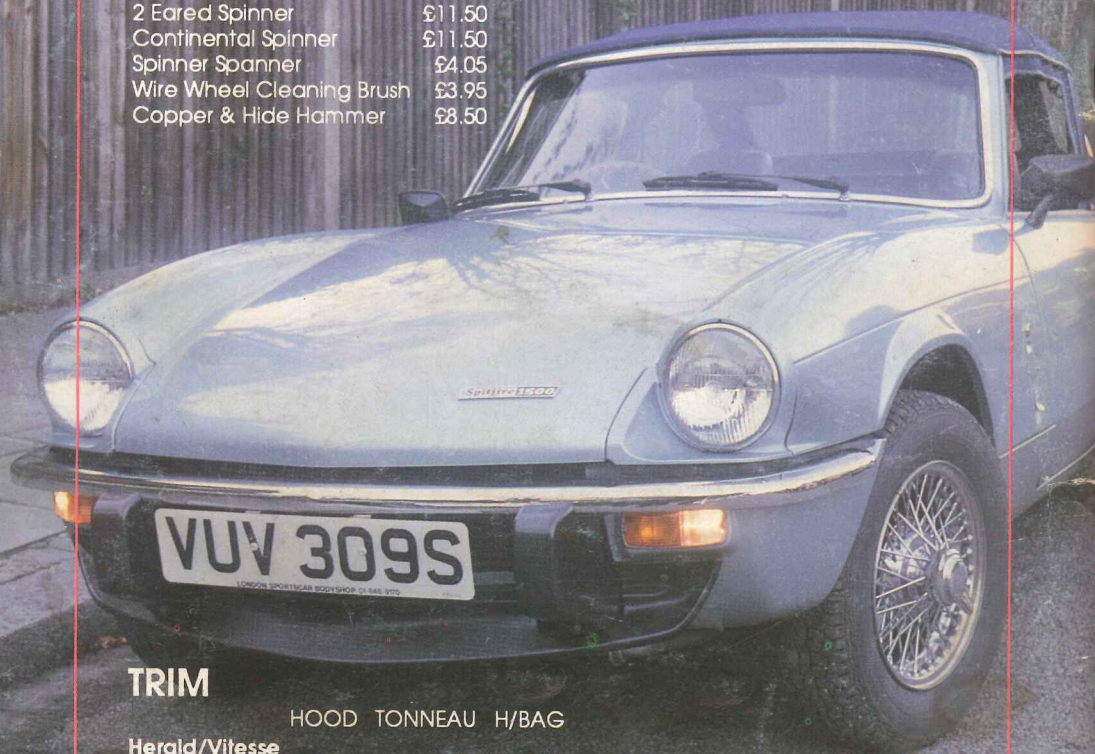


British Sports Car Centre

WIRE WHEELS

Wire Wheel Silver	£47.50
Wire Wheel Chrome	£83.00
Wire Wheel Adaptor	£23.50
2 Eared Spinner	£11.50
Continental Spinner	£11.50
Spinner Spanner	£4.05
Wire Wheel Cleaning Brush	£3.95
Copper & Hide Hammer	£8.50



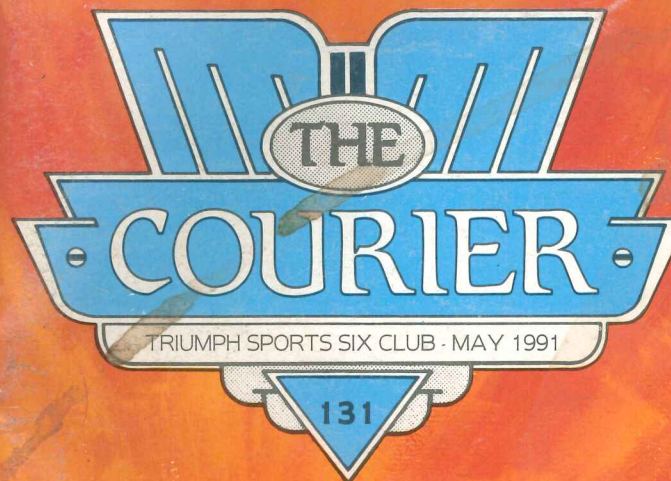
TRIM

	HOOD	TONNEAU	H/BAG
Herald/Vitesse			
Black P.V.C	£57.00	£35.00	£30.00
Black Canvas	£89.50	£55.00	£39.50
Black Mohair	£155.00	£85.00	£59.50
Spitfire Mk 1,2,3			
Black P.V.C	£57.00	£35.00	£30.00
Black Canvas	£89.50	£55.00	£39.50
Black Mohair	£155.00	£85.00	£59.50
Spitfire Mk 4/1500			
Black P.V.C	£68.00	£35.00	£30.00
Black Canvas	£99.50	£55.00	£39.50
Black Mohair	£165.00	£85.00	£59.50

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

ALL PRICES EXCLUDE
VAT & CARRIAGE
ACCESS & BARCLAYCARD
WELCOME

All prices are correct at time of going to press, although subject to change without prior notice.



On Test

PAUL SPENCER 90

**Shop
Now
Open!**

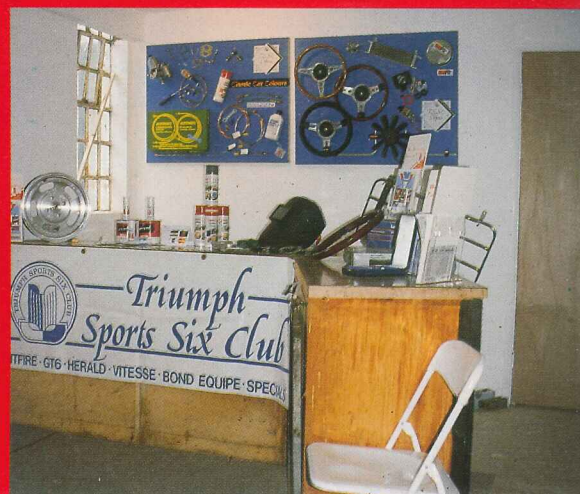
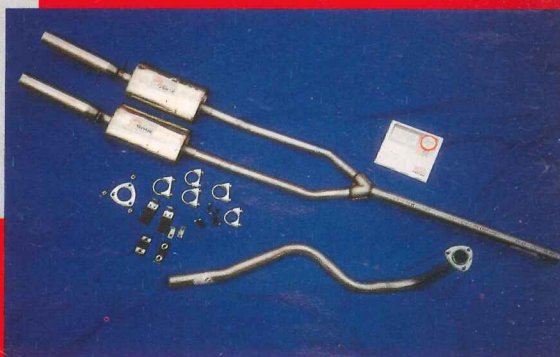


**Triumph Sports
Six Club
Main Street
Lubenham
Mkt. Harborough
FAX 0858 431936**

**LET us steer you in
the right direction
from wheels to
exhaust systems
available over the**



**counter if arranged
by prior appointment
0858 434424**



THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.11 No. 131 MAY 1991
Price £1.25 Free to Club Members

PRESIDENT

John Griffiths

Somerford House, Fairleigh Rise, Kington
Langley, nr Chippenham, Wiltshire SN15 5QF
Tel: 024975 8807

GENERAL SECRETARY

Peter Williams

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

CLUB MANAGER

Bill Sunderland

CLUB OFFICE

Main Street, Lubenham, Market
Harborough, Leics LE16 9TF

TEL: 0858 434424

FAX: 0858 431936

Office open between
9am - 5pm Monday to Friday

OFFICE MANAGER

Trudi Squibbs

MEMBERSHIP ADMINISTRATOR

Angie Hill

TSSC OFFERS MANAGER

John Muggleton

COURIER MAGAZINE

EDITOR

Bernard Robinson

TYPESETTERS

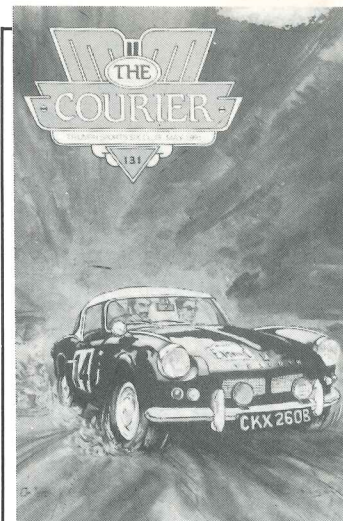
John Fairey, Joyce & Jo Sunderland
TRIUMPH SPORTS SIX CLUB - PO Box 28,
Market Harborough Leics LE16 7FX
TEL (0858) 434424 FAX (0858) 431936

COMMITTEE MEMBERS 1991

John Griffiths, Roland Drew, Brian Waters, Glyn
Ridgewell, John Cudmore, Peter Williams, Mike
Costigan, Leon Guyot, Nick Lord, Trudi Squibbs,
Dennis Benson, Bill Sunderland, Mike Crewes,
John Thorpe, Mark Hugall, Andy Higgins.

For a full list of TSSC Officials see page 82

© Triumph Sports Six Club Ltd 1991



Cover Illustration
by
Paul
Spencer

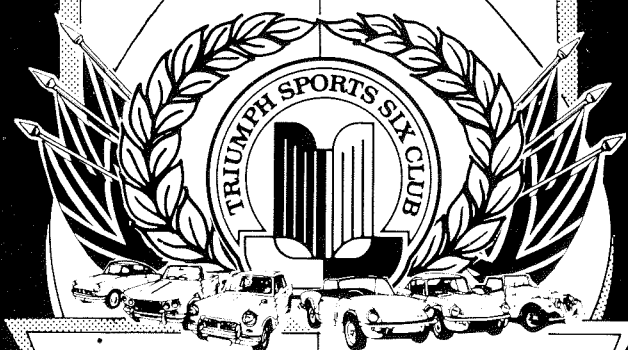
Contents

Comment	5
Introduction	6
Calendar	10
News Review	11
TSSC Teng Offer	14
Cop Shop	19
Recruitment	23
Herald Register	25
Spitfire IV/1500 Register	26
Bond Equipe Register	31
Technical 4/6 Cylinder	33
Vitesse Register	38
Competition News	44
Nightmare	46
Herald/Vitesse Restoration	51
International Liaison Register	59
Pen to Paper	63
Technical Tips	70
Honeymoon Spitfire	74
Essex go Karting	79
Officers	82

Plus Area News Review/Classified Newspaper

Whereas every care is taken to publish a
information, the Editor and the Cor.
TSSC do not necessarily agree with
expressed within THE COURIER OR TI
and cannot accept any liability for error
misleading information found therein.

THE TRIUMPH SPORTS SIX CLUB



INTERNATIONAL WEEKEND

STAFFORD SHOW CENTRE
STAFFORD

JUNCTION 14 M6
A518 STAFFORD-UTTOXETER ROAD

Sponsored by Footman James. Specialists in Classic Car Insurance and Dominion Insurance Co Ltd.

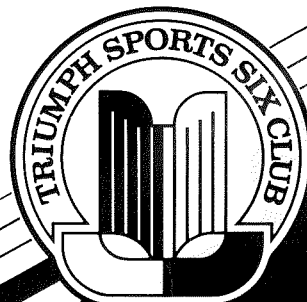
The Triumph Event of the Year 13th & 14th July 1991

- 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 and booking form

0858 - 434424



CHECK IT OUT !

Comment

What a bumper month!

Have you received your Courier, Area News, Review, Spitfire MkIV/1500 Turning Circle, new 1991 Offers/Regalia/Bookshop price list, RAC Application Form and 1991 Recruitment Drive cards — yes, great, well have a feast of a read.

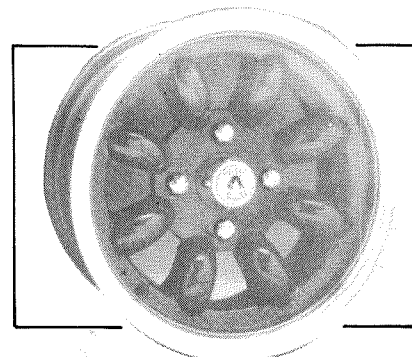
After a very inflation based 1990 our membership fees go up from 1st May 1991. Both new membership and renewals are increased by £2.00 per year, this also includes the new 2½% increase in VAT. This increase represents an average 6% increase

excluding VAT, well below inflation keeping the TSSC 'Value for Money', hopefully reflecting our increases and Governments VAT increase we can now help to get inflation down by taking the low road on our pricing policy.

The new TSSC Price List for Regalia Offers, Books, has quite a few new lines and all prices are current, including the new VAT rate. As our offer department expands with new and well proven products, we hope you, the members, will support the club when buying for your cars as this revenue helps to keep down TSSC subs plus gives us the cash flow to invest in more ambitious plans which we have for the 90s — take a look and support *YOUR* Club.



PS. Ref Special Offers TSSC WHEELS —

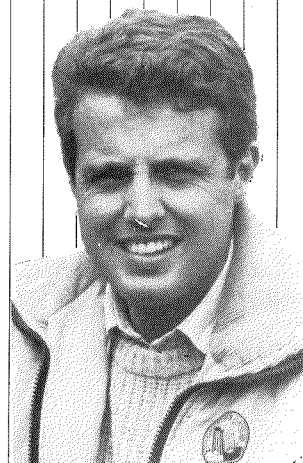


Yes, we do sell MX wheels in silver, an oversight on our part!!

PPS. If members get a quote from Lancaster Insurance cheaper than TSSC Insurance (Footman James) — tell Footman James this and get them to try and beat the Lancaster quote, we want TSSC members in the TSSC Scheme.

Bill Sunderland

PRESIDENTS INTRO



John Griffiths

Last Intro ... 124 on the trot and out!

ON the 31st May 1991 I will have been the Club's President for ten years.

Whilst the decision hasn't been easy, I have decided to stand down both as President and Club Director from that date.

The Club started on Sunday 31st July 1977 in the Conference Room of the Travelodge Motel, Newport Pagnell Service Area. The room only held 12 people so the first ones to respond to Paul Swanson's "Temporary Newsletter" dated 29th June 1977 attended. I was one of those and quickly found myself appointed the National Events Secretary. In those days we didn't have a President although Paul took the key role as General Secretary. One of the first things we had to do was think of a name for the Club. I put forward the name "Super Six" Club, thinking this was the name given to the Vitesse when exported to America. It also seemed to make sense as the Club catered for six models. Someone put me right on the name of the export Vitesse and that's how the Club became known as the Triumph "Sports Six" Club.

By March 1978 Paul Swanson had been elected President and I became Vice President and Competition Secretary. When Paul stood down at the end of 1980 (officially from May 1981), I was elected by the Council of Management on 31st May 1981 to take over and have stayed in that role ever since.

Over those ten years the Club has changed enormously.....and we have achieved a great deal as a dedicated membership team. The growth of the Club, the growth of traders, the improving spares situation, the improving stock of cars, the strength of enthusiasm, the profile of the Club and our cars, the competition successes and the establishment of a permanent home for Standard Triumph has brought me much personal pride.



My excitement and enthusiasm for the Vitesse 6 way back in 1966 was enormous. But I had no idea what was to follow. Before the Club even started, I was a regular writer to the National Car magazines extolling the virtues of the Vitesse. No one in those days seemed to listen, even Classic Car (as it was known in 1973) couldn't see the attraction. But the Herald chassis cars all have great character, great individualism, great personality. They need lots of love and attention. But because of that, and because of their unique "feel" people with kindred spirits were bound to go on loving them. All it needed was a catalyst, someone with the Vision to get the whole thing going. Paul Swanson did that and the people that have followed both at the Centre and out in the Areas have promoted the virtues, the fun and the satisfaction to the thousands who today enjoy these cars at a higher level than perhaps ever in their history.



The Club is the cars...and the people. It is in great heart and will go on from strength to strength. The new home at Main Street Lubenham will mean a great deal to the future unification and success of the Club and everything it is trying to do. There is a great Team of enthusiastic people there, all keen to help you enjoy your car even more. They are the ones who carry the responsibility, guided where necessary by the Council and you the members. I shall remain an avid enthusiastic supporter of the Triumph Sports Six Club but will let others take over the role that I have performed on your behalf.

As this is my last INTRODUCTION, may I say that it has been a great pleasure to serve you the membership, hopefully in the way and the direction that you would have wished.

I have received support from so many people

over the years. It would be impossible to mention them all, but if I may I would like to mention a few special names: Matt Maudsley, Eddie Evans, Lesley Shooter, Bob Notley, Michael Hancock, Chris Squibbs, John Cudmore, Dave Bayliss, Sue Bayliss, Mike Long, Glyn Ridgewell, John Thorpe, Bernard Robinson, Peter Williams.

But a particular special thank you goes to Bill and Jo Sunderland and Trudi Squibbs who to my mind have worked as a driving force to make the Club what it is today. Trudi likewise celebrates 10 years in Office this year. Very well done.

PLEASE NOTE THAT PAM AND I WILL CONTINUE TO ADMINISTER THE CLUB'S EXCLUSIVE AGREED VALUE INSURANCE SCHEME AND VALUATION SERVICE.

WE ALSO HOPE TO INTRODUCE VERY SHORTLY AN ALTERNATIVE TO THE RAC BREAKDOWN COVER. THIS WILL BE EXCLUSIVELY FOR TSSC MEMBERS LINKED TO THE CLUB'S INSURANCE SCHEME. THIS MEANS MEMBERS WHO ARE INSURED THROUGH THE CLUB

SCHEMES WILL GET DISCOUNTS ON THE BREAKDOWN COVER. EVEN WITHOUT THIS DISCOUNT COVER, IT WILL BE CHEAPER THAN THE RAC. WHEN "WHICH" MAGAZINE INVESTIGATED BREAKDOWN SERVICES A FEW YEARS AGO, THEY FOUND SUCH INDEPENDENT OPERATORS TENDED TO BE QUICKER GETTING TO CUSTOMERS IN TROUBLE. IT WILL BE A GOOD ADDED VALUE SCHEME WITH THE BACKING OF THE CLUB AND DOMINION INSURANCE. PLEASE WATCH THIS SPACE.

VITESSE REPLACEMENT OF THE NINETIES

It is perhaps fitting, that my last words should be about a car of the 90's, which in many ways is

equivalent, in concept terms to the Vitesse in the 60's. In Courier No. 62 (August 1985), I wrote about the new Rover 216 Vitesse which again in many ways carried on the theme of small car with true sporting ability. It was a quality package which, whilst lacking the character of the real Vitesse, nevertheless heralded the upturn for Rover after a period of mis-direction.

The car I am now talking about is the Rover 216 GTi.

BRITISH CAR RENTALS, who only hire Rovers, very kindly let me test such a car over a recent weekend.

The car was very efficiently delivered to my place of work ready for me to drive home on the Friday evening. With great excitement I entered the Office car park to find my new black, 2 door sports saloon eagerly awaiting my attentions!

The first thing you notice is the absolute superb



incorporating



N.E.C. BIRMINGHAM AUGUST 31 - SEPTEMBER 1, 1991

WITH THE SUPPORT OF EVERY LEADING TRIUMPH AND MG CLUB,
THE MOST SUCCESSFUL SPECIALIST CAR SHOW IN THE UK,

- TRIUMPH AND MG MODELS ON DISPLAY • TRIUMPH AND MG SEALED BIDS AUCTION • A BRITISH MOTOR HERITAGE ACTIVE REBUILD ON A NEW BODYSHELL • AUTOJUMBLE • TRIUMPH AND MG CONOURS • PARTS BRING AND BUY • TRADE STANDS FOR TRIUMPH & MG PARTS, ACCESSORIES, SPARES AND SERVICES.
- THE WORLD OF TRIUMPH AND MG AT TRIUMPH WORLD.

EXHIBITORS — BOOK NOW!

To John Cole, Angex Ltd., Times House, Station Approach, Ruislip, Middlesex HA4 8NB. Tel: 0895 677677. Fax: 0895 676027
Please rush me a floor plan of the show and a space booking form for:

Autojumble stands £85 (3m x 1.5m)

Trade stands (inc. shell stand and carpet) at £72 sq m

Sealed bids auction — spaces at £55

Dealer space at £145 per one-car stand (7m x 2.5m)

Name Contact Name

Address

..... Tel No: Fax No:

TRIUMPH / MG CLUB MEMBERS — BOOK NOW

John Cole, Angex Ltd., Times House, Station Approach, Ruislip, Middlesex HA4 8NB. Tel: 0895 677677. Fax: 0895 676027

Please send me Adult tickets (max two per member) at the special club advance booking rate of £4.00 each.

I understand that admission at the door is £5.00 per adult and £2.00 per Child/OAP. Please also send me free tickets for my children

(3 max per application) (under 14 years)

I enclose a cheque made payable to Angex Limited, for the sum of £.....

Saturday August 31, 9.30am-6.00pm, Sunday September 1, 9.30am-5.00pm.

Name Address

Postcode Tel No:

I am a member of: *Please insert name of Triumph / MG Club

Membership No.

NB. This special discounted offer for advance tickets is available to members of the supporting clubs only.

Photocopied applications will be accepted.

TSSC

visibility. The front screen is taken very low indeed. Driving along the motorway, Pam and I felt as though we were sitting on two seats with nothing in front of us. That may seem a silly statement, but after my Carlton which has a very high dash, the difference was very noticeable.

But back to Friday evening. The next thing that impressed me was the driving position and the knobs! I love lots of nice knobs, and things that light up. The Rover pleased me. The red tint of the dashboard display was very BMW. Well let's get going. Power steering made manoeuvring easy. I was late leaving the office so I needed the lights on. They are very powerful, although did have a rather strange switch.

Once on the road, everything was very exciting. The engine has a delightful roar which sounds very sophisticated. It is of course a highly tuned unit with 24 valves and double overhead camshaft. Rover have not wasted it. They have managed to let the driver hear just enough when he winds it up that this is a thoroughbred unit. But more of the engine in a minute.

I couldn't find easily in the dark how to switch the radio on which annoyed me but that was insignificant. I was soon playing with the knobs, electric sunroof, lumber support etc.!

The seats are very sporty and suited me. The steering wheel is just where you want and all the dials are fully visible. By the time I had reached Kingston Langley, I felt very much in love!

The kids came out to see the weekend dream and quickly demanded that I go straight out and buy one! For some reason, they thought it was just the ticket. I think it was the sporty wheels, the rear spoiler (top of rear hatch) the super interior and of course the electric sunroof!

On the Saturday we had planned to go to Chelmsford to collect the Vitesse. There was great excitement in the camp. Off we set down the M4. All the pleasure of the night before was still there. The thing really did go. I am told they will do around 130 and whilst I won't say how fast we did (because Mike.... "lets drive on the left" Crewes reads this!) it certainly seemed to me as if it could do that easily. How do they do it with such a tractable engine and just 1600 cc?

The only criticism was the noise. It was a lot noisier than the Carlton due to road/tyre feedback which made it difficult to talk to the kids in the back or listen to the radio, admittedly a little over 5000

rpm! Do you know it didn't go into the red until 7000 rpm! A real buzz box.

We reached Chelmsford in very good time. The journey is normally regarded by the family as a real bore. This time it was a real delight. It's next job was to help start the Vitesse after 6 months lay up. Jump leads to the rescue and away she went. The noise and the feel of the Vitesse is quite different. Even more character, even more noise, even less comfort! But it was great to have it back on the road. It drove back to Wiltshire without a single miss of a beat. The cars are very close in concept terms, yet the Vitesse with its lovely torque 6 cylinder and rear wheel drive predicta-



bility, suit me much better. So the one thing I did not like about the Rover, was the front wheel drive. Everyone keeps telling me how good it is now. Yes this car is a great stride forward. No longer do you get the sideways crab effect under power (solved apparently by fitting equal length drive shafts) but what you do get is torque steer. In other words with the power hard on, you feel the steering being

interfered with. I do not like this and no amount of talking or arguments will convince me. As I said to British Car Rentals when I handed it back, I am probably an old reactionary, but rear wheel drive is what I like. So apart from that, I think the Rover 216 GTi is a superb car. If a member is looking for an everyday car which is partly British and has the Vitesse type of approach to motoring, this is not a bad choice.

Given the choice and a bit more money, I have to say I would go for the 3 Series BMW with rear wheel drive, but that's another story.

Anyway many thanks to BRITISH CAR RENTALS. It has certainly made me realise how boring my Carlton is! Still I have the Vitesse back with me now, and once we have done a few little jobs it will be ready for the Summer runs to work, to Club events etc. Well that's it. Get those cars out. If yours is a convertible, get the roof down. Enjoy it. Life is too short to just pamper it in the garage. You'll probably say, I'm a fine one to talk, but my resolution is to get mine out as soon as possible. I might have time now as well!

THANKS AGAIN TO ALL. PLEASE CONTINUE TO SUPPORT THIS GREAT CLUB OF OURS.

JOHN GRIFFITHS, CLUB PRESIDENT
6 APRIL 1991

CAMBRIDGE TRIUMPH SPARES

SHORTS COTTAGES, MOUNT PLEASANT FARM, 16FT. BANK, CHATTERIS, CAMBS. PE16 6XL

MORE SPECIALS THIS MONTH FROM CAMBRIDGE TRIUMPH

And don't forget 10% DISCOUNT is offered to all club members off our STANDARD PRICE LIST (phone for free copy). **ALL PRICES BELOW ARE SPECIAL TO CLUB MEMBERS ONLY, SO PLEASE QUOTE TSSC TO QUALIFY. THEY ARE NATURALLY NOT SUBJECT TO FURTHER DISCOUNT AS THEY ARE ALREADY REDUCED.**

Looking forward to a long hot summer so get those cars fixed up and on the road where they belong. Bye for now

New item, battery strap and hook bolts, Herald/Spitfire	£4.95
'T' type pedal rubbers	£1.40
'B.L.' type pedal rubbers	£1.40
Clutch/brake master cylinder rubber boot (on bulkhead)	£3.15
Steel quarter valances, Spit IV/1500 & GT6 MkIII	£35.00
Herald throttle cables	£2.50
Spitfire MkIV 1500 & GT6 MkIII windscreen seal	£14.00
Bright finisher for above (2 pieces)	£25.00
Heater hose sets, all models	£9.00
Inside door handle repair 'PULL', Spitfire IV/1500, GT6 MkIII	£5.90
Bonnet or boot transfer Spitfire 1500 AS ORIGINAL	£3.45
Anti roll bar link, state left or right	£8.50
Front vertical link (KINGPIN) Herald (disc) / Spitfire	£28.00
Set of 8 front inner wishbone bushes	£5.50
Set of 14 body mounting pads	£5.50
Spitfire / GT6 gear lever gaiters	£5.90
Herald / Spitfire radiators (exchange)	£59.00
MONROE front shock absorbers	£17.50
Herald / Vitesse rear leaf springs BRAND NEW inc. BUSHES	£49.00
ROTOFLEX couplings GENUINE BL inc. bolts	£22.00
Vitesse mild steel exhaust rear box	£25.00
GT6 radiators (exchange)	£75.00
PAIR door trim panels (state model)	£42.00
Outer weatherstrips SPITFIRE / GT6	£6.50
GENUINE BORG & BECK CLUTCH Vitesse 2L / GT6 (FIT THE BEST)	£65.00
Rear overriders Herald / Vitesse SUPERB QUALITY per PAIR	£68.00
Fully reconditioned engine HERALD/SPITFIRE	£325.00
SPITFIRE Super Sports Exhaust system (4 branch) (see illustration)	

We also stock gaskets, pistons, valves, filters, water pumps, fan belts, carb kits, exhausts, brake parts, clutches, gearboxes, steering racks, trunnions, wheel bearings, springs, shocks, bushes, differentials, radius arms, brake pipes, handbrake cables, master cylinders, brake discs, bonnets, bootlids, floor pans, sills, wings, boot floors, balances, doors, chassis, carpet sets, draught excluder, interior trim, rubber seals, locks and carpets etc. etc. etc., try us for that difficult part. WE JUST MIGHT HAVE IT!!!!

FREE 22 PAGE CATALOGUE ***** VISA/ACCESS *****



TELEPHONE ORDERS/FAST MAIL ORDER
SERVICE/OVERNIGHT DELIVERY

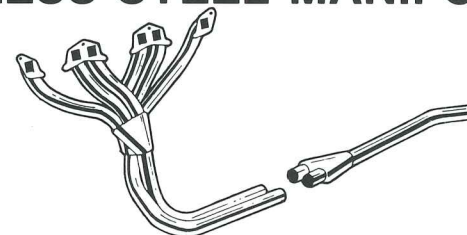


★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★

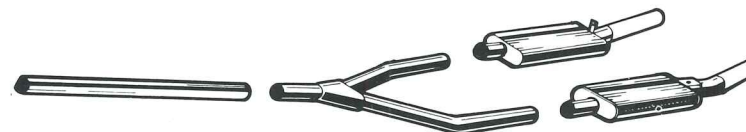
CT TUNING FROM CAMBRIDGE TRIUMPH

Introducing our new sports exhaust system for 1296cc
& 1500 Spitfires

STAINLESS STEEL MANIFOLD 1255



STAINLESS STEEL SPORTS SYTEM 1256



PRICES

Stainless Steel Manifold & 2 into 1 pipe, 1255
Sports Twin Box System 1256

SPECIAL OFFER

COMPLETE SYSTEM (1 EACH ABOVE)
PRICES INCLUDE SECURICOR OVERNIGHT DELIVERY & VAT
ONLY £295.00

ALL PRICES PLEASE
ADD POSTAGE AND VAT

FAX (03543) 5256

Our Telephone Numbers Are

TEL: (0354) 34140/34144/34190



**TSSC
OFFERS**

FOR

SPITFIRE

HERALD

VITESSE

GT6

BOND EQUIPE



0858

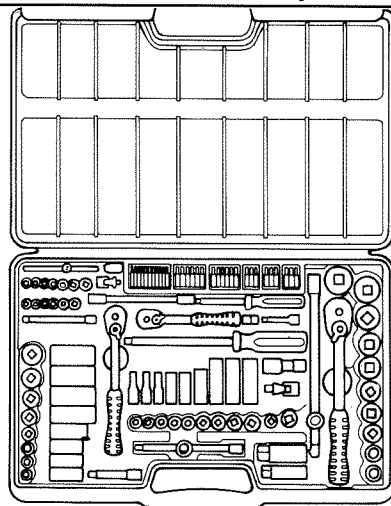
434424



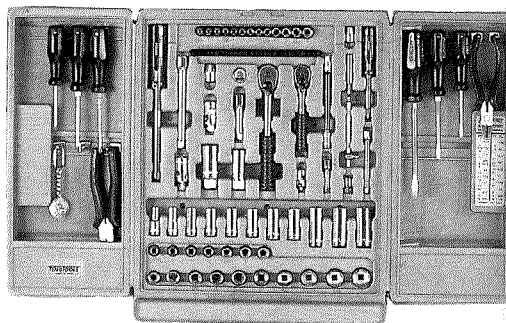
TELEPHONE ORDERS



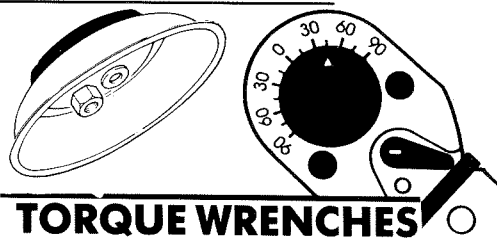
111 PIECE MM/AF 1/4", 3/8" & 1/2"



88 PIECE JUMBO WALL BOX



MAGNETIC BITS TRAY



TORQUE WRENCHES

ALL PRICES INCLUDE VAT

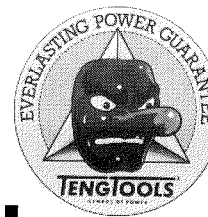
FAX ORDERS (0858) 431936

MAIL ORDER TSSC OFFERS

MAIN STREET LUBENHAM

MARKET HARBOROUGH, LEIC. LE16 9TF

**All Tooled Up
with TENG semi
professional tools.**



TENGTOOLS



All products Everlasting Power Guarantee

CODE		Retail	TSSC price
TT374	111 piece socket set, AF 1/4", 3/8", 1/2" drive	£175.00	£99.99
TT370	79 piece socket set, AF 3/8" drive	£94.00	£69.95
TT375	88 wall box socket set, 1/4", 3/8" drive	£134.00	£79.97
TT372	12 piece screwdriver set	£35.00	£23.95
TT373	8 piece AF spanner set	£26.00	£17.25
TT376	Half inch torque wrench	£47.00	£32.95
TT377	Magnetic tool tray	£9.25	£5.99

All the above tools are the finest available *bar your Snap On standards*. Ideal for the garage mechanic DIY and serious restorer. All socket sets contain AF and Metric + screwdriver sets.

Very versatile and interchangeable

All prices include VAT

Use offers order form in TSSC Classified and News Review



or phone **0858 434424**



JOHN KIPPING TRIUMPH SPARES

HERALD VITESSE SPITFIRE GT6

SHOP HOURS — MON to FRI 9.30 - 5.30 SAT 9.00 - 1.00



TELEFAX 0203 637238



NEW PARTS AVAILABLE FOR SPITFIRE MKIV/1500/GT6 III

- Seatbelts — Inertia type (not 1500)
(fits existing centre box) **£16.00 each**
- Windscreen Seal Finisher Kit inc. clips **£32.00**
Clips only **0.75p**
- Interior Mirror Dipping — complete assembly
with mountings **£12.00**

HERALD AND VITESSE PARTS

- Front Overriders 948/1200 **£26.00 each**
- Front Overriders 13/60-Vitesse **£26.00 each**
- Rear overriders **£26.00 each**
- Estate Rear Springs **£53.00**

DISTRIBUTORS — DISTRIBUTORS — DISTRIBUTORS

- Reconditioned Exchange Available For All Models
- 4 cylinder **£59.00**
- 6 cylinder **£65.00**

NOTE: £100 surcharge — reserve by phone / Fax

- Lockheed Servo Kits — Fits Most Models, Complete with Fitting Instructions, only **£99.00**



★ Prices include VAT post extra

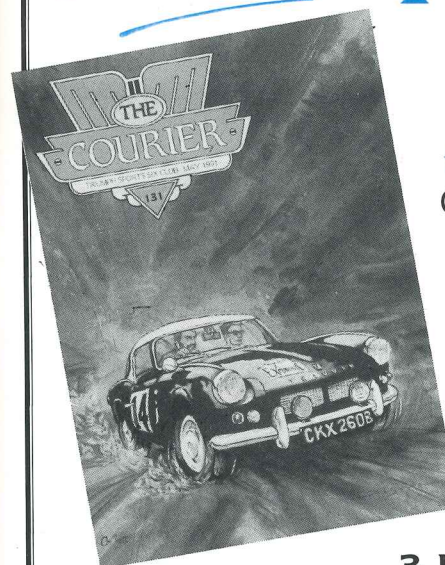
**WORLDWIDE
MAIL ORDER SERVICE**

Illustrated Catalogue £2 - Overseas Free

124 ALDERMANS GREEN ROAD COVENTRY CV2 1PP

TELEPHONE 0203 683926

**7 DAY
TURNAROUND**



PEAK PRINT

*Specialists for 15 years
in monthly A5 magazines
to Clubs and Societies.*

★ Fixed price for 12 months
(helps with your subs budget).

- ★ **NEVER** late on delivery.
- ★ From 16 to 100 pages.
- ★ Runs from 500 to 20,000 a speciality

**For more information
contact: MICK PEAK at**

3 Ise Vale Avenue, Desborough,

Northants NN14 2PU Tel: (0536) 760725/746334.

TR

Einer der größten
Ersatzteillager in
Europa für Ihren Triumph!
Wir führen Teile für
Spitfire, Herald, Vitesse,
GT6 und TR2 - 6. Unser
Lieferprogramm umfaßt:

- Motore, Getriebe,
- Differentiale
- Achsteile
- Bremsenteile
- Innenausstattungen,
- Verdecke usw

SPITFIRE & GT6

One of the biggest
stockists for Triumph
spare parts on the
Continent. We have
parts for Spitfire,
Herald, Vitesse, GT6
and TR2 - 6.
We specialize in:

- Engines, Gearboxes,
- Diffs
- Brake Parts, Body
- Panels
- Interior Trims and
- Hoods etc.

FREE PRICE LIST

Fahrzeugteile **BASTUCK**
& Co. GmbH
Saarweller Straße 31
6610 Lebach-Hoxberg West Germany
Tel. 06881/52455, Telefax 06881/51774

BASTUCK & CO FRANCE
18 A Chemin des Dames
57500 Saint-Avold
Téléphone 87 92 94 44, Télécopie 87 92 94 45

Kingston SPORTSCARS

CONGRATULATIONS

To Race and Class Winners

LYDDEN 10th MARCH

SNETTERTON 29th MARCH

Winner 7 Marc Amschwand

Winner 6 Tony Lindsey-Dean

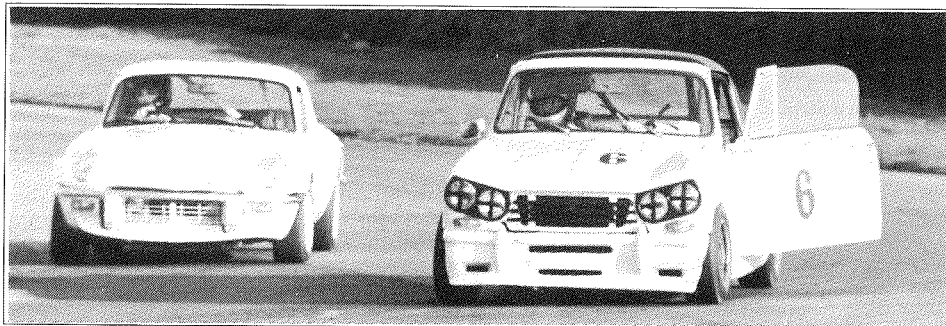
2nd 4 Adrian Boyle (Class B)

2nd 3 Guy St John (Class B)

3rd 2 Kevin Ginger (Class A)

3rd 2 Kevin Ginger (Class A)

All achieved with **KINGSTON SPORTS CARS** tuning technology, transmission and engine building



Having successfully ejected his passenger to reduce weight Tony Lindsey-Dean passes Kevin Ginger.

RACING CARS FOR SALE

The clubs most successful KSC racing Vitesse has a twin, formally raced by Ian Nash, this car is being currently rebuilt for Class B or C.

ALSO GT6 MKIII for Class A including fresh 140bhp engine and transmission, glass panels, safety equipment, fully race prepared.

Phone for details. Prices dependent on final specification.

SPECIALIST ENGINES & TRANSMISSIONS FOR SPRINTING & RACING
80 WHITTON ROAD HOUNSLOW MIDDX TW3 2DD

PHONE: 081 570 0389



COP SHOP

Mike Crewes

EACH year, more and more motorists join the thousands of caravanners and campers who take to the roads for their holidays or for weekend trips to the coast or countryside.

For many it will be the first time they have towed a caravan or trailer. If you are one of those you will find it takes considerable care and skill to make it easy for yourself — and safe for other road users. The RAC offers towing guidelines which should ensure that your trips will be safe and trouble-free under all normal circumstances.

Experience of towing is not essential when setting out on the road with a caravan or trailer, but drivers without experience should take great care when manoeuvring. Speed should be built up gradually to get used to different handling characteristics.

Training is available and details can be obtained from the specialist Clubs. It is important to remember that extra weight makes a big difference to braking distances. Allow a much greater distance between yourself and the vehicle in front than you would normally. It helps to let others overtake you safely, saving time and temper. Make allowances for others when you are overtaking, or someone is passing you. When cornering, pull the car out further to prevent the trailer or

caravan from swinging in and clipping the kerb — or a cyclist. Starting needs care. Avoid starting on a hill if you can; the greatest strain on the car is when you are pulling away. If the trailer has been standing on soggy ground, try not to tow it straight off as this could put great stress on the car's transmission. You can sometimes avoid this situation by putting two boards under the trailer's wheels when parking it, or manhandle the trailer on to harder ground before towing. The smoother the start, the better.

Keeping an even speed is very important when towing, especially on a hill. Engage a lower gear at the bottom — that will help keep the speed consistent and will save wear by cutting down the loading on both engine and transmission. Excessive loading can damage them.

'Trailers are also subject to special speed limits. On single carriageway roads where a lower speed limit is not in force, they are restricted to a maximum of 50mph. On dual carriageways and motorways where a lower speed limit is not in force, caravans may be towed at up to 60mph.'

Effective loading of your trailer is important. Equipment and effects should be loaded to that any heavy items are low down near the floor and mainly over or in the front of the axle(s). The remainder should be distributed to give a positive load at the towing coupling. Incorrect trailer loading can cause overloading or the towing vehicle's rear suspension or trailer tail heaviness.

In either case, poor stability will result. The weight should be distributed so that each trailer wheel carries the same load. Manufacturers quote a gross weight beyond which it is illegal to load the trailer being towed. The trailer/towing vehicle weight ratio has a major influence on stability. It is recommended that:

— The actual laden weight of the trailer should always be kept as low as possible. The lower it is when the trailer is being towed on a road, the safer the trailer/towing vehicle combination will be.

— As a general rule, the actual laden weight of a trailer should not exceed the kerb weight of the towing vehicle, particularly if the latter is a conventional car.

— The greater the actual laden weight of the trailer is in relation to the kerb weight of the towing vehicle, the more careful and experienced the driver needs to be.

— For the newcomer to trailing a trailer/towing vehicle

weight ratio of 85% is a good starting point, providing the trailer and towing vehicle are properly maintained, fully serviceable and other towing guidelines are followed.

— Care is always taken not to exceed the towing vehicle's loading limits.

The power to weight ratio of towing vehicle and trailer have to be considered. No hard and fast rules can be stated, but as a general guide, conventional petrol engines with a capacity of up to about 1500cc should be adequate for towing a trailer weighing about 85% of the towing vehicle's kerb weight (as stated in the manufacturer's data). Above 1500cc, such engines should be able to manage a trailer weighing up to 100% of the kerb weight of the towing vehicle and still give an adequate performance, but the towing vehicle may state a lower limit.

Vehicles with automatic transmission may need additional cooling for the gearbox when towing. Advice should be sought from the vehicle manufacturer. Remember, excess speed and poorly distributed load can lead to dangerous 'tail-wagging' or 'snaking' by the trailer — and that's not a pleasant experience for you or other motorists.

POINTS TO NOTE

— Tyres specified by the trailer manufacturer should be satisfactory for towing in the United Kingdom and should be rated for a minimum of 62mph (100kph) at the maximum laden weight of the trailer. If you are considering visiting overseas countries, it is important to check the suitability of your tyres with a trailer dealer.

— Trailer and towing vehicle tyres must be at the pressures recommended for towing or heavy loading, otherwise towing stability may be affected. Pressures should be given in trailer and vehicle handbooks.

— The load at the towing coupling should be between 50kg and 75kg. This can be adjusted by the distribution of the load in the trailer. The noseweight may be measured by using an indicator obtainable at caravan and trailer dealers. It is possible to use bathroom scales under the coupling head with a piece of wood fitted between the coupling head and the scales — ensuring that the wood is of

the right length to keep the trailer floor horizontal.

— It is important that the towing vehicle's rear suspension is not deflected excessively by the noseweight on the tow ball.

If it is excessive, towing stability will be affected and the headlamps will require realignment. If in doubt, consult an expert.

— A good stabiliser can make an acceptable trailer/towing vehicle combination more stable and safer to handle.

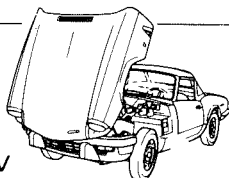
It should not be used to improve a combination which has poor stability because instability will reappear at a higher speed. A good stabiliser is no substitute for good driving.

— Because a trailer is a road vehicle, it will need regular servicing — in particular for its braking system, wheels and tyres and road lighting.

— Mirrors are important because the driver of a towing vehicle must have an adequate view to the rear.

— Trailers may not be towed in the outside lane of a three or four lane motorway.

— The law requires that trailers and their towing vehicles and the loads they carry, must be in such condition that no danger or nuisance is caused.



STS TRIUMPH SPARES

Over 7000 sq. ft. of 2nd hand spares.

Large stock of new panels and suspension parts, new hoods/seals. Reconditioned callipers + rear halfshaft units in stock.

Fitting service available on most parts.

Fast Mail Order/Next Day Delivery.

Telephone 061-230-7606 (2 lines) Monday to Saturday 10 - 6

**FAX
0325
486542**



**STEEPLEJACK WAY
DARLINGTON
CO. DURHAM
DL1 1SW**

Telephone: (0325) 486542

DID YOU KNOW THAT . . .

Rubber bumper sets (6 pieces) Herald	£96.00
Front chassis pivots, Spit 1500	£29.65
Front chassis pivots Spit MkIV/GT6 III	£24.15
Crossmember gusset MkIV/1500/GT6 III	£11.28
Front outrigger Spit / GT6	£13.75
Bonnet stay, Spit / GT6	£8.95
Bonnet nose strengthener, Spit IV/1500/GT6 III	£23.00
Bonnet inner strengthening plate, Spit I/II/III/GT6 I/II	£9.00
Rain gutter (w/screen frame) Spit / GT6	£3.50
Inner B post lower repair, Spit / GT6	£3.25
Rear inner wing rear repair, Spit / GT6	£6.50
Body mount bracket (bulkhead) Herald/Vitesse	£4.00
Body mount bracket (B post) Herald/Vitesse	£8.50
Body mount bracket (rear floor) Herald/Vitesse	£6.50
Damper mount bracket, GT6 Roto	£13.75
Radius arm (complete) GT6 Roto	£24.05
Radius arm (complete), Vitesse Roto	£25.05
Bracket, radius arm to V/link, GT6/Vitesse Roto	£16.45
Bracket radius arm to body, GT6 Roto	£2.50
Bracket radius arm to chassis, Vitesse Roto	£8.45
Bracket rear lower wishbone, GT6/Vitesse Roto	£9.50
Banjo bolt (rear of manifold) GT6/Vitesse	£11.50
Crankshaft pulley nut, Spit I/II/III, Herald 1200/13/60	£9.50

ARE ALL REMANUFACTURED BY TRIUMPH SCENE!!!



**IF THE PARTS YOU REQUIRE ARE NOT LISTED
PLEASE PHONE FOR MORE DETAILS**



**FAST WORLDWIDE MAIL ORDER ON ALL STOCK ITEMS
ALL PRICES PLUS CARRIAGE & VAT**

T/SCENE/391

TRIUMPH IN WALES



Full & Part Restorations carried out, MOT work, Mechanical & Bodywork, Chassis Changes, Body Shells Rebuilt.

Lots of good used spares for sale at reasonable prices.

Cars for sale and Wanted, Distance no object.

We are only 20 mins. from Severn Bridge - pop in for a chat



**STEVE GILL SPORTSCARS TEL 0495 774963 day
STEDMANS YARD TALYWAIN PONTYPOOL 0495 763865 eve**



'SPITBITS'



**10% DISCOUNT THIS MONTH
TO CLUB MEMBERS. JUST
MENTION THIS AD.**

FOR ALL YOUR SECOND HAND PARTS ETC.

Diff's Mk1, II, III, Herald .. £45.00	Front suspension units .. £25.00	MkIV GT6 III ign. locks complete with 2 keys and two bolts £28.00
Doors, all models, from £20.00	GT6/Vitesse drive shafts complete .. £45.00	MkIV / MKIII GT6 front indicator units .. £16.00
Petrol tank panel .. £5.00	Early MkI drive shafts £35.00	Spit/GT6 door glass weather strips .. £6.50
Dash support bracket (all models) .. £5.00	Window winding mechanism .. £15.00	Spit / GT6 door draught excluder (Furflex) per metre .. £5.00
Spare wheel mounting plate .. £4.00	MkIV door glass .. £15.00	Spit/GT6 boot seal, original type, per metre .. £4.00
Seat belts (static) .. £8.00	GT6 MkI exhaust manifold £25.00	
Knee pads (pair) .. £5.00	Wheels, all models each .. £5.00	
Rear cockpit c/r panel (all colours) .. £4.00	MkIV/GT6 back light units £8.00	
Propshafts .. £15.00		
Rear spring .. £15.00		
MkIV wheel trims, black or silver .. £2.00		
Manifolds (inlet or outlet) from .. £8.00		
Brake calipers .. £12.00		

NEW PARTS AVAILABLE

Tons more parts available, all parts next day if required.

ALL PLUS VAT AND P&P.

Various Spitfire and GT6's for sale and wanted.

Please note our stores have moved, but only a short distance away so please ring for directions. We hope soon to be opening a retail shop which for your convenience will only be 1 minute from junction 11, M4. Postal address ONLY stays the same. JINGLES FARM, NEW MILL ROAD, FINCHAMSTEAD, BERKS. RG11 4QT.

TELEPHONE:

'SPITBITS' THE ONLY NAME TO REMEMBER 0734 732648

SALES



SPARES

CARS FOR SALE

Spitfire 1979 O/Drive Restored.....	£3250
Spitfire 1976 Superb Original Cond.....	£3000
Spitfire 1977 Very good all round.....	£2000
Spitfire Mk 4 Sound car.....	£1495
GT6 Mk3 Red Excellent.....	£2950
TR3 Original RHD Excellent.....	£7500

ALWAYS A LARGE STOCK OF TRIUMPH SPORTSCARS

FOR RESTORATION NO M.O.T.

Spitfire Mk 3 Running order.....	£850
Spitfire Mk 3 Requires rebuild.....	£375
Spitfire 1977 O/D Running.....	£750
Spitfire Mk4 O/D Non runner.....	£550
GT6 Mk 3 O/D Quite sound.....	£1650
GT6 Mk 3 Damaged.....	£750
GT6 Mk 2 Fairly sound.....	£1650
GT6 Mk 3 Very original.....	£1750
GT6 Mk 3 O/D Late series.....	£1595

SECONDHAND SPARES

VITESSE/HERALD CONVERTIBLE
CONVERSION KIT ALL PARTS ONE ONLY P.O.A.

EXAMPLE SPITFIRE SPARES PRICES

ENGINES £75 TO £150 /GEARBOXES FROM £40
DIFFS FROM £40 /DRIVESHAFTS £35/ PAIR CARBS £25
MANIFOLDS £12 /CHASSIS £75 /PROPSHAFTS FROM £20
COMPLETE FRONT SUSPENSION UNIT £25 /TON/EAUS £15
HOOD BAGS £12/ REAR LIGHTS £5 /O/DRIVES CONV. £175
DIALS FROM £5/ WOODEN DASH £20

1000s of Secondhand Spitfire Spares

NEW HOODS FROM ONLY £55

SECONDHAND FRAMES

AVAILABLE FROM £45 FOR MK4/1500

ALL PLUS VAT

**FREEMANS DEPOT,
STANBRIDGE ROAD, BILLINGTON,
LEIGHTON BUZZARD, BEDS.
(0525) 378078 Open office hours mon-sat**



Recruitment Drive - 1991/92

UK only

MOST members will be well aware of this important drive to recruit new members, but for our new members, a short resumé follows:

The Idea To increase membership of the club via this card being placed on a non members windscreen (a club car without a current windscreen sticker) — better still if you can chat to the owner personally, giving them the card.

The Reason effectively to keep 'our cars' on the road. Their chances of survival are greater if surrounded with the club and all its services. The cars are the backbone of the club — the club progresses with the increased number of cars — a magic circle.

The Reward Members and their cars win prizes, although the emphasis must be on helping the cars and TSSC survive.

So, please use these cards effectively (packed in this months Courier and Review), place them in your everyday car ready to meet the challenge of recruiting new members to the TSSC. More cards can be obtained by ringing **0858-434424**. The recruitment drive will last until next April, but the main prizes will be awarded in November of this year, in the form of Club Vouchers, which can be used for purchasing anything the TSSC offers, from Regalia to Insurance.

First prize - £100 of TSSC Vouchers

Second prize - £75 of TSSC Vouchers

Third prize - £50 of TSSC Vouchers

Runners-up prizes (10) £25 of TSSC Vouchers

Area prize - £100 of TSSC Vouchers (Most members recruited within an area)

Remember when placing these cards to put your membership and local Area Code on the card so we can register your success for one of the above prizes. We will also award some mystery monthly prizes from key fobs to full TSSC stainless steel exhausts. Watch this space.

Recruitment Drive - 'Our cars survival'





HERALD MOTOR COMPANY

EST 1986

We cater for all Triumphs, Specialise in Herald, Vitesse & Spitfires

All bodywork repairs undertaken

Door skin replacement service

All chassis & underbody repairs

All mechanical & electrical work.

Engine, clutch, gearbox, half shaft & UJ replacement service, hood fitting service.

Estimates and advice freely given.

0702 205884 anytime

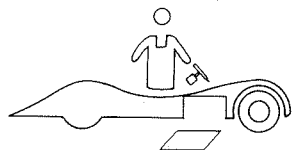
The Triumph Enthusiast for the Enthusiast
Herald / Vitesse convertibles & Spitfires for sale
Best prices paid for the above cars in any condition



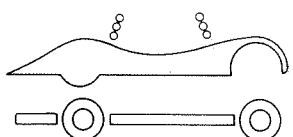
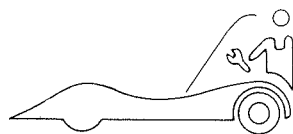
2 Hermitage Lane London SE25



081-654 2211



● Full Body Shop ● Jig Facilities ● MOT & Repairs ● Service & Tuning



● Chassis Repairs ● Hoods & Repairs ● Cars Bought & Sold ● 24 Hour Recovery

LMotors
CLASSIC & SPORTS
CAR SPECIALISTS



Herald REGISTER

Chris Longhurst



STEERING RACKS

Inner Ball Joint

Rack removal was covered in the March 1991 Courier (129, p55).

If there is a great deal of play/looseness in the inner ball joint, the joint needs re-shimming or replacing.

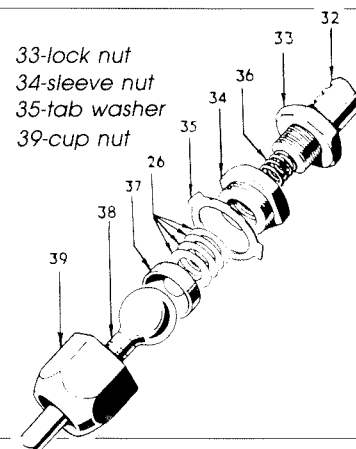
If the joint is rusty or pitted it should be replaced as a matter of course. The replacement or original ball joint can be shimmed to reduce play/looseness.

It will be useful to have 2 x 1-5/16" AF spanners or large adjustables and a fisherman's spring balance, weighing up to at least 2kg.

First remove the rubber gaiter and knock back the spring tabs on the lock washer (Pt No 120957) before undoing the cup nut. Renew the spring (120953) and thrust cup (120955) as a matter of course. Both the spring and the thrust cup should be greased before refitting.

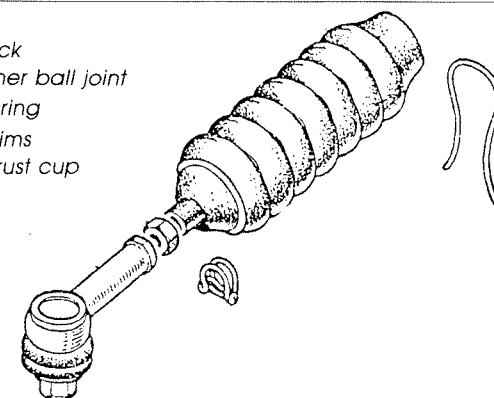
If replacing an old ball joint, add one or two extra 0.002" shims (130031) to the shims already present before replacing the cup nut. Tighten the cup nut and see if the inner ball joint will move when a load of 1.5lb (0.7kg) is applied to the end of the joint via the spring balance. If it is not stiff, remove shims; if loose add more shims. Larger 0.10" shims (130032) are also available.

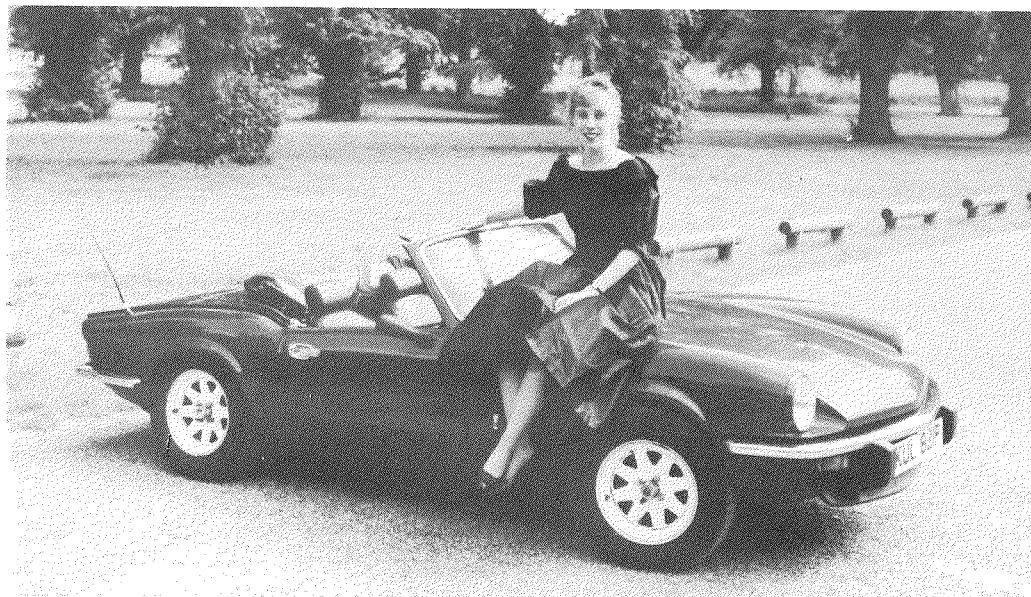
It is important that the inner ball joint should articulate freely — 1.5lb is not a great deal of force. Do not over tighten it in the hope of an easier MoT, the joint might seize or fracture. When the adjustment is satisfactory, knock down the lock tabs over the cup nuts. Before replacing the bellows, pack them with grease. Rather than use jubilee clips or similar to secure the inner end of the bellows, use a plastic electrical tie which is easier to secure and less likely to cut into the rubber. Use the adjustable metal clip for the outer end — this may need releasing to adjust the tracking.



33-lock nut
34-sleeve nut
35-tab washer
39-cup nut

32-rack
38-inner ball joint
36-spring
26-shims
37-thrust cup





SPITFIRE IV John Thomason 1500 REGISTER

A touch of glamour in this month's heading photo, sent in by Julie Wilson of Stowmarket, shown here proudly displaying her 1976 Pimento Red Spitfire and matching petticoat!

USA Spitfires

PART 2

As promised this month we'll look at the body and interior differences of the American 1500 Spitfires compared to the UK Spitfire 1500.

INTERIOR

Changes were introduced to the US Spitfire 1500 interior, eg cloth seats, TR7 style steering column etc., generally in line with the UK cars (see Courier 117). However, there were a few differences. Starting with the dashboard, it followed a similar layout to UK cars except it was obviously left-hand drive!

Cars with catalytic converters were fitted with a

'Catalyst' warning light, to the left of the fuel gauge. The warning light illuminated every 50,000 miles to inform the driver that a catalytic converter change was required.

A small mechanical counter, driven by the speedo cable was used to count the 50,000 miles and then illuminate the warning light. On early Federal Spitfires not fitted with catalytic converters,

an 'Emission Service' warning light was fitted instead, advising when an EGR service was required.

A 'Brake' warning light was also fitted, which not only illuminated when the brake pressure differential valve was not centralised (as on UK cars), but also when the **handbrake was ON**. A small micro switch on the handbrake was used to illuminate the warning light.

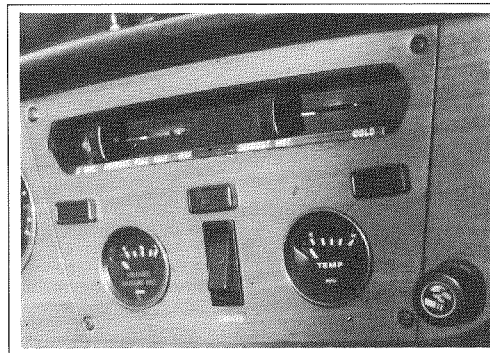


Figure 1. The 3 central warning lights.

A 'Seat Belt' warning light made up the three central warning lights shown in Figure 1. The seat belt warning light was backed up by a warning buzzer mounted under the dash. On early cars, the seat belt warning system was interlocked with the starter solenoid, such that unless you had your seat belt on, the starter motor would not crank the engine over!

A rectangular warning light marked 'Hazard' was mounted vertically and below the hazard warning switch.

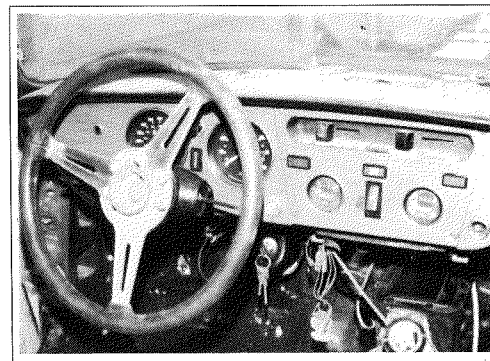


Figure 2. Note the 'Hazard' warning light between the speedo and the rev-counter.

Apparently the switch does not illuminate as in the case of UK cars. It is interesting to note that in the USA, the master light switch convention is reversed, ie UP in the USA, and as such the light switch is installed upside down!

Californian and later Federal cars that ran on unleaded petrol had 'Unleaded Gasoline Only' marked in large red letters on the fuel gauge.

Californian cars and those Federal cars fitted with a carburettor auto choke, did not have a cutout in the dash for the manual choke knob. A brass commemorative plaque mounted on the dash in front of the passenger, recorded the Spitfire's success at motor racing in the Sports Car Club of America (SCCA). A bit of a cheek when you consider that the 1500 didn't contribute to any of the successes commemorated.

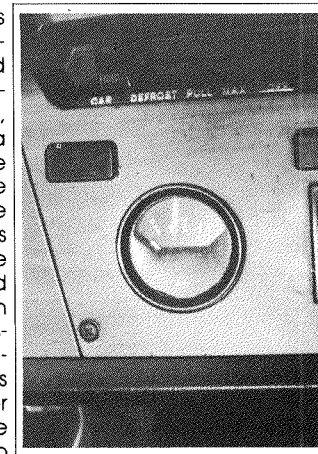


Figure 3. The 'Unleaded Gasoline' fuel gauge and catalyst warning light.



Figure 4. The SCCA Commemorative plaque.

An addition not found on UK cars is a Keys Warning System. A buzzer mounted under the dash is activated if the driver's door is opened with the keys left in the ignition.

Another addition is a dash illumination dimmer switch located on the left side of the windscreen wiper switch. The switch is the same as that found on the larger Triumph saloons.

Figure 5. The additional commission plate pop-riveted to the LH windscreen pillar.



A peculiarity found on US cars is a small commission number plate pop-riveted to the left-hand windscreen pillar (previous page). This is in addition to the normal commission plate, which incidentally is not located on the side of the front bulkhead, as on UK cars, but is mounted on the driver's B post. Note the Emission Control Information plate fitted below.

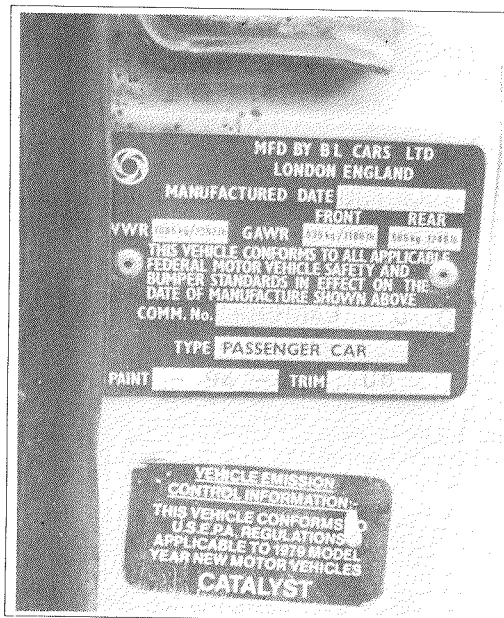


Figure 6. The position of the Commission Plate on the LH door pillar on US cars. Note the Emission Control Information plate.

BODY AND CHASSIS

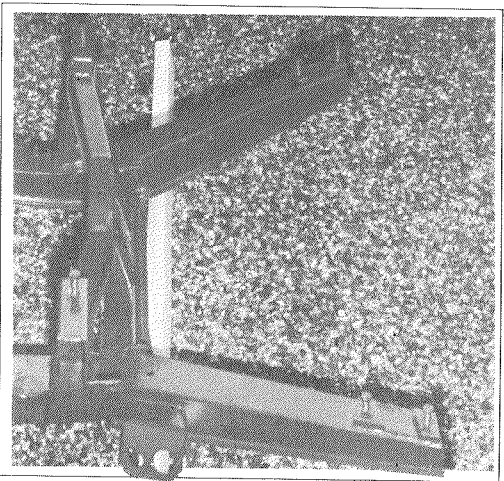


Figure 7. The rear extensions fitted to the US chassis.

The chassis was the same as the UK except that it was fitted with rear extensions under the boot similar to those found on the Herald and Vitesse chassis. The bonnet hinge/overrider brackets were also considerably reinforced.

The bonnet incorporated additional bracing bars and hooks, which mated with two catches fitted to the front bulkhead to prevent the bonnet 'popping' open in the event of a collision.

The front bulkhead itself was obviously different with the battery well and pedal brackets transposed. The doors carried different part numbers as they were fitted with 'side intrusion bars' to help protect the occupants in the event of a side collision.

Probably the most noticeable body difference is the large high energy absorbent front and rear bumpers that were fitted to US cars.

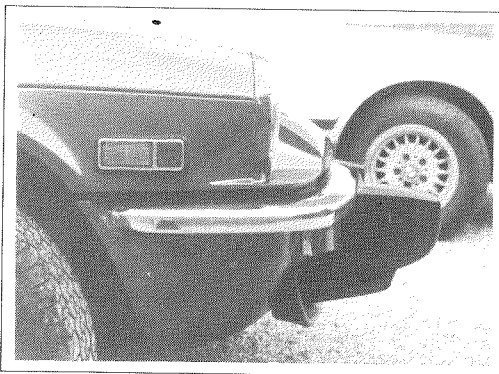


Figure 8. The resilient rubber overriders fitted to early US Spitfire 1500s, larger and more pointed than UK ones.

Spitfires up to 1979 had chrome front bumpers as found on UK cars, although they were fitted with larger, more pointed overriders, made from a hard resilient rubber compound. The number plate, more squarer on US cars, was mounted in a special chrome plinth beneath the bumper.

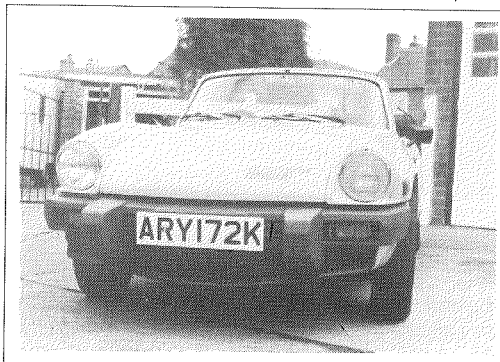


Figure 9. The later all-in-one rubber front bumper.

After 1979, the chrome bumper was replaced with the infamous **LARGE** all-in-one wrap round black rubber bumper designed to meet tougher US legislation. The bumper also neatly accommodated the side lights. At the same time, the front spoiler also changed to a more angular version. Which incorporated an air cowl feeding more air to the angled radiator (see last month).

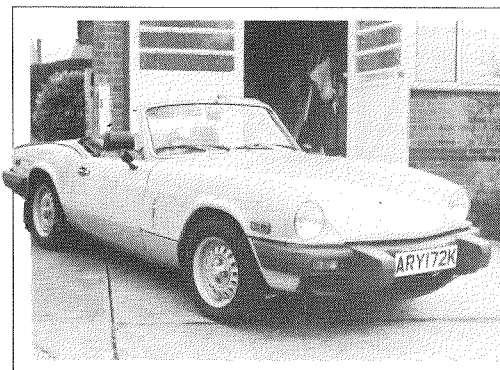


Figure 10. Cutouts in the front bumper to accommodate front side lights/flashers.



Figure 11. The more angular front spoiler and air cowl fitted to later US Spitfire 1500s.

At the rear, up to the end of 1974, a UK type chrome bumper was fitted, although it did have resilient black rubber overriders similar to those found at the front.

In 1975, a larger chrome centre section was added to the bumper, together with larger overriders.



Figure 12. The large chrome bumper centre section and rear overriders fitted to Spitfire 1500s after 1975.

In 1979, to coincide with the front, a large one piece black rubber bumper with high energy absorbency was fitted to the rear.

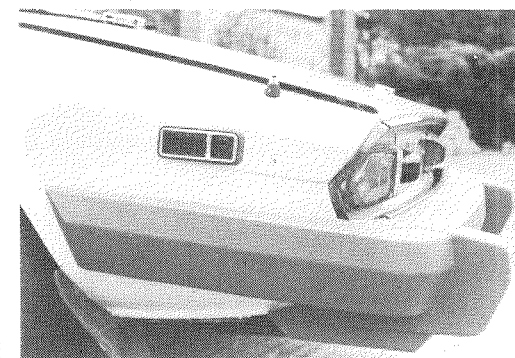


Figure 13. The large one piece black rubber rear bumper fitted to later US Spitfires. N.B. The red marker lamp on the rear wing.

All the car bumpers were anchored back to the rear chassis extensions via substantial brackets in the boot. The brackets incorporated sliding impact joints to help absorb any rear impacts and minimise chassis distortion.

Wheels were the same as those fitted to UK cars, except between 1976

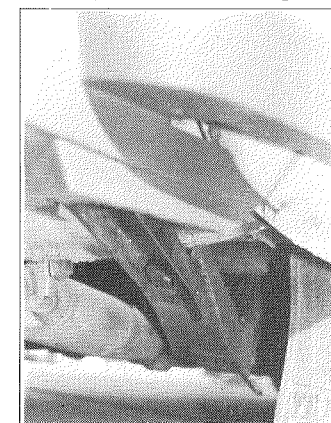


Figure 14. The rear bumper anchored to the rear chassis via sliding joints.

and 1977 when a Marina style wheel, with rectangular holes was fitted. Wire wheels were an optional extra in the USA. It would appear that boot luggage racks were a dealer installed option on US cars.

Two types were available, the arched type apparently also being available for MG cars? US Spitfire 1500s were available in the same colour range as UK cars.

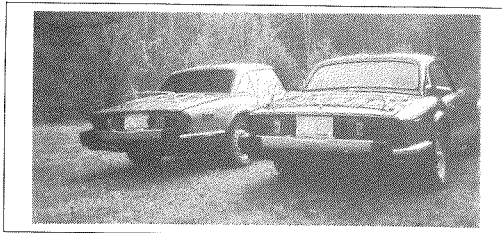


Figure 15. The 2 types of luggage rack installed as dealer options. Looks as though they fit them back to front in the US as well!

ELECTRICAL

Another noticeable difference was the lighting equipment fitted to American cars. An amber light and reflector was fitted to each front wing. These were **NOT** repeater lamps for the indicators, but were side market lights and came on when the side lights were switched on. Market lights were also fitted to the rear wings, except these were coloured **RED**.

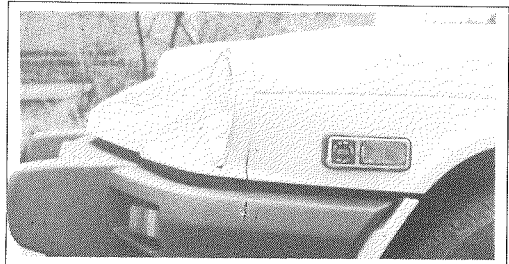


Figure 16. Amber marker light on the front wing.

At the front, the side light and indicator lamp were combined in so much that the whole lens was amber (as opposed to amber and white on UK cars) with a single dual filament bulb). Even the headlights were different, fitted with 40/55 watt bulbs as opposed to 45/60W bulbs as on UK cars.

At the rear, up to 1975, the number plate light was mounted on the bumper as on UK cars. However, with the introduction of the energy absorbent bumpers in 1975, two chrome number plate lamps were fitted to the body.

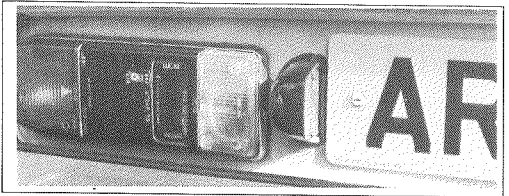


Figure 17. The rear number plate lamps.

Another American anomaly is, unlike UK cars, the rear brake lights will operate with the ignition off.

BADGES

The Spitfire 1500 was introduced in the US in 1973. As a result, 'Spitfire 1500' badges were fitted to the rear wings instead of the 'Spitfire IV' badges

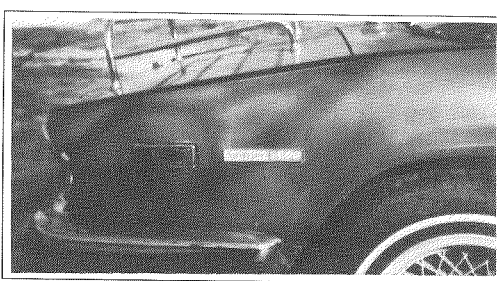


Figure 18. 'Spitfire 1500' rear wing badge fitted to early Spitfire 1500s.

found on UK cars. After 1975, these badges were replaced with the black or aluminium Spitfire 1500 decals as found on UK Spitfire 1500s. The small rectangular BL badges were fitted to the bonnet catches up until 1977, when they were phased out.

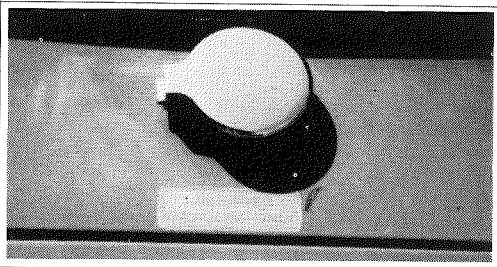


Figure 19. The 'Unleaded Gasoline' decal below the petrol cap.

MECHANICAL

Apart from the engine, the mechanics of the US Spitfire were much the same as the UK cars. Obviously the steering rack is left hand drive! The gearbox was the same as the UK Spitfire with the same ratios, although a 3.89:1 ratio (3.63:1 on UK 1500s) differential was fitted in an attempt to restore some of the acceleration lost as a result of the emission control equip. fitted to the engine. The engine and gearbox incorporated a safety feature in the form of a steel braided restraining cable between the suspension turrets and gearbox which prevented it moving back into the passenger compartment in the event of a head-on collision.

The braking system was the same as the UK and dual circuit brake system, although it would appear that after 1978 different thread sizes were adopted for all the pipe connectors?! Finally, many thanks to the following members for their help in compiling this article: Peter Amendola, Andrew Deacon, James Deacon, Reg and Maureen Lowe, Dan Stewart, Bob Sykes.

Next month will conclude this short series by finding out what it's like owning and driving an American Specification Spitfire.

COMING SOON. Extractor manifolds and the BHP results from Rolling Road tests with the new TSSC stainless steel extractor manifold.

BOND *Equipe* -REGISTER-

Peter Jacklin

THIS months photograph shows an unusual 2+2 owned and being restored by Frank Peacock of Hemingford Grey in Cambridgeshire.

This example was fitted with a six cylinder engine sometime in the past, surprisingly the power unit fits under the bonnet without modification and a description of its' performance was relayed to me as 'it goes like ****'. The body and chassis require a considerable amount of restoration which has been started on by Frank.

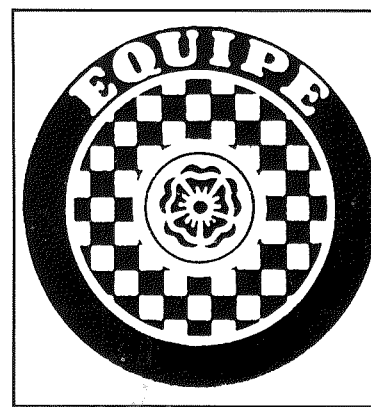


Arrangements are now well in hand for this years Bond Equipe Weekend, so make a note in your diary, Sat/Sun 8th & 9th June at the Three Horseshoes, Yaxley, nr Peterborough. See separate advert for further details.

If you are interested in purchasing any of the following reproduced items, please contact me either by phone or letter as soon as possible: boot hinges for 2L convertibles, door glass for all models, seat diaphragms for 2L type seats. I cannot make any arrangements with suppliers without being fairly certain that the items will sell within a reasonably short timescale, some of these parts will only be available in a limited quantity, so act now or lose the chance.

I heard recently from Mike Morley who is arranging the restoration of the LH drive 2L convertible owned since new by Pat Smythe (renowned horsemawoman of the recent past). The restoration has been commissioned by Pat Smythe's daughter.

That's all for this month as I must now put in some time on my own Equipes or else I shall be forced to attend this years events in a certain Japanese motor vehicle!



The SIXTH BOND EQUIPE WEEKEND will take place at The Three Horseshoes, Yaxley, nr Peterborough, Cambs, on Sat/Sun 8th & 9th June.

Choice EQUIPE Award, Distance Award, Scenic Convoy Run, Raffle and surprise competitions to keep you on your toes! Bring and Buy Spares, Club Regalia Sales, Equipe Register Sales. Commemorative Plaque for all EQUIPES attending, but all Club members most welcome. Further details, location plan, accommodation information etc. from Peter Jacklin, 76 Five Arches, Orton Wistow, Peterborough, PE2 0FQ (SAE please) or ☎ 0733 232818



TR BITZ

TRIUMPH SPITFIRE SPARES

Lynceville Way, Barley Castle Trading Estate, Appleton, Warrington,
Cheshire WA4 4ST

Telephone: (0925) 861861 (10 lines) Fax: (0925) 860816 (2 lines)



Steering

MKIV & 1500 New steering rack	each	P.O.A.
MKIV & 1500 Reconditioned steering rack exch.	each	25.00
Surcharge on exchange steering rack	each	15.00
Track rod ends	each	4.50
Track rod end lock nuts	each	0.25
Steering rack gaiter kit	per kit	4.75
Steering rack rubber mounts	each	1.25
Steering column bushes (state model)	each	3.70
Steering lock assembly (under column type)	each	36.90
Steering column lower universal joint	each	13.25

Suspension

Lower brass trunnion per side	each	9.50
Front lower trunnion bush kit	per kit	2.75
Top ball joints	each	7.50
Front suspension overhaul kit inc. trunnion, top ball joint and bush kit	kit per side	19.50
Vertical link left hand	each	32.00
Vertical link right hand	each	32.00
Stub axle	per side	18.50
Front wheel bearing kit	kit per side	8.00
Front hub dust cover	each	2.50
Front shock absorber Spax std	each	22.00
Front shock absorber Spax gas adjustable	each	31.50
Front road spring std	each	12.50
Front road spring uprated	each	15.00
Front lower inner wishbone bushes	each	0.51
Wheel nuts chrome	each	2.50

Brakes

Front brake disc all models	each	10.00
Front disc pad (set 4) early up to 1966	per set	3.50
Front disc pad (set 4) late 1966 on	per set	4.95
Rear brake shoe (set 4) all models	per set	6.95
Brake shoe fitting kit	per kit	3.00
Disc pad fitting kit	per kit	1.95
Front calliper repair kit early MK 1 & 2	per kit	10.00
Front calliper repair kit late MK3 on	per kit	3.75
Front calliper piston early MK 1&2	each	10.50
Front calliper piston late MK3 on	each	6.90
Front calliper MK1&2 reconditioned	each	44.50
Front calliper MK3 on reconditioned	each	33.50
Surcharge on exchange calliper	each	25.00
Rear wheel cylinder up to MK3 1970	each	8.00
Rear wheel cylinder MKIV 1970 to 1975	each	8.00
Rear wheel cylinder 1500 1975 to 1981	each	7.50
Rear wheel cylinder repair kit all types	per kit	2.40
Brake master cylinder MK3/IV up to 1974	each	52.50
Brake master cylinder 1500 1974-77 single system	each	46.95
Brake master cylinder 1500 1977-81 tandem system	each	82.50

Miscellaneous

Chrome wire wheel kit, 5 wire wheels, 4 sprung adaptors, 4 two eared spinners, hide mallet, 16 nuts & cleaning brush	kit	575.00
Painted wire wheel kit complete comprising the above	kit	395.00
Outer door handles MKIV & 1500 new	each	27.50
Outer door handles MK3	each	11.00
Door locks MK2 & 3 matched set	per pair	11.00
Petrol filler cap MKIV & 1500	each	20.00
Boot hinges MK3	each	15.00
Boot handle & lock	each	15.00
Letter set T.R.I.U.M.P.H.	per set	10.95
Bonnet catches all models inc. GT6, Herald etc.	each	16.00

PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE. ALL
PRICES ARE SUBJECT TO 17½% VAT & CARRIAGE

This is only a small selection of our stock so please ask.



MAIL ORDER ANYWHERE
IN THE WORLD



TELEPHONE: 0925 861861 (10 lines) FAX: 0925 860816 (2 lines)

TECHNICAL

4/6 CYLINDER

Carl Heinlein

'Our Car' Braking

Over the last few Couriers there have been several tips / articles on 'our car' braking. This article elaborates a bit further on some areas and points out a few problems. Lets first consider some general points about brake system upkeep, servicing and modifications.

I.O. BRAKE FLUIDS

I.I. DOT 3 & DOT 4

Our cars use vegetable brake fluid. There are very few cars that use mineral fluid (namely Rolls Royce, some Citroen) and the rubber seals and boots are a different type of rubber to cater for this. Engine oils, gearbox oils, Waxoyl, petrol etc are all mineral fluids and will swell and distort vegetable seals. Page 34 of February's Courier suggests covering the wheel cylinder and handbrake linkage in a 'Waxoyl cocktail'. This will mean the rubber boot n the back of the brake will disintegrate. I recommend that you do NOT do this.

DOT 3 brake fluid was the only brake fluid used for 'our cars'. This was for two reasons, firstly DOT 3 fluid has significantly better lubrication properties than DOT 4 and secondly, the higher boiling point of DOT 4 was not required. A clutch system filled with DOT 3 will last longer than one filled with DOT 4 and unless you are truly racing (not just to the shops) your brake fluid temperature won't be too high for DOT 3. Only if you are sure that you have had fluid vapourise on you (pedal sinks to the floor when you apply the brakes AFTER you have previously been braking hard) should you change to DOT 4.

1.2. Silicone Brake Fluid (DOT 5)

This fluid now seems to be the favourite for restorers. However, it does have its problems:

1) All brake fluid types have 'swell agents' to make seals swell in the fluid. These are a requirement for a fluid. However, not all 'swell agents' are the same and a seal that has previously been used in DOT 3 or 4 fluids and is then used in DOT 5 is likely to have been required to swell twice, firstly by the agent in the DOT 3/4 and then secondly, by the DOT 5. It is unlikely that the agents will be the same. The consequences are not nearly as disastrous as using a mineral based fluid but seal life will be affected.

I recommend that new seals are fitted if you make the change to DOT 5 (remember to rebuild cylinders in DOT 5 too!)

2) DOT 5 does not absorb water. Water is in the air and on a cold day water will condense inside your reservoir. So where does this water go? It can sit in blobs in the system and can freeze into a lump of ice on a very cold morning. In the very worst case this could, theoretically, block a brake pipe and leave you with-

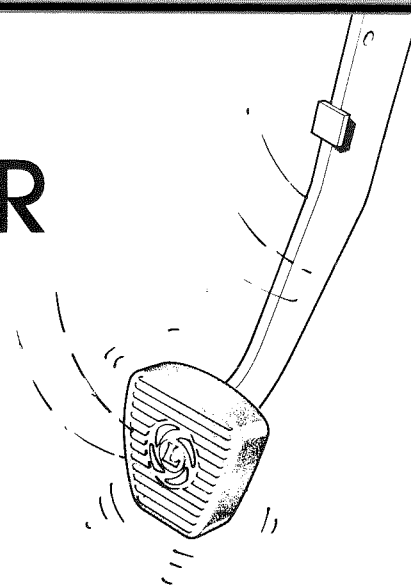
out brakes. This is very unlikely but it can happen. Can't it?

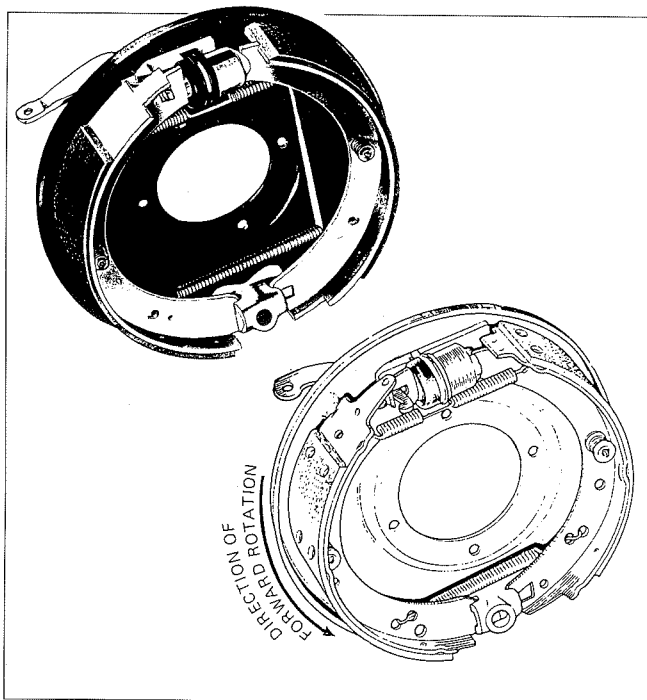
As another thought why don't Castrol (a large, responsible fluid manufacturer) produce a DOT 5? Food for thought. DOT5's biggest advantage has to be that it doesn't strip paint and this must be significant when you have just resprayed your bulkhead.

2.0 REAR BRAKES

2.1 Brake Shoes

The leading and trailing shoes on our cars are the same. The amount and type of lining material and it's position on the shoe will significantly change the brake performance and your car's brake balance. If you look at Figure 1, you will notice how the lining does not cover all of the rim of the shoe and that the linings are disposed on each shoe as if they have been dragged to the end of the rim as the drum rotates in a forward direction. Always fit brake shoes so that this is the case. It is possible





to fit the trailing shoe upside down. This will cause uneven wear across that shoe and the brake may judder, grab and perform erratically. Fitting incorrectly changes the geometry of the brake. This is not very well covered in many service handbooks. When buying new shoes do not always go for shoes with the most lining. Clearly, from the above, this can ruin the brake's performance and, if it very badly positioned, the lining can break. Referring to Figure 2, the Herald and Spitfire 7 inch brake had a lining arc of 110° with original fitment linings. This equates to the length of the lining being 169mm from one end to the other end of the lining. The 8 inch GT6 / Vitesse brake had an arc of 110° equating to a lining length of 195mm (measured in an arc). Check for these lengths when buying new shoes. + or - 5mm will not cause major problems.

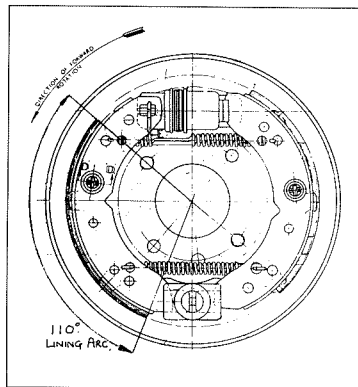
2.2. Wheel Cylinders

Wheel cylinder diameters are as follows:

Car Model	Lucas Part No.	Lucas Service Kit	Dia.
Herald — all	6463476	SP2027	0.75"
Spitfire, I, II, III	64673476	SP2027	0.75"
Spitfire IV	390402W	SP2074	0.625"
Spitfire 1500 up to FH80000	390402W	SP2074	0.625"
Spitfire 1500 from FH80000	64673049	SP2087	0.7"
Vitesse 6	64673049	SP2087	0.7"
Vitesse 2L, I, II	64673476	SP2027	0.75"
GT6 up to KC7278	64673476	SP2027	0.75"
GT6 I, II from KC7278	390402W	SP2074	0.625"
GT6 III to KE 20000	64673049	SP2087	0.7"
GT6 III Auto adjust	64676011	SP2358	0.875"

All but the GT6 auto adjust cylinders are interchangeable. Very often the wrong cylinders are fitted and sometimes worse, they are fitted to one side only. A 0.7" cylinder fitted instead of a 0.625" will give 25% more brake force. Too little rear braking is considered safer than too much. If rear wheels lock before fronts under hard braking on a dry road, this will cause unstable dangerous braking. The back of the car will tend to swing round and the car will spin.

Brake modifications to a vehicle need to be considered very carefully. Fitting GT6 brakes directly to a Spitfire is a relatively simple swap (and is described in March's Courier). The lighter rear end of the Spitfire is compensated for by the lighter front end and 0.7" rear wheel cylinders seem to work well. Once the car is converted, it is simple enough to find a nice stretch of dry road where you can check the rear brakes do not lock before the fronts.



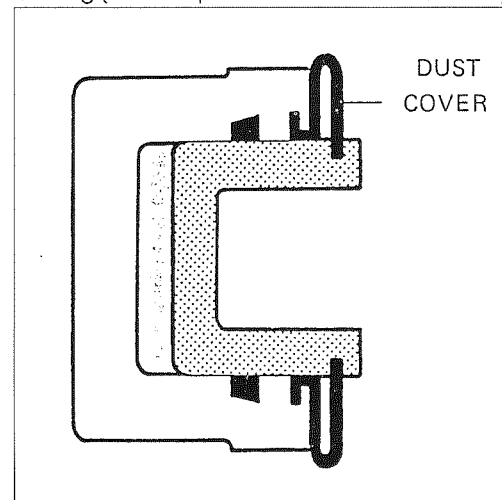
The reason for the very large rear wheel cylinder on the later GT6 III is because these cars were fitted with a 1.5:1 boost ratio servo on the front wheels only. Do not remove the servo without changing the rear wheel cylinder size down to 0.7", say. When fitting a servo to a car not previously fitted with one, I recommend that is is piped to servo assist both front and rear brakes. In this way it does not affect the brake balance but simply lowers pedal force.

3.0 Front Disc Brakes

Several different types of calipers have been fitted to our cars:

Car	Type	Dia.
Herald (up to 1966)	12	9.0"
Spitfire I, II	12	"
Herald (from 1966) Vit 1600	14	"
Spitfire II (and on)	14	"
Vitesse I, II to HC53393	16P	9.7"
GT6 I, II to KC56077	16P	"
Vitesse II from HC53394	16PB	"
GT6 II, III from KC56078	16PB	"
GT6 III from KE12390	16PB (* see below)	"

The type 14 brakes are interchangeable on their fixing bolts with the type 12 design and, whilst you will get more braking with the type 14 than a type 12, Triumph did not change the rear wheel cylinder sizes to compensate. Upgrading the earlier type 12 cars to type 14's will give improved braking (and the parts are still obtainable too!).



Early design.

Figure 3 shows the change in the sealing design. Type 12's and 16P's used the earlier design of sealing. Type 16P's are interchangeable with 16PB's and vice versa. The later GT6 III had a modified pad retaining pin diameter and pad shape. Nominal piston diameters are as follows:

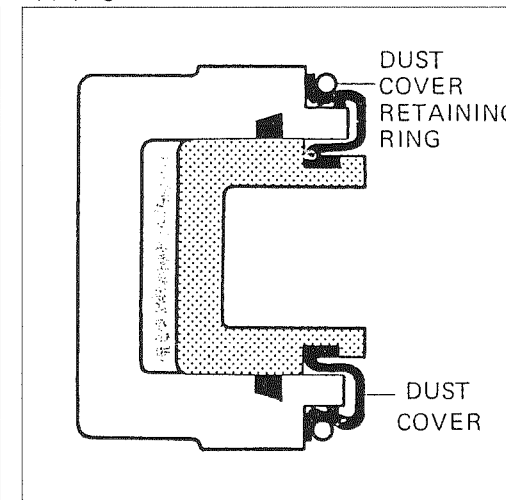
Type	Piston Diameter (nominal)
12	1.688"
14	1.895"
16	2.127"

4.0 Master Cylinders

There were so many master cylinder variations for different models and markets that I'm no going to list them all here but only for the UK market.

Model	Type	Size
Herald 1200, 12/50	Single, CV	0.625"
Herald 13/60	Single, CV	0.625"
Vitesse 6	Single, CV	0.625"
Vitesse 2L, I, II	Single, CV	0.7"
Spitfire I, II, III	Single, CV	0.625"
Spitfire IV	Single, CV	0.625"
Spitfire 1500 (to FH80000)	Single, CV	0.625"
Spitfire 1500 (1976, FH80000 on)	Tandem, ASAS	0.7"
GT6 I, II, III (to KE20000)	Single, CV	0.7"
GT6 III (KE20000 on)	Single, CV	0.75" with servo

All the single circuit cylinders are interchangeable. By changing from a 0.625" cylinder to a 0.7" you will increase pedal effort by 25% and reduce pedal travel. BEWARE. You cannot simply fit a 0.625" in place of a 0.7" to reduce pedal effort because you may run out of stroke and bottom your master cylinder, preventing you from applying the brakes harder.



Later design.

The diameter of the master cylinder bore is normally written on the cast reservoir models. Lastly, if you have problems with your brakes or brake modifications, please give me a ring rather than writing because your letter will have to take its place in the queue and it is so much easier over the phone.

**COPPER BRAKE PIPE KITS!
PLUS SILICONE FLUID
(does not damage paintwork)
ALL AVAILABLE FROM TSSC
OFFERS ON 0858 434424**



CLIVE MANVERS

SPITFIRE - GT6 - VITESSE - HERALD

Unit 1, Buttons Green Farm, Cockfield, Bury St. Edmunds, Suffolk, IP30 0JF

**FANTASTIC SPECIAL PRICES ONLY AVAILABLE TO SPORTS
SIX CLUB MEMBERS. ALL THE PARTS YOU REQUIRE
FOR YOUR TRIUMPH SPITFIRE/GT6/VITESSE/HERALD**

RUBBER SEALS & FITTINGS

Front screen seal, Herald & Vitesse	£15.00
Front screen seal, Spitfire MkII/III, GT6 MkII/II	£16.00
Front screen seal, Spitfire MkIV/1500/GT6 MkIII	£15.00
Rear screen seal, Herald & Vitesse saloon	£21.00
Rear tailgate seal, GT6	£19.00
Door aperture seal, (Furflex), all Spitfire	£12.00
Door aperture seal, (Furflex), all GT6	£18.00
Door aperture seal, Herald/Vitesse convertible	£10.00
Door aperture seal, Herald/Vitesse saloon	£14.00
Outer door glass seal, all Spitfire/GT6	£7.00
Outer door glass seal, all Herald/Vitesse	£7.50
Bulkhead seal, all models	£6.00
Handbrake gaiter, all models	£9.50
Gear lever boot Spitfire and GT6	£7.95
Gear lever boot, all Herald & Vitesse	£7.50
Bonnet stop cone, all models	£1.75

CARPETS, HOODS & INTERIOR TRIM

Carpet set, all Spitfire	£60.00
Carpet set, all Spitfire moulded (original)	£110.00
Carpet set, all Herald convertible	£65.00
Carpet set, all Herald saloon	£65.00
Carpet set, all Vitesse convertible	£70.00
Carpet set, all Vitesse saloon	£70.00
Carpet set, all GT6 MkI	£75.00
Carpet set, GT6 MkII	£75.00
Carpet set, GT6 MkIII	£75.00

**ALL THE CARPET SETS ARE MADE WITH TOP
QUALITY MATERIAL WITH ALL EDGES BOUND.
EXCEPTIONAL VALUE FOR MONEY**

Hood, Spitfire MkIII	£65.00
Hood, Spitfire MkIV/1500 (zip window)	£65.00
Hood, Herald/Vitesse	£75.00
Hood bag with piping, Spitfire (state colour)	£39.00
Hood bag, all Herald/Vitesse	£36.00
Tonneau, Spitfire MkIV	£45.00
Tonneau, Spitfire 1500 with headrests	£49.00
Tonneau, all Herald/Vitesse	£49.00

**ALL HOODS, HOOD BAGS AND TONNEAU COVERS
ARE SUPPLIED WITH ALL FIXINGS AND CLIPS.**

ALL THE ABOVE PRICES ARE ONLY AVAILABLE AT THIS PRICE FOR MAY PLEASE QUOTE YOUR TSSC MEMBERSHIP No. WHEN ORDERING YOUR PARTS.

DON'T FORGET... SAVE YOURSELF MONEY BY JOINING OUR PARTS DISCOUNT CLUB. HUNDREDS OF MEMBERS HAVE ALREADY TAKEN ADVANTAGE AND SAVED POUNDS ON OUR ALREADY LOW LOW PRICES...

The No1 TRIUMPH SPECIALIST IN SUFFOLK

SAVE MONEY SAVE MONEY SAVE MONEY



JOIN OUR PARTS DISCOUNT CLUB



Membership entitles you to a minimum of 10% discount on any stock item.

Start saving money now. To join, complete form and send to Clive Manvers Triumph Spares, Unit 1, Buttons Green Farm, Cockfield, Bury St. Edmunds, Suffolk, IP30 0JF. Annual membership only £11.75 (payable by credit card/cheque/postal order). We will send you your membership card by return. For instant membership, please telephone during opening hours quoting your credit card no. Annual membership free on orders over £250.00. That's a saving of £36.25 immediately!

Name

Address

Daytime tel No

Type of car.....

Year of manufacture

Pair front springs, all GT6/Vitesse	£24.00
Pair front shock absorbers, all models	£32.00
Pair rear shock absorbers, all Herald/Spitfire	£30.00
Rear transverse leaf spring, all Spitfire	£49.00
Steering rack, all models (outright purchase)	£35.00
Pair column bushes, all models (not 1500 Spit)	£3.95
Lower steering coupling, all models	£15.00
Set of eight wishbone bushes, suitable all models	£6.00

EVERY OTHER MOVING PART IN STOCK

BODY PANELS (SUITABLE FOR ALL SPITFIRE / GT6)

Outer sill (original)	£24.00
Full floor pan (state left or right)	£29.00
Floor crossmember	£10.00
Boot floor	£38.00
Battery box	£12.00

SPITFIRE MKI/II/III, GT6 MKI/II

Front wing (original)	£49.00
Front wing, GT6 MkII with louvres	£65.00
Doorskin (all)	£16.00
Rear wing (all)	£55.00
Rear valance (all)	£35.00

SPITFIRE MKIV/1500/GT6 MKIII

Front wing /all	£38.00
Doorskin	£16.00
Rear wing (all)	£99.00
Rear wing panel	£60.00
Rear lower valance	£29.00
Bootlid, Spitfire MKIV/1500	£105.00

HERALD/VITESSE

Front wing Herald 1200	£70.00
Front wing, Vitesse	£65.00
Front wing, 13/60	£50.00
Doorskin, all models	£22.00
Rear wing, all models	£60.00
Rear centre valance, all models	£39.00
Rear quarter valance	£15.00

**PLEASE NOTE, WE STOCK EVERY AVAILABLE INNER
BODY PANEL AND REPAIR SECTIONS FOR ALL THE
ABOVE VEHICLES.**

STOP PRESS STOP PRESS STOP PRESS STOP PRESS

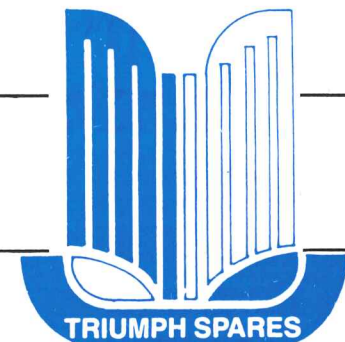
HERALD 13/60 VITESSE Front lower valance **PRESSED** in steel. Due in July/Aug 1991. Please telephone now to reserve. Limited run. £160.00 + VAT. **EXCLUSIVE TO US ONLY.**

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

THE ONLY NUMBER YOU NEED TO REMEMBER

0284 828674 (3 lines)

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





Vitesse Register

Mac Reynolds

H!! This month's feature is a very nice example of a 1969 Mkl 2 Litre saloon owned by Julie Sleeman of Marshgate in Cornwall. Finished in Damson with a tan interior, the car is in very good order throughout (having had some body restoration and a respray). Chassis number HC11985DL, registration number MWV 930G, unfortunately due to the 'growing' commitments of a young son, the car is reluctantly being offered for sale, so if anyone is interested (price £1700 ono), contact Julie on 08406-525

Now, as I'm new to this position, I still have to sort through all the conglomeration of stuff that Andy had passed on to me. As you can see from the article above I intend to continue the monthly feature car (information permitting) so if I could take this opportunity to remind and ask you all to send me details/photos of your cars (sorry, unable to return photos), to feature in this column, it will indeed make my job easier with so much more material to draw from, it will also give me the opportunity to build up my own files . . . thanks . . . Lets keep in trim . . .

I have suffered a traumatic experience since I wrote last, travelling from Cornwall to Wilt-



£1700 ono. Contact reluctant Julie for more details.

shire to visit an aunt, just this side of Honiton, there was a sudden, unannounced, but very very familiar clatter clatter/rattle a quick glance in the rear view mirror confirmed my worst suspicions a fleeting glimpse of an airborne, spinning, gathering speed wheel trim as it disappeared

from view . . . (it did actually look quite pretty!) . . . deep trouble, heavy traffic. I was unable to stop for about half a mile, when a very handily placed lay-by appeared . . . stopped safely, I legged it back up the road on the nearside, climbing on hedges and all the normal antics of acting the lunatic! Back down the road on the offside . . . nothing! all to no avail! So a part of my Vitesse will lie forever in the corner of some foreign field (well, Devon actually). It's amazing how something can just disappear . . . anyway . . . this was followed a week later (to the day) when returning in the dark from a shopping trip to Exeter, I hit a rather bad ramp on some ongoing road-works . . . again that familiar sound that makes your heart drop . . . but worse this time, I couldn't see a thing, no indication of where it went . . . and again cars right up my B**! I eventually stopped, depressed, fed up . . . but determined I was definitely not going to lose another trim. I spent the next 45 minutes searching every inch of road, verge, hedge and field with a torch no brighter than a candle (another lesson to be learnt here). Relief and a happy ending this time, trim located in a patch of brambles, undamaged and reunited.

So, by a very strange set of circumstances I can now answer the question asked by Chris Apostolids in the Feb. Courier.

'Because I also have come to live in the fear of losing wheel trims, not to mention the sudden panic when it becomes airborne. Where is it going to land, PLEASE don't let it come to rest through that fast approaching Mercedes windscreen!'

So, I have experimented with the following two ideas . . .

1. This is just to bend in with pliers the spring retaining ring which clips onto the wheel. The three spots are quite easy to find, you can see clearly where the ring rubs/vibrates on the wheel — this method also stops them rattling, as yet I have to lose another trim, but for a more long-term solution

2. Idea number two may only be possible if you have GT6 or Triumph 2000 trims which already have a central hole, or, B, you are actually prepared to drill a hole, it has to be a matter of choice, how good your trims are? How original do you wish to keep the car? And how desperate you are not to lose any more (expensive?) trims . . . What I have experimented with here is to weld a strip of steel across the centre of the wheel, drilled and tapped so that the threaded hole is directly in line with the hole in the centre of the trim, when the trim has been knocked on in the nor-

mal way you then pass the screw through the trim into the tapped hole and tighten, as an alternative to tapping the steel bar you could spot weld a nut on over a suitably drilled hole (to allow for clearance of the screw/bolt, either screw or bolt can be used, again it's just a matter of choice, what you feel is most visually acceptable. This method is also a slightly improved deterrent against theft, the thief needing either screwdriver or pliers to remove your wheel trim . . .

This method is also a good opportunity to give those wheels a well earned coat of paint! Keeping in the immediate area of wheels I have already received one enquiry regarding the recommending of tyres . . . (from David Shuter of Moseley, Birmingham) I thought this would be a good opening to do a mini survey . . . let's hear your views on tyres for roadholding (wet/dry), and wear, who out there has got the most miles from a set of rubber? Results to be published in a later edition of the Courier . . . Last month I mentioned Guy Bragg (of Truro), you can contact Guy for spares or whatever, on Penryn 0209 860727 (works) or 0872 862530 (Truro) home. Guy is currently assisting Rob Woodhouse and Mark Hellier with their race GT6/Spitfire . . . watch this space for new/events.

Look forward to hearing from you . . . thanks . . . take care . . . cheers . . .

WELL! The coming of sunshine (a little) has certainly brought out more Club Cars. Quite a few have been arriving at the Club HQ in Lubenham for parts etc. and to look around the new premises. Let's see more of you here looking AND buying! 8 miles from Junction 20 of the M1. If intending to purchase goodies, please ring to confirm that they are available.



SIX SPARES

THE Triumph Car Spares Specialist
Manufacturers and Suppliers of Triumph Spares
to the Retail, Trade & Export Markets



MASSIVE stock of spares for Herald, Vitesse, GT6 and Spitfire
HOTLINE No. 081 892 0141
Mail Order Address: 134 Heath Road, Twickenham, Middx. TW1 4BN
Callers Welcome — Ring First For Directions

NEW OPENING HOURS! Mon-Fri 10am to 6pm, Sat 11am to 5pm

ACCESS, VISA AND MASTERCARD TAKEN

Worldwide Mail Order

SEE US AT THE SOUTH OF ENGLAND MEET,
LEATHERHEAD LEISURE CENTRE, SAT/SUN 11/12 MAY 1991

SEALS / HERALD-VITESSE

Header rail/hood seal front	£5.50
Hood side seal (top of door)	£3.75
Hood front outer finisher seal, white only, original	£5.75
Front windscreen seal	£14.75
Door skin to door glass outer	£4.90
Door skin to door glass inner	£2.75
Bonnet scuttle/bulkhead seal	£4.00
Handbrake lever gaitor, all models	£7.95
Triumph pedal rubber	£1.45
Bonnet stop cones	£1.30
Gear lever gaitor	£3.95
Door aperture seal, convertible	£9.50
Door aperture seal, saloon	£12.25
Master cylinder dust cover	£3.25
Wheel arch to dash seal (small mud flaps)	£2.00
Front valance seals	£1.00
Boot seal, non original	£9.00
Boot seal, as original	£14.00
Estate rear tailgate glass seal, original	£14.50
Rear windscreen rubber, saloon	£18.95
Door check link seal	£1.95
Window runner channel front	£4.95
Window runner channel rear	£3.45
'P' seal on windscreen frame	£3.25
Rear roof to deck seal (saloons)	£7.95

SEALS — SPITFIRE / GT6

Front windscreen seal	£14.75
Hood header rail/hard top front	£5.50
Door skin to door glass, outer	£4.75
Bonnet scuttle seal	£4.00
Door skin to door glass inner	£2.75
Bonnet stop cone	£1.30
Door aperture seal (Furflex) Spitfire	£9.75
Door aperture seal (Furflex) GT6	£13.75
Front valance seal, Spitfire I/II/III, GT6 I/II	£1.00
Front valance seal, Spitfire IV/1500, GT6 III	£2.00
Boot seal, Spitfire	£9.00
Tailgate aperture seal, GT6	£9.00
Tail gate glass seal	£18.50
Door check lever seal	£2.00
Gear lever gaitor, Spitfire I/II/III/IV	£6.50
Handbrake gaitor, Spitfire I/II/III/IV	£7.95
Master cylinder dust cover	£3.25
'P' seal on windscreen frame	£3.25
W/screen frame to body seal Spit I,II,III GT6 I,II	£13.50

ALL OTHER SEALS AVAILABLE — PLEASE RING.

CHROME / LOCKS / BRIGHTWORK

Windscreen insert, Herald/Vitesse	£4.75
Front w/screen insert, Spit I, II, III, GT6 I, II	£4.75
Tailgate rubber insert GT6 I, II, III	£4.75
Cover clips for inserts	£0.85p
Door handle I/h, Herald/Vitesse	£9.95
R/h barrel and keys, Herald/Vitesse	£4.50
B post striker, less slider, Her/Vit pairs	£17.90
Outer door handles, matched pair, black or chrome	
Spit IV, 1500, GT6 III (includes lock/barrels)	£58.00
Matched pair door lock barrels, Spit IV/1500,	
GT6 III	£11.95
Outer door handle assembly, Spit II, III, GT6 I, II	£11.95
Matched pair door lock barrels, Spit II, III, GT6 I, II	£11.95
Inner door handle ass., Spit IV/1500, GT6 III	£13.50
Inner door handle, chrome bezel, Spit IV/1500,	
GT6 III	£3.50
Window winder handles and inner door opening	
handles, all other models, please state model	£3.95
B Post striker catch, Spit, GT6	£9.75
Boot hinges, pairs, Her/Vitesse, Spit I, II, III	£15.50
Boot T handle and keys, Her/Vitesse, Spit I, II, III	£9.80
Boot lock ass. Spit IV/1500	£11.95
Tailgate lock ass., GT6 I, II	£11.95
Tailgate lock ass. GT6 III	£11.95
Boot latch striker ass., Spit IV/1500, GT6 all	£7.25
Chrome flip top petrol taps, Spit IV/1500 orig.	£17.50
Spit locking petrol caps	£11.95
Her/Vitesse locking petrol caps (chrome)	£6.50
Lock barrel and keys, GT6 III, petrol cap	£6.95
Chrome wiper arm ass. all models	£5.25
Stainless wiper blades, all models	£4.95
Bonnet mirror, Herald/Vitesse, ORIGINAL from	£11.75
Door mirror, Spit IV/1500, GT6 III	£10.95
Chrome bullet mirrors now available, all models	£15.95
Bonnet lock kit (pairs) all models	£9.50
Bonnet catch ass. original	£17.45
Steering col. lock ass. Spit IV/1500, GT6 III	£29.95
Ignition barrel and keys, Spit I, II, III, Herald, Vitesse	
GT6 I	£4.25
Ignition barrel and keys as above, higher security	
type	£7.25
Matched lock set, GT6 I, II, door, tailgate and ignition	
locks	£18.00
Full lock set at above with paired bonnet locks	£25.00
Matched lock set, Spit I, door boot and ignition	
locks	£12.50
Full lock set as above with paired bonn locks	£20.00

Chrome/locks/brightwork - continued

Matched lock set, Spit II, III, door, boot & ignition	
locks	£19.00
Full lock set as above with paired bonnet locks	£25.00
Matched lock set, Her/Vitesse, door, boot, ignition	
and C Box locks	£17.00
Full lock set as above with paired bonnet locks	£25.00
Cubby box ass., Her/Vitesse	£6.50
Spit I, II, III, GT6 I, II chrome h/light rims	£7.50
Chrome hubcaps, Her/Vitesse, Spit I, II, III, GT6 I	£11.75
Rear overrider, Her/Vitesse, fully pressed, pair	£56.00
Front overrider, Her/Vitesse 948/1200, original,	
each	£29.50
B post capping, Spit IV/1500	£4.25

ALL LOCKS, BRIGHTWORK AND BADGES STOCKED — PLEASE RING

PANELS — HERALD / VITESSE

Front valance, quality fibreglass	£24.95
Rear quarter valance, steel	£13.00
Front wing, Herald 13/60, ORIGINAL PRESSING	£45.00
Front wing, Vitesse	£65.00
Front wing Herald 1200	£66.50
Rear wing, Herald/Vitesse	£52.00
Front wing arch repair	£10.95
Rear wing arch repair	£10.95
Sill, Herald/Vitesse	£9.00
Door skin, ORIGINAL PRESSING	£30.00
Door undersection repair panel, Her/Vit	£12.50
Door step tread panel, Her/Vitesse, as orig.	£5.00
Bonnet 'D' plate, Herald/Vitesse	£8.50
Rear centre valance (original Vitesse)	£32.00
Rear centre valance (original Herald)	£35.00
Complete bonnet front panel, Herald 13/60	
ORIGINAL	£45.00

ALL CHASSIS & OTHER PANELS STOCKED — PLEASE RING

PANELS — SPITFIRE / GT6

Front valance, Spitfire I/II/III, GT6 I/II	£58.00
Front valance, Spit, I, II, III, GT6 I, II (f/glass)	£22.00
Front quart val, Spit IV, GT6 III (steel)	£46.50
Front quart val, Spit IV, GT6 III (f/glass)	£16.75
Rear wing, Spitfire IV, GT6 III R/H ORIGINAL	£99.00
Front wing, Spitfire IV, GT6 III	£38.50
Front wing, ORIGINAL, Spitfire I/II/III, GT6 I	£49.95
Front wing, ORIGINAL, GT6 II	£72.00
Sill, all Spitfire / GT6, ORIGINAL	£25.00
Sill, all Spitfire, GT6 quality pattern	£12.00
Rear wing, ORIGINAL, Spitfire I/II/III, GT6 I/II	£49.50
Rear valance, Spitfire I/II, GT6 I	£39.00
Rear valance, Spit I, II, III, GT6 I, II pattern	£30.00
Rear valance, Spitfire IV, GT6 III	£28.00
Boot floor, all models	£37.50
Door skin, Spitfire I/II/III, GT6 I/II	£15.50
Door skin, Spitfire IV, GT6 III	£16.50
Full floor	£29.50
Rar light panel, Spit IV/1500	£59.90
Battery box	£11.00

ALL OTHER PANELS FOR SPITFIRE & GT6 STOCKED — PLEASE RING

MECHANICAL / SUSPENSION / STEERING

Front trunnion / swivel, ORIGINAL STANPART	£11.00
Steering rack, EXCHANGE	£26.00
Driveshaft, all models non rototflex	£45.00
New propshafts from	£65.00
Front vertical link, Vitesse/GT6	£33.00
Front vertical link, Herald/Spitfire	£35.00
Front wheel bearing kit inc. hub felt	
(state model)	£9.75
Top ball joint, all models	£7.25
Track rod end, all models	£4.75
Universal joint, all models, with grease nipple	£4.50
Front shock absorbers, all models	£15.75
Rear shock absorbers, all models	£16.50
Rear full wheel bearing kit, rototflex models	£12.95
Rear full wheel bearing kit, non roto models	£11.50

Rotoflex coupling, GENUINE	£17.50
Rear leaf spring, Spitfire IV/1500, GT6 III late	
NEW	£49.50
Rear leaf spring, Spitfire I/II/III NEW	£48.50
Rear leaf spring, GT6 I/II/III, roto NEW	£49.50
Rear leaf spring, Herald NEW	£58.00
Rear leaf spring, Vitesse 1600 I, NEW	£58.00
Rear leaf spring, Vitesse II, NEW	£60.00

FUEL SYSTEMS & CARBS

Petrol tank send unit, Herald/Vitesse	£22.50
Petrol tank sender unit, Spitfire	£18.50
Fuel pump, Herald/Spitfire	£10.50
Fuel pump, Vitesse / GT6	£18.50
Petrol tank, new, ORIGINAL Spitfire IV/1500	£125.00
Carb repair kit (Stromberg) inc. needle valve	£9.95
Carb repair kit (SUs) inc. jet	£11.95

FULL RANGE OF NEW AND FULLY RECON. CARBS AVAILABLE — PLEASE RING

BRAKES ETC.

Brake disc, 4 cyl models	£11.25
Brake discs, 6 cyl models	£14.00
Wheel cyls, state model	£6.75
Brake hoses, front rear, state model	£6.50

MOUNTS AND BUSHES

Engine mounts, 4 cyl	£3.45
Engine mounts 6 cyl	£4.95
Overdrive/gbox mounts	£13.95
Standard g/box mounaingt	£1.60
Bump stop, Rotoflex susp.	£5.50
Rear inner wishbone bush, Roto mods.	£4.50

BUMPERS ETC.

Rubber bumper set, Herald	£99.00
Bumper end cap, aluminium, Herald	£6.75

COOLING SYSTEM

Water pump, Spitfire IV/1500 (non viscous)	£26.00
Water pump, Spitfire 1500 (viscous)	£33.00
Water pump, Herald/Spitfire	£26.00
Water pump, Vitesse / GT6	£26.00
Radiator overflow bottle, all models	£4.95
Radiator overflow bottle cap	£1.20

HOODS, CARPET SETS & INTERIOR TRIM

Hoods, Herald/Vitesse — original quality	£69.50
Hoods, Spitfire zip rear window, ORIGINAL	
quality	£69.50
Carpet set, Herald/Vitesse, tufted and bound	£65.00
Carpet set, Spitfire, tufted and bound	£60.00
Carpet set GT6, tufted and bound	£75.00
Car seat recovering kit, Spitfire IV/1500 black	
(car seat)	£70.00
Door trim panel, Spitfire IV/1500, black	£18.00
Door trim panel, GT6 — state model	£20.00
Pair rear 1/4 panels, Spitfire IV/1500, black	£25.00
Glove box, Spitfire / GT6, each	£12.00
Pair of sunvisors, Spitfire IV/1500, GT6 III	£25.00
Engine bay valance, GT6	£16.75
Engine bay valance, Spit	£15.95
Rad cowl, GT6	£11.50
Rad cowl, Spit	£9.95

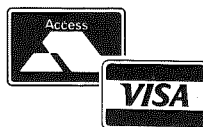
ALL OTHER TRIM AVAILABLE FOR ALL SPITFIRE GT6 & HERALD / VITESSE.

LIGHTS AND MISCELLANEOUS

Side/indicator light, Spit IV/1500, GT6 III	£16.50
Rear light ass. Spit I, II, III, GT6 I, II	£32.95
Halogen h/light conv. set, Her/Spit/GT6	£26.50
Boot rack Spit, wooden slats	£16.00
Wood rim steering wheel, all models	£38.00
Leather rim steering wheel, all models	£26.00

PLEASE NOTE — ALL PRICES EXCLUDE P&P AND VAT (17½%) AND ARE CORRECT AT TIME OF GOING TO PRESS. 1991 PRICE LIST NOW AVAILABLE! £2.50 INC. P & P + VAT SEND PAYMENT & DELIVERY ADDRESS TO US TODAY SIX/SP/591

*New
Regalia Lines
FOR 1991*



SPORTSHIRTS

Short-sleeved popular pique knit polo style shirts 65/35% polycotton placket. 10 colours available, choice of one of embroidered logos as shown. **£16.99. P&P £2.00.**

Sizes: S/M/L/XL/XXL. Please also state chest size when ordering.

Colours: Red, white, royal, sky, navy, bottle green, mint, jade, cerise.

COLLARED SWEATSHIRT

Fashionable square cut shoulder fleeced lined sweatshirt with collar and 3 button placket to front. Easy to wear and extremely comfortable — a true unisex garment. 50/50 7oz polycotton fleece. Available in five colours with the choice of embroidered logos. **£17.00. P&P £2.00.** Sizes: M/L/XL. Please also state chest size when ordering. Colours: Red, royal, navy, black or bottle green.

R012



RUGBY SHIRTS

Produced to a very high quality by a UK manufacturer. 100% heavy-weight cotton, featuring taped collar and shoulder seams for strength. These are genuine rugby shirts designed to give, not break. Do not confuse them with other inferior alternatives available! **£22. P&P £2.00.**

Sizes: Small 36", Medium 40", Large 44", XL Large 48".

Colours: (Plain), navy, red, black, royal, jade or burgundy.

R031



R025

R116 GT6 ANNIVERSARY

Half Pint Crystal Tankard

£10.00 plus

£3.00 p&p



Mix 'n Match

Simply choose either Rugby Shirt, Collared Sweatshirt or Sports Shirt, then decide which colour, size and embroidered logo, ie. GT6, HERALD, SPITFIRE, VITESSE, BOND EQUIPE or TRIUMPH SPORTS SIX CLUB.

Then either ring Club HQ with your credit card no. or post the order to TSSC, Main Street, Lubenham LE16 9TF. State name, address, garment, colour, size and logo of your choice.

Send all orders to,
TSSC Regalia, Main Street, Lubenham,
Market Harborough. Telephone Orders 0858 434424



1991 RACING NEWS

KIM PEARSON

LYDDEN HILL 10th MARCH 91 ROUND 1

WELL, here we are again, the start of another racing season, after a five month break that to me only feels like a couple of weeks.

We arrived at Lydden Hill at about 9.30am to be greeted by yet more rain. And rain it certainly did, it did not stop once. Spirits were low between the drivers, well, the majority anyway. If the weather were to be a little better I'm sure the spirit would be too

There were to be 12 cars entering the race, all of which were looking very clean and tidy. Guy St John had a new and very lairy paint job, of bright pink and yellow, Tony Lindsey Dean's Vitesse was still white, but it was a new coat of paint, and it was still looking very mean!!!!

There were no other cars that actually looked any different, but you could certainly hear the ones that had new engines in them,

*they sounded very raunchy!
(if the right sort of word is
raunchy, of course).*

Practice was at 1.30pm, which no-one was looking forward to, but still they kept a stiff upper lip and went out and faced the crowds. Because it was so obviously wet, everyone was slipsliding around, and at one point Mark Levy (first time out was this race), collided with the tyre wall, his bonnet flipped up, and he was out of the days racing. Never mind Mark, better luck next time. There were two other near misses in practice as well, that of Jeff Eatough and Dave Barnes who both skidded in the wet and very luckily missed the tyre wall and a grass bank. These were separate occasions though, not together.

At the end of the session a lot of the drivers were complaining that it was



'What a nice day for it!'

almost a waste of time doing the session because they could hardly see anything anyway, therefor they were unable to put in very quick times.

By the time it came to race, the rain had hardly eased off, and so the track was still really wet, and more rain was still to come, the green light went on and off they all drove, some racing, some just amiably driving around, after all, you still got points for finishing.

About half way through the race, Lawrence Ball spun his car at the top of the hairpin in front of Kevin Williams, causing Kevin to drive into the side of him, this did a bit of damage to both cars, they both kept going for a lap or so, but eventually both ended up retiring. The winner of the race was Marc Amschwand, Adrian Boyle was second and Jeff Eatough was third, 8 cars finished the race at the end, and I think they are all hoping that the weather clears up in time for the next race at Snetterton on Good Friday

SNETTERTON, 29th MARCH 91 ROUND 2

Guy St. John

KIM wasn't able to make it to Snetterton for Round 2, so I am going to take over as reporter for the day.

When we arrived at the circuit, the weather couldn't have been much better than the pouring rain at Lydden Hill, 2 weeks ago, it was bright March sunshine. We all went to practice at about 11.30am and had about 20 minutes track time. The times came out about an hour later.

There were a couple of retirements after practice and a few cars threw a 'wobbly', but would start the race. We all then had a long wait until our race, which was scheduled for about 4.30.

As the race time approached we all assembled in the collecting area and then gridded up for the race. The grid was Tony Dean (class C) on pole, with a time of 1.33:5. I was next on the front row with Kevin Ginger (class A), Jeffrey Eatough (class D) behind me and bringing up the rear was Mike Read in a TR7.

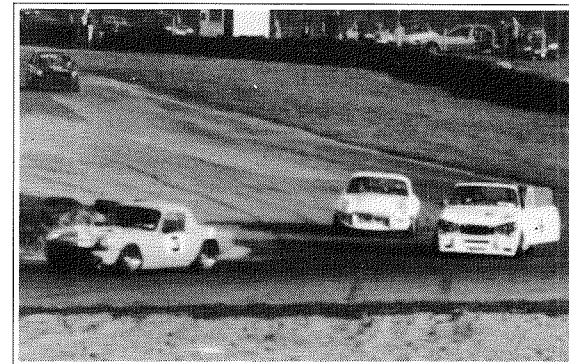
The green light went on and I managed to get a really good start, with Kevin following me and Tony (not making the best of starts) behind him, Nick Barry stormed from 11th on the grid to 4th within the first couple of laps. On the first corner Marc Amschwand spun in the middle of the field and was unfortunately hit by Keith Parkes' TR7, putting them both out of the race, bad luck to both, better luck next time.

After a couple of laps, I was still leading with Kevin still glued firmly to my number plate, I think if he got any closer, he could have changed gear for me, right behind Kevin was Tony, who by now was having a distinct problem of trying to keep his passenger door shut!!!!!! what with Nick (Vitesse) all over his back bumper, I don't think he knew what to concentrate the most on.

By now (from what I've been told, bearing in mind I'm writing this from the front!) the rest of the field was getting fairly strung out, but there was a little tussle going on between Laurence Ball and Dave Barnes, Spitfire and Vitesse respectfully.

About lap 6, Tony was still having problems with his door, which was acting as a quite good air-brake from where I was sitting, and Nick had lost some of his gear box!

But all this didn't deter Tony, who was just starting to make his charge, he caught up with Kevin (who was still changing gear for me) but was having a problem getting past him round Corram and Russell bend, but just powered past him down the straight, they actually past him down the straight, they actually had a bit of a coming-together at Russell, resulting in a dented sill for Kevin, who I



'Ooh, shut that door!'

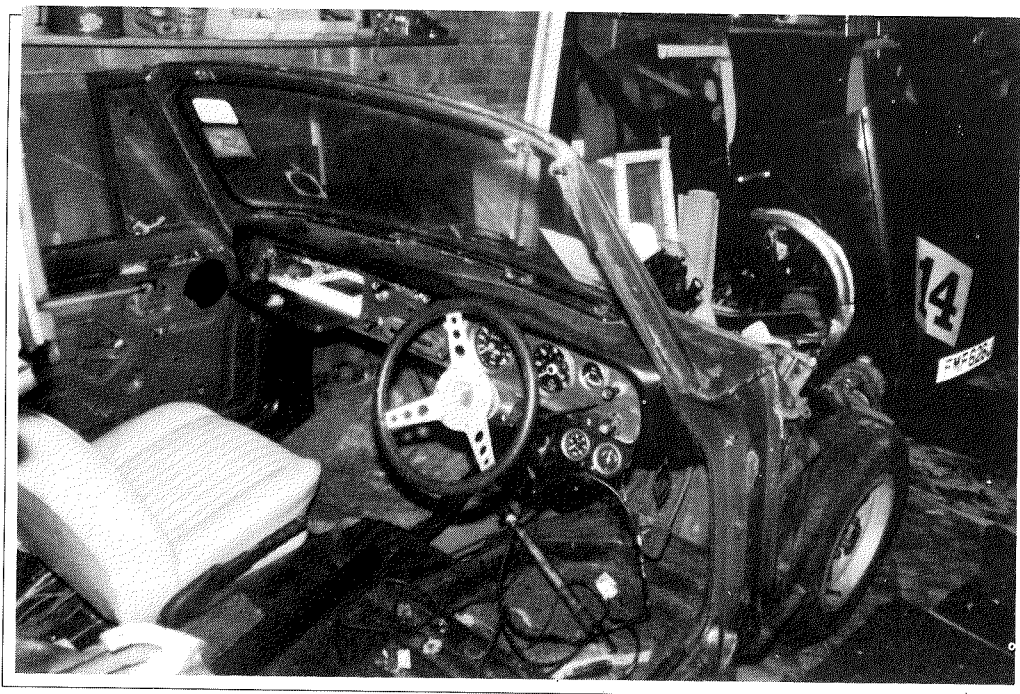
think came off worst. Then I had this big white Vitesse right behind me, which would stay behind me on the corners, but would drive past me like I was going backwards down the back straight!

I was now in second place, but on lap 8 Tony slowed down going into the back straight, because he was still trying to shut his door, which flung open every time he went round a corner, it was a little off-putting to say the least, and I don't mean just for Tony.

Well I didn't need any more inviting, so I took the opportunity and slid by him with Kevin firmly stuck behind me, now I was back at the front and wondering if I could win the race, but all was not to be, as Tony managed to sort himself out (I still don't think his door was shut), and passed me and Kevin again down the straight, and he took the flag, with me 1.5 seconds behind. Kevin was 3rd and Nick was 4th. Setting the fastest lap of the race was Mike Read in his TR7, with a time of 1.33:6. All in all it was a cracking race for the spectators, and if you want to see us do it again, we would love to see you at some of the other races, so why don't you come and watch a car like yours do silly things around a race track. See you there.

Pembrey 27th April
Snetterton 27th May
Pembrey 23rd June
Lydden Hill 10/11th August
Lydden Hill 29th September

Mallory 19th May
Oulton Park 15th June
Brands Hatch 21st July
Cadwell Park 18th August



NIGHTMARE!!!!

D. C. PRATT

It all started when the December edition of the Courier arrived on the doormat at my house in Macclesfield, Cheshire. As usual I immediately started to read it and noticed a Vitesse convertible requiring restoration for sale.

I rang Wendy in Chelmsford and verbally agreed to buy the car. Before a business trip to Salisbury, I saw the car (RDG 585G) and although the engine, gearbox, bonnet, drivers door and chassis outriggers had been removed from the British Racing Green Vitesse, I happily confirmed I would take it for a restoration project.

I have at home a superbly restored Herald chassis brought from my T.S.S.C. friend Jim Lavary of Stockport. The Vitesse could easily be rebuilt onto this, with body repairs and new mechanics and with most other parts being readily available through the club.

" PART EXCHANGE "

Originally the chassis was brought to restore my Bond Equipe 2L but with a recent company car and my wife Louise not keen to drive it, the motivation deserted me. During this conversation, Wendy and her friend Steve Willis

agreed to take the Bond in part exchange. It was agreed for me to take the Bond to Chelmsford the next weekend and collect the Vitesse. After convincing my wife the Vitesse would be a good family convertible and my restored Spiifire 1500 too small for another European tour (we travelled 2800 miles to Italy in 1988), I organised the hire of a car transporter from Altrincham, Manchester.

" SNOW! "

On the morning of December 8th, I peered out of the window to four inches of snow! Undeterred I drove to Altrincham, a distance of 15 miles to the hire company. I was very relieved to see no sign of snow and, after recovering when a large 3 ton transporter truck was handed over, drove to my house to pick up the Bond. This was duly done after working out how to operate the controls to raise, lower, and move the back loader backwards and

and forwards. So, at 9.00am I set off down the M6 feeling quite like a real trucker at the maximum speed of 56mph with the Bond on the backloader. Little was I to know what was in store!

" COLOUR TELEVISION "

As I approached Birmingham, the countryside was covered in snow and the motorway narrowed to two lanes. I became concerned with radio reports of severe snow drifts ahead. At junction 7 the motorway traffic stopped and in the next six hours I must have moved for about 1 hour. During our lengthy stoppages I met similarly frustrated people with their first question being 'What on earth is that car on your lorry mate!' I must have answered this question at least 20 times, but it certainly was a talking point. Most of the time however was spent in my cab trying to keep warm. I exchanged my lorry for an hour for a friendly articulated driver's cab with colour television, air conditioning and a kettle!

By 7pm I reached junction 5. Cars were abandoned all around, in front and behind cars and lorries with freezing occupants were like me, trapped on the motorway. On my own it was turning out lonely, but I managed to phone my wife on a car phone to tell Steve Willis not to wait any longer. At 12.30am two local women walked along the motorway and gave me a very welcome hot cup of tea. It was superb, I was very cold and I was very thankful.

" NOISEY DIESEL "

I huddled in the cab and slept for two hours — at 5.30 my wet feet were so cold I had to move them, so I walked 2 miles up the motorway! I noticed a route through the cars and started up the noisy diesel engine in the quiet night and drove through the hardened snow around numerous obstructions! Eventually I arrived at a police road block at junction 4 and was told to queue up behind a single haphazard file of lorries, the cars reaching this point were directed into the NEC for warmth and refreshments. At 8.00am the motorway was opened and we drove in single file in convoy along a route carved out by the snow ploughs during the night. I finally reached the M1 which was snow free and eventually arrived at Chelmsford at 11.00am in the morning, 26 hours after setting off!

Steve and his wife kindly made me a superb breakfast and after a shower and a fresh pair of socks (donated by Steve), I felt much bet-



ter. I dropped the Bond into Steves garage and picked Wendy's Vitesse up from a set of lock-up garages. A local neighbour was rather concerned about the truck squeezing down the approach alley, but I succeeded without mishap. Steve and I loaded the Vitesse, boxes of parts onto the car and after tying the bonnet to the chassis, got off at 1pm to Macclesfield with some trepidation. The car looked quite a sight with a green body, a maroon bonnet, white soft top and missing driver's door!

" SLOW BUT CONTINUOUS "

The M6 was still blocked north bound, so I drove up the M1 from the M25 to the M62 at Leeds. I eventually arrived at Macclesfield at 8.30pm, a slow but continuous 7½ hour return journey! My wife Louise's face when she saw the Vitesse was a picture and after recovering helped me to unload it from the lorry and pushed it into the garage. The end of a nightmare weekend but at least I had the car. What a start for a car restoration. I certainly had plenty of time to think about how I was going to rebuild it.



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

WE HAVE SUPPLIED THE TRADE AND EXPORT MARKET FOR 20 YEARS AND NOW HAVE A RETAIL DEPT WHICH CARRIES OVER 60,000 PART NUMBERS IN STOCK, VALUE OF £10 MILLION. ALL ITEMS LISTED ARE OF GENUINE ORIGIN UNLESS OTHERWISE STATED.



★ ALL ITEMS MARKED ★
HAVE BEEN REMANUFACTURED
TO ORIGINAL OR BETTER
SPECIFICATIONS

HERALD/VITESSE

Herald/Vitesse front wing D plate 703627/8	£6.50 each
Boot Hinges 604917/8	£16.00 pair
1200 front wing	£75.00
13/60 front wing inc. rear strip 713267/8	£45.00 each
Vitesse front wing	£65.00 each
Herald/Vitesse door skins 901338/9	£30.00 each
Complete doors	£145.00 each
948 Herald/Vitesse rear centre valance	£30.00 each
1200-13/60 rear centre valance	£32.50 each
★ Sills 803070/803071	£15.00 each
Complete grille assy. complete with badge	
807508	£55.00 each
Herald 13/60 front panel 812140	£40.00 each
Pedal rubbers 122289	£ 2.00 each
Early Vitesse carburettor (Solex) front	£25.00
Bonnet catch (Chrome) 607663	£17.50 each
★ Herald/Vitesse treadplates	£4.00
★ Rear overriders	£25.00 each

SPITFIRE Mk I + II + III

Nearside/offside front wings	
907154/5 - 903088/9	£45.00 each
Rear valance lamp panel 569900	£30.00
Battery box 806707	£10.00
★ Rear lamp assy. 208532/217025	£30.00
Brake caliper 210988/210989	£45.00 each
Windscreen wiper motor 513961	£55.00
Bonnet catch (chrome) 607663	£17.50 each
Shock absorbers front, GSA265	£15.00 each

SPITFIRE Mk IV + 1500

Windscreen aperture drip rail channel	£4.00 pair
Windscreen aperture panel 815397	£125.00 each
Brake master cylinder	£30.00 each
Brake cali. o-side/n-side 159130/1	£45.00 each
Rear valance 908970	£25.00 each
N-side/o-side sill 903097/8	£22.00 each
★ Sill reinforcement panel, l/hand & r/hand 806634/5	£ 4.50 each
Inner sill l/hand & r/hand 806638/9	£ 7.50 each
Headlamp support panel l/hand & r/hand	£15.00 each
Bonnet hinge tube l/hand & r/hand 91107/8	£20.00 each
Bonnet hinge pivot box RKC362/3	£25.00 each
Rear inner/inner wheel arch l/hand & r/hand 725563/4	£22.50 each
Front ¼ valance near side 815391	£45.00
Seat recovering set, black cloth houndstooth material, complete car set	£75.00 set
As above, brown houndstooth	£60.00 set
Mk IV steering wheels 518534	£25.00
Knee pad l/hand & r/hand 719391/719401	£ 5.00 each
Steering joint 142140/FAM1718	£12.50 each
Lucas distributor	£65.00 each
Heater valve 724021	£25.00 each

Right and left hand rear lamps	
216932/TKC941 - 216933/TKC940	£25.00 each
Front and rear side marker lamps	£10.00 pair
Front shock absorber GSA364	£20.00 each
Air filter assy. inc. filters 217822	£17.50
Water pump 216939/GWP128	£25.00 each
Later type water pump (viscous) UKC774	£25.00
L/hand & r/hand doors 917569/917570	£175.00 each
Body shell complete with bonnet, door boot lid, ¼ valances and chassis	£4000.00
Speedometer 218815	£35.00
★ Brake discs 208715	£11.50
Stub axle UKC697	£15.00
Steering lock 216449/UKC2719	£30.00
Front wheel arch inner l/hand & r/hand 909797/8	£25.00 each
Front wheel arch outer l/hand & r/hand 909351/2	£30.00 each
★ Steel boot lid 911327	£105.00
★ Front wings 909663/4	£35.00 each
★ Door skins	£19.00 each
★ Sill end plate (front) 706422/3	£ 2.00
★ Rear wing rear repair panel	£11.00 each
★ Rear wing front repair panel	£ 9.00 each
★ 'A' post lower panel l/h & r/h 706288/9	£ 7.50 each
★ Half floor l/hand & r/hand	£40.00 each
★ Front footwell l/h & r/h	£18.00 each
★ Rear footwell l/h & r/h	£22.00 each
★ Boot floor	£32.00
Door interior release bezel l/h & r/h 819803/4	£ 3.50 each
Exterior door handle l/h & r/h chrome 915633/4	£35.00 each
Exterior door handle l/h & r/h black YKC2837/8	£35.00

GT6

Brake shoes	£ 9.50
N-side/o-side front wing Mk II 908113/4	£65.00 each
Crankshaft 308034	£65.00 each
★ Front side/flasher lamp assy. 155416	£17.50 each
Occasional rear seat conversion kit, colour black 577443	£85.00
R/hand front over rider GT6 MkI 710717	£10.00 each
★ Rotoflex coupling 152273	£17.50 each
Steering lock 216449	£30.00
Front shock absorbers GSA366/217591	£20.00 each

At the time of going to press we can supply every gear-box, steering rack and diff for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag. Front struts - Stag 2000, TR7 - Drive Shafts - TR6, Stag 2000. This is only a small proportion of our stocks. Many other items stocked from nuts and bolts to body shells.

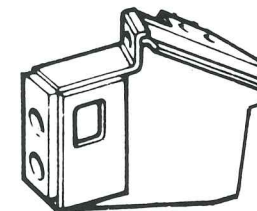
TRADE ENQUIRIES WELCOME

Access Visa - OTHER CARDS ACCEPTED

FITCHETTS FEATURES

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

SPIT IV/1500
Bonnet Hinge
Pivot Box



RKC
362/3
£25.00
each

HERALD VITESSE
Rear Overriders

£25.00

Tread
Plates

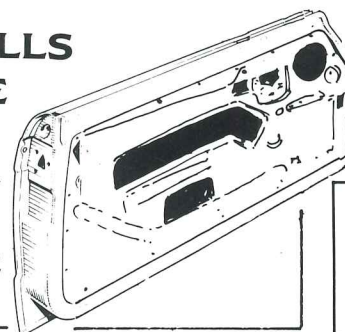
£4.00

DOORSHELLS
NEARSIDE
£145.00

NOW
AVAILABLE
HERALD 1200
FRONT

WINGS
£75.00

OFFSIDE
AVAILABLE
SHORTLY



PRICES QUOTED
DO NOT INCLUDE
CARRIAGE
OR V.A.T.

PLEASE QUOTE ORIGINAL PART NO. IF AVAILABLE — IT WILL HELP US TO HELP YOU

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

PHONE 0952 619585/620434
FAX 0952 610510

PRICES CORRECT AT TIME OF GOING TO PRESS.
SUBJECT TO CHANGE WITHOUT PRIOR NOTICE.

TEL: 091-496 0522
FAX 091-488 4791
Opening times
8.30am to
5.30pm



SPARES FOR
**SPITFIRE GT6
HERALD
VITESSE**

SPORTS CAR SUPPLIES

PLEASE RING OR SEND S.A.E.
FOR FREE UPDATED PRICE LIST

**FASTEST PARTS DELIVERY
NEXT DAY £7.00**

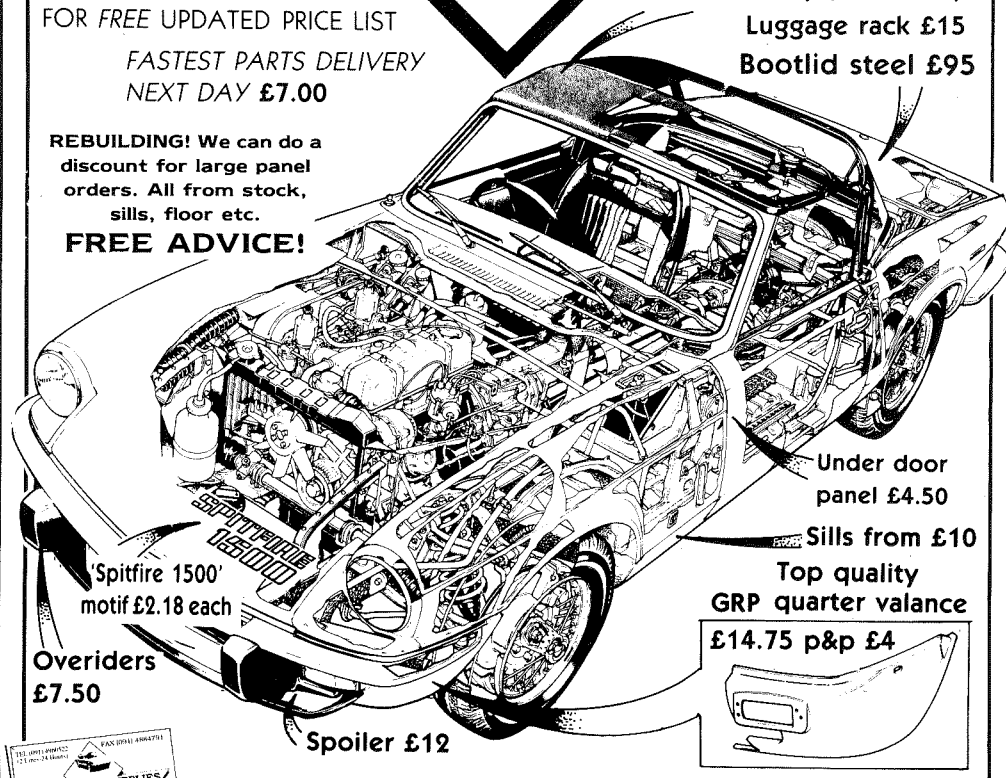
REBUILDING! We can do a
discount for large panel
orders. All from stock,
sills, floor etc.

FREE ADVICE!

SOFTOPS £59 (zip window)

Luggage rack £15

Bootlid steel £95



NEW 1991 PRICE LISTS NOW PRINTED. Please
telephone, FAX or write for **FREE** copy.
State model:- Spitfire / GT6 or Herald/Vitesse. All
available panels, badges, trim for club cars in stock.

PRICES
EXCLUDE
V.A.T.

SPORTSCAR SUPPLIES (TRIUMPH)

Victoria Garage, Jubilee Terrace
Swallow, Tyne & Wear NE16 3AG

TEL: 091-4960522 /2 lines) 24 Hrs. FAX 091 4884791



Herald Vitesse Restoration

Part Four

Peter Williams

**All you ever wanted to
know about Tread Plates.**

The door tread area consists of a
double skin of floor edge and
welded on tread panel and is a
common area for rot.

Both the top panel and the floor edge can rust
as the double skin is a natural rust trap. As was
the case, both tread plates on our restoration
Vitesse were in need of replacement with the floor
edge fine on one side but completely rotten on
the other so I think it's useful to show the pro-
cedures used for both here.



Figure 61. To remove, weaken the spot welds
along the vertical edge and on the top of the
plate at the front and rear ends.

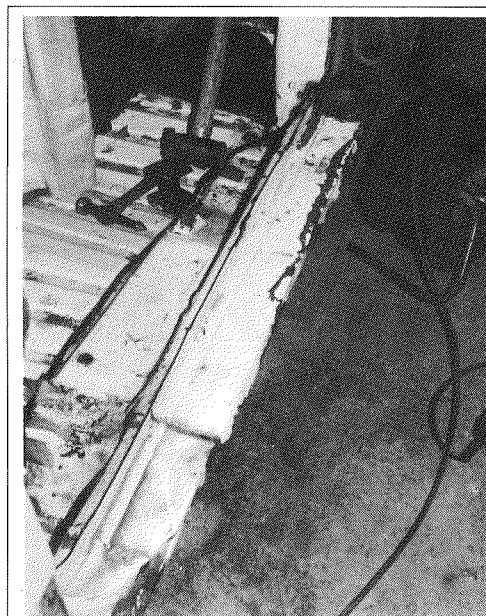
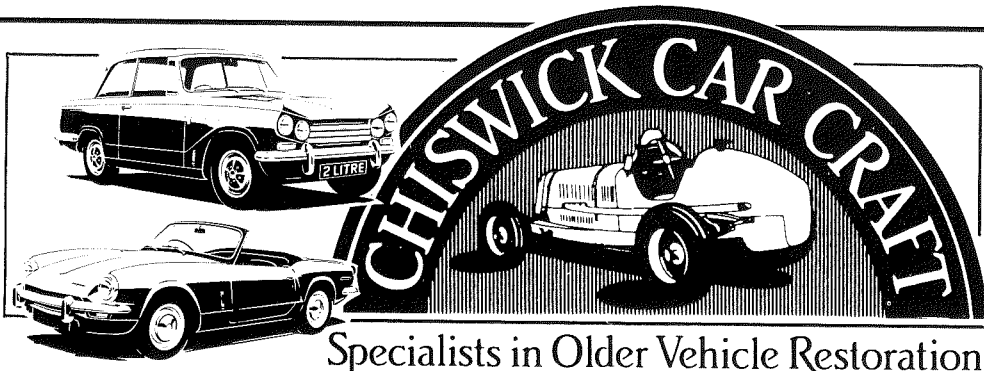


Figure 60. The near side tread plate wasn't par-
ticularly bad but was certainly due for
replacement.



Figure 62. Prise up the front end with a wedge (old
screwdriver)...



**ARCH 197 PREBEND GARDENS
CHISWICK, LONDON W4 1TN**

*Complete Repair Service for all
Club Cars and Derivatives*

**Chassis Repair to MoT Standard
or Replacement**

**Suspension Rebuilds and Uprating to
improve handling**

(Customers own units rebuilt, ie hubs split)

**All Major Unit Replacement
i.e. engine, gearbox and differentials
(12 month guarantee)**

**All Aspects of Bodywork Undertaken
FREE ESTIMATES**

INSURANCE RECOGNISED REPAIRER

WINTER SPECIAL OFFER

FULL SERVICE INC inc. FREE A/FREEZE

4 cyl £60.00, 6 cyl £70.00 + parts and VAT

★ 1 MINUTE TUBE STATION ★

FAX 081 995 7599

081 994 3395



Figure 63. ...and work your way along to the rear, levering up the panel as you go.

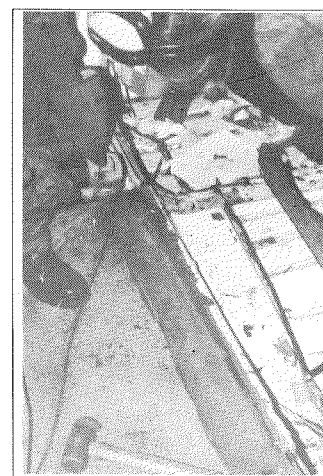


Figure 64. As seen, the condition of the floor beneath the near side tread plate was fine so it was cleaned up with the grinder.

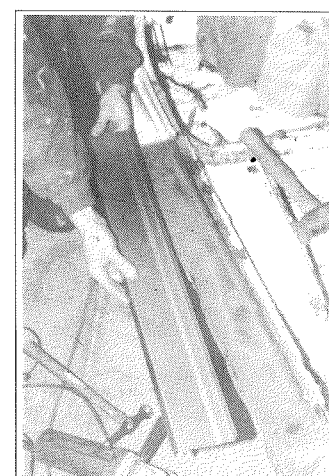


Figure 65. Checking out the fit of the new panel as obtained from John Kipping - no problem.

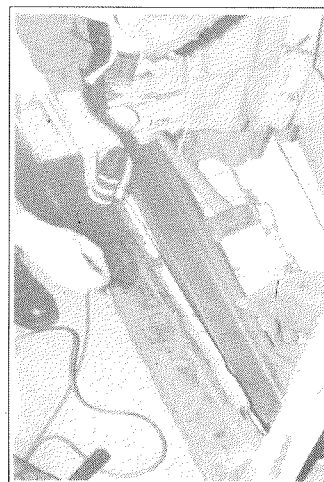


Figure 66. Treat the surface rust with your favourite anti rust agent. As you'll see this was later also given a coat of paint.

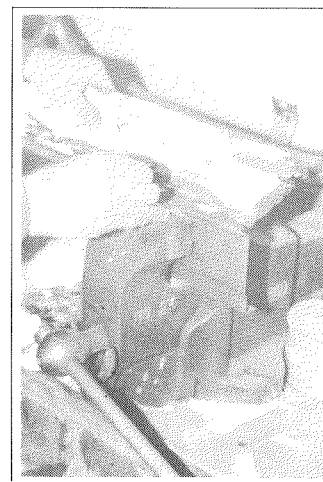


Figure 67. The old tread plate was then used to mark out the exact positions of the sill mounting holes...

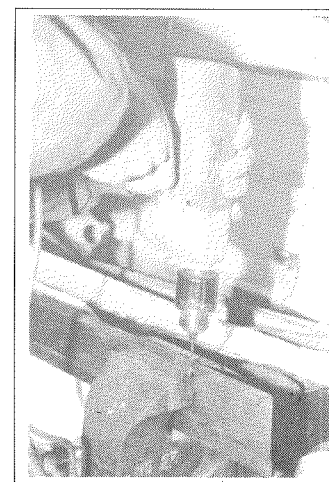
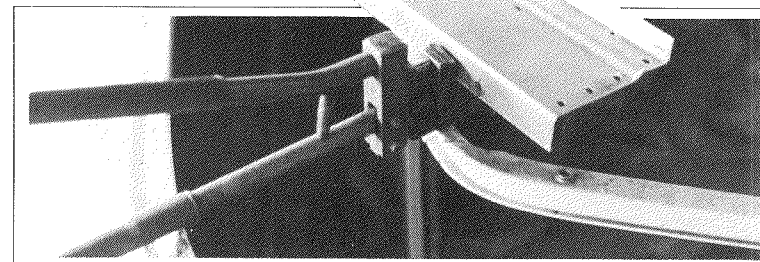


Figure 68. ...and the new drilled through.

Figure 69. Further holes for plug welding can then be either drilled or as here, punched out along the return edge and front and rear top faces.



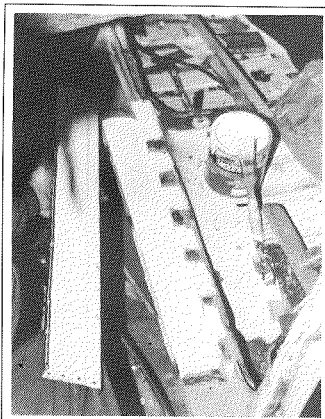


Figure 70. Give both inner surfaces a good coat of paint leaving the areas to be welded as clear shiny metal.



Figure 71. Clamp on the new tread plate (I did this with the paint still wet) and with a few simple plug welds complete the job. These can be ground back flush later.

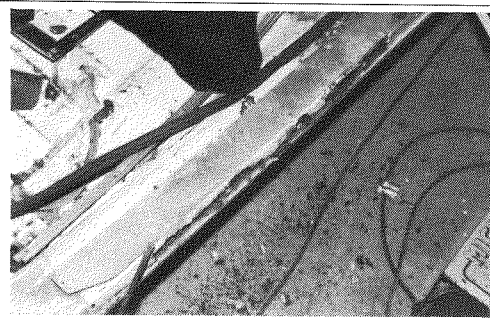


Figure 72. The driver's side tread plate was in much worse condition as is very apparent here.

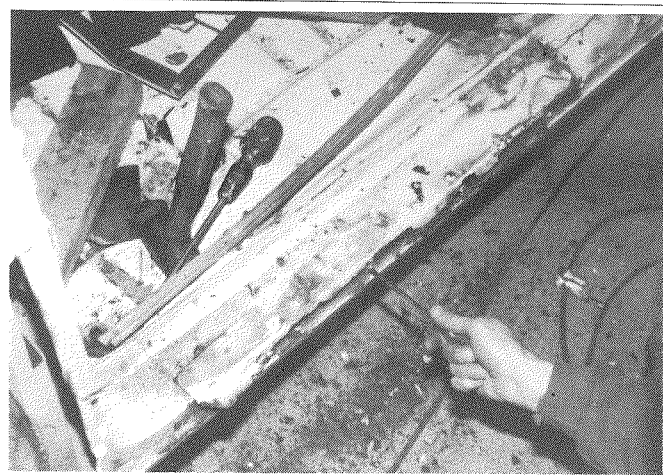


Figure 73. Drill out the pop rivets securing the alloy finisher and lift off. The edge of the tread plate simply disintegrated.

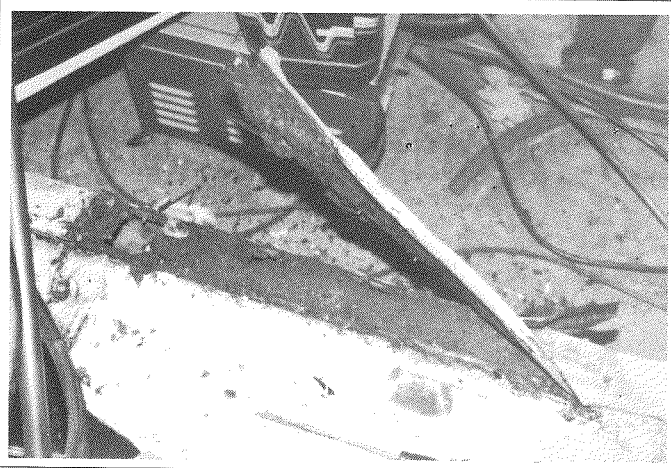


Figure 74. As might have been expected, very little effort was required to separate the top panel from the main floor which was itself in cobweb condition.

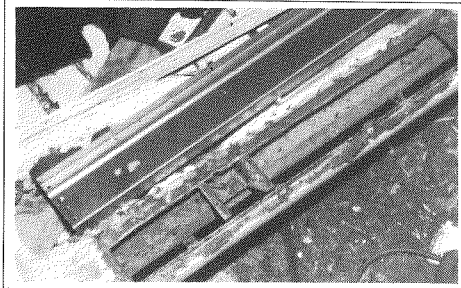


Figure 75. With all the grot cut out the chassis side rail and floor mounting bracket are revealed. Ensure that the mounting bracket is in good condition - if not it needs to be replaced.

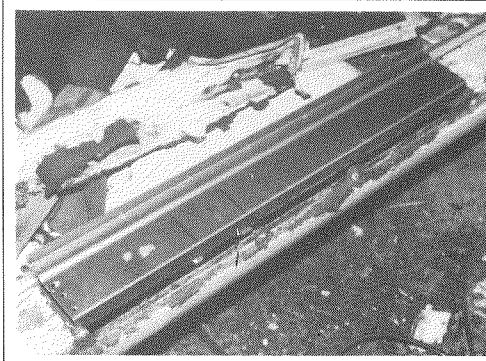


Figure 76. Given a little modification, another tread plate is an ideal basis for the replacement floor edge. Start by carefully marking out the mounting bracket position on the repair panel.

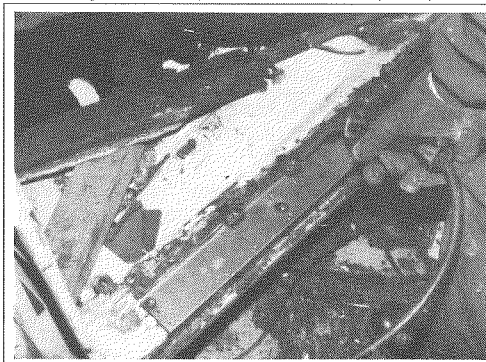


Figure 77. Trim the inner edge of the tread plate to match the floor edge and tack...



Figure 78. ...and plug weld in place.

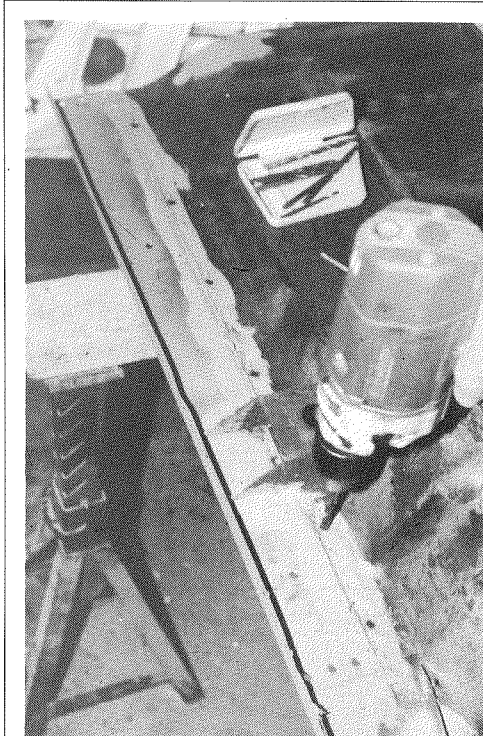
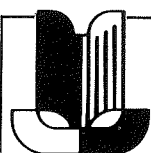


Figure 79. Jumping ahead a few weeks (when the body had been removed and turned upside down), the replacement floor edge was seam welded and then drilled for plug welding. This could just as easily have been done from the top before removing the body but a little more effort in dressing back the weld would have been required before fitting the top panel.



FYLDE TRIUMPHS



WE HAVE MOVED!
WE ARE NOW AT 15, BACK ST ANNE'S ROAD WEST
ST ANNES, LANCASHIRE. NEW PHONE NUMBER
(0253) 725180

SPRING OFFERS ON RECONDITIONED PARTS TO TSSC MEMBERS

RADIATORS (Lifetime Guarantee)

Herald/Spitfire	£49.00
GT6	£75.00
Vitesse 6 + 2L	£75.00

ROTOFLEX UNITS

Complete assembly with all new bushes, bearings, trunnions, seals, etc. **£145.00**

3 PIECE CLUTCH KITS

All 4 cylinder	£45.00
All 6 cylinder	£55.00

BONNETS (Rebuilt as original)

Vitesse, Herald 13/60	£550.00
Spitfire, GT6	£450.00

All the above units carry a full 12 months guarantee and are sold only on an exchange basis
THOUSANDS OF NEW & USED PARTS IN STOCK.
FAST MAIL ORDER. OVERNIGHT DELIVERY SERVICE AVAILABLE

1991 SPITFIRE — GT6 PRICE LIST NOW AVAILABLE, PLEASE RING

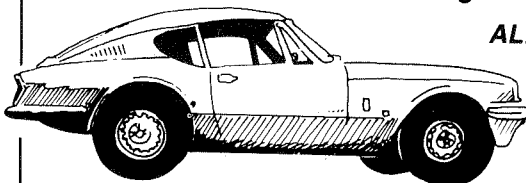
★ ★ ★ ★ ★ ★ ★ ★ ★ ★
DON'T FORGET, WE ALSO HAVE A SUPERBLY EQUIPPED WORKSHOP & BODYSHOP. NO JOB TOO SMALL OR TOO BIG!

SPRING SERVICE — all 4 cylinder cars £49.00 including parts
all 6 cylinder cars £55.00 including parts

Engine tune & set carbs £15.00 while you wait

ALL PRICES EXCLUDE VAT & CARRIAGE
PHONE 0253 725180

OPEN MONDAY—SATURDAY
9am — 6pm



STEERING RACKS

All models	£26.00
------------------	--------

STARTER MOTORS

All models	£14.00
------------------	--------

ALTERNATORS

All models	£20.00
------------------	--------

DYNAMOS

Herald, Spitfire	£16.50
Vitesse, GT6	£22.50

AVAILABLE SOON. Powder coated wishbone sets, rocker covers, air filter boxes, master cylinders, brackets etc. **Please ring for details.**

Spitfire MkIII bodytub, rebuilt with new floors, inner & outer sills, valance, wings & arches, ready to paint **£1500**
GT6 MkIII bodytub, as above **£2000**
Just in for breaking, 2 Spit. MkIIIs, 2 GT6 MkIIIs, Herald 13/60 estate, Vitesse MkII. **FOR SALE** for restoration. Herald 13/60 convertible **£450.** Vitesse MkII 2L convertible **£850.**

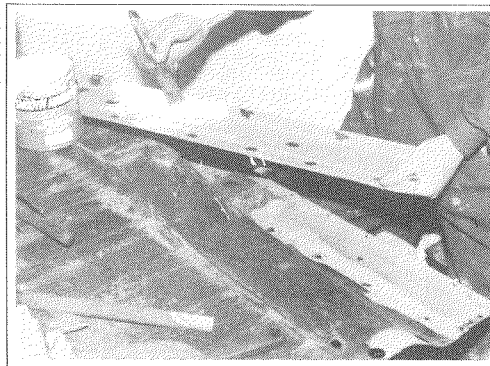


Figure 80. As for the rear side, an unadulterated tread plate was prepared...

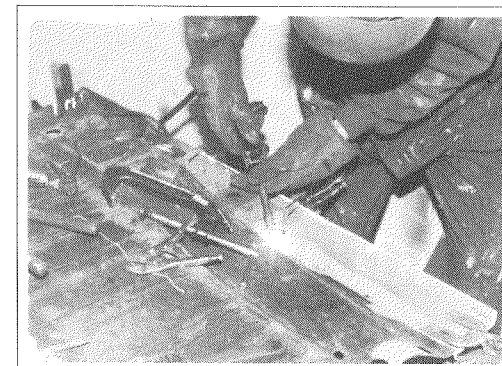


Figure 81. ...clamped up, and welded in place. Job done.

Next month: Back to the rear wings.

Club members are reminded that
TSSC Offers sells a range of MIG Turbo Welders. Ring **0858 434424** for details.

WANT THE ENVIRONMENTAL
AND COST ADVANTAGE OF
UNLEADED PETROL, BUT
YOUR CAR IS NOT SUITABLE?

'GREENPLUS'

is the answer!

This Fuel Enhancement Unit allows any non-turbo engine to run on unleaded fuel with no loss of power or economy.

Price — from £115

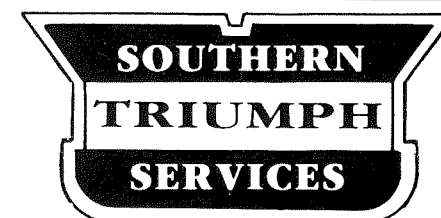
For details, send S.A.E. to
C-P Cars

**Byron House, 21/23 Rectory
Road, West Bridgford,
Nottingham, NG2 6BE**

or phone the **'GREENPLUS'**
lines

Nottingham (0602) 811207
London (081) 3307425

GREEN + 591



**11A (rear of No.9) STAMFORD ROAD,
SOUTHBOURNE, BOURNEMOUTH
DORSET. BH5 2AN**

TRIUMPH AUTOJUMBLE

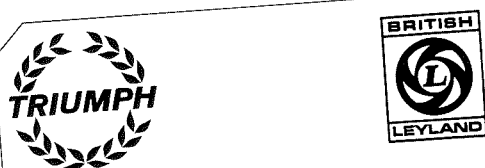
At workshops of Southern Triumph
Services, starting at **9am** till dusk —
SATURDAY 25th MAY 1991
Loads of spare parts, all at silly prices.

EVERYTHING MUST GO TO MAKE WAY FOR FRESH STOCK
Doors, lights, chrome, radiators, trim, diffs, trim clips,
electrical, axles, heads etc etc. Please phone

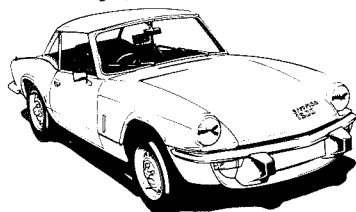
0202 423687 for leaflet and map

SOUTH5/591

A MAJOR NEW SOURCE FOR TRIUMPH SPITFIRE PARTS AND SPARES Absolutely **FREE**



**Triumph Spitfire MkIV
and Spitfire 1500
Parts List**



MOSS

MGL 6401

MOSS

LONDON

22-28 Manor Road, Richmond,
Surrey TW9 1YB. Fax: 081-940-9268

COX & BUCKLES SPARES

For all Triumph TR models, specialising in TR2-6
and Spitfire / GT6

Tel: 081-948-6666

MOSS

BRISTOL

93 Newfoundland Road, Bristol,
Avon BS2 9LU. Fax: 0272-428236

SPRITE & MIDGET B, C, V8 CENTRE

For MGB, C, V8, Sprite and Midget, TR2-6,
Spitfire MK IV / 1500

Tel: 0272-232523

MOSS

BIRMINGHAM

991 Wolverhampton Road, Oldbury,
W. Midlands B69 4RT. Fax: 021-544-4340

COX & BUCKLES SPARES MIDLANDS

For all Triumph TR models, specialising in TR2-6
and Spitfire / GT6

Tel: 021-544-5555

MOSS

MANCHESTER

113 - 115 Stockport Road, Cheadle Heath,
Stockport, Cheshire SK3 0JE. Fax: 061-429-0349

BARRY STAFFORD MG PARTS LTD.

For MGB, C, V8, Sprite and Midget, TR2-6,
Spitfire MK IV / 1500

Tel: 061-480-6402

MOSS

SHIPLEY, YORKS

Regent House, Dockfield Road, Shipley,
W. Yorks BD17 7SF. Fax: 0274-531149

NAYLOR BROTHERS MG PARTS LTD.

For MGB, C, V8, Sprite and Midget, TA-TF,
Spitfire MK IV / 1500

Tel: 0274-594071

MOSS

DARLINGTON

15 Allington Way, Yarm Road Ind. Est, Darlington,
Co. Durham DL1 4QB. Fax: 0325-485563

MOSS DARLINGTON

For MGA, B, C, V8, Sprite and Midget,
Spitfire MK IV / 1500

Tel: 0325-281343

Please send my **FREE** copy of -
Triumph Spitfire MkIV and Spitfire
1500 Parts List.

Name

Address

Post Code

Please post to: Customer Services Dpt,
Moss Europe Limited, Victoria Villas,
Richmond, Surrey TW9 2JX.
Telephone: 081-948-8888

INTERNATIONAL LIAISON SECRETARY



Leon F Guyot

WINTER is passing in the northern hemisphere, and with it the salt-laden roads that have such a destructive effect on our precious cars.

As spring and summer come to mind, our thoughts turn to Triumph Club meetings, and touring holidays, especially by our European membership. Personally, bank manager willing, I intend to take my Herald around Europe/Scandinavia this year, naturally, this will involve plenty of forward planning, preventative maintenance, and breakdown insurance.

The Boy Scouts motto 'Be Prepared' seems appropriate when considering this type of undertaking.

A word now for our British readers about RAC Breakdown Insurance, or how to save your TSSC membership fee for over three years!

RAC Reflex Membership: Normal member pays £8 more than TSSC member joining through the Club.

To update from RAC Reflex to RAC Reflex-Europe: Normal member pays £25 whereas TSSC member pays £22.

To obtain RAC Eurocover on your over 10 year old vehicle: Normal member pays £40 whereas TSSC member pays NIL.

To obtain RAC Eurocover on your car trailer: Normal member pays £25 whereas TSSC member pays NIL.

So, as you can see, a TSSC member who takes his ten year + old car, with camping trailer to Europe after joining the RAC Reflex Europe service with RAC Eurocover, through the TSSC can save up to £76.

One day, as Mike Crewes points out, many European Motoring Laws will be very similar, if not the same right across Europe, but for now, we have to rely on the Motoring organisations to keep us informed of anomalies, for example speed limits.

	Built up Areas	Outside = B-U-A	Motorways etc.
Andorra	25/40kmh	44mph/70kmh	n/a
Austria	31mph/50kmh	62mph/100kmh	81mph/130kmh
Belgium	37mph/60kmh	56mph/90kmh	74mph/120kmh
Bulgaria	37mph/60kmh	50mph/90kmh	74mph/120kmh
Cyprus	31mph/50kmh	37-62mph/60-100	n/a
Czech*	37mph/60kmh*	56mph/90kmh	68mph/110kmh
* (37mph/60kmh from 0500/3200hrs/56mph/90kmh 2300-0500 hrs)			
Denmark	31mph/50kmh	50mph/80kmh	62mph/100kmh
Finland	31mph/50kmh	37-62mph/60-100	74mph/120kmh
France	31mph/50kmh	56-68mph/90-110	81mph/130kmhkmh
(On Paris Ring Road/Peripherique: 49mph/80kmh) (toll M/ways)			
E Germany	31mph/50kmh	50mph/80kmh	62mph/100kmh
W Germany	31mph/50kmh	62-81mph/100-130	81mph/130kmh
(recommended max)			
Gibraltar	25mph/40kmh	n/a	n/a
Greece	31mph/50kmh	50mph/80kmh	62mph/100kmh
Hungary	37mph/60kmh	50mph/80kmh	62mph/100kmh
Ireland	30mph/48kmh	40-55mph/64-88	n/a

TO ENJOY
THE PRIVILEGES
OF
ASSOCIATION
WITH THE RAC
FORWARD
YOUR
APPLICATION
FORM TO
YOUR CLUB
RAC
SECRETARY
NOW!

**Main Street, Lubenham
Market Harborough,
Leicestershire, LE16 9TF
0858 434424**





Frank Goppel's Vitesse at STIR 14, Rennesse, NL, May 1988.



CLASSIC CAR
RESTORATION
AND
SERVICING

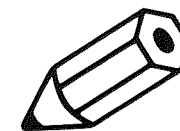
A.C.S. CLASSICS OFFER YOU THE COMPLETE SERVICE

From an oil change to a full body-off restoration
Experience of All Herald Chassised cars, TRs, and Stags

Prices are competitive. Club discount. Why not ring for a quote?

Adrian Storton (director), Unit 14, Hawkins Lane Ind. Est, Wharfe Rd, Burton upon Trent, Staffs. DE14 1PT
Tel: (0283) 37120

Pen to Paper



SPEEDO PROBLEMS!

MY problem (or one of them anyway), is speedos. Maybe it's just me or maybe there is actually a common fault that someone out there could advise me about.

For two years I owned a Herald 1200 until the urge to travel forced me to cash in my assets. During my ownership the speedo ceased to function after a traumatic period of screeching and erratic behaviour. I bought a new cable and fitted this with no effect whatsoever. So, off to an autojumble where luckily I managed to get a second hand speed (even better, there were only 20,000 miles on the clock!). This was duly put into place and everything went well for couple of hundred miles when this new speedo seized as well. At the time when I sold the car I still hadn't been

able to fix this fault but it was no longer my problem . . . or was it?

This year I moved on to a MkII Vitesse which had had a new speedo fitted 8,000 miles previously. Well, after a month of my ownership the speedo gave up with a clunk on the motorway and the symptoms seem similar to those my Herald suffered from. The cable seems alright and the speedo is relatively new. Is there anyone out there who can throw some light on this strange phenomenon?

Jo Torrens.

P.S. At least I have a rev counter in the Vitesse!

WHERE ARE THEY?

COULD you please publish details of two Heralds I owned many years ago, in case they are still in existence and known to any members.

1. 1965 Herald 1200 convertible in Royal Blue. Reg no. DOD 267C. Bought new by me for £704.75 including extras — heater, seat belts, underseal, delivery charge and number plates. Sold after three years with a mileage of 36,000.

2. 1970 Herald 13/60 saloon in Damson. Reg no REL 721H. Bought by me in 1972 with 7000 miles on the clock and sold after about 18 months with a mileage of 25,000.

Jon Snook

2 Brook Way, Christchurch
Dorset BH23 4HA. 0425 274193

OVERDRIVES

I was pleased to read Jasper Bacon's excellent article on overdrive servicing, but a couple of points from my own experience might be useful.

They relate to the solenoid adjustment. The initial setting of the plunger bolt as described is quite correct, but how many of us possess an ammeter which will read 20amps? A simpler test is to push the plunger by hand to check it will not go any further, and check that the lever will. If the rubber boot can easily be pulled back from the solenoid, then the holding coil switch is visible for a further quick check. The second, more important point relates to the blanking plug. This should be set after the plunger nut as follows: With the solenoid off, push the plunger as far as the plug will allow. Now pull the operating lever

until you just feel the valve opening. If you are servicing the valve at the same time, rest one finger or a short rod against the ball (i.e. in place of the spring and plunger) and you can feel this point more easily. There should now be a small clearance between the operating lever and the nut on the plunger. About half a millimetre or 25 thous. is usually enough but err on the generous side. On a MkIII GT6 I know, a half turn of the blanking plug made the difference between working properly and the overdrive engaging by itself at around 15 mph (in second). Happy motoring.

Robert Pearce

ANSWERED PLEA!

As a club member with a Vitesse convertible undergoing major restoration, I would bring to the attention of club members, R.J. Beeby (Auto. Engineer), Gold St., March, Cambridgeshire. Tel 0354 53755.

Mr Beeby is carrying out my restoration work which includes a complete body-off chassis restoration, a colour change and engine rebuild. His prices for the various jobs are very competitive. Prior to writing this letter I have spoken to Mr Beeby with regard to offering club members a discount on restoration work.

I am pleased to say that he is happy to introduce such a scheme and will talk to individual members when they contact him for an estimate. For members with immobile cars, Mr. Beeby has quite a nice recovery vehicle. So in my case, Mr Beeby is the man who can! Happy motoring to one and all!

Jim Sachwell

'RETREADS!!!!'

THE letter from B Hamilton, Much Hoole, Preston, in the latest Courier Magazine, caught my eye, he may rest assured he is not the only 50 year old with a Spitfire in his stable! 50 years old (going on 35) my latest sports car presently under restoration is my 3rd owned during a police career in UK and Canada.

Being a police trained driver at Hutton, holding a First Class ticket and still maintaining my membership of the Institute of Advanced Motorists, British cars give me the opportunity to continue with my driving skills which are lost on the 2 Camaros owned by my wife and myself, both automatic of course, although in the sports car class. The car presently at hand is a 1974 Spitfire 1500 undergoing quite extensive renewal in certain areas with the added addition of twin carbs and sports exhaust system coupled to new 4 branch headers.

Well known down at my local Police Headquarters for my loyalty to things British, it is of no surprise to my Canuck colleagues that a pristine white sports car of British origin is due on the parking

lot. In summing up Mr Hamiltons query, I would hazard a guess that there are quite a few, dare I use the phrase 'Retreads' around.

In closing may I say how pleased I am with the quality of your publication and the access it affords me, from so far a distance, to the availability of spares and advice, something I never had at the time I owned my MGBs in Canada. Keep it up.

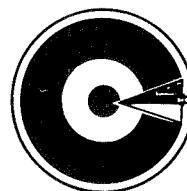
R. C. Pickering
Pirbright, Rural Route,
Belmont, Ontario. NOL 1B0
Canada.

ANDY ROSE

Triumph Cars Specialist
SERVICING — TUNING — CLUTCHES
and all repairs

103 HORSA ROAD, NORTHUMBERLAND HEATH, ERITH, KENT

Telephone: 0322 338227



BE ON TARGET WITH CENTRAL SPITFIRES

0543 682214

FAX 0543673401

REBUILDING SPIT IV/1500 BONNETS £475 ex.

IN STOCK GT6/HERALD/VITESSE AVAILABLE

ALSO

**CHASSIS REBUILT FOR ALL
CLUB CARS**

**SUMMER
SERVICE
£58 + PARTS**

**£19.95
SPRING
LIFTER
TOOL**



**ESSENTIAL
FOR ALL
ROTO
SUSPENSION**

**UNIT 2-6
OVERTON FARM
COPPYNOOK LANE
HAMMERWICH
WALSALL
WEST MIDS. WS7 8YR**

HOODS - FITTED - £35

ALL PRICES + VAT AND CARRIAGE

**MKIII Spitfire body tub, new floors, sills,
new light panel, boot floor £750**

Mk III Spitfire recon diff £120

**MUST GO THIS MONTH! s/h Herald/Vitesse
front and rear seats £30 set. Will split.**

Wheels and tyres £5 each, space needed

SOUTHGATE TRIUMPH CENTRE



**18 FRIERN BARNETT ROAD,
NEW SOUTHGATE, LONDON N11**

**Vitesse and Herald
Convertibles**

**Several now in stock
PHONE FOR DETAILS
081 368 9720**

**Plus largest stock of
GT6's in North London
- give us a call**

**WE DO ALL SERVICING
REPAIRS AND MoT
WORK. FULL SERVICE
ONLY £50 + PARTS + VAT**

We also buy Triumph Cars - anything considered

**New and Used parts for sale
and Spitfires always being
broken - everything available**

TRIUMPH BOOKSHOP

ORIGINAL BRAND NEW LEYLAND PUBLICATIONS Telephone 0858 434424/432110

Workshop Manuals

Herald 1200	£21.95
Herald 13/60	£21.95
Vitesse '6'	£22.95
Vitesse 2LMK1/11	£22.95
GT6 MkII/III	£22.95
Spitfire 4/11/111	£21.95
Spitfire IV	£19.95
Spitfire IV/1500 Dutch	£22.00
Spitfire 1500	£19.95
Spitfire 1500 German	£22.00
Spitfire IV/1500 French	£22.00
TR2/TR3	£27.50
TR4/4A	£23.00
TR5 (complete)	£35.00
TR6	£24.50
TR6 German	£23.50
TR7	£20.00
TR8	£24.00
Stag	£24.00
Stag German	£30.00
Dolomite	£21.95
Dolomite Sprint	£21.95
2000/2500/2.5PI	£24.00
1300 FWD	£15.95
1500 FWD/1500T/C	£19.95

Parts Catalogues

Herald 1200 (all mods)	£18.95
Herald 13/60	£15.00
Vitesse 1600/2 Ltr MkI	£18.95
Vitesse 2 Litre MkII	£15.00
GT6 Mk1 & 11	£18.95
GT6 Mk111	£16.00
Spitfire MkII	£18.95
Spitfire MKIV	£16.00
Spitfire 1500	£16.00
TR2/3	£19.00
TR4	£19.00
TR4A	£19.00
TR250 (TR5)	£20.00
TR6	£19.00
TR7	£19.50
TR8	£24.00
Stag	£23.00
Dolomite	£19.00
Dolomite Sprint	£19.00
2000/2500	£19.00
1500 FWD	£15.00
1500 RWD	£15.00
Toledo	£15.00

Handbooks

Herald 1200/12/50	£5.00
Herald 13/60	£5.00
Vitesse '6'	£5.00
Vitesse MK1	£5.00
Vitesse MK11	£5.00
GT6 Mk1	£5.00
GT6 Mk11	£5.00
GT6 Mk111	£5.00
Spitfire 4	£5.00
Spitfire MK11	£5.00
Spitfire MK111	£5.00
Spitfire MK111 German	£6.00
Spitfire MKIV	£5.00
Spitfire 1500	£5.00
Spitfire 1500 German	£6.00
Spitfire USA	£5.00
TR4	£5.00
TR4A	£5.00
TR250 (TR5)	£5.00
TR6	£5.00
TR7	£5.00
Stag	£5.00
Dolomite Sprint	£5.00
2000/2500	£5.00
1500 & Toledo	£5.00

General

HAYNES W/SHOP MANUALS	
ALL MODELS	£11.95 Each (State Model)
SU Carburettors	£10.50
Stromberg Carburettors	£10.50
Weber Carburettors	£10.50
Electrical Manual	£11.00
BROOKLANDS BOOKS	
Vitesse/Herald 1959/71	£8.95
Vitesse 1962/71	£8.95
Herald 1959/1971	£8.95
GT6 1966/1974	£8.95
Spitfire 1962/1980	£8.95
Spitfire Collection No. 1	£7.95
Road & Track Triumph	
Sports Cars '58/67	£8.95
Sports Cars '67/74	£8.95
Sports Cars '74/82	£8.95
TR2/3 1952/60	£8.95
TR4 & TR5 & 250	£8.95
TR6 1969/76	£8.95
TR6 Collection	£7.95
TR7/8 1975/81	£8.95
Stag	£8.95
Stag Collection	£7.95
2000/2500	£8.95

Triumph Cars - The complete History Robson/Langworth	£24.00
TR for Triumph - Chris Harvey	£18.50
The Complete History Spitfire GT6 Graham Robson	£14.95
PRACTICAL CLASSICS RESTORATION GUIDES	
HERALD/VITESSE - SPITFIRE/GT6 - METALWORKING each	£7.95
Practical Classics Restoration of TRIUMPH STAG	£14.95
Practical Classics PANEL BEATING & PAINT REFINISHING	£12.95
Practical Classics - HERALD/VITESSE (full restoration)	£13.95

Competition Preparation Spitfire I/II/III/IV/1500	£6.00
Competition Prep. All 2 Litre Cars (New larger edition JAN 91)	£6.00
Tuning Triumph Cars from 1200cc to 2500cc	£11.50
SPITFIRE/GT6 FILE - Graham Robson	£10.95
Guide to Purchase & D.I.Y. Restoration SPITFIRE, GT6, VITESSE & HERALD By L Porter & P Williams 312 Pages (superb)	£17.50
British Cars at Le Mans	£17.50
Triumph TR4/5/6 Autofolio (much in colour) New Dec 90	£12.50

Make all payments payable to Triumph Bookshop - Cheque/Postal Order/Credit Card
TRIUMPH BOOKSHOP PO BOX 28 Market Harborough Leics LE16 7FX Tel: (0858) 434424 or 432110
FAX (0858) 431936 Telephone Credit Card Orders Welcome - ALL PRICES INCLUDE POST & PACKING

Overseas Orders add 10% to total order to cover extra Postage -
Payments in Sterling please QD/591

METRINCH®

METRINCH sockets and spanners drive the walls of a nut or bolt, not the corners - turning rounded-off old ones with ease, not damaging the corners of new ones.



The same METRINCH® socket or spanner turns both Metric and AF sized nuts and bolts, and the majority Whitworth and BSF too.

Less tools, less weight, less expense.

METRINCH - simply a revolution.

QUALITY ASSURANCE
Metric spanners and sockets are Chrome vanadium. They meet the torque requirements of relevant British Standards.

Please send me full details of METRINCH spanners and sockets.

Name _____

Address _____

Post Code _____

TSSC

Distributed in UK by

Richmond

Richmond Tools Ltd.,
Hanworth Trading Estate,
Hampton Road West,
Feltham, Middx. TW13 6DH.
Telephone: 081-898 8295

A TRADEMARK OF
SURELAB U.S.A.

we had to go. Off to Gateshead we went. No problems encountered apart from the idiot in the Escort who decided to pull out in front of me while I was going at a very illegal speed! After much sign language, he realised that I was slightly displeased and moved.

Sunday morning at 8.30 saw many bug eyed neighbours looking for the lunatic who was disturbing their beauty sleep. Stopping only for lunch, we got the engine rebuilt and in place. Oh yes sir, we have no bananas, we have no rocker cover gasket either! Monday lunchtime saw us

ready to go. After a few minor problems my Spitty was running as good as new.

Thank you time. Thanks to my dad for the rescue and help with the rebuild. Thanks to my neighbour Pete Wood (a fellow TSSC member) for general help and advice and thanks to my mum and Maureen for providing us with gallons of steaming hot coffee.

Finally, thanks to Andy of Sports Car Supplies for his assistance, sorry we dragged you off the golf course.

Dean Carr.
South Yorkshire Area

THE FINAL WORDS!

I read with interest April Courier regarding 54 years young SPITFIRE drivers. They are mere 'whipper snappers'. I joined the TSSC in 1988 and purchased my Spitfire 1500 in 1988 and have used this car in the summer months since then. Covering up to 600 miles some weekends (weather permitting) and enjoying every mile. What is my age, 72.

AND MORE...

JUDGING by the white haired ladies and gentlemen scorching around Edinburgh in old but immaculate open sports cars, Spitfires included.

I suspect there are more veterans around than your recent correspondents think. I am a 54 year old member who heartily enjoys driving my wife's 77 1500 Spitfire, originally our second car. We could not bear to part with this car which we use from May to October but NEVER in wet weather.

The youthful orientation of Club functions dissuades us, too, from taking part. A veterans section might be a very good idea.

D J Hollingdale

AND FINALLY...

In reply to Graham Watts letter in Courier 130, April 1991. I'm sorry that you are put off from attending Area Meets by reading Area News, but often interesting points are left out due to space.

As we are all aware, any society caters in the main for the majority, but also respects the wishes of the minority.

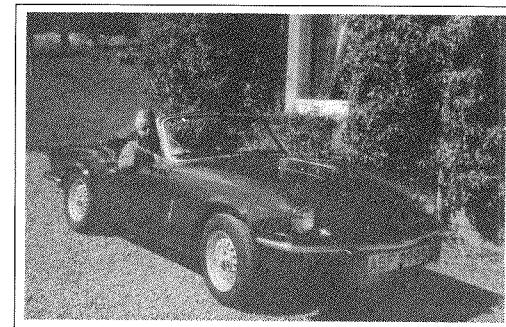
Whilst statistics show that 'veterans' are in the minority I can say categorically that their wishes are definitely catered for in Areas. Having visited, on a regular basis, many Areas over the years, I have yet to come across any Area that has a 'no veterans' policy. Their maturity has been through the mad keen youthful phase to more sedate enjoyment. Perhaps they do not take part in some of the events, but their support is always valued. Their experiences are highly thought of. I would ask you or any other of our mature members, have you ever been to an Area meeting or spoken to the Area Organiser? You should certainly do so. We

can all stay at home and say that elements of the Club are not entirely to our liking, but getting involved means you can change things, most areas will respond enthusiastically to fresh ideas.

One final point, I gather from your letter that you are probably in the prime of life, in your 50s. Spare a thought for just one of our Area Organisers, he's almost old enough to be your father!

Mike Crewes
Area Liaison Officer.

I hope Mike's comments will be taken on board by our 'seniors' and hopefully, this should be the last word. Remember, it's YOUR club whoever you are!
Editor



John HILLS LTD.

Triumph Centre

ARTHUR STREET, REDDITCH, WORCS. B98 8JY
Tel: REDDITCH (0527) 20880 FAX: (0527) 20730

Replacement Parts for
SPITFIRE - GT6
HERALD - VITESSE



TSSC 2-4-1 SALE

2 x Brake Discs-Spit/Her	£21.00
2 x Brake Discs-GT6/Vit	£24.00
2 x Door Mirrors (Blk or Chr).....	£17.00
2 x K & N Air Filters	£35.00
2 x Halogen Headlamps	£22.00
2 x Engine Mountings-Spit/Her	£10.00
2 x Engine Mountings-GT6/Vit	£13.50
2 x Gearbox Mountings-Std	£3.20
2 x Anti Roll Bar Links.....	£16.50
2 x Exterior W/Strips + Clips.....	£12.00
2 x Exterior Door Handles - Spit IV/1500 & GT6 III.....	£57.00
Spit II/III & GT6 I/II	£21.00

All Prices Plus 17.5% VAT
CARRIAGE EXTRA

PLEASE SEND ME
A FREE CATALOGUE
□ SPIT IV/1500 GT6 III
□ SPIT I-III GT6 MkI/II
□ HERALD/VITESSE

NAME

ADDRESS

POSTCODE

NEW 91 CATALOGUE NOW AVAILABLE

Prestige

Superior Quality
CAR HOODS & TRIM
DIRECT FROM THE FACTORY



TAILORED TO FIT PRECISELY

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

FACTORY QUALITY HOODS

- * H/DUTY PVC - Smooth grain black PVC hooding.
- * SUPERIOR VYNIDE - Motor Industry Standard grained vinyl. Used as Original Equipment by British Sports Car manufacturers this vinyl is both flame retardant and U.V. stabilised.
- * EVERFLEX - Superior range of coloured hooding used as original equipment by Rolls Royce. Available in white, tan, beige, red, navy, cream, grey, maroon & green.
- * DOUBLE DUCK - A 20oz black Duck Cloth hooding which offers both a higher degree of wearability and sound insulation over vinyl hoods. Available as a direct replacement to your vinyl top should you wish to upgrade and take advantage of its classic looks.
- * MOHAIR - Top of the range Industry Standard fabric hooding used by leading car manufacturers on luxury cars. Available in black, brown, beige & navy.

WORLDWIDE MAIL ORDER

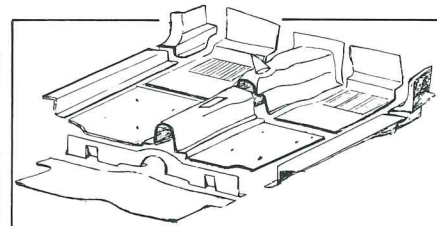
MODEL	H/DUTY PVC	SUPERIOR VYNIDE	EVERFLEX	DOUBLE DUCK	MOHAIR
Spitfire Mk3/4/1500 (zip)	£66.67	£86.75	£108.43	£119.11	£202.62
Spitfire Mk1/2/3	£57.61	£83.49	£104.37	£119.11	£202.62
Herald/Vitesse	£62.79	£83.49	£104.37	N/SUITABLE	N/SUITABLE
Stag	N/SUITABLE	N/SUITABLE	N/SUITABLE	£125.94	£200.09
TR3-5	£84.16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

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

Prestige CARPETS

All sets based on
FACTORY
ORIGINALS

LARGE S.A.E.
FOR COLOUR
BROCHURE



Prestige

SOUND DEADENING KITS

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

INTERIOR TRIM KITS

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

Model	BLACK VELOUR	DEEP PILE	SOUND DEADENING
Spitfire 10 pce	£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

For Matching Tonneaus and Hood Covers, ring for a price



FORGET THE REST!

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

	Seat Covers Per Pair	Doors Pair	1/4 Panels	Rear Panel	FULL PANEL Sets
Spitfire Mk4					
O.E. Black	£60.50	£25.25	£14.70	£19.80	£54.45
Velour	£76.45	N/A	N/A	N/A	£75.90
Coloured Vinyl	£76.45	N/A	N/A	N/A	£65.45
Leather	£148.50	FULL SETS ONLY (VINYL)			

ORDERING IS EASY CALL US NOW! 24 HRS A DAY, 7 DAYS A WEEK

ORDER LINE: 051-608 8683 FAX: 051-608 0439

Quote credit card or cash on delivery (pay postman).

Add the following for carriage NEXT DAY £7.50, POST £3.50. All U.K. prices subject to 15% VAT.

WORLD WIDE DELIVERY SERVICE

U.K. £3.50; Europe £15; U.S.A./Can £22; Aus/N.Z. £40



PRESTIGE AUTO TRIM PRODUCTS LTD.

Prestige House, North Cheshire Trading Estate, Birkenhead, Merseyside L43 3DU



TECHNICAL TIPS

A SCREW LOOSE IN YOUR DIAPHRAGM?

Dear Editor,

A nice easy job for owners of our cars with Stromberg CD carbs is to periodically check the condition of the rubber diaphragm that maintains the seal between the carb body and the piston that rises and falls controlling the needle in the main jet. The rubber perishes with age and the diaphragms develop holes and cracks resulting in very poor performance and uneven running.

My Vitesse had started to run a bit unevenly, especially at lower revs. Sure enough, the diaphragm on the front carb was perished and cracked. You can see the diaphragm as soon as you lift off the top cover of the carb (held by four crosshead screws). Lift out the spring and then the piston, keeping this vertical if you don't want to spill the dashpot oil. Gently stretch the diaphragm and check it all round for holes or cracks. This is also a good chance to check the condition of the needle. Look for wear especially at its broadest point where it runs in the jet hole. Condition is critical as it is very accurately machined.

If you need to renew the diaphragm, undo the four screws holding the alloy retaining ring that secures it to the piston and then the diaphragm lifts out. When replacing it, note that there are rubber pips on the diaphragm's edges corresponding with locating holes both where it seats in the piston and in the carb body.

Now I was doing this job and was alarmed to find that most of the screws in the piston locking rings were already loose! Some were standing about 1mm proud of the ring itself! So I don't see how, regardless of diaphragm condition, there could have been a good seal. So I then checked the rear carb too, and again most of the screws were loose, though the diaphragm was fine.

Gently tightening down the screws put matters right. Don't overdo this as the steel screw will strip the alloy thread for sure.

So it might pay other owners to see whether they have a screw loose in their diaphragm!

Clive Forder

Dear Editor,

QUARTER INCH SQUARE HOLE

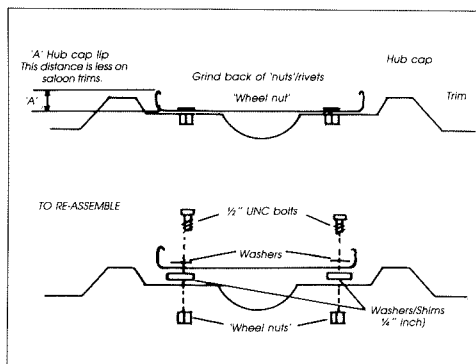
In John Thomason's article on brakes in the Feb. issue, he suggests that to adjust the rear drum brakes, that a proper spanner is purchased, or that a quarter inch square hole is filed in a piece of flat bar. I use the following slightly simpler method. My socket set has a quarter inch square drive, so I select any socket and fit into the end an appropriately sized Allen key. This leaves the quarter inch drive hole to fit the brake adjuster. Have fun,

Ricardo Hetherington

MKII GT6/MKII VITESSE WHEEL TRIMS

Dear Editor,

Have you ever gone out and purchased a nice shiny set of MkII GT6/Vitesse MkII wheel trims and found out that they came from a Triumph saloon and will not fit? Yet! Well, I have come up with a method of modifying these trims so that they will do for our cars. The reason that the trims will not fit is because the Hub Cap which is riveted to the back (by means of the five 'wheel nuts'), has a narrower lip on it than the correct item. Which means it does not protrude out far enough to locate on the wheel lugs. In order to get around this problem it is first of all necessary to grind away the back of the 'wheel nuts' on the trims, this will release the hub cap from the trim.



You will notice that the 'wheel nuts' have a hole in the back, this hole is just large enough to take a UNF half inch bolt, and is soft enough alloy to easily cut a thread. (The bolts which I used were the same type as the ones used to hold the doors on).

By re-assembling the trims and hub caps with washers (shims) between the two, you can raise the level of the hub cap far enough to locate on the wheel lugs. This was a quarter inch on my trims, see diagram.

Care should be taken when reassembling to ensure that the 'Hub Cap' is centered correctly on the trim, otherwise it will run out of true when the road wheel is rotated.

Chris Bradley

WAXOYLED ROOF EDGES ON GT6

Dear Editor,

A tip I would recommend to GT6 owners is to Waxoyl the front edge at the roof. I first drilled an 1/2 inch hole through the top right corner at the door aperture, which will allow access to the inside of the front roof section.

I then inserted a small diameter plastic tube long enough to reach the far side of the roof, this was then fixed into a larger tube and then connected it to my oil spray gun, which was then filled with warmed Waxoyl, thinned with 40-50% paraffin, applying air pressure, then withdrawing the tube very slowly, every area was covered with Waxoyl. You can of course make as many applications as you like.

I have done the sides and wheelarches top and bottom this way, you can use a small rubber plug of the type used around the floor for plugging against ingress and it won't be seen.

In answer to B Hamilton, Preston, I have just had my 59th birthday, having restored my GT6 III. I am now on a MkIV Spitfire, previously, an A35 was a restoration project. I have had a few cars, my delight was a Morgan 3 wheeler, sold in 1961 which I still see around.

I take a lot of pride and joy in my present car, I know it's a young mans area, these cars, but I always say you don't have to be young to enjoy TRIUMPH motoring.

Yours Sincerely,
A Hudson

HEDGEHOGS REVENGE?



Chris enclosed this cutting from a local paper, as you will see, one of 'our cars' has come to grief. Judging by the editors heading, this hedgehog must have had really bad wind!

K & R REPLICAS

For quality 1/42nd scale white metal kits

JUST AVAILABLE:-

Spitfire Mk I / II / III

ALSO:-

Spitfire MkIV & 1500

PRICES: open £18, hood or hardtop £19.00

GT6 MkIII £18.50

Post / Insurance 75p

Sent S.A.E. for full list.

Overseas enquiries welcomed. Beware of copies of our models from Holland!

46 St Helen's Down, Hastings, East Sussex. TN34 2BQ.

TEL / FAX 0424-438662

K&R/491

**FREE
CATALOGUE**

OUR EXCLUSIVE
40/44 PAGE COLOUR
CATALOGUE LISTS
EVERY PART YOU
ARE LIKELY TO NEED.



PHONE

FOR YOUR FREE COPY
OF OUR FULL COLOUR
CATALOGUE & PRICE LIST

FAX, WRITE, OR COLLECT

NOW

SHOP BY PHONE FOR FAST MAIL ORDER

TELEPHONE ORDERING

is easy by
credit card



(0522) 568000 (12 LINES)

**RIMMER
BROS**

QUALITY PARTS FOR TRIUMPH

SPITFIRE IV /GT6 III

SPITFIRE IV/1500

Full Engine (Recon) 1500	£365.00	ex
1300	£365.00	ex
Short Engine (Recon) 1500	£250.00	ex
Short Engine (Recon) 1300	£220.00	ex
Crankshaft (Recon)	£85.00	ex
Oil Pumps 1500	£37.50	
Engine Parts Available.		
Clutch Assembly 1300	£38.50	
1500	£52.50	
Master Cylinder	£42.50	
S Cylinder	£36.95	
Engine Service Kit	£18.00	
Head Gasket Sets 1300	£19.95	
1500	£18.25	
Sump Sets	£7.95	
Radiator (Recon)	£62.50	ex
Gearboxes (Recon) from	£120.00	ex
Overdrive (Recon)	£130.00	
Propshafts	£65.00	
Halfshafts	£50.00	
Differential (Recon)	£140.00	ex
Brake Discs	£12.95	each
Pads	£5.95	
Shoes	£10.00	Set
Copper Brake Pipe Kit	£25.00	
Flexi Hoses	£8.00	each
Master Cylinders	£45.00/£69.00	
Calipers	£35.00	ex
W Cyls	£9.00	
Steering Rack (Recon)	£30.00	ex
Front Shox Std	£15.00	
Spax	£56.00	pr
Koni	£69.00	pr

WE HAVE MOVED, OUR NEW ADDRESS IS:

**RIMMER
BROS**

TRIUMPH HOUSE, SLEAFORD ROAD,
BRACEBRIDGE HEATH, LINCOLN LN4 2NA
NEW TELEPHONE NUMBER: (0522) 568000
NEW FAX NUMBER: (0522) 567600

Triumph Mail Order

JUST A SAMPLE OF
OUR STOCK

• ALL the parts you need • Computerised
Stock Control • Up to the minute Information

Rear Shox Std	£15.00	
Spax	£51.50	pr
Koni	£64.00	pr
Trunnions	£15.00	
V Links	£35.00	
Rear Spring (Original)	£60.00	
Suspension Parts, Bushes Mountings Available		
Wheelbearing Kits	£10.95	
Windscreen Seals	£15.95	
Door Seals	£12.50	
Hardtop / Softop Seals		
Cables - Handbrake	£4.35/£2.75	
Accelerator	£6.00	
Choke	£7.95	
Speedo	£7.50	
Chassis Frame	£495.00	
Front Quarter Valance Steel	£40.00	
Fibreglass	£16.95	
Bonnet Ass'y Complete from	£395.00	
Top Panel	£125.00	
Outer Wings from	£39.00	
Inner Arches, Sill from	£12.00	
Outer Rear Valance	£30.00	
Rear Wing	£90.00	
Bootlid (Steel)	£100.00	
Fibreglass Top Quality	£60.00	
Doors from	£75.00	
Skin	£20.00	
Bumpers	POA	
Laurel Transfers	£3.00	
Others	£2.50	
Carpet Sets (Top Quality)	£57.50	
Front Tailored Mats	£15.00	
Interior Trim, Seat Covers, Foams etc		

Available, please ring

Hardtop (Lenham)	£195.00	
Hood Covers from	£57.50	
D/Duck	£110.00	
Mohair	£165.00	
Tonneau Covers	£49.00/£35.00	
Stowage Covers	£30.00	
Starters	£15.00	ex
Wire Wheel (5) Conversion Kit from	£395.00	
S/S Exhaust Systems 1300/1500	£109.00	
Mild Steel	£50.00/£60.00	
GT6 III		
GT6 Full Engines (Recon)	£525.00	ex
Short (Recon)	£360.00	ex
Oil Pump	£35.00	
Water Pump	£27.50	
Camshaft (New)	£75.00	
Cylinder Heads	£140.00	
Crankshaft (New)	£95.00	ex
Clutch Ass'y	£49.50	
Engine Service Kit	£18.50	
Head Gasket Set	£20.00	
Sump Set	£7.95	
Brake Discs	£16.50	each
Pads	£10.00	
Shoes	£9.00	
Hoses	£8.00	
Suspension V Links	£30.00	
Differential	£140.00	ex
Bodywork see Spitfire		
Carpet Set (Top Quality)	£69.00	
S/S Exhaust System	£119.00	
M /Steel	£80.00	

Ask for our Free 44 Page Catalogue

HOW TO PLACE YOUR ORDER

Please telephone (0522) 568000 to check stock availability, prices & delivery charges. You may forward your written order with a cheque (No cash please). If you are a credit card holder, just quote us your details, or use our Fax facility: (0522) 567600. A 24 hour telephone answering machine ordering service is available to credit card holders.

EXPORT ENQUIRIES WELCOME

All prices are subject to VAT at 17½%. We reserve the right to alter prices without notice. This advertisement replaces all previous adverts and offers therein. All parts offered subject to availability. Errors and omissions excepted.



Triumph

It was in 1989 and coming up to Christmas when a friend of mine mentioned that a garage in Putney where he worked had a Triumph Spitfire 1500 which they wanted cleared out of the way. The car was a one lady owner which was always serviced by this garage.

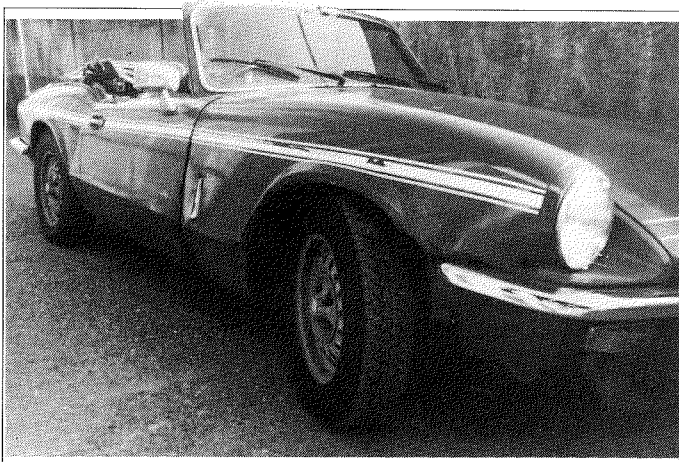
Honeymoon Spitfire

An almost basket case Spitfire, Wedding in sight.

Alan Lacey

Restoration

After being towed in as a non starter, the garage carried out a number of repairs whereupon it was pointed out by the owner that the car required an MOT. As the nearside sill and rear floor by the radius arms had rotted away, it would need yet more money spent on it. The owner decided to cut her losses and told the garage to keep the vehicle to cover the original repair costs. The garage proprietor put the vehicle under cover (almost) with the intention of restoring the car for himself at a later date. Two years later I came onto the scene to 'rescue' TRE 156R. I parted with my money and drove the Spitfire home on trade plates.



A somewhat blemished lady-in-waiting?

'I was to marry my long suffering girl friend, Carole, on the 9th August 1990,

followed by two weeks touring in the South of France courtesy of my French speaking brother-in-law who had already booked a farmhouse which had lots of room, so I gave the registration no. TRE 156R to Brittany Ferries and committed myself to a restoration within a time limit.

TRE 156R then spent the next three months being trailered around various lock-ups until I was able move my Mk. II Zephyr

(a very long term project) after which I had a really good look at the Spit... Oh Dear. It looked a bit like one of those exploding cigars. Nearly every lower panel was in tatters. The headlight support panels, front wings, quarter valences, wheelarches, sill (outer, inner and strengthener), rear wings lower panel and wheelarches, inner B posts, boot floor corners, front footwell edges and rear radius arm bracket mountings were all disintegrating rapidly.

The suspension bushes front and rear were worn out, two shocks were seized and the other two could be operated with your little finger. The brake master cylinder had been leaking for a long time and had removed the paint from the whole of the bulkhead which in turn had rusted. The wheel cylinders had also leaked, ruining the rear shoes and the front calipers were seized. Luckily, the hood had been up and windows closed whilst it was laid up, so the interior was relatively unscathed.

The rebuild started at Easter '90 during evenings and weekends and all the aforementioned panels were replaced. Also, the entire braking system was renewed, including copper brake pipes. The front and rear suspension had to be rebuilt.

Economy for the enthusiast...

BODYWORK

SPITFIRE/GT6 ALL MODELS

Boot Floor	£35.00
Floor Pan Front	£12.50
Floor Pan Rear	£17.50
Floor Complete Side	£27.50
Door Skin	£15.00
Battery Box	£9.33
A Post Filler	£5.85
Outer Sill	£11.95
Inner Sill	£7.95
Sill Stiffener	£4.95
Sill End	£2.95

HERALD/VITESSE

Door Skin	£19.00
Front Wing Herald	£49.00
Front Wing Vitesse	£59.00
Wing Arch Repair	£9.57
Front Floor Pan	£22.50
Rear Floor Pan	£7.00
Rear Wing Lower	£49.50
Outer Sill	£10.00
Rear 1/4 Valance	£15.00
Bonnet Top 12/50	£95.00
Outriggers	£8.50
Rear Extension	£10.00
Chassis Side Rail	£8.50

SPITFIRE Mk.1/3 GT6 Mk.1/2

Front Wing	£49.00
Front Wing With Louvres	£69.00
Bonnet Top	£125.00
Front Valance	£59.50
Rear Wing	£49.00
Rear Valance	£32.00

SPITFIRE Mk.4/GT6 Mk.3

Front Wing	£34.00
Inner Wheel Arch (Outer)	£24.00
Headlamp Support Assembly	£19.50
1/4 Valance	£39.00
Rear Wing	from £93.50
Inner Rear Wing	£79.00
Rear Valance Lower	£25.00
Rear Lamp Panel Spitfire	£55.00
Boot Lid	£90.00

FIBREGLASS

Gearbox Cover	£19.50
Spitfire/GT6 Bonnet	£126.00
Herald/Vitesse Bonnet	£126.00
Spitfire/GT6 Front Valance	£17.50
Herald/Vitesse Front Valance	£19.50
Herald/Vitesse Rear Valance	£19.50
Spitfire/GT6 Front 1/4 Valance	£16.90

TRIM

Stainless Steel Sill Kit	£29.95
Door Tread Plate	£4.95
Boot Rack	£19.00
Bullet Mirror Chrome	£13.50

QUALITY CARPET SETS (BLACK)

Spitfire	£59.50
GT6	£69.50
Herald/Vitesse	£69.50

SEAT COVERS ALL MODELS (spitfire)

Door Panels Spitfire/GT6	Pair £25.50
Tool Bag	£2.25
Headrest Covers	£6.75
Engine Bay Valance (Spitfire)	£5.25
Radiator Side Valance	£4.35
Boot Trim (Tank Cover)	£6.75
Glove Box	£8.25
Seat Base Board Spitfire	£2.63
Seat Base Board Sp. Tfire Mk.4/GT6 Mk.3	£3.75

ALL PRICES EXCLUDE VAT & CARRIAGE
ACCESS & BARCLAYCARD WELCOME

TRIUMPH

S P I R I T S

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



British Sports Car Centre

All prices are correct at time of going to press, although subject to change without prior notice.

S. W. CLASSICS

Stan Walters

BROOK HOUSE
DARTINGTON
NR. TOTNES
DEVON

Tel: 0803 865842

HERALD

GT6

VITESSE - SPITFIRE

STAG's & TR's



REPAIR PANELS OF OUR OWN MANUFACTURE

HERALD VITESSE

Bulkhead Body Mounting Brackets	\$4.00 each
Rear Body Mounting Bracket (front)	\$5.50 each
Rear Body Mounting Bracket (rear)	\$7.25 each
Treadplates - standard	\$4.25 each
Treadplates - heavy 16 gauge	\$5.25 each
Screen Pillar Rain Channels	\$2.00 each
Boot Floor Side Closing Panel	\$7.75 each
Vitesse Bonnet Front Bar (outer)	\$3.50 each
Bonnet Front Bar Inner (with captive nuts)	\$10.00 each
Rear Wing Bottom Repair Section	\$7.00 each
Rear Wing Outer Arch Repair Section ..	\$7.95 each
Boot Side Rain Channel	\$7.75 each
Bonnet 'D' Plates	\$6.75 each
Front Outer Wheelarch Repair Section ..	\$9.75 each
Front Wing Repair Sec. (sidelight area) ..	\$9.75 each
Rear Light Mounting Panel	\$9.00 each
Chassis Side Rail End Closers	\$3.50 each
Exhaust Mounting Brackets	\$2.50 each
Front Valance 'T' Brackets	\$3.25 each
Rear Arch Bump Stop Bkt (MkII Vit only) ..	\$8.75 each
Chassis Rear Upright Section	\$8.50 each
Front Floorpan Rear Edge	\$4.50 each
Door Frame Bottom Repair Edge	\$2.75 each
Vitesse Front Panel Repair Section	\$9.00 each
(around sidelight)	
'B' Post Bottom Repair Section	\$8.00 each
Bootlid to Stay Bracket	\$4.50 each
Accelerator Pedal to Floor Bracket	\$3.50 each
VITESSE MK II BACKLATE (silver finish)	\$38.00 each

METAL WATER PIPES

Vitesse Water Pipe (behind manifold) ...	\$9.50 each
Herald Water Pipe (1200 - 13/60)	\$11.50 each

AVAILABLE SOON

Vitesse MkII rear lower wishbone brackets.
Chassis Main Rail Repair Section around Diff.
Complete Chassis Box-in Kit, in 16 gauge.

All above panels are made in our own metalwork shop and used on our own restorations. Therefore we know they fit.

All prices + P&P and VAT. MAJOR CREDIT CARDS ACCEPTED. Trade Discounts Available. Ring for details.

SPITFIRE/GT6 REPAIR SECTIONS

Spit MkIV, GT6, MkIII Bonnet Hinge Boxes	\$25.00 each
Spit MkIII/GT6 MkII Bonnet Hinge Bracket	\$4.50 each
Sill Front Closing Panel	\$2.50 each
Sill Strengtheners	\$4.00 each
'A' Post to Sill Closer	\$6.50 each
Rear Wing Lower Front Repair Panel	\$7.50 each
Screen Pillar Rain Channel	\$2.00 each
Rear Hood/Deck Rails	\$11.00 each
Front Chassis Cross Bar End Section	\$5.00 each

AVAILABLE SOON

Front Chassis Crossbars, GT6 Tailgate Aperture
Lower Repair Section, Battery Boxes.

**TRADE DISCOUNTS AVAILABLE.
RING FOR DETAILS.
NOW TAKING MAJOR CREDIT CARDS**

RUBBER SEALS

Windscreen Seal	\$14.00
Door Aperture Seal Conv. (black)	\$10.00
Door Aperture Seal Saloon (black)	\$13.00
Windscreen Seal Filler Strip	\$5.00
Boot Seal (near original)	\$14.00
Conv Hood Frame Side Seal (per car set) ..	\$7.00
Bulkhead to Bonnet Seal	\$6.00
Front Valance Corner Seal (per side) ...	\$1.00
Glass Channel Front (each door)	\$3.50
Glass Channel Rear (rigid)(each door) ..	\$2.50
Inner Door Glass Strip (furlflex) (each door) ..	\$2.50

SEALS - SPITFIRE IV/1500 GT6 III

Windscreen Seal	\$15.00
Boot Seal	\$12.00
Bulkhead to Bonnet Seal	\$6.00
Front 1/4 Valance Seal (each)	\$1.00
Glass Channel Front	\$2.50
Glass Channel Rear	\$2.50
Inner Door Glass Strip	\$2.50

ALL PRICES PLUS P&P AND VAT

My father had an unused Sparkrite electronic ignition that had been in his shed for a number of years, listed for the Spitfire, so I decided to fit it. I installed new ignition leads, rotor arm and distributor cap, turned the key.....nothing. After half an hour of fiddling I noticed that the timing chain cover had fairly recent sealant around it....Yes, the distributor was 180 degrees out. After moving all the leads around it fired immediately and positively purred. I took it for its MOT one Saturday and then on down the M4 to try it out. It went beautifully until I decelerated to pull off at Reading, whereupon it spluttered and jerked and continued to do so all the way home. I thought it might be dirt in the carbs so I spent the week-day evenings setting them up, cleaning out the float chambers and installing a fuel filter. I then checked everything again!

The following weekend was the last before our trip to the South of France, a journey of 600 miles so I took a drive to Hastings and once again it was fine until I reached Hastings and decelerated whereupon it spluttered and coughed. It was a hot day so I thought it could be the old Spitfire problem of fuel evaporation. I therefore detoured to SOC Spares near Maidstone and bought a new carburettor heat shield as the original had all but disintegrated. With the new shield fitted, all seemed well.

The wedding preparations then took over so I would have to keep my fingers crossed about the car's problems. I had rushed photographs of the semi finished car to the TSSC for agreed value insurance, then pleaded for my green card. I was told it would take a week but I told them I was getting married and didn't have a week. I received it back within 36 hours together with congratulations for the wedding day.

After the wedding celebrations (I'd been up until 2 am. the night before fitting the spare wheel to the boot rack to make more room for our luggage), I was up very early the following day yawning the headlights and blanking off the left dip. We loaded up the car and were away by 11.30 am. By the time we reached the ferry at Portsmouth (it was a very hot day), the car was spluttering and very hot. We then had a six hour crossing on a very old ferry which shuddered and shook so much that we couldn't sleep. We arrived in Caen, France at 10.45 pm. and started our 500 mile drive. We were knackered. For the first time we had the hood up and this showed up a terrible noise from the diff., like it was breaking up on overrun. I did the only thing I could. Being miles from home, I put the hood down and turned up the radio. Luckily, we were following my brother-in-law's car so we had some tail lights to follow otherwise I'm sure I'd have fallen asleep at the wheel. At least being night time it was cooler for the engine. We drove all through the night with only a two hour stop to sleep at 4 am. when we could stay awake no longer. By lunch time the following day the temperature was already 90. By two o'clock it was 115! The car all but stopped

every time I decelerated. We managed to splutter to the farm where we were to stay, breathed a sigh of relief and looked forward to a relaxing two weeks. The next day after spending a very



Transformed Honeymoon car.

easy morning, it was too tempting not to take the Spitfire for a spin along the quiet country lanes to a medieval town close by. We made it there but the Spitfire would not move without stalling. I checked all the electrics as the petrol flow seemed fine. I happened to touch the electronic ignition and was promptly thrown from the car. The problem it would seem was with them 'Sparkrite'. I switched it to the 'normal' position from the electronic one and from that moment on it ran perfectly including a non-stop 485 mile, 75 mph drive stopping only for petrol in order to reach Caen in time for an earlier ferry than the one on which we were booked. We arrived back home, a round trip of two thousand and fifteen miles - thoroughly enjoyable even with initial teething troubles.

After recouping we decided to attend our first 'Triumph' rally, the XVth STIR RALLY at Lamport Hall. On the way, the steering felt a little heavy so after filling up on the M1, I checked the tyre pressures, something I had not done since before leaving for France. They were all around 10lb/sq in. I inflated them to 21 front and 26 rear and shot off again down the motorway. The ride was horrendous. Every deviation in the road surface jarred the whole car so I decided to stop and let some air out of the tyres as they were obviously over inflated. No sooner had I stopped when a very smart Spitfire4 stopped to offer assistance. The driver had a tyre gauge which would take the guessing out of the deflation. The fronts were showing 50lb/sq in and the rears 56. I'm lucky they didn't explode as the maximum pressure stamped on the tyres was 36lb/sq in. The gauge at the service area was wildly wrong but what a PLONKER I must be for not realising that it was taking such a long time to inflate the tyres. The fact that the car was a foot taller should have given it away! Anyway, we had a great time looking around at the other Triumphs gathered at Lamport Hall. The last time we were there was on the Norwich Union Classic Rally in our 1958 Vauxhall PA Cresta.

PS. Whilst in France, I saw three other Spitfires, one a Mk.IV and the other two both Mk.3's. All French registered and all just as surprised to see me as I was to see them.

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)	£23.80
Sill (pattern)	£ 8.00
Inner sill	£ 7.60
Sill strengthener	£ 4.25
Door skin from	£14.70
Rear wing MkIV	£92.00
Rear wing MkIII	£43.60
Rear inner outer arch	£27.00
Rear valance MkIV	£20.46
Rear valance MkIII	£28.44
Boot floor pan	£40.32
Floor pan, one side	£29.16
Floor cross member	£ 8.64
Rear lamp panel	£56.70

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	£45.00
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

Trimming

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

Suspension and Steering

Front suspension overhaul kit with trunnion, bushes, bolts, nuts and top ball joint	£23.50
Suspension kit less ball joint	£16.25
Steering rack (exchange)	£24.38
Front road spring	£15.00
Front shock absorber	£15.00
Rear spring	£64.00
Vertical link	£35.00
Trunnion	£12.99
Top ball joint	£10.13
Anti roll bar link	£ 8.50
Track rod end	£ 6.32
Wheel bearing kit (front)	£ 9.74

SPECIAL OFFER TO CLUB MEMBERS

SPITFIRE 1500 CLUTCH KIT
£42.50
INC. VAT & POSTAGE



Brakes

Disc Spitfire and Herald (pair)	£22.50
Disc GT6 & Vitesse (pair)	£27.00
Pads Spitfire & Herald	£ 5.67
Pads GT6 & Vitesse	£10.00
Brake hose from	£ 4.50
Rear brake adjuster	£ 7.00
Rear wheel cylinder from	£ 7.50
Handbrake cable (front)	£ 2.15
Handbrake cable (rear)	£ 2.40
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	£36.17
Clutch 1300	£37.50
Clutch 2000	£43.00
Universal joint	£ 6.15
Differential (exchange)	£140.00
Wheelbearing kit rear from	£ 9.74

TELEPHONE ORDERING



Access & Visa

ALL PRICES PLUS VAT UNLESS OTHERWISE STATED

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

TRIUMPH PARTS CENTRE (SOC SPARES LTD).

Warmlake Estate, Sutton Valence, Maidstone, Kent ME17 3LP

Telephone 0622 842612/842539

Fax 0622 842318

SOC/591

ESSEX AREA TSSC

ENTRANCE →



Welcomes

TRIUMPH SPORTS CLUB + GUESTS

INDOOR GO-KARTING

By Andy Cook

I was a cold winters day in February, what better way can you think of spending your time than roaring round a race track indoors rather than risking your Triumph on the icy roads?

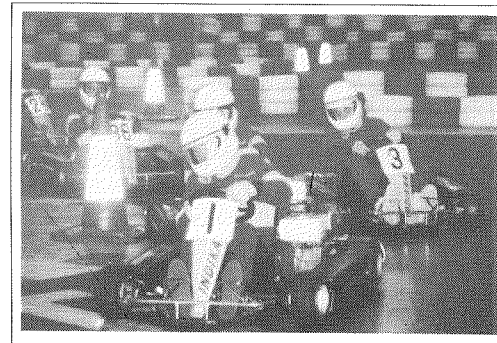
Several Triumphs convoyed from a pub near Chelmsford to Indikart racing in Colchester, the bravest of the drivers even had their soft tops down in the arctic conditions.

There were 37 drivers for this, the 1st TSSC indoor karting Championship. We were all briefed on the technicalities of the 45mph karts and were walked round the tight indoor track and shown the ideal racing line. Then everyone had a practice session and the theory went out of the window!

No 22, Neil Thorne, drove like a man possessed in practice forcing people off the track and eventually crashing in to the tyre wall having collected a market cone.

Indoors on the tight circuit and with the adrenalin running high, the 45mph karts felt like they were doing 90mph! The slick tyres were struggling for grip on the shiny track in the cold conditions and the driving technique became more like rally driving with loads of opposite lock turns.

Then the racing started, everyone had 4 separate races starting at different grid positions with between 4 & 5 drivers in each race. Points were awarded as follows, 1st 6 pts, 2nd 4pts, 3rd 3 pts, 4th 2 pts and 5th 1pt, no points would be scored if you crashed or failed to finish.



Derek Damant No1, leads the pack in one of the heats.

The edited highlights and winners of the heats were as follows:

Race 1 winner: Paul Day No. 9, nice easy win but he fell over walking out of the pits. Drunk again Paul?

Race 2 winner: John English No. 18.

Race 3 winner: Orlando Sargent No.3.
 Race 4 winner: Richard Walbourn No.4.
 Race 5 winner: John Good No. 5., Ron Doolin No.37 tried to short cut the hairpin by crashing through the tyre wall!
 Race 6 winner: Chris Twigg No.14, closely pursued by nutty driver Niel Thorne No.22.
 Race 7: easy win by your's truly Andy Cook No.7.



No.14 Chris Twigg, the champion in action.

Race 8 winner: Bob Hyde No.8.
 Race 9 winner: Geoff Hinds No.35.
 Race 10 winner: nutty No.22, Niel Thorne.
 Race 11 winner: Liz Jackman No.23, Ron Doolin No.37 crashes yet again!
 Race 12 winner: Paul Day No.9 after a fierce battle all the way from Richard Walbourn No.4.
 Race 13 winner: John Good No.5.
 Race 14 winner: Ian Anderson No.6.
 Race 15 winner: Chris Hoyle No.33.
 Race 16 winner: Collin Geer No.27.
 Race 17: stopped due to a multiple pile up caused by nutty No.22 Niel Thorne and involving Ron Doolin No.37 yet again. Winner are the restart was Derek Damant No.1, Ron and Niel crashed for the 2nd time in 1 race!
 Race 18 winner: Paul Day No.9.
 Race 19 winner: Tony Lacey No.10 closely followed by Orlando Sargent No.3.
 Race 20 winner: Chris Twigg No.4, No.17 Steve Henderson was black flagged for forcing another kart into the tyre wall.
 Race 21 winner: John English No.18.
 Race 22 winner: Eddie Tee although Ian Anderson No.6 nearly passed him on the finish line.
 Race 23 winner: Ian Brightman.
 Race 24 winner: Chris Twigg No.14., I got a telling off by the Marshalls for entering the pits full bore at the end of the day.
 Race 28 winner: Chris Hoyle No.33 after barging past No.15 Graham Willcocks on the last corner.
 Race 29 winner: Colin Geer No.27.

Race 30: Paul Day No.9 had an easy win streaks ahead of Ian Brightman No.28.
 Race 31 winner: Tony Lacey No.10.
 Race 32 winner: No.33 Dave Tallon.
 Points awarded were then worked out, everyone took part in a final against people of their own standard with the lowest points winners racing in the first final. The 1st 2 out of each final were awarded a place on the back of the grid for the next final up. The top 4 drivers, Chris Twigg, Paul Day, myself and Colin Greer were automatically through to the 20 lap 'Grand Prix' final.

' Results of the Finals '

Final 1 winner: Jackie Hoyle No.34 (the lowest points scorer) who beat John Smearden No.20 after he stopped whilst in the lead, he thought he had finished!
 Final 2 winner: Steve Henderson No.17, Jackie Hoyle still hanging in there in 2nd place.
 Final 3 winner: Martin Gordin No.2, Jackie Hoyle fights up from 6th to 2nd to remain in contention!
 Final 4 winner No.22 nutty Niel Thorne, 2nd No.26 Guy Smeardon.
 Final 4 winner: No.8 Bob Hyde, 2nd No.21 Clive Smeardon, nutty Niel No.22 black flagged at last for his atrocious driving.
 Final 6: not sure who won this one. No.28 Ian Brightman broke down whilst leading Nigel Mansell style (probably due to his Nigel Mansell style moustache!).



3rd placed Colin Geer in action, the man who sneaked 3rd place on the last lap in the 'Grand Prix' final.

Final 7 winner: Tony Lacey No.10, 2nd Richard Walbourn No.4.
 Final 8 winner: Bryan Perry No.32, 2nd Chris Hoyle No.33, John English No.18 black flagged after causing a 5 car pile up.
 There was then a Ladies Final for the girls, won by Shirley O'Reilly No.25.

Then on to the 'Grand Prix' final to be run over a gruelling 20 laps. Tension on the grid as the theme from BBC's Grand Prix (The Chain, by Fleetwood Mac) blared out over the Tannoy. A fierce battle up front between Paul Day in pole position and Chris Twigg in 2nd, Chris took the lead on lap 5. Until the last lap the leaderboard was, 1st Chris Twigg, 2nd Paul Day and 3rd your's truly, then on the last lap I ran wide on the entry to the esses letting Colin Geer steal 3rd place, I'll get you back next time, Colin!

The final results were:-

1st: Chris Twigg (Essex)
 2nd: Paul Day (Essex)
 3rd: Colin Geer (Sevenoaks)

Ladies Winner: Shirley O'Reilly (East Kent)

Bent Axle award to the most unlucky driver presented to Jackie Hoyle (Essex).

There was a prize giving ceremony with trophies for the winners, Chris Twigg was also presented with a winners hat (look out for it at future club meetings).

Everyone who took part agreed the event was a great success and the Essex Area intend to run another one after the summer, maybe repeating it as an annual TSSC event. Watch out in the Courier for details, numbers will be limited to a maximum of 40 drivers.

Thanks to everyone who supported the event and to Indikart racing who ran a slick and professional operation.

SPRING IS ON THE WAY!

If you need new parts for your club car, why not ring the TSSC Special Offers and get them to give you a quote for that exhaust, new hood, brake pipes, safety belts (inertia and static), touch up paints (most colours stocked) etc.

0858 434424

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

WE CAN OFFER TRIUMPH OWNERS:
 ★ FAST MAIL ORDER SERVICE ★ HELPFUL COUNTER SERVICE ★ TOP QUALITY BRANDED NAMES ★
 FREE ILLUSTRATED PRICE LIST

BODYWORK SPITFIRE — GT6

Front wing (orig) Spit 1-3, GT6 1	£45.00
Front wing (orig) GT6 2	£65.00
Front inner arch outer sec. Spit 1-3, GT6 II	£25.50
Front wing Spit IV/1500, GT6 III	£35.00
Front inner arch outer sec. Spit IV/1500, GT6 III	£25.50
Full sill (Original), all models	£24.75
Full sill (Reproduction), all models	£10.00
Door skin, Spit. IV/1500, GT6 III	£15.95
Door skin, Spit I-III, GT6 I-II	£14.99
Rear wing (Original) Spit I-III, GT6 I-II	£46.00
Rear wing (Original) Spit IV/1500	£97.00
Rear Valance Spit I, II, III	£32.00
Rear valance Spit IV/1500	£26.00
Boot lid Spit IV/1500	£100.00

BODYWORK HERALD — VITESSE

Front wing 13/60 (inc. rear reinforcing strip)	£45.00
Front wing, Vitesse (inc. rear reinforcing strip)	£60.00
Front wing arch repair	£ 8.45
Front inner arch outer section	£24.60
Door skin (original)	£28.75
Door skin (repro)	£18.50
Sill	£ 9.25
Rear wing	£50.75
Rear wing arch repair	£ 8.50
Rear quarter valance	£13.00
Rear centre valance, Herald	£31.25
Rear centre valance, Vitesse	£28.75

RADIATORS (REMANUFACTURED) LIFE TIME GUARANTEE

Spitfire III, IV/1500	£46.50 Ex.
Herald	£43.00 Ex.
Vitesse	£71.50 Ex.
GT6	£79.00 Ex.

HOODS (BLACK ONLY)

Herald/Vitesse	FROM £58.00
Spitfire IV/1500	FROM £61.00
Spitfire III	FROM £50.00

STEERING AND SUSPENSION

Steering rack, Spitfire, Herald, Vit. 1600	£25.00 Ex.
Steering rack, GT6, Vit. 2 Litre	£25.00 Ex.
Lower steering coupling	£13.50
Track rod end	£5.00
Front shock absorbers	£30.00 pair
Top ball joint	£8.85
Trunnion block (Original)	£10.50
Rear leaf spring, Spit IV/1500, GT6 III	£45.00
Univesral joint	£4.60
Rotoflex coupling (Original)	£23.85
Rear shock absorber (all Non Rotoflex)	£27.00 pair

PLEASE ADD POSTAGE & 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



WORLD WIDE MAIL ORDER



☎ (0332) 557661

A/STONE491

CLUB OFFICE

The following services are available from the Club Offices

TSSC MEMBERSHIP

£26.00 UK £27.00 EUROPE £30.00 OVERSEAS

RENEWALS

£24.00 UK £27.00 EUROPE £30.00 OVERSEAS

TSSC REGALIA - MAGAZINE BACK ISSUES

TSSC INSURANCE INFORMATION PACK

Main Street, Lubenham,
Market Harborough, Leics LE16 9TF

Telephone (0858) 434424

FAX (0858) 431936

TSSC SPECIAL OFFERS

Telephone 0858 434424

TSSC INSURANCE

QUOTATIONS - FOOTMAN JAMES & CO
TEL: 021 561 4196 (TSSC Insurance)

VALUATION SERVICE — PAM GRIFFITHS TEL:
(024975) 8807

TSSC HANDBOOK

Main Street, Lubenham,
Market Harborough LE16 9TF. 0858 434424

TSSC VIDEO LIBRARY

STEVE LOVE - 19 Roughmoor Crescent,
Taunton, Somerset TA1 1EU 0823 333212

TSSC SPECIAL OFFERS

T.S.S.C. Main Street, Lubenham, Market
Harborough, Leics LE16 9TF. 0858 434424

RAC SCHEME

TRIUMPH SPORTS SIX CLUB - Main Street,
Lubenham, Market Harborough LE16 9TF

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.

TSSC PO BOX 28 Market Harborough LE16 9TF -
TEL 0858 434424 FAX 0858 431936

TSSC ACCOUNTS

BILL SUNDERLAND CLUB MANAGER — Send
to Club Office Market Harborough

TSSC OFFICERS 1991

Technical 4 Cylinder:

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

Technical 6 Cylinder:

T.B.A.
Herald 948/1200
Chris Longhurst 30 Shannon Close, Grove, Wantage,
Oxon OX12 7PT Telephone N/A

Herald 13/60
Dave Beardsley 10 Swooder Close, Barton Hill, Luton LU3
4BJ. Tel: (0582) 493905

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

Vitesse 1600/MkI/II
Mac Reynolds Chez Nous, Potters Lane, Boscastle,
Cornwall PL35 0AP. Tel: (0840) 6691

GT6 I/II/III
Jasper Bacon 2, Weavelands Farm, Hindon Lane,
Tisbury, Salisbury, Wiltshire, SP3 6QE
Paul Hemming 3, Sunwell Terrace, Marple, Stockport,
SK6 7JP. Tel: (061) 449 9518

Bond
Peter Jacklin 76 Five Arches, Orton Wistow,
Peterborough PE2 0FQ
Telephone (0733) 232818

Specials
Dennis Graves 13 Austin Ct. Irchester, Northants.,
NN9 7AX Telephone (0933) 313166
Trevor Collett 14 Lodge Road, Fetcham, Surrey
KT22 9QY Tel: (0372) 376661

Amphicar
David Chapman 5, Sheringham Rd, Worcester WR5 3RA
Telephone (0905) 763192

Competition Secretaries
T. Lindsay-Dean 42 Gladstone Ave, Feltham, Middx
TW14 9LL Telephone 081 890 6777
(Race)
N. Sleightholm c/o 2 Peryam Crt., Peryam Cresc.,
Heavitree, Exeter EX2 5LQ Tel: (0392)
79326 (messages only)

Sprint/Hill Climb
Kim Pearson 23 Belmont Rd, Wallington, Surrey, SM6
(Race Liaison) 8TE

International Liaison
Leon Guyot 5 Kenilworth Ave, Wimbledon, London
SW19 7LN Telephone 081 947 7659

Events & Equipment
TSSC OFFICE Main Street, Lubenham, Mkt Harborough,
Leics LE16 9TF Telephone (0858) 434424

Archivist & Librarian
Mike Costigan 'Dumble Rise' 38 Ridgeway, Southwell,
Notts NG25 0DU. (0636) 814050

Show Car Register
Dennis Benson 'Courier Cottage' 78 Barley Mow Ln,
Catshill, Worcs B61 0LP Tel: (0527) 77059

Area Liaison
Mike Crewes 112 Blackmoor
Bedfordshire



Shop Now Open!

For all your
Regalia needs
make your choice
from the brochure
or why not call in to the
club shop, open 9-5pm and
save the postage charges.

