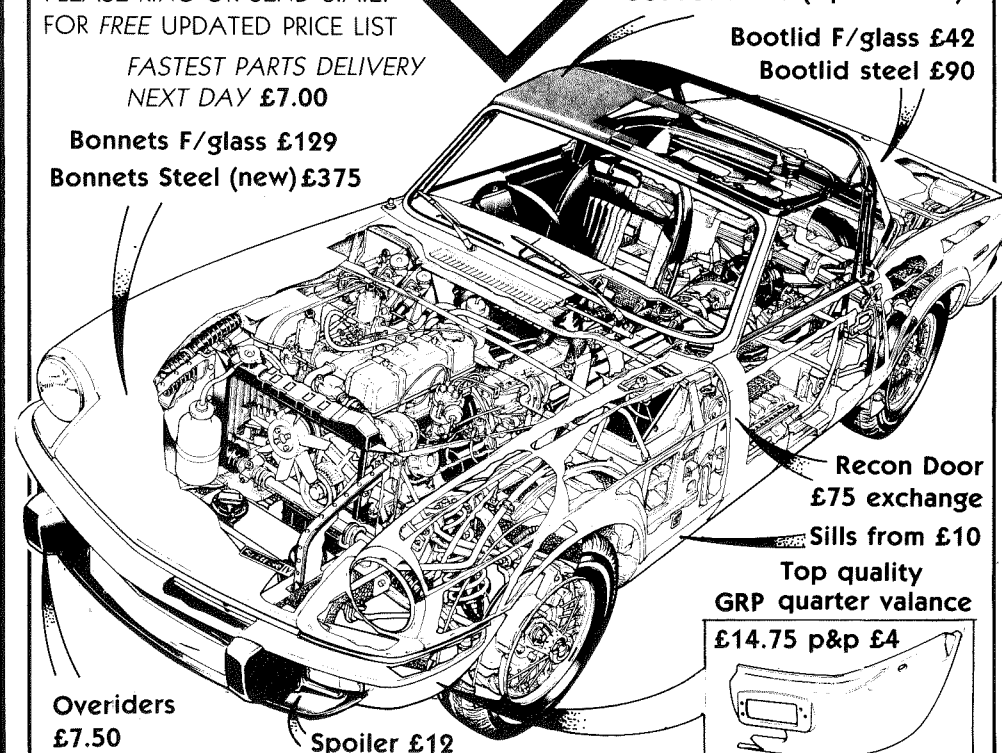
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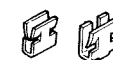
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Andy Bonner

THIS month's photograph features two 1600 Vitesse convertible's, 'single dial' models; the photograph was taken at the Leicester areas 'Sunshine Rally', held at the beginning of August this year.

969RYA was registered in July, 1963. They are owned by Roger Clements of Peterborough and Charles Brotherton of Coventry respectively.

An interesting feature of 969RYA is that it is fitted with original leather seats. Charles Brotherton, who sent in the details says that 969RYA has benefitted from a partial rebuild whilst his own car is original.

Ian Hendry has written to me to try and trace two Vitesse that he owned in the mid seventies. They are:
LXE 747E, 1967 2 Litre convertible, white with black interior, EUL 176J, 1971 MkII Saloon, Valencia Blue with tan interior.

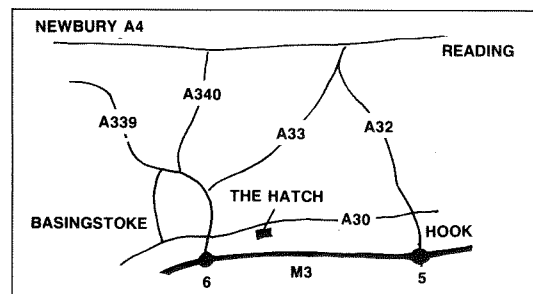
Ian's address is: 21 Lancut Road, Witney, Oxon. OX8 5AH. Tel: Witney 702500.

Ian also mentioned in his letter that he intends to contact the DVLC to see if they can help. However I am sure that unless you are the registered keeper of the vehicle that you are enquiring about (for a past history for example) they will not be able to help.

You should receive this copy of the Courier just in time for the main event of the year.

The Hants & Berks Autojumble

SUNDAY
October 14th.
THE HATCH
A30
2 MILES EAST OF
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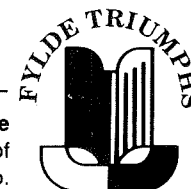


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GT6

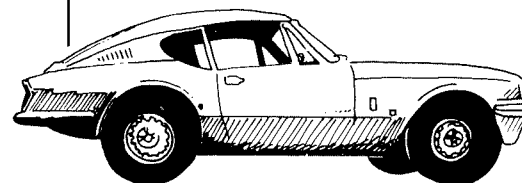
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|--------------------------------|---------|
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| A.C.Delco Distributor | £160.00 |

SPITFIRE

| | |
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OTHER ITEMS

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| B.L.House Badge | £3.50 |
| Bonnet Cone | £1.95 |
| Pedal Rubber | £1.95 |
| SpitIV, Radio Blanking Plate .. | £1.95 |
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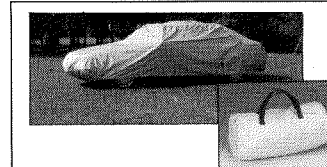
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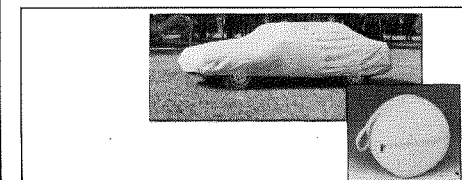
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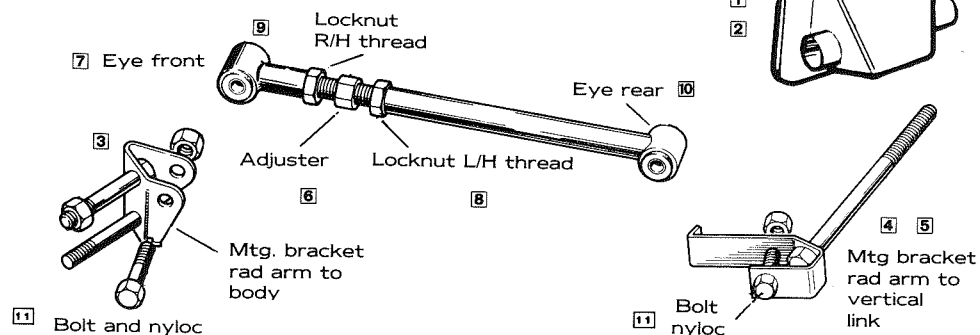
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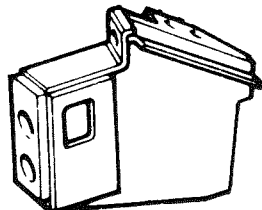
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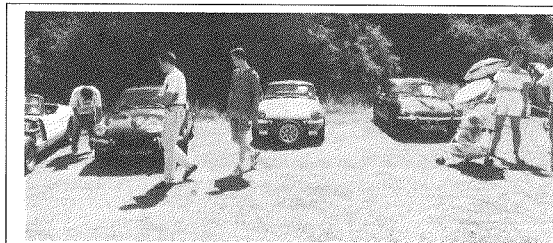


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The UXBRIDGE AUTOSHOW 15th JULY 1990 KEITH ALLEN

Another sunny day for the Uxbridge Autoshow held on the 15th July at the West London show ground in Middlesex. Plenty of space to wander round and lots of cars. The photo shows a group of GT6s on the Club stand with my green Mark II on the right.



Young Dale, 11 months old, and very much at home in his dad's Spitfire. His father, Malcolm Watts, says that this is one of the few places where he keeps quiet! Malcolm has been doing very well on the track recently, he had a 5th at Snetterton on 27th August (2nd in class, modified) and another 2nd in class at Lydden Hill on the 1st July.



My MKII GT6 with a modified MKIII in the background. The MKIII has occasional seats in the back (for very small people!) and a targa top. My MKII is almost standard, reasonably free of the dreaded rust, and I enjoy driving it all the year round. It is being worked on (slowly!) but the re-chromed bumpers look great!

SALES



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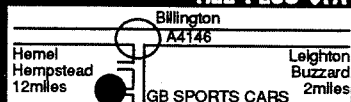
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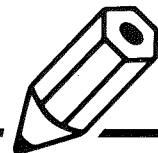
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Pen to Paper



Running Unleaded: "Blackcat"

I have been following with interest the articles recent and not so recent about running 'our' cars on lead free petrol. Most of them have been concerned with replacing various components within the engine and yet there seems to be very little if anything said about other means of converting to lead free. Does anybody out there know anything about a gadget called "Blackcat". I recently went to a sales demonstration in connection with the above mentioned article. The Blackcat consists of what looks like an hollow metal tube with a means of connecting the two ends in the fuel line somewhere between the petrol tank and the carburettor.

The makers claim it can be fitted to any vehicle of any age with the only provision that it possesses an internal combustion engine under its bonnet. The fitting of this will they claim allow the vehicle to be fuelled with unleaded petrol. They also claim there is no loss of power (as is the case when unleaded fuel is normally used), an increase in fuel economy in the region of 9-15%, and the exhaust emissions are comparable to those of cars fitted with catalytic converters. It can be fitted to any car even if it is already running on unleaded fuel and causes no problems if the car is subsequently filled with leaded fuel by accident. They also guarantee its life for 150,000 miles. I can see the environmental benefits and the financial advantages to the owner of this metal tube, particularly to those of us with older cars which cannot be converted to unleaded without the need for new valves and valve seats. What I would like to know is whether anyone can give me any independent advice about this wonder gadget, i.e. does it really work or does it do any damage to the engine. I didn't buy one for myself for several reasons. Firstly the claims were so impressive my natural scepticism took over particularly as I have never heard of it; secondly I'd like to hear from someone else who has fitted it into their Triumph Herald without any problems; and thirdly being unemployed I don't have the necessary £90 to buy it and fit the gadget.

If someone would like to road test one in their vehicle I can put them in touch with the suppliers, and if they are happy with the results just think of the favour you would be doing to the thousands of leaded classics on the road, even if your engine does make the ultimate sacrifice!

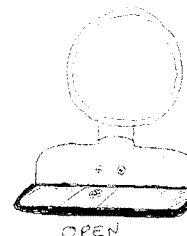
PAUL WESTLAKE

'Flying' tax discs

I am the proud owner of a Herald 13/60 convertible (incidentally the only one at Stafford on the Sunday finished in Triumph colour Jasmine).

Until recently I have had some trouble with flying tax discs, one escaping irretrievably when driving along the M5. I have tried stick on disc holders and magnetic ones but as soon as I have the hood down they try to escape. However I have now come up with a very simple but effective answer to the problem and I thought other members might like to hear of the idea.

I bought a disc holder which is made for use on a motor cycle (see sketch), I reduced the length of the stem slightly and by means of 2 small nuts and bolts have fixed it to the ashtray lid. During normal driving I have the lid open and the disc can then be seen clearly, but if I want to park the car with just the tonneau on, the lid can be shut and the disc is then hidden under the tonneau. I feel that I should point out that my friendly neighbourhood policeman has told me that if I park my car in a busy area and the disc is not on show I may incur a fixed penalty fine. So if I feel this is risky I will just leave the disc on show and if it should rain I know it will be OK as these holders are made to stand all weathers. Whilst writing I would like to say how much I enjoyed my visit to Stafford and complement all concerned on the organisation.



P.S. I have just fixed a small mirror to the back of the disc holder and have found this very useful when night driving as cars behind do not dazzle through it.

Carol Lewis

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NO we have not heard anything about our stolen car trailer.



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DOIG/1090



FINAL TOUCH

Proud Triumph Spitfire owner Madeline Laviana gives her 1978 vehicle the final once over before the Day of Triumph Auto Show in America. Several other Triumph Spitfires wait for the same treatment and in all 50 classic British sports cars were on display at the show near Boston.

As a T.S.S.C. member, I would like to introduce you to my new company and make a suggestion which might interest some of our members.

Squirrel Cars were recently appointed as distributors for Real Life Toys, suppliers of kits and plans to build battery powered children's cars. In addition to offering to build cars to customer order. There are two types of cars available, I enclose some literature about them. As far as T.S.S.C. members are concerned, I would like to make two offers. Firstly, any T.S.S.C. members will receive an automatic 5% discount on any kits of plans ordered from us. This means that completed cars would cost members only £565 rather than the list price of £595.

Secondly, are there any members interested in a child-size replica of a Triumph? If there is sufficient demand I expect that a miniature Herald, for example, could be produced for about £750 or so.

I would be interested to know if any of my fellow members have any comments on this subject.

Stephen Plater (89/25465)



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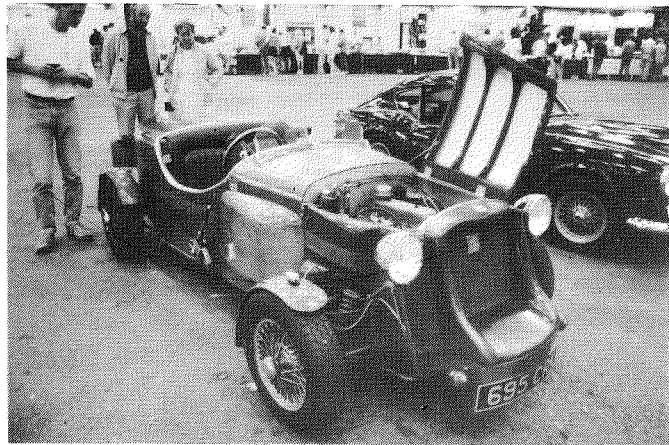
Some of the vast array of Club cars at Stafford 1990



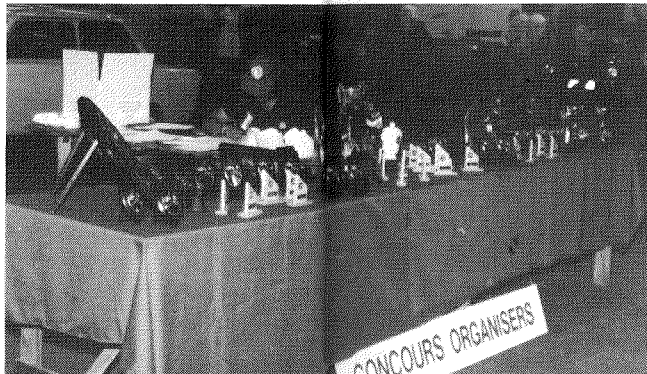
Just a small corner of the impressive Concours line-up.



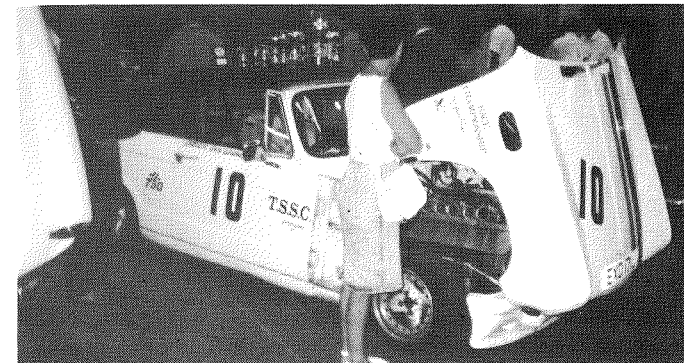
Alternative 'Car of the Show'? Patrick with his Trabant driven all the way from Berlin!



Stafford Special

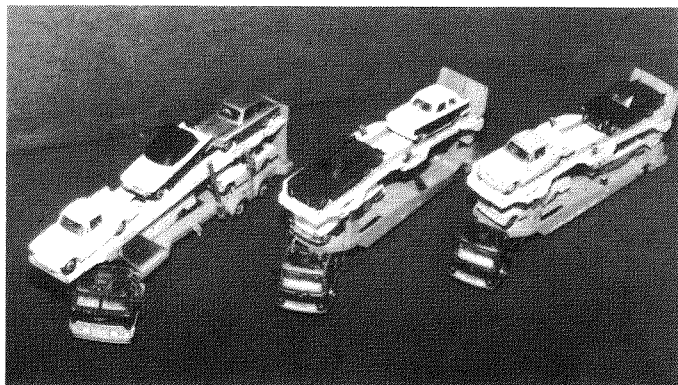


Vicki hard at work among the array of Concours prizes



Tony Lindsey-Dean's racing Vitesse on the competition Register stand.

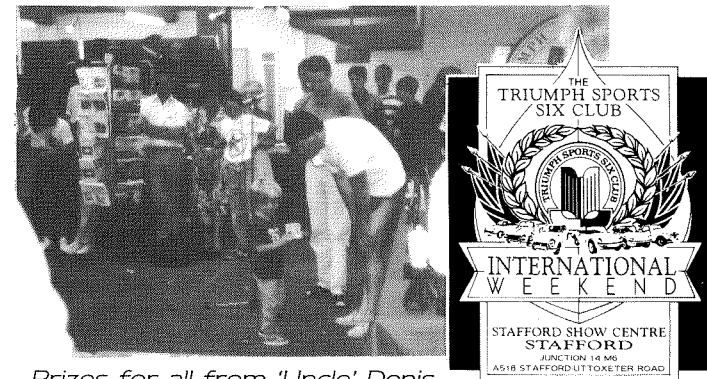
Photos and words: Peter Williams



Impressive display of loaded transporters entry on the 'Dinky' Concours. Owner Ian Wheeler



Peter Jacklin commenting on Bonds for a new club video being made at the show by 'SADA', copies available soon



Prizes for all from 'Uncle' Denis

TSSC International 1990 Stafford County Show Ground

3rd Northern Ireland Classic Car Show Allister Mulholland

The 3rd Northern Ireland Classic Car Show was held from Friday 6th July to Sunday 8th July 1990 at Dundonald International Ice Bowl outside Belfast.



It was at a different location with different sponsors but unfortunately for you the readers, the same reporter!

As in previous years T.S.S.C.'s organiser, Paul, arranged for the cars etc to be assembled on the Wednesday before the show. I had the task of taking honorary member Gary's red GT6 MkIII to the show in pouring rain. This car complete with towbar is up for sale so you readers with non-bouncing cheque books apply to me via the club and I'll be pleased to pass on the messages. (I'm on 15% commission!). Gary has also allowed himself to be talked into lending the club an original 'TRIUMPH' neon sign for our stand, to thanks again Gary.

Stephen's original Spitfire 1500 with the "borrowed" hood bag — I hope he returned it to the Vespa owner: Denzoid's immaculate MK2 white GT6 with dirty engine making its debut into the world; Andrew's red 13/60 convertible recently purchased and Albert's Herald chassis were arranged around our 'piece de resistance'. A helium filled weather balloon floating high above the stands proclaiming "TRIUMPH — ABOVE THE REST". The balloon could be seen from everywhere in the carpet covered ice bowl and David added to our stands popularity by doing Mickey Mouse impressions every time he topped up the balloon. The video of the '65 Monte Carlo proved very popular as did the video of the development of the Atlas van to insomniacs.

Dundonald Ice Bowl being near Belfast may be a better location but I for one felt that this years show was "cold". World Cup fever was running high during the show and again the least said about the auto-jumble the better.

The Volkswagen people won the best stand award (rightly so) and an MG won the car of the show!!! The classic car auction held on the Saturday proved that people must have lots of monopoly money tucked away somewhere.

Next year we hope to have "Elaine's" Bond and an Amphicar on the stand, so we still need three more cars. Judging from the T.S.S.C. members and potential members we met during the show there are many "unknown" T.S.S.C. cars hiding out there. I hope I've mentioned everyone and yes Paul I will mention the T.S.S.C. blue and white bunting to Jonty Wild.

So here's to next year and also as we say over here as we lift a glass of dark liquid topped with a cream head, "To the thirst which may come".

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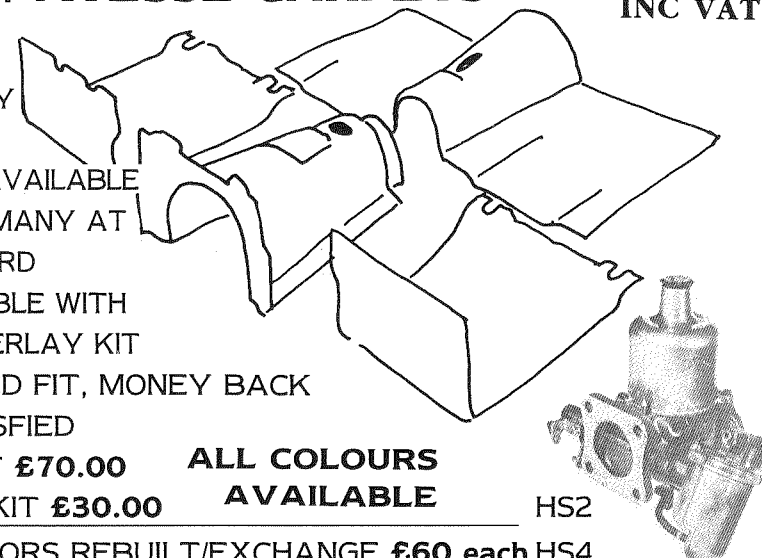
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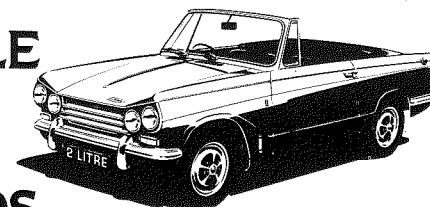
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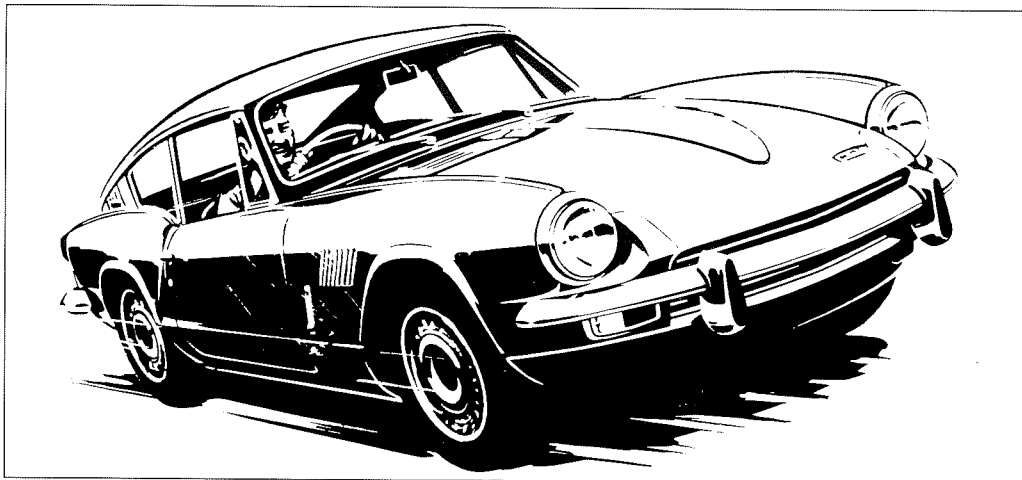
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A 'GT6' WITHOUT A DAD

Mrs Ann James



I was pleased to read of another Club member who feels that his "Spitfire" has a mind of its own (Courier, June edition), my GT6 certainly has. Most times it is willing and wonderful, then every so often it acts as though something is drastically wrong — very frightening! Being entirely non-mechanical I take it to be looked over, everything is checked and nothing found faulty. What is the explanation? I have had my 'G' reg Mk II for fifteen years now. I fell in love with the first one I sighted, to me it looked like a baby Jaguar and I wanted one. My husband scathingly said that I was only a 1300 driver, but I won in the end. He had his own choice of car but was always working on mine. It was polished like a fire engine, every little squeak or knock was analysed. I had never even put the petrol in; he did it all. I just drove it and enjoyed it. Sadly, two years ago he died suddenly and I was left holding the baby Jaguar. I was determined to keep my car — finance was no problem as I have a good job. Fortunately I have a staunch friend in the local garage owner who is always willing to listen to my tales of woe and give good advice and service.

I have studied the handbook and can do the simple checks myself. I was amazed at the weight of the bonnet and could hardly lift it at first. The fabrication has deteriorated in places and I have needed new wings and a door. The magazine has been invaluable when 'phoning' around for new or second-hand parts or ordering them direct through the Club. The many witty articles and letters make me feel thankful that I am not the only one besotted by a sports car that at the same time is an oversized liability.

I am sorry that I did not join the T.S.S.C. many years ago. I did not know that it existed until I needed a replacement front bumper and it was suggested that I might get one from a supplier advertising in the magazine. My husband was not much of a reader, but he would have enjoyed the 'Courier' and all the technical advice in it. As I work odd shifts involving week-ends I have not been to any of the meetings but I hope to rectify this when I retire later this years.

There do not seem to be many GT6's around where I live. Once a pale blue one passed me on the A5, gave me a toot and a wave — that really made my day.

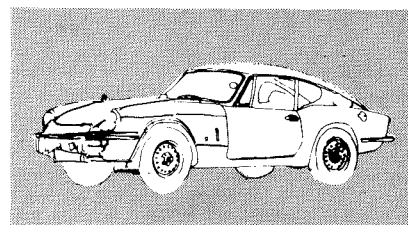
I have had many offers to buy my car, and notes left under the screen wipers — "if ever you want to sell ..." etc. People whom I have not seen for years always ask "Have you still got your little red car?" Even the police know it; for when I was on night duty and the patrolling officers saw it on the car park they knew I was there, and coffee was available.

So with the help of the T.S.S.C. and R.A.C. if I ever need them, Messrs Footman James with their excellent insurance cover and my local garage man I have kept the baby in good health for the last two years. I don't think I could drive anything else.

I must have got into my driving seat thousands of times, yet I still get a thrill every time I put the key in and start it up. All the mundane things like garage bills etc, are forgotten . . . and the GT6 takes over.

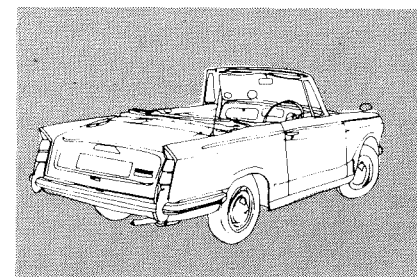
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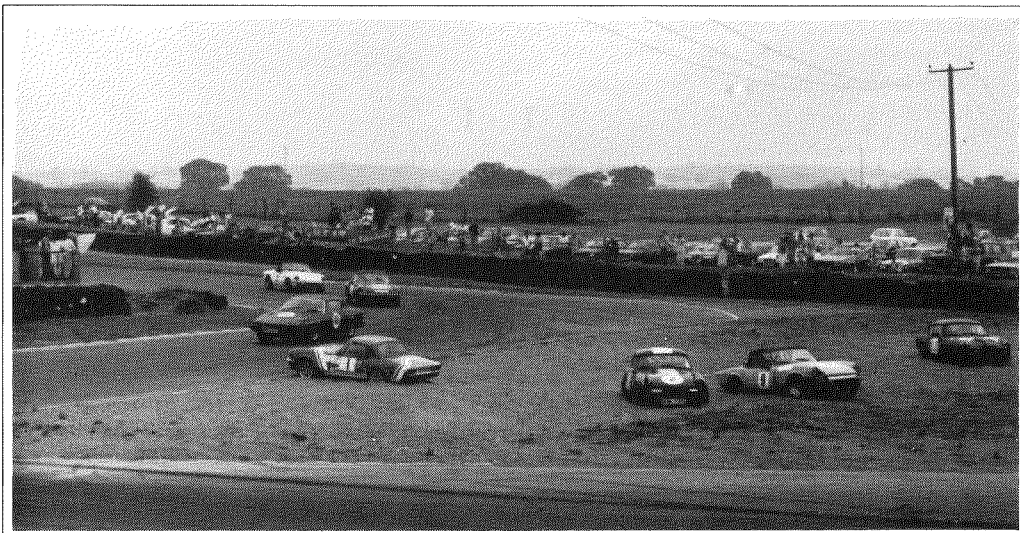
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1990 Racing News...

KIM PEARSON

EVENT 7 - SNETTERTON 27.8.90



"Sports Six — Pay And Display"

Like most wise people, we travelled up to Snetterton on Sunday afternoon, and camped over, for the race on Monday.

First we had fun putting up our tent, well it was not actually ours, we had borrowed it from a friend.

Some of the drivers were already there, but as the afternoon went on others were arriving.

In the evening we all met in the Clubhouse for a drink and played each other at Pool, which was quite a laugh, because I've never played before. We all left the Clubhouse and scrambled in the dark, back to our tents, to the sound of "ALBATROSS" being screamed out all night by Mark Hellier and Robert Roodhouse (it's a standing joke, don't worry).

On Monday morning we woke at 6am to find Ricky Gale and his friend Stewart, sleeping in sleeping bags in the open with icicles hanging from their ears (raving mad!!!!!!!)

The T.S.S.C. practise was first at 9.45am but they were all kept waiting for a further 10 mins in the collecting area by which time all the drivers were getting very agitated.



Practise finally got under way, and all cars tore out of the area at the speed of light.

There were no major problems during practise except for Tony Dean blowing up his gearbox, and everyone put in quite quick times.

Eddie Wilkins qualified for pole position with a time of 1:33:5, and the last car on the grid would be Pete Lambourne in a Spitfire 'coupe' with a time of 1:49:0.

The show of cars was excellent, 26, but there should have been 27, but Laurence Ball was not there.

A brilliant turn out, but are there any more of you out there!!!

The race started at 2pm, but we did not think that Tony would make it, because of his gearbox, but he found a spare, and Ricky and Stewart fitted it between practise and race.

The green light went on and Tony got a really bad start, he fell back to 6th from 2nd place, but everyone else was flying.

Eddie went off into the distance with Dave Wheeler (TR6) close behind him. Then Tony "Reeled in the field" and was now chasing Dave, and Guy St John and Kevin Ginger were chasing him.

At the start of lap 2 Tony was now behind Eddie, and the rear of the field were busy swapping places. Then some excitement at Russell bend on lap 3, Stefan Antolik was racing for a position with a TR7, and broke late and spun into the gravel, and there he retired.

Well he must have been trying to set a trend that afternoon, because on lap 4 Eddie did the self same thing, in exactly the same place, except that his excuse was that he was busy looking in his mirrors at Tony behind him.

Other casualties of lap 4 were Richard Thorp, whose throttle cable snapped. Pete Whiteman, whose engine gave up the ghost, and Robert Roodhouse who was Black Flagged for pouring petrol all over the track. And if all that was not enough, Matthew Hollingsworth came off at Russell too, he was trying to overtake Adrian Boyles Vitesse on the outside, and as he changed into 2nd the top of his gear stick came off in his hand, and as a bewildered Matthew started travelling across the gravel, his throttle stuck and a stone lodged in the butterfly, and he could go nowhere.

By now lap 5 is coming round and the front cars are still in the same order, along the Rivett straight Guy and Kevin were still dicing and Guy said that Kevin "was all over him like a rash".

On this lap also, Mike Reads TR7 came to a halt, because a plug came off. Lap 6 was pretty sedate, and everyone was admiring what now looked like a car park on the gravel at Russell.

Then all of a sudden lap 7 arrived and so did Guy St John, straight into join the others in the car park, he locked his brakes up as Kevin Ginger was trying to overtake, but could not, because they were all under a yellow flag, so Guy, trying to miss Eddie, Stefan, and Matthews cars, drove on into the gravel and could not get out.

Then I noticed that Dave Lancaster, had not been back round, he had blown a head gasket.

By now for those of you who are good at maths, we now have 9 cars retired from the race, and we started with 26.

On lap 8 Mark Hellier returned to the pits because his fuel pump failed. Although there were lots of retirements throughout the race, all drivers seemed happy with their performances, because all class records had been broken.

Tony won the race, with Dave Wheeler 2nd, and Kevin Ginger 3rd.

Well done everyone, a very enjoyable race to watch, and lets hope all 26 or more, are at the next meeting in a couple of weeks.

| | | | |
|------------------------------|----|----------------------------|----|
| 1st Stefan Antolik..... | 60 | 12th Nick Bishop..... | 23 |
| 2nd Eddie Wilkins..... | 57 | „ Laurence Ball..... | 23 |
| 3rd Nick/Adrian Boyle..... | 55 | 14th Robert Roodhouse..... | 18 |
| 4th Tony Dean..... | 50 | 15th Mark Hellier..... | 15 |
| 5th Kevin Ginger..... | 47 | 16th Pete Whiteman..... | 13 |
| 6th Guy St John..... | 43 | 17th Malcolm Watts..... | 9 |
| 7th Colin Elstrop..... | 36 | 18th Mark Baldock..... | 8 |
| 8th Marc Amschwand..... | 32 | „ Richard Thorp..... | 8 |
| 9th Dave Barnes..... | 31 | „ Pete Lambourne..... | 8 |
| 10th Paul Martin..... | | 21st John Wolfe..... | 6 |
| 11th Matt Hollingsworth..... | 28 | | |

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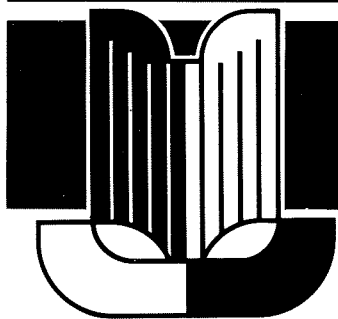
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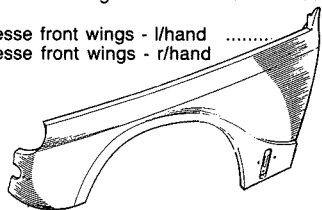


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| 13/60 front wing - l/hand 713267 | £40 each |
| | £70 pair |
| Vitesse front wings - l/hand | £50 each |
| Vitesse front wings - r/hand | £50 each |
| | £90 pair |

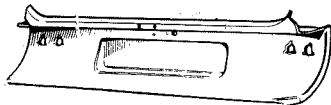


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|-------------------------------------------|-------------|
| Herald/Vitesse door skins - r/hand 901339 | £17.50 each |
| Herald/Vitesse door skins - l/hand 901338 | £17.50 each |
| | £30 pair |

| | |
|------------------------------------------------|------------|
| 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

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| Rear valance/lamp panel 811687 | £30 each |



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| Complete hood/frame assy boxed, white only | £150 |
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| Brake caliper nearside 159131 | £45 each |
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|---------------------------------------------|-------------|
| 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 |

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|----------------------------------------------------------------------------|---------------|
| Seat recovering set: | |
| black cloth houndstooth material, complete car set | £75 |
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| MkIV steering wheel 518534 | £20 each |
| Left hand knee pad 719391 | £5 each |
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| Lucas distributor | £50 |
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| Left hand rear lamp 216933/TKC940 | £25 ea £45 pr |
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| 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 |

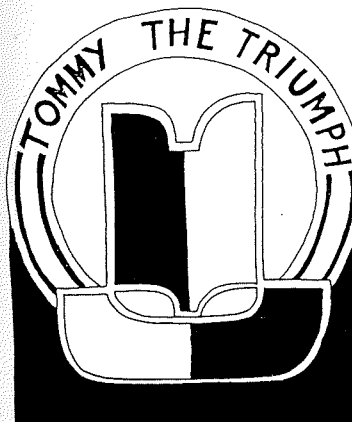
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| 1500 | £49.50 |
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| Slave Cylinder | £30.75 |

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| Head G/ket Sets 1300 | £19.95 |
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| Rear wing MkII | £84.00 |
| Rear wing MkIII | £39.60 |
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| Rear valance MkIV | £24.00 |
| Rear valance MkIII | £32.40 |
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| Floor pan, one side | £28.00 |
| Floor cross member | £ 8.50 |
| Rear lamp panel | £60.00 |

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| Sill | £ 7.50 |
| Door skin | £20.00 |
| Rear quarter valance | £15.00 |
| Rear valance | £35.00 |
| Door step | £ 3.25 |
| Bonnet 'D' plate | £ 5.25 |

| | |
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| Rear quarter valance Vitesse | £15.00 |

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| Rear outrigger | £ 8.25 |
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| Handbrake cable (front) | £ 2.50 |
| Handbrake cable (rear) | £ 4.00 |
| Copper brake pipe set | £27.50 |
| Brake drum Spitfire & Herald | £18.50 |
| Brake drum GT6/Vitesse | £25.00 |
| Brake shoe set Spitfire & Herald | £ 9.00 |
| Brake shoe set GT6 & Vitesse | £15.00 |

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| Clutch 1500 | £47.50 |
| Clutch 1300 | £39.50 |
| Clutch 2000 | £39.50 |
| Universal joint | £ 5.00 |
| Differential (exchange) | £140.00 |
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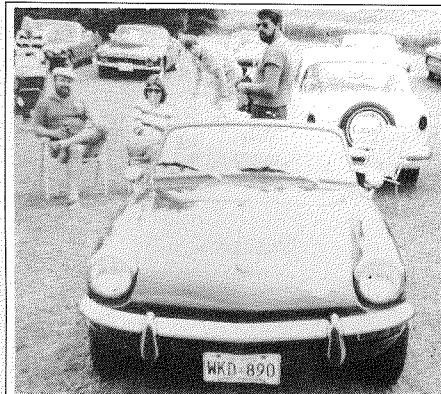
THIS must be the proverbial 'calm before the storm!'

It has gone relatively quiet on the International front, and I sense an impending 'explosion' of Triumph-connected activity in the very near future, with the Standard-Triumph International Rally at Lamport Hall, Northamptonshire on Sunday 16th September 1990, bringing the major summer show season to a close. I look forward to having met many of you in person, by the time you read these words.

What has happened to me and my Herald since last month? - well, quite a lot really! First off, I finally made the horn work every time I push the button, by obtaining one of the steering-rack thin earthing straps - thanks to John Dowrick & Son, who still have their Left-hand drive Luxembourg registered Spitfire Mk.3 for sale, they can be contacted on 030 (Leigh) - 678456, and fitting half of that earthing strap across the modern replacement Toledo steering-column Universal joint, thus earthing the steering column to the chassis again.

I also managed to get a three inch long nail embedded right through the thickest part of the tread on one of my new Pirelli P6 front tyres - which naturally went flat when I removed it! - why me? I drove down to the Wales meet, (1 hour driving, but three hours on the M4 motorway!). This meet was a real 'humdinger' of a weekend, the medieval banquet in Caldicot Castle is unreservedly recommended - more Meade please.

Next day, my Herald surprised even me, by winning Best modified Herald at the show, so it may be worth cleaning it after all! Thanks for a super weekend organised so well by John Reese - I was especially impressed by the two Spitfire aircraft doing a flypast - how much did that cost the South Wales area John? At the show, the distance award was won by Mats Nilsson, (87/17968), who's Mk.3 Spitfire brought him all the way from Trollhattan in Sweden, (photo will appear in a later edition). Also, at the show were Pasi J. Lehtinen, (President of the Triumph Car Club of Finland), and Jorma Kolhi, (Vice President), both over from Finland in a 'Rover SD1 3500', whatever that is? - they also won prizes for some of the digital dexterity competitions, and had the honour of having their names mis-pronounced by John Reese, and I hope they had a good trip home.



Picture 1.



Picture 2.

The last that I have to say about the Wales meet, is to recommend the services of J.Murray/Airogate Ltd, of 54 Wordsworth Rd, Poets Corner, Wyken, Coventry, CV2. 5HT. (tel: 0203-450232). Purveyor of Classic British number plates to discerning Triumph owners, he has managed to obtain some of the original moulds for the plastic digits on our type of number plates and can supply them in white, ivory, aluminium or chrome on either black painted aluminium, or enamelled black backgrounds, amongst others, and very original they look too! His prices are sensible and nothing is too much trouble - so if your car can legally wear the old type of plates, I would heartily recommend that you discard those nasty modern yellow and white things from your Classic Triumphs for the correct period item.

After a little wait, I have received my production-record certificate from British Motor Industry Heritage Trust, which shows the original build and delivery dates of my Herald, and also which Triumph distributor sold it new, this turned out to be no more than 6 miles from my home! I have even managed to obtain an original chrome and brass tread plate metal-badge, as originally affixed by the distributor.

At a recent Sevenoaks area meeting, I met up with Dutch member Robert Oskam, (not scared of a bit of water), who is over here from Harlem in the Netherlands on holiday with his young lady, Joula, (hope I got that right), - see you both at Arcen, I hope!

On 21st July, my Herald passed it's MOT test, with flying colours, (Signal-Red mainly), and the following day I enjoyed the TSSC Surrey Area's superb Barbecue and beach picnic down on Newhaven beach - what a wonderful day with English cream teas and scenic Alfriston, Sussex, afterwards! Hood down all day on every Triumph, all the way home on back roads, avoiding all the traffic and motorways, rediscovering the roads that our cars were built for, that's surely what it's all about: Triumphs, Sun and Fun.

Some pictures now, from around the Triumph World. The first is a red Mk.3 Spitfire from Ontario in Canada, (owner's name not supplied, picture 1). The second is the 'converted' Herald 13/60 of Jukka Valtomaki, (90/30379 - picture 2), from Nurmijarvi in Finland, then comes the beautiful GT6-3 - Picture 3, complete with chromed wire wheels, belonging to Robert Hunziker, (88/20440), from Maennedorf in Switzerland, next along is a Herald 13/60 Convertible - picture 4, at a scenic setting in sunny Malta, the owner's name not known, then the pretty Spitfire Mk.3 - picture 5, as supplied by Dr. Martin Stather from Heidelberg, Germany. He tells me that his 1970 car is at present fitted with a very early Mk.1 1147cc unit. Martin is the first to admit that the doors are Mk.IV's due to the non-availability of the original items, (try Clive Manvers for imported rust-free U.S.doors), whatever, it looks good to me, and most importantly of all, it is on the road being enjoyed, and that's what matters in this club!

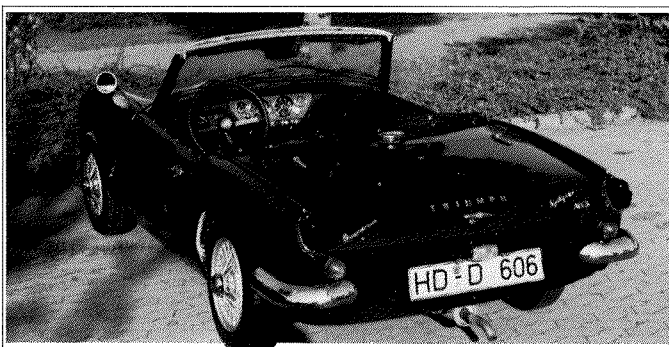
The last photo (page 78 - picture 6) is of a certain Finnish member, in his 'converted' Herald, and really sums up that certain Triumph feeling!, (photo by Tom Longley - TSSC Surrey area - he of the Automatic Vitesse). As you can all see, the Triumph cause knows no national boundaries - the enthusiasm is just the same, worldwide!



Picture 3.



Picture 4.



Picture 5.

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Houndstooth Check Seat Cover Set £119.95

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| White P.V.C. | £75.00 | £40.00 | £35.00 |
| Black Canvas | £89.50 | £55.00 | £39.50 |
| Tan Canvas | £99.50 | £60.00 | £44.50 |
| Black Mohair | £155.00 | £85.00 | £59.50 |
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| Black P.V.C. | £57.00 | £35.00 | £30.00 |
| White P.V.C. | £75.00 | £40.00 | £35.00 |
| Black Canvas | £89.50 | £55.00 | £39.50 |
| Tan Canvas | £99.50 | £60.00 | £44.50 |
| Black Mohair | £155.00 | £85.00 | £59.50 |
| Spitfire Mk 4/1500 | | | |
| Black P.V.C. | £68.00 | £35.00 | £30.00 |
| White P.V.C. | £85.00 | £40.00 | £35.00 |
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Picture 6.

I have had an enquiry passed to me, from new member: M. Quinnell, (90/31764), of Kowloon Tong, Hong Kong. He is a policeman in the colony, and has shipped his GT6-3 over there from the U.K. trouble is, he cannot get it adequately insured! All the U.K. insurance companies have expressed no interest in insuring him - this seems to be a common failing, noticed by many British expatriates taking their cars abroad. Frankly, I think this is pathetic, I mean just how fast can you go in Hong Kong! it's not exactly big is it? - however, if anyone, any where can help, please write to M. Quinnell at Flat C8, Elizabeth Ct, 59-65 Beacon Hill Rd, Kowloon Tong, Hong Kong.

I am afraid that I can only suggest that he contacts other Hong Kong based members for some local advice, ie: Tony Lam, (90/29304), at 17/F Block D, 81 Nathan Rd, TST, Hong Kong. David Judge, (78/00596), at B201 Dah Fuldy, 21 Homantin Hill Rd, Homantin, HK. Andrew Long, (84/08756), at 19A Dragon Garden, 1 Chun Fai Terrace, Tai Hang Road, Hong Kong.

If any member needs a blue LHD Vitesse tonneau cover, Bill Livingstone of Six Spares, Twickenham, Middx has one for sale - his address is on the advert in this magazine, but he only has one!

That's enough for this month, enjoy your Triumphs, be good, and if you can't be good, be careful.

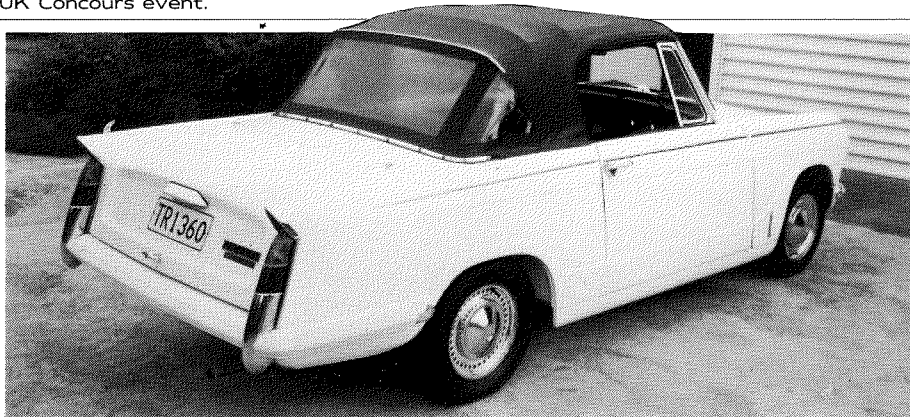
Leon

PS. If anyone at the American company who supplies Oselli engineering with Phosphor-Bronze valve guides is reading this, get your finger out!, I want my unleaded cylinder head back soon!

* * STOP PRESS * *

More International news just arrived from New Plymouth, New Zealand.

Mr. and Mrs. R.R.J. Snell write to tell me about their really exceptional Herald 13/60 Convertible (picture 7), and as you can see from the accompanying photos, it is a very special car, well capable of entering any UK Concours event.

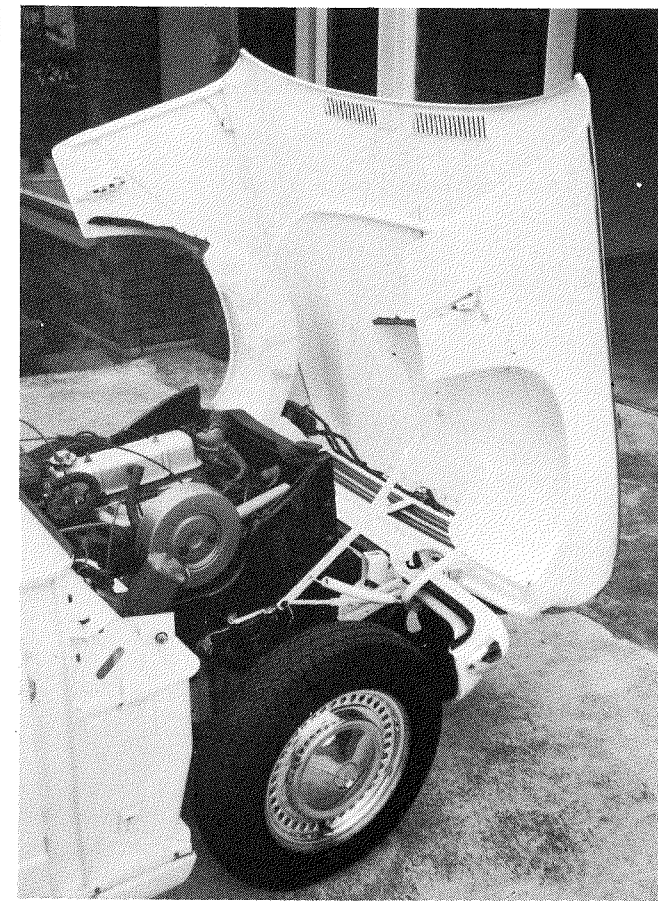


Briefly, Mr. Snell bought his 1969 car back in 1973 in Reigate, Surrey, he then took it from 11,000 miles up to 28,000 miles. At this point, he caught the classic car bug, decided to restrict the car to summer use only and had an expensive, (£250 in 1976), respray carried out in Lowestoft, Suffolk, the result was well worth it, but then Mr. Snell's job took him abroad for an indefinite period, so he put the Herald into professional storage, initially in Britain, later in New Zealand, from 1979 to 1989, the little car laid peacefully waiting for Mr. Snell to return to it.

At the start of 1989, Mr. Snell was transferred back to his home country of New Zealand, and this meant that he was once again reunited with his Herald, and could get behind the wheel again - a marvellous feeling he says.

The car survived it's enforced hibernation without any problems and once the car reached 30,000 miles, Mr. Snell decided to have the underside resprayed to match the upper-respray, the work was carried out locally in New Plymouth, and Mr. Snell is "very gratified", the car is hence totally original, save for the resprays, tyres and exhaust pipe. Maintenance in New Zealand is said to be no problem.

Mr. Snell tells me that he will shortly be making contact with our friends Rita and Dayle Montgomery



who hail from 20 Barrett Street, New Plymouth, Taranaki, New Zealand, 4601, with a view to starting up a TSSC New Zealand area, which, as he correctly points out is probably the remotest TSSC area in the world!, only in terms of physical distance, not enthusiasm for the marque, I might add!

Leon

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T.S.S.C. WELL REPRESENTED AT ISLEBURGH MOTORCYCLE CLUB BI-AN CLASSIC SHOW

Just a short piece:- Britain's most Northerly Classic Car Show took place on Saturday and Sunday, May 12th and 13th.

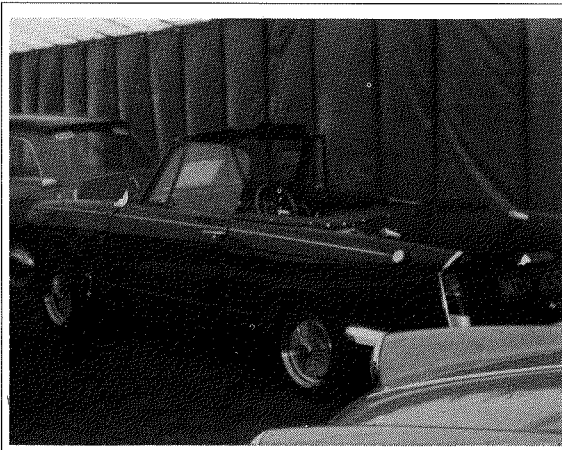


1968 Award winning Vitesse Convertible

The Islesburgh Motorcycle Club held their bi-annual Classic Show in Lerwick, Scotland. Obviously bikes were to the fore but a good turnout of nearly twenty cars saw the TSSC well represented with my Vitesse Mk2 convertible and 948 Herald Saloon along with Ivan Sinclair's Vitesse Mk1 convertible.

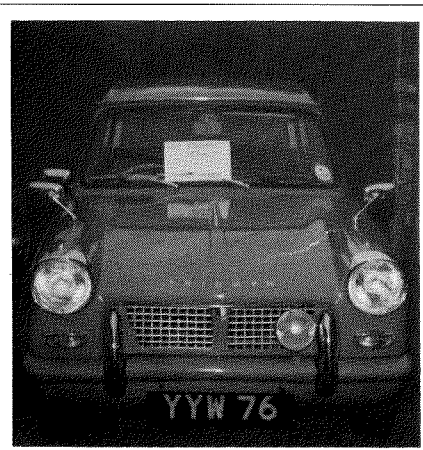


As seen here, a good variety



Very nice Vitesse convertible!!

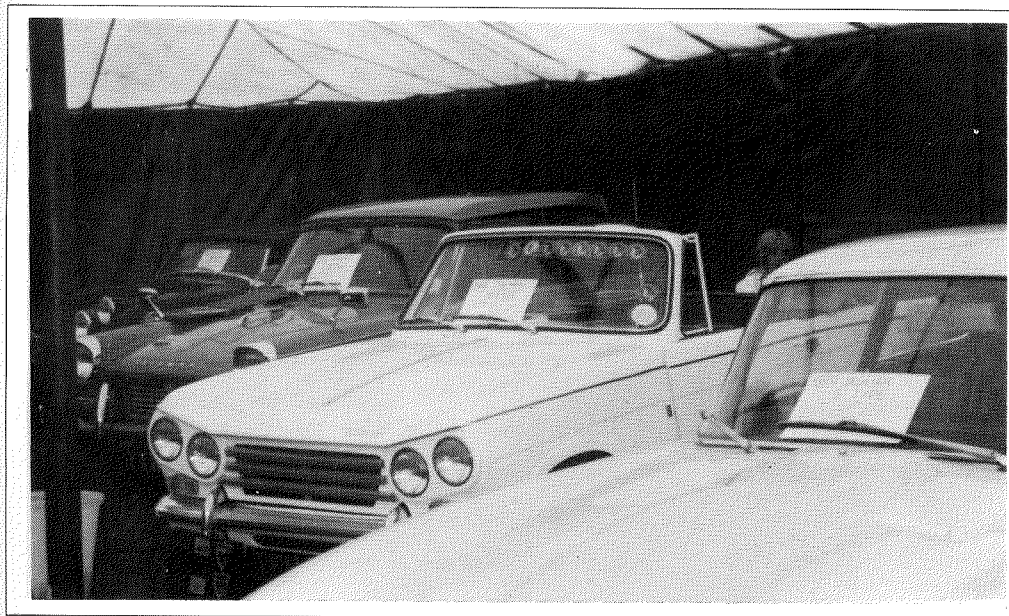
A fun run around Lerwick on Saturday took place with most cars in convoy, not a sight seen too often up here.



1959 948 Herald

Plans are now in hand to start a classic car section to the Islesburgh Motorcycle Club. Anyone interested is welcome to contact me on Skellister 204.

Rob Jenner



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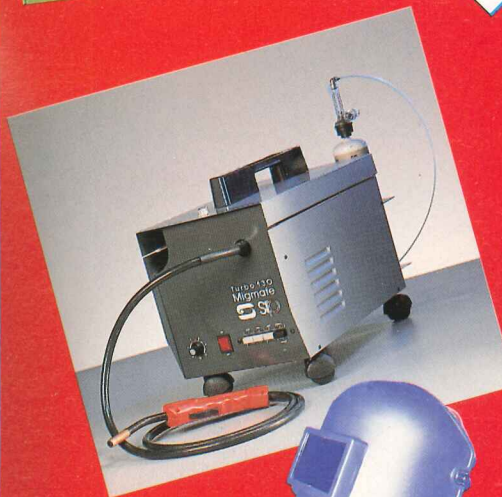
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