

**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 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

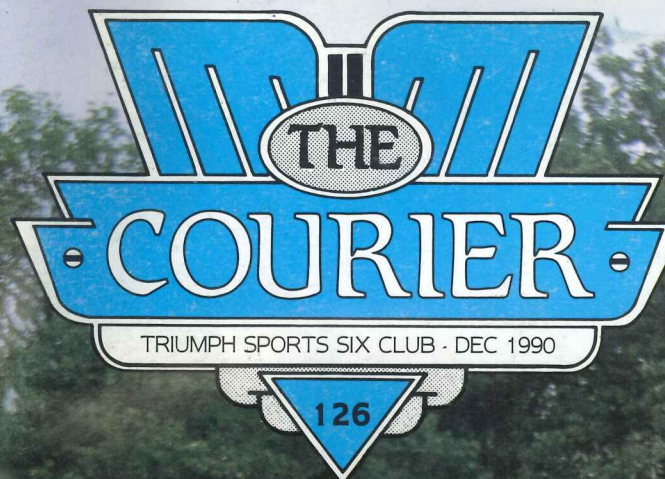
Chrome Wire Wheel Kit -  
4 Chrome Wire Wheels, 4 Splines, 4 Spinners, 16 Fixing Nuts £445.00

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



TRIUMPH SPORTS SIX CLUB · DEC 1990

126







**CAR COATS**



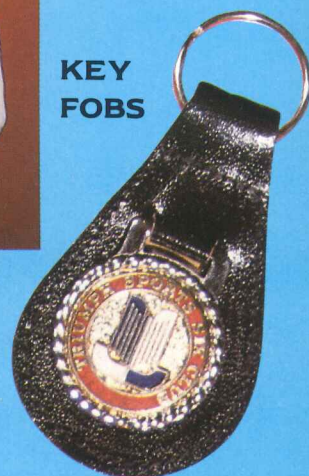
**BODYWARMER  
SWEATSHIRTS  
T SHIRTS**



**V NECK  
JUMPERS**



**TIES**



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the full range on offer in the  
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## THE COURIER

The Official Monthly Magazine of  
The Triumph Sports Six Club

VOL.11 No. 126 DEC 1990

Price £1.25 Free to Club Members

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

### **COMMITTEE MEMBERS 1990**

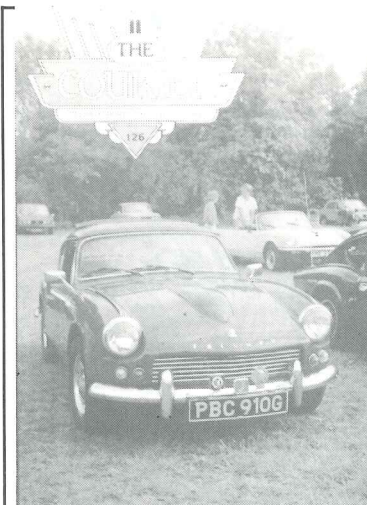
John Griffiths, Jonty Wild, Roland Drew, Brian Waters, Glyn Ridgewell, John Cudmore, Peter Williams, Mike Costigan, Leon Guyot, Nick Lord, Chris Childs, Trudi Squibbs, Dennis Benson, Bill Sunderland, Mike Crewes, John Thorpe.

*Cover Photograph*

**GT6 MK 1 AT SEM**

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

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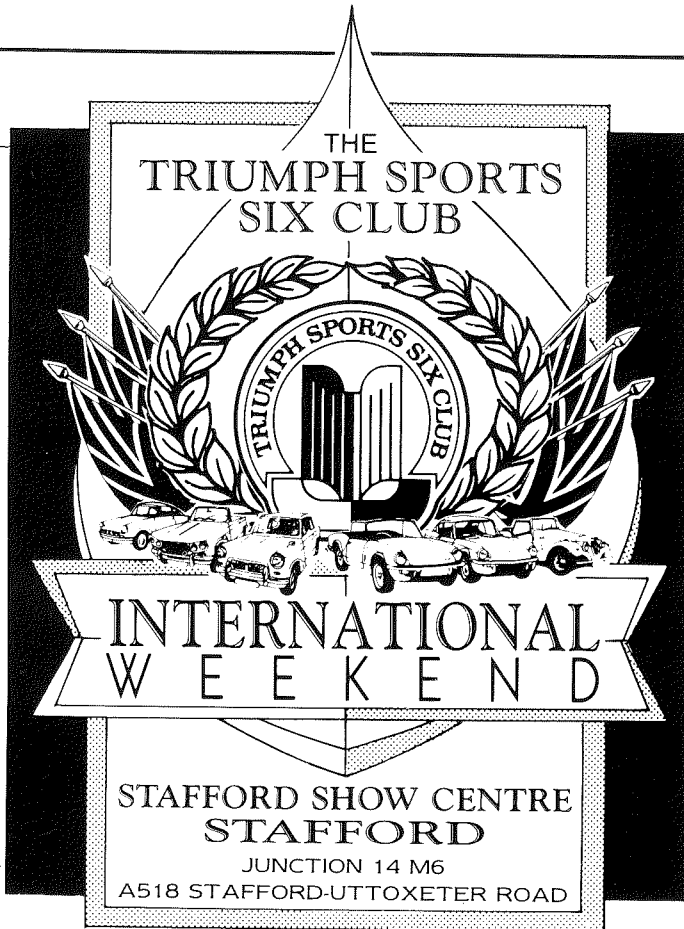


**GT6 MK 1  
AT  
SEM**

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



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# 13th & 14th JULY, 1991

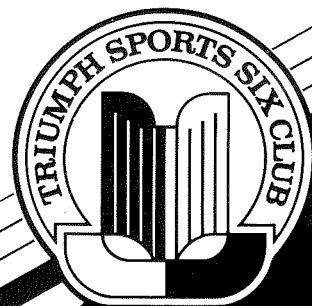
(plus the evening of Friday 12th)

## 'THE' TSSC Event of the Year

- The largest Triumph Event
- The most important TSSC Concours
- The largest Triumph Trade & Autojumble display
- ALL UNDER COVER

Plus camping, entertainment, sideshows, Gymkhana & MUCH, MUCH MORE.

Full information  
0858 - 434424



CHECK IT OUT !

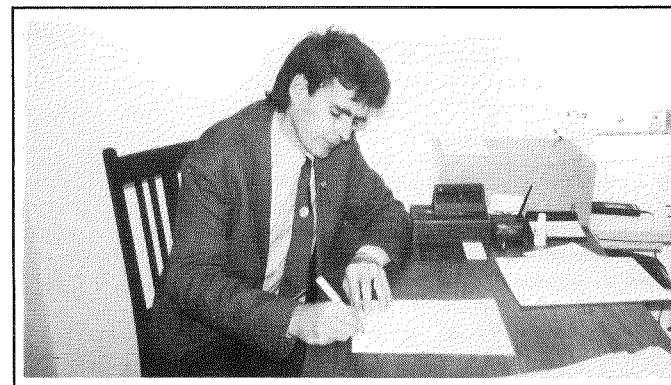
# Comment

At last - after months of working towards the goal of a permanent TSSC base we have finally secured our own premises, consisting of a mixture of land and buildings. The accommodation includes eight offices (to be converted from bedrooms, etc.), a two storey clock tower/barn and a large courtyard. Full details in this months centre-spread.

As you can see from the photographs of the hoarding outside the local shops and of myself signing the contract on the property, the way forward is now in our own hands. There will be many more hurdles to surmount!! We now have to give notice to our present landlord, so from 1st February 1991, we will be operating from the new site. We have full planning permission for running TSSC business etc., and hope to offer new facilities once established in the new offices.

TSSC Building Fund Money received from members/ areas/ traders will go towards the purchase of the building, more is required, as we have a taken a hefty mortgage, and any further donations will help reduce the borrowing requirement.

As a Club we now have a more secure future being the only Triumph Club to own its own offices and those benefits will show fruit in the near future.



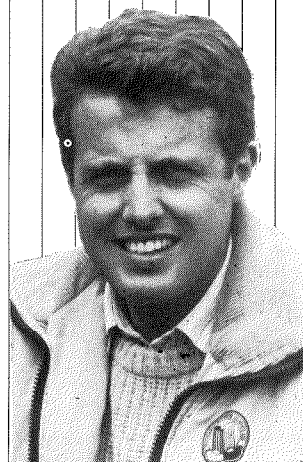
On behalf of all  
here at the TSSC  
offices have a  
Happy Christmas  
&  
a Safe New Year

*Bill Sunderland*





## PRESIDENTS INTRO



John Griffiths

## OFF ROAD INSURANCE COVER

**M**ARA Thorne of Little Bookham wrote recently to say she was having trouble insuring her Herald against Fire, theft and vandalism whilst it was undergoing restoration. Her Insurance company had refused to help.

It is perhaps surprising that she hadn't heard about the TSSC M25+ scheme which offers as part of its wide ranging options just the cover she needed. Our OFF-ROAD COVER provides Agreed Value and covers accidental damage, fire and theft and includes trailing and exhibition risk. For those of you who are laying a car up this winter, why not ask Footman James for a quote. I think you'll be surprised how cheap the cover is.

### ARE WE DOING ANYTHING WRONG OR WHAT COULD WE DO BETTER?

Literally thousands of you now use the tried and tested TSSC Insurance Scheme, which as you know is available exclusively to members. But there are still a vast number of you who don't. What we'd like to know is why?

If you can help us improve the scheme by giving some first hand experiences then you will be helping the Club and its members. Please write to me (JOHN GRIFFITHS) at 6 Chuzzlewit Drive, Chelmsford, Essex CM1 4XQ stating what aspects of the scheme you would improve and most importantly the reasons why you have not taken out cover through the Club.

Your comments will be very helpful and are needed to ensure we can make it the best Scheme available anywhere. Thank you in anticipation of your help.

### THE LEAD PETROL PROBLEM

Following my last report on this topic in the September Courier, Ian Towner of Copthorne, West Sussex has kindly written to tell me of his experiences of running cars on unleaded petrol. Ian starts however by reminding us that lead acts as a lubricant, mainly to the upper parts of the engine, maintaining the life of valve guides and valve seats etc. By removing the lead, we get increased wear rates and in worst cases valve seat recession. Lead was also used to improve the efficiency of the petrol and maintain octane levels so as to avoid 'pinking'. This part of the problem has been overcome as new processes have enabled fuel companies to develop alternative ways of increasing the octane rating without adding lead.

Today you can buy Super Green which actually has a slightly higher octane rating than ordinary 4 start (98 instead of 97) and as such will not affect the cars performance.

Members who have been reading the Courier for a few years will know I covered these aspects before but it is important to restate them as this issue becomes ever more important for all of us. For those of you who are interested, earlier references to this subject (amongst others) can be found in the following Couriers:- October 1985, February 1987, June 1989, August 1989, September 1990.

**BACK ISSUES ARE AVAILABLE FROM THE CLUB OFFICE — 0858 434424**

Back to Ian. Ian drives a MkIV Spitfire with 1500 engine and unleaded cylinder head supplied by JOHN KIPPING. It is also 'mildly tweaked'. Ian runs the car on 'super green' unleaded petrol. He tells me that performance is terrific and from a standing start right through to third gear he can out accelerate his friend's GT6 MKIII! He adds though, that when they're out on the open road he knows who is boss. The car averages around 30mpg although on his trip to Le Mans last year he averaged 35mpg cruising between 80-85mph. Even without overdrive the car will reach 100mph with ease and he believes it is running better today than it ever was. Well done Ian. Thank you very much for your first hand experiences which I am sure will give other members the added confidence to switch to an unleaded petrol.

### 12/50 HERALDS

A model we don't see featured that often is the 12/50 Herald. The 1966 example shown here belongs to Mr S J Abel of Aylesbury who bought the car in 1988.

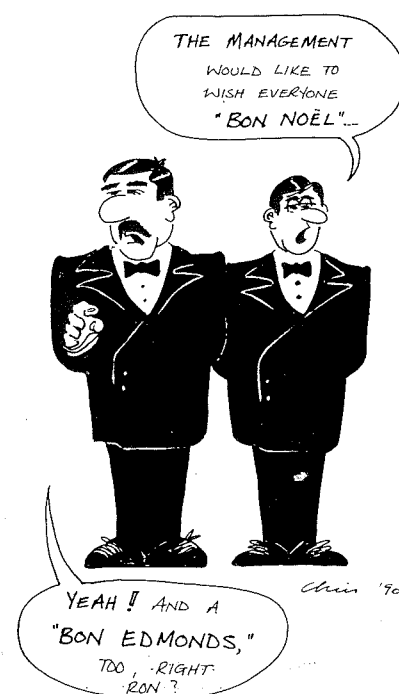
I always had a soft spot for the 12/50... it seemed such a civilised little car when it was first introduced in December 1962. In fact I used to see one every day parked near where I went to Technical College. The standard foldback sunshine roof, upgraded trim, revised small mesh front grill, 9 inch front disc brakes and the duo-tone paint really made it something special. Not all 12/50s came in duo-tone as you had to pay the princely sum of £8.31 for the privilege, but most buyers did. For £6.04 you could also have white-wall tyres! It was of course also quicker than the 1200 Herald, being capable of a good 80mph and 0-60 in around 23 seconds. It was a quality car that appealed to the discriminating buyer, just as it does today. If you've got a 12/50, do look after it... there aren't so many around these days.



## CHRISTMAS AND NEW YEAR

Yes this is the CHRISTMAS COURIER. Please have a super time, enjoy the fellowship with TSSC members, but most importantly, do not drink and drive. Don't forget that TSSC Special Offers might be able to help you with your Christmas Present problems. If you haven't got a catalogue, give the Club office a ring today. Finally, please support your Areas at this time of year. They put a lot of effort into organising events for you to enjoy and no doubt will have arranged super Christmas get-togethers.

## A VERY HAPPY CHRISTMAS AND SUCCESSFUL NEW YEAR TO YOU ALL





# NEWS REVIEW

PRESS RELEASE PRESS RELEASE

## FANTASTIC NEWS

Swindon Classics have salvaged the last remaining brand new Herald 120mph speedometers held in stock at Lucas. For a short time these brand new speedometers will be available for

**£8.00 inc. VAT plus  
£2.00 post and packing**

With another scoop purchase, Swindon Classics have obtained a large number of hydraulic master cylinders for our cars. The reservoir has a  $\frac{5}{8}$ " bore and 120 degree small diameter reservoir and are correct for all club cars clutches. All Herald brakes (with the car's existing extender where discs are fitted and early Spitfires. They are supplied with new reservoir cap all for

**£35.00 incl VAT plus  
£2.50 post and packing**

## NEWS NOW OF ANOTHER

Trader moving and expanding their services to members. **FYLDE TRIUMPHS** of Lancashire have moved into what was an old garage in St Annes Lancashire to enable them to concentrate more on restoration and servicing members cars, their intention is to hopefully try to recreate a mini Triumph dealership with restored cars for sale, servicing and restoration and of course the excellent parts service they now provide. **Fylde Triumphs** can now be found at 15, Back St, St Anne's Road West, St Anne's, Lancashire. New phone number is **(0253) 725 180**. Best of luck in your new venture.

## SELF HELP SCHEME MEMBERS BUSINESS

You will have seen the article on the TSSC's Members Handbook and the forms for both the 'Self Help Scheme' and the 'Members Business Section' in last months Courier. Forms for both are beginning to be arrive at the office and that is very pleasing, though

the 'Members Business' is a little slow. The 1991 Members Handbook needs to be published as soon as possible, so we would be grateful if anyone who wishes to be included could complete and return the very quickly.

## REMEMBER SELF HELP SCHEME

You do not have to be an 'ace' mechanic to be included, just willing to offer what help you can a cup of tea whilst the owner repairs the car might well be all that is needed. **Remember** you may require help yourself one day, so it's only fair that you offer what help you can in return. Overseas members are particularly welcomed, the book will not only provide you with help whilst touring other countries, but also help and contacts within your own country.

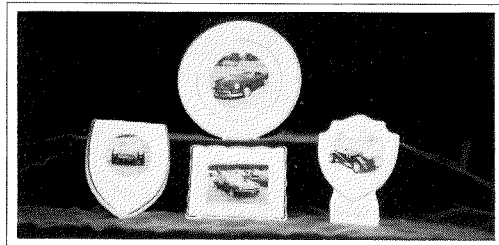
If you were in the last issue then you will automatically be entered in to the forthcoming book unless you inform us. If there are any changes in circumstances please complete a new form.

## MEMBERS BUSINESS

This section allows members to advertise there own or their family business/trades to other members. The cost has been deliberately kept very low (£5.00) to make sure that this service expands, so please join in if you can. It doesn't matter whether you're an accountant, run a pub or run B & B, fill in the form. I know that many members would like to use other members so everyone will gain.

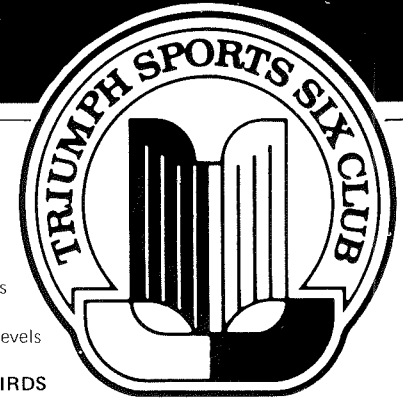
If you want a form and can't find last months Courier and Area News Review, ring 0858434424 or 467710 for a copy.

For a while we have been glazing peoples' own photographs of children, weddings or pets onto a wide variety of china plates/trays/mugs/shields etc. Coming round to Christmas again, some of the club members may like the idea of a picture of their own car, or perhaps any picture of their favourite club car taken at a local meet or national event, glazed onto one of the above. We recently advertised in Practical Classics and the response was surprising (including a couple of TSSC members!) so if any club members are interested in permanently 'preserving' their car AND GETTING a 10% CLUB DISCOUNT please phone us on Stevenage (0438) 318313!



## COP SHOP SPECIAL — COP SHOP SPECIAL

# DRINKING AND DRIVING



## THE CONSEQUENCES OF DRINKING AND DRIVING -1 ACCIDENTS

**ONE TENTH** of all injury accidents result from driving with excess alcohol in the blood.

**ONE THIRD** of drivers and motorcycle riders killed have alcohol levels above the legal limit.

On Friday and Saturday nights, between 10pm and 4am, **TWO THIRDS** of drivers and riders killed have alcohol levels above the legal limit.

More than **ONE THOUSAND** people are killed each year as a result of drinking and driving — equivalent to three 'jumbo' plane loads of people.

## THE EFFECTS OF ALCOHOL ON PERFORMANCE

Alcohol may give you a feeling of wellbeing, actually it is a depressant, slowing down the processes in the brain.

- it lessens muscular control and co-ordination, and lengthens reaction time
- it blurs vision and decreases awareness, especially in the dark
- it impairs ability to judge speed and distance, and to deal with the unexpected
- it also impairs your judgement of how fit you are to drive, so that under the influence of alcohol you may genuinely believe yourself to be driving better than you really are

The consequence is a higher risk of accident.

All of these affect driving performance.

Young and inexperienced drivers, or those who drink infrequently are seriously impaired **well below** legal limit.

Alcohol in the blood is measured in milligrams (mg) of alcohol per 100 millilitres (ml) of blood:

the legal limit is **80mg/100ml**

The corresponding limit for urine is **107mg/100ml**

Alcohol in the breath is measured in micrograms (µg)

the legal limit is **35µg/100ml**

## WHAT HAPPENS TO ALCOHOL IN THE BODY

After taking a drink the liquid passes quickly from the mouth into the stomach, and then into the small intestine, where it is absorbed into the blood.

**Absorption** of alcohol is rapid if a drink is taken on an empty stomach: it will be slowed if the route to the small intestine is impeded by food, taking up to ninety minutes to be complete.

From the small intestine the blood first passes through the liver where a small quantity of alcohol is constantly removed, and then on into the general circulation; so to the heart, lungs — where a small amount passes into the breath — and the brain.

The **elimination** process is slow, but eventually most of the alcohol is removed by the liver as the

blood flows back from the general body circulation: some finally passes out through the urine.

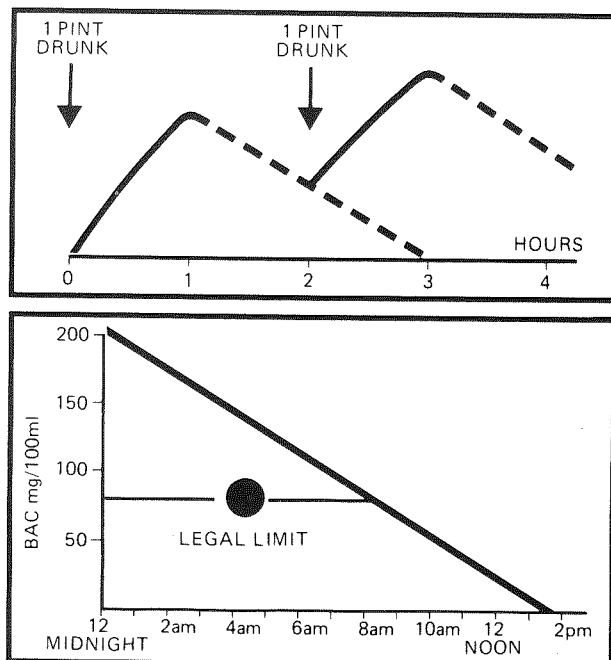


## CALCULATION OF ALCOHOL LEVELS

It is not possible to forecast blood alcohol levels reliably on the basis of what has been drunk.

As a rough guide, for an 11-stone man drinking one pint of beer (2 'units') quickly on an empty stomach, the alcohol content of his blood will rise to a peak of 30mg/100ml after about an hour: it will then reduce at the rate of 1 'unit' (½ pint beer) per hour. Another pint drunk quickly after 2 hours will again increase the level. This is an idealised picture as rates of absorption vary so much.

The elimination rate is more predictable at 1 'unit' per hour: so the only sure guide to being free of alcohol is to calculate the number of hours from the time of drinking on this basis. This may take several hours: someone who has had a heavy drinking session during the late evening may still be over the limit when he goes to work at 7am the next morning.



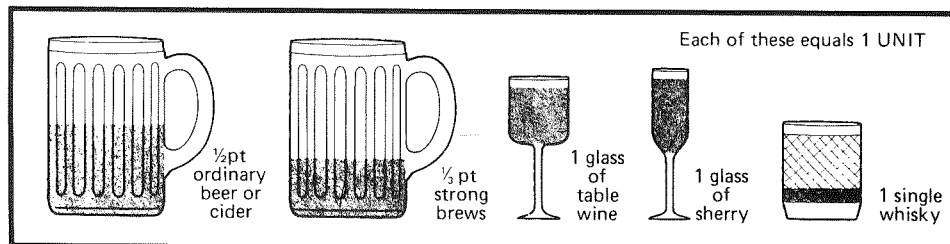
## ALCOHOLIC CONTENT OF DIFFERENT DRINKS

	Volume of alcohol	Normal English measure	Quantity of alcohol
Beer or cider — ordinary	4%	½ pint — 284ml	11ml
— strong	6%	½ pint — 284ml	17ml
Table wine	10%	glass — 125ml	12ml
Port, sherry, vermouth	20%	glass — 50ml	10ml
Spirits (whisky, gin, vodka etc)	40%	glass — 25ml	10ml

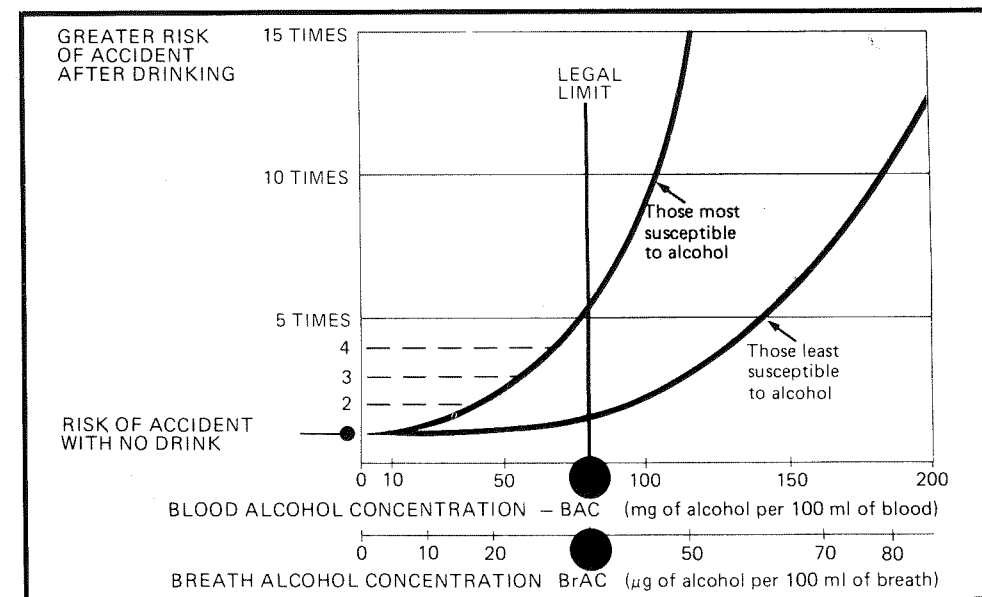
Scottish measures of spirit are 20 per cent greater than English ones: measures in Northern Ireland are 50 per cent greater.

Measures in the home are frequently more generous than any of these.

Comparing NORMAL measures, the following are roughly equivalent.



## RISK AND ALCOHOL LEVELS



## FACTORS WHICH AFFECT ALCOHOL CONCENTRATION

The more alcohol a person drinks the higher will be the maximum blood or breath alcohol concentration. Other factors are also important:

**TYPE OF DRINK:** The most rapid absorption into the blood occurs with drinks having about 20% alcohol by volume, such as sherry or gin and tonic. Less concentrated drinks such as beer or cider are absorbed more slowly. The slower the rate of absorption, the lower the maximum blood/breath alcohol concentration.

**TIME:** Alcohol is eliminated from the body at a rate approximately equivalent to half a pint of beer or a single measure of spirit each hour. If alcohol is consumed at a rate greater than this it will lead to increasing quantity of alcohol in the body.

**STOMACH CONTENTS:** The presence of food in the stomach, particularly fatty substances, slows absorption of alcohol and so lessens the maximum blood alcohol level attained. **BODY WEIGHT AND FATTY TISSUE:** Absorbed alcohol is distributed by the blood and mixes evenly with the water in the body, which makes up nearly two thirds of the body weight. The lighter person has less water in the body, and will, therefore reach a higher blood alcohol level for a given consumption than would a heavier person. Women average proportionately more fatty tissue than men of comparable weight; so for the same amount of drink they will reach a higher blood alcohol level.

## THE CONSEQUENCES OF DRINKING AND DRIVING - 2 CONVICTION OF OFFENCE

Legal Penalties: • minimum 1 year's disqualification from driving (first offence) plus fine up to £2000.

Other Penalties: • increase insurance costs • inconvenience and increased costs of travel • possible loss of livelihood (professional drivers).

## DRIVING AFTER DRINKING

Ideally don't drink and drive: even small quantities of alcohol can impair performance. Wait until all alcohol has been eliminated from the body. • Sensible guidelines to follow are:

- DO NOT DRINK ON AN EMPTY STOMACH
- DRINK SLOWLY AND LIMIT THE AMOUNT YOU DRINK TO NOT MORE THAN 3 'UNITS'
- EAT WITH YOUR DRINKING
- STOP DRINKING ALCOHOL SOME TIME BEFORE DRIVING

**REMEMBER:** • Elimination of alcohol cannot be speeded up: coffee may keep you awake, and make you slightly less impaired, but it does not reduce the alcohol level.

• Self-testing shortly after drinking is not reliable: it takes time to reach the maximum blood alcohol level.

TRANSPORT AND ROAD RESEARCH LABORATORY

If you have a query or topic on Road Traffic Law write to Mike Crews, 112 Blackmoor Wood, North Ascot, Berks SL5 8EM enclosing S.A.E. please. Remember help is only 30p 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 repair	£27.00
Bonnet leading edge panel	£19.00
Headlamp support panel	£18.00
Bonnet support tubes	£19.00
Steel front quarter valance	£35.00
Doorshells (Californian, rust free)	£65.00
Doorskins	£15.00
Rear wings, genuine BL	£95.00
Rear inner wing repair (joins outer)	£27.00
Rear light panel	£65.00
Rear lower valance	£28.00
Rear valance to wing finishing strip	£ 4.50
Bootlid, Spitfire IV/1500	£95.00

## 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 of 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 quarter valance Herald	£19.00
Rear quarter valance Vitesse	£19.00
Rear centre valance Herald	£36.00

## STEEL PANELS - continued

Rear centre valance Vitesse	£32.00
Boot floorside closure	£11.50
Bootside rain channel	£12.50

## TRIM & RUBBER SEALS

Door draught excluder (Furflex) Spitfire	£12.00
Door draught excluder (Furflex) GT6	£18.00
Draught excluder (Furflex) Her/Vitesse	£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/Vitesse	£ 7.50
Window channel rear, Her/Vitesse	£ 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	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
Door top 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, Herald/Vitesse	£75.00
Hood, Spit/IV/1500, 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

PRICES ARE PER SINGLE ITEM (not per pair)

## POSTAGE & VAT ARE EXTRA

	Normal Price	OFFER Price
Vitesse MkII front grille, 3 only, original	N/A	£65.00
Inertia reel seatbelts, suit all models	£31.50	£29.00
Tacho cables, state model	£ 7.50	£ 6.75
Ignition set, 1x points, 1x condenser, 1x distributor cap, 1x rotor	N/A	£ 7.50
Ignition lead set, 4 cylinder cars	£ 6.90	£ 6.25

Ignition lead set 6 cylinder cars	£ 8.00	£ 7.25
Core plug set, Herald/Spitfire	£ 3.50	£ 2.00
Core plug set, GT6/Vitesse	£ 3.95	£ 2.00
Vitesse/GT6 before KE 12390, brake pads, genuine car set	£ 6.95	£ 4.50
Spit/GT6 door mirrors, BL with fixings	£ 9.50	£ 9.00



GT6 Rotoflex rear shock absorbers, original (length is correct!)	£19.50	£18.00
1 only new Herald/Vitesse petrol tank	N/A	£75.00
1 only new BL Spit IV/1500 hood & frame assembly	N/A	£295.00
1 only Vitesse/Herald right hand rear wing assy. gen. BL	N/A	£150.00
Brand new w/screens, Spit IV/1500 - GT6 MKIII, clear laminated	£49.00	£45.00
As above, laminated and tinted	£53.00	£49.00
Herald/Vitesse windscreen, new clear	£59.00	£49.00
Herald coupé, rear windscreen glass	£44.00	£39.00
Door glass, all models except GT6 (state model)	£22.00	£19.00
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Genuine AC Delco fuel pumps Spit 1500 (TKC 3417) suits all 1500s	N/A	£19.00
Spit. III/Her/Vit/ MKI wheel trim rings (set of 4)	N/A	£20.00
Spit. MkIV/1500/GT6 III rear transverse spring	£59.00	£49.00
Herald 13/60 air filters	£ 3.95	£ 2.50
Herald/Vitesse rear top of light chrome 'V'	£ 6.95	£ 5.95
GT6/Vitesse rototflex, set rear brake shoes	£ 6.95	£ 4.95
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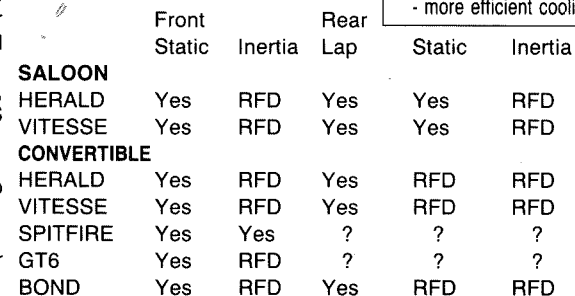
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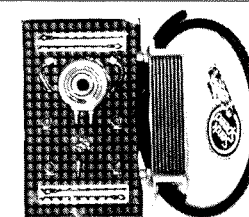
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Carb type ..... Number .....

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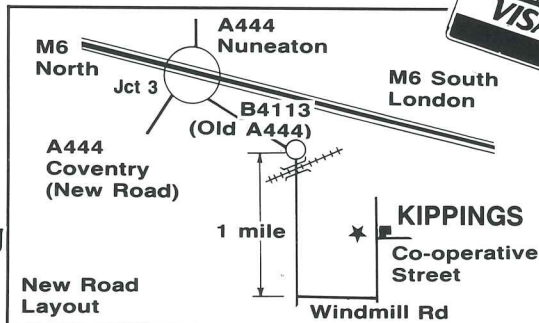
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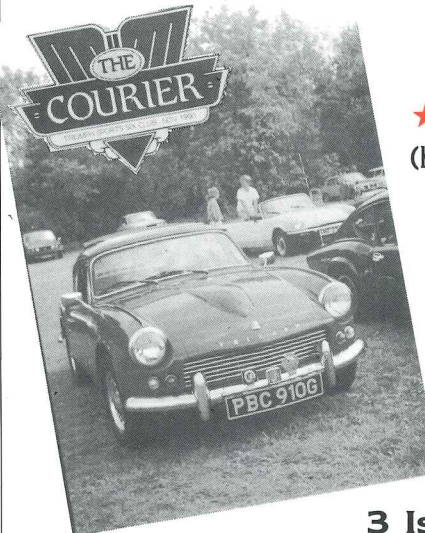
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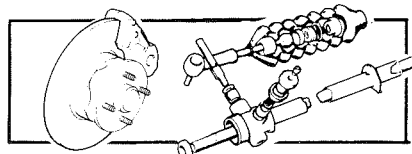
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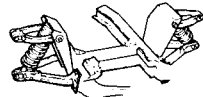
#### Prices:

Herald/Spitfire to 67/Vitesse 6 £49.50 each exchange.Plus VAT.  
Herald/Spitfire 67 on £36.00 each exchange.Plus VAT.  
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*All bolts used in above kits are high tensile and all items are bright zinc plated...*

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# VITESSE

**Andy Bonner**

**T**HIS month's feature car is a MkII Saloon owned by Malcolm Reynolds. Malcolm has actually only just bought AAF 739J, having last owned the car 14 years ago.

Back in June 1989 (Courier 108) I featured Malcolm's immaculate Sienna Brown Mk II which he had extensively rebuilt at S.W. Classics and went on to win concours awards at the International in 1989 and at Stafford 1990, first and second place respectively. Unfortunately finances won't stretch to keeping both so he has decided to sell his concours car to concentrate his efforts on AAF 739J.

If you are interested in acquiring one of the best MkII's around you can contact Malcolm Reynolds at the following address: c/o Chez-Nous, Potters Lane, Boscastle, Cornwall, PL35 0AP. The price will be around £8,500.00.

Continuing with cars for sale I have been contacted by a non-club member with a MkI Convertible for sale, 1 year's MOT, fitted with 2.5 engine. Price around £950.00 - contact me if you are interested and I will put you in touch.

Having been Vitless for the last few months I have now bought my first 1600, having only owned Mark II's in the past. I have bought the car as a non-runner and intend to do a chassis up rebuild as soon as my current project is completed, target date

Spring 1991? Incidentally I have recently had a chassis shot-blasted and zinc hot metal sprayed at a local industrial firm for a very reasonable £60. Have a look in your Yellow Pages under metal sprayers and finishers. Going through the "Classic Car Adverts" I was quoted up to £500 for the same job!

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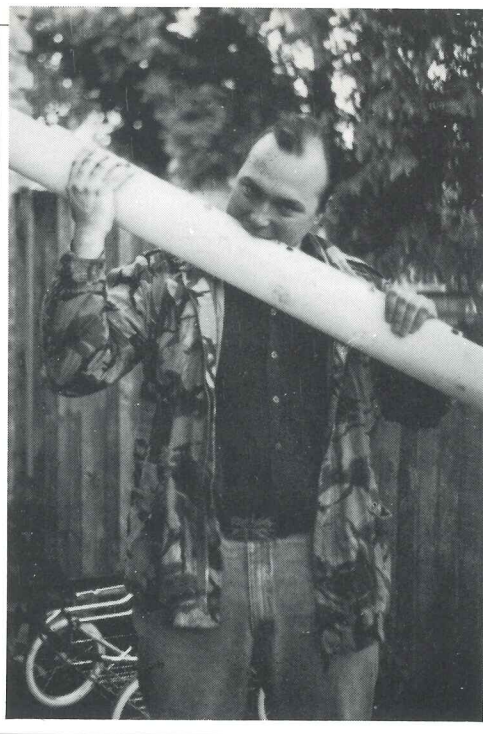
## CLUB PERSONALITY PROFILE

This month's star is none other than Steve Tanner. He is a member of my local group, Hants & Berks, although he visits so many other area meetings that at least 3 other groups think of Steve as one of their members.

Steve's main claim to fame is summed up with the words "why fit a standard component to my car when with a little more effort I can bodge something else". Needless to say he belongs to the recovery service of both the AA and RAC, and has the unique (?) distinction of arriving on the trailer of one organisation for the International and leaving by the same means with the other!

I recently had cause to question his sanity when he broke the remains of a Vitesse MkII Convertible in order to convert his Herald Saloon to soft top motoring when most people would agree that the MkII would be a far more lucrative project. However, it's nice to know that his main enjoyment comes from doing what he wants with his cars and not the main pre-occupation nowadays of "what's it worth?".

The photo shows Steve using his method of testing for rust in the sills. Just joking, Steve. I'm sure that all the people who you have helped with their cars over the last few years appreciate you just the way you are.



'Jaws' Steve Tanner testing for rust

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- \* EVERFLEX - Superior range of coloured hooding used as original equipment by Rolls Royce. Available in white, tan, beige, red, navy, cream, grey, maroon & green.
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- \* MOHAIR - Top of the range Industry Standard fabric hooding used by leading car manufacturers on luxury cars. Available in black, brown, beige & navy.

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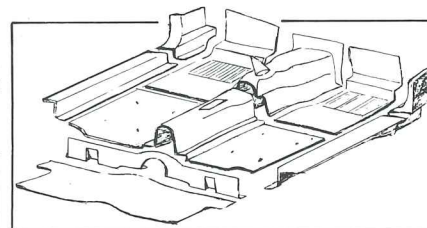
MODEL	H/DUTY PVC	SUPERIOR VYNIDE	EVERFLEX	DOUBLE DUCK	MOHAIR
Spitfire Mk3/4/1500 (zip)	£66.67	£86.75	£108.43	£119.11	£202.62
Spitfire Mk1/2/3	£57.61	£83.49	£104.37	£119.11	£202.62
Herald/Vitesse	£62.79	£83.49	£104.37	N/SUITABLE	N/SUITABLE
Stag	N/SUITABLE	N/SUITABLE	N/SUITABLE	£125.94	£200.09
TR3-5	£84.16	£109.23	£136.53	£128.65	£230.34
TR6, TR7	£73.80	£97.75	£122.19	£119.11	£202.62

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Spitfire 10 pce	£43.02	£57.67	£28.05
GT6 15 pce	£53.91	£69.32	£35.75
Herald/Vitesse 4 pce	£32.13	£46.01	£24.75
TR Stag 11 pce	£53.91	£69.32	£35.75
TR4/5/6 15 pce	£43.02	£57.67	£28.05
TR7 7 pce	£32.13	£46.01	£24.75

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O.E. Black	£60.50	£25.25	£14.70	£19.80	£54.45
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# INTERNATIONAL

IT is easy to sum up this years 'International' in three words :-  
**THE BEST YET!**

How can we substantiate that statement? Well, we had more members attending than ever before, more Club cars there than ever before, more specialist traders than ever before and more new members joined there than ever before.

Certainly there is still room for improvement, we desperately need more participation from Area Organisers and their members, (I wish I knew how to get you to participate! and I know Dave Beardsley feels as though he's battering his head against a brick wall). In particular we would like additional games, sideshows, convoys out etc. We still need more helpers to relieve the work load on the current team. But generally the event was exceptionally good and was enjoyed by almost all including the organising team in spite of the hard work. The Club owes its thanks to all those that did help, many are listed elsewhere in an article by Irene Fussell and others know who they are so pat yourselves on the back for a job well done.

## THE FUTURE

Well we would like to see even more traders present, even more Concours entrants and of course we would like to see even more members attending.

In the future we would like to see more participation from other Standard and Triumph Clubs, this would give the whole event a more 'historical' feel and hopefully bring the Triumph movement generally closer together. This year the Saturday saw display stands from the Triumph Sporting Owners Club, the Pennine Triumph Sporting Car Club and the Triumph 2000/2500 Register and we are very grateful for their participation. I hope that we can expand that idea and make the Saturday into a real 'Triumph Day', if other Standard and Triumph clubs join in we can achieve the first 'Indoor Show' purely for Standard & Triumph cars, this opens the door to all sorts of exciting possibilities. I personally feel that by introducing this 'Triumph Day' as part of the TSSC International Weekend everyone will gain. We will have an even more interesting event, the other smaller clubs will have an indoor event which they would otherwise be unable to afford, we will be able to



attract even more specialist traders to attend and the Triumph Movement generally will gain most of all. I would be interested in members views on this idea and any others, so if you feel like writing contact me at the TSSC office address.

**Jonty Wild**  
**121 St Mary's Road,**  
**Market Harborough,**  
**Leicestershire, LE16 7DT**  
**Tel: 0858 467710**

### Results of the Questionnaire — Dave Beardsley (explanatory notes by Jonty Wild)

As with other years we issued a questionnaire to all those attending the event, the response helps us to gauge the success of the event and how to improve it. Bearing in mind the large numbers that attend, the response to the questionnaire is usually pretty small (which we take to be a sign that most people are happy with the event, if we're wrong then fill in the form and tell us!). Never the less the results are quite interesting.

#### Attendance

Saturday only 15%

Sunday only 27.5%

Both days 57.5%

Accommodation used

Camping 78%

B & B 13% —

Hotel 9%

Entertainment-i.e. Enough to Do?

Yes 90% — No 10%

Question - Would you prefer the International to be a one day or two day event?

1 Day 13% — Full Weekend 87%

Preference of Month for the Event

May 2% - June 7% - July 41% - August 50%

(Due to shortage of good sites we are very much in the hands of the showground i.e. in January 1990 we were only offered 3 possible dates for 1991 - JW)

Membership of Clubs

TSSC 97% — Others 3%

Membership of Other Clubs

TR 36%, 2000/2500 Register

16%, Club Triumph Eastern 16%,

Stag 16%, Triumph M/cycle 16%

#### Comments

What follow is a precis of the most commonly expressed criticism of the weekend.

1) Lack of ice creams, burgers, hot dogs, tea, coffee etc. were promised, but were not available during the weekend. Also the cafe within Bingley Hall was not brought to the visitors' attention, particularly with regard to the availability of breakfasts.

The former were promised by the catering company but did not materialise, we will try to make our own arrangements next time. We will take on board the last comment - JW

2) Admission fees felt by many who completed the



questionnaire to be too high, some complained that they were not published in advance.

Prices were in fact published in several Couriers and discounts were available for those who booked in advance. Booking a complete showground is very expensive and budgeting so that a loss is not made, is difficult without knowing what the turn-out will be, however any profits made go back in to the 'pot' to subsidise TSSC events and shows which can't break even - JW)

3) Location to far north.

What can I say, we are criticised wherever we hold the event, at least this site is well served by motorways and of course many members actually enjoy driving their cars some distance to the event. But the real answer is that there is a lack of suitable facilities in this country at a reasonable cost, other sites we have been offered and there aren't many, have been up to 2 or 3 times the cost - JW

4) Camping, the shower/toilet facilities are poor. This point is also taken on board, the showground are considering improving facilities, hopefully before next year. However, even if not perfect the facilities are there and usable and bearing in mind the suitability of all the other facilities ie. large indoor hall, large evening event rooms, pleasant large outdoor setting etc. etc. we are likely to stick with Stafford unless something better comes along. I will consider hiring more toilets and showers, but from past experience I know that these are expensive, ie. they are likely to put between 50p and £1.00 on the price of entry - JW.

5) Disco/Buffer, expensive for what was on offer, however the opinion was split 50/50 between those wanting more for the same money and those wanting the same for less.

Again this is a difficult problem, most showgrounds, Stafford included, have contracted the catering facilities to one firm and therefore you have no second choice. Entry to the bar/disco was £4.00 and bar/disco & food £10.00, however if members book in advance these costs are effectively £3.00 & £6.00 respectively. This brings the cost of the food provided down to £3.00 which I thought was not bad value for money. I would be

very interested to hear whether members would prefer us to drop the food completely, of course you do have the choice at present. - JW.

6) Camping areas were the wrong way round. There is reason for the apparent lack of logic, in the past we have experience some problems with members and buildings, so effectively I have tried not to mix the two. Anyone wanting a really quiet camping area ie. if they have children etc. should have been directed to a specific camping area, however this is not easy when you have so few

helpers. Consideration will be given to reversing the camping areas to perhaps a more logical way round - JW

7) Restoration demonstrations etc. the seat covering demonstration by Newton Commercial in 1989 was very popular, hoods fitting and door re-skinning were suggested.

I would love more of these type of

demonstrations to take place and I will try to arrange them, but it would be much easier if someone would volunteer to take on the organisation of these. Someone solely doing this would make a much better job of it than one of the other members of the team who is already doing several jobs - help please! - JW.

## CRITICISMS WELCOMED

The organising team really does welcome this sort of constructive criticism, but to implement these and other improvements would be so much easier with more help. Will any Area Organisers or individuals willing to offer help please come forward. On the whole the low level of criticism is very very good considering the amount of effort the event takes and how small the team is that does the work. Most members are very happy with the event let's hope that we can continue to keep our event at the very top of the ladder.

**PLEASE, IF YOU HAVE ANY CRITICISMS, WRITE TO ME, JONTY WILD, AS WE CAN THEN DO SOMETHING TO REMEDY THEM BEFORE THE NEXT INTERNATIONAL OR OTHER EVENTS ETC.**



# BOND Equipe REGISTER

Peter Jacklin

THE Sheffield get-together was a quiet affair but those who turned up enjoyed pleasant company and a scenic ride which terminated at a suitable hostelry. Thanks to the organisers Keith and Anne Dungworth.

1990 marked the twentieth anniversary of the closing of the Equipe production line at Bond factory in Preston, that means that the youngest Equipe is now twenty years old. Vehicles of this age require regular attention to keep them in roadworthy condition:- braking systems, steering and suspension components will need refurbishment and/or replacement to ensure your safety and that of other road users. Most of the items needed for such an overhaul are readily available from the advertisers in the Courier, so why not have a good look at your car and assess what



is required, make a list and who knows, Father Christmas might come up with some of the goodies!! When talking to suppliers or your local motor factor it saves a lot of hassle if you don't mention the word Equipe but refer to the original donor Triumph model, e.g., for engines - Spitfire or Vitesse and chassis components Herald or again Vitesse as applicable to your car.

I have received a number of requests for my list or Equipes for sale, however recently very few adverts have come to my notice in the classic car press, please let me know if you find any. Also if you use my listing and can provide updated information, please let me know so that I can delete out-of-date information. Now for some further extracts taken from the Bond Production Committee Minutes appertaining to the Two Litre development.

### 1357/66

Some 2 litre drawings are ready, also a chassis, bulkhead and floor have been delivered to Specialised Mouldings in Sheffield. 'Hot wire' method of fixing the rear window to be considered to give a smooth line between the glass and the body. This method cannot be used for the windscreen as Standard-Triumph frame is to be used. (this illustrates that the Bond engineers were quite willing to consider what was at this time an advanced technique).

Triumph 2000 petrol tank to be employed (see later for developments on this item), also Triumph 1300 grill and bumpers plus a Vitesse dash.

### 31/8/66

Sealing of the boot to be discussed with Peter



Jackson following problems with 4S (now they tell us!) Windscreen rubber to be special order item from same supplier as 4S (as Herald). Triplex unhappy on 'hot wire' method of rear window so special rubber moulding to be used instead. Basic door shell to be supplied by Standard-Triumph.

7/10/66

Target date of 25/10/66 agreed for completion of pattern making.

Hertfordshire Rubber Co. to supply modified windscreen rubber. Triplex to quote for Zone Toughened windscreen. Clayton Wright trying to overcome problems with moulded square corners on rear window rubber.

Windshields to produce sample quarter-lights. Vitesse fuel gauge to be re-calibrated to suit Triumph 2000 petrol tank.

MkIII badge not to be fitted to the new model, EQUIPE G.T. badge or BOND letters on bonnet and EQUIPE letters on bonnet and EQUIPE script plus '6' on boot.

Well, that's all from the Production Committee Minutes for now, more next month.

This month's picture shows yours truly and better half with our two Equipes, my 4S having now been sold.

Finally, a Happy Christmas and a Prosperous New Year to you all.

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Front wing	£45.00
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Rear wings (BL)	£99.00
Sills (BL)	£25.00
Closing plate	£ 3.95
Sill extension	£ 7.90

### Steel panels — Herald/Vitesse

Front wing	£57.00
Front valance (fibreglass)	£28.06
Doorskins	£19.00
Door treadplate	£ 7.50
Sill	£12.50
Rear wing	£65.00
Rear quarter valance	£19.00
Rear centre valance	£38.00

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## HERALD 13/60

THIS month, back to cars for the heading photo, this is Stuart Creasey's Convertible.

Stuart's car is one of the select bunch with steering locks, oh and its black. Yes, I hear you cry its a black and white photo! But no, it is actually black, with a tan interior, nice.

This month I will carry on with the article on rear suspension started last month, to conclude next month.

### Trunnions

Like the front trunnions, the rears comprise two nylon "top hats" surrounding a steel tube, through which the retaining bolt passes. At either end of the tube are two steel washers and a rubber seal. Now, the assembly is designed to have all these components present, any missing will allow excess play regardless of their state of wear. I have seen many cars where the sealing rings and washers were missing and once even the steel tube! To check for wear, apply the handbrake and have an assistant rock the car back and forth whilst you observe from under the car. Look at the gap between the vertical link and the bearing carrier, there should be little or no movement between the two. (See figure 2). Repair is by replacement, easy, provided you can get the bolt out. It normally rusts, bonding itself to the tube meaning the only way to remove it is by cutting through the bolt with a hacksaw where shown. When reassembling, apply copa-slip to the bolt to prevent this happening again.

One last point, a totally seized trunion will not be apparent in the above test and will give some strange handling effects. If your car has done more than 30,000 miles since the trunnions were replaced it would be worthwhile stripping the assembly to check, replace and lubricate as necessary.

### Flanges

Apart from wearing in the holes for the U/Js (see Yokes last month) the fault will be loose bolts where the flanges are attached to the gearbox or the differential. As the bolts become loose they allow tiny amounts of play which, when you pass



Dave Beardsley

73ft/lbs of torque through them, create vibration, particularly at high speed. The bolts will get progressively looser until the joints start to knock. Simply inspect with a couple of spanners. Any that are particularly loose should have the nyloc nuts replaced.

### Propshaft

The first problem, that of vibration is very easy to detect, but very hard to cure on a DIY basis. The age old cure using two jubilee clips can be effective but is very time consuming to get it right. Position two clips as shown in Fig. 3 at the rear of the propshaft, road test to see if this has improved or worsened the problem and move the clips both in relation to another and in relation to the propshaft itself. Road test and adjust road test and adjust etc, until you are happy with the result. Alternatively, have the prop professionally balanced at a cost of about £40 which will also include

replacement of the U/J's.

Knocking in the prop will only affect those of you with strap drive, or sliding spline proshafts. Those of you with solid props can now assume a smug grin. If any of the straps are broken or their retaining bolts are loose, knocking will occur. Inspection and repair is straight-forward. Sliding splines are harder to examine for wear but if you suspect wear may be present, try pumping in some grease through the grease nipple provided. If the knocking stops this would indicate (i) you have not greased it since the day you bought the car (ii) the wear has been taken up by the grease. The knocking will probably resume within a hundred miles if this is the case.

## Wheels/Tyres

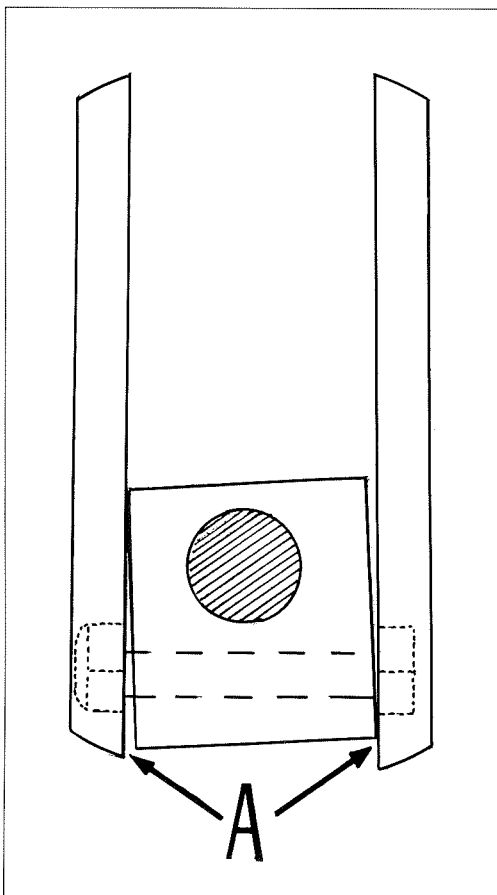
Vibration here can come from two sources, imbalance of the wheel/tyre combination and incorrect tracking. Imbalance is easy enough to solve, price about £15 from your local tyre fitter. Incorrect tracking will be evidenced by abnormal tyre wear. If your car has had new rear outriggers fitted it is worth having the alignment of the rear wheels checked. Most tyre companies seem reluctant to align rear tyres but a few phone calls should locate a company in your area willing to do work.

## Shock Absorbers

These will knock as they become worn (normally mileages in excess of 50,000) try bouncing each corner of the car to identify which is the offending side. The cure is by replacement, both sides, to retain the balance of the car. The shock absorbers can also knock due to bottoming out caused by a worn spring. As the spring wears, the car sags which causes the damper to bottom out when a bump in road causes the wheel to be forced upwards. If you suspect this may be the case, refer to Jonty Wild's article on springs, Courier 115, January 1990, page 45.

**Finally**, for this month a little tip. Buy a full workshop manual. Easy though it may sound, I lose count of the number of calls I get which would not be needed if the caller had one. Not that I mind talking you through a job, but it makes life easier if you have a good manual with the same illustrations as mine so that I can point things out to you over the 'phone. Available from Triumph Bookshop, price £21.95 inc P&P, see advert elsewhere in the magazine.

**A full range of non-adjustable and adjustable shock absorbers are available from Special Offers**  
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A = Movement will be apparent at this point. Insert the saw blade at this point also if the bolt has seized.

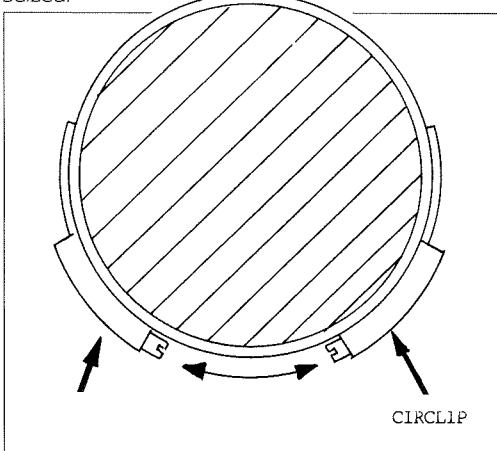


Fig.3.

# Autorama

## IN AND AROUND THE TRADE SCENE

*Latest news of Remanufactured panels, parts or other related products of interest.*



As this is the first time that this page as been included in the Courier, a few words as an introduction are appropriate.

The idea of this feature is to encourage the remanufacture of items for 'our' cars and publicise them when they are. For products to be included, they would obviously have to be of specific interest to owners of TSSC cars. They could be anything, items such as trim, new panels, repair sections or chromework are ideal examples of what will be featured, but we will consider any items of interest.

Hopefully by drawing attention to traders doing this essential work we will encourage them to continue and others to do the same. Possibly we may be able to suggest items to traders that require remanufacture. So if you have any suggestions that you would like passed on write to :-

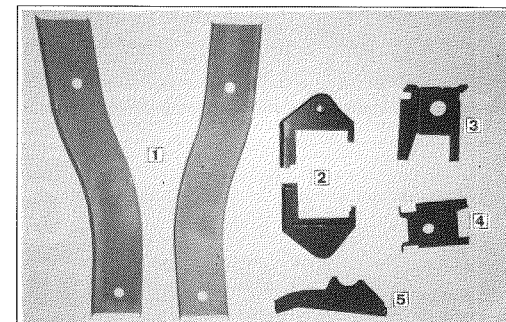
**Jonty Wild, 121B St Mary's Rd. Market Harborough, Leics. LE16 7DT**

Publicity on this page is **ABSOLUTELY FREE**, ie. there are no fees or charges to the traders appearing. This has very obvious advantages for those traders who wish to **launch** new products and should provide a very interesting and useful page for members.

We hope that this page will become a regular feature of the Courier, ideally appearing every month, but that depends entirely on the response from traders. Traders wishing to take advantage of this service should contact:-

**Jonty Wild, 0858-467710** (a phone call first is best) or TSSC Trade Page, 121B St Mary's Rd. Market Harborough, Leics. LE16 7DT.

The first trader to take advantage of this page is **CHIC DOIG** and the newly available items are the interesting selection of repair panels for the chassis and replacement mounting brackets pictured.



**No. 1** shows repair panels for the inside face of the chassis on the Herald and Vitesse (ie. around the diff. area). These retail at £19.50 and are formed from 16SWG metal. Complete box repair sections (not pictured) are also available at £15.00 they come in 4' lengths. They can be cut to the required length and two are required to form the complete box section.

**No. 2** shows left and right rotoflex suspension brackets for mounting the lower wishbone, essential when converting other types of suspension and useful for repairs. The retail price of these is £9.00.

**No.s 3 & 4** are the high quality body mounting brackets for the Herald & Vitesse (also Bonds!). Although the photograph only shows front and middle brackets the rear is also available, the prices are £6.50 (front), £7.50 (middle) and £8.50 (rear).

**No. 5** shows the new Herald/Vitesse overrider brackets (£12.50), which are also available for the early cars. The whole chassis bar complete with brackets (not pictured) can be bought for £42.50. All prices are retail and subject to VAT, trade enquiries are welcomed. CHIC DOIG can be contacted on 0592-640714 or Unit One, Mill Street, Kirkcaldy, Fife, KY1 1SD.

## HERALD / VITESSE INTERIOR TRIM

This is very big news for members who own a Herald or Vitesse and news for which we've been waiting a long time. A company called 'INTRIM' have nearly finished putting together a virtually complete range of interior trim for these cars and in almost all body styles. Not satisfied with just an extensive range, they are not only going to manufacture the perhaps predictable colours of black and red, but most others besides. Needless to say this is certainly the most impressive trade news of 1990, it is very important for the TSSC, the trade and of course most important for the owners themselves. It will now be possible to finish restoration projects to a complete and very high standard. At the time of writing full details are not yet available, so watch this space next month (or phone 0392-68672).

This is pretty impressive news to report for this page especially in its debut appearance. Quite how we will be able to follow this I don't know, though it would be nice to hear news of new GT6 bonnets, new Herald/Vitesse floor pans or hood frames, moulded carpets etc., etc. . . . Traders we're waiting to hear from you!!! — phone **0858 467710**.



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Spitfire 1979 untidy.....£1250 now £1150  
Spitfire 1977 requires welding.....£1295 now £1195  
Spitfire 1977 o/drive.....£950 now £850  
Spitfire 1976 attractive condition .....£850 now £750  
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**NEW HOODS**  
**SPIT Mk4/1500**  
**from £55**  
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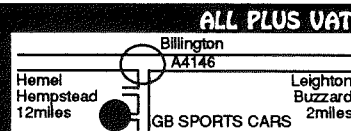
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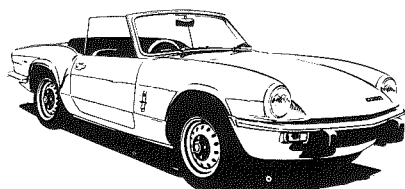
## SPITS & PIECES WE'VE MOVED

As from 1st October 1990 SPITS & PIECES will be operating from Maidencoombe Service Station, A379, Teignmouth Road, Torquay TQ1 4TH, for car sales, spares, Mot's, repairs.

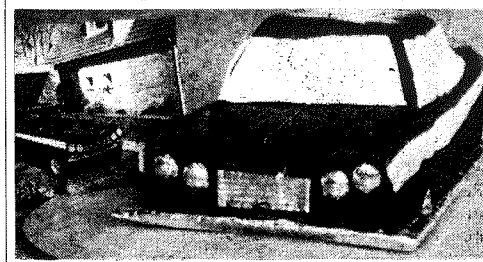
Make a day of it, visit our local attractions in the area.

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## LATE . . . NEWS



This cake was ordered by a couple celebrating the first anniversary of their meeting. It's the first car they went out in and they are now married. Fiona also made the wedding cake for the big day.

## ★ ★ ★ NOTICE TO ALL ★ ★ ★ ★ ★ ★ CIRCUIT RACERS ★ ★ ★

The 1990 T.S.S.C. Circuit Racing awards and General Meeting will be held at the Trotsworth Inn, Virginia Water, Surrey, on December 21st at 8 o'clock, this will combine a Christmas dinner & disco. A full 3 course meal will be available at a cost of £13 per head. Anyone wishing to attend must let me know the number of tickets required. Please write to:- Kevin Ginger, 8 Clinkard Place, Lane End, Bucks, HP14 3HQ. Tel: 0860 745616 (day), 0494 881097 (ev/ngs)

## ANTI-LOCK VITESSE?

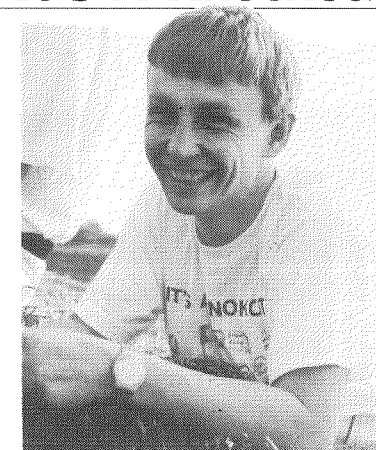
I am writing to see if any Courier readers can help me — though purists had better stop reading at this point. The firm I work for has agreed that I can have a completely restored Vitesse as a company car providing it meets the rules of the car scheme: 1) can run on lead free petrol, and 2) have anti-lock brakes. The first does not seem to be a problem, but the second is. I imagine it will require a complete new brake system but surely that is possible without having to alter much else on the car. Has anybody tried this or a similar modification? Keep up the good work.  
Chris Lewis, 42 Hertford Street, Cowley St John, Oxford, OX4 3AL

## CAN ANYBODY HELP?

In order to get my 1967 Herald 1200 estate through its MoT, I need to find a small replacement part for the windscreens wipers. The part is a cog which is driven directly by the long worm gear (which passes under the dashboard). I would be extremely grateful for any help. My telephone no. is 0272 327786 (Bristol). Thanks. S. READ

**VALUATION TEL: NO: 0245 443152**  
**Pam Griffiths**  
**T.S.S.C. Insurance (Footman James)**  
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## Hants & Surrey 'It's A Knockout'



John Thomason at the 1990 Hants & Surrey Area 'It's a Knockout'. A vote of thanks comes from all those who attended.

★ ★ **STOLEN** ★ ★  
MKI 2 Litre Vitesse saloon. Dark blue,  
Light Blue interior. Registration  
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## TWIN HERALDS!

OK, I know it's a while after the event, but I've moved house and, sin of sins, only **JUST** read my Courier with the report on the London to Brighton Classic Car Run from the 'only Herald' in the run. Well this is just to let them know they weren't alone — I was there with trusty 'Reg' the 1200 Herald on the first ever classic event. We were a bit late to the start and so thought **WE** were the only one, but we saw our soul mate at the line-up along Marina Drive at Brighton. It was a brilliant event with all those wonderful cars on the road where they belong and I hope to be part of it next year.





This month's heading photo of a 1980 Pageant Blue Spitfire is sent in by John Martin of Cleveland.

If you have taken any particularly good or interesting photos of your Spitfire IV or 1500 this summer, then send them in for inclusion in the Courier as I am beginning to run out.

# SPITFIRE IV John Thomason 1500 REGISTER

## BRAKES

If all the systems on a car could be listed in order of importance, then the brake system would probably be at the top of the list. There's no point in having an engine that gives remarkable speed, or a suspension layout that gives fantastic cornering unless you can stop the car quickly and under full control. A failure in the brake system can cause considerable damage, serious injury or even death. The braking system is such an important subject, I've had to break it into 2 parts! This month we'll look at a little theory, then next month we'll tackle the practicalities of looking after the Spitfire's braking system.

Two types of brake are fitted to passenger cars today, the drum brake and the disc brake.

## DISC BRAKES

Disc brakes comprise of a disc which is attached to the wheel hub and rotates with it. Two brake pads are forced against opposite sides of the disc, Fig.1., squeezing the disc between them. The friction generated causes the disc and hence the wheel to slow down and stop. The 2 brake pads are forced together by 2 pistons mounted in a brake caliper which straddles the disc, Fig.2. Upon depressing the brake pedal, hydraulic pressure is exerted equally against the pistons, forcing them out and against the brake pads. Have you ever wondered what returns the pistons once the brake pedal is released? There is no return spring. Two factors act to re-establish the slight clearance between the brake pads and the disc.

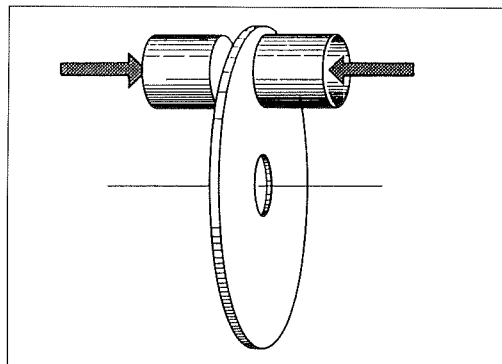


Fig.1. The operating principle of a disc brake.

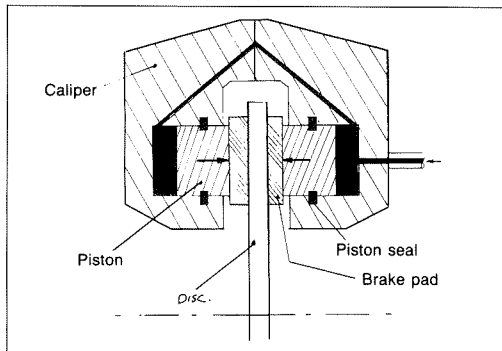


Fig.2. Hydraulic pistons in the caliper force the brake pads against the disc.

Firstly, a **very slight** amount of run-out or wobble pushes the pads away from the disc. The second factor is the action of the caliper piston seals. As the piston is initially forced out, the seals are distorted outwards, Fig.3. Then as the brake pedal and hydraulic pressure is released, it is the piston seals returning to their natural position that pull the piston back. This is why old piston seals which have lost their compliance, can cause 'sticking brakes'.

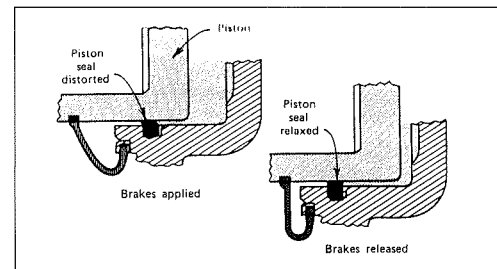


Fig.3. Action of the caliper seals withdrawing the piston.

## DRUM BRAKES

With the drum brake, two brake shoes are forced against the inside surface of a drum connected to the wheel hub. Again the friction generated slows down and stops the drum and hence the wheel.

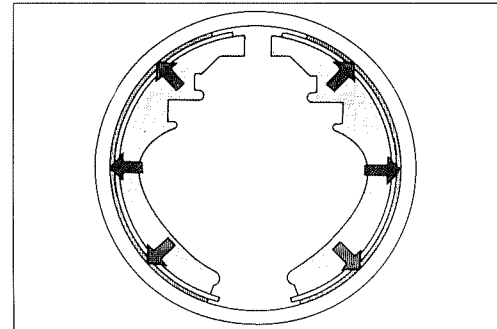


Fig.4. The braking forces on a drum brake.

With the exception of the brake drum, all the components of a drum brake are mounted on a non-rotating 'back plate' which is fixed to part of the vehicle's suspension, the rear vertical link in the case of the Spitfire.

At the top of the back plate is the hydraulic wheel cylinder that contains the piston that pushes the 'leading' brake shoe against the drum, Fig.5. Since the wheel cylinder is free to slide on the back plate, an equal force is applied to the 'trailing' shoe, also forcing it against the drum.

When the brake pedal is released, two retracting springs pull the shoe away from the drum as well as pushing the hydraulic piston back into the wheel cylinder. A brake shoe adjuster is provided at the bottom of the drum. This is a threaded device

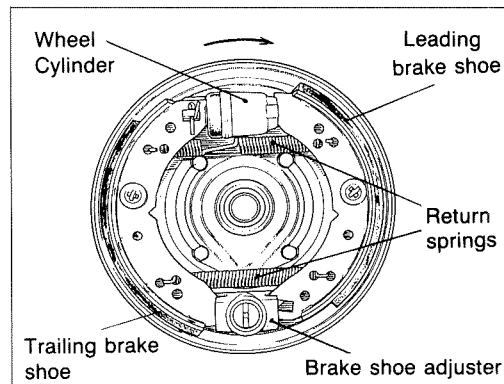


Fig.5. Components of the drum brake which is used to push the shoes apart to accommodate shoe wear.

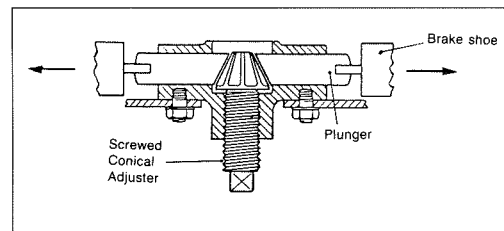


Fig.6. Brake shoe adjuster

When the brakes are applied to the drum in motion, the friction between the rotating drum and brake shoes tries to pull the shoes around the drum.

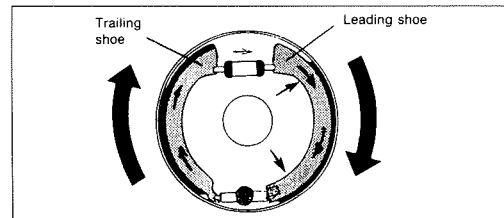


Fig.7. Servo action when brakes are applied to a drum

This is prevented by the shoe adjuster being rigidly fixed to the back plate. The motion of the rotating drum now drags the leading or primary shoe up against the fixed adjuster and pulls it more tightly against the drum. The rotating drum also drags the 'trailing' or 'secondary' shoe away from the adjuster and forces it against the wheel cylinder. As the wheel cylinder is free to slide, the force is transferred across to the top of the primary shoe, forcing it still further against the drum. This action is known as 'self servo' in which the braking force generated by the hydraulic piston is magnified by the rotating action of the drum. Consequently drum brakes require **less** hydraulic effort to produce the same braking force as a disc brake which has no 'self servo' effect.



Self servo action is the reason why you will find unequal wear on the brake shoes. The leading shoe does approximately 70% of the braking, i.e. it wears out about twice as fast as the trailing shoe. In the early days, brake shoe linings were different, the leading shoe having a harder wearing lining than the trailing shoe. Today the shoes are lined with the same material and it is therefore advisable to swap the leading and trailing shoes around after a while to equalise the wear.

As we have seen, drum and disc brakes have different operating characteristics. Vehicle designers use these characteristics to optimise the braking system of a vehicle. Like most modern cars, the Spitfire uses disc brakes at the front and drum brakes at the rear. Drum brakes have a number of disadvantages compared to disc brakes. They have poor cooling as heat is generated on the inside of the drum, and relies upon conduction to the exterior of the drum for cooling. They are therefore more susceptible to brake fade. Unless there is an automatic shoe adjuster (that works!) shoe wear has to be continually adjusted, thereby increasing maintenance. In addition drum brakes aren't self cleaning, the dust from worn shoes having to be regularly removed.

With so many disadvantages, one wonders why drum brakes are used. The main reason is the need for a handbrake. Advantage is taken of the self servo action of the drum brakes to magnify the limited clamping force that can be generated by a mechanical handbrake alone.

## BRAKE OPERATING MECHANISM

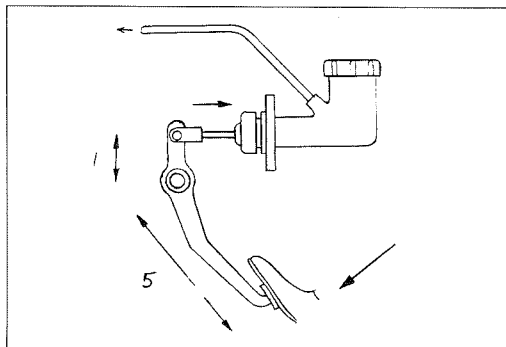


Fig.8. Lever action of brake pedal transmits force to master cylinder piston

The brake operating mechanism must produce a considerable magnification in force in order to produce large forces at the brakes without demanding excessive effort from the driver.

Once upon a time, brakes used to be operated by levers and cables, and very hair-raising they were! Today hydraulics have been universally adopted

by motor manufacturers as the operating mechanism. Hydraulics are able to conveniently transmit a force generated at the brake pedal to the drum and disc brakes, as well as magnifying and varying the size of that force. The initial force is generated by the lever action of the foot pedal. In the case of the Spitfire the lever ratio magnifies pedal pressure applied to the brake master cylinder piston by about 5:1. Fig.8. The resultant force generated at the wheel cylinder and caliper pistons is dependent upon the relative sizes of the pistons. If the piston (output piston) is larger than the master cylinder piston (input piston) then the force is magnified.

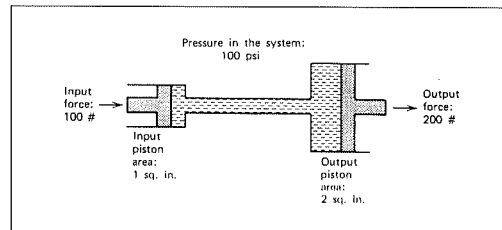


Fig.9. Braking force transmitted is proportional to the relative sizes of the input and output pistons

In addition, varying the sizes of the output pistons between front and rear can be used to generate different braking forces between front and rear, Fig.10., an important consideration for vehicle designers.

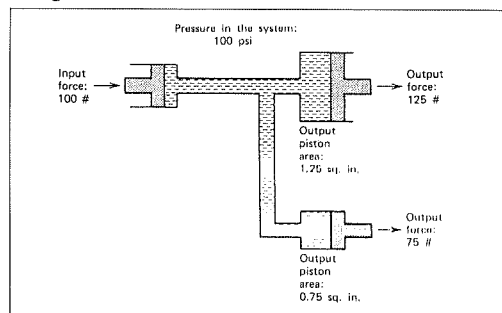


Fig.10. Varying the size of output pistons varies the braking force between front and rear

For several reasons the braking system of a car is designed such that a greater braking force is generated at the front than at the rear.

Firstly, due to weight transfer under the action of braking, the centre of gravity of the car shifts forwards increasing the weight at the front and therefore the braking force required. Secondly, it is important that the front wheels lock before the rear wheels. In this situation the car remains stable, continuing in a straight line regardless of how the steering wheel is turned. If the rear wheels locked first, then the car becomes unstable, with the rear of the car sliding out, trying to overtake the front!

Finally in the case of a car with discs at the front and drums at the rear, the disc brake requires a greater force since it has no self servo action. Thus the hydraulic force required at the front is much greater than at the rear and is the reason why caliper pistons are so much larger than wheel cylinder pistons.

Another consideration when sizing the size of input and output pistons, is that of pedal travel. For example, suppose we have a caliper piston much larger than the master cylinder piston. The large caliper piston will require a large volume of fluid to push it out. This can only be achieved by the smaller master cylinder piston being pushed in a long way, i.e. a long pedal travel.

A modification/change I have seen on some Spitfires is the fitment of a larger master cylinder, possibly under the misconception that it increases braking. A larger master cylinder, will reduce the braking force generated but will give a shorter pedal travel. The reverse is true of a smaller master cylinder. The same principle applies to the clutch master cylinder.

## BRAKE CIRCUITS

Spitfire IV's and 1500's up to commission number FH 130,000 were fitted with the simplest form of brake circuit in which all the brakes are connected together in a single circuit back to the master cylinder Fig.11.

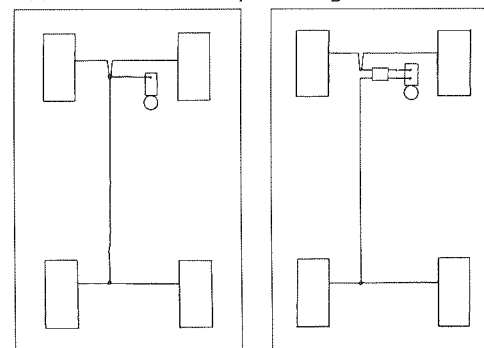


Fig.11. The single brake circuit fitted to the majority of Spitfires.

Fig.12. The dual brake circuit fitted to Spitfires after FH 130,000

However, after commission number FH 130,000, what's known as a dual circuit brake system was introduced. Fig.12. Although not ideal, this system offered partial braking should there be a leak or failure in the system. The master cylinder Fig.13. now effectively had 2 pistons. One piston pressurising the 2 calipers at the front of the car, the other pressurising the 2 drums at the rear. Thus if there was a leak in the rear brakes, then the front brakes would continue to operate unaffected and vice versa. The system

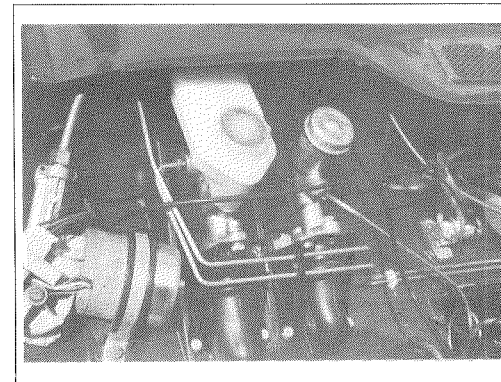


Fig.13. The tandem brake master cylinder. Note the 2 output brake pipes.

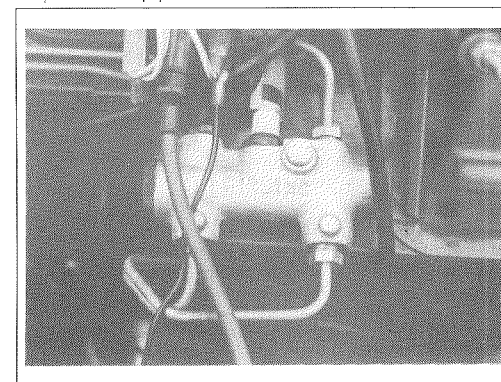


Fig.14. The pressure differential warning valve. Note the electrical connection at the rear for the dashboard warning light.

incorporated a pressure differential warning valve, Fig.14. connected to both circuits. Should one of the circuits fail, then the greater pressure in the good circuit would push the small spool piston in the pressure differential valve across and make an electrical contact, Fig.15. This would then illuminate the brake warning light on the dash to warn of the failure.

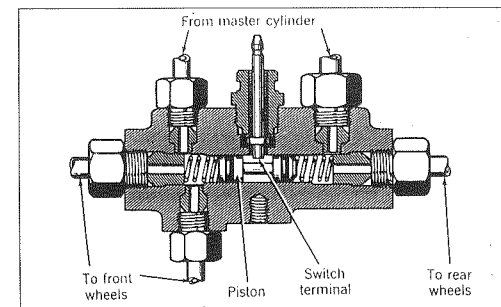


Fig.15. A pressure differential valve with the piston in the centered position.



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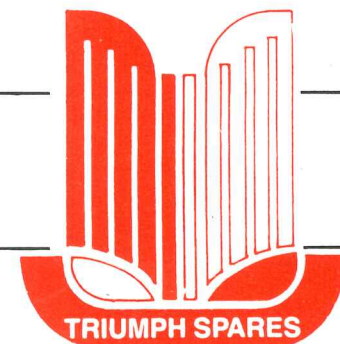
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## BRAKE LININGS

When the brakes are applied, all the energy of the moving vehicle is converted into heat, generated by the friction between the brake linings and the brake discs and drums. Very high temperatures can be generated, up to 200°C in some cases.

The brake linings must therefore be made of a material that will withstand very high temperatures and for this reason asbestos is usually used. The brake lining material must also be carefully chosen for its coefficient of friction, i.e. if it is too low (slippery) then the brakes will not stop the car fast enough, whereas if it is too high, then the brakes will lock and the car skid. The coefficient of friction of the lining material may be changed by adding materials such as brass, aluminium and rubber to the asbestos. Other factors to be considered when selecting brake lining materials include their resistance to moisture (when driving through puddles), their resistance to wear (long life) and their resistance to 'brake fade'.

## BRAKE FADE

After repeated heavy braking, or prolonged downhill braking, the heat generated becomes too much and the brakes and brake linings overheat. When this happens the coefficient of friction between the lining and drum/disc decreases resulting in less and less efficient braking. The driver must press harder and harder on the pedal in order to stop the car.

Brake fade is also generated by drum brakes. As the drum gets hot, it expands and actually moves away from the brake shoes. As a result, the driver must push further and further down on the pedal to push the shoes back into contact with the drum. In order to prevent brake fade, the brakes must lose the heat as quickly as possible to the air flowing over them. Fortunately the holes in the Dunlop wheels fitted to the Spitfire allow good air flow over the brakes. In cases where continuous heavy braking is a requirement, ventilated discs are fitted. These comprise 2 thin discs, separated by cooling fins. Fig.16. The surface area over which heat dissipation can occur is increased.

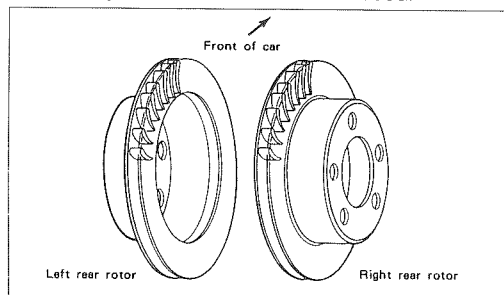


Fig.16. Ventilated discs

It is a misconception that larger brake shoes or pads increase braking. Friction is independent of surface area and hence the size of shoe/pad used. However, larger shoes or pads do allow better heat transfer, reducing brake fade. They don't wear out as fast either!

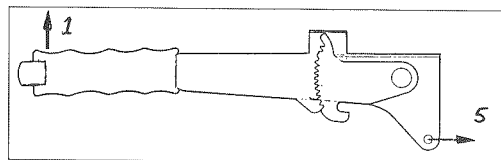


Fig.17. The mechanical advantage of the handbrake lever

## THE HANDBRAKE

The handbrake or parking brake is a mechanical system that comprises a series of cables and levers designed to magnify the physical effort exerted by the driver sufficient to force the brake shoes into tight contact with the drums.

The handbrake has 3 levers to magnify the effort. The first is the handbrake itself, which magnifies the effort of the driver by a ratio of 5:1 and pulls the front cable, Fig.17. This pulls the relay lever which also magnifies the effort by a ratio of 2:1.

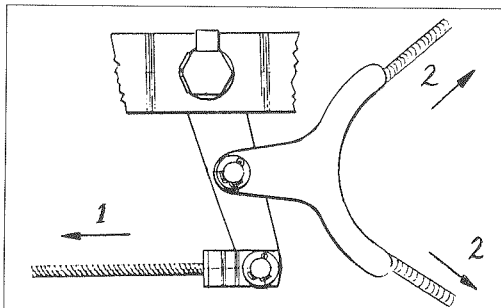


Fig.18. Force magnification at the handbrake relay lever

The relay lever also ensures equal pull on both rear brakes via the rear cable. Finally the rear cables pull on the back plate levers on each rear brake, further magnifying the force by 3:1. As the back plate lever is pulled it forces the leading and trailing brake shoes against the drum in a similar manner to the wheel cylinder piston. Fig.19.

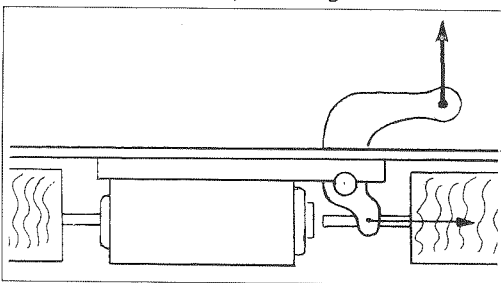


Fig.19. The back plate lever magnifying the force applied to the brake shoe.

Compared to hydraulic brakes, the series of cables and levers making up the handbrake are relatively inefficient. The braking force which it applies depends on the strength of the driver. This is partly made up for by the self servo action of drum brakes resisting any motion of the drum.

One tip worth remembering is to apply the main brakes before the handbrake. The more efficient hydraulic system is then used to force the shoes into contact with the drum, the less efficient mechanical handbrake then merely holding them there.

## BRAKE SERVO

A heavy or fast moving car requires more braking than a lighter or slower moving car. The braking system of the car will be sized to stop the car quickly and safely under these conditions. However a limitation on the system is the amount of force the driver can exert on the brake pedal. Thus in the case of high performance or heavy cars, a method of boosting or assisting the drivers effort is required. This is the function of the Brake Servo or Power Assist.

This is all the servo does. It doesn't increase the efficiency or ultimate braking ability of the braking system, but ensures that its full stopping power is achievable. In the case of the Spitfire, the full stopping power is (or should be) already achievable (witnessed by the ability to lock the brakes on dry tarmac) without the need to fit a servo.

Obviously with a Brake servo fitted, the brakes are easier to operate, requiring less pedal effort and travel. For this reason, in the case of some modern cars, a servo is fitted purely for driver comfort. The danger of fitting a servo to a brake system not originally designed for one, such as the Spitfire, is that 'brake pedal feel' can be lost and the wheels locked all too easily.

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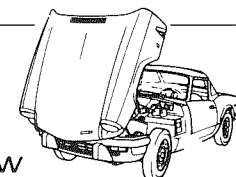
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Door Aperture Seal (Furflex) GT6	£13.25
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Rear Valance Spit I/II/III GT6 I/II	£37.00
Rear Valance Spit IV GT6 III	£28.00
Boot Floor All Models	£36.50
Door Skin Spit I/II/III GT6 I/II	£15.50
Door Skin MkIV GT6 III	£16.50
Full Floor	£29.50
Boot Lid Spitfire IV/1500	£99.00
Rear Light Panel Spitfire IV/1500	£62.00
Battery box	£11.50

## ALL OTHER PANELS SPITFIRE/GT6 STOCKED

## MECHANICAL/SUSPENSION/STEERING

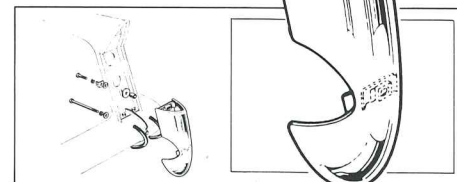
Front Trunnion/Swivel Original Stanpart	£11.00
Steering Rack Exchange	£26.00
Driveshaft all models non-Roto	£45.00
New propshafts from	£65.00
Front Anti Roll Bar Link all	£7.95
Front vertical link Vit/GT6	£32.00
Front vertical link Her/Spit	£34.00
Stub axle Her/Spit	£17.50
Stub axle Vit/GT6	£18.50
Front wheel bearing kit including hub felt (state model)	£9.75
Top ball joint, all models	£8.50
Track rod end, all models	£4.95
Universal joint, all models	£4.95
Front shock absorbers, all	£15.50
Rear shock absorbers, all	£15.50
Rear full wheel bearing kit, rototex models	£11.95
Rear full wheel bearing, non rototex models	£12.95
Rototex 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 Rototex	£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
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- 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 reconditioned carbs available	

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Rubber bumper set, Herald	£85.00
Bumper end cap aluminium, Herald	£6.75

## BRAKES ETC.

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Brake disc 6 cyl models	£15.00
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

## COOLING SYSTEM

Water pump Spit IV/1500 (non viscous)	£21.00
Water pump Spit 1500 (viscous)	£33.00
Water pump Her/Spit	£23.00
Water pump Vit/GT6	£26.00
Radiator overflow bottle (all models)	£5.25
Radiator overflow bottle cap	£ 1.20

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



A new and permanent home for the ...



**A**FTER many months of looking for suitable premises, the T.S.S.C. has found the ideal site — and the club now owns the premises shown on these pages. Although much needs renovating and repairing the basic fabric is very sound and we should be moving in early 1991. The site consists of about 8 offices and a clock tower barn (which we will renovate) around a very spacious courtyard and parking area. To the back of the property we have a piece of land some 300 ft x 60 ft for possible future development.

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TEL: 091-496 0522  
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8.30am to  
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SPARES FOR

**SPITFIRE GT6  
HERALD  
VITESSE**

## SPORTS CAR SUPPLIES

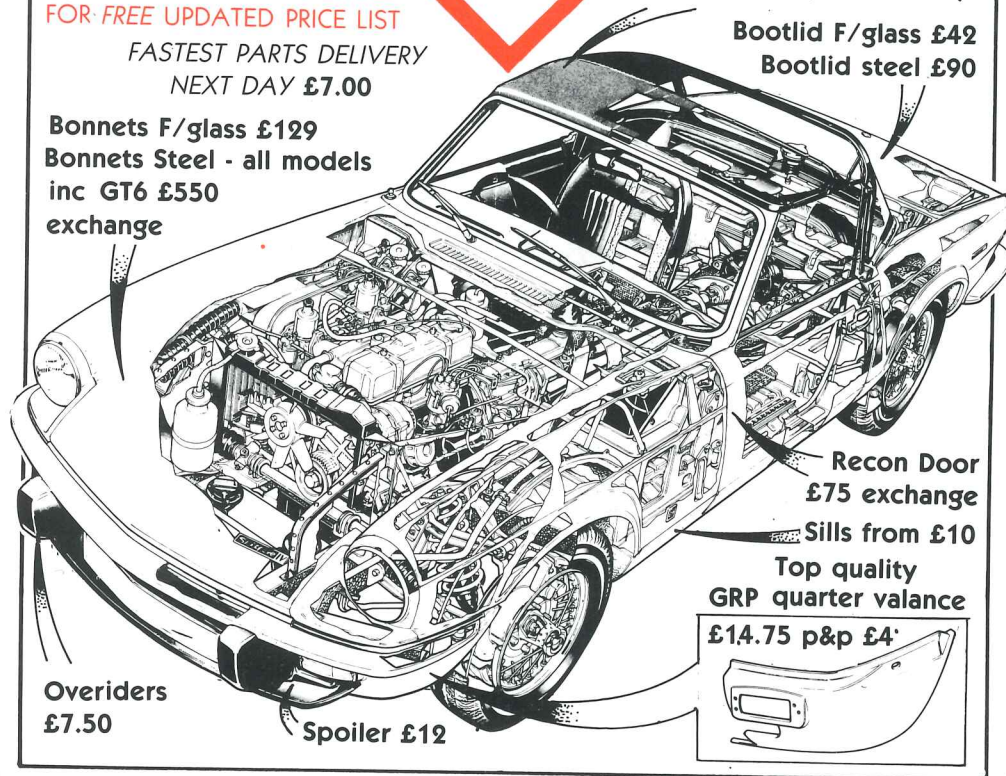
PLEASE RING OR SEND S.A.E.  
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FASTEST PARTS DELIVERY  
NEXT DAY £7.00

Bonnets F/glass £129  
Bonnets Steel - all models  
inc GT6 £550  
exchange

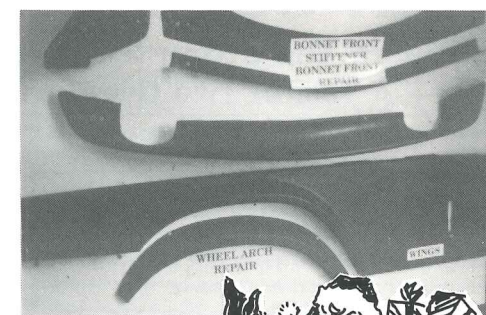
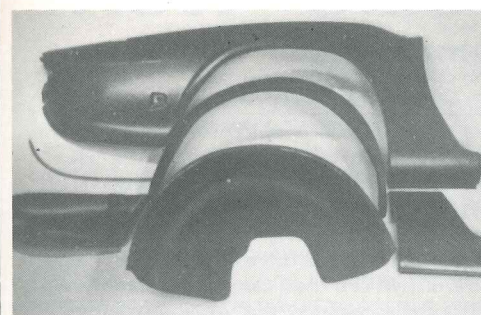
SOFTOPS £59 (zip window)

Bootlid F/glass £42  
Bootlid steel £90



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Chrome 'B' post capping .....	£ 6.50	Overdrive gearbox mounting .....	£12.50
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IV/1500 choke cable (inner & outer) .....	£ 8.50	Pedal rubber .....	£ 2.00
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Rear shock absorbers (pair) .....	£22.00	Door check link .....	£ 7.50
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**WINGS FROM £35.00**



### HERALD

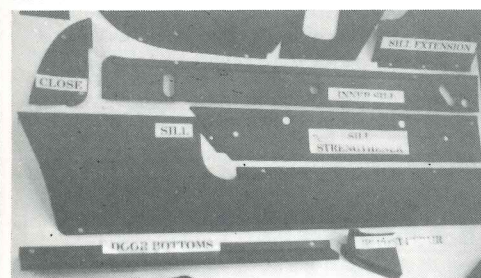
Rubber bumper sets .....	£80.00
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**SILLS FROM £10**

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- ★ Gearbox tunnel cover (f/glass) .....
- ★ Pair bonnet locating cones .....
- ★ ★ Seasons greetings to all our customers and thank you to all TSSC customers for their continued support ★ ★

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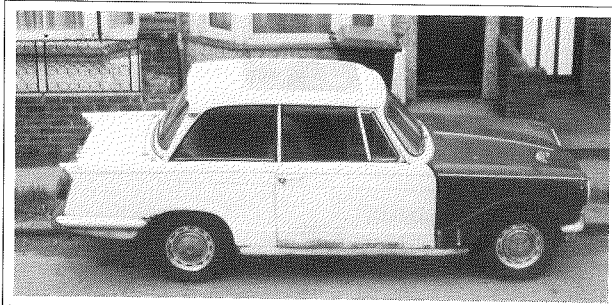
# All in Several Years' Work

Continuing the story from November Issue

## Part 4 — A Tale of Two Overdrives — By Alan Pearce

A non-overdrive Vitesse can be extremely frustrating at times. On a good clear road you can easily run out of revs before you run out of power, especially when you are being chased by an MGB. Not many months after I bought Victor I heard from Steve of Hants & Berks of an overdrive gearbox in a scrapyard in Reading. The car in question looked as if it had been rolled. Not a single body panel was intact and the chassis was mangled at the extremities. However, the mechanical parts were in fairly good condition and apart from the carbs (which Steve had) most of them were still there.

I had taken the week off to fit my new copper brake pipes and cadmium hoses (club offer) so we started the week with a trip to Reading to obtain the gearbox and propshaft. There was, unfortunately, no sign of a relay or switch for the overdrive which was clearly not original. Furthermore we forgot to remove the mounting plate and by the time we realised we needed it, the car had gone.



Non-overdrive Vitesse

### TIED UP AGAIN

Some time later I had collected together all the necessary bits (except for the speedo angle drive) and had the propshaft reconditioned. I had also bought a stainless steel exhaust (club offer) because the existing one had almost split in half one frosty morning. I was leaving the exhaust until I could do the gearbox and replace the manifold at the same time. Every few weeks this meant I had to stop in the middle of a journey to tie it up again, but I lived with it. Finally I was ready and we put the car up on ramps at the front and axle stands at the back. Off came the exhaust, the manifolds, and out came the front seats. Next the propshaft was removed and a jack placed under the sump. Incidentally, the Haynes manual doesn't tell you to jack up the sump when removing the gearbox but if you don't then you will probably do considerable damage to the clutch and gearbox input shaft, not to mention the trouble you will have actually moving the gearbox with the weight of a 2-litre six on it!

Getting the old gearbox out took us the rest of the first day, due to lack of practice. As the "new" gearbox looked to be in very good condition I had not had it reconditioned at all. The only worrying sign was the presence of three small unidentified bits of metal in the overdrive oil filter, but I never did work out where they came from. Initially we tried fitting it straight in, but we soon realised it wasn't going to fit. The overdrive unit is a bit longer than the rear extension on a standard box

and you have to cut a couple of inches off the front of the tunnel. You also need a shorter propshaft but I had realised that and made sure I had one. We had fitted a new mounting plate (the overdrive needs a special one) and a new

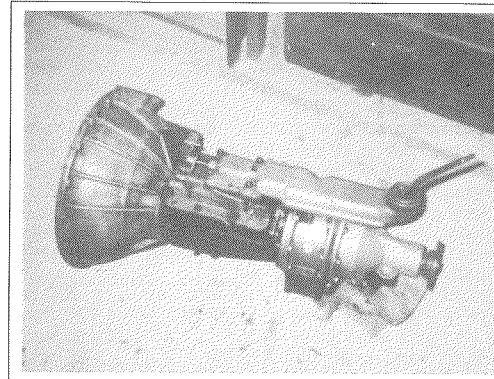
rubber mount because the old one from the scrapyards had fallen in half as we tried to undo it. I didn't have a proper gaiter switch or bracket so I made one from aluminium sheet and a micro-switch. This has been fairly successful but a bit tricky to adjust. I also made a bracket for a switch to fit under the radio as I haven't got a column switch. I fitted my old gearstick to the overdrive remote as there was no bushing on it. Incidentally, I could not get hold of a gear lever remote gasket for a Vitesse so I made one. I later discovered that if you ask for a gearstick rebushing kit for a Dolomite there is one in there so they must exist!

### NOTHING HAPPENED!

Once we had it all back together I took it out for a test drive to the local town. On a nice straight bit of road at a good speed I flicked the switch and bingo... nothing happened. I must confess I switched it off again and decided to look at the electrics when I got back. However on the way back I tried it again and this time I didn't switch it off. After a few seconds the overdrive engaged. That D-type unit was always rather sluggish, particularly when it got warm. The gearbox was noisy and the synchro was a bit weak on first and second, and after about 20 minutes of hard driving the bottom of the gear-stick was uncomfortably

hot, but it worked quite well for nearly ten months. Then one day I was driving back home to Oxfordshire (about 50 miles on country lanes). At the beginning of the journey all was well. By half way it was getting stiff going into fourth. Within another few miles I was having to force it into and out of fourth and third. Finally, 8 miles short of home, I turned a corner and could not get it out of third. I called Mum and Andrew out in the Herald Estate I had bought two weeks earlier and in convoy I managed to limp it home. I was very glad of the Vitesse's torque when having to do hill starts in third! On inspection the third/fourth selector had excessive play (due to thrust washers having worn out) and pieces of the mainshaft tip bearing rollers were lying around under the synchro hub (and probably jamming it).

As we still had the old gearbox etc., we put that back in, but I found I just couldn't live without overdrive any more. The dead gearbox and sluggish overdrive were taken to John Kipping to be exchanged at not inconsiderable cost for a recon gearbox and J-type overdrive.

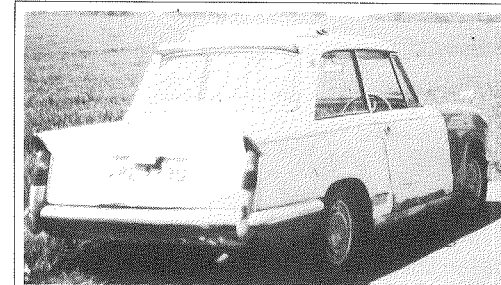


After several weeks delay (other jobs to be done on other cars) we fitted this. A new clutch plate is required due to the different input shaft on Kippings gearboxes but that came with the gearbox, along with the mounting plate which again is different. It took us five hours, outside in the rain, with no ramps and only one pair of axle stands to take out the standard box and fit the

overdrive one. It could have been less but I forgot to put the clutch release bearing in the first time we fitted it and we had to do it again. It is also worth noting that the J-type overdrive is marginally longer than the D-type so we had to cut the tunnel back another centimetre or so. As it had got dark I didn't have time to do the electrics until the following week.

### LOW OIL PRESSURE

The new overdrive operated better than the old one ever had, for three days. Then it started taking longer and longer to operate. Within a week there was no life in it at all. I rang Kippings who suggested it might be a sticky solenoid and told me to bring it up to them to be changed. I decided to check the electrics first and concluded that the solenoid seemed to be working fine. Meanwhile the gearbox had started to get noisy and it occurred to me that the symptoms might suggest lack of oil. Now I knew it had been full when I connected up the electrics, so the idea that I may have lost all my gearbox oil in a week disturbed me a bit. I checked and sure enough the oil level was very low. I checked all the plugs and discovered that the one in front of the solenoid was half way out. This plug is on the high pressure side of the hydraulic system, so it is hardly surprising the oil drained out so fast. The overdrive now works superbly except that the switch I used doesn't like switching the solenoid directly as you do with the J-type unit. Still, I always said it was a temporary switch.



**ERRATUM: VPL 173G IS A MKI 2 LITRE VITESSE NOT A MKII AS STATED (AUTHOR)**

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# T. D. FITCHETT SUPPLIERS OF TRIUMPH SPARES FOR ALL MODELS

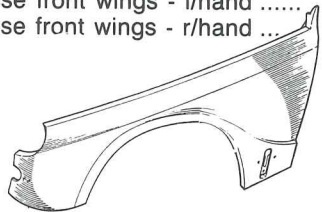
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SPECIFICATIONS

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13/60 front wing - r/hand 713268 .. £40 each  
13/60 front wing - l/hand 713267 .. £40 each  
Vitesse front wings - l/hand ..... £55 each  
Vitesse front wings - r/hand ..... £55 each

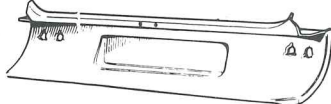


Herald/Vitesse door skins - r/hand 901339 .. £27.50 each  
Herald/Vitesse door skins - l/hand 901338 ... £27.50 each  
Complete doors available shortly  
948 Herald/Vitesse rear centre valance . £30 each  
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## MK III SPITFIRE

Offside front wing 907155/903089 ..... £40 each  
Nearside front wing 907154/903088 ..... £40 each  
Rear valance/lamp panel 569900 ..... £30 each

## MKII



At the time of going to press we can supply every gearbox, steering rack and diff for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag. Front struts - Stag 2000, TR7 - Drive Shafts - TR6, Stag 2000.  
This is only a small proportion of our stocks. Many other items stocked from nuts and bolts to body shells.  
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★ Half floor L/H or R/H ..... £40 each  
★ Sill strengthener 806634/806635 .. £4.50 each  
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Door handle, exterior ..... P.O.A.  
★ Stub axle UKC697 ..... £15.00 each  
★ Brake disc 208715 ..... £11.50 each  
★ Lower A post filler panel 706288/9 ..... £7.50  
Brake master cylinder ..... £30 each  
Brake caliper offside 159130 ..... £45 each  
Brake caliper nearside 159131 ..... £45 each  
Rear valance 908970 ..... £25 each  
Offside sill 903098 ..... £22.00 each  
Nearside sill 903097 ..... £22.00 each  
Headlamp support panels - l/h and r/h. £15 each  
Bonnet hinge tubes - l/hand ..... £15 each  
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Rear inner/inner wheelarch - r/hand 725564 £22.50  
Front ¼ valance nearside 815391 ..... £45 each  
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As above: brown cloth houndstooth ..... £60 set  
MkIV steering wheel 518534 ..... £25 each  
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Right hand knee pad 719401 ..... £5 each  
Steering joint 142140/FAM1718 ..... £12.50 each  
Lucas distributor ..... £65  
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Left hand rear lamp 216933/TKC940 ... £25 each  
Front and rear side marker lamps ... £10 per pair  
Front shock absorbers GSA364 ..... £20 each  
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Late type water pump (viscous) UKC774 ..... £25  
Right hand doors 917570 ..... £175 each  
Left hand doors 917569 ..... £175 each  
Body shell complete with bonnet, doors, boot lid, ¼ valances and chassis ..... £4,000

## TRIUMPH GT6

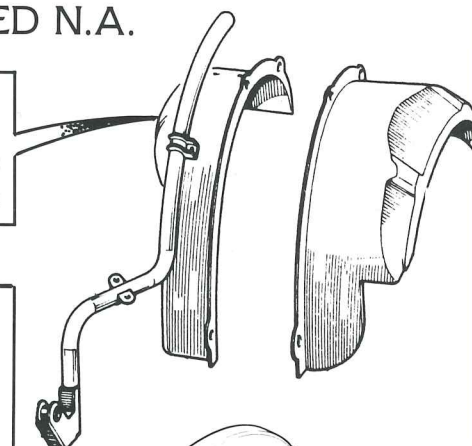
★ Rotoflex coupling 152273 ..... £17.50 each  
Front shock absorbers ..... £20.00 each  
Offside front wing MkII 908114 ..... £65 each  
Nearside front wing MkII 908113 ..... £65 each  
Crankshaft 308034 ..... £65 each  
Front side/flasher lamp 155416 ..... £17.50 each  
Occasional rear seat conversion kit: black 577443 £85  
R/hand front over rider GT6 MkI 710717 .. £10 each

## FITCHETTS FEATURES

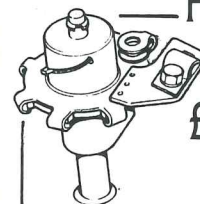
JUST LOOK AT THESE ITEMS, MOST WERE PREVIOUSLY LISTED N.A.

### SPITFIRE MK IV/1500 FRONT WHEEL ARCHES

Front wheel arch inner 909797/8 £25.00 each  
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HEATER  
VALVE  
£15.00  
724021 .... £ 7.50



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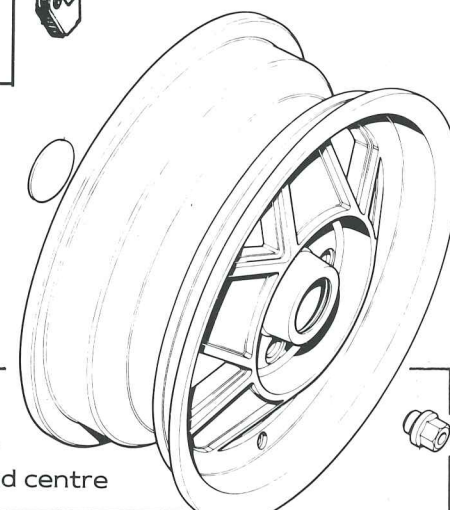
### LOCKS

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Steel wheel nuts suitable for above and centre  
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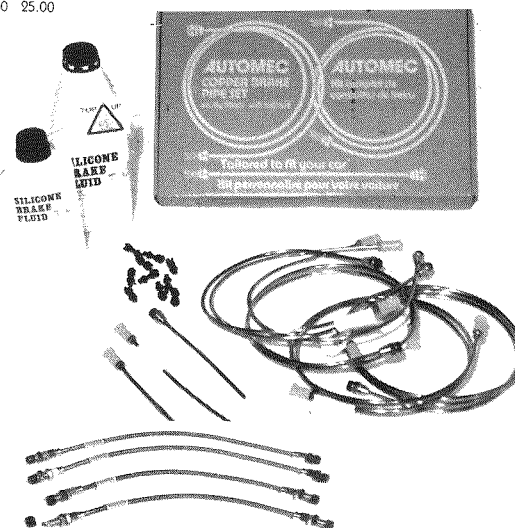
**£5.00** off total cost when brake hoses or pipes are ordered with 1 litre of Silicone brake fluid  
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Supplied in pairs or sets of four.

CODE	DESCRIPTION	PRICE £
<b>COPPER BRAKE PIPE SETS</b>		
GB201/202/203	HERALD 948 to 1961/HERALD 948 to 1961 on/HERALD 1200 DRUM FRONT BRAKES 30.50	30.50
GB204/205/216	HERALD 1200 & 12/50 DISC BRAKES/1200 ESTATE/13/60	25.00
GB208/207	VITESSE 6/1	30.50
GB210	VITESSE II	33.00
GB221/222	SPLITFIRE 4/11/III/ - SPLITFIRE IV/1500	25.00
GB226	SPLITFIRE 1500 DUAL CIRCUIT	40.00
GB223	T6 I	30.50
GB224	GT6 II & III ROTOFLEX	33.00
GB225	GT6 III NON-ROTOFLEX	40.00
	P & P	2.95
GB253	SILICONE BRAKE FLUID ½ litre £15.00	10.00
	P & P	1.50
GB254	SILICONE BRAKE FLUID 1 litre	19.25
	P & P	2.50
GB325	COPPER CLUTCH PIPE - 6 CYL CARS	3.50
GB350	COPPER CLUTCH PIPE - 4 CYL CARS	4.00
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GF009	SET - SPLITFIRE 4/11/III	33.00
GF008	SPLITFIRE IV	37.50
GF013	SPLITFIRE 1500	37.50
GF010	GT6 I	40.00
GF011	GT6 II/III	40.00
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GF014	HERALD 13/60, VITESSE 6 & I	35.00
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	BONDS - RING FOR DETAILS	
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GF700	FUEL FILTER	5.50
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<b>BRAKE HOSES</b>		
GO090	CADMIUM BRAKE HOSES FRONT PAIR	18.00
GO091	CADMIUM BRAKE HOSES - REAR PAIR	18.00
GO092	CADMIUM BRAKE HOSES - SET OF FOUR	34.00
	P & P	1.50
	(FREE when ordered with pipe kits)	



Send order to: TSSC OFFERS - 121 ST MARY'S ROAD, MARKET HARBOROUGH. LEICS. LE16 7DT  
TEL NOS. (0858) 467710 or (0858) 434424 (9 to 5 Mon to Fri. FAX (0858) 431936 (24 hrs)

## TECHNICAL TIP

### TECHNICAL TIPS. 1

#### Worn carburettor problems

Five years ago, I had the same problem on my MkII Vitesse as Richard Underwood's Spitfire in September Courier, idle adjustment was a headache and I had a lot of trouble to start on cold or damp mornings.

After many tunings and different settings of ignition etc, little improvement was achieved until one day as part of step by step restoration, I replaced the original carburettor (2.5 150CDS, extra jet choke, acting mostly on one carb), as they had a lot of play on the butterfly spindles.

I fitted a pair of second hand earlier 2.5 150CD (with proper butterflies on both carbs) adding the two return springs of the original carbs, so as to have one on each end of the spindle, keeping it parallel (two springs per carb instead of one). Ever since that day I can set very low idle without stalling and she starts first go anytime, anywhere, any weather, although these carbs are not in much better condition than the original ones.

#### TECHNICAL TIP 2:

The gearstick on my Vitesse MkII was bitten by my dogs teeth badly, so I stripped the black plastic coating off, to discover that it is nicely chromed underneath, as it has not rusted over the last 6 years.

#### TECHNICAL TIP 3:

Is there any way of fitting a two speed windscreen wiper motor on a Vitesse MkII or other club car, with out too much alteration and from witch donor car? Informations to the benefit of all would be greatly appreciated in the Courier. Thank you.

Friendly yours, Pierre Chomette

★ Pierre, see page 40, Courier 99 for this

## NEW! SPARE WHEEL WELLS

REPLACEMENT STEEL SPARE  
WHEEL WELLS FOR HERALD  
AND VITESSE. £35 + £6 P&P

PHONE DUNCAN ON **0433 30192**  
**AFTER 6PM FOR FURTHER DETAILS**  
**TRADE ENQUIRIES WELCOME**

**ANDREW STONE**  
TRIUMPH SPARES, DARLEY STREET,  
DARLEY ABBEY, DERBY DE3 1DX

PLANNING A REBUILD THIS WINTER?  
THEN CHECK OUT THESE PANEL PRICES FIRST.  
REMEMBER, WE GIVE EXTRA DISCOUNTS ON  
ALL CASH ORDERS OVER **£100**

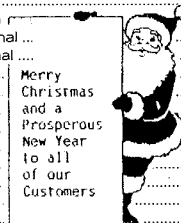
### SPLITFIRE — GT6

Front wing (orig) Spit 1-3, GT6 1	£40.00
Front wing (orig) GT6 2	£65.00
Bonnet D plate, Spit 1-3, GT6 1, 2	£ 7.75
Front inner arch outer sec. Spit. 1-3, GT6 1, 2	£25.50
Front wing, Spit IV/1500, GT6 3	£35.00
Front inner arch outer sec. Spit IV/1500, GT6 3	£25.50
Full sill (original) all models	£24.75
Full sill (reproduction) all models	£10.00
Battery box, all models	£12.00
Door skin, Spit IV/1500, GT6 3	£15.95
Door skin, Spit 1-3, GT6 1, 2	£14.99
Rear wing (original) Spit 1-3, GT6 1, 2	£45.00
Rear wing (original) Spit IV/1500	£92.00
Rear wing arch repair, Spit IV/1500, GT6 3	£23.85
Rear inner arch, outer sec. Spit 1-3, GT6 3	£24.75
Rear inner arch outer sec. Spit IV/1500, GT6 3	£25.50
Rear valance, Spit. 1, 2, 3	£32.00
Rear valance, Spit. IV/1500	£26.00
Rear light panel, Spit. IV/1500	£65.00

**MERRY CHRISTMAS AND A  
PROSPEROUS NEW YEAR TO ALL  
OF OUR CUSTOMERS**

### HERALD — VITESSE

Front wing 13/60	£42.95
Front wing, Vitesse	£60.00
Bonnet D plate, all models	£ 7.70
Front wing arch repair	£ 8.45
Front wing arch outer section	£24.60
Front footwell, ribbed as original	£21.50
Rear footwell, ribbed as original	£ 8.50
Door skin	£17.75
Door tread plate	£ 4.50
Outer sill	£ 9.25
Rear wing lower half	£50.75
Rear wing arch repair	£ 8.50
Rear inner arch outer section	£24.65
Rear quarter valance, Herald	£13.00
Rear quarter valance, Vitesse	£13.00
Rear centre valance, Herald	£33.85
Rear centre valance, Vitesse	£31.25



### HOODS (BLACK ONLY)

Herald/Vitesse (PVC)	£58.00
Herald/Vitesse (BL quality)	£76.00
Spitfire IV/1500 (PVC, zip window)	£61.00
Spitfire IV/1500 (BL quality, zip window)	£80.00
Spitfire III (PVC)	£50.00
Spitfire III (BL quality)	£74.00

### CARPET SETS (TOP QUALITY TUFTED AND BONDED - BLACK ONLY)

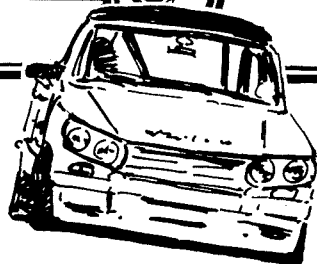
Herald/Vitesse	£51.50
Spitfire	£54.50

PLEASE ADD POSTAGE & 15% VAT TO ALL PRICES. WE ALSO STOCK A FULL RANGE OF MECHANICAL PARTS AND TRIM. ALSO THOUSANDS OF SECOND HAND BARGAINS IN STOCK. SEND SAE FOR FREE PRICE LIST

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

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The above outputs are easily achieved by us using twin 1 1/2 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

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## SELF HELP SCHEME MEMBERS BUSINESS

You will have seen the article on the TSSC's Members Handbook and the forms for both the 'Self Help Scheme' and the 'Members Business Section' in last months Courier. Forms for both are beginning to be arrive at the office and that is very pleasing, though the 'Members Business' is a little slow.

The 1991 Members Handbook needs to be published as soon as possible, so we would be grateful if anyone who wishes to be included could complete and return the very quickly.

### REMEMBER — SELF HELP SCHEME

You do not have to be an 'ace' mechanic to be included, just willing to offer what help you can a cup of tea whilst the owner repairs the car might well be all that is needed. **Remember** you may require help yourself one day, so it's only fair that you offer what help you can in return. Overseas members are particularly welcomed, the book will not only provide you with help whilst touring other countries, but also help and contacts within your own country.

If you were in the last issue then you will automatically be entered in to the forthcoming book unless you inform us. If there are any changes in circumstances please complete a new form.

## MEMBERS BUSINESS

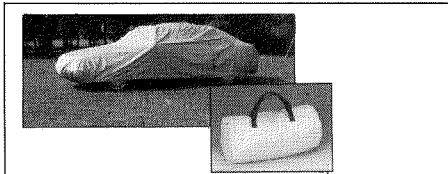
This section allows members to advertise there own or their family business/trades to other members. The cost has been deliberately kept very low (£5.00) to make sure that this service expands, so please join in if you can. It doesn't matter whether you're an accountant, run a pub or run B & B, fill in the form. I know that many members would like to use other members so everyone will gain.

If you want a form and can't find last months Courier and Area News Review, ring 0858-434424 or 467710 for a copy.

### CAR COVERS

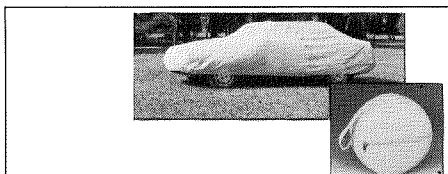
Protect Your Investment  
**Outdoor**

polyester with anti-UV treatment, lightweight, smooth with very high water resistance material, elasticated all round the hem, pull tight strap at the front.



#### In-Garage

dust-proofed nylon taffeta, water resistant, elasticated both ends



Both outdoor and in-garage covers have optional driver door zip, and double stitched seams.

	outdoor with zip	in-garage with zip	deduct £2 if zip not required	prices include VAT and delivery
small (up to 13'4")	£72	£56		
medium (13'5" to 14'2")	£80	£56		
large (14'3" to 15'10")	£83	£56		

Larger sizes available, please ask

**Stainless Systems (TSSC), 46, Little Street, Rushden,  
Northants, NN10 0LS. (0933) 410851.**

CARCOV1090

## AUTO TRIM

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



### CARPETS:

	Price	P&P
SPITFIRE all models (Sewn g/box)	£37.50	+ 4.00 + VAT
HERALD/VITESSE	£37.50	+ 4.00 + VAT
GT6 including load area	£57.95	+ 4.00 + VAT

### HOODS:

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

### DOOR TRIM PANELS:

SPITFIRE MkII/II & III			
door panels (pair)	£36.34	+ 3.15	+ VAT
SPITFIRE MkIV			
door panels (pair)	£33.59	+ 3.15	+ VAT
SPITFIRE 1/4			
panels all models (pair)	£14.95	+ 2.65	+ VAT
SPITFIRE MkII/II & III			
rear panels (each)	£19.95	+ 3.15	+ VAT

### SEALS:

Door seal (black only) (per mt)	£3.94	+ 1.65	+ VAT
Boot seal (per mt)	£2.40	+ 1.50	+ VAT



# TSSC EVENTS CALENDAR

1991 — Jonty Wild

This is traditionally the time of year when the organisers of perennial TSSC events start booking and planning their events for the forthcoming year and organisers of new events start wondering how to go about it. Area Organisers are also beginning to plan the shows and non-TSSC events that their areas will be attending. We are very lucky, the TSSC seems to have a never ending supply of such willing people and that gives us what is probably the busiest and most diverse calendar of any car club, truly giving 'something for everyone'.

My job as **EVENTS CO-ORDINATOR** is to prepare the annual calendar, avoid as many date clashes as possible, oversee any funding required, as well as allotting each event advertising space in the Courier and ensure that events also appear in the 'Whats on Next' section of the Courier at the appropriate times. I can only do this job efficiently if the organisers of events contact me as soon as possible, with basic information. Even if dates aren't yet fixed, please contact me as dates are allocated on a first come first served basis and they are getting booked even now!. For instance events and dates which have already been booked include :-

**The International GT6 Day (Silver Jubilee) - July 7th**  
**The TSSC INTERNATIONAL WEEKEND - July 12th, 13th & 14th**  
**The Leicester National Event - August 4th**  
**The International Spitfire Weekend (Netherlands) - Aug 30th & Sept 1st**

The 1991 Calendar will be published as early in the new year as possible. To do this we must have your information ASAP and preferably before the new year. It is important for all events that they be recognised as 'official' TSSC events and appear in this calendar. Apart from the obvious advantages of being listed in a reference that most members put on their wall and refer to through out the year. If your event is not 'official', it will not be published in the Courier, it will not appear in the 'Whats on Next' column, it will not receive financial backing or loans and the organisers and the event will not be covered by the insurance policies that the TSSC holds.

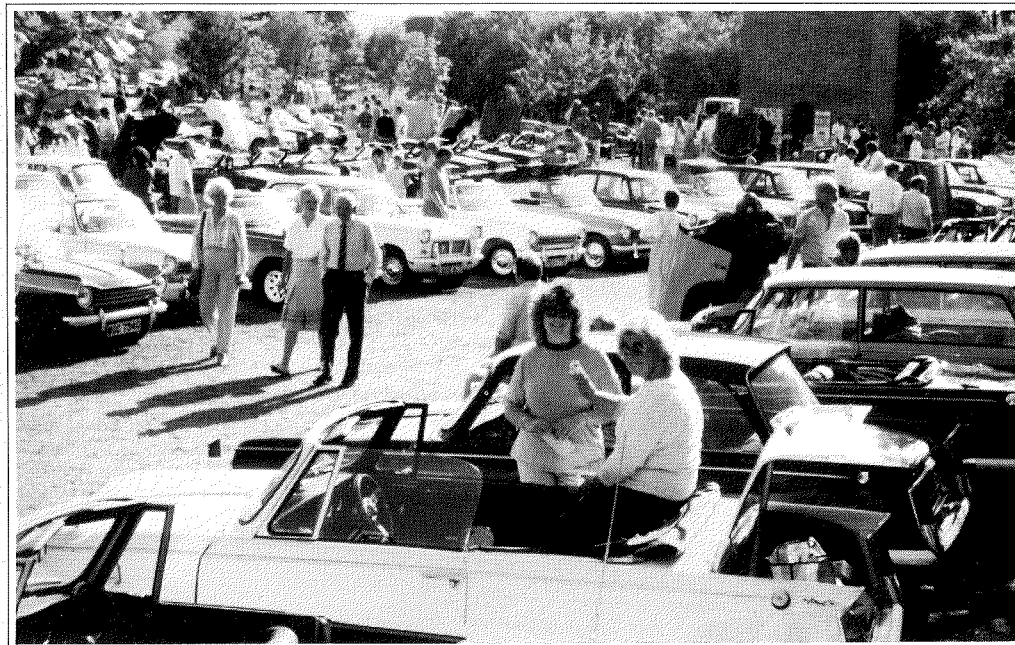
The sort of events which should be reported, include any regional, national or international event being organised in the name of the TSSC and any local or national event or show being attended in the name of the TSSC. To 'book' your event write to :-

**Jonty Wild, TSSC, 121B St Mary's Rd. Market Harborough, Leics. LE16 7DT,  
 or Telephone 0858-433424 or 467710**

Lastly, if any event or area organiser has not got a copy of the TSSC guidance notes for organising events and would like one contact me as above.



# WAC 90



*Sunshine right on time (as usual!)*

**O**N the evening before the show Bill did his usual trick with the barbeque, but he must be slipping slightly, as we only had two gliders this time, riding the thermals!

It was nice to see so many people camping on the Saturday night and some from such distant parts of the country. It seems to have become something of a tradition, whereby it looks like Blackpool, with all the 'Tilley' lights burning (14 in total) so therefore, this year, it was decided to hold a 'Best Tilley' competition. This was judged by Bill and Bev at about 11.30 which was probably not a good idea as vast amounts of alcohol had been consumed by everyone. (Results later). On a serious note, thanks to the campers for leaving the site clean and tidy, you would not know we had been there.

As usual we booked the weather, and right on cue, out came the sun and it shone all day! The gates officially opened at 11.00 but people must be keen, as they started arriving way before then. In fact the cars kept rolling in all day. It was the most popular WAC so far, with the Herald and Spitfire class being extremely well supported. The stan-

dard of car, in general, was by far the highest yet and made the judges job very difficult. The bar and side shows seemed to do a brisk trade all day, when people eventually found us in the Cockpit, this was due to the fact that the Gueston Hall was behind schedule so it was all a bit 'Last Minute', i.e. 2 days notice, thanks to the museum for rallying round to find us a suitable pitch and clearing out the Cockpit for us. From all the reports received the trade stands also had a good day.

The judging this year was actually on time, the results are as follows:-

## **Spitfire I, II, III**

1st ... DOX 468CTerry Hickling  
 2nd ..... AAS 223Hakan Gulbrandsen (Sweden)  
 3rd ..... ROE 62GAlistair McIntyre

## **Spitfire IV, 1500**

1st ... MFR 670TSteve Love  
 2nd .. XNP 582M?  
 3rd .... LRF 947K?

## GT6

1st ... CAB 578N ?  
2nd ... LAC 360L ?  
3rd ... PDU 843G ?

## Herald

1st ..... YVJ 116 Diana Mullhall  
2nd ... SJU 896G ?  
3rd ... GFD 774D ?

## Vitesse

1st ... CUK 405J ?  
2nd ... PRT 624F Vikki Benson  
3rd ... DGC 484H Doug Coates

## Bond

1st ..... POC 8G ?

## Special

1st ..... Q42 UAB ?  
2nd ... RNX 603F Mike Fothergill  
3rd ..... NOJ 182F Please get in touch, so we  
can forward your trophy.

## Previous Events Winners

1st ..... 315 PWL Courier Van. Shaun (Swindon  
Area)  
2nd ... XRW 860 948 Coupe Chris Allen  
3rd ..... 309 DFD 1200 Herald. Roy Porter

## Visitors

1st ..... DOJ 874C Hillman Super Minx  
2nd .. POM 248M Triumph 2000 Estate  
3rd ... MLP 410D Triumph 2000 Mki

Best Home Restoration. 309 DFD, 1200 Herald.

Roy Porter

Peoples Choice. UFJ 246J Herald Conv Les Wood

West Midlands Challenge. 909 SPP, 1200 Herald

Mark Thornton

Midland Spitfire. SLS K 8469, Triumph 2000 Estate

(Germany)

Area Choice. 8385 UE ..... Pete Jeavons

Dinky. Car Transporter ..... Richard Atkins

Best Tilley ..... Ken Heaton

## Side Shows

Guess the Balloons (121) ..... Alison Thomas

Points & Cond. Challenge ..... Steve Tanner 39s

(Ladies) ..... Annis Green 49s

Spark Plug Challenge ..... Steve Tanner 50s

(Ladies) ..... Annis Green 1.17s

Guess the Weight ..... Colin Sayers

Hope everyone had a good day, see you next year

(8th September 1991). A big special thank you to

all Worcester West area members who helped,

without whom the show could not be put on.

Bill & Bev Dixon

# TRIUMPH PARTS CENTRE

## Spitfire Panels

Front wing Mk IV	£37.50
Front wing Mk III	£40.00
Front inner outer arch	£27.00
Sill outer (genuine)	£21.60
Sill (pattern)	£ 8.00
Inner sill	£ 7.50
Sill strengthener	£ 4.25
Door skin	£15.00
Rear wing MkII	£84.00
Rear wing MkIII	£39.60
Rear inner outer arch	£27.00
Rear valance MkIV	£24.00
Rear valance MkIII	£32.40
Boot floor pan	£34.00
Floor pan, one side	£28.00
Floor cross member	£ 8.50
Rear lamp panel	£60.00

## Telephone For Free Price List

Herald Panels	
Front wing 13/60	£45.00
Rear wing lower half	£42.75
Front inner outer arch	£27.00
Sill	£ 7.50
Door skin	£20.00
Rear quarter valance	£15.00
Rear valance	£35.00
Door step	£ 3.25
Bonnet 'D' plate	£ 5.25

Front wing Vitesse	£65.00
Rear quarter valance Vitesse	£15.00

## Herald Chassis Parts

Side rail	£ 7.50
Centre outrigger	£ 6.00
Front outrigger	£ 7.50
Rear outrigger	£ 8.25
Rear extension RH	£ 8.25
Rear extension LH	£ 7.50
Side rail fitting kit	£ 5.00

## Telephone For Free Price List

Trimmings	£ 1.25
Wheelarch seal, Spitfire	£11.25
Hardboard spare wheel cover	£12.50
Soft trim spare wheel cover	£30.00
Headlining Spitfire	£32.00
Headlining GT6	£16.49
Armrest & gaiter cover	£ 5.50
Gearlever gaiter	£ 7.00
Handbrake gaiter	

## Suspension and Steering

Front suspension overhaul kit with trunnion, bushes, bolts, nuts and top ball joint	£22.00
Suspension kit less ball joint	£15.00
Steering rack (exchange)	£24.38
Front road spring	£15.00
Front shock absorber	£15.00
Rear spring	£64.00
Vertical link	£35.00
Trunnion	£12.00
Top ball joint	£ 9.00
Anti roll bar link	£ 8.50
Track rod end	£ 5.00
Wheel bearing kit (front)	£ 9.00

## SPECIAL OFFER TO CLUB MEMBERS

Set of four (2 front & 2 rear)  
genuine Woodhead Shock  
Absorbers for Spitfire/Herald

**£59.90**

INC. VAT & P & P

## Brakes

Disc Spitfire and Herald (pair)	£22.50
Disc GT6 & Vitesse (pair)	£27.00
Pads Spitfire & Herald	£ 5.00
Pads GT6 & Vitesse	£10.00
Brake hose	£ 5.00
Rear brake adjuster	£ 7.00
Rear wheel cylinder	£ 8.00
Handbrake cable (front)	£ 2.50
Handbrake cable (rear)	£ 4.00
Copper brake pipe set	£27.50
Brake drum Spitfire & Herald	£18.50
Brake drum GT6/Vitesse	£25.00
Brake shoe set Spitfire & Herald	£ 9.00
Brake shoe set GT6 & Vitesse	£15.00

## Telephone For Free Price List

## Transmission

Gearbox (exchange)	£135.00
Overdrive (exchange)	£135.00
Clutch 1500	£47.50
Clutch 1300	£39.50
Clutch 2000	£39.50
Universal joint	£ 5.00
Differential (exchange)	£140.00
Wheelbearing kit rear	£ 9.00

## TELEPHONE ORDERING



**ALL PRICES PLUS VAT  
UNLESS OTHERWISE STATED**

Price lists available. Send SAE or  
telephone. Many other parts  
in stock.

**TRIUMPH PARTS CENTRE  
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**Warmlake Estate, Sutton Valence,  
Maidstone, Kent ME17 3LP**

**Telephone 0622 843956**

**Fax 0622 842318**



Tin tops, open tops, open bonnets ..... sunshine ..... what more could one ask .....



## SPITFIRE/GT6 BODYWORK

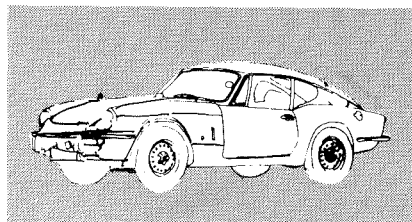
Rear Valance S/FireMk1,2,3	£39.50
Rear Valance	
S/FireMk4/GT6Mk3 O/E	£39.50
Boot Floor	£39.50
Front Wing	
S/FireMk4/GT6Mk3 Repro	£35.95
Front Inner Wheel Arch Outer Section	
S/FireMk4/GT6Mk3	£24.95
Front Inner Wheel Arch Inner Section	
S/FireMk4/GT6Mk3	£33.00
Bonnet S/Fire Mk4	£495.00
Boot Lid S/Fire Mk4	£100.20
Rear Inner Wing-R/H Only	
S/FireMk1,2,3/GT6Mk1,2	£79.00
Rear Wing	
S/FireMk1,2,3/GT6Mk1,2	£49.50
Outer Sill REPRO	£11.95
Inner Sill	£7.95
Sill Stiffener	£4.95
Rear Sill Extension	£5.95
Half Floor Panel	£27.50
Front Floor Panel	£13.15
Floor Crossmembers S/Fire	
Mk4/GT6Mk3	£8.15
Rear of Rear Wing	
S/Fire Mk4GT6Mk3	£8.95
Door Skin S/Fire	
Mk1,2,3/GT6Mk1,2	£15.50
Door Skin S/FireMk4/GT6Mk3	£15.50
Front Crossmember	£17.50
A Post Filler	£5.85
Sill End	£2.95
Front ¼ Valance	
S/FireMk4/GT6Mk3 Steel	£39.00

**ACCESS & BARCLAYCARD WELCOME  
ALL PRICES EXCLUDE VAT & CARRIAGE**

 **British Sports Car Centre**

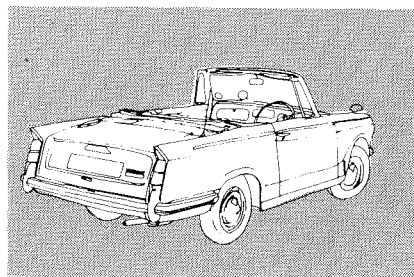
303 Goldhawk Road, London W12 8EZ Tel: 081-748 7823 Fax: 081-563 0101

All prices are correct at time of going to press, although subject to change in line with rising costs.

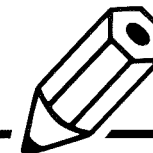


## HERALD/VITESSE CHASSIS

Sills	Pair £20.00
Front Outriggers 1959-1962	£8.50
Front Outriggers 1963 Onwards	£8.50
Centre Outriggers 1963 Onwards	£8.50
Rear Outriggers 1963 Onwards	£8.50
Rear Outriggers (Vitesse Mk2)	£8.50
Rear Extension	£10.00
Chassis Side Rail	£8.50
Fitting Kit (8 Plates, 8 Bolts)	£7.95
Door Skin	£19.50
Door Bottom	£8.00
Door Tread Plate	£4.95
Rear Valance F/G	£19.50
Rear ¼ Valance Repro	£12.95
Rear ¼ Valance R/H Original	£22.50



# Pen to Paper



## ON THE ROAD TO MOROCCO!

Seen in *Rétro-viseur* No 25 of  
September 1990.

### DISCOVERY AT SEA BATH!

"I was holidaying in south Morocco when the sea brought me this present", has written us Elisabeth Besnard from Paris.

"Whishing to go through a carefull rebuilt, so as not to do any mistake, I would like you to tell me what type of coachwork to choose . . ."

It is, 'of course', a convertible or a coach to rebuilt on this chassis, that 'everybody' will have recognised Triumph Vitesse Six cylinders.

But think of all the unhappy shells and algae that you will deprive of such a nice support. No, really this english car has found here a second life and shall never see any more asphalt.

**NOTE:** How do they know at *Rétro-viseur* it was not a bond equipe?

(First published in *Retro-Viseur* No 25, Sept 1990)



**AUX BAINS DE MER!**

## IN THE CLUB!

Last year I joined the club. My son is extremely interested in Spitfires and I have to admit to a certain fondness. We have since bought two Spitfires so eventually we will have a shared interest. The club get togethers are very useful, not to say interesting and we have got a lot of help in the way of tips and spares. The club's insurance facilities are also very helpful and for an old chap like me it only costs £75 per year fully comprehensive! Earlier in the year we went up to Staffordshire for the TSSC rally. One learns with experience and next year we will go to the weekend on the Sunday instead, as we did this year, just for the Saturday.

There were lots of things to see, people to chat to and useful parts to buy. The people who stand out in my mind were the gentleman displaying his

GT6, and I think it won the best paint job, but I was not there on the Sunday to find out. He was very friendly and his car was interesting. Unfortunately we were left wondering if our own car would ever be in the same condition.

Late in the day we got talking to an older couple who I think were from Manchester. They had a 1500 Spitfire which was in very good condition. They were very pleased to get an invite to show their car in the unmodified section. They too were very friendly and during our chat I found out that the gentleman had lived nearby us in Kent before moving up north.

It was nice to see so many cars there, something to do with my fondness of British Sports Cars and heritage.

Keep up the good work and can't wait until next year.

**JOHN ARNOLD**

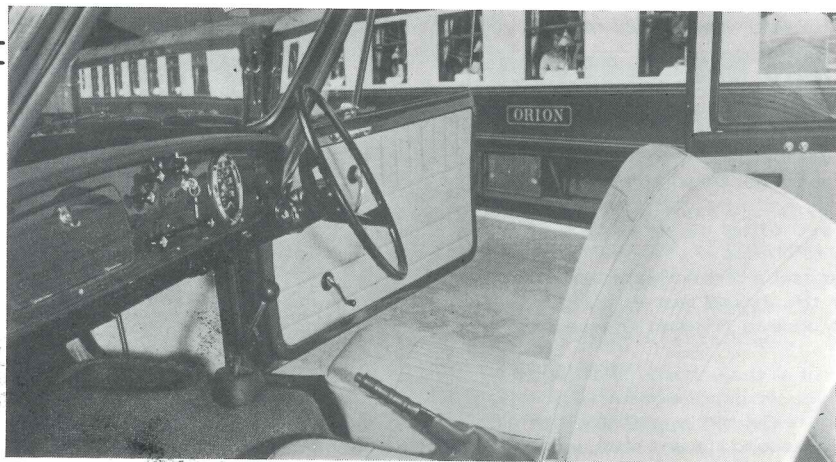
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## S.T.I.R. LAMPORT HALL 16th SEPTEMBER 1990

**N**ORTHAMPTON Area provided 8 Marshalls but by the time we got round to the photospot half had disappeared.

"Field Marshall" hats were the order of the day. Alan Window is an "OZ", but his Deputy, Dave Blackburn, is a fake. Jim Welsh was trying to show off his restored Spitfire really, but we all crowded in front of the camera. Jim is the Landlord of The Red Lion, Little Houghton where our "second

Wednesday" meets are held.

A great day, I shot off a fun film, here are a four examples for the Magazines readers to peruse and see what they missed if they didn't come.

Regards,  
Dave Blackburn



Ian Mackey, Jim Walsh, Dave Blackburn,  
Alan Window James Mackey



T.S.S.C. presentations, S.T.I.R.

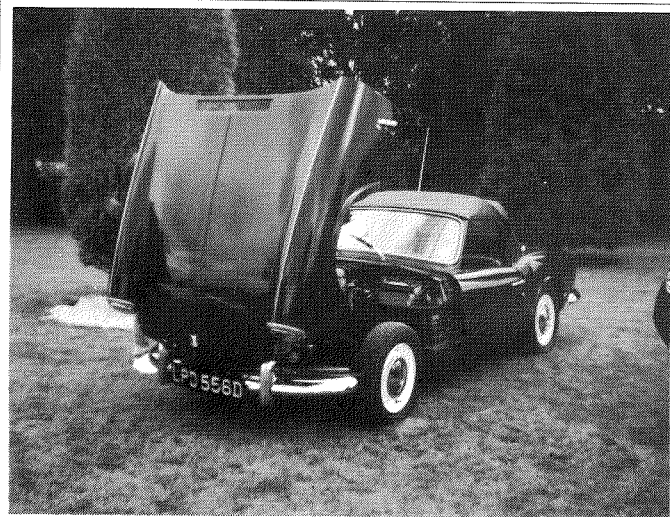
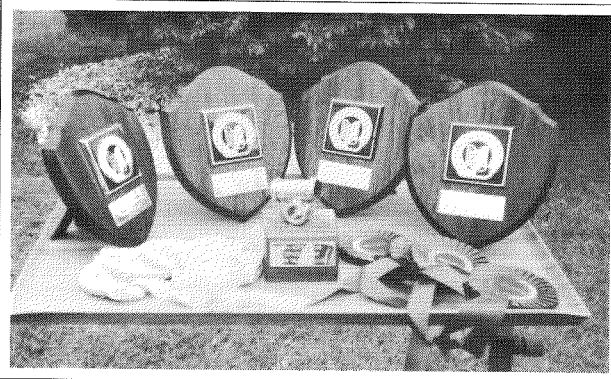


# 9TH ANNUAL NORTH YORKS CONCOURS AND CONVOY RUN - 2nd SEPTEMBER 1990

**W**AKING up to the tattoo of raindrops on the caravan roof is not the most confidence inspiring thing to have happen, especially when it is the day of the annual concours and convoy run, due to take place over the moors.

At 8 o'clock despair had almost set in when suddenly it stopped! On pulling on my clothes and emerging from the caravan there was Steve Boyne tucking into his cereal as though he was on a campsite in the Med and not in Rosedale Abbey.

Gradually the cloud lifted, people stirred and bacon sandwiches were the order of the day, (for those without thick heads caused by too much drink and all the hilarity when we played "fuzzy duck" and "bunnies" - anyone wanting to know the rules is advised to attend next year's event).

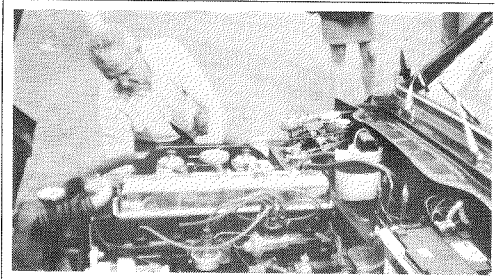


Pete and I, after following a herd of cows for half a mile, finally made it to the Blacksmiths Arms at Hartoft End and soon afterwards the place began to fill up with cars. Paul and Alan did a great job directing all the parking and even managed to persuade a few doubtful starters that they should enter their cars. Organisation this year was a little different with each marque of car being allotted a judging time otherwise the judges would have been there till midnight this meant that for an hour you had to stay beside your car but were then free to look around, eat lunch and imbibe drink (non alcoholic I hope). This new method

certainly made the judging much more efficient and speedy.

Overall things were easier as far as I was concerned in collating all the results.

A special mention here must go to our visitors from "overseas". Firstly to Richard and Rosalind Parsons who joined us on Saturday evening at the pub and again on Sunday, and also to Ingrid and friend all the way from Sweden. I do hope you enjoyed the remainder of your holiday it was really nice to meet you.



## RESULTS OF THE CONCOURS

GT6	1. Phil Todd	2. Pete Bush	3. Paul Pickles
SPITFIRE	1. Richard Parsons	2. Ivor Nicholson	3. Paul Shackleton
VITESSE	1. Dave Binnington	2. Fran Shears	3. Harold Lee
HERALD	1. John Gillespie	2. Stuart Newbould	3. Mike Phipps

At 3pm almost on the dot (a record for us) the convoy set off en route for Danby. After a spectacular run up hill and down dale (literally) we arrived at the Moors Centre in Danby for a cup of tea and a look around the museum. We were kindly given our own field in which to park and certainly turned a few heads and had many admiring glances from the passers by. Finally everyone departed homewards with cries of "see you next year", and we hope that we do!




We would like to record our grateful thanks for the assistance many people afforded to us which helped to make the day run as smoothly as it did.  
Steve Boyne - Judge and convoy route planner  
Steve Lawrence - Judge  
Dave Brogan - Judge  
Paul Pickles - Car Parking  
Alan Crossley - Car Parking  
Laura Lawrence - Calculating Scores  
Dougie Weake - Treasurer  
Jude Johnston - For being there!


Our grateful thanks also go to Mr. Foot, the Landlord of The Blacksmiths Arms and to the Danby Moors Centre for their hospitality. Already we are planning next year's event so keep your diary free for the first weekend in September 1991.  
PS. If anyone wants a brass plaque commemorating the event please send a cheque made out to North Yorks TSSC for £2.00 and include an SAE to Judy Teesdale 3, West Moor Lane, Heslington, York YO1 5ER.  
Judy Teesdale - North Yorks Area Sec.










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# Haynes 'Classic Tour'

Reading the articles in the September 'Courier' from members who took part in this years Norwich Union and London-Brighton runs has made me put pen to paper to tell of an event that I took part in myself earlier in the year. The second Haynes publishing group Classic Tour was held in glorious sunshine back on the 6th May. I took part in my Herald 1200 Saloon, a 1964 model that we've owned for about a year now.

The event started in the grounds of Longleat House, and the sight of nearly 200 classic cars parked in rows in front of Lord Bath's humble home was most impressive. Cars began to leave from 9.00am. I set off at 11.00.



At the Shepton Mallet sign-in point.



The route took in many interesting towns and villages and pleasant scenery. From Longleat the course went through Frome and on to the cathedral city of Wells. Here was the first stopping point and sign-in stage. Just on from here came a nice country inn that provided a pleasant lunch stop. On through 'cider country' the run did go, the highlight being a trip through the amazing Cheddar Gorge. Glastonbury's steep streets were also taken in before the next stop-off point at Shepton Mallet. A quick oil check (and a trip to the gents!!) and then it was off on the final stage towards the finish at the Haynes Motor Museum at Sparkford. Here the finishing cars were given an enthusiastic greeting from the public as they arrived in the museum car park. Indeed, all along the route the cars had received admiring looks from passers-by.



*The finish at Haynes Museum, Sparkford. What is that on the right?!*

All in all it was a great day out in some great weather. The general spirit and atmosphere of the run was very good and friendly. As I was alone I was very grateful to the couple in an Austin Healey Sprite who let me tag on behind them in what was unfamiliar territory for me. It certainly saved a navigation headache! Also, I would like to say a big thank you to the Bristol man who supplied me with a camera film after the roll I had in my camera decided to jam. He was an M.G. owner by the way, and both he and his wife were very friendly and genuine.

There was much variety to be found in the entry, from Jags, Ferraris and Astons, a fine selection of American vehicles, to many more modest 50's saloons. A Volvo PV544 was there from Denmark for the event and a little Messerschmitt also took part. From a Triumph viewpoint a good selection of TRs made the trip, though only one other Club car took part besides myself, a 71 Spitfire.

Any members reading this who have visited the Haynes Museum will know what a fine museum it is, well worth a look at the end of the tour.

In all I covered just under 200 miles that day, though I was a little fortunate as I discovered later. The following day failure to start was found to be the result of a tiny crack that had appeared in the distributor cap, this would account for some sluggish hill performance on the day before!

However, it did not spoil the day, and a memorable one it was.

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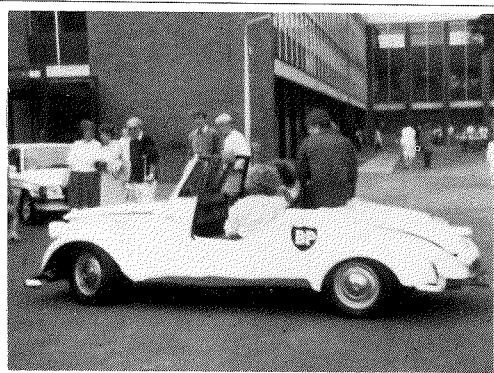
# SAINTLY LINE UP



G. J. Holt  
— Durham

**C**OULD any members please help me with the cars shown in the following pictures?

These were built as school projects and one at least must be disposed of, as we have run out of space. No reasonable offer will be refused!



The white car — 'The Saint' — is basically a 'H' reg. 13/60 Herald with a remodelled, mainly all-steel body.

Probably fairly easily made ready for road use. It incorporates parts of Marina, Jaguar, VW Beetle and 2CV plus Viva bumper. Very useful moneymaker at School Garden Fetes at 20p a ride.

The black car — 'The Mamba' — has a much modified Bond Equipe (very early) body and bonnet.

A Spitfire front 2/3's chassis plus a 1.8 Marina engine/gearbox and transmission.

The 'Mamba' also has TR7 pop-up headlamps.

Anyone interested can phone me on 091 371 1577 and make an offer.

My other photographs are of 'Club' cars and are as follows:

A. Six Heralds at Holy Island. In the background you can see the castle.

B. 'Pot & Glass' car park prior to the run to Holy Island, 1.7.90.

C. Another line-up at Witton Castle.

B. Start of N.E. Area run to Holy Island at 'Pot & Glass' Car park.



A. Too cold for roofs off?



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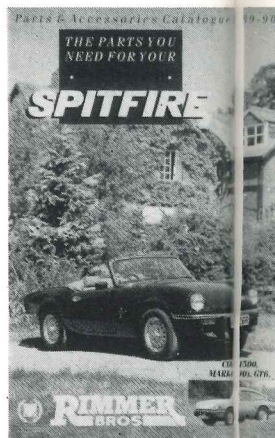
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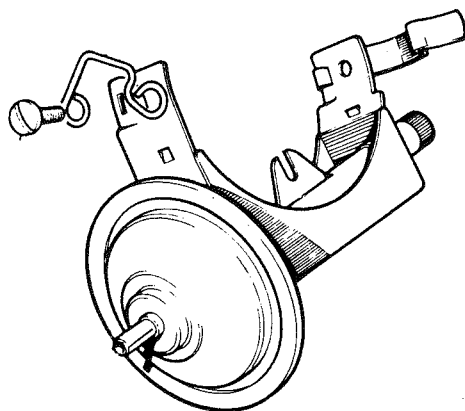
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# TECHNICAL 4 AND 6 CYLINDER



## Carl Heinlein Better Control of Pinking/Running On

**F**OLLOWING my article on 'Running On' in the May 1989 Courier, I have had a lot of discussion with members on the subject.

Many have spent hours rebuilding carbs, adjusting mixtures, timing etc, but in most cases are able to confirm the theory that it is a hot exhaust valve that causes 'running on'.

It goes like this, we set the ignition timing to the book setting but because today's petrol does not have the lead content and octane rating of yesterday's fuels, the engine 'pinks'. This is particularly noticeable with our 6 cylinder engines. To cure this we retard the ignition a few degrees, reducing the combustion temperature and, hence, the pinking (see John Thomason's excellent distributor article in Oct. 90's Courier).

However, retarding the ignition means that the engine burns the fuel/air mixture later in the cycle and burning mixture is exhausted past the exhaust valve and wasted to atmosphere. Less of the fuel's energy becomes 'work' on the piston but is instead wasted as 'heat' down the exhaust. (This explains how retarding the ignition can lead to lower engine power output and overheating). The exhaust valve gets too hot and ignites the fuel/air mixture once you have switched off the ignition, leaving the engine 'running on'.

### THE CURE(S)

Two possible solutions appear to work.

1. Improve the octane rating of the petrol. This allows you to use the book setting on ignition timing, obtain optimum power and minimal 'pinking'.

Several octane boosters are available. We did some tests with Aldon Automotive's Octane Booster and results were excellent on both cars, a Vitesse 2 litre and a Herald 948. Several different types are available and seem to work out at 20-30p to treat one gallon of 4 star.

2. Disconnect the Vacuum Advance unit. This unit has the effect of advancing the ignition setting under part load or overrun conditions but has no effect at larger throttle openings (lower vacuum). One of the main reasons for vehicle manufacturers fitting vacuum advance units it to improve exhaust emissions. During overrun conditions very little air/fuel mixture is drawn

into the cylinder and this causes erratic/irregular (and slower) burning. This then leads to higher hydrocarbon (HC) and carbon monoxide (CO) emissions from the exhaust. By introducing the vacuum advance unit, the air/fuel starts to burn earlier, helping to ensure complete combustion and better emissions.

Effectively, disabling this unit does retard the ignition but only under part throttle. Disconnect the vacuum pipe from the inlet manifold and seal off the connection, preventing air being sucked into the manifold. Set the ignition timing to the correct book figure.

I ran a Vitesse 2 Litre like this for thousands of miles with what seemed like improved fuel consumption and power. This is likely to be because at full/large throttle openings the ignition is actually going to be correctly set to the book and the engine is going to be operating very efficiently. Maybe this says something about the way I drive?!

I now know of two other owners who have tried this with positive results.

**Herald overdrive  
conversion coming  
soon.**

Tommy the Triumph's



Christmas Carol  
...a cautionary tale...



D.L.Y. MORAL:

FILL IN OWN MESSAGE

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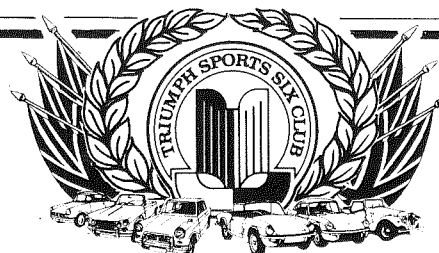
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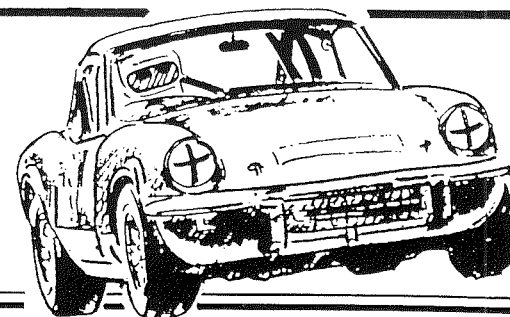
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## SPRINT/HILL CLIMB CHAMPIONSHIP INTRODUCTION

by Neil Sleightholm

**M**ANY TSSC cars had a distinguished competition career in their day. The Club encourages members to continue this sporting tradition and to this end, this article has been produced to help members who may wish to take part in speed events.

This article is aimed squarely at the hillclimb and sprint area of motor sport, although the Club is involved in a race series and some members take part in historic rallying.

### WHAT ARE SPRINTS/HILLCLIMBS?

Hillclimbs and sprints are probably the best way to get started in motor sport. The events are run on closed courses, competitors racing against the clock to compete the course in the fastest possible time. Each event usually consists of one practice timed run and then two timed runs which count towards the results. The cars are run individually and the courses are short enough so that the cars are not put under undue stress through overheating. You only have to look at the priceless

vintage and classic cars that take part at some events, to appreciate that events are essentially non-damaging.

A lot, of course, depends on the drivers' enthusiasm!

If this has whetted your appetite or you would like some more information then contact the championship organiser or come along to an event and chat to the drivers, you will be impressed by the friendly but competitive atmosphere.

### HOW TO START HILLCLIMBING AND SPRINTING

To compete in hillclimbs and sprints you will need a *Restricted Speed Licence*. This is obtained from the RAC Motor Sports Association at the address shown at the end of this article. If you write to them they will send you the appropriate forms which on completion should be returned with the fee payable (1990 fee £15.00). In return you will receive your licence and an up-to-date copy of the Motor Sports Yearbook (otherwise known as the *Blue Book*). The regulations that govern all motor sport in the U.K. are detailed in this book together with a lot of other interesting information. The main regulations that affect TSSC cars are listed over.



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## BASIC PREPARATION OF A TSSC CAR

- a) Non-tilting seats (Jubilee clips around the frame and runners).
- b) Safety harness (normal seat-belt OK but multi-point mounting harness recommended).
- c) Positive method of throttle closing in the event of linkage failure by means of an external spring to each carburettor throttle spindle (standard on Strombergs).
- d) All rubber grommets between engine and interior must be in good condition.
- e) Plastic surround to rear view mirror (standard on TSSC cars).
- F) Liquid-proof bulkhead between fuel tank and passenger compartment (replace hardbord or plywood sheet with aluminium and ensure a good seal — do not forget to blank off the gaps above the rear wheel arches. On GT6 models enclose tank in an aluminium box).
- g) Fit Jubilee clips or proper pipe clips on all fuel lines and ensure all fuel lines are in good condition and not made of plastic.
- h) Crankcase ventilation must either be to a catch-tank or direct into the inlet manifold (standard on most cars).
- i) Earth lead on battery should be painted yellow or wrapped with yellow tape.
- j) A timing strut must be fitted to the front of the car at the event. Dimensions as in the *Blue Book*.
- k) Crash helmet must conform with the standards detailed in the *Blue Book*.

- l) Remould/retread tyres are not allowed.
- m) Batteries: it is recommended that an attempt is made to reduce the possibility of acid burns. With this in mind, make a liquid proof box or wrap in heavy plastic bag.
- n) Ignition switch: it is recommended that the 'OFF' position is clearly marked (late GT6 and Spitfire owners note that the ignition switch should be operable with the seat belt on, to this end a proper ignition kill switch is recommended for these and other cars).
- o) The Club insists that a roll-over bar is fitted, even though the RAC do not. These generally can be bolted to the floor, suitably plated, and removed for road use.
- p) All nave-plates and wheel embellishers must be removed.

The above regulations are for your safety and you should keep your car in tip-top condition to ensure it is both safe and reliable. The car must be presented at Scrutineering with all steering mechanism, suspension linkages and flexible brake lines in a clean condition. The car will be failed for excessive oil leaks and spongy brakes. If your car is in a roadgoing class you may be asked to show your road tax, current MoT and insurance documents so always take these with you.

## REMEMBER, A WELL PREPARED CAR IS FAST AND SAFE AND GETS YOU THROUGH SCRUTINEERING QUICKLY!

To compete in the championship you will need to register with the championship organiser. There is a small fee payable to cover administrative costs including postage (1990 fee £5.00). You will also need to register for the BARC sprint championship, details are available from the address at the end of this article. This will enable you to race in all of the TSSC and BARC sprints and hillclimbs.

You then sit back and wait for the event entry forms to drop through your letter box. Certain events, especially Gurston Down hillclimbs, are always over-subscribed, so it is important that you complete the entry forms and return them to the Event Organiser together with the appropriate fee as soon as possible. Entry fees in 1989 averaged about £25-£35 per event.

## THE COST OF SPRINTS & HILLCLIMBS

As anyone who is involved in motor sport will tell you, the cost of the sport can be as high as you (or your bank manager) will let it go. Listed below are some of the costs you are likely to incur if you want to compete in a standard car (figures are correct for 1990).

Race licence £15 — TSSC registration £5  
BARC registration £6 — Roll-over bar £80-£150 (Depending on car and type)  
Crash Helmet £50-£--- (Depending on type)  
Entry fees £25-35 per event.

Other things to consider include: Petrol to/from the event, above average tyre wear, the cost of more regular services and the initial preparation of the car. Finally, if the cost has not put you off, all that remains is to list the TSSC Hillclimb and Spring regulations. These have evolved over several years and largely follow the BARC regulations so as to ensure compatibility. The regulations will allow cars in class A to be entered in sprints or hillclimbs as *standard* and class B *roadgoing* and comply with 1990 RAC regulations for sprint and hillclimb cars.

## TSSC SPRINT AND HILLCLIMB CHAMPIONSHIP REGULATIONS 1990

### ALL CARS

Roll-over bars are compulsory.

Cars may be trailed to and from events.

Members must be registered for TSSC and BARC sprint and hillclimb championships.

Best eight events (TSSC or BARC) to count towards points (may be varied according to attendance during the year).

Points for each class:

1st - 6 points; 2nd - 4 points; 3rd - 3 points;

4th - 2 points; 5th - 1 point; others - 1 point.

Positions based on best of two timed runs only.

Points apply irrespective of number of entrants.

Points may be carried over if changing from class A to class B during the season.

Cars should be in good mechanical and structural condition and be of good appearance.

### Class A

Standard four and six cylinder cars.

Road registered, taxed, tested and insured. Full trim (except where this interferes with safety equipment, e.g., fitting of roll bars).

Tyres: 185 maximum width, 70 series minimum profile, as RAC Blue Book production tyres list.

Exhaust: free.

Suspension: free except standard configuration, i.e.

Front: double wishbone, coil over damper.

Rear: transverse leaf spring, lower wishbone allowed on all cars. Springs and dampers free.

Brakes: free except they must retain front disks and rear drums.

Bodywork: free except basic floor scuttle and body silhouette must remain.

Engine: gearbox and differential free except they must remain in original position and be recognised Club units. Increased capacity engines allowed. Limited slip differentials allowed.

Fuel must be petrol.

Carbs: free, fuel injection allowed.

(Remould/retread tyres not allowed).

Wheels: 5½" maximum width, standard diameter (13"), steel or alloy.

Electric fan and electronic ignition allowed.

Exhaust: manifold standard, system free.

Suspension: standard except dampers free (e.g. Spax adjustables).

Brakes: standard except servo and uprated linings allowed (e.g. Mintex M171 pads). Bodywork: standard except panels prone to rust, fibreglass bonnets allowed.

Engine, gearbox and differential standard and be in original positions (axle and gearbox ratios to remain standard).

Carbs: must remain standard size (swapping to SU

from Stromberg allowed if same size).

### Class B

Modified roadgoing four and six cylinder cars.

Road registered, taxed and insured.

Full trim (except carpets and where this interferes with safety equipment, e.g., fitting of roll bars).

Tyres: as RAC Blue Book production tyres list. (Remould/retread tyres not allowed).

Wheels: free.

Electric fan and electronic ignition allowed.

All modifications should use recognised club car parts (fuel injection and Weber carbs allowed).

### Class C — super modified

Any car not complying with the above.

Cars must be registered with TSSC.

All kit-cars in this class (kit-cars may be allowed in class B if they seem to be competitive with other club cars during the season).

Cars do not have to be road legal.

Must have recognised club chassis, engine or body silhouette.



## CIRCUIT LOCATIONS

The following is a list of the circuits currently used by the Club and their location. There are many more venues around the country and there is no reason why the championship should not include these if there is sufficient interest in that area.

Goodwood Near Chichester, West Sussex  
Gurston Down Near Salisbury, Wiltshire  
North Weald Near Epping, Essex  
Lydden Hill Near Canterbury, Kent  
Curborough Near Lichfield, Staffordshire  
Harewood Hill Near Leeds, West Yorkshire  
Wiscombe Park Near Honiton, Devon  
Oddicombe Near Torbay, Devon  
Ocean Village Southampton  
Snetterton Near Thetford, Norfolk

## USEFUL ADDRESSES

### RAC Motor Sports Association Limited

Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HC.

Tel: 0753 681736

### TSSC Sprint/Hillclimb Championship Organiser

Neil Sleightholm, 45 Chellean Road, Truro, Cornwall, TR1 1LR

Tel: 0872 71361

(Check address and telephone number in Courier)

### BARC Sprint Championship Organiser

Ian Bax, Speed Championship Secretary,

BARC (London and Home Counties Centre)

34 Norfolk Farm Road, Pyrford, Surrey GU22 8LF

Tel: 0483 715332

## SPRINT/HILLCLIMB CHAMPIONSHIP 1991

by Neil Sleightholm

In this month's Courier there is an article on the TSSC Sprint and Hillclimb Championship, hopefully this will interest some of you enough to want to compete in this year's championship. If you do or would like some more information please contact me, my address and phone number are in the back of the Courier (if you phone me you will probably get my answerphone, but please leave a message and I will contact you as soon as possible). In general Sprints and Hillclimbs are becoming very popular and both Car and Car Conversions and Fast Car magazines have recently contained articles on sprints and hillclimbs. Fast Car even contained a picture of Giles Tinklers' Spitfire and former member Hugh Davies' new car, a TR8, at North Weald.

### DO YOU WANT A 1991 CHAMPIONSHIP?

Unfortunately I have not been able to give the 1990 championship as much attention as I would have liked. Consequently I have not spoken to many TSSC members to find out what you want from this year's championship, so I would like your comments on the following points:

— Is there sufficient interest in a 1991 championship?

In 1990 there were only 11 registered competitors and to my knowledge only 3 regularly competed

— Are there other venues for championship events?

Currently most of the circuits are in the south.

— Would someone else like to run the championship?

I am prepared to run the 1991 championship, but if someone else wants to take over I will step down.

— Do you want the championship run in a different way?

I would like to produce more reports on the events but as I do not attend all the events I have to rely on competitors telling me what happened. Due to the small number of competitors many events are attended by only one member therefore race reports would not be very interesting from a TSSC viewpoint.

### WHAT WILL YOU GET FROM COMPETING?

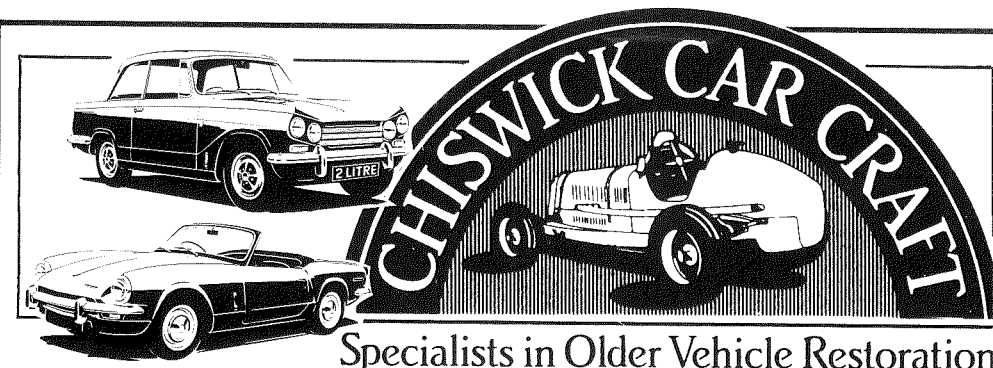
— Sprints and Hillclimbs are a good entry into motor sport

— You can run a virtually standard road car

— A chance to compete against comparable cars

— An opportunity to drive safely at speeds not possible on public roads

I hope the above has raised your awareness of how the sprint and hillclimb championship has declined in recent years (when I first started Goodwood meetings were attended by six or more members). If you have any comments or would like to compete please contact me as soon as possible so that I can organise the 1991 championship.



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£24.00 UK £25.00 EUROPE £28.00 OVERSEAS

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### TSSC REGALIA - MAGAZINE BACK ISSUES

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Telephone (0858) 434424

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## TSSC SPECIAL OFFERS

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### TSSC INSURANCE

QUOTATIONS - FOOTMAN JAMES & CO

TEL: 021 561 4196 (TSSC Insurance)

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TEL: 0245 443152

### TSSC HANDBOOK

JONTY WILD — 121 St Mary's Road,  
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### TSSC VIDEO LIBRARY

STEVE LOVE - 19 Roughmoor Crescent,  
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### MAGAZINE COPY DATE

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

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

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- TEL 0858 462578 FAX 0858 431936

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BILL SUNDERLAND CLUB MANAGER —  
Send to Club Office Market Harborough

## TSSC OFFICERS 1990

### Technical 4 Cylinder:

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

### Technical 6 Cylinder:

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Dave Beardsley 12 Falstone Green, Wigmore Park,  
Luton Beds LU2 9TT Tel: (0582) 416684

### Spitfire MkI/II/III

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

### Spitfire MkIV/1500

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

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Andy Bonner 47 Brambly's Close, Basingstoke, Hants  
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### Competition Secretaries

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

N. Sleightholm 45 Chellaw Road, Tregolls, Truro,  
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Kim Pearson 23 Belmont Rd, Wallington, Surrey,  
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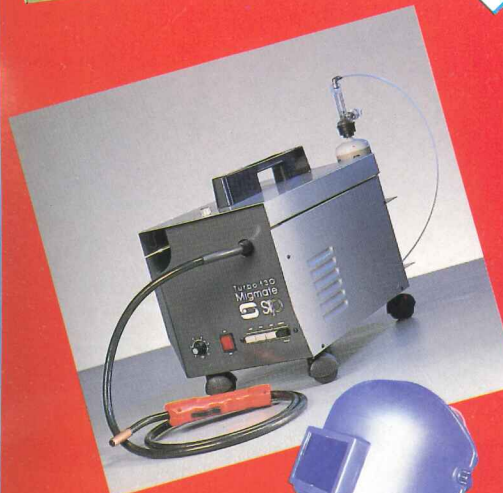
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