

# 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

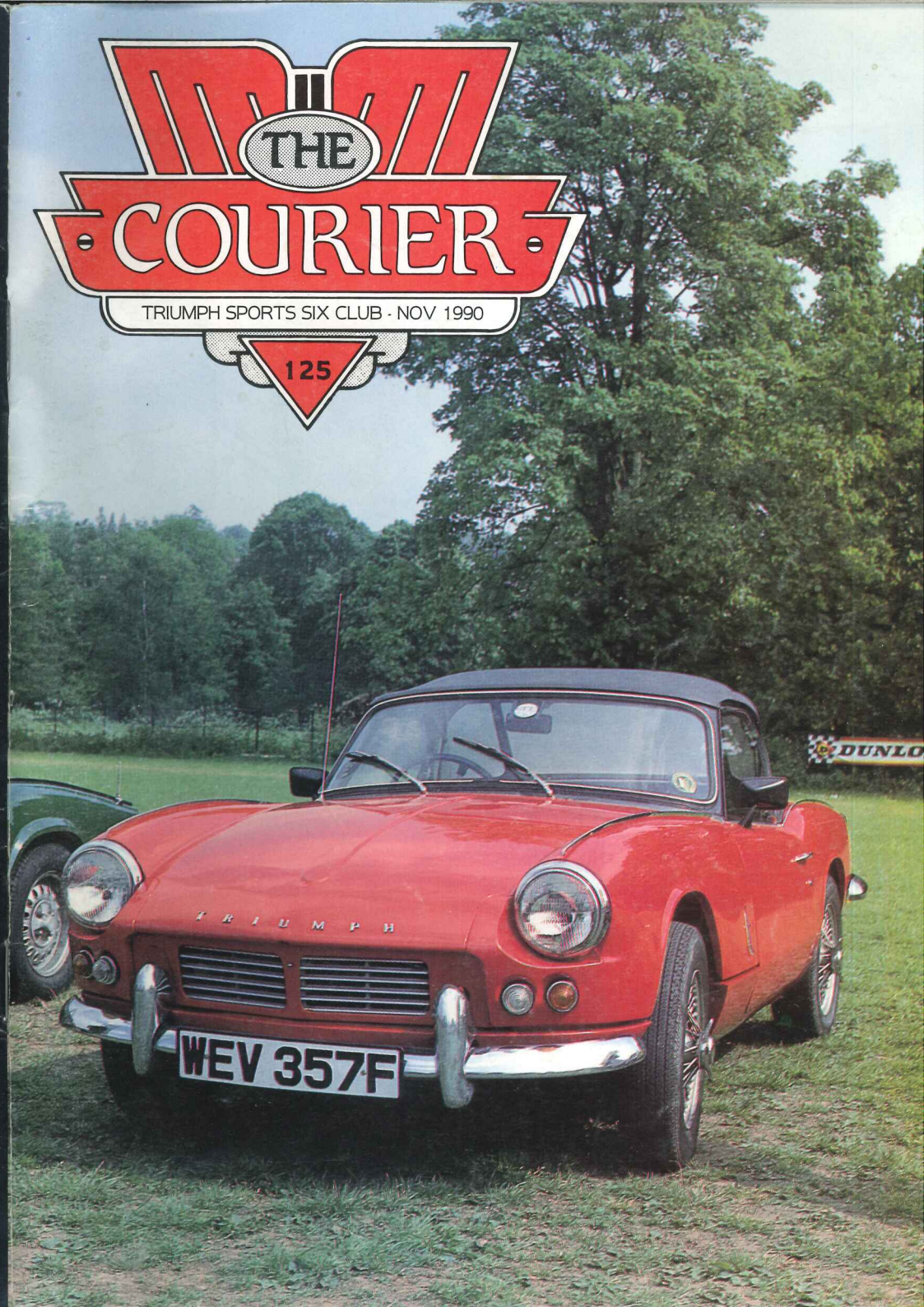
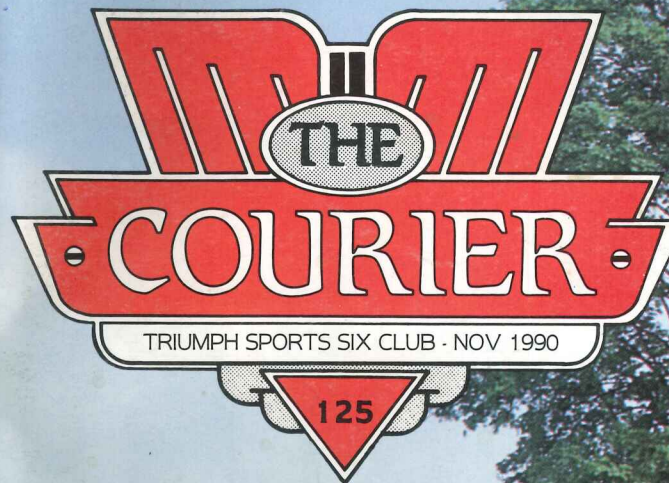
Chrome Wire Wheel Kit -  
4 Chrome Wire Wheels, 4 Splines, 4 Spinners, 16 Fixing Nuts £445.00

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



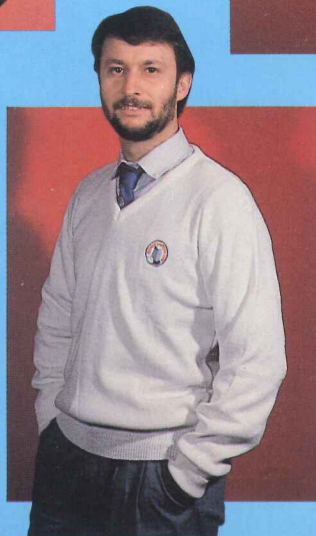




**CAR COATS**



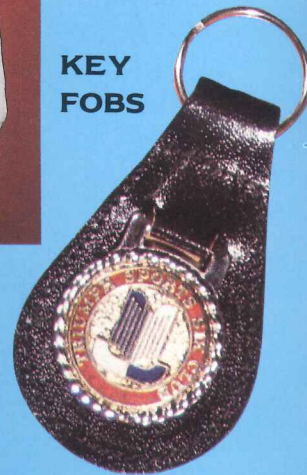
**BODYWARMER  
SWEATSHIRTS  
T SHIRTS**



**V NECK  
JUMPERS**



**TIES**



**KEY  
FOBS**

**For all your Regalia needs  
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. 125 NOV 1990

Price £1.25 Free to Club Members

### **PRESIDENT**

**John Griffiths**

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

### **GENERAL SECRETARY**

**Peter Williams**

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

### **CLUB MANAGER**

**Bill Sunderland**

### **CLUB OFFICE**

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

**TEL: 0858 434424**

**FAX: 0858 431936**

**Office open between**

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

### **OFFICE MANAGER**

**Trudi Squibbs**

### **MEMBERSHIP ADMINISTRATOR**

**John Muggleton**

### **COURIER MAGAZINE**

**Bernard Robinson**

**Typesetters**

**John Fairey, Joyce & Jo Sunderland**

**TRIUMPH SPORTS SIX CLUB - PO Box 28,**

**Market Harborough Leics LE16 7FX**

**TEL (0858) 462578 FAX (0858) 431936**

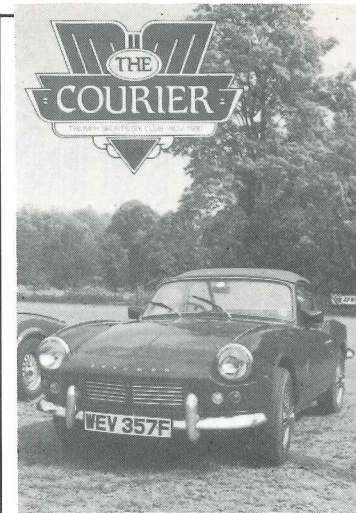
### **COMMITTEE MEMBERS 1990**

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**  
**TRIUMPH SPITFIRE MKII**

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

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**TRIUMPH  
SPITFIRE  
MKII**

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**Plus Area News Review/Classified Newspaper**

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



**DON'T RUN WITH THE PACK  
LEAD IT!**

### The Engine and Transmission Specialists

Race proven 4 & 6 cylinder engines with Flow Bench developed cylinder heads and matched camshafts

**Fast Road/Race 1300cc — 78-88bhp at the tyres**

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The above outputs are easily achieved by us using twin 1½ SU carbs. Conversions using Webber carbs & injection for 6 cylinders. Prices from £750 plus VAT. Full range of quality standard reconditioned engines.

**Differentials from stock. All ratios.**

4.11, 3.89, 3.63, 3.27 in standard and uprated and limited slip diffs. **From £125 plus VAT**

Gearboxes. Full range of reconditioned units, standard, D type and J type overdrive.

Uprated gearboxes using our special uprated mainshafts

Close ratio gearboxes for all 4 cylinder ranges  
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**SPECIALIST ENGINES & TRANSMISSIONS FOR SPRINTING & RACING**  
80 WHITTON ROAD HOUNSLOW MIDDX TW3 2DD

**PHONE: 081 570 0389**

## Comment

Well we were caught by the phenomenal September renewal and consequently ran out of September Couriers - this year over 80% of September members renewed and are still coming in. We apologise to those members who have not received a September copy but would urge all members to renew early as calculating the print runs for the Courier is becoming more of a headache to print the correct amount.

### PREMISES

I hope next month to give good news on this front, only to say we have found suitable premises and we are awaiting Planning Consent. If this is granted we should be up and running by early February. Thank you to all Members and Areas who have contributed to the Building Fund please keep the contributions rolling as the above premises require an immense amount of work, more details next month.

**Remember Christmas deadlines December Courier - 15th November. January 1991 Courier - 7th DECEMBER. NOTE JANUARY 1991 deadline, this will be the final date.**

**Regarding Regalia, Special Offers and Bookshop - last posting date the Christmas delivery 18th December. Order early to avoid disappointment.**

**Bill Sunderland - Club Manager.**

## NEWTON COMMERCIAL INTERIOR SPECIALISTS

### Spitfire & GT6

We specialise in the manufacture of original trim for the above models. Over the last 10 years we have researched & developed all trim to ensure all items are to the original specification regarding colour, grain of materials & fitment. We can supply you all internal items such as seat cover kits, trim panels, moulded carpet for 4 cylinder cars (GT6 carpet will be available Feb. 1991), glove boxes, door cappings etc. etc.

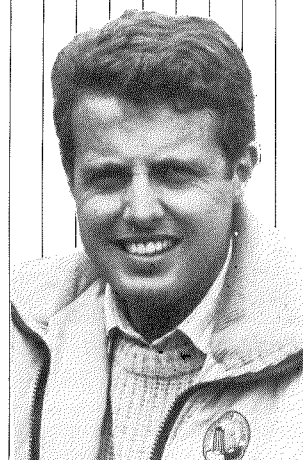
Why not send us a large SAE to obtain a copy of our colour brochure which will list all the correct items for your Spitfire.



**NEWTON COMMERCIAL**  
**EASTLANDS INDUSTRIAL ESTATE**  
**LEISTON SUFFOLK IP16 4LL**  
**TEL: 0728 832880 / FAX 0728 832881**



# PRESIDENTS INTRO



John Griffiths

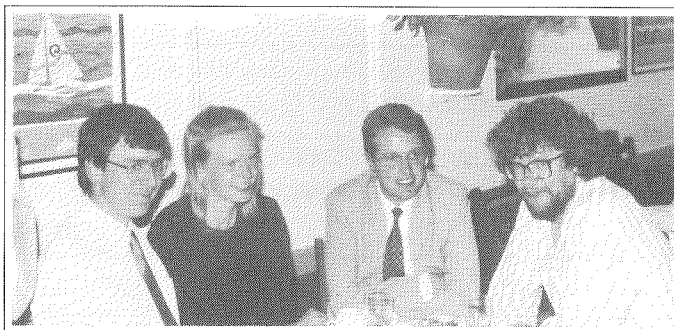
## GENEROSITY AND SUPPORT

We are very grateful to those of you who have made a donation towards the Clubs Premises. Every penny counts!

All the money is being put safely into a separate interest earning account called the TSSC Building Fund, until such time as the property purchase is made.

This month we have received two particularly special gifts which I know you will all be interested to hear about.

The first one comes from the **TRIUMPH CLUB OF SWEDEN** who have generously donated £100. One evening in August I received a call from Odd Hedberg to say that his girlfriend, Ingrid Thune who is their magazine editor, and Hakan Gulbrandsen would like to visit me to hand over the donation personally. I was delighted and arranged for Leon Guyot and myself to spend an evening with them in London.



Leon Guyot (TSSC International Liason Sec), Ingrid Thune (TCS Newsletter Editor), John Griffiths (TSSC President) and Hakan Gulbrandsen (TCS member)

As you will see from the photos we had a great time and it was a real pleasure to hear about their Club and the enthusiasm for Triumphs in Sweden.



The Triumph Club of Sweden (Ingrid Thune) donating £100 to the TSSC, Covent Garden, September 1990

The second donation I would like to mention came from the Leicester Area of the TSSC. Peter Williams has covered this elsewhere in the Courier, but I would just like to say how impressed I was by the enormous generosity shown by the Leicester members.

**On behalf of us all, many thanks to the Leicester Area, the Triumph Club of Sweden and all members who have made individual gifts.**

A Dyson	P J Willson	W Reynolds
I French	M Topham	P Holmes
K Francis	O Rushton	H Berry
T Halls	M Williams	S Crump
M Costain	P Bologna	C Mortimore
P Woodward	A Thorn	Sweden Triumph
N Innes	D Young	Leicester Area

## MG REVIVAL

I know it's almost a forbidden word in these hallowed pages, but I cannot help commenting on the continual reference in the press and the MG Owners Club Magazine to the possible rebirth of a real MG sports car. I suppose if you write about it often enough, Rover might be led to believe it is Company strategy and before you know it, hey presto a sports car appears!

Car Magazine reckon that final approval to a new MG sports car is imminent with three possible proposals:

- Re-introduce the chrome bumpered MGB with V8 engine (either the old 137bhp unit or a 182bhp, 3.9 V8!)
  - New MGD lightly based on the Rover 200 but with brand new body design using K series 1.6 16V engine or possible the 200bhp M16 unit.
  - New Midget built around the K series engine.
  - How about a fourth option:
  - New Triumph Spitfire built around the 216 GTi engine.
- Now that's more like it!

## CLUB'S VALUATION SERVICE

The feedback we have had says you like the fact that Valuations now remain in force for a full two years and the smart windscreen sticker we supply free makes it easy to remember when a Revaluation is due.

Some of you are still sending in the wrong money which causes delays. PLEASE NOTE THAT BOTH VALUATIONS AND REVALUATIONS COST £12 AND THAT THEY LAST TWO YEARS.

Some of you may have read about Classic Car Valuations which have set up to value cars at the princely sum of £30. This makes our £12 seem very good value for money. Remember the TSSC service provides you with a valuation which is fully guaranteed by our Insurers.

With the new rates and added flexibility introduced last month, I hope more and more of you will join the exclusive Club Agreed Value Insurance scheme and experience for yourself the benefits of **INSURING THE TSSC WAY.**

## DVLC AND OLD CAR REGISTRATIONS

Again some of you may have read about proposals to make it easier for owners to re-register old cars with their original registration number. Current rules dictate that if the car hasn't got a current V5 form, you will be required to accept an age related number unless historic or other relevant information can be provided to support a case. Following discussions between the RAC, several Club Officials and the DVLC new proposals have been put forward. This has however been going on for months and those of you who are currently trying to re-register may find the delays frustrating and annoying.

The proposals may require the Clubs to authenticate owners requests. I am not convinced, from what I have read, that this has been thought through in sufficient detail and perhaps this is the reason for the delays.

We have asked the RAC to keep us advised of progress.

Well that's about it for this month. At the time of writing petrol is £2.40, I wonder what it will be next month! How about the ultimate conversion for my Vitesse:- Save the World, fit the latest Lead Free head with super low power output, Lawn Mower Carb and drinking straw exhaust!



# NEWS REVIEW

## ATTENTION DECEMBER RENEWALS

**Please ensure that your membership renewal reaches us by 23rd November at the latest to make sure of your copy of the December Courier**

## ★★★★★★★★★★ !!! ATTENTION !!!

We would like to notify customers of a potential problem due to an incorrectly manufactured oil seal used on the side/quarter shaft of differentials. The batch concerned was supplied on 28th June 1990 and used until 28th August 1990 when the fault was identified. The problem is evident from an excessive oil leak down the side/quarter shaft and can be cured by the fitting of replacement items.

We have no way of knowing what percentage of oil seals were faulty so could **ANYONE** who has had a differential (or exchange quarter shafts) which has an unacceptable leak please contact us to sort out exchange items. Please note:- there is no problem with the differential units, it is just the side shaft oil seals and so long as the oil level is maintained no damage to the internals will occur.

JOHN KIPPING, COVENTRY 0203 683926

## ★★★★★★★★★★

## ATTENTION CARDCHARGE RENEWALS

**PLEASE INFORM US AS SOON AS POSSIBLE IF YOU ARE ISSUED WITH A NEW CREDIT CARD NUMBER SO THAT WE CAN PROCESS YOUR AUTOMATIC RENEWAL WHEN IT BECOMES DUE.**

## EXCITING NEWS FROM SOUTHGATE TRIUMPH CENTRE

We have brought back forecourt sales of Triumphs to London. It is possible once again to buy warranted cars with full parts and servicing back up. Conveniently located by the North Circular and a few miles from the M1, Southgate can serve all of North London and surrounding areas. For those looking to buy their 1st car, where else can you see up to 20 Heralds/Vitesses and Spitfires for sale, all at once?

Restoration projects in cardboard boxes to fully restored cars, we sell them. North London was crying out for someone to sell Triumph spares. As it is inconvenient to battle through heavy traffic into central London or to use mail order. The shop is organised like a supermarket so that when your looking for your parts you may find many other things you didn't know you needed. It will also enable Dave Morris to start emptying his 3 lock-up garages. So now you can get the parts you need for the weekend! The shop is open Friday and Saturday 9am to 7pm and on Sunday from 10 till noon. There is always a Spitfire or Herald being stripped on the premises and enthusiasts are welcome to bring tools and remove what they require (at very reasonable prices). Everybody is welcome to pop in for a coffee or a chat or advice from our resident mechanic, Joe. Telephone 081 368 9720 for more details.



**T. D. FITCHETT**  
SUPPLIERS OF TRIUMPH  
PARTS FOR ALL MODELS

FITCHETT (REDLAND) INDUSTRIAL ESTATE  
STATION HILL, OAKENGATES, TELFORD,  
SHROPSHIRE TF2 9AA

**PRIOR TO THE OPENING OF OUR NEW RETAIL COUNTER WE ARE LOOKING TO EMPLOY THE FOLLOWING STAFF:**

**- STORES PERSON -**

**AND ALSO A**

**PARTS SOURCER/RESEARCHER**

**INTEREST & ENTHUSIASM  
IN ALL THINGS TRIUMPH  
YOUR BIGGEST ADVANTAGE  
TELEPHONE TONY FITCHETT  
0952 619585 / 620434  
NOW!**

## LEICESTER AREA DONATION



Following on from John's 'President's Intro', on behalf of the council of the Council of Management and the membership as a whole, I'd like to thank Leicester Area for very generously donating £500 of their area funds to the Club's building fund — seen here presenting the cheque to John Griffiths and the rest of the Council of Management. The purchase of premises as outlined in the Courier and at previous AGMs will not only provide a

centre for the Club's administration but also a secure footing for the Club as it moves and builds through the 90s

The Leicester Area as represented by (from left to right) John Paramor, Hazel Spouge, Mick and Sue Maidment, Mary and John Thorpe.

Best wishes to all.

Peter Williams,  
General Secretary





# Recruitment Drive — 1990 RESULTS

Jonty Wild

Recruitment is still the simplest and most important act that any ordinary member can do to help the TSSC and in the long run help themselves.

So it always a pleasure every year to announce rewards for at least some of the members who have helped the Club in this way. The Prizes were announced in the May Courier and as with last year it was felt to give maximum flexibility to the individual winners that the prizes should be in the form of TSSC Club Vouchers. These can be used to their face value for any national TSSC Club Service, ie. Regalia, Special Offers, Insurance, TSSC trips abroad (such as Arcen), they are exchangeable for books through Triumph Bookshop and even for membership of the TSSC itself. (They are also available for purchase as gift vouchers. Also as with previous years the main prizes are 'raffle style', ie. the more members recruited the more chance you have of winning.

So to the actual prizes and winners :-

First prize - £200 in Club Vouchers, WINNER: 82/03783 Gavin & Bryan  
Barnet - Smith

Second prize - two fully paid up places on the TSSC's much sought after Christmas  
Weekend, WINNER: 86/15681 Andrew Mason

Third prize - £100 in Club Vouchers, WINNER: 85/12767 Frances Edwards

5 runners up prizes  
- of TSSC Sweatshirts your choice of type and colour

## WINNERS:

81/02498 — Ray Dunn  
86/14889 - Geoffrey Mayes  
78/00154 — Jonathan Del Mar  
90/31117 — Steven Bright  
83/05210 — Ian Wheeler

## AREA PRIZE

— £150.00 for the Area who's members gained the most new recruits.

This prize has to be split between equal winners, they are the ESSEX & DEVON AREAS  
OVERSEAS MEMBER'S PRIZE

for overseas members who recruit new overseas members

- £100 in Club Vouchers, WINNER: 82/04411 Vesa Nieminen

Thank you to all the winners for taking part and many thanks to all that put cards out, your efforts are much appreciated. The message is of course KEEP RECRUITING, more leaflets are available by ringing 0850 - 434424 and monthly 'raffle' prizes of £50.00 in Club Vouchers are continuing.

MONTHLY PRIZES - to bring us up to date with these, the winners for October and November are :-

78/00617 George Burgess - Smith & 85/11330 M & A Hollingsworth — Both win £50.00 Club Vouchers



## COPSHOP

— Mike Crewes

## ARE YOU FIT TO DRIVE?

When you applied for your driving license, part of the application form required you to state whether you were or had ever suffered from any relevant disability or any prospective disability. This is covered under Section 92 Road Traffic Act 1988 where relevant disability means any prescribed disability or disease or any disability or disease likely to cause the driving of a vehicle to be a danger to the public. A prospective disability is any other disability or one which is not yet dangerous but may become so. The Secretary of State must not refuse a driving licence application on account of any relevant disability. If the applicant has passed a relevant test and the disability has become worse or if the applicant satisfies any such conditions as the Secretary of State may make. If such a disability is found and the type of vehicle to be driven is limited then the Secretary of State must serve notice on the applicant to that effect.

Under Section 93 if the Secretary of State is satisfied at any time after an inquiry that a licence holder is suffering from a relevant disability he may serve written notice on the licence holder revoking the licence. On receipt of a revoked licence the Secretary of State may grant a further licence for a determined period free of charge. When a licence is revoked it must be returned forthwith to the Secretary of State.

If a licence holder becomes aware of a disability or a worsening disability he must under Section 94 inform the Secretary of State, also if he has a disability which will extend past three months the Secretary of State must be informed. If he fails to notify the Secretary of State then he commits an offence. The Secretary of State may require a licence holder to attend a medical either with a specified GP or officer of the Secretary of State. The Secretary of State must defray any fees or other reasonable expenses.

If a licence holder is refused insurance on medical grounds the insurer must notify the Secretary of State, under Section 95, of all the licence holder's details.

Section 96 (1) deals with eyesight. If a licence holder cannot comply with the requirements as to eyesight then he is guilty of an offence. The requirements provides for corrected vision. (You can wear spectacles etc. to take the eyesight test). Sub-section (2) gives a constable power to test a driver and sub-section (3) makes it an offence to refuse the test.

So there you have it. If you think that you may have a disability that may affect your driving consult your doctor. If you are not safe on a road then neither are your passengers or the other road users around you. We have all heard stories about 'silly old codger he shouldn't have been driving' — make sure you are not in that group, irrespective of your age. It's too late when the accident has happened, act now and be safe.

If you have a query or topic on Road Traffic Law why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN, remember help is only 30 pence away.



# 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).....	£45.00
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

## Steel Panels Spitfire 1/2/3, GT6 1/11 continued

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.....	£39.00
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 III Please ring	
Pedal rubbers.....	£ 2.00
Bonnet stop cones.....	£ 1.50
Brake/clutch master cyl. 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
Doorstop vinyl (pair).....	£22.00
Door strip clips.....	£ 0.22
Carpet set, superior quality, Spitfire.....	£65.00
Carpet set, superior quality, GT6.....	£75.00
Carpet set, superior quality, Her/Vit.....	£75.00
Hood, Spit/IV1500, original quality.....	£65.00
Hood, Herald/Vitesse.....	£75.00
Hood bag, Spitfire IV/1500.....	£35.00
Hood cover Herald/Vitesse.....	£29.00
Header rail set.....	£10.00
Seal retainer.....	£10.00

## STEERING & FRONT SUSPENSION

Steering rack (exchange).....	£25.00
Steering rack OUTRIGHT.....	£39.00
Standard rubber rack mounting.....	£ 2.20
Alloy rack mounting kit.....	£12.95
Top ball joint.....	£ 7.50
Track rod end.....	£ 4.50
Vertical link.....	£32.00
Stub axle.....	£18.50
Front brass trunnion (STANPART).....	£11.00
As above INCLUDING BUSH KIT.....	£13.00
Front wheel bearing kit.....	£ 8.00
Front wheel bearing, felt seal.....	£ 1.50
Spax standard shock absorber.....	£15.00
Spax adjustable shock absorber.....	£29.00
Armstrong standard shock absorber.....	£15.00
Shock absorber top plate.....	£ 9.50
Lower steering joint.....	£12.00
Steering lock, 13/60/Spit IV/GT6.....	£39.00
Set of eight inner wishbone bushes.....	£ 5.00
Eight inner wishbone bolts & nylocs	£ 3.75

**ALL SUSPENSION PARTS AVAILABLE, PLEASE PHONE**

## REAR SUSPENSION — NON-ROTOFLEX

Rear driveshaft new (state model).....	£39.00
Rear transverse leaf spring.....	£55.00
Driveshaft flange.....	£15.00
Driveshaft flange (reconditioned).....	£ 8.00
Rear wheel bearing kit(gen. B.L).....	£11.00
Rear vertical link.....	£18.00
Hub and stud assembly.....	£57.00
Hub and stud assembly (recond.).....	£18.00
Rear trunnion block (recond.).....	£16.00
Rear trunnion bush kit.....	£ 3.00
Rear trunnion bolt & nyloc nut.....	£ 0.95
Spax standard shock absorbers.....	£15.00
Spax adjustable shock absorbers.....	£29.00
Standard rear shocks, shop soiled.....	£10.00
Radius arm bushes, set of 4.....	£ 2.00

## REAR SUSPENSION — ROTOFLEX —

Rear driveshaft, inner.....	£93.00
Rear driveshaft, outer.....	£85.00
Rear driveshaft flange.....	£15.00
Rear trunnion kit, less bolt.....	£22.00
Rear trunnion kit with bolt.....	£25.00
Inner wishbone bush.....	£ 5.50
Inner wishbone bolt & nyloc nut.....	£ 1.25
Rear shock absorber GT6.....	£16.00
Rear shock mounting (on wheelarch).....	£14.50
Rear shock absorber Vitesse (EXCH).....	£18.00
Rear shock absorber bump stop.....	£12.95
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Heater hose set (all models).....	£12.00
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Door mirrors, orig. Her/Vitesse.....	£12.00
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CM102	OVERMATS SPITFIRE/GT6 CAR NAME NOW EMBROIDERED IN HEEL PAD	£24.75 P&P £3.50
<b>ELECTRONIC IGNITION</b>		
EI101	'PIRANHA' CONTACTLESS ELECTRONIC IGNITION KIT	£46.50 P&P £2
<b>RADIATOR FLUID</b>		
FL001	FORLIFE RADIATOR FLUID 5 litres	£11.90
FL002	FORLIFE RADIATOR FLUID 10 litres	£23.30
FL003	FORLIFE RADIATOR FLUID 15 litres	£34.95
FL004	FORLIFE RADIATOR FLUID 20 litres	£46.00
	P & P per order up to 20L	£4.95
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GR201	1 litre MAXOL (HOOD/TONNEAU) WATER-PROOFER - BLACK	£6.50
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GR203	SEAMSEAL — FOR HOODS	£1.45
GR204	ZIPEAZE — FOR HOODS/TONNEAUS ETC.	£1.95
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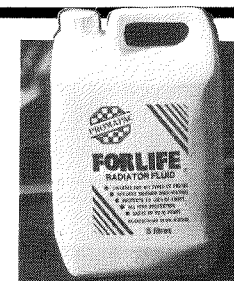
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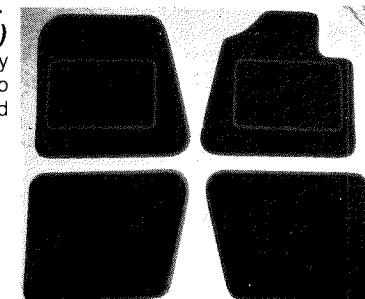
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Qty Code No. Item Description

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### INFORMATION REQUIRED

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Car (model & mark) ..... Year ..... Engine size ..... Membership No. .... / .....

Complete if appropriate -

Distributor make ..... Number ..... Carb. Type ..... Number ..... GT6/Vitesse - Rotoflex

Suspension YES/NO

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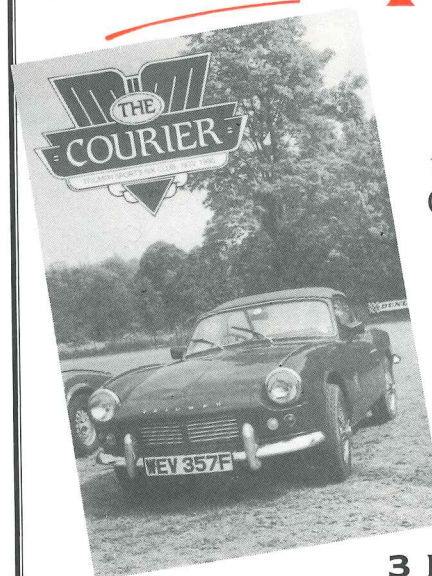
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# HERALD 13/60

**Dave Beardsley**

**N**O, your eyes are not deceiving you, this month's heading photo is of a tractor.

If you look at the front you will see that the grille bars are the same as those fitted to 13/60s (and MkII Vitesses).

I am indebted to Kevin Wiggington from Edinburgh for that little snippet of information. Kevin's father worked at the Triumph factory in Coventry in the sixties and later worked in Scotland for Leyland Tractors. Apparently the design is a straight copy from our cars, the same aluminium extrusion being used for both.

I am told that any blue Leyland tractor will be fitted with this grille. So, when you are next out on a country walk, all you budding Michael Caines can say "Did you know? . . . and not a lot of people know that!"

Now, down to business. I have had several calls/letters recently about the bangs, clonks and rattles emanating from the rear of the car. Unfortunately, in many cases these noises can be attributed to the way the car is built but, all is not lost, you can do something about it.

Several courses of action are open to you, as follows:

1. Buy a more powerful stereo.
2. Buy a modern computer designed clone car.
3. Get your hands dirty.

Having assumed that you wish to follow 3, the first check is as usual the obvious one. Ensure that there is nothing rattling around, in the boot, behind

the front seats, on the rear parcel shelf or anywhere else that might be generating the noise from inside the car.

Most of the faults can be put into one of three categories;

Vibrations, knocks and rumbles. As you will see from the accompanying table many of the faults create more than one effect. Indeed, in the case of worn U/Js they can be responsible for all three.

Before getting your hands too dirty, a few minutes thought should save you some work.

Take the time to analyse the noise, is it a knock or a clang, etc. Now get under the car and, using the handle of a screwdriver try to recreate the noise.

Lightly tap the propshaft, does it sound like that? Then how about the exhaust or the diff or the chassis rails. By finding the source of the noise you can make life easier for yourself later on.

If you are plagued by the rumbles, find an empty car park, usually on a Sunday morning, and try to decide which side the noise is coming from. When coasting in neutral or with the clutch disengaged, by turning from side to side.

You should hear the noise become louder as the weight of the car is placed on the side with the defect. For safety's sake it can pay to let someone else do the driving while you listen for the noise. Indeed, this way you can get in the back, better still if you remove the rear seat.

By looking at the table, you should be able to ascertain the likely causes of the problem you have. What follows is a more detailed description of how to identify the fault and how to cure it.

## Tracking

Unless you own one of those natty little gadgets, this is not a D.I.Y. proposition. Incorrect tracking of the front wheels can cause a vibration to be transmitted along the length of the car, and thus appear to be coming from the rear. It will be evidenced by irregular tyre wear and will cost around £10 to be set up, at the front. The rears are slightly more difficult in that very few tyre centres appear to have either the ability or the inclination to do it. Also, it pays to take your workshop manual along as sometimes the fitters cannot find the Herald in their books (its actually  $0 \pm 1/16$  toe in).

## Worn U/Js

Dependant on their state of wear, worn U/Js can create anything between a slight occasional vibration, through all types of knocking, to a deep continuous rumble. To check for wear, insert a large screwdriver between the spider and the yokes and try to lever them apart from several different angles. Any movement is too much and the joint should be replaced. Wear can also be detected by examination of the 4 cups in the arms of the yokes. These cups should not move in operation and any movement will be evidenced by a ring round the perimeter of the clip where the rust or paint has been rubbed away by the circlips. The rust around the joint will also appear dry and powdery, this is sometimes referred to as 'Live Rust'. This will also cause wear in the yoke, see below.

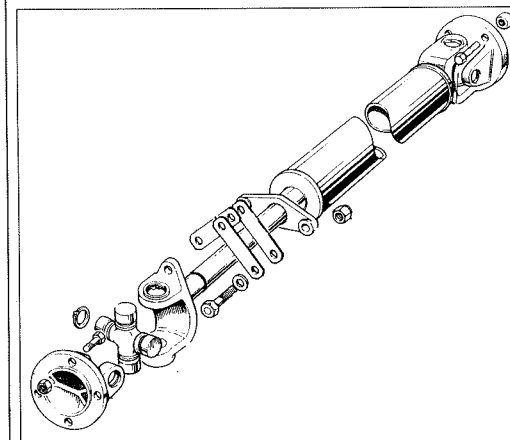
## Radius Arms

These can cause vibration if they get bent and cause the rear wheel to go out of alignment. Yes, I know that the arm is bent anyway, so the only way to check is to take them both off for comparison. This will allow you to check the condition of the bushes which can be the cause of the knocking. If the bushes at either end become worn or softened they allow excessive movement which will create a knock when going between drive (accelerating) and overrun (decelerating). It is unlikely that you will detect these noises at parking speeds as the rubber within the bushes will still act as a damper to these low speed movements.

## Exhaust

For such a simple piece of equipment, the exhaust can create an amazing amount of noise. Check that all the straps, clamps and hangers are secure but that only a limited movement is allowed. Remember, the front of the pipe is connected to the engine which is allowed to move independantly from the rest of the car, within the constraints of the engine mountings. If the pipe is connected solidly to any part of the body, movement of the engine (for instance when rocking from side to side on a rough idle) can have dire consequences for the rest of the system. The second check is to ensure that there is sufficient clearance along the whole length of the pipe. As a rough guide, you should be able to put your fingers between the pipe and any adjacent metalwork.

No, nothing to do with eggs, these yokes are at either end of the propshaft, they are the bits the U/Js fit into, see fig 1. Wear in the yokes causes the holes to become oval which allows the cups of the joint to move excessively. In its early stages, this ovality can be so slight it cannot be detected without proper measuring equipment. It in any doubt, an engineer will be able to confirm whether or not the holes are still round. Worn U/Js can accelerate wear in the yokes, see above. If ovality is found, the cure is by replacement of the complete propshaft assembly. Fitting new U/Js into worn yokes will cure the problem, but only for about 1000 miles. Well thats it for this month, I will finish off the rest of the table next month.





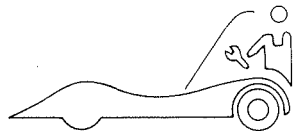
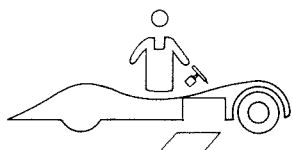
## POSSIBLE CAUSES OF NOISES/RATTLES ETC.

	Vibration	Knocking	Rumbling
Tracking	★ ★ ★		
Worn Universal Joints	★ ★ ★	★ ★ ★	★ ★ ★
Radius Arms	★ ★ ★	★ ★ ★	
Exhaust		★ ★ ★	
Yokes	★ ★ ★	★ ★ ★	
Trunnions		★ ★ ★	
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Halfshaft	★ ★ ★	★ ★ ★	

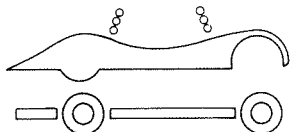
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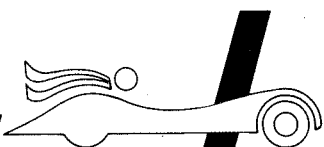
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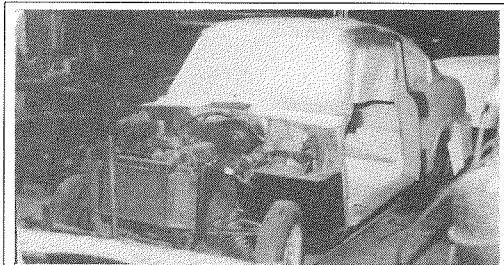


# BOND *Equipe* - REGISTER -

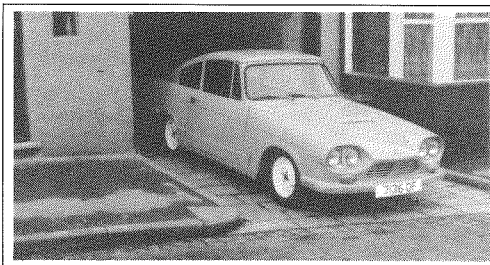
Peter Jacklin

**F**IRST this month some good news, the Coach and Horses at Yaxley which has been the venue for the Bond Equipe Weekend now has a new landlord who is keen to continue with all the previous events on the site. This coupled with that fact that with the current recession in the property market the threat that the site would disappear under roads and houses has for the time being receded.

This month's photographs come from Diane Farmer who lives in the West Country and shows her 4S (R9-2789), which was given to her by her father-in-law ten years ago. At the end of 1989 the car was given a 'face-lift' and was re-registered (originally JTT 887E).



'Before surgery'



'After Surgery'

The information on the 2L seat diaphragms which I gave in the June article is correct but unfortunately the manufacturer does not wish to supply individual orders. If you are interested in purchasing this item please let me know and I will try to obtain them as a bulk order.

Has anyone out there got any shots of Equipes on 35mm slide format? I wish to supplement my collection for use at Club meetings and any offers would be gratefully received and paid for.

Now for some extracts taken from the Bond Factory Development Committee Minutes that you might find interesting:- (my comments shown in brackets).

Meeting held 10th Sept 1965

Proposed date for production of the Mk3 Equipe (the 2 litre to us) was to be 1st July 1966. (as we know the 2 litre was not on sale until Aug 1967) 8 Oct 1965

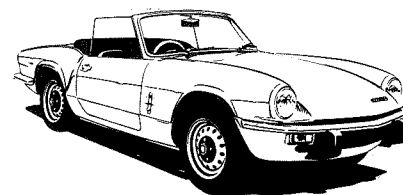
Peter Jackson of Specialised Mouldings from Sheffield to start on a body pattern and a mock up of the windscreen to be produced by Bond to the Fiore design. (Fiore was actually a certain Trevor Frost also from Sheffield).

14th Jan 1966

Bulkhead and windscreen mock up completed, a new door is to be developed possibly in G.R.P. (a pity that this did not come to fruition).

26th May 1966

A convertible version of the 2 litre to follow introduction of the saloon. A quarter scale model of the 2L saloon had been produced by Peter Jackson and approved by Standard Triumph. Full drawings and specification to be prepared. A female mould and a one off body to be produced within 3 months. Watch this space next month for the continuing story of the development of the 2 litre Equipe.



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### ❖ CAR OF THE MONTH ❖

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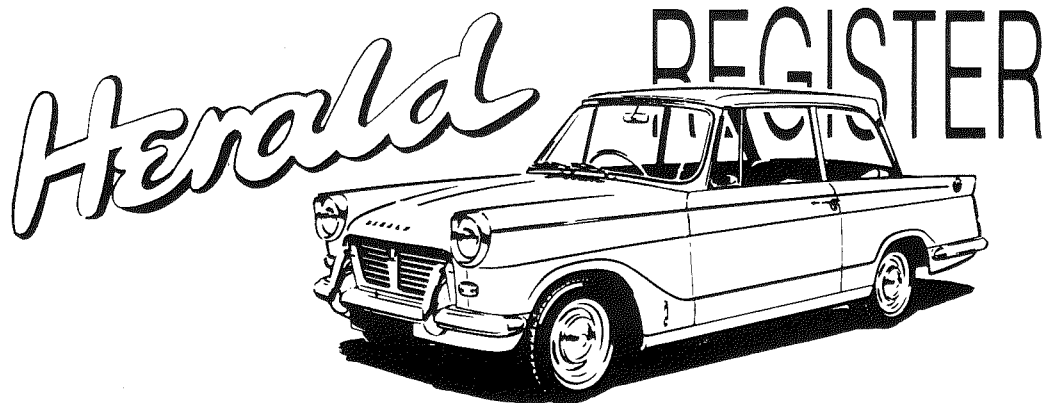


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## EXHAUST SYSTEMS

Chris Longhurst

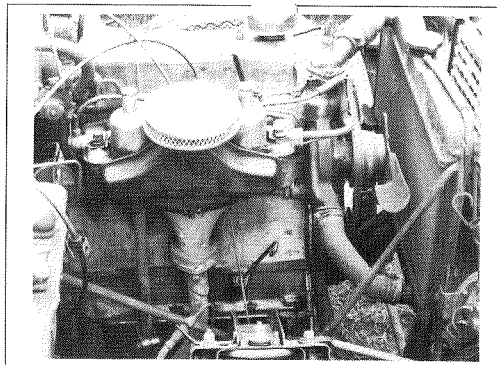
**T**HERE is a certain amount of interchangeability between exhaust systems — up to a point! There are two basic systems found on 948/1200 Heralds — those on 948 and 1200 Mk I's (to commission GA 80,000) and those on Mk II Heralds (including most 12/50s).

The two types can be sub-divided by depth of the (exhaust) manifold they mate with. 948 and Mk I 1200 have a 3 part exhaust system: front pipe/expansion chamber/rear pipe & silencer. The rear pipe and silencer unit passes through a hole in the rear (differential) chassis cross members. This contrasts with later Mk II cars which have a 2 part exhaust system which goes **under** the rear chassis crossmember. These later 2 part systems can be fitted to earlier cars if a 3 part system cannot be found. A number of company's now manufacture pattern 3 part systems, including stainless steel versions.

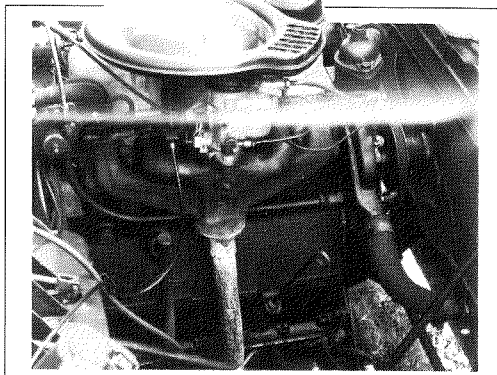
**(All exhaust variants are available in 'GUARANTEED FOR LIFE' stainless steel from TSSC Offers — 0858 467710).**

The basic 948 and 1200 manifold (inlet and outlet combined) has a depth of 4½ inches from top to bottom. On twin carb 948 and 1200's (separate inlet and outlet) and 12/50's (inlet and outlet combined) the distance from top to bottom is 9". Consequently the front exhaust exhaust pipes (see table) are **NOT** interchangeable between the two manifolds. The twin carb and 12/50 manifolds also have a slightly larger diameter outlet diameter and require a larger pipe/manifold gasket.

Note that 1200 Mk II and 12/50 exhaust manifolds and front pipes are not interchangeable with those from 13/60's, the silencer boxes are interchangeable.



948 Twin carb 'Long Reach' manifold (non original air filter)



948 single carb 'Short Reach' manifold

## Table 1 — Herald Exhaust and Manifold Systems

Car	Gasket Pipe to Manifold	Front Pipe	Expansion Chamber	Rear pipe /silencer	Manifold /Head Gasket	Manifold Exhaust / Inlet	
948	121340	304214	122760	303775	118518	303524	
948TC	121595	304213	122760	303775	118518	303543	119242
1200							
MkI	121340	304214	122760	303775	118518	304951	
MkI TC	121595	304213	122760	303775	118518	303543	119242
12/50	121595	304213	122760	303775	118518	304691	
MkII	121340	305839	—	307489	118518	304951	
MkII							
TC	121595	306403	—	307489	118418	303543	119242
12/50	121595	396403	—	307489	118418	304951	
13/60	123415	214356	—	307489	146092	308234	308086

**NOTE:** GD prefixed 1200 use 12/50 parts.

13/60's with closed system used inlet valve manifold 214543, vehicles with emission valve use 216032.

TC was a factory option on 1200's. Some vehicles have a two part inlet (209947 (front) and 209946 (rear)) — these should be used in conjunction with exhaust manifold 306212.

**REMEMBER: All exhausts in Stainless steel available from TSSC Offers**



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## SPITFIRE IV John Thomason 1500 REGISTER

THIS month's heading photo is sent in by Keith Robson of Ilkley, Yorks. Keith has owned this 1976 Tahiti Blue Spitfire, nicknamed the 'Bullet' for 13 years. The car is in excellent condition both inside and out with only 39,000 miles on the clock. Keith's young daughter, Christie Anne, has decided that she wants the car when she is old enough and so it looks as though 'Bullet' will be in the family quite some time.

### CALLING AMERICA

I would like to produce an article on the North American Spitfires, detailing their differences to the UK cars. Particular areas of interest would be interior details, body differences, eg. bumpers, and engine emission equipment. Photographs, details

of American legislation and a description of the complicated emission control equipment would be most appreciated.

If you can help, please contact me. My address is on the back page.

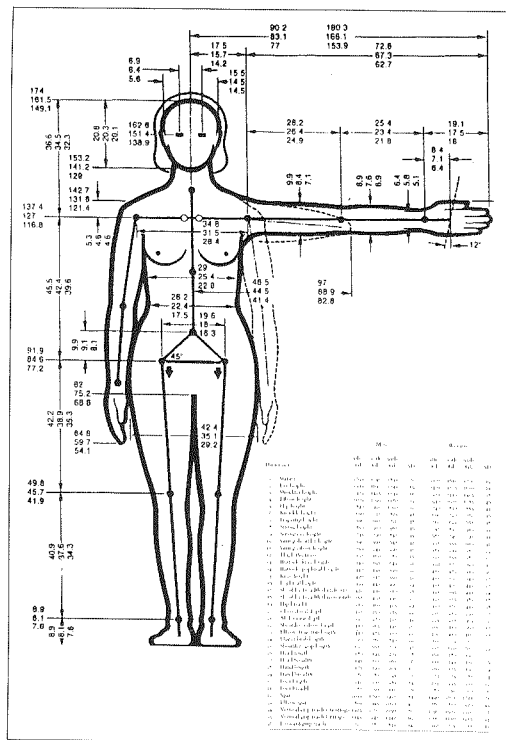
## DESIGNED TO GOOD HUMAN FACTOR PRINCIPLES?

AS part of my work as a vehicle development engineer, one of the considerations that has to be taken into account when designing a vehicle is that of Ergonomics.

Ergonomics may be defined as the scientific study of man in his working environment, or more specifically, in our case, the interface between the vehicle and the occupants. To help in this task we draw upon the resources and experience of the Human Factors Unit (HFU). They hold large quantities of information on the human body and assess a vehicle in terms of how well it accommodates

the wide range of shapes and sizes of the human population, and how well they can operate the vehicle's controls.

For the price of a pint (or two) it occurred to me that it would be interesting to see what the Human Factors Unit made of the Triumph Spitfire. Martin Thody of HFU agreed to help and the following is his assessment of a 1967 Spitfire 1500.



# ERGONOMIC ASSESSMENT OF TRIUMPH SPITFIRE

This ergonomic assessment of a Triumph Spitfire was carried out to provide an insight to features of the car which directly effect both the driver and his companion when out on the open road and when undertaking everyday maintenance. The general feeling I have about the Spitfire, having conducted this assessment, is one of surprise. This is because the car is well designed from a human factors point of view which, for the age of the vehicle, is unusual. The car does, however, have some poorly designed features which spoil an otherwise pleasant design.

The assessment was broken down into a number of specific areas, namely:-

1. **Displays** — Dials, gauges, warning lights;
2. **Controls** — Switches, levers, steering wheel, foot pedals;
3. **Seating** — Seats, seat belts, recline for/aft adjustment, head restraints;
4. **Vision** — All round visibility, mirrors;
5. **Interior space** — Head room, leg room, reach;
6. **Entry/Egress** — Getting in and out;
7. **General Maintenance;**
8. **Hood operation;**
9. **Ride comfort** — Noise, vibration, ride, ventilation.

## 1. DISPLAYS

The individual dials are easy to read with their white on black, simple nomenclature as provided by Smiths. Fig.2. The dials and gauges are well laid out on an attractive plain wooden dash board with the exception of the fuel gauge, which is hidden by the steering wheel, Fig.3., and the water temperature gauge, which is located on the passenger side. The hazard warning indicator lamp

is prominently positioned, being part of the switch, in the centre of the driver's field of vision between the tachometer and speedometer. The fasten seat belts indicator is well positioned in the centre of the dash board, where both driver and passenger can clearly see it.

**GENERAL COMMENT:** Good, easy to read, though dials and gauges are a little too spread out.

## 2. CONTROLS

This section has been divided into two sections: Hand Controls; and Foot Controls.

## Hand Controls

The controls are generally well laid out and are easily accessible. However, there is a marked inconsistency throughout the dash board mounted controls which is not good from a human factors viewpoint. The head/side lights switch is a three position rocker; the heater controls are variable sliders; the choke is a variable push/pull toggle; the wash/wipe switch is a single position pull knob; and the trip meter reset is a variable rotary knob which is both very small and located awkwardly under the dash board to the left of the steering column.

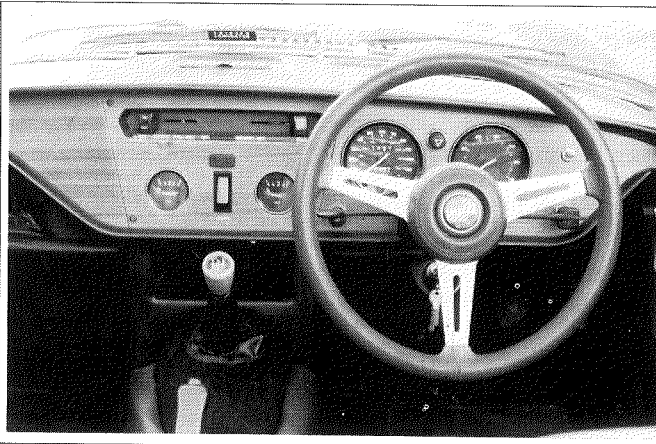


Fig 2. Dials and controls are generally well laid out.

The direction indicator stalk is located on the right of the column which is inconsistent with current design convention. The dip/main beam/flash stalk, which is separate from the direction indicator stalk, is also inconsistent with current design convention due to its unusual direction of operation. The horn is the only hand control which is both well placed and easy to operate, it is located in the centre of the steering wheel. Two-speed wipers are provided although the push action screen wash is now dated.

The key operated ignition switch is very poorly located, positioned below the steering column and a long way forward. Fig.4. It is not readily visible and awkward to reach, particularly when seat belted and it also leaves the knees vulnerable to injury in the event of a front end impact.

The steering column is adjustable for reach, but not rake, and is designed to collapse under impact. The gear lever and handbrake lever are located on the central tunnel and both fall easily to hand. The gear lever, however, interferes with the radio cassette player when in first and third gears. The hand brake is easy to operate but a handbrake warning light has not been fitted. The overdrive switch is conveniently located on the gear lever.

### Foot Controls

The foot pedal assembly is offset to the right, with the clutch pedal on the centre line of the seat. This is likely to cause a slightly twisted posture and could be uncomfortable after a long journey. The clearance behind and between the pedals is very good allowing good access. There is even room for the provision of a foot rest. Pedal effort and travel is good, although the lack of a brake servo initially takes getting used to.

**GENERAL COMMENT:**

This is the poorest aspect of the whole car, ergonomically, with many inconsistencies and some badly located controls.

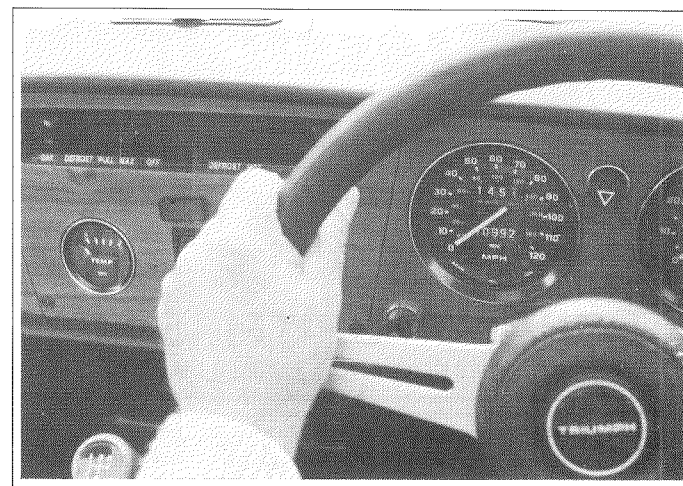


Fig.3. The fuel gauge is obscured by the steering wheel.



Fig.4. The ignition switch is poorly located.

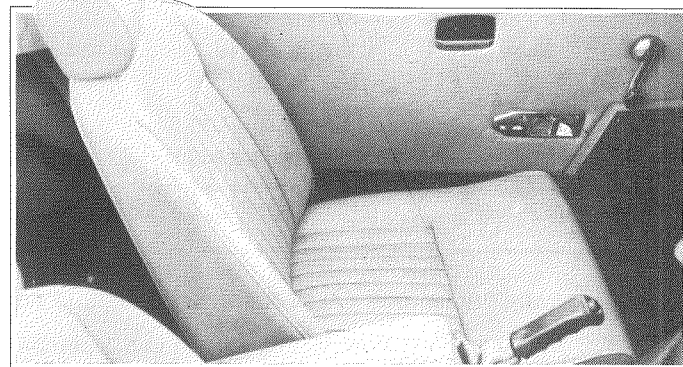


Fig. 5. Seats are relatively comfortable giving good support with the possible exception of lumbar support.





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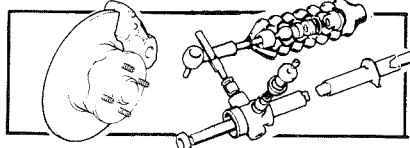
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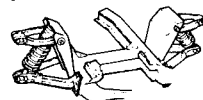
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Fig.6. 'Access to stowed seat belts is awkward, particularly with hood down'.

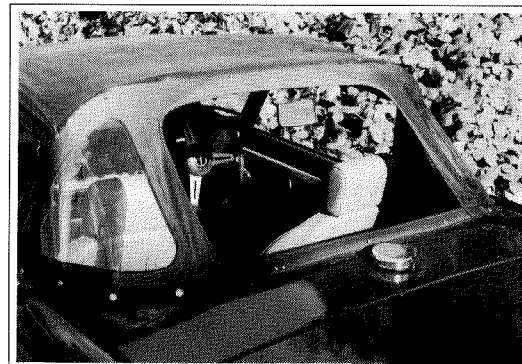


Fig.7. 'Rearwards vision (and ventilation!) is greatly increased with the unzipping rear window.'

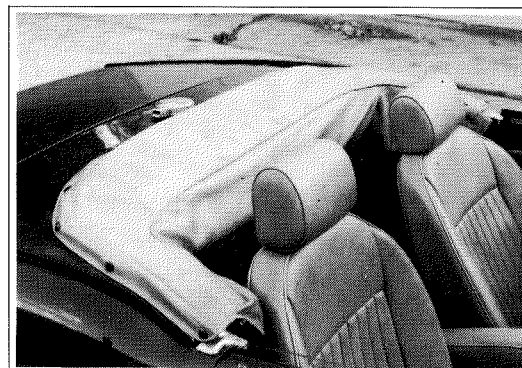


Fig.8. The hood stows neatly below the level of the rear body.

When the hood is down, and stowed under the hood bag, the overall visibility is excellent with no blind spots. The hood stows neatly below the level of the

### 3. Seating

The seating is generally good, offering 16cm (7") adjustment and about 25°-30° recline. The seats are relatively comfortable and offer good support, particularly under the thighs. However lumbar support is limited and may give rise to discomfort to the small of the back over long journeys. Fig.5.

The fore/aft adjustment lever is awkward to operate being small and located under the seat. When moving the seat forward, one's hand is crushed between the front of the seat and the chassis crossmember. The seat recline lever is located in the side of the seat and is easy to operate. The head restraints are too low to offer any real sup-

port for larger members of the population and are difficult to raise and lower.

The seat is very low to the ground, although this is to be expected in a small two seater sports car. Nevertheless, the seats are of adequate height (not adjustable) to enable all but the shortest members of the population to see over the dash. The sitting posture adopted for driving is comfortable (this was only experienced for a short time, long journeys may cause the driver to become uncomfortable due to the offset pedal assembly and from having the feet at almost the same level as the seat. Access to the stowed belts is very awkward, as they are located directly behind the seat. With the hood stowed and a hood bag fitted, access is made worse. Fig.6.

### GENERAL COMMENT:

Good overall apart from fore/aft adjustment and awkward location of seat belts.

### 4. Vision

The quality of vision from the vehicle varies considerably, depending on whether the hood is up or down. When the hood is up, the vision is slightly restricted to the rear because of the plastic rear screen causing the view to be distorted. The back window does however, unzip, allowing good visibility to the rear, with the added benefit of increased ventilation. Fig.7. The rear view is also degraded by not having a passenger side wing/door mirror. The dipping rear view mirror does however, provide good rearwards vision, although it is too loosely mounted to take advantage of the dipping facility.

rear body, unlike some modern cabriolets in which the hood stows like a pram hood, reducing rearwards vision. Fig.8.

Vision to the front is good through the small windscreen with negligible obstruction by the windscreen pillars. There are no quarter lights to reduce corner vision. Windscreen wipers scribe a large arc across a wide section of the screen. Sun visors are provided, essential to preventing glare.

**GENERAL COMMENT:** Vision is good, particularly with the hood down.

### 5. Interior Space

The interior is surprisingly spacious offering excellent leg room and ample width. The smaller ladies of the population may not reach the pedals — even with the seat right forward. The

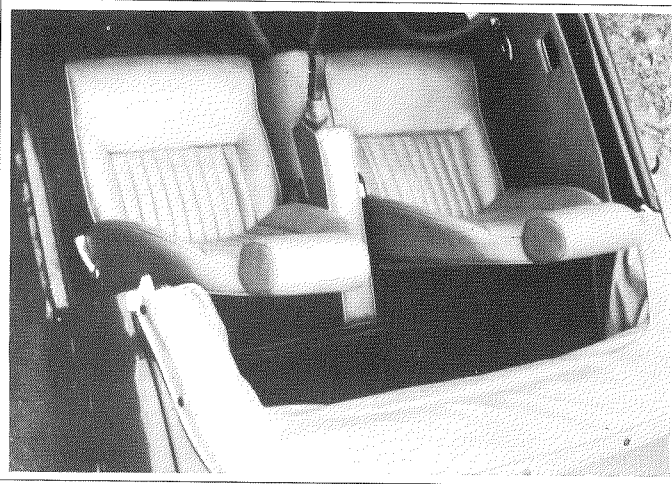


Fig.9. Space behind the seats provides good luggage stowage.

steering column is adjustable providing both the larger and the smaller members of the population adequate chest space. The space behind the seats is for luggage only not for passengers. Fig.9. Head room is 88cm from the seat to the hood when the hood is up. Tall drivers may have to recline their seat to get in. When the hood is down, well you can sit how you like, the head room is infinite and causes no problems even for the tallest drivers! Small parcel shelves are provided for both the driver and passenger, although no lockable glove box is a notable omission in an open top car.

The boot is very spacious for a car of this type. Fig.10., however, the floor of the boot is very low, only 24cm above the ground, and back injury may result if loading or unloading heavy items into or from the boot. This includes the spare wheel.

**GENERAL COMMENT:** Accommodates majority of the population without difficulty. Smaller ladies may find pedal operation difficult.

### 6. Entry/Egress

Getting in and out of the vehicle is very easy if the hood is down and stowed, although it is a long way down to the seat which may prove awkward to the taller and older members of the population. With the hood up, entry and egress is considerably more difficult due to the short, fat door apertures.

Window winders are located too far forward and too high in the driver's door, causing the driver's hand to clash with the dash board when operating. Fig.11. The door openers are located very low but offer no hindrance to operation. The door pull handles/ressesses are well located but are too narrow and shallow for gloved hands. They may also be used as coin boxes by the passenger or driver. It was noted that different keys were required

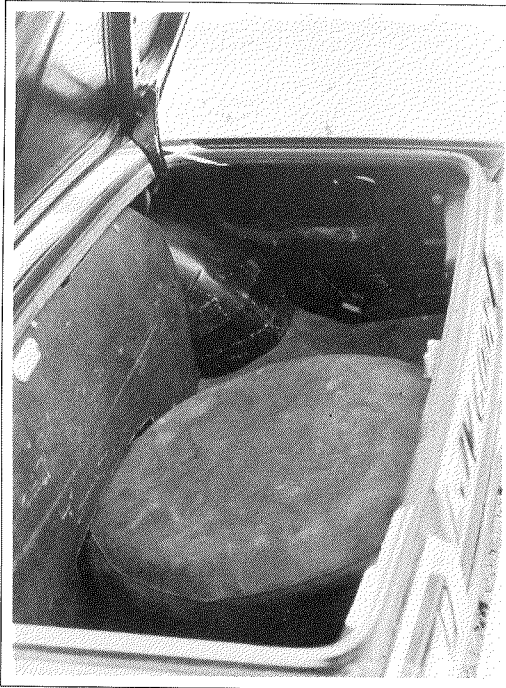


Fig.10. The boot is spacious but low to the ground for the ignition, doors and boot which may prove a minor inconvenience.

Interior lighting was totally adequate, particularly during entry and exit. An attractive, multiposition map light was provided for the passenger. A small automatic light was provided in the boot compartment

**GENERAL COMMENT:** A little awkward with hood up. Older members may experience difficulties.

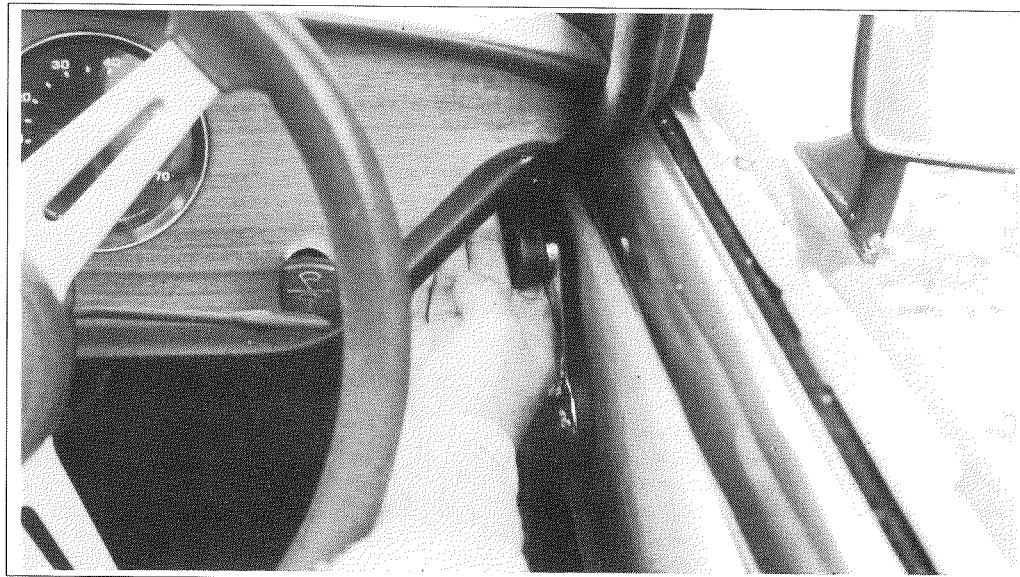
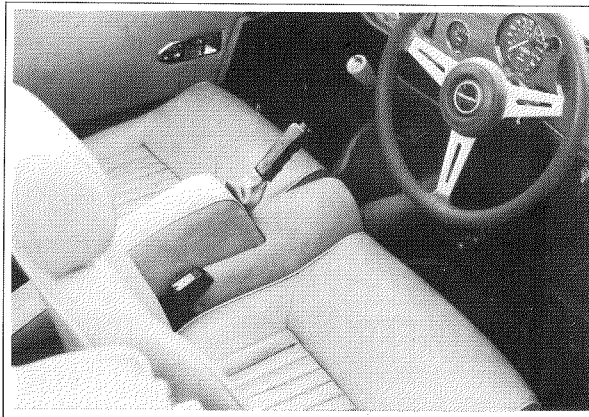


Fig.11. Window winders are too far forward and cause the hand to clash with the dash.



The interior has a pleasing appearance with nice touches of luxury.

**GENERAL COMMENT:** 'FANTASTIC', 'BRILLIANT', 'EXCELLENT', with the exception of the jack.

### 8. Hood Operation

Release levers for the hood are located behind the sun visors, but once located give good positive operation. The hood is was to fold and stow under the hood bag. When stowed, the framework of the hood may dig into the driver's right shoulder if his seat is slightly reclined, or adjusted rearwards to accommodate a tall driver. This is not particularly comfortable.

**GENERAL COMMENT:** Quite straightforward and a little physical effort required to operate.

### 9. Ride Comfort

Generally the ride is good both in terms of physical comfort, noise and vibration. The sitting position

Ease of maintenance is BRILLIANT for any car, let alone a small two seater sports car. The bonnet opens forward, after opening two solid/reliable spring catches, taking with it the front wings as well. Everything is visible with the dipstick being the only fly in the ointment, located under the carburettors. Any work on the engine can be carried out sitting down, yet 'sitting down', on the tyres.

The fuel filler is located in the centre of the car between the boot and the hood, but is accessible to all but the smallest driver.

The scissors jack provided for use when changing a wheel was difficult to get into place, awkward and uncomfortable to use and required an awful lot of effort.

is snug and gives a feeling of security, and provides good 'feel of the road'. The impression of comfort is conveyed further by the well appointed interior, in particular the wooden dash, reserved today for only certain top-of-the-range and luxury cars.

Padded sun visors, with vanity mirror, a centre armrest and padded cushions around the transmission tunnel all add to the pleasing appearance of the interior. Fig.12. There is very little engine noise unless the revs exceed 5000rpm. The optional overdrive makes the car more relaxing to drive, reducing engine noise at motorway speeds.

Wind noise is there but is not oppressive and is significantly reduced with the hood down. There is little road hum or tyre noise. Generally the ride was surprisingly rattle free.



Needless to say, ventilation is excellent with the hood down. With the hood up ventilation is still good, particularly with the unzipping rear screen. The heater works well, providing adequate heat even on cold mornings with the hood down.

**GENERAL COMMENT:** Good, comfortable ride particularly for short journeys.

#### 10. Summary

Although the car shows its age in terms of certain design features, it creates a good ergonomic impression. Apart from the very disappointing choice of different controls and their poor layout, I was impressed by its basic design. The ease of maintenance is astounding and I have only praise for its designers (it's a pity this feature has not appeared on more vehicles). The interior space offers a comfortable environment for both driver and passenger to partake in the thrill of open top, wind in the hair, motoring.'

Well, from the Human Factors point of view it looks as though the Spitfire scores quite well. I wonder if that's why so many people like the Spitfire?

My thanks to Martin for taking the time to undertake the report. It is particularly satisfying to see how well the Spitfire has done when you consider that Martin is a self-confessed MG Midget owner!

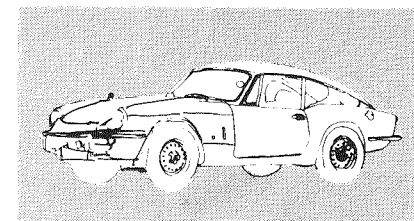


*Returning home from International with a 'few' bits and pieces!*

Finally, with the show season coming to a close, I hope you all managed to get those parts from around the Autojumbles that you needed for that winter rebuild!

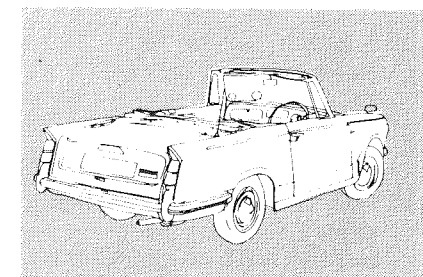
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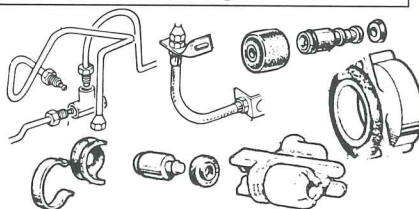
## LATEST REMANUFACTURED PARTS AVAILABLE FROM STOCK

Triumph GT6 Mark 1/2 door trim panels .....	£40.00 pair
Triumph Spitfire Mk IV/1500/GT6 Mk3 screen frame repair .....	£20.00 pair
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Triumph GT6 cardboard radiator cowl.....	£12.00
Triumph GT6 headlining (state black or white).....	£37.95
Triumph GT6 Mark 3 bonnet and tailgate badges.....	£25.00 set
Triumph Herald/Vitesse/Spitfire/GT6 door hinge gaskets (each).....	£ 0.20p
Triumph Spitfire Mk IV/1500/GT6 Mark 3 matched pair door lock barrels.....	£15.00 pair
Triumph Spitfire 1500 camshafts (exchange).....	£30.00
Triumph Spitfire Mk 1/2/3 GT6 Mk 1/2 comp. rear lamp assembly.....	£30.00 each
Triumph Herald/Vitesse hoodwell covers complete with all fixings.....	£32.00

**! STOP !** Overhauling your braking system? Look at these prices  
**Kit No 1** consists of copper brake pipe kit, all flexible hoses and master cylinder kit (suitable all Herald 1200/13/60..... £60.00

**Kit No 2** consists of copper brake pipe kit, all flexible hoses, master cylinder kit, rear wheel cylinder kit, caliper overhaul kit, hydraulic fluid (suitable all Spitfire Mk 1/2/3/IV), not 1500 £72.00

Other kits available for all Spitfire/GT6/Herald/Vitesse.



## WE HAVE NOW INSTALLED DIRECT TELEPHONE LINES FOR YOU TO USE.

**Herald and Vitesse owners 0284 828674 (ask for Robert)**

**Spitfire and GT6 owners 0284 828674 (ask for Jason)**

**Technical and advice 0284 827063 (ask for Clive)**

**All our staff are familiar with your Triumph. If its parts, help or advice you need, telephone us. We are here to help.**

**CLIVE MANVERS TRIUMPH SPARES . . . WORLDWIDE MAIL ORDER . . . TRADE ORDERS . . . ADVICE**

## The No1 TRIUMPH SPECIALIST IN SUFFOLK

# SPECIAL OFFERS

## EXCLUSIVE TO TSSC MEMBERS

## FOR THIS MONTH ONLY



Triumph Spitfire MkIV/1500/GT6 Mk3 (non roto) rear transverse leaf spring .....	£40.00
Front coil spring, all Herald/Spitfire (each) .....	£10.00
Front coil spring, all GT6/Vitesse (each) .....	£12.00
Upper suspension ball joint suitable all models .....	£ 6.95
Front lower trunnion block assembled with bush kit (original Stanpart) .....	£12.50
Front brake disc, all Spitfire/Herald (with discs), Vitesse 1600 .....	£10.00
Steering rack, suitable all models (exchange) .....	£25.00
Steering rack, suitable all models (outright purchase) .....	£39.00
Steering rack, suitable all models but left hand drive .....	£50.00

### WE ALSO STOCK A COMPLETE RANGE OF INTERIOR TRIM FOR SPITFIRE AND GT6

Door trim panel MK 1/2 GT6 (black only) .....	£22.00
Door trim panel Mk 3 GT6 (black only) .....	£20.00
Door trim panel Spitfire Mk 3 (black only) .....	£20.00
Door trim panel Spitfire Mk IV/1500 (black or tan) .....	£20.00
Door top vinyl capping suitable all Spitfire/GT6 .....	£10.00
Sun visor all Spitfire/GT6 right hand .....	£10.00
Sun visor all Spitfire/GT6 left hand drive with vanity mirror fitted .....	£13.95
Glove box (parcel shelf) all Spitfire/GT6 right hand .....	£14.00
Glove box (parcel shelf) all Spitfire/GT6 left hand .....	£14.00
Seat recovering kit, Spitfire 1500, black, houndstooth .....	£89.95
Carpet set, suitable all Spitfire in black .....	£55.00
Hoods, best original quality suitable all Spitfire MkIV/1500 (with zip rear window) .....	£60.00

### EVERY AVAILABLE BODY PANEL HELD IN STOCK — THIS MONTHS SPECIALS

Spitfire Mk IV/1500/GT6 Mk 3 right hand rear wing (genuine B.L.) .....	£84.95
Spitfire Mk IV/1500 left hand rear wing (genuine B.L.) .....	£84.95
Outer sill panel, suitable all Spitfire/GT6 (genuine B.L.) state left or right .....	£23.00
Rear quarter valance suitable all Herald/Vitesse (state left or right) .....	£13.00

You can now FAX us your enquiry for very urgent orders ..... **0284 827063**  
**Personal callers very welcome. Ample parking area. Come in and browse around**

### THE ONLY NUMBER YOU NEED TO REMEMBER

# 0284 828674 (3 lines)

## ALL PRICES PLUS VAT AT 15% PLUS P&P







JASPER BACON

REGISTER

**T**HIS month's picture is of my Mk1 GT6, with my Rover P5B coupé as a back-drop. If you want a picture of your GT6 to be included in this column, do send one, with details and an S.A.E. for its return.

## GT6 vs MGB GT

The MGBGT is the obvious choice classic car to make a comparison with the GT6 (forget the Rover P5B). Both are really two seater Grand Touring cars offering 'carry-cot' accommodation for any extra passengers, the MG having more space being 10 inches longer. Launched within a year or two of each other, the MG in 1965, the GT6 in 1966, the latter always had the edge in performance, having the 2 litre six versus the 1800 four. The MGBGT also has an extra 500lbs in weight, the 0-60mph being 11.6 seconds, compared with the GT6 at 10.5 seconds. The GT6's forte is its 30-50 mph time of 6.7 seconds compared with 9 seconds for the MG, GT6's are also more economical on fuel.

Triumph rear suspension was and still is criticised,

but the MG was never renowned for its handling. Cosmetically the GT6 with its high level of trim, sound proofing, smooth six, and wooden dash in my view wins hands down on the black crinkle or plastic of the MG dash and harsher four cylinder engine. A pity however, that Triumph never installed a clever water temperature combined with oil pressure gauge.

At the end of the day 125,597 MGBGTs were sold compared with 40,926 GT6s. The MG had a longer production run, finishing in 1981, the GT6 finishing in 1973.

The purchase price of the two cars rallied with each other, and in today's old car price guides, they still do, but with the top condition MGs making the higher values.

Table one:

		£		£
1966	GT6	£ 985	MGBGT	£1016
1969	GT6	£979	"	£ 931
1970	GT6	£ 902	"	£ 970
1990	Condition score		2	3
	MGBGT	MkI	£4000	£2000
	GT6	MkI	£3000	£1800
	MGBGT	MkII	£4000	£1800
	GT6	MkII	£4000	£2200
	MGBGT	MkIII	£4000	£3500
	GT6	MkIII	£3000	£2500

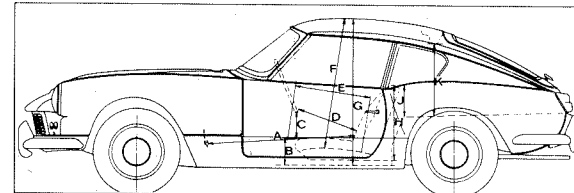
Potential purchasers of MGBGT's have a lot more cars to choose from, MGs being more abundant, but those after a GT6 will have to look harder for the correct car. In my view the GT6's are undervalued, considering their comparative rarity and higher performance potential.

With the greater following for MGs the parts scene is well catered for, especially with the well publicised body shells (what about a GT6 body shell?). It is very pleasing to see that in the last few years the parts situation for Triumphs has improved. For interest I have compiled a small list of parts for GT6s and MGs to compare prices:

Table two

PART	MGBGT	GT6
Front wings	£150	£ 45
Re-con full engine	£ 494	£569
Stainless Steel exhaust	£112	£138
Radiator	£ 82	£ 80
Rear springs	£22 x 2	£ 42
Steering rack	£ 99	£ 45
Sill kits	£ 22	£ 38
Floor pans	£ 18	£ 33
	£1021	£ 990

I would suggest that this is encouraging for GT6 owners, that in spite of a much larger following for the MG, running and restoring a GT6 ought to prove no more costly than for an MGBGT.



**Remember, check the TSSC Special Offers adverts in the Courier to make sure you get good value for money on all parts, panels, exhaust systems, brake lines etc.**



## "Spit-Bits" Winter Wonders



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.

NEW PARTS AVAILABLE	
Mk IV wheels, over 200 to clear, only £5 each or £20 set of 5	£50.00
Mk IV chassis, good condition.....	£50.00
Mk IV back light units.....	£ 5.00
Starter motor, all models.....	£ 4.00
Alternator, all models.....	£ 5.00
Rear leaf spring, only.....	£12.00
Non overdrive propshaft.....	£12.00
Mk IV rear bumpers, from.....	£25.00
Mk IV rear bumpers, NEW.....	£75.00
Anti roll bar.....	£ 5.00
Petrol tank.....	£10.00
Suspension units, complete with wishbones, vertical links, stub axle, disc, spring & shocks, o/side only.....	£25.00
Diff's, Mk I, 2, 3, & Herald, exchange.....	£40.00
Wiper motors.....	£ 5.00
Mk IV headlight cowl's, all colours.....	£ 8.00
Bonnet side catch, only.....	£ 3.00
N/side, Mk IV doors, complete.....	£35.00
Mk 3 gearbox.....	£40.00
Speedo cables.....	£ 2.00
Petrol caps.....	£ 5.00
Front grill, Mk IV.....	£ 4.00
Mk IV rear chrome & black trim strips.....	£ 5.00
Top quality soft tops, to fit all Spitfires, including Herald and Vitesse from only £59.00. Our tops come with stitched and welded seam's for extra strength, rear zip window, made to original B.L. design.	
IN BLACK, WHITE OR TAN.	
FRONT VALENCES, new.....	£17.00
ORIGINAL B.L. INNER MK IV DOOR HANDLES	£16.00
SPITFIRE DOOR TO GLASS WEATHER STRIPS	
ORIGINAL TYPE.....	£ 6.50
GOOD QUALITY CARPET SETS FROM ONLY..	£45.00
Now available due to great demand, radiators. Why suffer overheating, bad running, get one now, before you put in that antifreeze, exchange, only.....	£58.00
Mk IV bumpers, new.....	£75.00
LOOK New due to great demand, MK IV steering racks.....	£35.00
Original BL 1500 check seat covers, per car set, tan.....	£75.00
per car set, black.....	£95.00
or, pair, panels only.....	£65.00
Furlex door opening seal (orig) type.....	£12.00
Bonnet strips.....	£3.50 pair
Overdrive gearbox mounting.....	£12.00

When ordering please state or show this ad. If the parts you require are not listed here, please ring the following numbers. YARD AND STORE 0734/883427. Information, Access, Visa, Postal Orders, Overseas Customers 0734/732648. If no answer from above numbers, try us on Mobile 0836/758555. All parts plus VAT & P&P. Stores 1 minute Junction 11 M4. Please ring for opening times & availability. Postal Address ONLY

**JINGLES FARM, NEW MILL ROAD, FINCHAMSTEAD, BERKS. RG11 4QT  
SPITFIRES & GT6's WANTED & FOR SALE IN ANY CONDITION**



# SIX SPARES



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

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10.00 - 5.30 pm Mon-Fri. 11-5.00 Sat. Callers welcome. Ring for directions.

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

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

## SEE WHATS ON OFFER FROM US FOR NOVEMBER 1990

### SEALS — HERALD/VITESSE:

Header Rail/Hood Seal Front	£5.50
Hood Side Seal (top of door)	£3.75
Front W/Screen Seal	£14.75
Door Skin to Door Glass Outer	£4.75
Door Skin to Door Glass Inner	£2.75
Bonnet Scuttle/Bulk Head Seal	£4.00
Hand Brake Lever Gaitor - all models	£7.95
Triumph Pedal Rubber	£1.45
Bonnet Stop Cones	£1.30
Gear lever gaitor	£3.95
Door aperture seal convertible	£8.95
Door aperture seal saloon	£12.25
Master Cylinder Dust Cover	£3.25
Wheelarch to dash seal (small mud flaps)	£2.00
Front Valance seals	£1.00
Boot seal, non original	£9.00
Boot seal, as original	£14.00

### SEALS — SPIT/GT6 SEALS:

Front Windscreen Seal	£14.50
Hood Header Rail/Hard Top Front	£5.50
Door Skin to Door Glass Seal Outer	£4.75
Bonnet Scuttle Seal	£4.00
Door Skin to Door Glass Inner	£2.75
Door Aperture Seal (Furflex) Spitfire	£8.75
Door Aperture Seal (Furflex) GT6	£13.25
Front Valance seal Spit I/II/III, GT6 I/II	£1.00
Front Valance seal Spit IV/1500 GT6 III	£2.00
Boot seal Spitfire	£9.00
Tailgate aperture seal GT6	£9.00
Gear lever gaitor Spit I/II/III	£3.95
Handbrake gaitor, Spit I/II/III	£7.95
Master Cylinder Dust Cover	£3.25

ALL OTHER SEALS AVAILABLE FOR ABOVE CARS

### CHROME/LOCKS/BRIGHTWORK:

Windscreen Insert Her/Vit	£5.00
Door Handle L/Hand Her/Vit	£9.95
R/Hand Barrel and Keys Her/Vit	£3.95
Bonnet Mirror Her/Vit Original	£11.75
Boot Hinges (pairs) Her/Vit/Spit I/II/III	£14.95
Boot 'T' Handle and Keys Her/Vit/Spit I/II/III	£9.80

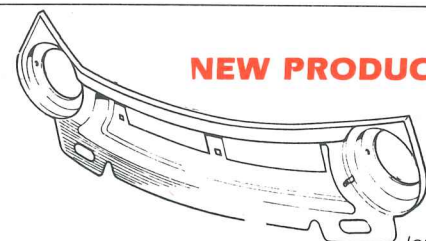
### Chrome/Locks/Brightwork cont.

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
Original Chrome flip top petrol caps - Spitfire/IV/1500	£17.50
Inner door handle assembly Spitfire/IV/1500/GT6 III	£12.75
Chrome Wiper Arm Assembly (all models)	£4.95
Stainless Wiper blades (all models)	£4.50
Tailgate lock assy. GT6 I/II	£12.95
Tailgate lock assy. GT6 III	£12.95
Front w/screen insert Spit I/II/III GT6 I II	£5
Tailgate rubber insert GT6 I/II/III	£5
Cover clips for inserts	£0.80
Spit IV/1500 GT6 III outer door handles (matched pair) black or chrome	£55
Spitfire locking petrol caps	£11.95
Herald/Vitesse locking petrol caps (chrome)	£5.75
Window winder handle Spit IV/GT6 II III	£3.95
Spit I II III GT6 I II chrome h/ight rim	£7.50
Window winder handle Her/Vit Spit I II III GT6 I	£3.95
Door inner opening handle Her/Vit, Spit I II III GT6 I	£3.95
Door inner opening handle GT6 II	£3.95
Cubby box lock complete Her/Vit	£4.90
Rear overider Her/Vit pair	£56

ALL OTHER LOCKS & BRIGHTWORK STOCKED	
--------------------------------------	--

### PANELS HERALD + VITESSE:

Rear Qtr. Valance Steel	£13.00
Front Wing Herald 13/60 Original Pressing	£45.00
Front Wing Vitesse Original Pressing	£58.00
Rear Wing Her/Vit	£49.50
Front Wing Arch Repair	£10.95
Rear Wing Arch Repair	£10.95
Sill Her/Vit	£9.00
Door Skin Original Pressing	£17.95
Bonnet 'D' plate Her/Vit	£8.50
Rear centre valance (orig Vitesse)	£32.00
Rear centre valance (orig. Herald)	£34.00



## NEW PRODUCT

Complete bonnet front pannel Her 13/60 £45.00  
ALL CHASSIS AND OTHER PANELS STOCKED

### PANELS SPIT/GT6:

Front Wing Spit IV, GT6 III	£38.50
Front wing orig Spit I II III/GT6 I	£46.00
Front wing orig GT6 II	£66.00
Sill - all Spit/GT6	£10.00
Rear Wing Original Spit I/II/III GT6 I/II	£49.50
Rear Valance Spit I/II/III GT6 I/II	£37.00
Rear Valance Spit IV GT6 III	£28.00
Boot Floor All Models	£36.50
Door Skin Spit I/II/III GT6 I/II	£15.50
Door Skin MkIV GT6 III	£16.50
Full Floor	£29.50
Boot Lid Spitfire IV/1500	£99.00
Rear Light Panel Spitfire IV/1500	£62.00

ALL OTHER PANELS SPITFIRE/GT6 STOCKED

### MECHANICAL/SUSPENSION/STEERING

Front Trunnion/Swivel Original Stanpart	£11.00
Steering Rack Exchange	£26.00
Driveshaft all models non-Roto	£45.00
New propshafts from	£65.00
Front Anti Roll Bar Link all	£7.95
Front vertical link Vit/GT6	£32.00
Front vertical link Her/Spit	£34.00
Stub axle Her/Spit	£17.50
Stub axle Vit/GT6	£19.50
Front wheel bearing kit including hub felt (state model)	£9.25

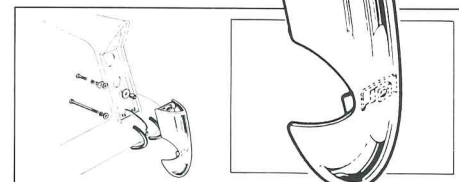
Top ball joint, all models	£8.50
Track rod end, all models	£4.95
Universal joint, all models	£4.95
Front shock absorbers, all	£16.50
Rear shock absorbers, all	£15.95
Rear full wheel bearing kit, rotoflex models	£11.95
Rear full wheel bearing, non rotoflex models	£12.95
Rotoflex coupling and bolts (genuine)	£24.95
Rear leaf spring Spit IV/1500, GT6 III late	£49.50
Rear leaf spring Spit I/II/III	£49.50
Rear leaf spring GT6 I/II/III Rotoflex	£49.50

### FUEL SYSTEM + CARBS

Petrol tank sender unit Her/Vit	£22.50
Petrol tank sender unit Spit	£18.50
Fuel pump Her/Spit	£11.50
Fuel pump Vit/GT6	£18.50

## Exclusive New Line FROM SIX SPARES

**Pressed Steel  
Chrome  
Rear Over-riders**



### For Herald & Vitesse £58.00 pair

Remanufactured to original specification supplied complete with fittings and mounts or can be ordered without fitting kit for £56.00 or singularly at £29.50. Numbers produced means no waiting. ORDER NOW!!

Hoods Herald/Vitesse - original quality	£68.00
Spitfire - zip rear window	£64.00
Carpet Sets - Herald/Vitesse tufted & bound	£65.00
- Spitfire - top quality	£65.00
ALL OTHER TRIM AVAILABLE	

### TRADE ENQUIRIES WELCOME

### FUEL SYSTEM + CARBS CONTINUED

Carb repair kit (Stromberg)	£9.95
Carb repair kit (SU's)	£9.95
Full range of new and fully recon. carbs available	
<b>BUMPERS ETC.</b>	
Rubber bumper set, Herald	£82.00
Bumper end cap aluminium, Herald	£6.25
<b>BRAKES ETC.</b>	
Brake disc 4 cyl. models	£12.50
Brake disc 6 cyl models	£14.90
Wheel cylinders (state model)	£6.95
Brake hoses front/rear (state model)	£6.75

### MOUNTS + BUSHES

Engine mounts 4 cyl.	£3.50
Engine mounts 6 cyl.	£5.00
O/drive g/box mounting	£14.00
Standard g/box	£1.60

### COOLING SYSTEM

Water pump Spit IV/1500 (non viscous)	£21.00
Water pump Spit 1500 (viscous)	£33.00
Water pump Her/Spit	£25.00
Water pump Vit/GT6	£25.00
Radiator overflow bottle (all models)	£5.25

**PLEASE NOTE —**  
**ALL PRICES EXCLUDE POSTAGE & VAT**  
**(15%) AND ARE CORRECT AT TIME OF**  
**GOING TO PRESS.**





## Sizzling new looks hot up the already hot favourite.

No doubt about it, the Triumph Spitfire is the undisputed holder of the track record for the favourite sports car.

It's held this position for years. And the new Mk4 is going to take it even further into the lead.

The low taper of the new style back, the deletion of raised seams from the bonnet, and the flared wheel arches give the Spitfire Mk4 a big-striding, urgent look. A look worthy of its racy performance, on the straight and round the bends.

A new improved rear suspension provides the basis for extra-sure road holding.

Other image sharpening changes are recessed door handles, outside and inside, and new wheels and trims.

Through the gears from 0 to 60 the latest Spitfire's acceleration is just as snappy as its predecessor's despite its increased weight. Actual performance figures are :-

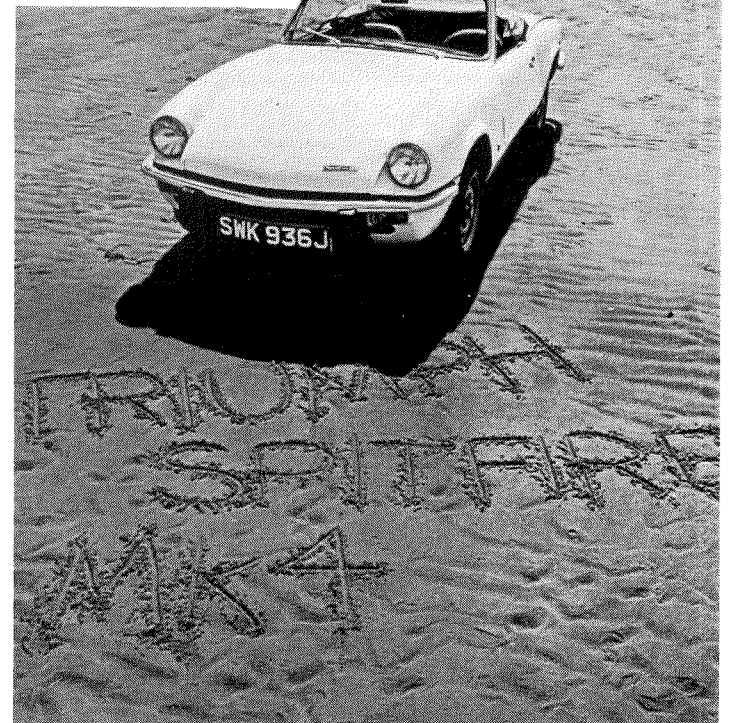
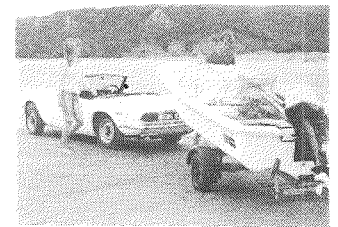
*Through gears 0-50, 9.0 seconds. 0-60, 12.5 seconds.*

*In top 30-50, 10.5 seconds. 40-60, 10.0 seconds. 50-70, 11.5 seconds.*

*Standing  $\frac{1}{4}$  mile 19.8 seconds.*

*Top speed 97 mph*

With figures like this, and a shape like this, you can see why the Spitfire Mk4 is destined to stay the firm favourite of the fun-lovers.





# Prestige

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



## TAILORED TO FIT PRECISELY

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

**Prestige**  
**CARPETS**

All sets based on  
**FACTORY**  
**ORIGINALS**

**LARGE S.A.E.**  
**FOR COLOUR**  
**BROCHURE**

## FACTORY QUALITY HOODS

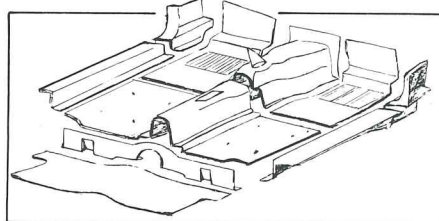
- \* H/DUTY PVC - Smooth grain black PVC hooding.
- \* SUPERIOR VYNIDE - Motor Industry Standard grain vinyl. Used as Original Equipment by British Sports Car manufacturers this vinyl is both flame retardant and U.V. stabilised.
- \* EVERFLEX - Superior range of coloured hooding used as original equipment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

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

## WORLDWIDE MAIL ORDER

MODEL	H/DUTY PVC	SUPERIOR VYNIDE	DOUBLE DUCK	MOHAIR
Spitfire Mk3/4/1500 (zip)	E66.67	E86.75	E108.43	E202.62
Spitfire Mk1/2/3	E57.61	E83.49	E104.37	E202.62
Herald/Vitesse	E62.79	E83.49	E104.37	N/SUITABLE
Stag	N/SUITABLE	N/SUITABLE	N/SUITABLE	N/SUITABLE
TR3-5	E84.16	E109.23	E136.53	E230.34
TR6, TR7	E73.80	E97.75	E122.19	E202.62

For Matching Tonneaus and Hood Covers, ring for a price.  
**FULL FITTING SERVICE AVAILABLE BY APPOINTMENT**



**Prestige**

## SOUND DEADENING KITS

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

## FORGET THE REST!

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

Model	BLACK VELOUR	DEEP PILE	SOUND DEADENING
Spitfire 10 pce	E43.02	E57.67	E28.05
GT6 15 pce	E53.91	E69.32	E35.75
Herald/Vitesse 4 pce	E32.13	E46.01	E24.75
TR Stag 11 pce	E53.91	E69.32	E35.75
TR4/5/6 15 pce	E43.02	E57.67	E28.05
TR7 7 pce	E32.13	E46.01	E24.75

For Matching Tonneaus and Hood Covers, ring for a price

## INTERIOR TRIM KITS

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

	Seat Covers Per Pair	Doors Pair	1/4 Panels	Rear Panel	FULL PANEL Sets
Spitfire Mk4					
O.E. Black	E60.50	E25.25	E14.70	E19.80	E54.45
Velour	E76.45	N/A	N/A	N/A	E75.90
Coloured Vinyl	E76.45	N/A	N/A	N/A	E65.45
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# MEMBERS HANDBOOK - 1991

## AND SELF HELP SCHEME

### JONTY WILD

This is now a well established TSSC service for members both in the UK and abroad and without doubt it is the most comprehensive publication of this type anywhere. Longstanding members will already be familiar with its layout and benefits. It is now time to start working on the next edition and I hope to improve and expand it yet again. To achieve this we need your help.

## SELF HELP SCHEME

Perhaps the main part of the book remains the TSSC's Self Help Scheme, so I will deal with this first. Elsewhere in the Area News Review in this Courier you will find the appropriate form to fill in and return it as soon as possible if you would like to participate. An important note here is that I am going to assume that all those who were in the scheme last year wish to remain in it for 1991 (assuming that they hold current membership), so if you wish to withdraw from the scheme you must tell me. If your details/circumstances have changed please complete a new form. To those of you who are not in the scheme already I would be grateful if you would consider joining it. It is indeed very unlikely that you would be contacted so it's very little trouble and remember you may wish to use it yourself one day, so it is only fair that you offer your help in return. You definitely do not have to be an 'ace' mechanic, we only ask that you offer what help you can. A cup of tea and somewhere to wash hands after making the repair may be all that is required. It is probably a good idea to give guidance on the headings we are using, they are:

- Basic Tools** — ie loan of general tools whilst the repair is made,

- Transport** — ie local transport to obtain parts, etc, to make the repair, any further is at your own discretion,

- Assist with repair** — an extra pair of hands to help with repair,

- Parking** — a reasonably safe place to park to do the repair or leave the car for a short length of time,

- Towing** — tow the vehicle (if safe to do so) to a local place where the car can be repaired or left temporarily,

- Bed for the night** — somewhere to sleep (bed or sleeping bag on the floor), overnight if repairs cannot be done and the driver can't get to his/her destination.

## OVERSEAS MEMBERS

I would like to make a special request to Overseas members to join the scheme. It is pleasing so see this side of the Self Help expand, but I do know that in the past some overseas members, particularly those furthest away have hesitated about joining. I think some of you are missing the point, the point is not just to help us Brits' when we are abroad, but to help you when you are touring and most importantly to give you contacts in your own country. So it doesn't matter if you live in Australia, the USA, Norfolk or somewhere even more exotic, get those pens out and fill in the forms.

## ★ FILL IN YOUR FORM ★ FILL IN YOUR FORM ★ FILL IN YOUR FORM ★

## TRADE DIRECTORY

The other important part of the existing Handbook's format is the Trade Directory and Specialist Services sections. I will be contacting all the trade firms that I know about shortly, so look out for the forms and please fill them in promptly. I am interested in expanding this section even more, so if you know of any specialist firms that might be interested in appearing in the next book, write and give me their name and address. They do not have to be Triumph Specialists as long as their work is of help and interest to members. Overseas Traders welcome, send for free form. The categories that were used last time and are likely to be repeated are the following:-

**PARTS SUPPLIERS (NEW) MECHANICAL PARTS SUPPLIERS, PARTS SUPPLIERS (SECONDHAND), TRIM SUPPLIERS, RESTORATION AND WORKSHOP SERVICES, CAR SALES AND SPECIALIST SUPPLIERS.**

Last time the latter ranged from paintings to books so if you know of a company which could be included contact me at the address below.

## MEMBERS BUSINESS

This was included for the first time last year. The intention is to allow members to advertise their businesses to other members for the mutual benefit of both. It doesn't matter whether you are an accountant, run a sports shop, have a restaurant or do bed & breakfast, as long as you are a member you can advertise in this section. I hope that you would consider offering a discount to your fellow members who use your services. There will be a minimal charge for advertising in this section (say £5) and I would like to think that this section can grow top offer as wide a range of services as possible, the stranger the better, though I do reserve the right to edit the entries (and to omit the rude ones!), write using the form in the Area News Review or phone (details below).

Please complete your Self Help forms, if you know of any specialist companies that might like to be included or any members who should advertise, or if you wish to advertise your own business, contact:-

**Jonty Wild, 121b St Mary's Road, Market Harborough, Leics. LE16 7DT. England 0858 467710**





**F**IRST of all a few requests. I would like to hear from anyone who has changed to an 'unleaded head' from John Kipping so that we may publish your reactions and findings. Secondly, I would like to hear from anyone who has fitted either an Alfa, lancia, or Fiat engine (or any other!) to their Spitfire as I have had a number of requests for more fitting details and any problems which arise.

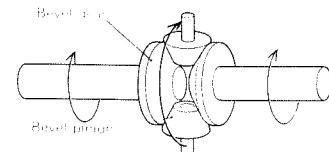
I notice that the AA have done a test on a Vauxhall Astra using 'Powerplus', one of the products claimed to assist your car run on unleaded petrol. They found it a very similar product to 'Carbonflo', the results of the test were that there was no significant difference in exhaust emissions!

As you will see from last month's Courier, most of our Spitfires are running on a 4.1:1 differential. The differential, or final drive unit, basically does three jobs. It converts the speed of the prop shaft to that needed at the wheels, it enables the car to go round bends by allowing the inner wheel on the bend to turn more slowly than the outer wheel, and thirdly, it changes the drive through a right-hand angle, i.e. from the prop-shaft to the wheels.

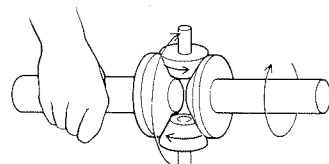
The flywheels of our cars run up to around 7000 revolutions per minute and this has to be reduced before the power reaches the road wheels. This reduction is done by gearing arrangements in the differential. A pinion on the end of the propshaft meshes with, and drives, the crown wheel in the diff. which is a much larger gear. The actual speed reduction depends on the difference in the numbers of teeth on the crown wheel and the pinion. As mentioned earlier, our diff ratio is 4.1:1, that is, the prop shaft revolves 4.1 times for every single revolution of the wheels. There are 37 teeth on the crown wheel and 9 teeth on the pinion, i.e.  $37 \div 9$ . Rotating with the crown wheel is the differential. This is the gear system which allows one wheel to turn slower than the other one when going round bends. The two half-shafts are driven independently by the differential gear so that when one wheel slows the other one speeds up leaving the crown wheel to turn at a speed approximately half-way between the two. Thus, if the outer wheel is turning at 80rpm and the inner wheel at 40rpm, the crown wheel wheel will be turning at 60rpm.

For those of you interested in fitting a baby seat in your Spitfire, it is permissible so long as the seat is attached to the body structure or chassis and, of course, you must inform your insurance company. Apparently the problem is not in fitting the seat but the

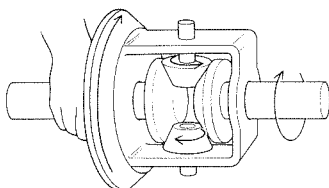
DIFFERENTIAL IN ACTION



When the shafts rotate in unison, the bevel pinions orbit with the bevel gears, but do not turn on their own axes



When one shaft is stopped, the other can continue to rotate because, as it does so, its bevel gear makes the bevel pinions turn on their axes. This allows the pinions to orbit around the stationary gear



The differential is contained by a cage which is fixed to the crown wheel. The half-shafts pass through this assembly

amount of space left for the youngster once it is fitted. I would be grateful to hear from anyone who has done this. I would also be grateful to hear from anyone who has fitted an uprated, or more efficient heater to their Spitfire.

Unfortunately, due to a broken ankle I missed the last Council of Management meeting. I did however, send in my report of the unleaded scene. Apparently not many of John Kippings £115 exchange unleaded heads are being taken up, around 150 in the last year. I shall certainly be exchanging my head when (when?) my car is going back on the road (unless I fall off any more mountains). I wonder how many of you have noticed that the

majority of companies specialising in Triumph or Spitfire spares, new and second hand, cater only for the MKIV and 1500 owner. It makes it all the more important to snap up those spare parts as and when you see them to put aside for a 'rainy day'.

With winter approaching, now of course is the time to check your anti-freeze, or better still, flush out the whole system forwards and backwards, check the radiator and hoses for cracks, leaks or perishing, check the condition of your battery, starter motor, dynamo/alternator, plugs, points, condenser, leads and cap, and, of course, the brakes and wipers. Happy safe motoring.

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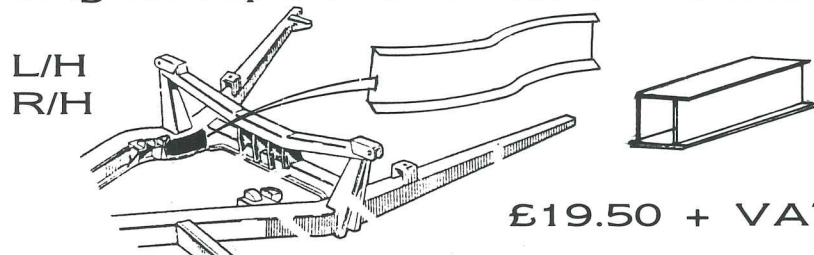
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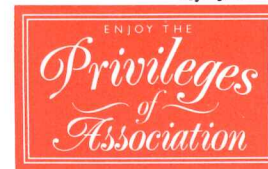
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# TRUSTWORTHY

David Fairhead  
With input from Peter Mitchell

**A**FTER the article can you Trust the Trust appeared in September's Courier, David Fairhead and Bill Sunderland were invited to lunch at British Motor Heritage by Peter Mitchell to clarify a few points.

Bill and I had been asked by Peter Mitchell, a long term supporter of the club, to visit his headquarters because of inaccuracies in my article over the two organisations, British Motor Industry Heritage Trust and British Motor Heritage Ltd, which I assumed were one and the same.

We were shown into Mr Mitchell's office. We sat down with our coffees and started to talk about old cars, economics, the politics of the motor industry and about British Motor Heritage.

Peter Mitchell is a likeable man who's amiability and academic museum background hide a hard commercial streak that has been essential to the long term survival of the British Motor Industry Heritage Trust, (BMIHT). The trust was incorporated in 1983 to accept the museum and academic activities of its predecessor company BL Heritage Ltd.

BMIHT is an academic, charitable foundation, which provides an invaluable service charting the history of those companies which have over the years come together to form the Rover Group by preserving vehicles and providing a public museum together with a wide range of archival services, responsible for many millions of engineering drawings, production and business records, and photographs. British Motor Heritage Ltd (BMH) was formed at the same time as the trust. This was necessary as the trading activities of BL Heritage were not compatible with Charitable status. The prime reason for the existence

of BM Heritage Ltd is to generate a profit which is legally covenanted to the BMIHT, this income is essential to the Trusts survival.

Both organisations are run by the same team of Peter Mitchell and David Bishop. Peter was invited to join BL Heritage as Managing Director in 1979 to run the whole operation on a self funding basis. David joined some 6 years later and has been responsible for the outstanding work in reintroducing many parts for the classic car market which had been NLS for several years.



So apologies to Peter Mitchell for the confusion, but as many aspects of the two organisations overlap, including the management, it is an understandable mistake.

The money in classic cars is incredible. British Motor Heritage estimate the market in spares

to approach forty million pounds a year and that Heritage Approved suppliers have about 40% of that market.

BMH Ltd's biggest commercial venture to date, is the remanufacture of the MGB bodysell masterminded by David Bishop; this was very time consuming and expensive to set up, but these costs will be recouped in time from the successful sales due to the high demand for the product. The current project is the GT version of the bodysell and the next major undertaking will be the remanufacture of the Midget.

But this is expensive business, even when the original tooling is available it can cost well in excess of £50,000 to clean and refurbish the many tools and jigs required for a complete bodysell. These are impressive figures, but BMH Ltd in conjunction with its approved specialist network undertake many much smaller projects.

But this is where I found the conversation difficult to relate to our cars, for whenever it could be steered towards club cars the information available to Mr Mitchell seemed scarce or he was not prepared to disclose what he knew. For everything else we talked about there was impres-

sive documentation. For the 'small Triumphs' as Heritage refer to them there appeared to be little information, granted he stated that BM Heritage have some tooling for the Spitfire and are currently producing parts for this model.

Mr Mitchell went on to explain that BM Heritage would in the first instance only consider reintroducing panel work if the original tooling was available to them. Questioned further he made the guarded statement that BM Heritage controlled no tooling for the Herald. While he supported all the clubs in helping to preserve as broad a range of Triumphs and to keep them on the road in his role as MD of BMIHT, but as MD of British Motor Heritage Ltd he must recommend to the board what he sees as the most commercially viable projects at that time taking into account the investment required.

Heritage approval is the other side of BM Heritage business, an area that Peter Mitchell was directly responsible for starting over 11 years ago. The original approval scheme started in 1979 was formed to assist the public in being able to assess a responsible company providing parts and or restoration services in a market not known for its business ethics. For several years following the start of Heritage approval BM Heritage was not involved in the manufacture of parts but derived its income from the exploitation of intellectual property owned by the company.

The concept of Heritage Approval is not to operate a closed shop but to set a standard that all companies in a classic car field both large and small should aspire.

The criteria for approval are in the end laid down to protect the end user against the manufacture of sub standard parts, and disreputable business practice. Peter Mitchell states if a retailer comes to Heritage for approval and meets the criteria "then we cannot turn them down." While

there are several requirements in the criteria one of the important items included is that the company seeking approval must have product liability insurance cover including punitive damages to a minimum of 1 million pounds sterling on a world wide basis for spares they retail or manufacture. By insisting on this it provides double security as the insurers also need to be assured of the companies quality control.



British Motor Heritage  
Limited is a subsidiary of  
the Rover Group.

This may seem to be using a sledge hammer to crack a nut but Mr Mitchell pointed out that having been involved in some horrific injury claims he personally sees it as his responsibility to reduce the likelihood of questionable parts being introduced into the classic car market. Perhaps it is time that the traders realised that they have to start playing the Heritage game if they are to progress. Old cars are no longer 'just old cars', they can be big business. Mr Mitchell is a reasonable man, if retailers obtain Heritage approval then he will help them all he can. If they need drawings for remanufacturing, Heritage can provide most of them; to the mutual benefit of both companies.

Yet it seems that BMH know little of the club and its needs. Although the second largest club in the country with over 15,000 members, Mr Mitchell claims that the Herald and Vitesse have limited market potential for Heritage at this time in view of the lack of tooling for these models held by them. We are not asking for a complete Herald bodysell; chassis are already available if Heritage could produce a few key panels then probably 60-70% of club cars could be given a new lease of life.

However Mr Mitchell kept returning to the need for BM Heritage to take decisions on strictly commercial grounds if tooling is not available the cost of remaking the tools and assembly jigs, even for some of the smaller panelwork, would be prohibitively expensive as Heritage will only remanufacture to original specifications.

Also any plans the company may have regarding long term future projects are strictly confidential, but he indicated that he saw a need for a total overview of the classic car parts business. We will remanufacture parts if we are convinced that it is commercially viable to do so; and providing the overheads can be kept at a reasonable level then the parts can be retailed at a realistic price.

Thus the onus is pushed back on to the club. BMH Ltd are not an altruistic organisation, as a subsidiary of the Rover group charged with making a profit to support BMIHT they have to stand on their own and they will not take commercial gambles.

As a club we have to convince Heritage of the genuine demand for quality remanufactured parts, but we have to convince the retailers too. There are too many dodgy 'repro' items on the market already. We need original specification parts, which means we have to be prepared to pay sound economic prices.

No one can question the sterling work carried out by British Motor Heritage in supporting classic car owners and the movement, I just wish more of the current activities related to our marques.

There is however one last point that arose during the days conversation, that perhaps really explains why nothing has been done for our cars. It has to do with the nature of classic cars in the 90s, it is of course financial: because they are merely old Triumphs, because they are not a good investment, because they will have to become rare before anyone is prepared to save them. Think about that one.

# A WORD OF WARNING

**RICHARD MORRIS**

After 12 months of saving, Spitty (ORR 6R) was bought with some trepidation in 1983.

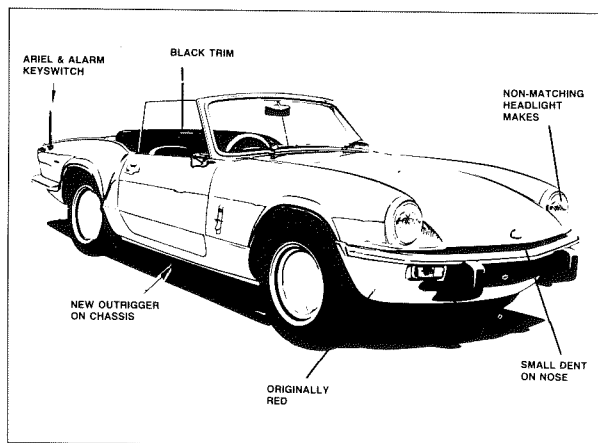
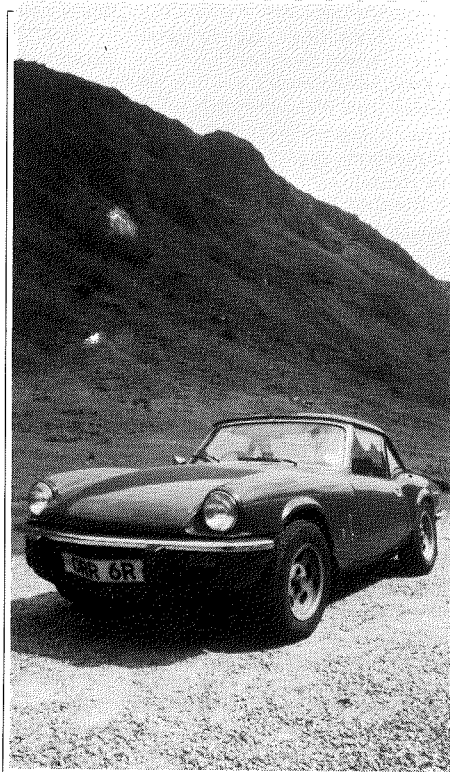
A firm relationship was soon made which grew and grew over the years. Spax and alloy wheels gave greater roadholding. Triumphtune manifold and exhaust giving her a nice growl. Optrononic ignition gave better economy and immaculate starting. As she grew in strength we moved around the country from London to Brighton, Rugby and Manchester. Girlfriends came and went. We travelled to Europe and many an adventure were enjoyed together.

Alas, no more - chained, alarmed and with little petrol in she disappeared in the early hours of September 10th 1990. I'm told that demand abroad for 'our cars' is rocketing and so my warning to others is to be extra vigilant, yours could be next!

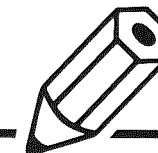
I wonder, with a relatively small number of cars at home, and abroad, whether we could not help ourselves to greater protection. A sort of 'neighbourhood watch' scheme. Any thoughts? (061 976 2528).

Again, with relatively few specialist garages, could not the trade in broken down cars be more accountable? The T.S.S.C. with a record of such things, could surely have a role here (incidentally my chassis no. is FH79437 & engine no. FM039361HE).

So goodbye to my faithful little friend, wherever you are and good luck in your new life.



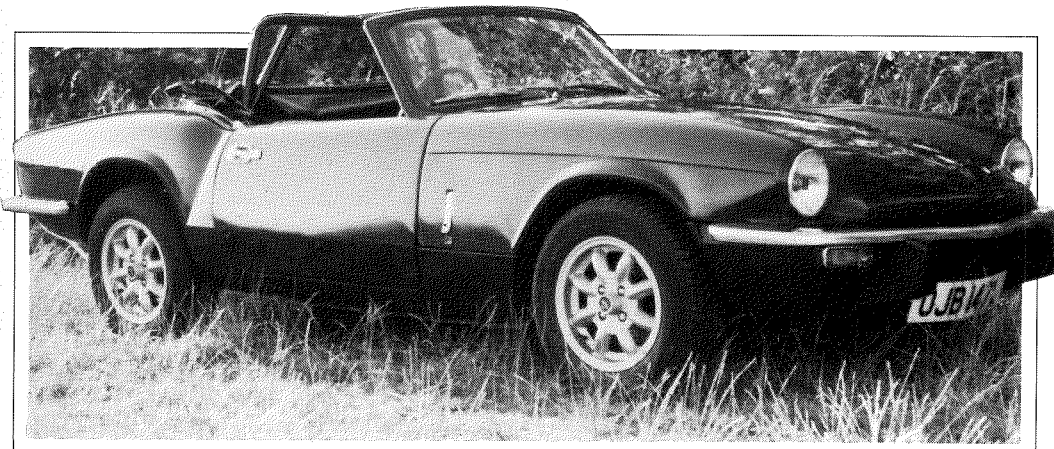
## Pen to Paper



### TRIUMPHANT FIRST TRY!

My two sons with a little help from dad, have recently completed, Wed. 25th July, 1990, to be exact, the restoration of a 1973 MKIV 1300cc Spitfire, which has taken 10 months to finish.

The car has been completely stripped mechanically and extensively overhauled in every department with the exception of the gearbox which did not require attention.



Shot blasting the chassis was invaluable as it highlighted weakness in several areas by holing the metal with the force of the blast material.

To say the body was shot would have been an understatement. In fact every outer panel and floor pan on the car has been replaced and inner panels refurbished, example, we used two sheets of 20 gauge steel 4ft x 2ft and one 4ft x 2ft x 20mm in fabricating panels and bracketing.

My oldest boy sprayed the car with original colour to specification in Permento from a bare metal

state in our house garage. In all six coats of paint were applied.

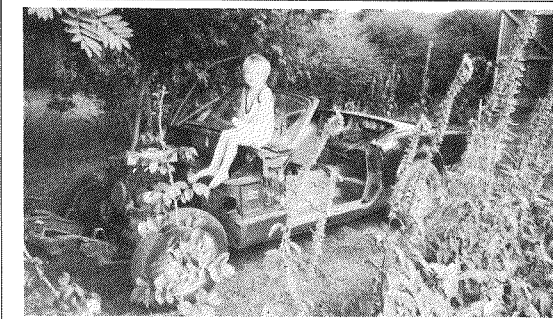
Inner upholstery and carpeting have all been replaced with the aim of keeping the car in a near original condition as possible. Only two departures from this criteria took place, a roll bar has been fitted for safety and mini light aluminium wheels for cosmetic reasons.

I think you probaly agree with our thoughts after seeing photo enclosed, not a bad attempt for beginners at restoration. **B. Burton, Alton, Hampshire**

### FUTUREWORLD DRIVER?

I understand the frustration of John Thomason with the rampant apathy amongst the IV/1500 owners and their failure to show at Stafford. My excuse is the state of the car and future driver. Whether or not the car will be ready before the driver is open to debate. If you can see through the flowers, the car is in the process of being stripped — a replacement chassis waits patiently out of sight. As a recent recruit to T.S.S.C. I have been most impressed with what I have seen and read so far.

**MAX FLOYD**





## HERALD/EARTHMOVER CONVERSION KITS

Readers may be interested to learn of a little known conversion available between 1963 and 1965 for their Heralds. Known as the 'Dumper Truck Conversion Kit' this was offered under kit No. 576574 (or 576575) with optional front counter-weight assembly). The conversion was a fairly simple one involving the removal of the boot lid (this could be stored and later replaced when the conversion was no longer required), addition of the flat boot floor extension unit (576574-1), the left hand boot side extension unit (576574-2) and right hand extension unit (576574-3). These were fitted using the adaptor assembly (576574-4) and bolted to the boot outrigger mountings damper turrets and boot hinge mounting holes.

This enabled the Herald (or Vitesse) to carry up to 5cwt., an optional number plate mounting and light was available (576576) to still allow road use.

Although this was a fairly simple conversion it was not popular as it was only offered for two years.



Beam Axle Herald!

I think I was very fortunate to find a Herald with this conversion fitted as it has proved very useful. I would be interested to hear if any of the other 30 or so kits supplies are still in use.

The other picture shows the beam axle Herald, I am not sure when this one was being tested by Triumph as the above Archive picture is undated. As can be seen it is undergoing rough ground endurance testing which was believed to have been quite successful as almost 600ft was covered in only 1½ hours. The main disadvantage of this conversion was the lack of a steering wheel which meant at least two people were required to steer it. I think it was for this reason mainly that Triumph did not continue with performance and reliability testing.

**THE ABOVE IS OF COURSE ALL TRUE!!!!**

**Martin Cameran (Somerset)**

**A smidge too much of the Scrumpy, perhaps!!**



'Dumper Truck Conversion Kit'

## ADVANCE WARNING

I have just finished a 'minor' (i.e. it didn't stop the car) problem on my Vitesse and as winter is on the way, no doubt bringing more floods, I thought I'd write with a spot of advice. Most of you probably know that the correct way to deal with fords (of the watery variety) and floods is to drive slowly but with plenty of revs. If you hit them too fast (as I did twice last year), the water gets in the distributor and you stall. If you do find yourself in this situation, remove the distributor cap and rotor arm as soon as possible and apply some engine oil to: 1) the cavity under the rotor arm, 2) the contact breaker pivot, 3) the aperture that gets to what you can't see.

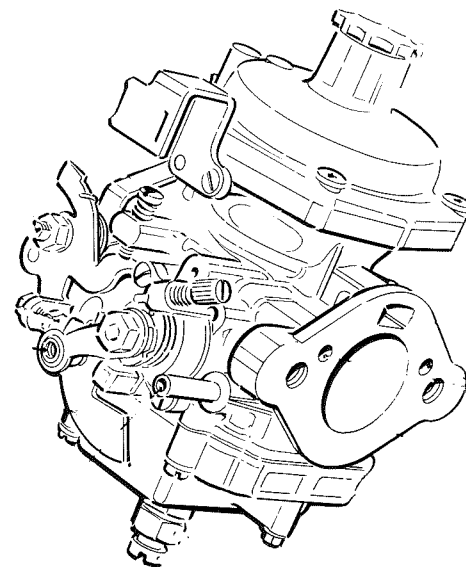
This is shown in all the manuals (eg, page 6-IIIIV of the BL GT6 and Vitesse 2 litre) as it is also part of the 6000 mile service. I failed to do so after last year's floods and shortly afterwards the centrifugal stopped working. The mechanism had seized with rust! On a totally different matter, I have recently moved to Banbury and now find that my nearest local area is some thirty miles away. I'm sure there must be some members nearby as I have seen a good number of club cars around, so if any member in the Banbury area would be interested in an informal get-together, why not give me a ring on Banbury 275778. Happy motoring.

Robert Pearce

## REBUILD OF A ZENITH STROMBERG 150<sup>CD</sup> CARBURETTOR

By **DAVE BEARDSLEY**

Photographs: **JONTY WILD**



**T**SSC Special Offers has been supplying Carburettor service kits for some time now, so I thought it was about time to try one. Time taken was around four hours and only a basic tool kit was required.

Start by disconnecting the battery, remove the air filter cannister (2 bolts) and disconnect the throttle cable, the vacuum advance pipe, the choke cable and the fuel pipe. Remove the carburettor from the inlet manifold by removing the two nuts and spring washers.

Clean the carburettor using petrol, degreaser or cellulose thinners. Now carefully observe two things (the voice of experience says that you will not remember, so take notes). The first is the orientation of the butterfly to the spindle. It has two indentations on one side of the spindle and it should be replaced in the same way. The second point of note is the arrangement of the throttle springs on the spindles.

The next job is to disassemble the carburettor, cleaning further if required, removing all traces of any old gaskets and lay out the components on clean paper.

Reassembly is simply the reverse of the foregoing, applying light oil (3 in 1) liberally to all components. What follows is a description of this process.

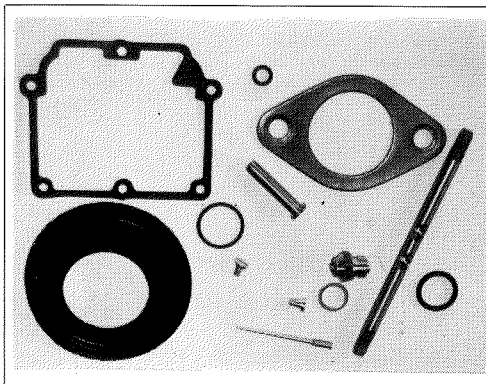


Fig.1. The contents of a full service kit 'B'.

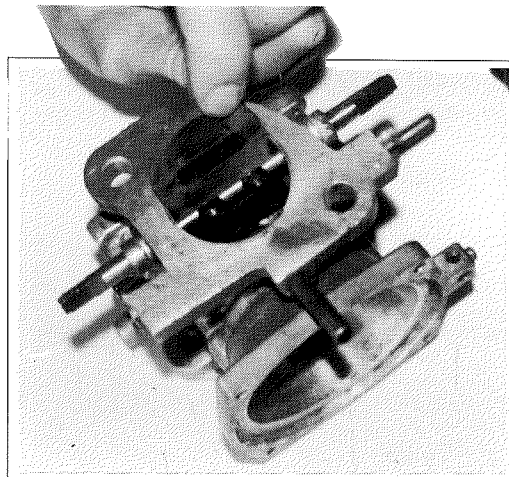


Fig.2. Insert the new spindle into the body of the carburettor and slide the throttle disc in as shown. Note that the recesses for the retaining screw heads should be uppermost.

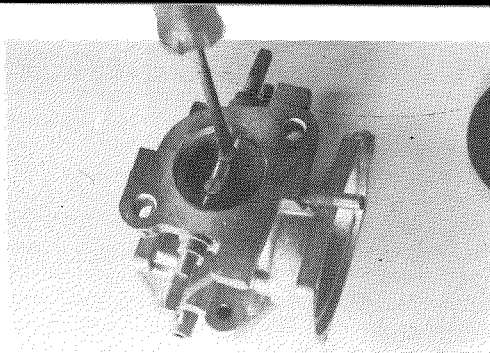


Fig. 3. Using the new screws provided, attach the disc to the spindle. Firm pressure is required, but be careful not to strip the threads from the relatively soft brass of the spindle.

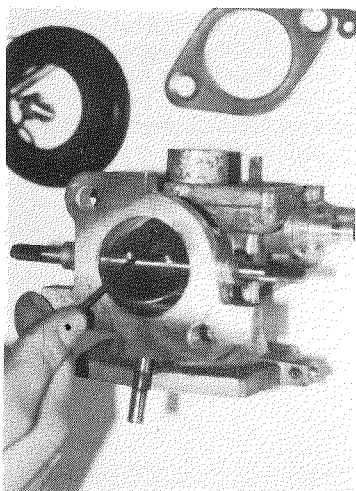


Fig. 4. A junior hacksaw blade held in the hand is ideal to burr the threads of the retaining screws to prevent them working loose and falling into the engine.

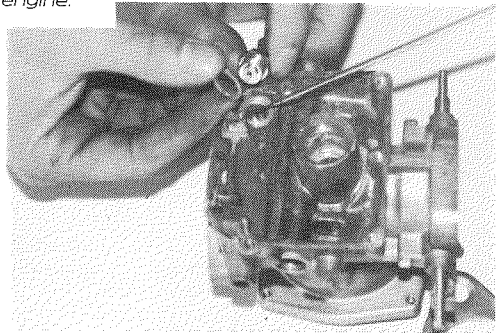


Fig. 5. With the old needle valve removed, you can remove any sand or swarf that may be trapped behind it. The new valve should be refitted using a new soft alloy washer.

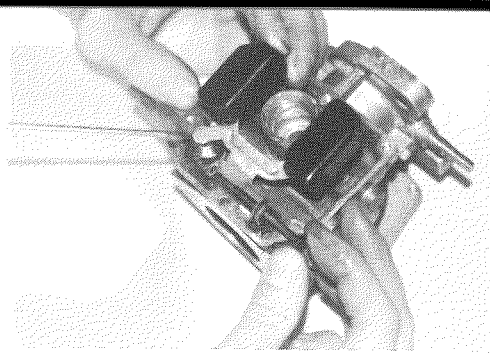


Fig. 6. Position the float as shown, before sliding in the retaining pin. Ensure that the small metal tag which operates the needle valve is positioned as shown. The float level should not need to be changed, but you should refer to the workshop or carburettor manual if you feel this is necessary.

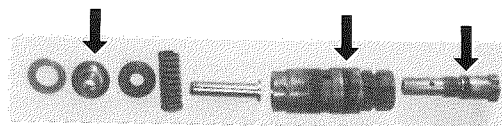


Fig. 7. This is the jet assembly, the 3 arrows indicate the rubber seals which should be replaced.

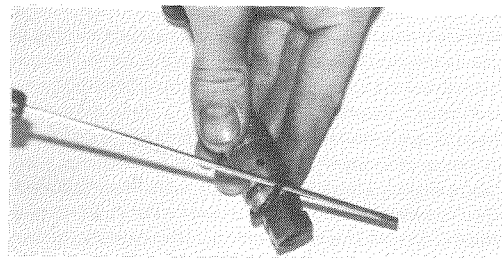


Fig. 8. The old seals can be removed using a suitable screwdriver. However, the new ones should be fitted using fingers only. Lubricate thoroughly.

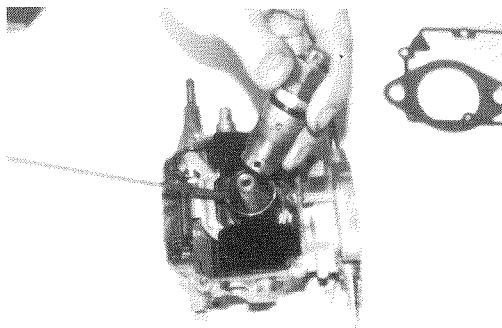


Fig. 9. Fit the jet into the body of the carburettor in the sequence shown in fig 7. At this point, the assembly should only be screwed in loosely.

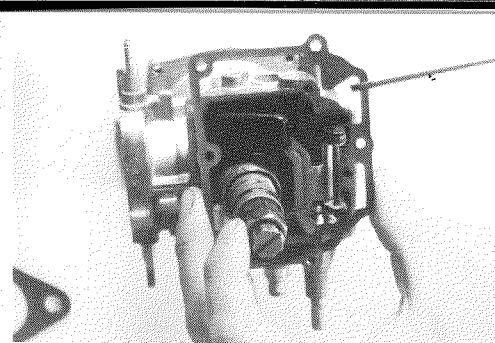


Fig. 10. The float chamber gasket should be fitted with this tag as shown, otherwise it will foul the needle valve.

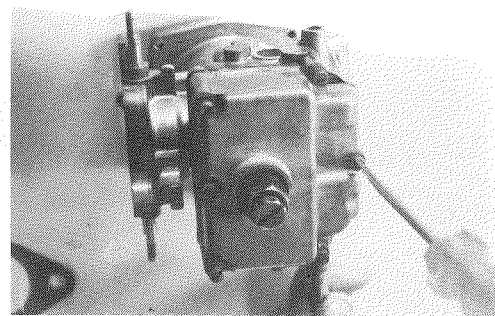


Fig. 11. Fit the float chamber using six screws, the three long ones in the deep holes and the three short ones in the less deep holes. Again, take care not to strip the threads in the soft alloy casting.

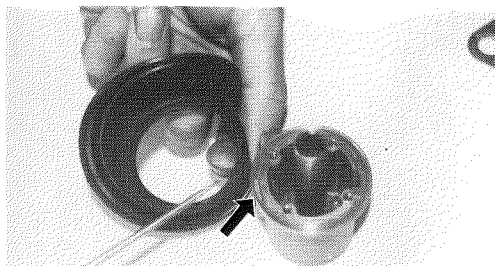


Fig. 12. Position the diaphragm so that the tag on its inner edge locates in the recess shown in the piston.

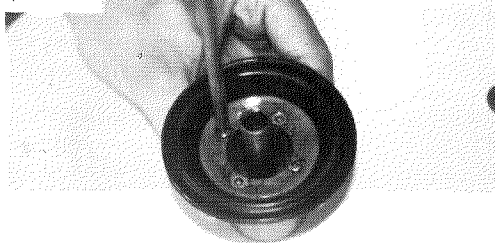


Fig. 13. Fit the retaining ring and secure in place with four screws. Take care not to dislodge the diaphragm during this operation.

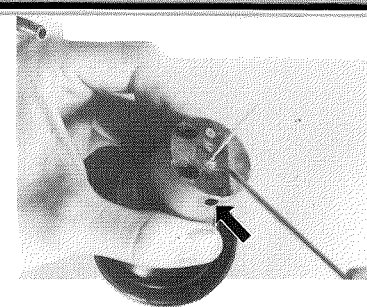


Fig. 14. If you have not already done so, remove the old needle from the piston by loosening the grub screw arrowed. When refitting the new needle, ensure that its shoulder is level with the surface of the piston as shown. Believe it or not, the needle is the most precision machined part in the whole kit, don't bend it!

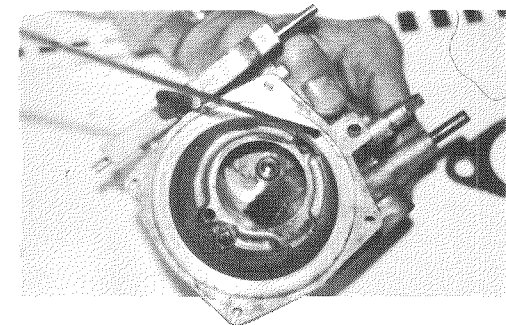


Fig. 15. This is the recess into which the tag on the outer edge of the diaphragm fits. Align this and slide the piston/needle assembly into the body of the carburettor.

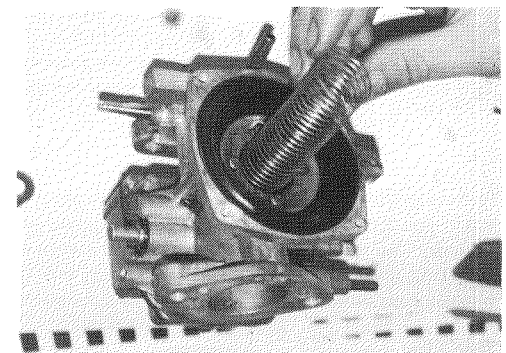


Fig. 16. Having checked this spring for damage, it can be placed into the piston as shown. If the spring is bent, broken or missing, replacements can be obtained from TSSC Special Offers or from a local carburettor specialist. (When ordering this or any other missing or damaged components, ensure that you can identify it either by part number or from an illustration in a manual).



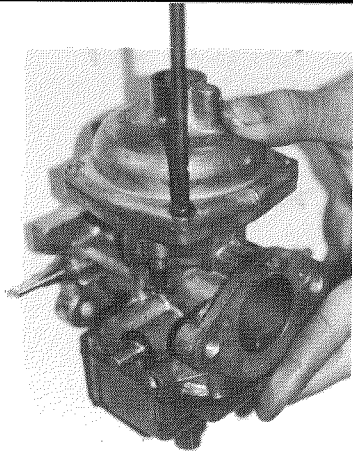


Fig. 17. Refit the dashpot lid, fit all four screws and progressively tighten them whilst ensuring that the piston is free to rise and fall by lifting it with your finger from within the carburettor body. Once this has been done, the jet assembly referred to in fig 9 can be progressively tightened whilst again ensuring the free movement of the piston.

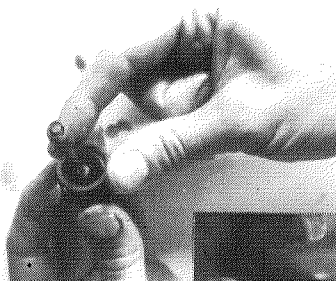
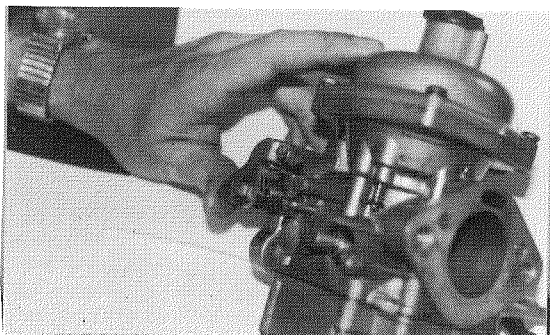
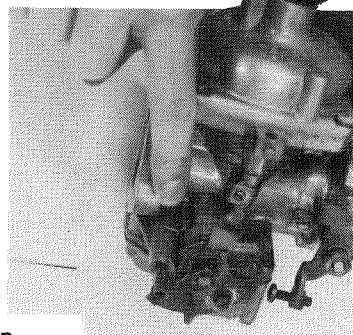
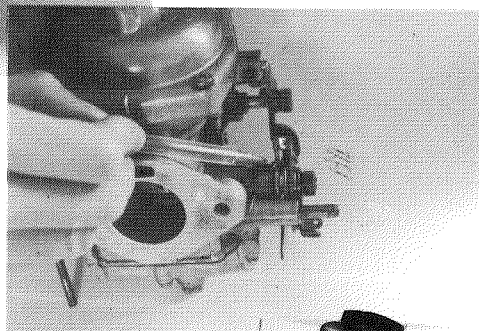


Fig. 18. Use a new card gasket on the piston damper and refit after topping up the oil in the dashpot.



Figs. 19, 20 & 21. Refit the throttle linkages and returning springs as shown. If you have sufficient notes at the start, this should be straightforward. I didn't and it took over an hour to get it right.



Refitting the carburettor to the car is straightforward enough, using the new gasket supplied with the kit. The rebuilt unit will require tuning to set the mixture strength, tickover and fast idle settings but an initial adjustment, sufficient to get the engine started can be obtained as follows: The mixture control screw should be screwed fully in, so that the top of the jet is level with the bridge within the carburettor. It should then be slackened off three full turns. The idle adjustment screw should be slackened of so that the end of the screw is just in contact with the body of the carburettor, then screw it in one and a half turns. Once the engine is running, refer to the manual for tuning procedure or have the car professionally tuned.

#### Conclusion

With exhaust emissions to be tested at MoT time and the ever rising cost of fuel, it makes increasing sense to have a carburettor operating in its most efficient state. The job can be accomplished in a few hours and requires only a basic tool kit. The tools used were: Spanners: 1/2", 9/16", 5/8". Screwdrivers: medium crosshead, medium and fine flat. Junior hacksaw blade. Pliers. Although the job can be accomplished without, it makes life considerably easier if you have either a full workshop manual or the Haynes carburettor manual (preferably both).



P & P each service kit  
order 2.50

P & P each carb order 4.75

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'Kit 2' - which is designed for a major overhaul and reconditioning of the carburettor.

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PIH Carbs. (Kit 1) contains gasket pack, needle valve & mixture screw.

PSE Carbs. (Kit 1) contains gasket pack, diaphragm & needle valve.

(Kit 2) contains Kit 1 plus spindle kit, main jet, idle jet & mixture screw.

SU Carbs. (Kit 1) contains gasket pack, needle valve & jet.

(Kit 2) contains Kit 1 plus needle, springs & spindle kit.

Stromberg Carbs. (Kit 1) contents as PSE above. (Kit 2) contains Kit 1 plus needle, jet assembly & spindle kit.

Car	Car b. Type	Price Brackets - per item		Service 'Kit 1'	Service 'Kit 2'
		Carb	Price bracket		
HERALD 948	Solex B28ZIC	90.00		13.85	NA
HERALD 948	SU H1	POA		14.75	NA
HERALD 1200	Solex B30PSEI	90.00		13.85	24.25
HERALD 12/50	Solex B30PSEI	90.00		13.85	24.25
HERALD 13/60	Stromberg 150CD	95.50		11.50	23.25
VITESSE 6	Solex 32PIH	POA		14.75	NA
VITESSE 6	Stromberg 150CD	95.50		11.50	23.25
VITESSE I	Stromberg 150CD	95.50		11.50	23.25
VITESSE II	Stromberg 150CDS	95.50		11.50	23.25
VITESSE II	Stromberg 150CDSE	107.95		11.50	27.75
SPITFIRE 4	SU HS2	95.50		14.75	22.75
SPITFIRE 4/II	SU HS2	95.50		14.75	22.75
SPITFIRE III	SU HS2	95.50		14.75	22.75
SPITFIRE IV	SU HS2E	POA		14.75	24.75
SPITFIRE 1500	SU HS4	95.50		14.75	24.74
GT6 I	Stromberg 150CD	95.50		11.50	23.25
GT6 II	Stromberg 150CD	95.50		11.50	23.25
GT6 II	Stromberg 150CDS	107.95		11.50	23.25
GT6 II	Stromberg 150CDSE	107.95		11.50	27.75
GT6 III	Stromberg 150CDSE	107.95		11.50	27.75
GT6 III	Stromberg 150CDSEV	131.50		11.50	24.75

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The TSSC believes that it has access to sufficient stocks of carbs and kits to meet the expected demand of these sometimes rare items. Some supplies are limited so we advise early purchase and apologise in advance for any items that we are forced to discontinue without notice. ★ PLEASE NOTE - prices listed for carbs and service kits are per carb., ie. for twin carbs order 2 and double price. Also detailed carb. information is required ie. check your carb number agrees with above, car model and make of carb is not sufficient. Those interested in replacement Stromberg Carburettors should note that the replacements are of the later type as supplied by Stromberg before ceasing trading. If you require more detail of the differences before ordering please phone 0858 - 467710



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# COUPÉ

## ROAD TEST: 5.0 LITRE V8 HERALD COUPÉ!!!!!!



As my pilot stared at the traffic lights, I glanced across at a beautiful Porsche 911 Carrera. With a humbling roar from its engine, its intentions were clear! With the green light it rocketed away, 20 yards later the Benetton coloured Coupé was pulling clear from the German Supercar. Yet again he tried — this was fun.

Finally, as he broke into a smile, he submitted to the little Triumph.

"What the hell have you got in that!", he enquired. "5 litre V8", we replied. With a nod of approval and a cheery wave we parted company. At the next available opportunity we put the car through some 0-100mph tests using Leitz timing equipment. As a comparison other production Supercar times are quoted. (See table at bottom of page).

On its last outing for the Autoprix '90 event at Avon Park, not even the mighty Ferrari Testarossa's could live with the Triumph.

It seems an awful shame then, that after organising a T.S.S.C. Club stand for the event, and being assured that four or five club competition cars would attend, we found ourselves alone for the 2 day event, with the exception of David and his radiant wife to be with their 2 litre Spitfire who we persuaded to come on the Saturday. Thank you.

The Triumph caused such a sensation with the commentator, the crowd were behind it all the way, every time it trundled out to the tarmac. What a golden opportunity to get the name of Triumph up with the Ferrari's, Astons, Lotus, Porsches and De Tomasos, right in the public eye? Maybe next year?



### 0 — 100 mph

Porsche 911 SC.....	14.2 sec.
Lotus Esprit Turbo..	15.9 sec.
Maserati Khamsin.....	16.0 sec.
Ferrari Mondial	
Quattrovalvole.....	16.2 sec.
Sierra R.S. Cosworth	15.9 sec.
Audi Quattro.....	18.0 sec.
Porsche 944.....	20.1 sec.
V8 Herald Coupé...	13.7 sec.

The first modification to the car was about 10 years ago with a tuned 1147 unit and lowered suspension. 2 years later a 2 litre Vitesse engine/box and all running gear was fitted, Spax's all round, servo and 6:13 Compomotive with Rally Specials. The next stage was a 2.5 motor with extractor manifold and a full cage and harness. All the work up until that time had been carried out by Tony Mee, the then Leicester Area Organiser. Then I bought it and blew the diff and replaced it. Then I blew the gearbox, replaced it with a Vitesse o/drive box with a 'J' type 2.5S box. It was a superb box, with a lovely change so strong it stayed together even after the 6th built diff and 2nd hub had disintegrated.



After selling and re-buying the car 3 times I decided it was time for a different rear axle. A Jaguar XJS was selected for strength, adjustment and independence. I bought a limited slip diff for the unit for £90 which was a bit cheaper than £700 for a Triumph unit! It was narrowed and the chassis was kicked right up to lower the car over the axle, Spax's fitted and new ones on the front. Race springs were also fitted.

The whole change cost £300 and will take 500bhp! The chap that carried out all of the engineering owned a 5.7 Chevrolet powered Model Y hotrod and was constantly trying to persuade me to fit a V8 to the car, but each time I referred back to the Sweet Revs of the Straight Six. He gave me a blast in his car and I could not believe it, the straight line acceleration distorted the road and made me feel decidedly 'peaky'!

After a couple of weeks he gave me a ring.

"Steve, I've got a motor for you".

"What is it?"

"Ford 302", he replied.

"What size is that?"

"5 litre", he answered.

"Mmm, I don't know", I said. He gave me a phone number to ring about insurance.

I couldn't believe it, £196 to insure a 5 litre V8 with IRS and Full RAC spec, and that was it, I drove it into the garage and with the unsurmountable help and enthusiasm of fellow coupé drive (Courier Nob. 1989 cover) Mark Holdsworth, within an hour the V8 sat in position.

It was to be the start of another chapter in the life of my Coupé and the long relationship with the "PODCAR" was bound tighter each time the lights turned green.

## STS TRIUMPH SPARES

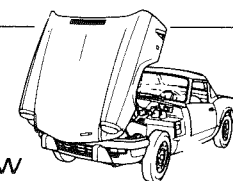
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# T.S.S.C. INTERNATIONAL CONCOURS RESULTS — STAFFORD '90

**W**ELL what a magnificent turnout of lovely cars all under one roof! It was a sight to behold — all those immaculate and gleaming club cars with their proud owners, brings a lump to the throat!

The surprise this year was where were all the Spitfires? Usually the hall is inundated with them but this time saw Vitesse's and Herald's taking over! The format for the concours was unchanged apart from the entrants booking in. This year Dennis went round each competitor and booked him/her into their respective class and gave them their plaques. The policy of giving 3rd places in recent concours has prompted more cars to enter this year. Unfortunately there is no 3rd place for the Bonds or Specials as in previous years these classes are

relatively low but this year saw a bumper turnout! We hope to see the concours becoming more popular with owners of the not so concours car, these have their own separate classes of Interior, Engine Bay, Paintwork and Unrestored, and is proving popular to enter and we would like to see more cars next year!

Some winners and old faces were missing this year, we hope to see Ranjit Singh, Hugh and Chris Roberts, Sharon and Paul Espin next year!

## The Results

### The Original Vitesse Class — Sponsored by John Woolley, Triumph Restorations

1st Vitesse MkII Conv. OFC 845H Bryan Grace (750)  
2nd Vitesse MkII Conv. SKC 277G Keith Fairhurst (698)  
3rd Vitesse MkII Conv. CUK 405J Peter James Medicott (691)

Well done to Bryan for retaining his trophy. It seems that there are only MkII convertibles in existence! Let's see those MkII saloons and MkI's competing against Bryan, Keith and Peter in '91!

### The Original Herald Class — Sponsored by John Kipping Triumph Spares

1st Herald 1200 309 DFD Roy Porter (716)  
2nd Herald 1200 Conv. XBH 380F Keith Tuckey (702)  
3rd Herald 1200 HXA 656 Guy Labbe (686)

Lovely car Roy but you had better keep up the polishing for next years concours! Our Belgian friend Guy did not do so well this year but it is always nice to see him and his gleaming Herald.

### The Original GT6 Class — Sponsored by Triumph Scene

1st GT6 MKIII SOV 786M Jaques Lawrenson (640)  
2nd GT6 MKI RLY 128E M. I. Ovenden (606)  
3rd GT6 MKI RLD 648E David Aspinall (603)

Well looking at the old scoreboard it seems a bit of a contest there between David and Mr Ovenden! Hope Jaques will join us again next year.

### The Original Spitfire Class — Sponsored by Classicar Automotive

1st Spitfire MKIV ULT 922M Victor & Helen Thompson (665)  
2nd Spitfire 1500 VJF 647X Philip Pearson (650)  
3rd Spitfire 4 MkII DTK 700D Clive Antell (627)

It would seem that Victor and Helen have put a lot of TLC into their car!

### The Specials Class — Sponsored by Dorian Motors

1st Cawthorne Spitfire 695 CRK Chris James (650)  
2nd Burlington SSII HYV 45N I Bailey (593)  
Although not a true Triumph the special to cause interest this year was the Trabant! I think the only thing Triumph on it was the coil off his Spitfire?! Well done to Chris for his hand 'carved' creation.

### The Bond Class — Sponsored by Triumph Bookshop

1st Equipe 2L Conv. NJA 791G Keith Dungworth (714)  
2nd Equipe GT4S BPH 834H Jayne Grogan (628)

Although only 1st and 2nd places were awarded it is worth mentioning that 3rd and 4th were very close with 625 and 611 points respectively!

### The Modified Vitesse Class — Sponsored by S.W. Classics

1st Vitesse MkII Conv. YKE 308J Dick Plumridge (728)  
2nd Vitesse MkII MCR 936 Malcolm Reynolds (700)  
3rd Vitesse MkII Conv. VHV 814G Sid Jensen (607)

Dick Plumridge's car must be seen to be believed! Nice to see our old friend Sid still obviously enjoying showing us his delightful MkII and we hope to continue seeing it and of course Dick to defend his title next year. A close second was Malcolm who I am sure will have both guns blazing for a future duel with Dick!

### The Modified Herald Class — Sponsored by Cambridge Triumph Spares

1st Herald 13/60 Conv. GUT 400N Geoff Matthews (618)  
2nd Herald 13/60 Conv. BYF 65H Ruth Cartlidge (606).  
3rd Herald 13/60 Conv. VMA 548J Susan Woodward (579)

Look out Geoff, those ladies will be trying very hard to knock you off top spot next year. 13/60 convertibles seem to be popular, any other modified Heralds out there?

### The Modified GT6 Class — Sponsored by Chiswick Car Craft

1st GT6 MKIII UGC 283M Angela and Andrew McGowan (671)  
2nd GT6 MKIII 246 LG S. J. Wallwork (631)  
3rd GT6 MKIII TJD 373M Steve Richardson (610)  
Well that was an interestingly fought class with Angela (I will give up smoking) McGowan showing us that harassing Dennis pays dividends! What class are you entering next year Angela?

### The Modified Spitfire Class — Sponsored by Midland Spitfires

1st Spitfire 4 DRW 503B Carl Heinlein (614)  
2nd Spitfire MKIII MFL 334F Mike Rose (558)  
3rd Spitfire MkIII OCT 557H Stephen Phillips (513)  
Well done again to Carl with his superb car!

### The Choice Pre 1968 Herald or Vitesse

Vitesse MkI Conv. PRT 624F Vicki Benson

### The Choice Pre 1968 GT6 or Spitfire

Spitfire 4 MkII DTK 700D Clive Antell

### The Choice Restoration of the Year

Herald 1200 Saloon 309 DFD Roy Porter

These awards are given to try to promote more early marques of Club cars to participate in the Concours. The above winners will no doubt want to hang on to their awards next year unless you can do better!

### The Paintwork Class — Sponsored by R. W. Rush

1st GT6 MKIII PAM 718R  
2nd Spitfire MKIV OOP 686R  
3rd Herald 1200 Conv. NE-RD-680  
Would the winner of this class please contact Dennis Benson as we need your address for the records! See Courier back page under Show Car.

### The Interior Class — Sponsored by Newtown Commercial

1st Vitesse MkII Saloon APG 311H  
2nd Spitfire 1500 SYG 970R  
3rd Herald 13/60 Estate EFM 215H

### The Engine and Bay Class — Sponsored by Cox and Buckles

1st Spitfire 1500 XGF 911S  
2nd Spitfire 2 L HRM 400N  
3rd Vitesse 6 Conv. JUY 131D  
Would the winner of this class also contact Dennis Benson.

### The Unrestored Class — Sponsored and judged by John Kipping

1st Spitfire 4 164 DJU  
2nd Vitesse 6 Saloon CHN 110B  
3rd GT6 MkII BWU 470H

## THE 1990 CAR OF THE SHOW

VITESSE MKII Convertible  
YKE 308J Dick Plumridge

You didn't have to say thank you, the look on your face said it all! Very well done and hope all your trophies are in price of place!

In addition, the judges felt the following cars worthy of recognition and were given a highly commended award for the owners hard work. We hope this will boost them to go for the top prizes in years to come.

Vitesse MkI VYO 136G:	Vitesse MKII BYP90H
Vitesse 6 6825 DK:	Herald 13/60 UWY 604F
Herald 948 RBN 579:	Herald 1200 RML 990F
Spit. MKIII GTU 762G:	Spit. 2 Litre EVR 786T
Spit. 1500 EBC 601T:	Spit. 4 Mk2 DOX 468C
Bond 2 Litre 633 BOO:	GT6 MKIII 609 MCV
GT6 MkI PDA 855F:	GT6 MKIII FVC 998L
GT6 MKIII ULU 4M:	GT6 MKIII NBH 764M

May I remind those winners to have their trophies engraved before handing them back before the 1991 concours! You will be reminded to return them near the time. Thank you to all of you who entered this year. I hope you enjoyed it especially if it was your first concours. If you have any criticism or comments to the way the concours is set out please let us know so that we may try to improve. How can we if we do not know where we are going wrong (or right!). Dennis and myself would like to thank the judges who will remain anonymous for their own safety! See you all next year, keep polishing!

Dennis and Vicki Benson

This years International Weekend saw more competitions and side shows than ever before. For those who missed the prize giving the results are set out below.

### Painting competition (7-12)

Samuel Notley, aged 10, Upper Bentley.

### Dinky Concours — deliberate mistake

The answers were: (1) There is an 'i' in Triumph and, (2) The white car with red stripes was not a Triumph. Peter Walker, Ironbridge.

### Area Banner — Surrey. Edible Car — Surrey Area

**Distance Awards**— There are two categories here; Club Car — 787 miles, Stephani Gwemon, France — Spitfire. **Non Club car** — 1004 miles, Patrick Kells, Berlin — Trabant.

### Radio Controlled Driving Test (South Yorks Area)

Senior — Chris Edwards: Junior — Paul Walker.

Youngest entrant — Sam Roberts, aged 3.

### Battery Lift (Essex Area)

Ladies Prize — Pam Griffiths: Gents Prize — Mr E Corns (Prize to be claimed)

**Gymkana (Surrey Area)** — Spitfire/GT6 — Mike Turner, Spitfire MkI. Herald/Vitesse — Paul Claydon, Vitesse. The raffle was the biggest and best yet, with prizes totalling over £400 being given away on Sunday. Several of the winners have yet to claim their prize and the winning tickets are listed below.

**Saturday:** Brown 223 ED99806. — **Sunday:** Blue 365 BM999955 — Blue 164 BM999955 — Blue 392 BM999955 — Brown 114 BE99806 — Brown 245 BE99806 — Yellow 39 AL989585.

Prizes should be claimed by sending the winning ticket to Dave Beardsley (Address inside rear cover/Courier) The organisers would like to thank the following Traders who donated some of the many raffle prizes. **TRIUMPH SCENE RIMMER BROS JOHN HILL SPORTS CAR SUPPLIES TRIUMPH BOOKSHOP JOHN KIPPING CLASSICAR AUTOMOTIVE S.O.C. SPARES, S.W. CLASSICS SIX SPARES CHIC DOIG M.B. AUTOS CENTRAL SPITFIRES** Thanks must go to the areas who volunteered their services over the weekend for the running of the games and other assistance. It was particularly pleasing that Surrey area, having offered to help in many ways, walked off with two of the prizes.

Jo Seward & Dave Beardsley

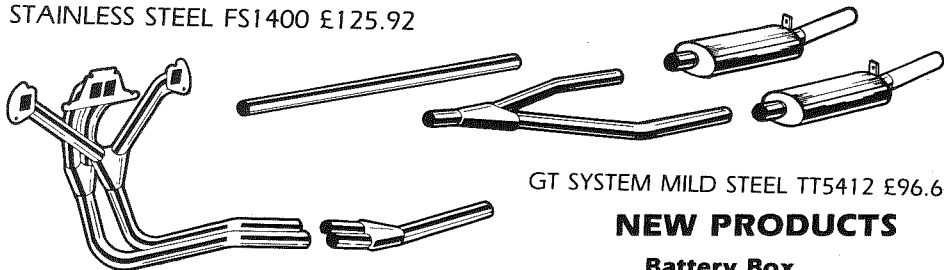
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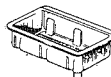
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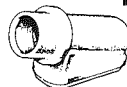
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# All in Several Years' Work

## The Story of Our Triumphs, by Robert and Andrew Pearce

Part 1 — In the Beginning was the Spitfire

By Andrew Pearce

It all began one bright day in May 1986. I was coming down from Birmingham University to travel to a hockey festival with my oldest brother, Mark. As the coach approached Beaconsfield we were overtaken by a red sports car. I knew Mark had just bought a car, and it wasn't another Morris Minor, so just for a moment I dreamed it might be his. As I got off the coach there it was again — a classic, beautiful lines though a bit scruffy. It WAS his! I had to be told it was a Triumph. I had always thought Spitfires had chopped off back ends. Needless to say I was converted.



Robert was next. He had just passed his test a week after starting work near Reading. He needed a car, and having worked on Mark's Spitfire he wanted a Herald. But a 2 litre Vitesse (VPL 173G — a MkII as stated in the August Courier) came very cheap, probably because of its green bonnet on a (nearly) white car. Renamed 'Wombat' by Hants & Berks, he became an active member of the TSSC and took great care of his car. Unfortunately, while the Vitesse received much fibreglass, filler, an overdrive gearbox etc., the Mk3 deteriorated. By the time I could afford to buy a car it had been running with no gearbox oil for some time, in addition to the total lack of crankshaft thrust washers, severely worn suspension, non-functional overdrive and totally knackered carbs that it had had since Mark bought

it. A screwdriver revealed the bodywork to be just as bad and it was clearly not practical to take up Mark's offer to let me use it. Mark's membership lapsed, and with a Mk2 Spitfire from Colchester on St. Valentines Day 1989, mine began. As a student I didn't use it much but when I did I found the swing axle tricky. It certainly didn't behave like the Ford Orion I was used to! I lost it twice, once attaching a dry stone wall to the bonnet. (Observation from Robert: you aren't really a true Triumph driver until you have - 1) spun the car, and 2) had a mechanical failure. Cars with with Rotoflex and 948 Heralds can be excepted from the first.) The car was not severely hurt but the wall was expensive. As the tax expired and the MoT drew near it was time to sort out the holes. The adventure had begun.



## Vexation without Vindication

THE bible says that if you have a disagreement with anyone, you should talk to them and sort it out. If you have to go through a solicitor then you have failed as a human being.

Having just failed to be a physics teacher, and having just forked out a large sum for a dry stone wall, all after the worst hockey season of my life, I was unemployed with time on my hands. Robert's Vitesse needed some work and my Spitfire needed a new body. We replaced some of the Vitesse's front suspension on our usual common 'parking' area outside our parents' garden. It didn't seem to justify the developer's comparison with 'Arthur Daley's Scrapyard', particularly as he later proceeded to dump a pile of building rubbish on the very spot, but we stopped using that area in any case. And that, we thought, was the end of it. Some time later, when I had become practised at MIG welding, we started on my Spitfire in our parents' garage. Only when we had removed most of the old bodywork was it suggested by the chairman of residents that some anonymous person may not have been entirely happy about 'the noise'. A totally impractical suggestion was made that we could move the car to a garage nearby (4 miles near) which wasn't available, for only £5 a day. We contained our amusement and tried to find out who was concerned about the work. Rumours were spread that we were breaking the covenant our parents had signed. We checked the documents and could not find any justification for this. Meanwhile, as all the residents within shouting range of the garage assured us they did not mind, we continued with the work

making every effort to avoid noise when anyone was in. Eventually we received a letter from the developer's solicitor threatening legal action, including the removal of the car. One more week and we could have the car back on the road, but at least we know knew our enemy, for that is what he had chosen to be. We tried to reason with him but all he would say was: "I'll see your parents in court". We sought advice from the chairman of residents and tried to follow it but it was impractical. So we decided to leave the remaining grinding and go straight to the spraying to stop the new panels from rusting. We told the developer of our plans and assured him there would be no noise. "But we don't want the whole estate smelling of paint do we. I'll see your parent's in court", AND 'It's illegal to have a power cord across the road'. It isn't, particularly if it is a private road, and if there was power in the garage we wouldn't have needed to. We informed him that we had sought legal advice and that we would not be causing a nuisance, to which he replied: "A nuisance is what your neighbours think it is". When we received the second solicitor's letter the car had been 'finished' for two weeks, indeed I had been working twenty odd miles away for that time. The reply his solicitors received, from a City firm, was blunt and dismissive.

As an epilogue, the developer then built a porch on his house, without planning permission, causing considerable disturbance from about 7am most days. We refused to give him the fight he was spoiling for, but we never really got vindication.

**'I'LL SEE YOUR PARENTS IN COURT'**



## Part 3 — Victor's Story

My first contact with 'Club' cars was back in 1965. Alright I admit I was only a babe then, but I have fond memories of the second 1200 Herald that Dad owned.

Following my involvement in an unsuccessful attempt to change the engine in my older brother Mark's Morris Minor, I was pleasantly surprised at how easy it was to work on the Spitfire he bought next. Now I didn't really see myself as a sports car owner, so when I finally passed my test a Herald seemed like the car for me. Various friends (one in particular who drives a Golf GTI!) suggested a Vitesse might be better, but the insurance would be excessive, I reasoned. I estimated around £700 to buy a reasonably sound car and withdrew the appropriate sum from my savings. However, when I came to look in the Trader there were very few Heralds within that price range and those that were had gone before I rang. One particular car did catch my eye, however, but it was a 2-litre Vitesse. Mind you, at only £400 it had to be worth investigating, so I went to have a look. It was definitely 'scruffy' as the owner put it, but it seemed to go alright. The bonnet had recently been replaced due to a bash and the best one he could find at the time was green, which clashed a bit with the white body. He did mention a good white Vitesse bonnet in a local scrapyard, but that car was subject to an insurance investigation so

*By Robert Pearce*

it wasn't available yet.

With some reservation, mostly put down to not having looked at any other cars, I decided to buy it. The insurance took up most of the rest of what I had put aside. For the next week I still had a season ticket to work so I only drove it on the Friday when I overslept. That weekend I was going home to help Mark move into his new flat, and on the way up a strange noise began to emanate from somewhere under the bonnet. At first I thought it was water boiling, but that didn't tie up as it sometimes stopped when idling. When I got home I opened the bonnet but the noise had just stopped. I couldn't see anything so I blipped the throttle. Instantly a puff of smoke came up from the dynamo and the noise started again. The bearing had gone so badly that the dynamo sometimes stopped still. A new dynamo was purchased and fitted on the Saturday. On the Sunday I offered to take Andrew to catch the coach back to Birmingham. It started first time as usual, then cut out and wouldn't start again. I had to get a lift back to Newbury. The next weekend I replaced the coil, which had been hanging by the wires because the bracket was missing, and hey presto it started up immediately. The moral of this tale: If you know something is wrong, put it right before it fails. Apart from the dynamo, nothing on Victor has ever failed without me having at least a small part of the blame.

*To be continued*



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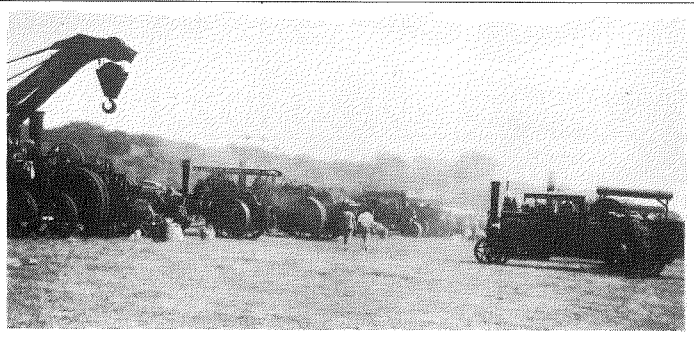
# ALL THE FUN OF THE FAIR

Richard Dakin

ALL THE FUN OF THE FAIR! (Or a look at the August Shows)

Two weeks of shows; 1100 miles; Mark 2 Vitesse; 24 m.p.g.? A bit thirsty? Not really, when you consider that two thirds of the mileage was covered whilst towing a caravan! The first of August saw me giving 'Folly', my trusty Mk.2 convertible, a touch of 'welly' as I cruised, hood down, up to my brother's farm in North Suffolk to collect my little 'Swift Rapide' caravan for a few days around the shows. My Mother was screaming something like 'This is really great' from the passenger seat as we travelled speedily past the sugar factory (Pooh!) at Bury St. Edmunds and on up the winding country lanes to the farm.

Two days later, after cleaning up the caravan and stripping and regreasing it's wheel bearings etc., it was time for the trip up to Cromford in Derbyshire and the yearly Steam Rally. What a day! Friday 3rd August; do you remember it? It was so hot, I had to keep the roof UP to avoid sunstroke! I quenched my thirst with hot lemonade as I wended my weary way up the M1.



Saturday was a pleasant, smoke-filled, day with steamers of all kinds puffing around with a somnolent indifference to the world of the micro-chip. The afternoon took in a trip to Chatsworth House and as the sun sank down, the smoke drifted skyward as we barbecued our sirloins.

Sunday dawned and I prepared to move - destination, Leicester. Stanford Hall sits proudly in idyllic surroundings on the banks of the River Avon with it's little craft shops where glass is blown, wooden toys are hand-crafted and ceramics are moulded and glazed. Leicester Area did us proud. It's the first time I've been to this event and it really was rather pleasant; with traders, regalia, concours, autotest and tug-o-war all competing in the warm sunshine. All the usual die-hards were there. The first smiling face I saw was young Annis from South Yorkshire and Peter. Why am I the only person here with a caravan I asked as the smile broadened into chuckles of laughter.

It wasn't long before I bumped into the Hants/Surrey/Berks folk and we ventured forth in search of bargains. It was a delight to get such value for the £2.50 entrance fee and the free camping for the week at the Bath Hotel Shearsby Spa was a real bonus. Annis and Peter kindly allowed me to join their convoy back to the Bath Hotel at the end of the day (where the caravan should have been), along with Leon and some very friendly enthusiasts from across the Channel. (Only Leon can stop a 10 mile convoy halfway for petrol!). After the convoy, a quick cup of coffee, and they were off leaving me in a field full of sheep, another caravan, and a tent.

I ventured forth to speak to the contents of the tent. Another few minutes and Paul, Becky and myself were drinking coffee and talking about... yes you've guessed it. They are newish members from Horsham in Sussex and are looking for a good Area to join.

At the caravan next door I was reacquainted with Tom and his fellow enthusiasts from Surrey and do you know what we ended up talking about? ... Tuesday arrived. A phone call to my friend at Radio Derby. 'Hello Kim. Can I park my caravan in your front garden 'till Saturday? Great! Are you free for the Derwent Valley barbeque tonight? It's about five miles from your house. Fine, I'll be in your front garden when you get home.

The Derwent Valley barbeque went down a treat.

The sun was sinking as I squirted the tomato sauce on my burger, then the tube of mustard? Oh! dear. Have you got a tissue to wipe the hand cleanser off my burger, please? For my sins I ended up spending the evening indoctrinating a non-member in the benefits of owning a Herald chassis. After some pleasant evenings with Kim's Social Club it was time for the last event of the tour, Stafford. Shortly after arriving around Saturday lunchtime I was reunited with all the friendly faces from the week before, plus a few more. Would you like a cup of tea, I said? Sue was the first to try it. Ten seconds later she threw it out of the caravan door! We deliberated on the reason for a few moments. Was it the milk? Or does Derby water not travel well? Who cared, it was almost time to open the beer anyway.

Saturday evening saw us sitting round yet another barbeque, supping ale and talking about... On Sunday we perused the usual bargains and spent some money. I didn't spend much but I helped Mark spend some of his and Geoff also. At lunch time the A.O.'s (Area Organisers) met for a chat to put the views of Club members to Mike Crewes, the Area Liaison Officer and several matters received a good airing. Then, sadly, it was time for the farewells and 'Folly' reliably towed the little caravan back to the farm. (Hankies out!). So, until next time...



For those who tow with a 2 litre Club car there follows some information which indicates mileages with and without a caravan. Towing was not generally at less than 50mph and without the caravan a fair amount of 70mph driving was done, so figures could have been improved a bit by keeping to about 50mph throughout. The car is fitted with a home made (Practical Electronics) electronic ignition, which used to give significant increase in economy, but hasn't been checked recently.

Date	Location	Galls	Tank Miles	M.P.G.	Not Towing
1/1/80	London	6.63	F	000.0	
3/8/90	Cambridge	7.36	F	198.5	26.97 c.150 NT
4/8/90	Derbyshire	7.67		359.8	c. 15 miles NT
7/8/90	Leicester	6.81	F	514.9	21.85 c. 40 miles NT
8/8/90	Derbyshire	4.92	F	621.2	21.61 c. 80 miles NT
10/8/90	Derbyshire	3.85	F	713.6	24.00
12/8/90	Cambridge	2.82		905.3	
12/8/90	Suffolk	2.80		973.8	
13/8/90	Suffolk	7.16	F	1010.2	23.21
14/8/90	London	3.16	F	1107.4	30.76 c.115 miles NT

Overall distance = 1107.4 miles. Total petrol = 46.55 gallons. Average m.p.g. = 23.79.

In October 'Folly' will be taken on the Club Triumph North London, Round Britain Reliability Run in aid of the British Heart Foundation. She will be driven 2000 miles in 48 hours from London to John O' Groats to Lands End and back to London. There are several T.S.S.C. members who belong to both clubs and will be accepting this challenge. If you would like to sponsor me for completing the Run please telephone me. My number is under Herts. South in the Area Directory.





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Clutch Assy .....

.....	£56.00
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Sump Set .....	£7.95
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Brake Discs .....	£15.00 ea
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Shoes .....	9.00
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# 1990 Racing News . . .

Guy St John - Wallington

## EVENT 8 Pembrey

As Kim was not able to make it to Pembrey, I am going to write this race report for Event 8 of our Championship.

I arrived at the Circuit at about 10am, and most of the drivers were already there, preparing for scrutineering and practise.

As I unlocked the car from the trailer, I was speaking to Kevin Ginger (standard Spitfire), and he said that the day before, he had been testing and done a best time of 1:13.5 and considering that the class B record (road modified - which I am), is 1:18.2, this was obviously going to be a very hard time to beat.

So we all went out for practice and 'Did our stuff'. When the times came out, it proved very interesting reading. Eddie was on pole position (class C - race modified), Kevin Ginger was 2nd, 3rd was Tony Dean and 4th was myself, and all others on qualifying times thereafter. I was quite pleased with my practise time, but felt there was still room for improvement.

At the moment I am lying second in class, overall to Nick Barry and Adrian Boyle, and to win the class this year I have to win all 4 remaining races, and set new lap records, which meant I had to go flat out for the race.

We all assembled in the collecting area, for the race, and everybody was looking forward to a good days racing. I am always a bit nervous before a race, and maybe more so today, because I had to do well.

So off we all went on the Green flag lap, trying to get our tyres warm, for that all important extra bit of grip on the first few corners.

The green light came on, and Tony, who was next to me on the grid, got a really good start (makes a change? \*!/? \* \* \*) and had the field into the first corner, with Eddie 2nd, Kevin 3rd and me 4th, and everyone in the mid-field all battling for positions.

Back at the front it was all go, as Kevin had a totally 'sideways moment', in which he only just managed to keep in front of me.

For the first time since I've been racing, I was managing to keep up with Tony and Eddie (and now Kevin) at the front of a race.

It was obvious that the Spitfire and Vitesse, at the front was holding each other up, because of the defensive lines Tony was taking, and the wide lines Eddie was taking, trying to get past him. After a few laps I was able to hang on to Kevin (in 3rd place), quite easily, and on 3 or 4 occasions, managed to pull alongside him, but due to the fact that I had to finish the race (for the points - having lost 10 in the gravel

trap at Snetterton) I decided that discretion as a better part of valour.

At about 2/3 distance, Eddie was still behind Tony, and Kevin was harassing both of them, managing to get in front of Eddie for 2nd place, on 2 occasions.

On the next lap, as the 4 of us were coming to the slow corner, at the back of the circuit, Dave Barnes, in his standard Vitesse, was about to be lapped by the 4 of us, who are all covered by about 3 seconds. Tony and Eddie got past him with no problem, but as Kevin was about to pass (mid corner), Dave could not get out of the way quick enough, and unfortunately Kevin hit him in the rear, causing David to fall off. On the next lap (8) as we were all coming to the final corner, before the start straight, Eddie was obviously getting very frustrated at not being able to get past Tony, so he tried to go round the outside.

As he pulled alongside Tony, halfway round the corner, Tony's back end stepped out, and hit Eddie, causing him to spin off onto the grass, which meant that Tony had to back off to take avoiding action, and not needing a second invitation, Kevin nosed ahead, and took the lead briefly in his standard Spitfire!

But before the next corner, Tony had powered past him.

I was now lying in third place with Eddie playing 'catch up', which he did to me and Kevin within the final 2 laps, setting his fastest lap on the 10th and final lap, but he still couldn't get past Tony.

So at the finish there were 3 seconds covering the 4 of us, with Tony taking the chequered flag, Eddie 2nd, Kevin 3rd, and me 4th.

This was not my best overall placing, but it was certainly the best in terms of keeping up with the leading cars.

And when the final result sheets came out, I had done the fastest lap of 1:14.6 which meant I had got the lap record in my class by nearly 4 seconds, and as an added bonus, it was the second fastest lap (beating Tony and Kevin), of the race.

All in all, I had a good race and it was also a good race for the spectators to watch.

So now all we had to do was pack up and drive a journey of 4 hours home.

See List of Officers for name and address of Press Liaison Officer.

# 1990 RACING NEWS . . .

KIM PEARSON - LIAISON OFFICER

## EVENT 9 - LYDDEN HILL

**W**HAT an appalling day for racing, although we left home at 8am, it was dry but rather dull, so it was just as well we took our umbrella's with us.

We arrived at Lydden circuit at about 10am, to find nearly all the drivers already there.

For those of you who have not been to Lydden before, you will know that the competitors are not allowed to start their engines until 12.30pm, but you still have to be there fairly early for scrutineering. The T.S.S.C. practice was number 4 in a list of 8, but previous to all practises was a drivers meeting, to which all drivers have to attend, if they don't they are not allowed to race.

Everybody made their way to the meeting, and it was then that the heavens opened, and I could see drivers secretly praying that it would stop in time for their own race. Well, it sort of stopped, but it still made the practise of the Triumphs rather 'dicey'.

Off I went with my stop watch and board, ready to do Guy's times, of which he had already given me a 'hopeful' time, for a good position on the grid.

All practise times proved to be a little disappointing because it was wet and they could not drive to their full potential, I think also that they were just getting used to the slippery circuit when the chequered flag came out for the end of practise. Now all we had to do was wait for the practise times to come out, and have some hot coffee to warm us up.

The time had arrived, an announcement came over the Tannoy, for the Triumphs to go to the collecting area ready for their race.

Previous to their race, had been a Mini challenge, and they had 6 cars that had come off all in the same place, that had to be towed off before 'our lot' could go and race.

During this time the heavens opened yet again, and all were resigned to having a wet race, and it stopped again, 'come on, let's get going, hurry up and clear the track before it starts again,' were just a few things being said under the breath of the now 'stressed' drivers.

15 minutes later the track was clear, and the cars went on their 2 warm up laps of the circuit, to come round onto the start straight to be gridded up.

Ken Lark was sitting on pole position in his TR6, Marc 'Teddy' Amschwand next to him in his standard Spitfire and John Ellis in his TR5 next to him. There were 20 cars in the race, and there were 7.8 seconds between them all, so it was too be a fairly close race. The green light went on, and I think everyone was holding their breath hoping that 'Teddy' would not be crushed in the rush by the faster and more powerful cars that were behind him on the grid.

Clutch up and accelerator down, and as they started into the first corner Guy St John and Matthew Hollingsworth 'swapped door handles', and into the second corner Stefan Antolik and Guy did a similar thing too.

On the beginning of the third lap Nick Barry, being chased by Guy St John nearly lost it, coming into Paddock, but got control back and did not allow Guy through.

By now Tony Dean was chasing Dave Wheeler in his TR6 and Kevin Ginger was chasing 'Teddy'.

On lap 6 Stephan was chasing Matthew when Matthew lost control and went into the tyre wall at Paddock bend, and unfortunately did not rejoin the race as he had written off the front nearside corner of his GT6, on the next lap Guy got past Nick, and was now chasing Kevin Williams in his TR7, and then Kevin Ginger managed to get past Teddy.

Laurence Ball spun into the gravel, also on this lap, but managed to keep going without damaging his car. As I looked around, and surveyed all I could see, I noticed that Tony and Dave Wheeler were still battling it out, I think 'tooth and nail' would be an appropriate saying, but who would come out on top?

Talking of tooth and nail, what was going on with Teddy and Kevin 'Kamikaze' Ginger, Teddy was after Kevin, like the dog after the rabbit. The question being would he catch it?

After all there were class records at stake here, as in all classes. Well, the race was coming to an end, and Guy finally got past Nick, and then nearly lost it, at the top of the hairpin, Dave Wheeler was just far enough in front of Tony to be safe, and the same went for Kevin and Teddy. The only fighting going on, was the fight for second in class, and who would put in the fastest laps in their class to set new lap records. The chequered flag came out, and everyone took a deep breath, John Ellis won the race in his TR5, with Ken Lark second and Dave Wheeler third. The class winners of the day were, Class A Kevin Ginger, Class B Guy St John, Class C Tony Dean and Class D John Ellis. And the fastest laps were that of Kevin Ginger, Guy St John, Tony Dean and Ken Lark.

The fourth fastest driver of the day was Clive Gotley, who actually came tenth in the race, in his TR6. Well done to all drivers, a really enjoyable race, and a special 'Well done', to Teddy, who has now obviously got the guts and determination it takes to be a challenging T.S.S.C. racing driver. See you all at the next meeting I hope, up at Oulton Park, 6th Oct.

# FUEL ECONOMY

WITH the price of petrol rocketing through the roof, the cost of running our cars is increasing daily. I am sure we all know ways of reducing fuel consumption, but the following is an 'official release' from Triumph at the time of the last fuel crisis, back in the 70's, when petrol was nearly rationed.



BRITISH LEYLAND UK LIMITED

## Rover Triumph

Service Department, Coventry CV4 9DB Telephone 0203-34 3211 Telex 31567 Cables Flywheel Coventry

### TO DISTRIBUTOR DEALER UK

#### FUEL ECONOMY

Owing to the present fuel crisis the following notes will help you in achieving a degree of fuel economy.

#### 1 DRIVING TECHNIQUES

There is no doubt that driving techniques have the greatest effect on fuel consumption, and maximum economy can be achieved by observing the following recommendations at all times.

- Rapid acceleration and high speeds are synonymous with high fuel consumption. Always depress the accelerator pedal slowly and progressively during acceleration and maintain a steady throttle opening during cruising.
- The most economical operating speed is between 30 and 40mph (40 and 65 k.p.h.) in top gear with the accelerator pedal held steady at the minimum possible throttle opening.
- Do not unnecessarily 'race' the engine in the lower gears and use the highest gear possible at all times, including overdrive, without causing the engine to 'labour'.
- Anticipate hold-ups such as traffic lights, road junctions, traffic jams etc. and commence deceleration well in advance. Avoid changing down gear and harsh braking whenever possible.
- When starting from cold the carburettor choke should be used sparingly and for the minimum period of time. Where applicable utilise the 'fast idle' control facilities during the warming up period where stop/start driving is required due to the road traffic conditions.

#### SPECIAL NOTE

The danger of coasting without the engine running is emphasised, particularly on vehicles fitted with servo assisted brakes, as braking performance will be impaired once the servo vacuum has expired.

#### 2 GENERAL ENGINE CONDITION

The standard engine tuning specifications for all Rover Triumph engines are designed to give the most favourable returns in both vehicle performance and fuel economy.

Therefore it is strongly recommended that engines are maintained to within the tuning data specifications which are given in Appendix 1.

#### 3 TYRE PRESSURES

The importance of maintaining the correct tyre pressures on all Rover Triumph models is emphasised. The rolling resistance of the vehicle can be reduced by increasing the tyre pressures where maximum fuel economy is required. (See Appendix 11).

Increasing tyre pressures will obviously produce a harsher and less comfortable ride but this should be regarded as of secondary importance if maximum fuel economy is to be achieved. Under no circumstances should the tyre pressures quoted in the Owners Manual for the fully laden condition be exceeded.

#### APPENDIX 1. TRIUMPH ENGINE TUNING DATA (overpage for table)

STROMBERG CARB FLOAT HEIGHT CHECK. REMOVE CARBS. AND FLOAT CHAMBER. INVERT CARB. MEASURE BETWEEN CARB FLOAT CHAMBER FACE AND HIGHEST POINT ON FLOAT. RESET FLOAT HEIGHT TO 0.630" — 0.670" WHERE NECESSARY BY CAREFULLY BENDING TAB WHICH CONTACTS END OF VALVE NEEDLE ENSURING TAB SITS ARE RIGHT ANGLES TO THE NEEDLE.

THE ABOVE DETAILS ARE APPLICABLE TO VEHICLES PRODUCED FROM INCORPORATION OF 1972 MODEL YEAR PRODUCTION. THIS INCLUDES 1973 and 1974 MODEL YEAR VEHICLES.

1972 MODEL INCORPORATIONS. Model/Engine No. TOLEDO 1300S/C DG25001, TOLEDO 1500S/C DM5001, TOLEDO 1500T/S DS5001, TRIUMPH 1500RWD WB30001, STAG LF10001, TR6 CP75001, 2.5P.I. MKII MG50001, 2000MKII ME50001, SPITFIRE MKIV FH25001, GT6 MKIII KE10001

APPENDIX 1 TRIUMPH ENGINE TUNING DATA		Champion Spark Plug	C.B. Point Gap	Ignition Timing Static	Dwell Angle	Carburettor Float Height	Carburettor Jet Size	Tapet Adjustment
MODEL	Type	Gap						
TOLEDO 1300 S.C. (S.U. CARB.)	NBY	0.025 in. (0.62 mm)	0.014 to 0.016 in. (0.34 to 0.41 mm)	10°B.T.D.C.	60° 3°	NO ADJUSTMENT	ENGINE OIL	INLET AND EXHAUST 0.010 in. (0.25 mm)
TOLEDO 1500 S.C. (EXPORT) (S.U. CARB.)				10°B.T.D.C.	60° 3°			
TOLEDO 1500 T.C. (EXPORT) (S.U. CARBS.)				10°B.T.D.C.	60° 3°			
TRIUMPH 1500 FRONT WHEEL DRIVE (S.U. CARB.)				10°B.T.D.C.	60° 3°			
TRIUMPH 1500 REAR WHEEL DRIVE (S.U. CARBS.)				10°B.T.D.C.	60° 3°			
TR6 P.I. (PRIOR ENGINE No. C.R.1.E)				11°B.T.D.C.	35° 3°	NOT APPLICABLE		
TR6 P.I. (FROM ENGINE No. C.R.1.E)				4°B.T.D.C.	35° 3°			
2.5 P.I. MK.II (PRIOR TO ENGINE No. 75001.E)				11°B.T.D.C.	35° 3°			
2.5 P.I. MK.II (FROM ENGINE No. 75001.E)				T.D.C.	35° 3°			
SPITFIRE MK.IV (S.U. CARBS.)								
GT6 MK.III (STROMBERG CARBS.)				8°B.T.D.C.	39° 1°	0.63 to 0.67 in. (16 to 17mm)		
2000 MK.II (STROMBERG CARBS.)				10°B.T.D.C.	35° 3°	(16 to 17mm)		
2000 MK.II (S.U. CARBS.)				10°B.T.D.C.	35° 3°	No Adjustment		
DOLOMITE (STROMBERG CARBS.)	N11Y			11°B.T.D.C.	39° 1°	0.63 to 0.67 in. (16 to 17mm)		
DOLOMITE (S.U. CARBS.)	N11Y			11°B.T.D.C.	39° 1°	No Adjustment		
DOLOMITE SPRINT (S.U. CARBS.)	BN7Y			10°B.T.D.C.	51° 5°	No Adjustment		
STAG (STROMBERG CARBS.)	N11Y			14°B.T.D.C.	27° 30' CB 31° 0' 2" Twin C.B.	0.63 to 0.67 in. (16 to 17mm)		

PALLET ADJUSTMENT ONLY
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# TUNING DATA

#### APPENDIX 11 ROVER TRIUMPH TYRE PRESSURES

MODEL TRIUMPH	NORMAL		OPTIMUM PRESS: FOR FUEL ECON:		FULLY LADEN	
	FRONT/REAR		FRONT/REAR		FRONT/REAR	
	lb/in <sup>2</sup> kgf/cm <sup>2</sup>	lb/in <sup>2</sup> kgf/cm <sup>2</sup>	lb/in <sup>2</sup> kgf/cm <sup>2</sup>	lb/in <sup>2</sup> kgf/cm <sup>2</sup>	lb/in <sup>2</sup> kgf/cm <sup>2</sup>	lb/in <sup>2</sup> kgf/cm <sup>2</sup>
2000 MKII						
6.50Sx13	24 1.69	24 1.69	26 1.83	30 2.11	26 1.83	30 2.11
175SRx13SP, G800	26 1.83	26 1.83	26 1.83	30 2.11	26 1.83	30 2.11
2.5 PI MKII						
185SRx13SP, G800	26 1.83	30 2.11	26 1.83	30 2.11	26 1.83	30 2.11
ESTATE	26 1.83	34 2.39	26 1.83	34 2.39	26 1.83	34 2.39
STAG	26 1.83	30 2.11	26 1.83	30 2.11	26 1.83	30 2.11
TR6	22 1.56	26 1.83	22 1.56	26 1.83	22 1.56	26 1.83
TOLEDO 5.20x13	22 1.56	26 1.83	22 1.56	26 1.83	22 1.56	26 1.83
155SRx13	22 1.56	26 1.83	22 1.56	26 1.83	22 1.56	26 1.83
1500FWD/1500TC	22 1.56	26 1.83	22 1.56	26 1.83	22 1.56	26 1.83
DOLOMITE	26 1.83	30 2.11	26 1.83	30 2.11	26 1.83	30 2.11
SPITFIRE MK IV	21 1.48	26 1.83	21 1.48	26 1.83	21 1.48	26 1.83
DOLOMITE SPRINT	22 1.56	24 1.69	22 1.56	24 1.69	22 1.56	24 1.69
GT6	24 1.56	28 1.97	24 1.69	34 2.39	24 1.69	34 1.69

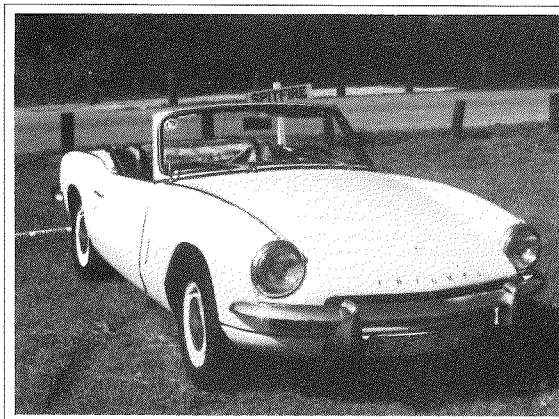
#### 4 ADDITIONAL RECOMMENDATIONS

- The use of free-wheel hubs on Land Rovers will significantly reduce fuel consumption.
- The use of radiator blinds during winter months will shorten the engine warming up period.
- Winter grade lubricants should be used when and where specified.
- Ensure correct brake adjustments and retraction.
- Ensure that the engine thermostat is operating correctly.
- Ensure that all fuel lines and joints are free from leaks.
- The laden weight of the vehicle has a considerable bearing on acceleration and hill climbing ability. At low speed this will adversely affect fuel consumption and it is therefore recommended that unnecessary weight in the car is avoided.
- The comparison of engine compression pressures between the different cylinders of any one engine is a valuable check item. Absolute pressures are dependent to a large extent on cranking speed and temperature and since it is not possible to effectively control these in the majority of Service Workshops, it is felt that absolute pressures would be misleading. Where the difference in compression pressure measured at cranking speeds between the highest and lowest rating cylinders does not exceed 20lb/in<sup>2</sup> (1.41 ksf/cm<sup>2</sup>) there is unlikely to be any mechanical defect warranting further investigation. Where this differential lies within 20 to 40lbs f/in<sup>2</sup> (1.41 to 2.82 kgf/cm<sup>2</sup>) it could well give an indication of impending trouble in the cylinders showing the lowest pressure. Where the lowest differential pressure exceed 40psi the reasons should be further investigated at the earliest opportunity. Ensure that air cleaner filters are clean.



# INTERNATIONAL LIAISON SECRETARY

LEON F GUYOT



**B**USY is not the word, but it's a very good one to describe my life, since my words last graced these pages.

You will no doubt, have noticed my reports getting a bit out of synch with the September report being printed in the October magazine — not my fault, I hasten to add, but pressure of work on our galant editorial team. Now, to the report, where do I start? Where I left off, would seem to be as good a place as any.

Harking back to the South Wales meet on 15th July, here is a photo of the Mark 3 Spitfire of Mats Nilsson, from Trollhatten, Sweden. The Leicester area's Sunshine Rally, was, as usual, superb. The sun shone all day long! Well done John Thorpe, and his dedicated team, all those hours spent on your knees in Leicester Cathedral paid off, John!

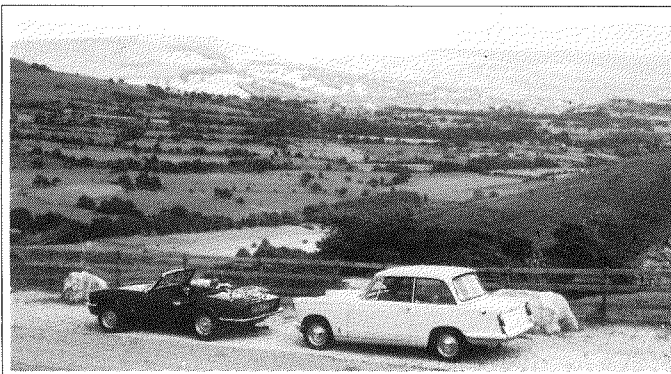
International participation at Leicester was fairly low, which is a pity, as it really was a super show, the following photo, shows the Herald 1200 Saloon of Sylvia and Dion Flutters from Kaatshenvel, Holland, complete with 'Coffee plates' — this being the Dutch term for the DE (Douwe Egberts), collectors car plates, being issued by the Dutch authorities to 10,000 re-registered old cars, thus allowing Dutch enthusiasts to affix the old style blue/white plates instead of the nasty modern yellow/black ones.

Some International members did take advantage of the free camping at Shearsby, in between the Leicester weekend and the Stafford Int. weekend.

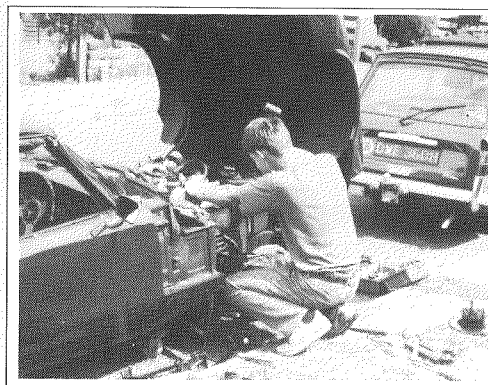
Guy Labbe, from TSSC Belgium, had just won almost every



Coffee Plate Herald



Touring Derbyshire



It's Guy Labbe (TSSC Belgium) International Rescue with a Spitfire in Dronfield, Derbyshire.

2500 Estate. On the Monday we visited the Blue John Caves in Derbyshire, using the Concours 1200 from Belgium (drives like a new car), and the smart 1500 Spitfire of Chris from South Yorks area, this being a very successful day, Guy Labbe all the way from Menen, Belgium showing Chris from Dronfield in Derbyshire, the way around his own County! Guy's recon' coil spring clutch cover decided it didn't like the hilly bits, and was very much on the way out, by the time we got back to Barnsley, so the next day, we set off with the Spitfire 1500, and my Herald, to John Kippings' emporium in Coventry, to buy a new clutch, and various other tons of spares for several other Belgian cars, but fortunately?, before we even got to the motorway near Sheffield, one of the front vertical links on the Spitfire decided to snap off in the (non-Stanpart), front trunnion, at 45mph, so by the time the recovery truck had arrived and taken the Spitfire back to Dronfield, leaving it on a pair of axle stands in the middle of the road, we decided to borrow Chris's fathers' Triumph 2500 Estate, which looked very smart, recently having had its' bodysell restored at great expense, and so drive down to John Kippings for even more spare parts. We left Dronfield at 3pm and arrived at Coventry



Stephane Goimond (Distance winner)

trophy in sight, with his pristine condition Cactus green Herald 1200 Saloon, at Leicester and stayed over for the Stafford event with his friend, Alex (in the grandstand) De Bruyne. Have you actually joined the TSSC yet Alex?

Guy, Alex and myself being co-opted as members of the TSSC South Yorkshire area, but their ever enthusiastic and popular area organiser, Annis Green and her 'man', Peter, stars of the Leicester area video, especially the tug-of-war. We all followed back their Herald 13/60 estate and caravan 'outfit', AKA 'The Snail', back up the motorway to Barnsley, with some idea of spending a pleasant sunny summer week in the environs of Barnsley, well that was the idea!

We started off the week with 6 working Triumphs, ie: 2x1200 Saloons, one 1200 convertible, one 13/60 estate, one Spitfire 1500 and one



Patrick Kells and Trabant

soon after, but unfortunately, on the way back, the 2500 started to make some very unhappy and expensive noises from the vicinity of the engine/gearbox department, but it got us back to Dronfield, and then Barnsley for the TSSC-South Yorkshire area meeting at which I seem to remember declaring the Republic of South Yorkshire to be an officially recognised International area., and no, I'm not yet quite 65 years old, even if I sometimes write like a 65-year-old! — OK.



Dr Brinkmann and Spitfire



Arden NL

At this meeting Annis told us that her Herald 1200 Saloon had started leaking petrol, leaving holes in the tarmac all over Yorkshire, and the 13/60 estate had developed knocking U.J. syndrome. So, now we were down to 1 1/2 out of 6 cars, and the time had come for some serious mechanical work! Next morning saw Guy Labbe (Belgian Triumph assembly expert) and myself, AKA International Rescue, hard at work (photo 4) on the Spitfire front suspension, replacing most of the off-side components, both discs and front pads, which were as good as useless, despite having passed their MoT 'test', just a week earlier. Guy tells me that the Spitfire, like all the other English Triumphs is 'wrong hand drive!' Hmmm. Due to various prob-



lems caused by accident damage, twisted and bent bolts and brackets etc, this job took up most of the Wednesday and a lot of hacksaw blades, whilst 8am on Thursday morning saw Guy outside Annis's house changing the clutch cover on his Herald (even the chassis is clean), how does he do that? By 2pm he had finished and I started cleaning my Herald, which took over 10 hours, on and off, finishing on the Friday at 2pm, just as we were about to leave, in convoy over the Derbyshire dales and 10 miles of freshly laid and tarred stone chippings!, arriving at Stafford, after the Herald estate/the snail, which had taken the longer/slower motorway route! Well, I certainly enjoyed my week (day) off.

What can I say about Stafford?, except that it was busy, busy, busy and I hope that I managed to meet as many of you as possible. There were quite a lot of you there actually, but you were so very thinly spread, and many of you didn't come in TSSC cars, so were not so very obvious — except Patrick Kells in the Trabant — not exactly 'stealth' is it Patrick? but made of the same stuff as Bond Equipes, and just as interesting (Photo 5). P.S. Patrick, thanks for the Berliner Kindl beer, but I've run out again, so I'll have to come and get some for myself next year.

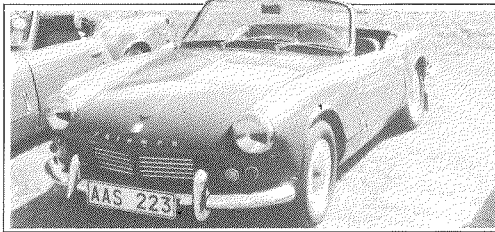
#### NON TSSC VEHICLES

2nd place; Angelika & Jugen Reschke with Detlef and Ursel & Britta Lorenz and Ralf Meumann in a minibus from Burg/Spreewald, East Germany, near the Polish border (934 miles). The Minol, or exit VISA showed Vetschau.

1st place; Patrick Kells & friend in a Trabant (very very slowly) from Berlin, East Germany (1005 miles). The Minol showed Bautzen. P.S. Patrick, did you get the Trabbie back to the person you borrowed it from, for that little weekend drive into the country? (Blarney).

#### TSSC Vehicles

2nd place; Hermann Mahlert & family in a Herald 1200 convertible from Meersbusch - Osterath, West Germany (431 miles).



WAC, Bromsgrove, England.

1st place; Stephane Goimond and young lady from Granzay Le Bourg, par Beauvoir sur Niort, France (788 miles non stop). Stephane won the top prize of a years free TSSC membership, which could be a lot more use to him, if he could only read English — still, he can always ask Francois Demont, president of Amicale Spitfire of France, to translate for him!

Now, a special mention must go to Dr Ulrich Brinkmann, with his superb Spitfire 1500. Dr Brinkmann, unintentionally made it almost impossible for me to be totally fair with this award, by taking his holiday immediately prior to the Stafford International and drove 1786 miles from Witten in West Germany, through France, to Calais, thence Dover-Fishguard-Rosslare-West Coast Ireland-Rosslare-Fishguard-Stafford, well, I had to decide in the end, that I had to give the prize to Stephane, because he drove directly to the event, and I had to take Dr Brinkmann's last point of entry to the UK as Fishguard.

So here is a photo of his fine Spitfire (photo 7), for all the world to see — his car being better than any mere prize anyway!

Hermann Mahlert didn't leave empty handed, as his fine Herald won the overseas trophy in the concours.

Wednesday the 29th August saw me and Anis/Peter from Barnsley, at Ramsgate, boarding a Sally Line Ferry bound for Dunkerque, Guy Labbe's home, and onward to the 8th International Spitfire weekend at Arcen, in the (very wet) Netherlands. Bob Rowlands was supposed to be at Ramsgate too, but due to a number of circumstances beyond his control (aren't they all), he and his Vitesse Van, couldn't make it, he actually missed four ferries, and then hit the fifth one, by reversing his rear quarter valance into the hull inside the boat! (vans don't have windows Bob). I left my friends in Belgium, and arrived at another friends' home near Utrecht, on the evening of Thursday 30th August, Bob arriving the following evening, about one hour before we had to drive down to Arcen, near the German border, so my Dutch TSSC friend, Corrie drove the Vantesse complete with collapsing drivers seat and one working carburettor, in increasingly appalling weather conditions.

If it wasn't for the illuminated Monsieur Michelin on the front centre of the Vantesse roof, I'm sure I would have lost them!, especially as my wiper motor was getting very silly. As for the concours Dutch Vitesse, aquaplaning along behind me on original tyres, well!

The Spitfire weekend was as much fun as ever, especially the prizegiving (well done TSSC Notts area), although attendance was down, probably due to people not wanting to bring their Spitfires out in the rain!

Photograph 8 depicts a typical view at the Spitfire weekend, these cars creating a special interest all of their own. Then we came home, notably the weather changed, as we crossed into Belgium, where the sun shone down all day.

As the ferry arrived at Ramsgate, and we looked at the chalk cliffs out of the front of the (docked) ferry, the American colonel with the brand new Los Angeles registered Mustang (5 litre ego/engine) beside me, looked at the cliffs and asked me if they were the white cliffs of Dover?

Mind you, he also asked me if my Herald was a TR6? I was glad to be home!

Next weekend, and I was off to WAC (Worcester Area Concours) at Bromsgrove, a very nice event. International presence was in the form of the really smart and original Spitfire 4 of Hakam, AKA Carl, of which I was soon to see more, also the Triumph 2500 Estate from Germany, as seen almost everywhere this summer, so here is a photo of it with the white car of Erik Stenstrom from Finland, taken at Arcen. (Photo 9).

On 10th September, I had dinner with our illustrious president (they liked the trick of leaving your briefcase on the taxi, John), and Ingrid Thune, newsletter editor of the Triumph Club of Sweden, and Hakam (Carl), owner of the Spitfire 4 who were over on a shopping trip/holiday in Britain. I will leave it to JMG to detail what transpired over dinner, but I'm glad to be able to relate that they both got back alright, but how on earth did you get all your



Autoworld 90, TSSC Belgium.

luggage, plus a full set of wire wheels, plus a spare radiator, into a Spitfire and yourselves, and drive all the way home to near Stockholm? The Swedes must be a very hardy race indeed, no wonder they like Triumphs. The Standard Triumph International Rally on 16th Sept., has been better supported in the past, but this was, I understand due to poor advertising and organisation, however, our club, the Triumph 2000/2500 Club, and the Triumph 1300 register all had a good turnout, and I met some old friends, including John Le Galle, from Jersey, who I also met at Arcen with much travelled Metro. I thought that my life would slow down after STIR but no, some hapless moronic Ford driver decided to bury the nose of his Granada in my towbar, the damage to my Herald is thankfully minimal, but hopefully his crummy Granada will be written off — serves him right! Oh well, back to the land of nod!

Drive safely and have fun . . . . . Leon.

#### STOP PRESS 1

TSSC Belgium area meeting report — 9th Sept, 1990 at the Autoworld museum in Brussels, a multi-club event, at which Guy Labbes' Herald once again flew the Standard-Triumph flag (Pennant?), and it won yet another trophy, unfortunately he wasn't around to collect his prize so it was collected for him (photos 11 & 12).

#### STOP PRESS 2

TSSA ITALY area announce the following. A new area organiser; Dr Andrea De Regis (89/28936) of RM VIA A CASELLA 49, 00199, ROMA, ITALY, their secretary to be Luca Bellinello (88/24052) of VIA LEVICO No 5, ROVIGO, ITALY 45100 and they will be organising the TSSC stand/participation at the Italian classic car show at PADOVA/PADUA (near Venice) on 10-11th Nov. 90, for more details contact Luca. NB. Italy now have their own newsheet (in Italian)



Autoworld 90 TSSC Belgium



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