



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.	£63.00	£39.00	£34.00
Black Canvas	£105.00	£60.00	£44.50
Black Mohair	£179.00	£95.00	£65.50

Spitfire Mk. 1,2,3

Black P.V.C.	£63.00	£39.00	£34.00
Black Canvas	£99.00	£60.00	£44.50
Black Mohair	£179.00	£95.00	£65.50

Spitfire MkIV/1500

Black P.V.C.	£74.00	£39.00	£34.00
Black Canvas	£120.50	£60.00	£44.50
Black Mohair	£182.00	£95.00	£65.50

303 Goldhawk Road

London W12 8EZ

Tel: 081-748 7823

Fax: 081-563 0101

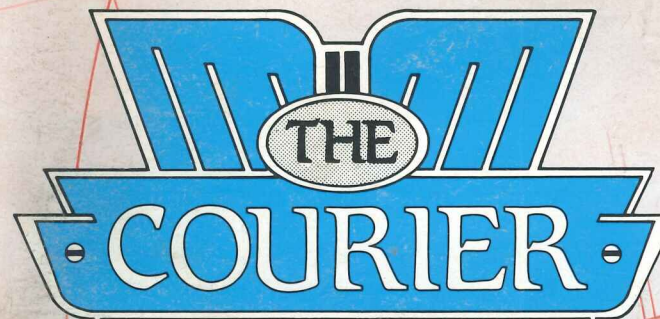
ALL PRICES EXCLUDE

VAT & CARRIAGE

ACCESS & BARCLAYCARD

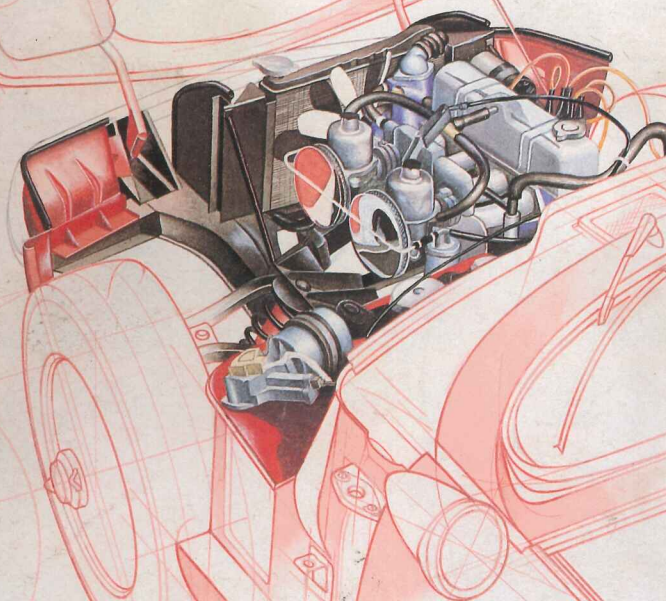
WELCOME

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



TRIUMPH SPORTS SIX CLUB - OCT 1991

136



**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.**



THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.12 No. 136 OCTOBER 1991
Price £1.50 Free to Club Members

CLUB HEADQUARTERS

Main Street, Lubenham, Market
Harborough, Leics LE16 9TF
TEL: 0858 434424
FAX: 0858 431936

Office open between

9am - 5pm Monday to Friday
9.30am - 12.30pm Saturday

CLUB MANAGER

Bill Sunderland

OFFICE MANAGER

Trudi Squibbs

MEMBERSHIP ADMINISTRATOR

Angie Hill

TSSC OFFERS MANAGER

John Muggleton

TSSC OFFERS ADMINISTRATOR

Diane Spence

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

GENERAL SECRETARY

Peter Williams

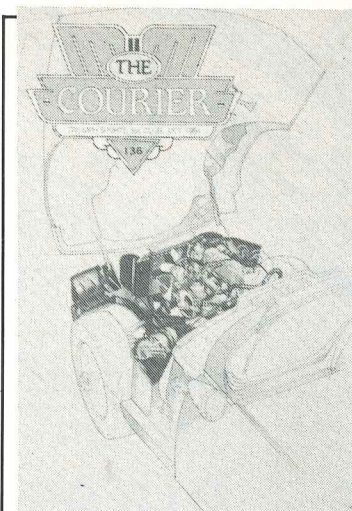
10 Chesham Rise, Cherry Lodge,
Northampton NN3 4XP
Tel: 0604 405416

COMMITTEE MEMBERS 1991

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 Jason
Darby

Contents

Comment	5
News Review	6
The Sharp End	7
Autorama	11
Cop Shop	14
Vitesse Register	18
TSSC Offers	20
GT6 Register	22
13/60 Register	27
Amphicar Register	29
Racing News	30
Bond Register	31
Specials Register	33
Spitfire IV/1500 Register	35
TSSC Regalia	42
Zip Strip Hooray	45
Herald/Vitesse Restoration	51
International Liaison	58
TSSC Heritage	60
Pen to Paper	61
I've Started so I'll Finish	66
MkIII Spitfire Special	71
The Spike Speak Column	75
Bromley Pageant	76
Seven went to Switzerland	79
Tommy the Triumph	81
Officers	82

Plus Area News Review/Classified Newspaper

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



Regalia Sale

SHELL SUITS

JACKETS £27.50 £19.95	TROUSERS £26.50 £18.95
--	---

COMPLETE SUIT £35.00

WHITE V NECK JUMPERS

CLUB LOGO

~~£16.99~~
NOW £10.95



BADGE
£1.50

WHITE DESIGNER SWEATSHIRTS

Club - GT6 - Herald - Vitesse

~~£13.50~~
LAST CHANCE TO BUY AT £9.95

ANY SINGLE ORDER EXCEPT BADGE

P & P £1.00



How to order

By phone (0858) 434424
 By Fax (0858) 431936
 or by cheque/postal order
 to:- TSSC Regalia, Main Street,
 Lubenham, Mkt. Harborough,
 Leics. LE16 9TF.



COMMENT

Bill Sunderland

Yet again our Club has come out on top! With the hope the current recession is nearing an end, the TSSC has had an amazing September renewal.

Although we now run on a rolling membership, we still have over 3000 September renewals, and most have renewed, laying the foundation for yet another successful TSSC year.

The Club financial year end has just passed and we have had a tremendous year considering the economic climate. Our Special Offers department has the added benefit of Diane Spence who administers along with John Muggleton, as our offers department expands you will see many new lines to make your Triumph more enjoyable — next month the new expanded price list will be sent to you.

Extended Service to Club Members.

You may have noticed the new TSSC Classified Advertisements form. The Triumph Sports Six Club have teamed up with EMAP Publications, whose titles — Practical Classics, Popular Classics and Classic Car Weekly, the UK's leading classic car magazines — in a package for selling your Triumph. You can now advertise in the Courier + the above three magazines for just £24.00, this gives your Triumph and the Club fantastic exposure with two page adverts in each monthly — take a look!

NEW CLUB

Some of you may have received information on a new Spitfire club based in the Redditch area. Rest assured no information on your address or car details has been supplied by the TSSC. In fact if you have bought parts or requested catalogues from a trader in the same area lately, this is where the brochure information originates. We feel that although this may

be a way of selling more spares than general advertising, in our opinion a new club formed solely to take advantage of the largest percentage of 'OUR' cars (or biggest market place) is an unwelcome addition to the classic car scene at present. Diluted membership can only weaken the efforts of the TSSC as an independent and impartial force to pursue the spares suppliers and re-manufacturers on your behalf. Obviously most of our clout is due to the Club's size. The spares supply remains active and very competitive (helping to hold down prices to a sensible level) due again to our resolve in SUPPORTING our traders and not directly competing with them in original spares supply. With our mechanical commonality, spares originated from Spitfires often suit the rest of our cars, so becoming part of a one-marque owners club, apart from being elitist, is also we feel non supportive of your fellow members and Spitfire owners can only lose the benefits of their common knowledge and comradeship. As always in our opinion, the TSSC is the only club for Herald, Vitesse, GT6 and ALL Spitfire owners and we hope you feel so to!

Triumph World

Triumph and MG World was rather disappointing due to lack of trade and member participation. The idea is very sound and organisers, Plus Shows have one of the best track records in the business organising Classic Car shows. Let's hope everyone concerned can get round the table and make a future show a success as Triumph/MG have proved — together is better than apart!

Recruitment Drive 1991

Once again, thank you everyone who participated in this years drive for new members. The winners are as follows:-

1st prize £100 — TSSC Vouchers — Kevin J Aylett/Julia Barham

2nd prize £75 — TSSC Vouchers — John Snook

3rd prize £50 — TSSC Vouchers — Nicholas Cavan

10 x Runners up £25 TSSC Vouchers

Christopher Sheridan — Ian Wheater — Paul R Hewett — Robin and Ralph Milner

Sheila and Diane Hanes — Christopher Twigg — Jonathan del Mar — John F Eade

Ian Gresley-Jones — Richard Dredge.

Area Prize:- Anthony Richardson, Derby area. Brian and Gwendoline Samson, Kirkcaldy, Fife.

The Area prize was a dead heat therefore a shared prize. Although the main prizes have been won, keep giving the cards out as prizes will be given throughout the winter months and remember, this is one of our most effective ways of spreading our Clubs name and Services — keep Club Cars on the road — keep recruiting.

NEWS REVIEW A.G.M.

Calling all **AREAS**. I think I've already had an Area offer to hold the next A.G.M. down a mine but just in case any other Areas would like the chance, offers are invited for Areas to stage the 1990/91 A.G.M. We expect to hold the meeting sometime in March 1992, exact date to be confirmed later. Please contact Peter Williams, General Secretary for further information if you would like to help.



GT6 XJH 291M and Herald BYF 65H wish to announce the formal engagement of their proud owners Ruth Cartlidge and Bev Warren.

Photo taken at Stafford 91.

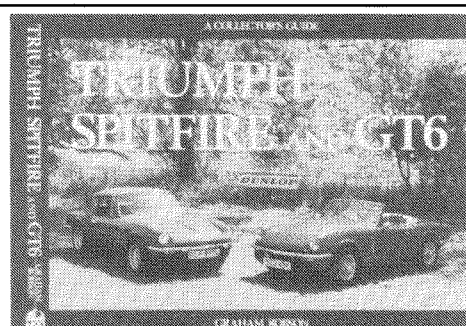
SPEEDSCREENS

Speedscreens, the North London based windscreen company, are currently arranging re-manufacture of side windows for the Herald/Vitesse range of saloons and convertibles, these will be available in clear and green tints, as individual pieces or complete sets.

They are also considering manufacturing heated rear windows for the saloons but can only do so if there is sufficient interest to produce a viable production run.

Speedscreens will also offer wind-screens for any vehicle to club members at special rates.

For further information contact Deborah Farley on 081 207 2907 daytime, or John Sadler on 081 297 1751 evenings.



NEW BOOK FROM GRAHAM ROBSON

In ten informative chapters (plus a varied selection of photographs, some previously unpublished, and the usual comprehensive Collector's Guide appendices), the author details the history and development of the various Spitfire and GT6 models and explains their relationship to the Herald and Vitesse. Racing and rallying are covered, and there are two chapters devoted to practical ownership and renovation, from both the mechanical and bodywork viewpoints.

The final result is a long-awaited book capturing almost ever detail, and every tiny nuance, of the life and times of these memorable and appealing little sports cars.

PRICE £15.25 inc. P&P from
TRIUMPH BOOKSHOP



0858 434424/432110



THE 'SHARP' END

Paul Swanson

I KNOW Bill has given me an introduction elsewhere in the Courier, so I won't bore you with a re-run of that. Suffice to say that it is very nice to be back after all these years. I felt very honoured to open the new headquarters. I would also like to say hello to all the old members who I have not yet had a chance to meet again.

The Club has of course changed a lot in 10 years, the idea of employing a full time staff team was but a pipe-dream in those days. I was very impressed with the aura of professionalism which is now immediately apparent when you read the club publications.

I was equally struck though, by the original spirit of friendliness which we managed to raise when the Club first started. I was determined from the outset that we would not become elitist, I had suffered from being a new member in a motor club many years ago, being the new member is being ignored by the established clique.

However back to my original task, I needed to find out what the Club's employees actually did for a living and what it's like for them to deal with 16,000 plus members.

I also realised that many of the Club members probably didn't know a lot about the running of the new headquarters, therefore I thought it might

be an idea to share with you what I discovered. I found a spare afternoon during the working week and spent several hours with the team at the 'Sharp End'.

I was amazed at the amount of work they had to get through, the phones constantly ringing, the advice being given to members and the orders taken. The phone calls ranged from how to join, to the benefits of fitting Spax shockers to a Spitfire. I suspect that like me a lot of us didn't realise the amount of sheer hard work that goes into keeping the headquarters servicing the requirements of the members. I shall in future spare a thought for the person on the other end of the phone at the Club, my lasting impression was the phone constantly jingling with staff taking calls, and watching the lights begin to pile up on each phone as more people rang into the system. I remain very very impressed. Now MEET THE 'TEAM'

NAME: Bill Sunderland.

BORN: Berkhamsted. Moved to Market Harborough area 1978.

FAMILY: Wife, Jo, who works part time for club and daughter Jennifer, aged 3.

PREVIOUS EMPLOYMENT: Bartholomew Publications — Area Manager.

JOB TITLE: Club Manager.

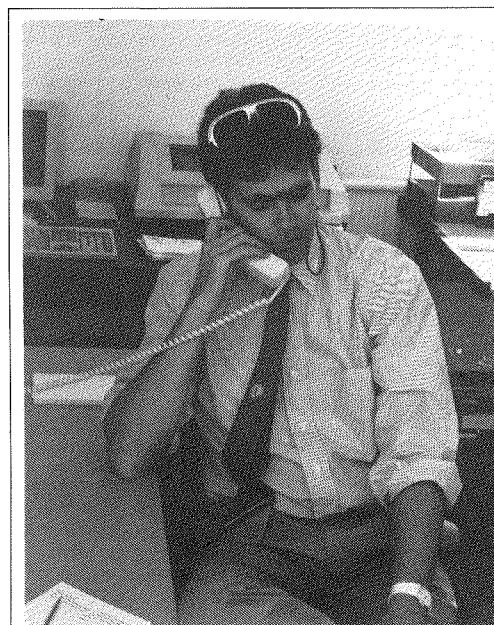
JOB DESCRIPTION: Running the Headquarters on a day to day basis, trying to obtain better deals with suppliers and services, sorting out queries as they arise, being responsible for everything from making sure the rubbish is put out to negotiating with Insurance Underwriters for the Club's Insurance.

HOBBIES: Club Cars, sailing Enterprise Dinghy, travel, supports Watford Football Club.

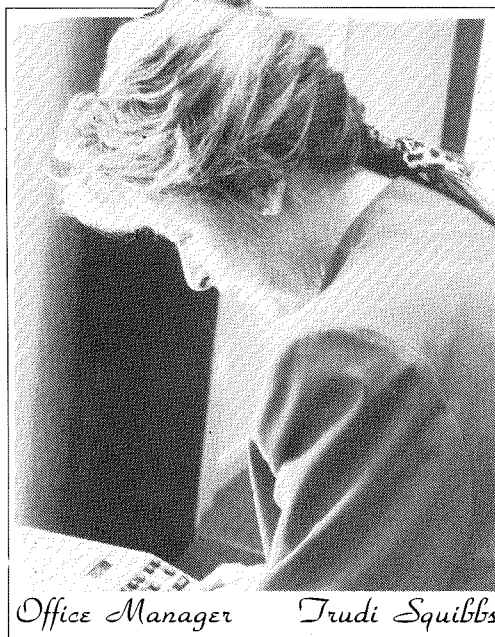
WORKING FOR THE CLUB: I like the feeling of the Club being successful — that keeps me going each day.

The things that are difficult are the increasing complexity of the organisation, the associated paperwork, although everything is computerised we still generate a lot of paper work.

I sometimes miss the old days when you could walk through a Club meeting and know most of the members, it's obviously well past that stage now and we need a large powerful club to give the best possible service to the members — and that is the Triumph Sports Six Club.



Club Manager Bill Sunderland



Office Manager Trudi Squibbs

NAME: Trudi Squibbs.

BORN: Chepstow, South Wales.

FAMILY: Husband Chris (helps out at club) and son Matthew, 18.

PREVIOUS EMPLOYMENT: Textile company, wages and computers.

JOB TITLE: Office Manager + Finance Committee member and General Committee member.

JOB DESCRIPTION: Anything to do with money and banking, ordering and approving Club Regalia with Bernard, invoices etc and processing monthly statements with Bill Sunderland. RAC renewals, co-ordinator with DVLC to trace and re-register original number plates for members, co-ordinate Club Calendar for International, National and Area Events, liaison with other Car Clubs for joint events etc plus 20,000 financial transactions per year.

HOBBIES: Oil painting.

WORKING FOR THE CLUB: I like the challenge of working for the Club, it's great to see it still moving forward at such a pace, each month we seem to get larger — more efficient. I like to keep track of the Club record and I have wall charts showing our sales graphs which I think encourage all of us, when we can see the line rising to the top each month. The only thing I miss is having a Club car running. Mine is off the road in bits and I feel quite envious when I see an open top Club car on a nice sunny day.

NAME: Bernard Robinson.

BORN: Liverpool, moved to Northamptonshire age 6.
FAMILY: Wife, Jo, and two sons, Tom 3 years, Jack 3 months.

PREVIOUS EMPLOYMENT: Graphic designer with advertising agency.

JOB TITLE: Editor, Courier magazine (Freelance).

JOB DESCRIPTION: Design artwork and paste-up of all TSSC printed matter from letterheads to Regalia and of course the Courier & Review monthly. Courier production takes up most of my time as I have to assess and approve articles, deal with all the trade advertising and then produce the artwork plus liaise with the printers. Our print run currently uses up 11 tons of paper using 4 different printers and is then 'finished' by Mick Peak at Peak Print. As everything is produced 'in house' it is quite a challenge to juggle all these eggs and of course it all has to come together come hell or high water by the 15th of each month, so no time allowed off until then. I also work closely with Trudi on Regalia design ideas and manufacturing and of course with John on all the TSSC Offers promotions. Apart from the design side there's the shows around the country and I'm responsible for making sure that everything arrives on the trailer which usually entails packing it at both ends and of course manning the stand. We also generate a lot of technical articles this end mainly with Pete Williams. So you could say I'm kept busy, but I enjoy the variety. Courier production facts: On average a hundred separate halftones have to be made from photographs supplied. Colour covers are printed 4 months in advance from colour slides.

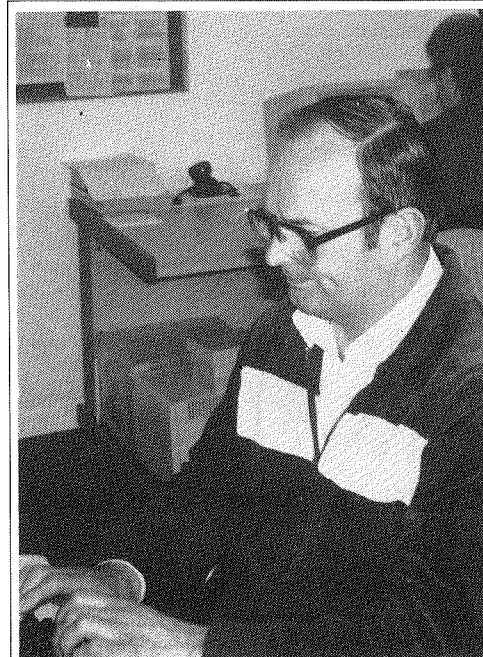
HOBBIES: Running and building my Herald Coupe, GT6 MkII and Macao Spitfire, plastic modelling and hunting for spares.

WORKING FOR THE CLUB: Well, I've been involved in one way or another from Courier No 50 so I've seen a lot of changes in the magazine and staff over



Courier Editor Bernard Robinson

the years but my enthusiasm for the marque has never altered and helping to keep it in the forefront of the classic car scene is what keeps me going.



Typesetter

John Fairey

NAME: John Fairey.

BORN: London, now at Irthlingborough, Northants.

FAMILY: One son, Andrew, 23.

PREVIOUS EMPLOYMENT: TYPOGRAPH (Motor Cycle News).

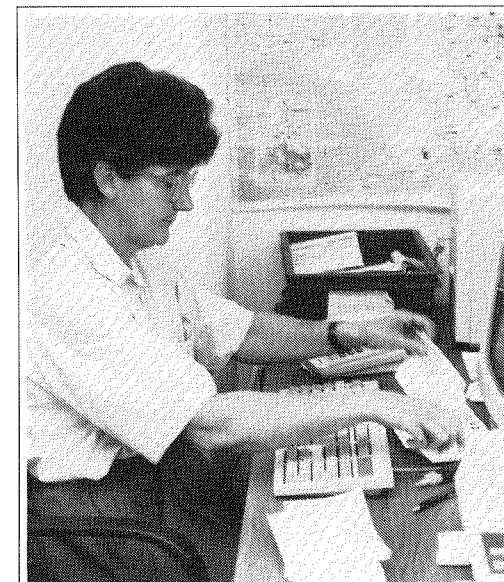
JOB DESCRIPTION: Typesetting, Classified Adverts, setting, sorting, trying to make sense of adverts. Working with Bernard to produce the Courier on time. Answering the phone on technical enquiries and non technical ones. Working at the shows. Trouble shooting the day to day problems at the club from cleaning out the drains to sweeping the car park! Helping with rebuilding of cars and bits for the technical articles.

PRODUCTION FACTS: One page of Courier approximately every 40 minutes from rough copy to PowerPage ready for paste-up, this is about 6-7,000 keystrokes. Classified Adverts, a plea from the heart, *please make the telephone number clear!*

HOBBIES: Keeping sons car going!!!! Messing about in boats, motor cycling, canoeing, biking, restoring my Spitfire MkIII (yes lads, it *really* does exist!). In fact tinkering about with anything mechanical.

WORKING FOR THE CLUB: The variety of work which enables me to get away from the keyboard screen now and again. The premises are really the best environment I have worked in. Deadline pressure can mean the odd error creeping in but this is mainly due to phone interruptions breaking concentration. Trying to interpret handwriting takes up a lot of time. I am constantly surprised

at the lengths Club car owners go to to keep their cars in good condition for the shows, i.e. Concours cars.



Membership Administrator Angie Hill

NAME: Angie Hill.

BORN: Nottingham, now lives at Great Easton.

FAMILY: David 17, Andrew 21, Diddi 23.

PREVIOUS EMPLOYMENT: Property Management.

JOB TITLE: Membership Administrator.

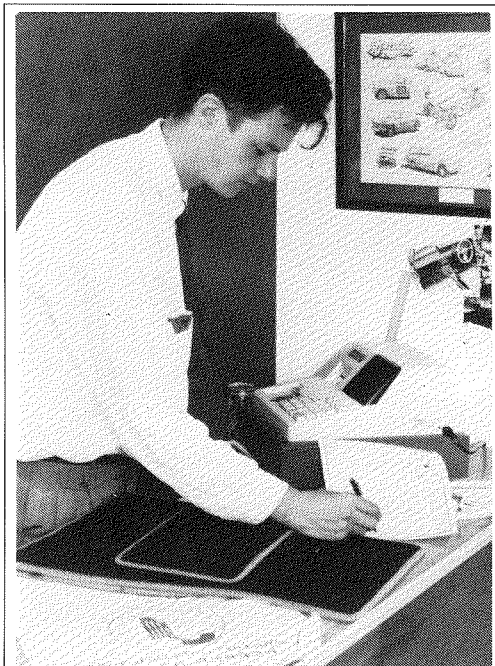
JOB DESCRIPTION: Dealing with new members, membership renewals, making up introductory package for new members, making up the day book, issuing new numbers, all then to be transferred to computer. Membership renewals now 50/50 cheques and credit cards. I process approximately 100 new members per week. The busiest month for me is September with regard to renewals. The reminders are sent out one month before the due date, an average of 700 approximately per month.

HOBBIES: Horse riding, all sports, ex County Badminton Player.

WORKING FOR THE CLUB: Great atmosphere, I am allowed to get on with my own job. Members are so dependent on the Courier that irate phone calls are received if it is two days late arriving through the door!

Of course we must not forget to mention Jo and Joyce Sunderland and Pete Williams who although part-time, make an invaluable contribution to the smooth running of the new headquarters.

NAME: John Muggleton.
BORN: Northampton, now lives at Naseby.
FAMILY: Single, lives with parents.
PREVIOUS EMPLOYMENT: Contracts administrator with Insulation Company.
JOB TITLE: Special Offers Manager.
JOB DESCRIPTION: Everything from taking orders to mailing items out to the members — 90% of items are sent by mail, most of the orders are taken over the phone and paid for by credit card. Preparing drafts of advertisements in the Courier for the Special Offers. Saturday mornings is a busy time for over-the-counter sales. Overseas members turn up in mini convoys and take away large quantities of club items.
HOBBIES: Fishing, football, table skittles (this game is peculiar to the Northamptonshire area, the skittles are on a padded table and you throw wooden 'cheeses' at them, odd, but requiring a fair degree of skill to avoid bouncing the 'cheeses' around the bar!)
WORKING FOR THE CLUB: I get plenty of variety, we help each other out when any area of the club gets very busy — it's difficult to plan your working day as the phone never stops ringing and your priorities change daily. Members expect you to be an expert on every part of the cars which makes it difficult at first, but you soon pick it up. A lot of members are amazingly obsessive about their cars and will spend large amounts of time and money to keep them going. There are enough phone calls for the Club to be open 24 hours a day, 7 days a week, but we do have to go home now and again!



Offers Manager John Muggleton



Offers Administrator Diane Spence

NAME: Diane Spence.
BORN: Loughborough, now lives in Market Harborough.
FAMILY: Three boys, 12, 16, 20.
PREVIOUS EMPLOYMENT: Telephone/Receptionist for a valve manufacturer who supplied safety relief valves all over the world. Very boring!
JOB DESCRIPTION: Processing orders for Special Offers and Club Regalia. Most orders are taken over the phone. If the items are in stock, they are invoiced and then despatched same day. Also keeping track of paper work for orders etc.
HOBBIES: Walking, swimming, reading. I am at present thinking about buying a club car.
WORKING FOR THE CLUB: There is a nice friendly atmosphere here. I've only been here two weeks and like the job very much, some of the members ask technical questions which I then pass on to other members of staff. If a member bumps their car and then orders new items for it, they tell me all about it. I usually feel very sorry for them when they cry on my shoulder over the phone! I also get a lot of phone calls from overseas members, Holland, France, Switzerland etc. I find the members very friendly and it's very nice working with them.

Autorama

IN AND AROUND THE TRADE SCENE

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

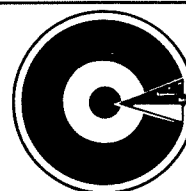


New from McArdle Fabrications, specifically designed for Spitfire/GT6 and Herald/Vitesse, are these body trollies.

Enabling you to move your bodyshell around with ease and so minimise shell damage. The tub mounts directly on its chassis mounts and brings the whole thing up to a decent working height. Well designed with a quality fabrication I don't know how I managed without one, plus it folds flat for storage. Tel: **MacArdle Fabrications** for details on (0203) 612463.



Very exciting news from Roland Drew at Swindon Classics. This month Roland is expecting delivery of his latest remanufacturing line, namely:- **FRONT VALANCES COMPLETE IN STEEL** to suit Herald 13/60 and Vitesse, also available will be just the end sections as repair panels. Demand is expected to be high so order now! Swindon Classics also have on offer Herald/Vitesse door tread plates made in aluminium with what Roland calls his 'polka dot pattern finish'. When fitted they look very original. These are on offer at £10.00 each. To order these or if you want more details on those valances, ring Swindon Classics on (0793) 611098.



CENTRAL SPITFIRES
RUST-FREE CARS AND SHELLS
FROM SUNNY CALIFORNIA!

0543-682214
FAX
0543-673401

GT6 MkIII 1971, recon cylinder head, A1 condition. Due in October **£3,500**
 GT6 MkII 1969, superb condition. Due in October **£3,250**
 Spitfire MkIIIs, various conditions, from **£2250**

All these cars can be converted to Right Hand Drive at reasonable cost
 Spitfire 1500/MkIV shell, mint condition, any inspection **£1,750**

We are now taking bookings for restoration work in 1992 — Please phone for further details.

Special offers on parts, both new and pre-used.
OPEN SEVEN DAYS A WEEK!

UNIT 2, OVERTON FARM, COPPINOOK LANE, HAMMERWICH, WALSALL, WEST MIDLANDS. WS7 0LL

CAMBRIDGE TRIUMPH SPARES

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

10% discount to all members! Please remember to mention this when you telephone as correcting this afterwards is not always possible. For the benefit of new COURIER readers, we give 10% discount off our normal retail prices to all members who quote their TSSC membership number.

However, prices below are not subject to further discounts as these prices are already reduced. Please call us for full price list, sent free by return. Just remember, autumn rebuild season will soon be with us, BE PREPARED.



**SPIT TYPE 14
ORIGINAL BRAKE
CALIPERS, BRAND
NEW, NOT RECON,
OUTRIGHT PURCHASE
£79 pair**

plus TYPE 12 PISTONS,
RARE PART, REMANUFACTURED IN
IN STAINLESS £11.50 each



**PANCAKE
AIR FILTERS
£11.90 pair**

Solex carburettor kit, Herald.....£19.95
Heater hose sets (including 10 Jubilee clips).....£12.00
TRIUMPH 'SHIELD' type keyring, leather.....£3.75
TRIUMPH 'SHIELD' type gearknob.....£5.25

SPECIAL OFFERS TO TSSC MEMBERS THIS MONTH ONLY

Horn push badge (shield type), this is the badge only, not complete push but can be used to refurbish your old hornpush.....£2.95
As above but black with 'TRIUMPH' (later Spitfire and TR6).....£2.95
Pedal rubbers, T type, suit Herald/Vit/Spit 123.....£1.95
13/60 front grille, still in original packing.....£15.00
Fully recon bonnet Spit IV/1500.....£375.00
Fully recon bonnet Spit 13/60.....£375.00
Rust free import. Spit MkIII bonnet, superb condition.....£350.00
Fully recon. distributor, Herald/Spitfire (state model).....£79.00
Fully recon carburettor (state model) from.....£69.00
Spitfire 1500 heat shields now back in stock.....£11.00
Front shock absorbers, Gabriel.....£15.00
Rear shock absorbers, Gabriel.....£15.00
Borg & Beck clutch 3 piece, 2L cars.....£59.00
Screen washer bottles inc. cap.....£7.90
Matched pair doorlocks Spit IV/1500/GT6 MKIII£11.50
Lockset (pair doorlocks/bootlock/ignition lock barrels) Spit MKII/III.....£16.50
1500 bonnet transfers as original.....£4.95
1500 boot transfers as original.....£4.95
Chrome pancake air filters (state model) pair.....£11.90
Pair boot hinges, Herald/Vitesse/Spit 123.....£15.00

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



TELEPHONE ORDERS/FAST MAIL ORDER
SERVICE/OVERNIGHT DELIVERY



★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★

ENGINES AND GEARBOX
Engine, fully reconditioned, 4 cylinder£325.00
Gearbox, fully reconditioned£130.00
Differential, fully reconditioned£160.00

PLEASE STATE MODEL & YEAR WHEN ORDERING

STEEL PANELS — SPITFIRE / GT6
Front lower wing, MkIV£37.00
Rear wing MkIV£105.00
Front wing, MkIII£42.00
Rear wing, MkIII£51
Front wheel arch repair MkIV£13.00
Wheel arch inner/outer section£27.00
Bonnet leading edge panel, MkIV£19.00
Headlamp support panel, MkIV£18.00
Bonnet support tubes, MkIV£19.00
Steel front 1/4 valances, MkIV£36.00
Doorskins, MkIII£17.00
Doorskins, MkIV£17.00
Rear inner wing repair (joins outer)£29.00
Rear light panel£59.00
Rear lower valance£27.00
Rear valance to wing finishing strip£3.90
Bootlid, MkIV£99.00
Outer sill, genuine BL£25.00
Outer sill, heavy duty pattern£11.50
Inner sill£6.30
Diaphragm sill£3.75
Full floor (front to back) left hand£28.00
Full floor (front to back) right hand£29.00
Front footwell (state left/right)£12.50
Boot floor£39.00

STEEL PANELS — HERALD/VITESSE
Front lower wing, Herald 13/60£49.00
Front lower wing, Vitesse£59.00
Front inner wheelarch outer assembly£27.00
Front lower valance (FIBREGLASS ONLY)£24.00
Rubber bumper mounting strip (set 3)£11.50
Front floor footwell (ribbed)£22.00
Rear floor footwell£9.50
Body mounting point, under floor£6.90
Body mounting bracket, under B post£7.50
Body joint strip (floor join to front/rear)£4.95
Doorskin (original press)£35.00
Door treadplate (as original)£5.50
Outer sill£10.00
Rear lower wing£55.00
Rear 1/4 valance, Herald£16.00
Rear 1/4 valance, Vitesse£16.00
Rear centre valance, Herald£36.00
Rear centre valance, Vitesse£32.00
Boot floor/side closure£11.50
Bootside rain channel£12.50

TRIM & RUBBER SEAL
Door draught excluder (Furflex) Spitfire£10.90
Door draught excluder (Furflex) GT6£16.00
Door draught excluder (Furflex) Herald/Vitesse£11.00
Draught excluder, Her/Vit convertible£11.00
Outer weatherstrip£7.50
Inner weatherstrip£3.50
Weatherstrip clips£0.10p
Window channel, front, Her/Vitesse£7.50
Window channel rear, Her/Vitesse£3.50
Door checkstraps£7.50
Checkstrap gaskets£2.50
Windscreen seals£15.00
GT6 tailgate seals£15.00
Herald/Vitesse rear screen seal£18.00
Bright trim insert (narrow) with clip£6.00
Bright trim, Spit IV/1500, GT6 IIIPLEASE RING
Pedal rubbers£2.00
Bonnet cone stops£2.50
Brake/clutch master rubber gaiter£4.00
Handbrake gaiter£7.50
Gearstick gaiter, Herald/Vitesse£4.75
Gearstick gaiter, Spitfire / GT6£7.00
Door trim panels, Spitfire / GT6 (pair)£36.00

Doortop vinyl (pair)£22.00
Door top trim clips0.22p
Carpet set, superior quality, Spitfire£59.00
Carpet set, superior quality, GT6£65.00
Carpet set, superior quality, Her/Vitesse£65.00
Hood, Spitfire IV/1500, original quality£59.00
Hood, Herald/Vitesse, original quality£67.50
Header rail set£9.00
Seal retainer£9.00

STEERING & FRONT SUSPENSION
Steering rack (Exchange)£25.00
Standard rubber rack mounting£2.20
Top ball joint£7.90
Track rod end£5.50
Vertical link£29.00
Stub axle£18.50
Front brass trunnion (STANPART)£11.00
As above INCLUDING BUSH KIT£13.00
Front wheel bearing kit£8.50
Front wheel bearing felt seal£1.50
Spax standard shock absorber£15.00
Armstrong standard shock absorber£18.00
Shock absorber top plate£9.50
Lower steering joint£12.00
Steering lock 13/60 - Spitfire IV / GT6£29.00
Set of eight inner wishbone bushes£5.00
Eight inner wishbone bolts & nylocs£3.75

REAR SUSPENSION — NON ROTOFLEX
Rear driveshaft, new (state model)£42.00
Rear driveshaft, used (checked)£25.00
Rear transverse leaf spring£49.00
Driveshaft flange£15.00
Driveshaft flange, reconditioned£18.00
Rear wheel bearing kit, Genuine BL£1.00
Rear vertical link, second hand£16.00
Hub and stud assembly£57.00
Hub and stud assembly, reconditioned£25.00
Rear trunnion block, reconditioned£16.00
Rear trunnion bush kit£2.75
Rear trunnion bolt and nyloc nut0.95p
Spax standard shock absorber£15.00
Spax adjustable shock absorbers£28.00
Radius arm bushes, set of 4£2.00

REAR SUSPENSION — ROTOFLEX
Rear driveshaft, inner£93.00
Rear driveshaft, outer£85.00
Rear driveshaft flange£15.00
Rear trunnion kit less bolt£22.00
Rear trunnion kit with bolt£25.00
Inner wishbone bush£5.50
Inner wishbone bolt and nyloc nut£1.25
Rear shock absorber, GT6£16.00
Rear shock absorber mounting (on wheel arch)£14.50
Rear shock absorber bump stop£12.95
Rear transverse leaf spring£59.00

SUMMER SPECIALS ★ SUMMER SPECIALS
Radiator, outright, Herald/Spitfire£59.00
Top and bottom radiator hoses£7.00
Extra top hose (GT6 only)£2.50
Heater hose set (all models)£12.00
Door mirrors, original Spitfire / GT6£9.50
Door mirrors, original Herald/Vitesse£12.00
Wiper arms (state model)£5.95
Wiper blades (state model)£4.95
Window winder handles (state model)£3.50
Bonnet locks (PAIR)£10.00
Boot hinges (PAIR)£15.00
Inside door handle (Spitfire IV/GT6 III)£7.00

MOST DOORS LOCKS/HANDLES AVAILABLE BRAND NEW BORG & BECK 3 PIECE CLUTCHES

Herald/Spitfire 1300£59.00
Spitfire 1500£65.00
Vitesse / GT6£69.00

ALL PRICES PLEASE
ADD POSTAGE AND VAT
THESE ARE OUR NEW NUMBERS

FAX (03543) 5256

TEL: (0354) 694140/694144

COP SHOP

MOTORWAY BREAKDOWN PROCEDURES

MANY of us use motorways on a regular basis and since last month we all know the regulations; but how many of us know what to do if we break down on a motorway. After all it is, hopefully, the most eventful thing that may ever happen to any of us on a motorway.

If your vehicle is about to break down then let it break down on the hard shoulder — that is why it's there. **DO NOT** drive on the hard shoulder unless the vehicle is coming to rest.

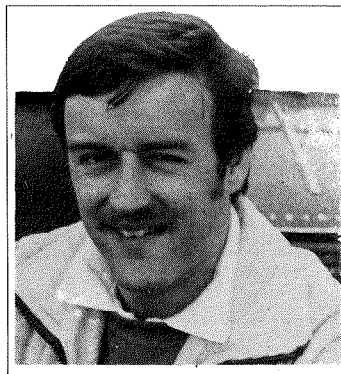
If your vehicle is not on the hard shoulder when it breaks down, get all its occupants out and onto the hard shoulder.

Next to where you have broken down (or at least within 50 metres) there will be a white post about half a metre high (they are 100 metres apart). On the post you will find a series of numbers which represent the exact location of the post, and a picture of a telephone handset with an arrow. The arrow points in the direction of the nearest emergency telephone. The telephones are about half a mile apart so that you should not need to walk more than half a mile to get to one. Sometimes they are closer.

Once you pick up the telephone you will have a direct line to the Police Motorway Control. The Police will answer the telephone and take details of where your car is, your car and the nature of the break down. If you are a member of a motoring organisation they will be called out for you. If you are not you may call a friend or relative. If there is no one to help you, the Police will call their nearest authorised garage, but you will be liable for their cost.

If you are a woman and are alone, tell the Motorway Control when you speak to them.

Mike Crewes



You must return to your car and await your helper.

If your car is broken down away from the hard shoulder or where there is no hard shoulder, summon help from the motorway telephone as a priority. The Police will then send a Police vehicle to assist you in making your vehicle safe from accident.

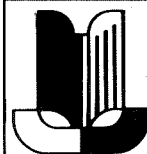
If you stop on a motorway for any reason use the motorway telephones — do not wander off the motorway looking for a telephone. If the Police know your problem they will be able to help you, if they do not then all sorts of problems arise.

If you are within a road works area the emergency telephones may not be working, there will be signs displayed to that effect. If you break down, stay in your vehicle and a Police Patrol will find you.

If after your emergency you are able to continue driving your vehicle then build up speed on the hard shoulder before rejoining the main carriageway.

Remember a motorway is a dangerous place — keep all vehicle occupants away from the main carriageway and **NEVER** drive on the hard shoulder unless it is an emergency and you are stopping or you have been directed to do so.

If you have any queries or topics regarding road traffic legislation write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire, SL5 8EN. Please enclose a stamped addressed envelope.



FYLDE TRIUMPHS



No. 1 FOR TRIUMPH IN LANCASHIRE

WE ARE NOW AT 15, BACK ST ANNE'S ROAD WEST, ST ANNES, LANCASHIRE, NEW PHONE NUMBER

(0253) 725180

THIS MONTHS SPECIAL OFFERS AVAILABLE ONLY TO TSSC MEMBERS

(Please quote TSSC when you ring)

STEEL BODY PANELS, SPITFIRE/GT6

Front wing, Spit Mk3/GT6 Mk1	£42.00
Front wing, MkIV/1500/GT6 III	£37.00
Front wing, GT6 MkII	£65.00
Rear wing, Spit Mk3/GT6 1 & 2	£55.00
Rear wing, Spit IV/1500/GT6 III	£99.00
Rear wing, GT6 III l/h with filler	£140.00
Outer sill (BL)	£25.00
Battery box	£12.50
Bootlid, Spit IV/1500	£99.00
Full floor, front to back l/r	£29.00
Boot floor	£39.00

STEEL BODY PANELS HERALD/VITESSE

Front wing, 13/60	£49.00
Front wing, 1200	£79.00
Front wing, Vitesse	£59.00
Door skin	£35.00
Door treadplate	£5.00
Rear lower wing	£55.00
Rear valance	£36.00
Rear quarter valance	£18.00

ALL OTHER PANELS AVAILABLE

STEERING/FRONT SUSPENSION

Steering rack (exchange)	£25.00
Rubber rack mount	£1.95
Top ball joint	£7.95
Track rod end	£5.50
Lower steering column to rack joint	£14.95
Set of 8 wish bone bushes	£5.95
Rack gator kit (original type)	£8.95
Vertical link	£35.00
Stub axle Spitfire/13-60	£14.95
Brass trunnion (STANPART)	£12.95
Trunnion bush kit (BL) car set	£5.95
Front wheel bearing kit	£10.50
Armstrong shock absorber	£39.00 pair

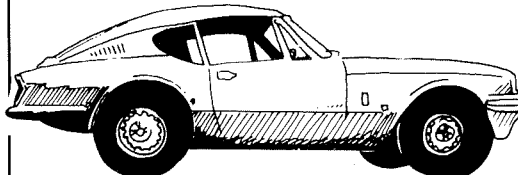
REAR SUSPENSION

Armstrong shock absorber	£32.00 pair
Wheel bearing kit (BL) non roto	£11.00
Wheel bearing kit, roto	£13.95
Transverse road spring, from	£49.00
Universal joint	£5.50
Rear halfshaft, non roto	£55.00
Rotoflex coupling with bolts (BL)	£25.00

ALL OTHER STEERING/SUSPENSION PARTS IN STOCK

ELECTRICAL

Indicator switch, Spitfire 1500	£39.00
Indicator switch, all others	£19.00
Headlamp switch, Spit 1500 (on dash)	£7.95
Brake lamp switch (on pedal)	£2.75
Horn, high note/low note	£6.95
Rear lamp unit, Spit 1500	£24.95
Front sidelight-indicator unit (Spit IV)	£16.50
Headlamp adjuster kit	£2.95



OPEN 9am — 6pm

All Prices Exclude VAT & Carriage unless stated

* SPECIAL * FUSE BOX COVER	2.65
Starter solenoid	£7.95
Horn push brush	£4.95
Ignition switch (behind steering lock)	£19.50
Starter motor, recon (exchange)	£14.95
Alternator, recon (exchange)	£22.00

ALL OTHER ELECTRICAL PARTS AVAILABLE

COOLING SYSTEM

Water pump, Herald/Spitfire	£26.00
Water pump, Spit 1500 (viscous)	£34.95
Water pump, GT6/Vitesse	£28.00
Radiator, Spit/Herald, reconditioned exchange	£59.00
Radiator, GT6/Vitesse, reconditioned exchange	£79.00
Radiator hose set, Spit/Herald	£7.00
Radiator hose set, GT6	£7.00
Extra top hose, GT6	£2.95
Thermostat	£2.50

ALL OTHER COOLING PARTS AVAILABLE

SEALS & TRIM

Door Furllex seal, Spitfire	£12.00
Door Furllex seal, GT6	£18.00
Door Furllex seal, Her/Vitesse saloon	£18.00
Door Furllex seal, Her/Vitesse convertible	£14.00
Boot seal, Spitfire	£9.50
Tailgate seal, GT6	£9.50
Windscreen glazing rubber Spit/GT6	£15.00
Bright trim insert (narrow) for above	£6.50
Bright trim insert (wide) for above	£29.00
Outer doorglass weatherstrip	£8.00
Inner doorglass weatherstrip	£4.00
Pedal rubbers	£2.00
Bonnet cone	£1.75
Door checkstrap gasket	£2.50

SERVICE PARTS

Oil Filter	£4.50
Spark plugs	£0.99p
Contact sets from	£0.99p
Distributor caps from	£2.65
Air filter, Herald	£3.95
Air filter, Spitfire	£8.95 pair
Air filter, GT6/Vitesse	£12.95 pair

FAST MAIL ORDER SERVICE

* OVERNIGHT DELIVERY AVAILABLE

*** CARRIAGE ON ORDERS OVER £100
FREE (UK MAINLAND ONLY)**

*** WORLD WIDE MAIL ORDER**

ALL OTHER PARTS AVAILABLE, ENGINES, GEARBOXES, DIFFS, PROPSHAFTS, BRAKES, CLUTCHES, HOODS, CARPETS, TRIM, LOCKS, HANDLES.

GT6 MkIII 72, Mallard Green, overdrive, rototax, totally mint	£6495
1974 GT6 MkIII, Magenta, overdrive, cloth seats, tints, loads of work done, A1 plus condition, full history	£6495
Herald 13/60 Estate, tax, MoT, tidy	£495

TRIUMPH WORKSHOP — We have a superbly equipped workshop with highly trained staff ready to carry out any job on your car from fitting a bulb to a full body off concours winning rebuild. **ESTIMATES FREE.** Welding, Bonnet Rebuilds, Accident Damage Repairs, Wiring, Engines/Gearboxes, Suspension/Brakes, Full or Part Re-sprays in Cellulose, Servicing and Tuning. **Tons of good second hand spares always in stock.**

JOHN KIPPING TRIUMPH SPARES

HERALD VITESSE SPITFIRE GT6

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

FAX (0203) 645030



With all the additional space, we can offer a First Class Service for your non-rotorflex rear suspension, i.e. pull hubs (using the correct Churchill tool to keep them serviceable) £5.00

Rebuild the halfshaft £10.00

Replacement parts as required, e.g.

New parts:-

Halfshaft (long or short) £52.00

Stoneguard £2.00

Wheel bearing kit (inc. oil seals) £11.50

Reconditioned:-

Hub (with new studs fitted) £20.00

Vertical links £15.00

Bearing housing £25.00

Fit new Universal Joint £5.00

U.J. £5.25

U.J. with grease nipple £6.00

All while you wait and have a tea or coffee!

Other tasty morsels:-

Heat shields, Spitfire 1500 £8.50

AND remade to original specification,
carpet retaining strips, Herald/Vitesse £3.50



★ Prices include VAT post extra

**WORLDWIDE
MAIL ORDER SERVICE**

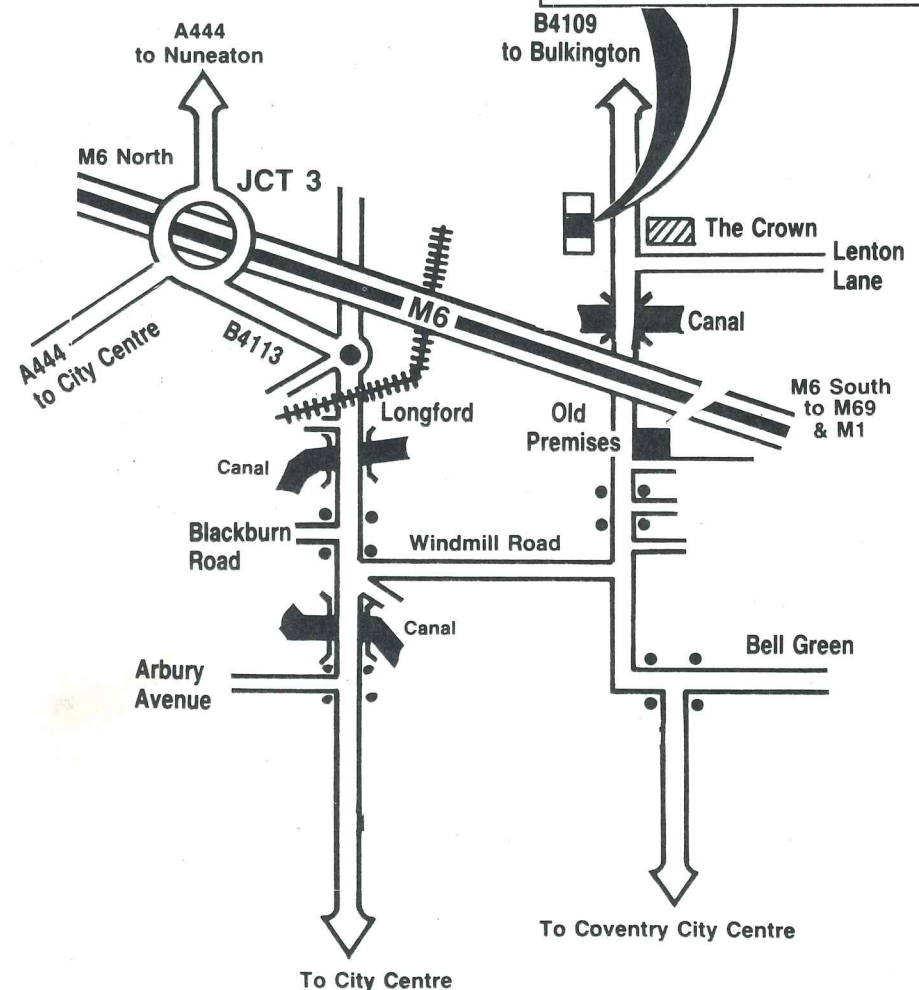
All listed in our new 1991 Illustrated Catalogue £2.00 - Free Overseas

Parrotts Grove, 421 Aldermans Green Road, Coventry, CV2 1NP

TELEPHONE (0203) 645333 (3 lines)

HOW TO FIND

**JOHN KIPPING
TRIUMPH SPARES
421 ALDERMANS
GREEN ROAD**



TELEPHONE (0203) 645333

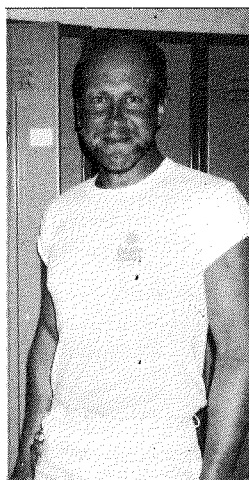
(3 LINES)

FAX (0203) 645030

**Parrotts Grove, 421 Aldermans Green Road,
Coventry, CV2 1NP**



Vitesse Register



Mac Reynolds

HI. This month's featured Vitesse belongs to Peter Edleston from Stockton Heath, Warrington, Cheshire. A 1965 1600 saloon, finished in Conifer Green with Matador Red interior. Fitted with a stainless steel exhaust system, Peter has owned her since last September after previously owning three Herald 13/60s (a wise progression), very nice she looks from all the photos Peter sent

Last month one of the featured Vitesse was a left hand drive convertible . . . which leads on to an interesting point, one that has always slightly frustrated me (no longer!) and something that I could never understand, why it didn't have this small refinement, with the Vitesse being the top of the range . . . so to speak . . . perhaps you will agree (or maybe not), it's the fact that it does not have an exterior locking door handle on the passenger side . . . so you are unable to unlock and open the door for your lady passenger . . . (NO! the age of chivalry is not dead!!), strange, but I believe that the early Herald coupes had these . . . so why were they discontinued? (costing perhaps . . . who knows?).

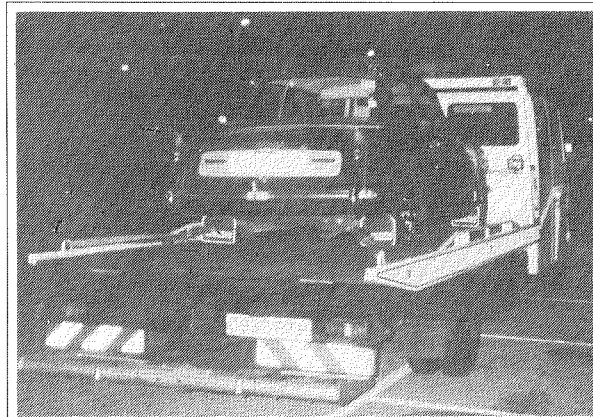
But, left hand drive cars have the handle arrangement reversed . . . so you now have on the L/RD (drivers side) a desirable handle for you R/HD passenger side . . . (follow me), don't panic . . . there is an easier way for your modern day gentlemen to convert, you can easily substitute a locking barrel in your existing handle in place of the blank push button . . . nothing simpler . . . you don't even have to re-

move the handle from the door (although with only 1x bolt and 1x cross head screw, it only takes two minutes anyway), so . . . take off the interior grab handle and door capping, followed by the interior door handle then the window winder, finally unclip the trim panel, you now have access to the rear of the handle, you can either remove the handle . . . or just remove the blank push button with the handle in place . . . just loosen the locking nut, then the retaining/striker bolt . . . the pushbutton will now come out (if it hasn't already fallen out . . .) replace this with a locking barrel readily available, approx. £4.50 . . . (if you are clever you can try to obtain the same lock/key number as your drivers side . . . now re-assemble, adjusting the striker bolt, tightening the locking nut . . . replace the door trim etc . . . a small point to remember, you are only changing the lock button not the mechanism so you cannot lock the car from the inside using the interior handle, and then unlock the car from the outside.

While doing this job it's a good opportunity to check/tighten/oil all the door mechanism, and

Waxoil inside the door cavity . . . making sure all drain holes are clear.

This is a simple modification . . . how can you ladies out there resist a **GENTLEMAN** driving a **VITESSE**



As mentioned briefly in the last Courier, my return from the Leicester International was, I'm afraid, not quite so uneventful . . . the continuing story . . . whilst travelling up to Leicester on the M5 Motorway . . . giving the straight six a bit of an airing (showing some common XR2 Boy Racers my rear panel!! . . .) I was suddenly aware that the inside of the car was filling with smoke.

As I'm a non-smoker this was in fact a bit unnerving. I pulled into the first service station to appear . . . bonnet up . . . a quick inspection revealed much oil around the engine bay apparently coming from the filler cap (OH NO!), the smoke being caused by the oil burning off the engine . . . two minutes later I was joined by the owner of a 3.8 TVR whom I had overtaken earlier (he commented that he actually recognised the familiar Vitesse 'tight growling' exhaust note before he saw me) . . . anyway he reassured me that he once owned a Vitesse that was always throwing oil out of the filler cap due to a blocked breather pipe, so this was then removed, cleaned and replaced, and after listening closely to the engine . . . nothing sounded untoward, I continued the journey (a little more sedately now, thoughts lingering on what was going on under the bonnet in front of me . . .).

I arrived at Lubenham for the club opening still in one piece and running OK (although the engine bay was becoming more and more rustproofed). Over the weekend the problem was pushed to the back of my mind, only on the Sunday evening when setting out for home did it again rear it's ugly head . . . oh dear . . . still smoking . . . I continued until it was obvious that some damage would be done to the engine, or I would indeed inhale the equivalent of several packets of (high tah) cigarettes . . . so it was then that I phoned the Alcoholics Anonymous (I could have done with

a stiff drink!!). Two hours later the on scene diagnosis was made . . . piston broke . . . (I know the feeling), two hours even later I was loaded onto a very nice truck . . . by a very nice man . . . and delivered home safely in comfort. Phone calls on the Monday located a second-hand engine (£100) and by the Wednesday evening thanks to Stan and Andy at SW Classics I was back on the road . . . while the old engine was out she had an engine bay power wash . . . and since then I've gunked the engine down and treated her to a Club Special Offer Service Kit . . . the original engine has yet to be stripped down for a full diagnosis, and wallet damage reports . . . is there a moral to this story? . . . well the only obvious one is it certainly pays to be a member of the AA or the RAC (or whoever) (Special Club rates for the RAC) it IS reassuring to know you can be brought home without a huge bill to follow. A few personal notes . . . congratulations must go to Dick Dennison (mentioned in July Courier) who, on the 17th August, as

planned) completed his marathon cycle ride for the British Heart Foundation . . . a total of 1,140 miles (he went the pretty route!) raising around £1000 . . . well done . . . congratulations also to Brian and Sally Millington (from Kidderminster) who were married at St Stephen, nr St Austell (Cornwall) on the 31st August . . . best of luck for the future . . . hope this Herald's Triumphant relationship . . . it was nice to meet them both when they dropped in at our local monthly get-together, it was even nicer to meet the very delightful Susan with her illuminated wing mirrors!! truly amazing . . . made my day! . . . I look forward to seeing them again one day . . .

A few lines now on the Yeovil Festival of Transport (10th-11th August) . . . I attended this on both days along with a group from the Cornwall area . . . weather was good to us, and the show advertised as being the largest outdoor presentation of veteran, vintage and classic vehicles in Europe, was in itself excellent . . . our Triumphs were well represented . . . 7 Heralds, 8 Spitfire, 1 GT6 and 13 Vitesse . . . along with a well presented TSSC stand with a selection of more Triumphs, I can recommend this show. There is so much to see and do there is just not enough time, we camped on the Saturday night and drove back in convoy on the Sunday afternoon.

A good time was had by all. I'm so pleased that Joan now has a 'magic cloth'!! and I'm still not sure what lasting effect Sandra's 'yellow stuff' has had on us all!! Unfortunately I've had no replays for my request for information on estates (August Courier) so I will now throw out a direct plea to everyone who actually owns an estate to spend ten minutes and 17p to please send me as much info as possible . . .

Thanks . . . Take Care . . . Cheers
P.S. I never did buy the Spitfire, the idea was shelved due to a bad back . . . and an even worse summer (that was a lucky escape!!??) . . .



**TSSC
OFFERS**

FOR

SPITFIRE

HERALD

VITESSE

GT6

BOND EQUIPE



0858

434424

TELEPHONE ORDERS



GUARDIAN

BCF

(HALON 1211)



Supplied with mounting bracket.



ALL PRICES INCLUDE VAT

FAX ORDERS (0858) 431936

MAIL ORDER TSSC OFFERS

MAIN STREET LUBENHAM

MARKET HARBOROUGH, LEIC. LE16 9TF

TWO NEW LINES FOR TSSC OFFERS HALON FIRE EXTINGUISHERS LUCAS EMERGENCY SPARE BULB KITS



HALON FIRE EXTINGUISHERS

TSSC offers can now offer you a compact, lightweight multi-purpose fire extinguisher with a large reduction on Retail Price.

Some of the main features of the Halon 1211 extinguishers are:- because the discharge is gas rather than powder, water or foam as in other extinguishers, no messy deposits are left after putting out the fire, making them ideal for electrical fires,

- They are non-conductive to electricity.
- They are fully refillable and fitted with a contents gauge for assured operation.
- The discharge can be controlled.
- All units are supplied with a mounting bracket for easy installation in your car.
- All are manufactured and inspected to British Standards 5423.1987.

**RETAIL PRICE: FE410 HALON
FIRE EXTINGUISHER £32.95**

TSSC PRICE £26.95 P&P £4.95

A small price to pay for peace of mind.

EMERGENCY SPARE BULB KIT

Never been able to find a spare bulb when you need one? ... why not buy this comprehensive emergency kit to solve the problem.

The kit is compatible for all club cars and comes in a handy, plastic storage box which can easily be tucked into a glovebox or under a seat.

THE KIT INCLUDES:-

1 x headlight bulb, 1 x stop light/tail light, 1 x indicator/reversing light, 1 x number plate light/interior festoon and a selection of 4 fuses.

**TSSC OFFERS SPECIAL PRICE
£6.95 P&P £1.25**



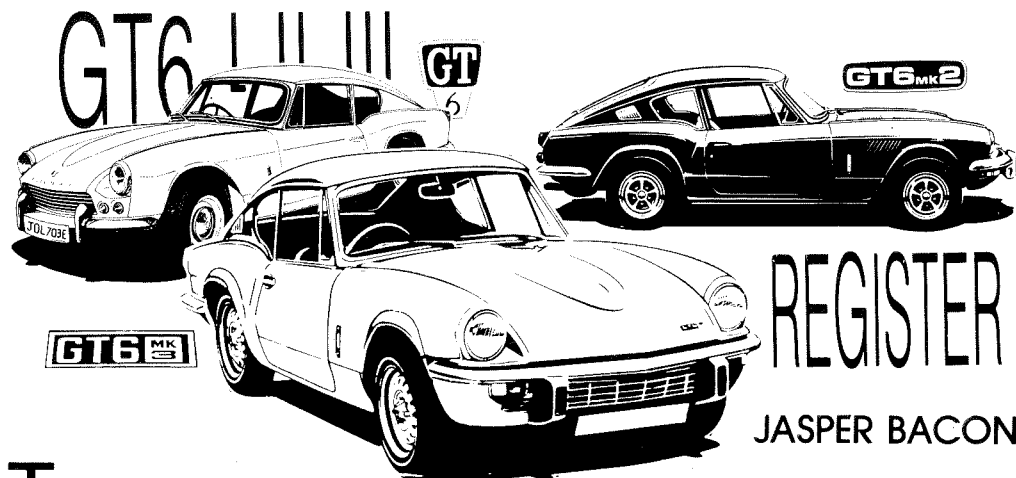
PRICES INCLUDE VAT

Use offers order form in TSSC Classified and News Review



or phone **0858 434424**





THIS month's feature car belongs to Mario Hickley of Chard, Somerset. It's a MkII of 1970 vintage, fitted with a set of alloy wheels, size 6J x 13, of an unknown make. Does anyone out there know?

If so, please let Mario know. The tyres are Lee Conquest 175-70-13, the inner lips of the wheel arches have been turned in to give extra clearance.

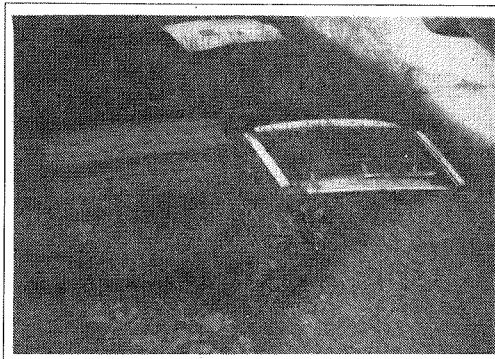
This leads to another plea for information, concerning what tyre/wheel/rear axle set up people are using on their cars, especially road-going cars.

It would be interesting to hear opinions on this as quite a few members seem to be doing rebuilds, and it is handy to have some ideas of what can be done!

SUN ROOFS (AGAIN)

Following my plea, last time, for information on Webasto sunroofs, Mark Hugall has come up with the goods! His story is as follows.

Mark had a hot head one day when he stumbled across a Webasto sun-roof for sale from a GT6 being broken up. £30 later he was the proud owner of a Webasto sun roof. It took him several months to pluck up courage to take a drill to the roof, having first made a cardboard template the size of the aperture, taken from the assembled frame. The template was used to guide a felt tip marker to mark the roof. Next, a small hole was drilled in a corner of the marked area, then a sheet metal cutter (drill attached) was used to cut along the mark.



With the area of roof now removed, the head lining bars near the aperture were carefully slid out. The headlining was then cut so that a large overlap of the roof is possible when folding it back. The head-lining was stretched tight and glued to the roof with Evostick.

Whilst on the subject of heat/lack of ventilation in GT6's, here are a few suggestions that don't involve cutting a hole in the roof or fitting a Spitfire body-tub!

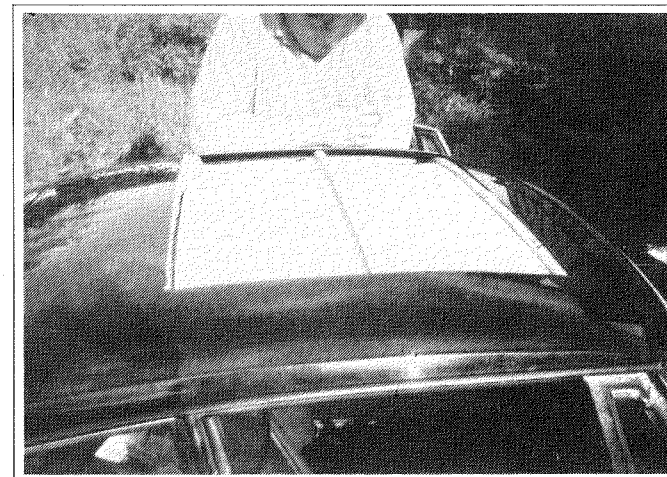
Make sure the cooling system is working as efficiently as possible, flush out and reverse flush

the radiator and engine block, clean the radiator core of dead flies and other debris, ensure that nothing is obscuring the air intake, eg number plates and auxiliary lights.

Fit a thermostat which opens at a lower temperature, especially for summer, eg 73°C, possibly fitting an 82°C one for winter.

Check the heater valve is shutting off properly, if not, replace, repair or by-pass the heater by disconnecting the hoses and short circuiting the inlet or outlet on the valve.

Ensure that the fibreboard gear-box cover is 100% sealed to the floor and bulkhead. Yes, this



The frame was then slid into place, the pop-rivets which hold the frame to the car and frame corners together were then put in, finally the fabric was put in place. The operation went smoothly and took about 3 hours.

means replacing ALL those screws that somehow disappeared when some-one last did a gear box job! Repair that cracked fibre board (fibre glass makes a good repair here). Replace the cracked gear lever gaitor. Remember, a lot of heat comes

off a big 6 cylinder engine, and the forward motion of the car forces the warm air up against the bulkhead panels and up the gearbox cover.

Finally, now we have some hot weather, don't leave that sheep in the back, when parking up without adequate ventilation, choose a shady place to park and check on sheep frequently, or better still, take the sheep with you or leave the them at home!



Cool head Mark comments that his sun roof is completely water tight and that difference to fuel consumption, wind noise, bodyflex and head room is negligible

He has also found a firm who deal with 'Tudor Webasto' sun roofs. R & S Coachbuilt's, 123 Old Dover Road, Blackheath, London. SE3 8SY. Tel: 081 858 4312.

Thanks Mark

**KENLOWE ELECTRIC FANS
HELP YOU TO KEEP YOUR
COOL IN THE LATE LATE
SUMMER THAT WE ARE
NOW EXPERIENCING!**

FAN KIT FOR GT6

£79.95 +

£4.95 P & P

0858 434424



C·L·I·V·E M·A·N·V·E·R·S

SPITFIRE - GT6 - VITESSE - HERALD

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

QUALITY NEW PARTS FOR SPITFIRE/GT6/VITESSE/HERALD

JUST COMPARE OUR PRICES TO ANYONE!

Doorskin, Spitfire MK I/II/III, GT6 MKI/II with handles and key holes	£14.50
Doorskin, Spitfire MKIV/1500, GT6 with handles and key holes	£14.00
Doorskin, Herald and Vitesse	£20.00
Sill kit, 6 piece using original sill	£45.00
Sill kit, 6 piece using pattern sill	£35.00
Front wing, Spitfire MKI/II/III, GT6 MKI	£40.00
Front wing, GT6 MKII with side louvres	£58.00
Front wing, Vitesse	£58.00
Front wing, Herald 13/60	£40.00
Front wing, 948/1200/1250 Herald	£70.00
Rear wing, Herald & Vitesse	£46.00
Rear wing, Spitfire MKI/II/III, GT6 MKI/II	£45.00
Rear wing, MK IV/1500, GT6 MKIII	£90.00
Bootlid, Spitfire MK I/II/III	£200.00
Bootlid, Spitfire MK IV/1500	£95.00
Bonnet assembly, Spitfire MK I/II	£395.00
Bonnet assembly, Spitfire MkIII	£395.00
Bonnet assembly, Spitfire MK IV/1500	£395.00
Boot floor, all Spitfire & GT6	£36.00
All inner wheel arches, one piece	£23.00

(Please state model, front or rear, left or right)

BULK PURCHASE MEANS WE CAN NOW OFFER TSSC MEMBERS UNBELIEVABLE LOW PRICES ON THE FOLLOWING STEERING AND SUSPENSION PARTS.

Front lower trunnion, original Stanpart	£10.00
Track rod end	£4.95
Top ball joint	£7.50
Front shock absorber, standard	£15.00
Rear shock absorber, standard	£14.00
Front spring, Spitfire & Herald	£8.00!!
Front spring, GT6 & Vitesse	£9.00!!
Front trunnion kit	£2.50
Rear spring, Spitfire MK I/II/III	£42.00
Rear spring, Spitfire MK IV/1500, GT6 MKIII	£45.00
Rear spring, GT6 MKI/II	£45.00
Steering rack, all models	£24.00
Alloy rack mounting kit	£14.00

WE NOW HAVE FULL RECONDITIONING FACILITIES TO REPAIR ENGINES, GEARBOXES, OVERDRIVES AND AXLES. ALL THE FOLLOWING ITEMS ARE SOLD ON AN EXCHANGE BASIS.

Differential, ratio 4.11, Spitfire MKI/II/III, Herald 1200/13/60	£95.00
Differential, ratio 3.89, Spitfire MKIV/GT6 MKI/II/III, Vitesse MKI/II	£100.00
Differential, ratio 3.63, Spitfire 1500	£95.00
Universal/propshaft universal joint (not Japanese)	£4.00
Rotoflex coupling, genuine Leyland	£20.00
Rear wheel bearing kit, Spitfire, GT6 MKI, Vitesse MKI, Herald	£8.00

The No1 TRIUMPH SPECIALIST IN SUFFOLK



THIS MONTHS STANPART SPECIALS



Vitesse 1600 pistons, standard size (shop soiled)	£10.00 each
GT6 MkIII pistons, plus .020 (shop soiled)	£12.00 each
GT6 MKI/II/early III Vitesse 2 Litre, brand new overdrive gearbox with bellhousing, outright purchase, no exchange	£225.00
Herald 1200/13-60 steel engine bay valances	£35.00 pair
Vitesse/GT6 2 Litre air filter boxes complete with filters	£20.00
Vitesse/GT6 2 Litre exhaust manifolds	£45.00 each
Right hand rear outrigger Vitesse MkII rototflex	£15.00
Herald/Vitesse MkI rear outriggers	£25.00 pair
Herald 1200 front chassis leg	£10.00 pair
Spitfire MkIV/1500/GT6 MkIII right hand door shell	£175.00
Spitfire MkIII, GT6 MkII left hand bonnet nose panel	£40.00
GT6 MkIII brand new bonnet assembly	£700.00

All the above items are brand new 'STANPART' items. Please telephone us if you are having difficulty in locating that 'elusive' part. We may just have what you are looking for. Tons of stuff that we must clear to make way for new stock.

BREAKING: Spitfire MkIII, Spitfire 1500, GT6 MKI, Vitesse MKI Convertible.

CAR SALES: We always have a good selection of good usable cars for sale.

WE CURRENTLY HOLD IN STOCK 'ALL' THE INTERIOR TRIM NECESSARY TO RETIRM YOUR SPITFIRE/GT6. THEREFORE ALL THESE PRICES ARE PROBABLY THE MOST COMPETITIVE AVAILABLE.

Seat cover kit, both seats (please state model when ordering)	£65.00
Pair of door trim panels (please state model when ordering)	£30.00
Pair of black PVC door top cappings	£16.00
Glove box, left or right	£8.00
Sunvisor, right hand	£7.00
Sunvisor, left hand with vanity mirror	£9.50
Headlining, black or white, GT6	£25.00
Engine bay valance kit, Spitfire	£25.00
Engine bay valance kit, GT6	£29.00
Radiator cowl, GT6	£7.00
Moulded carpet set, Spitfire	£100.00
Moulded carpet set, GT6	£160.00

NEW ITEMS WHICH WERE PREVIOUSLY NOT AVAILABLE. NOW IN STOCK!!!

Door hinge gaskets	0.25p each
Door glass, Herald/Vitesse convertible	£20.00 each
Chrome oil filler cap, all models	£5.00
Front sidelamp glass and seal, Herald and Vitesse	£9.00
Fuel tank neck grommet, Herald and Vitesse	£3.95
Column light switch, Spitfire 1500	£20.00
Herald 1200 air filter to carb seal	£2.00
Dash top, Spitfire MkIV/1500, GT6 MkIII	£21.00!!!!
B.F. Goodridge stainless steel brake hose kit (state model)	£30.00

BRAKING SECTION

Front brake disc, Spitfire & Herald	£9.95
Front brake disc, GT6 & Vitesse	£11.00
Brake servo conversion kit complete (all models)	£100.00
Rear wheel cylinder dust cover	£1.00
Silicon brake fluid (500ml)	£7.50
Copper brake pipe kit, Spitfire (please state model)	£20.00
Set 4 brake drum screws	£2.00

PLEASE DON'T FORGET THAT WE ALSO OFFER:- 'FREE' overnight carriage on any order over £100.00 (UK MAINLAND). 10% discount with our parts discount scheme that is only £11.75 for your annual membership (FREE on orders over £250.00). Every available part for 'YOUR' vehicle. All prices subject to VAT at 17½%.

THE ONLY NUMBER YOU NEED TO REMEMBER

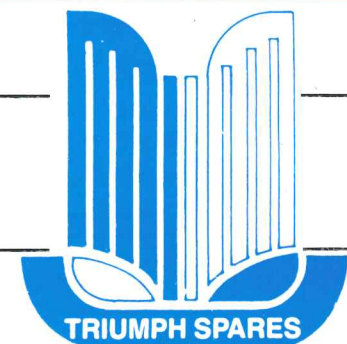
0284 828674 (3 lines)

FAX: 0284 — 827063

**ALL PRICES PLUS VAT AT
17.5% PLUS P&P**

Free technical advice and valuation service (see page 61 of August Courier). Personal callers welcome to view our restoration of 'Popular Classics' MkIII Triumph Spitfire.

MEMBERS NOTE:- We do not sell secondhand safety related parts, eg brakes, steering, suspension items, due to the possibility of failure.



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 FROM £7.50
FREE ADVICE!

REBUILDING! We can do a
discount for large panel
orders. All from stock.

**Doors, Bonnets,
Body Shells — rust
free U.S.A. re-imports
stock constantly changing
Please ring for details**

**Soft Tops
£59**

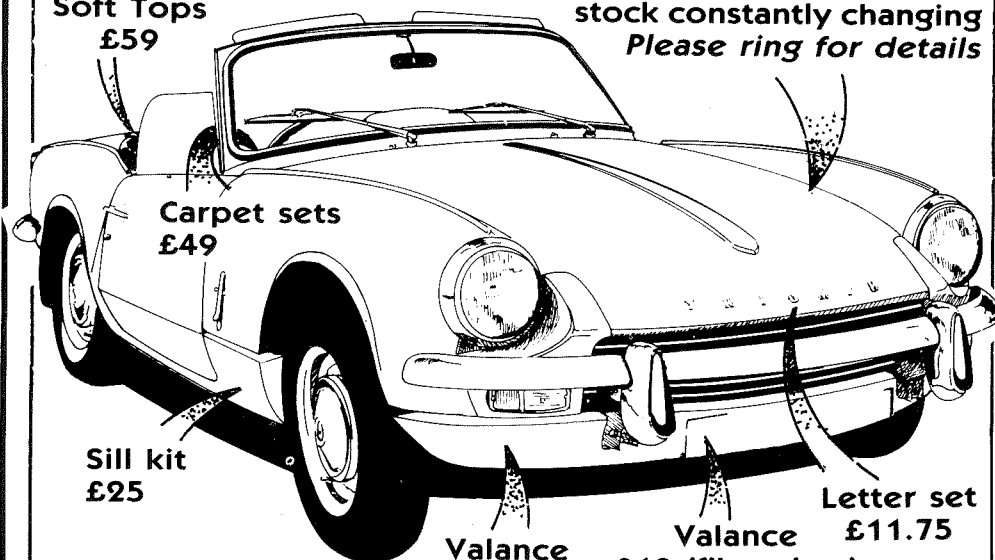
**Carpet sets
£49**

**Sill kit
£25**

**Valance
£59 (steel)**

**Valance
£19 (fibreglass)**

**Letter set
£11.75**



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
Swallowwell, Tyne & Wear NE16 3AG

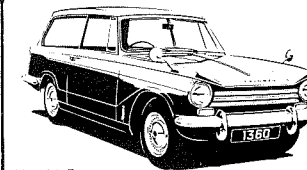
TEL: 091-4960522 /2 lines) 24 Hrs. FAX 091 4884791



Herald Saloon
£848-29 ex-works inc. P.T.



Herald Convertible
£914-87 ex-works inc. P.T.



Herald Estate
£943-60 ex-works inc. P.T.

HERALD 13/60

Dave Beardsley

YES, I'm still here! It has been a busy year so far, moving house, getting married, a nice long honeymoon and then the International Weekend. Well DB is back, I've cleared my backlog of jobs and so have found time to put pen to paper.

Going back briefly to the honeymoon (I wish I could go back for good!) I saw only one Triumph in the West Indies, a Dolomite, type unknown, with a banana tree growing straight through the middle of it.

are detailed in the following table:-

Ratios	Herald	Spitfire IV/Toledo/ Dolomite 1300
1st	3.746	3.50
2nd	2.158	2.16
3rd	1.394	1.39
4th	1.00	1.00
REV	3.746	3.99
Serial No. prefix No.	G or GB	FH, DG or DN



This month's photograph is of a Wedgewood Blue saloon belonging to a Mr Humpheson. The photograph was sent in by his brother Darren, so he may be surprised to see it. This picture was taken at the International Weekend where the car was entered in the Concours.

I have had a number of calls/letters recently about the alternative gearboxes that can be fitted to our cars to gain synchromesh on all forward gears, ie to get synchro on first.

The list is quite small and the differences

As you can see the only gear which has a vastly different ratio is first, although from experience I can say that you only notice the difference on the very steepest of hills. Only the propshaft front flange needs to be changed to match the output flange on the new box. Suitable ones come from the cars donating the gearbox or if you read Nick Lord's article last month, Marina flanges would appear to be the same. It was good to see that John Griffiths has at last last **begun** to recognise the true value of Heralds, in terms of the valuations he gives under the clubs agreed value insurance scheme.

This can only serve to ensure the survival of greater numbers of Heralds rather than being broken for spares/written off.

Finally this month, if anyone owns or knows the whereabouts of a 13/60, registration number FYE 701J, please get in touch.



TR BITZ

TRIUMPH SPITFIRE SPARES

Lyncastle 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	1.75
Steering column bushes (static 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	2.95
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	35.00
Vertical link right hand	each	35.00
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	21.50
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	8.50
Brake shoe fitting kit	per kit	3.00
Disc pad fitting kit	per kit	1.95
Front calliper repair kit early MK1 & 2	per kit	10.00
Front calliper repair kit late MK3 on	per kit	3.75
Front calliper piston early MK1 & 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	9.50
Rear wheel cylinder MKIV 1970 to 1975	each	9.50
Rear wheel cylinder 1500 1975 to 1981	each	7.50
Rear wheel cylinder repair kit all types	per kit	2.95
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 spined 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



Body Panels

Front wing MKIV 1500 original R/L	each	59.25
Front wing MKIV 1500 pattern	each	39.50
Rear wing MKIV 1500 original B/L	each	90.00
Rear wing MKIV 1500 pattern	each	85.00
Rear wing MK1, 2, 3, pattern	each	35.00
Outer sill MK1-1500	each	9.50
Full length floor pan MK3 - 1500	per side	33.50
Front floor pan MK3 - 1500	per side	19.50
Rear floor pan MK3 - 1500	per side	19.25
Floor crossmember MK3 1500	each	12.25
Rear lower valance MK1, 2, 3 pattern	each	34.50
Rear lower valance MKIV 1500 original B/L	each	25.00
Front lower quarter valance MKIV 1500	per side	48.50
Front lower quarter valance MKIV 1500 (fibreglass)	per side	25.00
Door skins MKIV & 1500	each	17.50

Exhausts

Complete system MK3 in mild steel	each	37.50
Complete system MK3 in stainless steel	each	88.00
Complete system MKIV 1300 in mild steel	each	45.00
Complete system MKIV 1300 in stainless steel	each	88.00
Complete system MKIV 1500 in mild steel	each	52.50
Complete system MKIV 1500 in stainless steel	each	92.50
Sports system 1500 twin back boxes in stainless steel	each	92.50

Note: Mild steel systems can be sold in individual sections.
Stainless steel systems can only be sold complete.

Trim

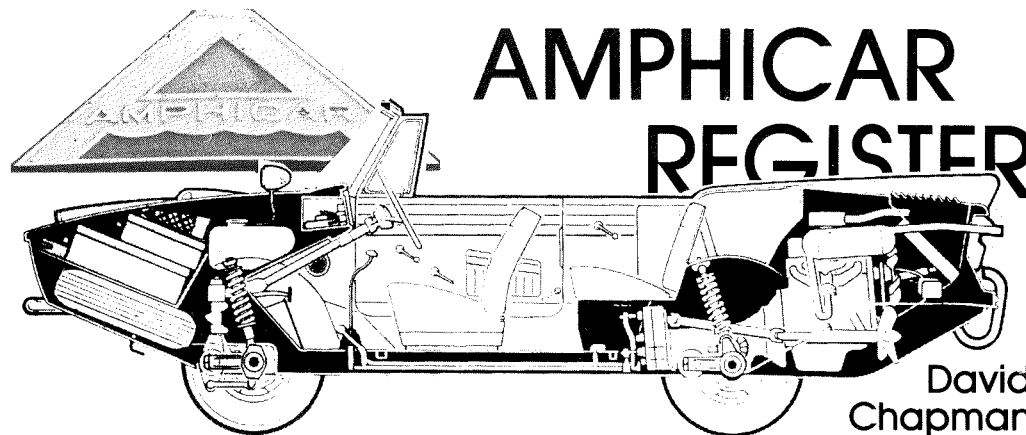
Hoods MKIV & 1500 black in best quality pvc as per original	75.00
Hoods MKIV 1500 4 colours best quality mohair	155.00
Tonneau covers MKIV & 1500	40.00
Hood bags MKIV & 1500	29.50
Carpet sets all models in tufted viscose	52.50
Carpet sets all models in wool	115.00
Door panels MKIV & 1500	19.50
Door rubber furlux	7.00
Doorglass outer rubber weather strip	7.50
Doorglass inner weather strip	3.50
Front windscreen surround rubber MK3	12.50
Front windscreen surround rubber MKIV & 1500	12.50
Front windscreen seal rubber MK1, 2, 3 only	8.50
Rear windscreen surround rubber (tailgate) GT6 all models	8.00
Boot seal MKIV & 1500	7.50
Bonnet to bulkhead seal	4.25

Books

Owners handbook Spitfire 1	each	4.00
Owners handbook Spitfire MK2	each	4.00
Owners handbook Spitfire MK3	each	4.00
Owners handbook Spitfire MKIV 1300	each	4.00
Owners handbook Spitfire MKIV 1500	each	4.00
Parts catalogue Spitfire MKIV & 1500 up to 1975	each	13.50
Parts catalogue Spitfire 1500 1975 onwards	each	13.50

Service Items and Mechanical

Oil filters all models	each	2.95
Air filter MK 1, 2, 3, IV	each	3.25
Air filter MKIV 1500	each	3.50
Head gasket set MKIV 1300 please state engine number	from	13.50
Head gasket set MKIV 1300/1500 please state engine number	from	13.50
Sump gasket set MKIV 1500 please state engine number	from	9.50
Tuning chain all models	each	3.50
Tuning chain tensioner	each	1.35
Fuel pump MKIV 1300 & 1500 please state engine number	each	13.50
Water pump MK 1, 2, 3 New outright sale	each	25.00
Water pump MKIV 1300 & 1500 new outright sale	each	25.00
Water pump MKIV 1500 with viscous fan, new outright sale	each	30.00
Propshaft/halfshaft universal joint (with grease nipple)	each	4.50
Points, all models	each	1.00
Plugs, all models	each	0.90
Condenser, all models	each	2.00
Fan belts	each	2.25



David
Chapman

LAST time I promised to tell you how I managed to complete the Norwich Union run (250 miles in all) on less than half a tank of petrol. This was quite simple, the main carb jet was about 30% blocked!



What happened was a few months ago I replaced the standard Solex B30 PSE1 carb with one of the new Solex/Zenith 30 IZ carbs that are around.

These normally are excellent and a good replacement for a worn carb but the thread on the fuel connection is slightly different. The existing connector fits the new carb but is slightly loose so there is a temptation to overtighten and this had caused a very small (less than 2mm) piece of aluminium swarf in the shape of a spiral to fall into the float chamber.

Unfortunately this piece of swarf moved from the bottom of the float chamber to halfway down the main jet only 8 miles into the journey. Of course with hindsight it would have been a simple task

to remove the top of the carb and clean the jet but the symptoms, misfire on full throttle but not when accelerating, left me unsure as to exactly what the problem was and because time on the Norwich Union run is fairly tight, I decided to press on.

On the long drive back via the M42 at the normal cruising speed of 58mph I noticed I was using less fuel than normal but it was only when I got home and I could see the engine was VERY hot and the exhaust pipe was white that it suddenly dawned on me what the problem was.

I then remembered the carb has a separate accelerator pump jet which confirmed the diagnosis. Oh well, I'll know next time and at least I got a finishers medal!

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



1991 RACING NEWS

10th August 1991 — Lydden. The day promised to be a hot one unlike the last time when it poured all day.

There were 17 starters for practice which produced several spectacular 'near' misses. John Sadler (28) displayed excellent control of his car when he did a full turn on the last bend and stopped dead straight on the finish line. It even raised a round of applause and cheers from the marshalls.

Following the Chit-Chat that ensues, the race was on. Tony Lindsey-Dean occupied his normal pole position and 17 set off, all hopeful. The usual 'cut and thrust' was at the front between Tony and Guy but they had a new contender, Colin Pendle (54), he gave them a good run but unfortunately had to retire gracefully in lap 8 due to overheating. Another two suffered similar fates, Mike Keenoy (21) and Richard Gale (16), who spun and did not finish. The rear of the field enjoyed themselves having just the same tussle as the leaders. There is a good camaraderi with the middle of the field as Peter Whiteman (14), David Barnes (8) and the others try to outdo each other at every meeting.

Results:- 1st T. Lindsey-Dean, 2nd G. St. John, 3rd A Boyle. See you at Cadwell.

18th August 1991:- Cadwell, here we are again, only 16 this week, could it be the strain of Lydden telling?

Following practice with its 'cut and thrust', Kevin Williams (21) suffered a problem with his differential, poor soul and headed for home. The remainder had their usual jitters. The race started at about 4.30pm, Tony yet again in pole position but he was not to retain this prime place. Nick Barry had the edge from the start, Guy and Tony just couldn't get past him. In fact, lap 10 saw Guy and Tony collide following the hairpin,

needless to say Guy will now require urgent attention to his bonnet.

Kevin 'Kamikaze' Ginger maintained his 1st in class position, fighting off strong opposition from Laurence Ball (10) and John Sadler (28). Keep going lads — you could beat him yet. The rear of the field kept spectators equally entertained with Peter Whiteman (14), David Barnes (8) and Andy Schulz (22) trying not to be last. This meeting saw a new-comer, Robert Gorrod (32) who seemed to enjoy himself — it does get better. It was also pleasant to see Mike Read and Jeffrey Eatough, TR drivers, out there with us. Marc Amschwand, last year's most promising newcomer, is not performing well this year and unfortunately did not finish.

Results:- 1st N. Barry, 2nd T. Lindsey-Dean, 3rd G. St. John. Last meeting, 29-9-91, Lydden.

Points and Positions

1st Kevin Ginger Class A	143
2nd Guy St John Class B	127
3rd A Boyle/N Barry Class B	127
4th T. Lindsey Dean Class C	124
5th David Barnes Class B	91
6th M Keenoy/K Williams Class C	80
7th Peter Whiteman Class A	79
8th John Sadler Class A	73
9th Marc Amschwand Class A	67
10th Laurence Ball Class A	66
11th M Helier	55
12th Andy Schulz Class A	43

ATTENTION: These lads require SPONSORSHIP. All you TRIUMPH BUFFS, why not invest, display your companies and your wares on the vehicle. Don't be shy, come forward at race meetings, speak to the guys themselves.

WANTED ALSO: Mechanic by David 'Barney Rubble' Barnes - Tel: 0737 241129. Here is a unique opportunity for you — BARNEY RUBBLE SPARES?

BOND

Equipe

-REGISTER-

Peter Jacklin

I thought it might be of interest to Equipe owners to learn a little about the man whose name is part of the identity of their cars but who was not directly involved in the manufacturing process.

I refer of course to Lawrence (Laurie) Bond. The information in this article has mostly been culled from a research project carried out by a fellow enthusiast, Nick Wotherspoon, whose permission to use extracts is gratefully acknowledged.

Lawrence Bond was born and educated in Preston, Lancashire, and became an aircraft engineer and technician by profession. His first involvement with cars appear to have been in motor racing with small motorcycle engined specials which he designed and built himself.

He became well known among the motor racing fraternity in the post war years and was also a competitor in sprints and hillclimbs. The cars he constructed were notable for their innovative design and use of lightweight materials, no doubt benefitting from his knowledge of aircraft construction.

These principles were carried forward into the design of the first road car, this minicar provided economical low cost motoring at a time when, unlike the present day, motor car ownership was for the privileged minority.

The building of the Bond 3 wheeler was carried out by Sharps Commercials, part of the Loxhams Group, to whom Laurie Bond had sold the manufacturing rights.

This is the start of the BOND name as a marque.

Laurie continued to design cars, he was responsible for the Berkeley — another lightweight, and in 1960 he produced a Formula Junior racing car which among its revolutionary features included front wheel drive and extremely low weight.

Sharps meanwhile were looking to expand the range and once again Laurie Bond was involved this time in the design of a conventional motor car, the result was the Equipe GT (2+2). Some time previous to this he had moved to Loxwood in Sussex but in late 1960 he returned north to become the landlord of the Bowes Moor pub in Yorkshire, also continuing as a freelance designer. He died in 1974, however the epitaph to Lawrence Bond must surely be that he certainly left his mark on the British motoring scene over some three decades and is the reason we drive cars called 'BOND' Equipes.

Now to the present day, my thanks to Geoff Colquist for providing his 4S to be displayed at the recent 'Triumph World' Show at the NEC.

Next item — seat diaphragms — at last I have placed the order for these and have reserved sufficient for those who have pre-

viously notified their interest, please help by sending your cheque ASAP to cover the cost of £24.40 for a pair, this figure includes P&P. In order to get the price down to this figure I have had to order 100 diaphragms so there are some spare ones available on a first come first served basis at the same cost as above.

For any newcomers, these are the rubber seat support diaphragms fitted to all 2L

and later 4S cars and are being supplied by the **ORIGINAL** manufacturer. Now a couple of spares required by other owners, if you can help, please let me know:-

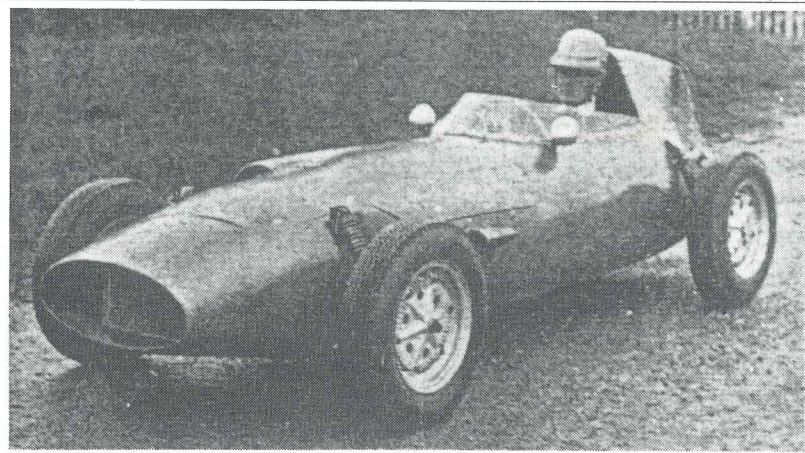
1) One pair of serviceable Type 16 front brake calipers for an Equipe 2L (ie as 2L Vitesse). 2) Two outer pieces of rear bumper for a 2L in sound condition.

That's all for this month.



Bond Formula Junior (1960)

(Photo — Autocar)



Office
0592 206439
Parts Depot &
FAX 0592 640714



Unit 1 Mill Street
Kirkcaldy
Fife
Scotland



TRIUMPH & MG SPARE PARTS A SPECIALITY

RESTORATION OF ALL CLASSIC SPORTS CARS UNDERTAKEN

**Full Range Parts — Mail Order Service —
as seen at the TSSC Show, built to order
reconditioned chassis for all club cars.**

Rebuilt bodysells to order for

**GT6 - Spitfire - Herald - Vitesse
Phone for details**

THIS month yet another production kit car to add to those eligible for our club. I first heard of the Douglas TF a couple of years ago when a picture and short piece appeared in one of the kit car mags.

SPECIALS REGISTER



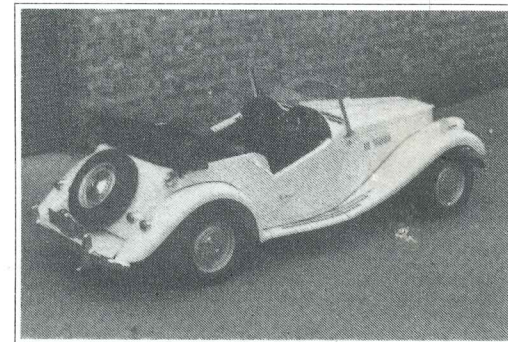
Trevor Collett

I was interested to read about a car built on the Herald chassis but I did not get too excited as the kit was produced in Cyprus. There are quite enough problems building a kit car without having to import it in the first place.

A couple of enterprising chaps by the names of Skip Pearson and Reg Talbot thought that the Douglas could make an impact on the British car scene and, to cut a long story short, it is now available in the U.K.

The styling influence of this car is obvious, how close a replica it is I don't know, and it doesn't really matter. If you like the shape, that's fine, if you don't, that's fine too. The look of the finished car will depend a lot on the bits and bobs bolted to the exterior, as always, the better they look the more they cost. But what's the car like under the skin? And can it be built

without resort to a Cowley Assembly Plant?



The components under the skin hardly need any introduction to readers of this column (apart from the radiator which comes from a

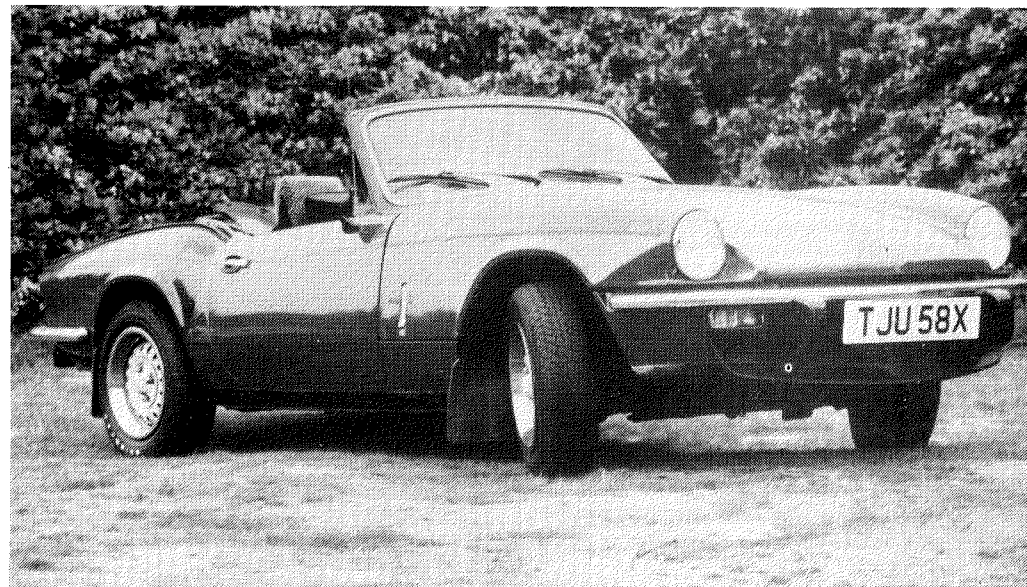
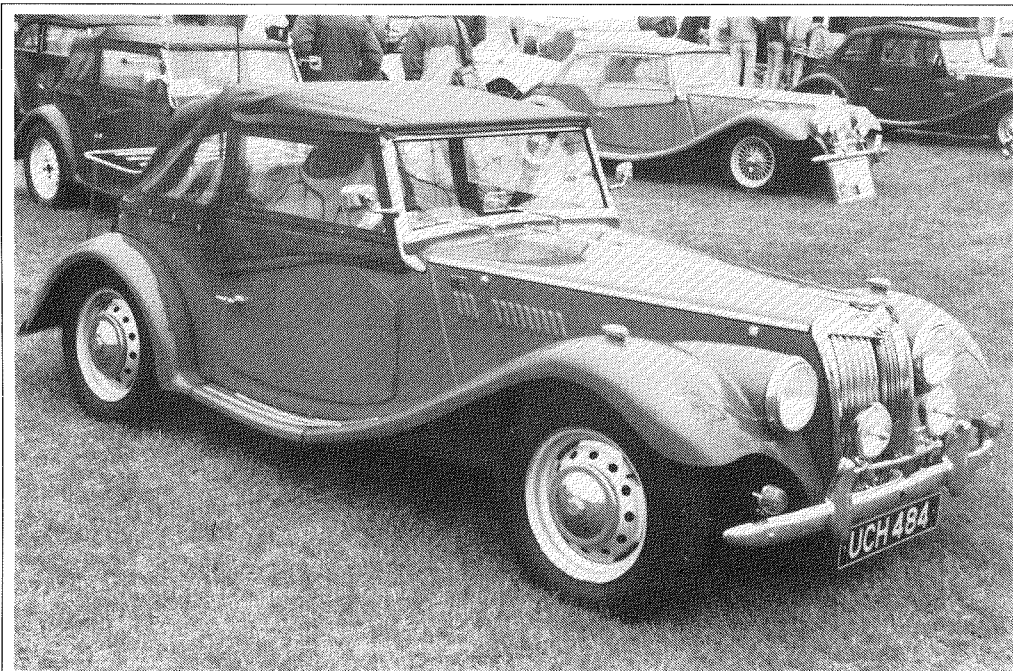
Maxi). The chassis is Herald, although the company can supply a replacement. The engine and running gear are those we know and love, building up the rolling chassis will be no problem. When it comes to buildability, this kit really scores high. I have read the brochure, poked and prodded the company demonstrator, inspected a body in 'as delivered' form and talked to the men in charge. This leads me to thinking that building a Douglas TF would be more satisfying and straightforward than any Triumph based kit I've encountered so far.

The body consists of 20 separate GRP mouldings but the main body tub is supplied with doors hung and bonnet fitted, it is reinforced in the right places with wood and steel. I won't go into detail what you get in the kit but another big plus with the Douglas is brackets. Those of you who have never built a kit car will be thinking 'brackets, what's he on about?', those who have built a kit car will probably know what I'm getting at. The Douglas kit includes no less than 37 pre-drilled steel brackets for fitting parts to the chassis and body. This compares to about eight I got with my Moss kit many years ago which is still more than some others. When you're fiddling with production cars brackets are something you take for granted but when you're building your own car they become very significant and can be a real pain. I'm not saying you won't have to make any brackets yourself but 37 is a very good start.

This car has lots of other well thought out features, aluminium louvres are bonded into the GRP engine side panels at the factory and on the demonstrator you can't see the join, the doors are double skinned and reinforced and shut with a nice clunk, the sidescreens look like they fit with minimum flap.

All in all the Douglas TF looks to be a worthy stablemate to the other classic kit cars based on the classic Herald chassis. For a brochure and price list the Douglas Car Company Ltd. can be found at Unit 17, Rippleside Commercial Estate, Ripple Road (A13), Barking, Essex, IG11 0RJ. Tel: 081 517 1234.

I cannot conclude this article without reference to the other club kit with certain similarities to the MG TF, that, of course, is the Gentry. The Gentry has been around for a long time and there are many, probably hundreds, on the road. Many, in fact most, are very fine looking motor cars. However, over the years I have got the impression from various sources that the Gentry is not an easy car to build. A number end up in the 'part-built' columns. Are there any Gentry builders out there to refute, or maybe confirm, this accusation? Send me your stories, likewise if you're building a Douglas, let's hear how it's going.



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

GREG Henshaw of Syston, Leicestershire, shows his 1981 Vermillion Spitfire in a very summary setting at Clumber Park, Notts. in the heading photograph for this month.

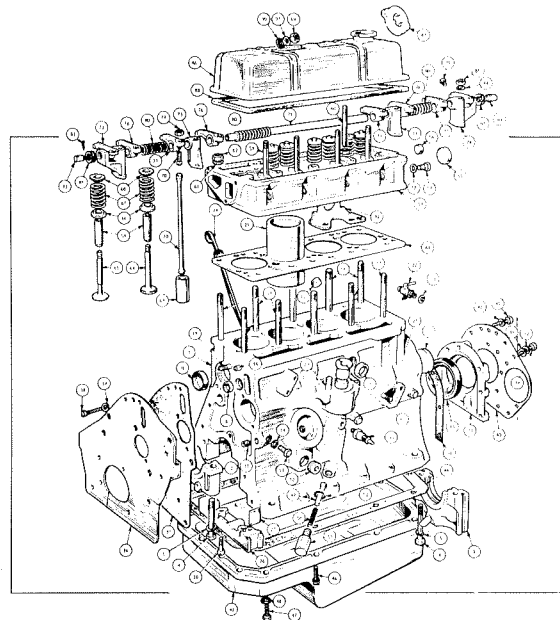
COMMONALITY Part 2

Firstly, the captions for last month's photo should have read:-

TRIUMPH 1300, DOLOMITE 1300, DOLOMITE SPRINT, 2000 MKI, 2500TC and 2.5 PI MKI Estate.

Oh yes, how many spotted last month's deliberate mistake. The Dolomite Sprint had 4 valves per cylinder, but wasn't double overhead cam!

This month we'll look at the commonality between the Triumph engines and engine components. It certainly is a minefield of part numbers and I am sure there will be some exceptions to the following.



ENGINE COMMONALITY

The vast majority of 4 cylinder engines produced by Triumph were 1300cc and 1500cc. The smaller 948cc and 1147cc engines were restricted to early Heralds and Spitfires. The 1300cc engine was fitted to the Spitfire III, Spitfire IV, Herald 13/60, 1300 Saloon, 1300TC Saloon, Toledo and Dolomite 1300. Differences in compression ratio, cam and carburettor gave different power and torque ratings. In addition there were 2 different types of 1300cc engine. Earlier engines, as fitted to the Herald 13/60 and Spitfire III used crankshafts with main and big end bearings 32.99mm wide. The remaining cars, and indeed very late Herald 13/60s (engine Nos. GK) were fitted with a crank with wider bearings of 35.56mm. The earlier engines are believed to be more mechanically efficient through reduced bearing drag on the narrower crank journals. There is no evidence to suggest that the narrower bearings give reduced engine longevity.

The 1500cc engine was fitted to the Spitfire 1500, 1500 Saloon, 1500TC Saloon, Dolomite 1500 and Dolomite 1500HL. Again different compression ratios, cams and carburation gave different power ratings. The 1500cc was essentially a 1300cc engine, the additional 200cc being created by little more than a change in crank to increase the stroke from 76mm to 87.5mm. The bore remained the same. The crank used the same wider bearings of the later 1300cc engine. As such, with the exception of the FWD engines, engines from any of the above cars will fit into a Spitfire IV or 1500. The only modifications necessary are:-

- 1) Fitment of a Spitfire or Herald sump, the saloon sumps are different (N.B. Spitfire 1500 or late Spitfire IV sumps are required on 1500 engines due to the extra throw of the crank).
- 2) Use of Spitfire/Herald engine mounts. Saloon mounts are different, even though the engine front plates are the same.
- 3) Possible re-routing of heater hoses, fuel pipes, choke and accelerator cables, dependent upon the carbs. and inlet manifold fitted.
- 4) Possible change in clutch dependent upon gearbox fitted — see later.

Obviously, as listed in Table 1, the power outputs will depend upon the cams and carburettors etc fitted. With the sump changed, the Dolomite 1500 or 1500HL engines are identical to the Spitfire 1500 engine. Other 1500cc engines fit but have a different rating. No other 1300cc engine was built to the same specification as the Spitfire IV. N.B. Spitfire IV engines up to FH25000 were in fact identical to Spitfire III engines except they used the wider bearing crank. Fitting twin carbs to a Toledo or Dolomite 1300 engine will not give the same power, since even though they have the same cam, the compression ratio is lower. However many engine components are interchangeable as discussed below and listed in Table 2. Indeed Triumph changed components in mid range for reasons of commonality and hence reduced costs. These changes are also shown in Table 2. Any effects upon performance weren't publically recorded and

hence aren't shown in Table 1.

ENGINE BLOCKS

Spitfire III and Herald 13/60 engines (not GK) have the same block but are different to the other 1300cc engine on account of the narrower main bearing journals/caps.

The remaining 'wide' bearing 1300cc blocks are further sub-divided. Earlier blocks have completely 'flat' top surfaces, whereas later blocks have a 'recess' around the top of each bore to accept a sealing lip on the head gasket. The head gaskets are obviously different and are not interchangeable. The later type is easily identifiable by a small tab on the back edge of the gasket marked 'TOP'. Table 2 identifies which engine have the later gasket. N.B. Early Spitfire IV engines up to FH 25000 had a 'flat' head gasket.

1500cc blocks are different to 1300cc blocks, being wider in the crankcase to accommodate the extra throw of the 1500cc crank. With the exception of early 1500 FWD and 1500TC engines, all 1500cc blocks should have the recess to accept the lipped head gasket.

Crankshafts

With the exception of the Spitfire III, Herald 13/60 (not GK) and 1300 FWD, all 1300cc engines have the same wide bearing crank (N.B. Some Toledo and Dolomite 1300 cranks have different flywheel bolt diameters). The 1300 and 1300TC FWD cranks have different front and rear noses.

Again with the exception of the 1500 FWD Saloon, all 1500cc cranks are the same.

Apart from the Spitfire III and Herald 13/60 (not GK), all 1300cc and 1500cc engines use the same 'wide' main and big end bearings.

Pistons and Con Rods

Again apart from the Spitfire III and 13/60 engines due to their narrower bearings, the same con rods are used on all 1300cc and 1500cc engines.

Today all 1300cc pistons (high compression engines) are the same as are all 1500cc pistons. 1300cc and 1500cc pistons are not interchangeable. 1500cc pistons are smaller having short skirts and deck heights (gudgeon pin to piston crown).

Timing Gear

Except for the Spitfire III, Herald 13/60 and FWD cars, the timing cover oil seal, front pulley, pulley nut and front engine plate are all the same on 1300cc and 1500cc engines. The Spitfire III and Herald 13/60 front pulleys have smaller noses, requiring a smaller seal and hence timing cover. The cover also only has a single timing 'pointer' as opposed to a series of graduated 'timing teeth' as on later covers. The pulley nut is also smaller than the one on later cranks. The timing chain and gears are the same on all engines.

Camshafts

With the exception of the Spitfire III and Spitfire IVs

up to FH25000 all camshafts are interchangeable between engines (N.B. if interchanging cams, check on Table 2 for the push rod and valve sizes that can be used with that cam). Unlike the others, the Spitfire III cam has smaller diameter journals which run in shell bearings in the block.

Table 2 lists the various 4 cylinder cars available. Notice that 2 different part numbers are listed for the Spitfire 1500 cam. It is believed that this is to reflect an alternative supplier for the same cam.

Cylinder Heads

Although essentially the same head, which can be bolted onto any of the 1300cc and 1500cc engines, there are a number of differences.

a) For the same compression ratio, 1500cc heads have deeper combustion chambers than 1300cc heads. Consequently fitting the head from a 1300cc Spitfire with a compression ratio of 9.0:1 to a Spitfire 1500 would give an engine with a high compression ratio of approx. 10.5:1. Conversely fitting a 9.0:1 1500 head to a 1300cc engine would give a very low compression ratio.

b) 1300cc and 1500cc heads are available with compression ratios of 8.5:1 and 9.0:1 giving more options for interchangeability.

c) Spitfire III, early Spitfire IV and 13/60 heads had smaller diameter inlet ports than the other heads, hence the different manifold gasket.

d) A further difference between 1300cc and 1500cc heads, particularly noticeable on a Spitfire IV and Spitfire 1500 heads, is that to the rear of the 1300cc head there is a tapping for a heater hose, not present on the 1500 head.

e) With the exception of early 1500 FWD Saloon heads, exhaust valves are the same on all heads. Inlet valves diameters are either 1.306" or 1.380". The exception is the early 1500 FWD Saloon head which had larger inlet and exhaust valves of 1.431" and 1.232" respectively. The different part numbers resulting from the different combination of the above are show in Table 2.

Valve Gear

Rockers, rocker shafts, rocker pedestal, and cam followers are the same on all engines. Four different lengths of push rod are available, dependent upon camshaft compression ratios, and valve spring collets. In addition to the different valve head diameters discussed above, valve stems are also different (hence the different part numbers for valves with the same head diameter). Herald and early Toledo inlet and exhaust valves have different valve spring collar arrangements to the others. Fig. 1. Valve springs are the same on inlet and exhaust valves, the requirement for different seating pressures being achieved by different inlet and exhaust spring collets. Valve springs vary between engines depending upon the camshaft and valve fitted. Table 2 illustrates the applications.

Gearboxes and Clutches

Apart from the FWD cars, two types of gearbox and overdrive were fitted to the 1300cc and 1500cc engined cars. Early cars were fitted with what is known as a 3 rail gearbox. Fig.2, with synchromesh on all forward gears. Again the Spitfire III and Herald 13/60 are exceptions, having 3 rail gearboxes with no synchro on 1st gear. The 3 rail gearbox input shaft had 10 large splines. When an option, 3 rail gearboxes were fitted with the Laycock De Normanville D-type overdrive with a ratio of 0.802:1 on 3rd and 4th gears. Later cars were fitted with the stronger, more efficient single rail gearbox with synchromesh on all gears (an indication of its strength is given by the fact that the 1850cc engined Dolomite

used this type of gearbox.

The input shaft of single rail gearboxes was different with 20 small splines, and so a different clutch drive plate is required. The Laycock De Normanville J-Type overdrive fitted to single rail gearboxes was also a stronger unit, giving a ratio of 0.797:1 on 3rd and 4th gears. The J-Type overdrive used less current to switch the overdrive solenoid and consequently didn't require a switching relay as was the case on the D-Type unit.

Both types of gearbox can be interchanged, the only requirement being a possible change of clutch. 1300cc engines require a 6½" diameter clutch while 1500cc engines require a 7¼" diameter clutch. If you are fitting a 3 rail gearbox, the driven plate of the clutch requires large splines. For a single rail gearbox a clutch with small splines is required. Thus if you wish to fit a single rail (with J-Type overdrive) to a 1300cc engine, eg Spitfire IV or Herald 13/60, you will require the clutch from a Dolomite 1300. Alternatively, if fitting a 3 rail gearbox (with D-Type overdrive) to a 1500cc engine, you need the clutch from a 1500 TC Saloon.

Propshaft lengths should also be considered, since the single rail gearbox is longer than the 3 rail gearbox, similarly for the overdrive versions. However I understand that the 3 rail O/D gearbox is the same length as a non O/D single rail gearbox.

Table 3 summarises the combinations available. Note that Spitfire III and Herald 13/60 gearboxes have slightly lower 1st gears than the rest. Note also that although the Dolomite 1850 is a good source of single rail J-Type overdrive gearboxes, the gear ratios are different.

Manifolds

Exhaust manifolds are the same on all 1300cc engines. No two inlet manifolds appear to be the same as a result of different carburation, heater hose outlets and in the case of early 1300cc heads, smaller inlet ports.

Distributors

Distributors, although fitting both 1300cc and 1500cc engines vary between models dependent upon the automatic advance and retard curves. Only later on, on the Dolomite 1300, Dolomite 1500 and Spitfire 1500 did they appear to standardise on the same distributor.

Miscellaneous

There are many other smaller components that are common between the engines, eg core plugs, studs, sealing blocks and seals and oil pressure relief valves etc.

Other Sources

The Triumph six cylinder engines mustn't be forgotten as another source of engine components. To detail all the components by model would fill too many pages. However components of the valve-gear such as rockers, rocker pedestals, valve collets and cam followers are all common with the 6 cylinder. Some valves and valve springs are common depending on application. Timing chains and wheels are common with 2 Litre engines, but 2.5 Litre engines are fitted with Duplex timing chains and wheels. Timing covers and seals are not the same, the front pulley being of different diameter.

Engine internals such as con rods and bearings are common to the wide bearing 1300cc and 1500 engines. Even flat top 2 Litre pistons will fit 1300cc engines, although the block must be overbored by 0.040"; a convenient way of increasing compression ratio. Conversely an overbore size 1300cc piston will fit a 2 Litre engine. There are many other smaller engine components such as core plugs, crankcase sealing blocks, oil pressure relief valves and various studs etc, that are common. There is one final source of 1500cc engines, dare I mention, and that is late MG Midgets! Ancillaries are different but the basic engine is the same, a constant embarrassment to Midget owners!

TABLE 1. Comparison of 1300cc and 1500cc engine specifications

Model	Capacity	Max Power	Max Torque	C.R.	Camshaft	Inlet valve diameter	Ex. valve diameter	Carburation
1300 FWD	1296cc	61 BHP	73 LB FT	8.5	?	1.306"	1.170"	Single CD 150
1300TC FWD	1296cc	75 BHP	75 LB FT	9.0	?	1.306"	1.170"	Twin SU HS2
Toledo	1296cc	58 BHP	70 lb ft	8.5	212359	1.306"	1.170"	Single SU HS2
Dolomite 1300	1296cc	58 BHP	70 lb ft	8.5	312188	1.380"	1.170"	Single SU HS4
Herald 13/60	1296cc	61 BHP	73 lb ft	8.5	212359	1.306"	1.170"	Single CD 150
Spitfire III	1296cc	68 BHP	73 lb ft	8.5	212164	1.306"	1.170"	Twin SU HS2
Spitfire IV (to 25,000)	1296cc	63 BHP	69 lb ft	8.5	212164	1.306"	1.170"	Twin SU HS2
Spitfire IV (after FH25000)	1296cc	61 BHP	73 lb ft	9.0	312188	1.431"	1.170"	Twin SU HS2
Spitfire 1500	1493cc	71 BHP	82 lb ft	9.0	312188	1.380"	1.170"	Twin SU HS4
1500 FWD	1493cc	61 BHP	84 lb ft	8.5	212359	1.431"	1.232"	Single SU HS4
1500 FWD after WB30000	1493cc	65 BHP	80 lb ft	9.0	312188	1.431"	1.170"	Single SU HS4
1500TC	1493cc	64 BHP	78 lb ft	9.0	312188	1.431"	1.170"	Twin SU HS4
Dolomite 1500	1493cc	71 BHP	84 lb ft	9.0	312188	1.380"	1.170"	Twin SU HS4

Fig 1. The 2 different types of valve collar.

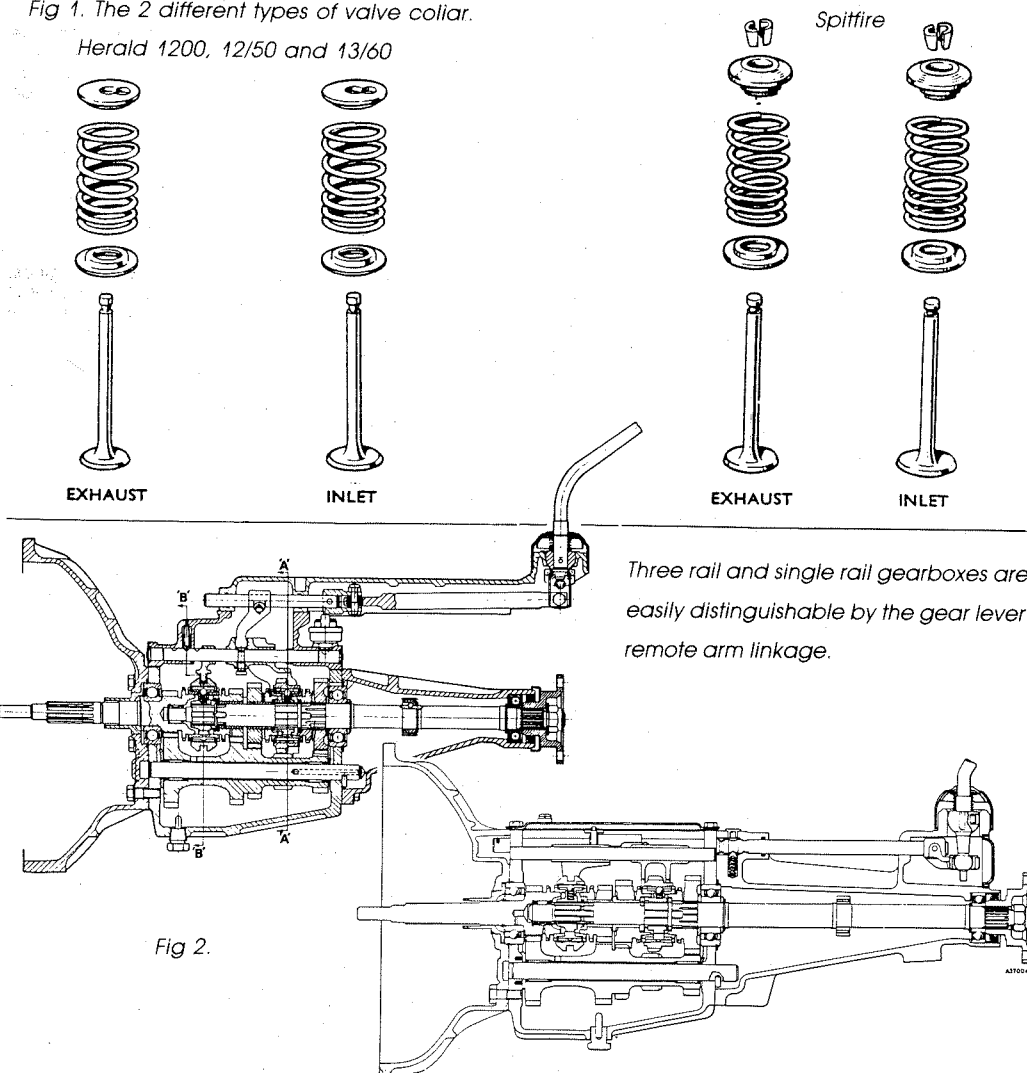


TABLE 2. Comparison of 1300cc and 1500cc engine components

Component	Herald 13/60	Spitfire III	Spit IV to 25000	Spitfire IV after FH25000	Spitfire	Dolomite 1500	Dolomite 1300	Toledo 1500	Toledo 1000/25000	1500FWD WB30000	1500FWD after WB30000	1500 TC
Crankshaft	307422	307422	308737	308737	RKC918	RKC938	RKC918	308737	308737	311406	311406	311553
Main Bearings	140111	140111	149081	149081	RTC1753	RTC1753	RTC1753	149081	149081	149081	149081	149081
Blend bearings	138211	138211	149082	149082	RTC1754	RTC1754	RTC1754	149082	149082	149082	149082	149082
Con rods	146543	146543	146454	146454	146454	146454	146454	146454	156454	146454	146454	146454
Sump	212006	212006	212006	213863	213863	214991	214991	214991	214991	-	-	214991
Pistons	148043	146470	155907	155907	155169	155907	155169	155907	155907	155169	155169	155169
Fly Wheel	141675	141675	141675	141675	TKC1840	UKC4360	TKC1840	141675	141675	-	-	146467
Timing cover	201311	201311	217790	217790	217790	217790	217790	217790	217790	217069	217069	21790
Front Pulley	202465	202465	217789	217789	217789	217789	217789	217789	155261	155261	155261	217789
Pulley Bolt	128058	128058	155357	155357	155357	155357	155357	155357	155357	155357	155357	155357
Head Gasket	212294	212294	212294	GEG373	GEG373	GEG373	GEG373	TKCO249	217757	217757	GEG373	217757
Cylinder Head	515748	515748	515748	218142	TKC1155	TKC1156	TKC1155	515748	218141	219297	218140	218140
Exhaust Valve	144939	144965	144965	144965	144965	144965	144964	144939/144965	144965	145015	144965	144965
Inlet Valve	126857	126893	126893	145328	UKC2460	UKC2460	UKC2460	126893/126857	145328	145328	145328	145328
Ex/V Spring	121251	136487	136487	157229/157476	157229	157229	157229	136487/121254	157229	136487	157229	157229
In/V Spring	121251	136487	136487	157229/157475	157229	157229	157229	136487/121251	157229	136487	157229	157229
Spring Seat	105118	105118	105118	157510	157510	105118	157510	105118	105118	105118	105118	105118
Push Rod	111874	111874	11874	159255	157508	157508	157508	111874	157508	104824	157508	157508
Cam Follower	143552	143552	143552	143552	143552	143552	143552	143552	143552	143552	143552	143552
Rocker	109023/4	109023/4	109023/4	109023/4	109023/4	109023/4	109023/4	109023/4	109023/4	109023/4	109023/4	109023/4
Rocker Shaft	144962	144962	1454962	144962	144962	144962	144962	144962	144962	144962	144962	144962
Camshaft	212359	212164	212164	312188	312188	312188	312188	212359	312188	212359	312188	312188
					or RKC3305	or RKC3305	or RKC3305					
Manif/Gasket	146092	146092	146092	GEG648	GEG681	GEG648	GEG681	GEG648	GEG648	GEG648	GEG648	GEG648
Inlet Manifold	308324	308087/309104	308087	311925	RKC723	159925	RKC723	309114	309114	309114	159930	31925
Ex. Manifold	308086	308086	308086	308086	RKC648	308086	RKC648	308086	308086	308086	308086	308086
Fuel Pump	208493	208493	208493	312343	RKC1624	RKC1624	RKC1624	217267	312343	217267	312157	208493
Distributor	212292	214088	214088	TKCO419	RKC638	RKC638	RKC638	212292	218106	217031	218106	217613

TABLE 3. Gearbox and Clutch Applications

Model	Type	Gear ratios	Overdrive	Clutch Diam	Spline Type	Syncho
Toledo	3 rail	1, 1.394, 2.158, 3.504, R3.988	-	6.5"	Large	All
Herald 13/60	3 rail	1, 1.394, 2.158, 3.746, R3.746	-	6.5"	Large	Not 1st
Spitfire III	3 rail	1, 1.394, 2.158, 3.746, R3.746	O.802 D	6.5"	Large	Not 1st
Spitfire IV	3 rail	1, 1.394, 2.158, 3.504, R3.988	O.802	Large	All	
Spitfire 1500	Single rail	1, 1.394, 2.158, 3.504, R3.988	O.797 J	7.25"	Small	All
1500 TC	3 rail	1, 1.394, 2.158, 3.504, R 3.988	-	7.25"	Large	All
Dolomite 1300	Single rail	1, 1.394, 2.158, 3.504, R3.988	O.797 J	6.5"	Small	All
Dolomite 1500	Single rail	1, 1.394, 2.158, 3.504, R3.988	O.797 J	7.25"	Small	All
Dolomite 1850	Single rail	1, 1.254, 1.779, 2.646, R3.001	O.797 J	8.5"	Small	All

SIX SPARES

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

FAX NO: 081 891 5567

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

**THIS MONTHS TSS SPECIAL
OFFERS TO TSSC MEMBERS ONLY**

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 w/screen seal	£14.75
Door skin to door glass outer	£4.95
Door skin to door glass inner	£2.75
Bonnet scuttle/bulk head seal	£4.00
Hand brake lever gaitor — all models	£7.95
Triumph Pedal rubber	£1.55
Bonnet stop cones	£1.30
Gear lever gaitor	£3.95
Door aperture seal convertible	£9.50
Door aperture seal saloon	£11.95
Master cylinder dust cover	£3.25
Wheelarch to dash seal (small mud flaps)	£2.30
Front valance seals	£1.00
Boot seal, non original	£9.00
Boot seal, as original	£14.00
Estate rear tailgate glass seal — original	£18.00
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)	£7.50

SEALS — SPITFIRE/GT6

Front w/screen seal	£14.75
Hood header rail/hard top front	£5.50
Door skin to door glass outer (weatherstrip)	£4.95
Door skin to door glass inner (weatherstrip)	£2.75
Bonnet scuttle seal	£4.00
Bonnet stop cone	£1.30
Door aperture seal (furlflex) SPIT	£10.25
Door aperture seal (furlflex) GT6	£14.50
Front valance seal (SPIT I/II/III, GT6 I/II)	£1.00
Front valance seal SPIT IV/I/500, GT6 III	£2.00
Wheel arch to dash seal (small mudflaps)	£2.30
Boot seal SPIT	£9.00
Tailgate aperture seal GT6	£9.00
Tailgate glass seal	£18.50
Door check link seal	£1.95
Gear lever gaitor SPIT I/II/III/IV	£6.80
Handbrake gaitor SPIT I/II/III/IV	£7.95
Master cylinder dust cover	£3.25
'P' seal on windscreen frame	£3.25
ROOF TO WINDSCREEN-TOP SEAL GT6 I/II	£16.95

ALL OTHER SEALS AVAILABLE FOR ABOVE CARS — PLEASE RING.

CHROME/LOCKS/BRIGHTWORK

Front w/screen insert, HER, VIT	£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 l/h HER, VIT	£9.85p
R/h barrel and keys HER, VIT	£4.50
'B' POST STRIKER (LESS SLIDER) HER, VIT pairs	£17.90
Outer door handles (matched pair) black or chrome	
SPIT IV/I/500, GT6 III (includes lock barrels)	£58.00
Matched pair door lock barrels, SPIT IV/I/500, GT6 III	£11.95
Outer door handle assy SPIT I/II/III, GT6 I/II	£11.95
Matched pair door lock barrels SPIT I/II/III, GT6 I/II	£11.95
Inner door handle assembly SPIT IV/I/500, GT6 III	£13.50
Inner door handle chrome bezel SPIT IV/I/500, 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, VIT, SPIT I/II/III	£15.50
Boot 'T' handle and keys HER, VIT, SPIT I/II/III	£9.80
Boot lock assembly SPIT IV/I/500	£11.95
Tailgate lock assembly GT6 I/II	£11.95
Tailgate lock assembly GT6 III	£11.95
Boot latch/striker assy SPIT IV/I/500, GT6 all	£7.25
Chrome flip top petrol cap SPIT IV/I/500 orig.	£17.50
SPIT locking petrol caps	£11.95
Her, Vit locking petrol caps (chrome)	£6.50
Lock barrel and keys for GT6 III petrol cap	£6.95
Chrome wiper arm assembly all models	£5.25
Stainless wiper blades all models	£4.95
Bonnet mirror HER, VIT, ORIGINAL from	£11.75
Door mirror SPIT IV/I/500, GT6 III	£10.95
Bonnet lock kit (pairs) all models	£9.50
Bonnet catch assy all models original	£17.45
Steering column lock assy SPIT IV/I/500, GT6 III	£29.95
Ignition barrel and keys SPIT I/II/III, HER, VIT, GT6 I	£4.25
Ignition barrel and keys as above HIGHER SECURITY TYPE	£7.25
Matched lock set GT6 I/II, door, tailgate & ignition locks	£18.00
Full lock set as above with paired bonnet locks	£25.00
Matched lock set SPIT I, door boot & ignition locks	£12.50
Full lock set as above with paired bonnet locks	£20.00

Chrome/locks/brightwork - continued

Matched lock set, SPIT I/II/III, door, boot & ignition locks	£19.00
Full lock set as above with paired bonnet locks	£25.00
Matched lock set, HER, VIT, door, boot, ignition and c/box locks	£17.00
Full lock set as above with paired bonnet locks	£25.00
Cubby box lock assy HER, VIT	£6.50
Spit I/II/III, GT6 I/II chrome headlight rim	£7.50
Chrome hub cap, HER, VIT, SPIT I/II/III, GT6 I	£12.75
Rear override, HER, VIT fully pressed (pair)	£56.00
Front override, HER 948/1200 original (each)	£29.50
'B' post capping, SPIT IV/I/500	£4.25
Chrome w/screen washer jet complete assy. ORIGINAL, HER, VIT	£3.95
Rear number plate light aluminium cowl ORIGINAL HER 13/60	£4.75

ALL LOCKS, BRIGHTWORK AND BADGES STOCKED — PLEASE RING

PANELS — HERALD/VITESSE

Front valance quality fibreglass	£24.95
Rear quarter valance steel	£12.75
Front wing HER 13/60 ORIGINAL PRESSING	£49.00
Front wing VIT	£68.00
Front wing HER 1200	£75.00
Rear wing, HER, VIT	£52.00
Front wing arch repair	£10.95
Rear wing arch repair	£10.95
Sill HER, VIT	£9.75
Door skin ORIGINAL PRESSING	£31.50
Door under section repair panel HER, VIT	£12.50
Door step/tread panel HER, VIT as original	£5.00
Bonnet 'D' plate, HER, VIT	£8.50
Rear centre valance (original VIT)	£32.75
Rear centre valance (original HER)	£35.75
Complete bonnet front panel HER 13/60 ORIGINAL	£48.00

ALL CHASSIS AND OTHER PANELS STOCKED — PLEASE RING

PANELS — SPITFIRE/GT6

New bonnets available, SPIT IV/I/500	
Front valance SPIT I/II/III, GT6 I/II (steel)	£62.00
Front valance SPIT I/II/III, GT6 I/II (f/glass)	£22.00
Front quart valance SPIT IV, GT6 III (steel)	£46.50
Front quart valance SPIT IV, GT6 III (f/glass)	£16.75
Rear wing SPIT IV, GT6 III r/h ORIGINAL	£114.00
Front wing SPIT IV, GT6 III	£38.50
Front wing ORIGINAL SPIT I/II/III, GT6 I	£49.95
Front wing ORIGINAL GT6 II	£72.00
Sill all SPIT, GT6 ORIGINAL	£25.00
Sill all SPIT, GT6 quality pattern	£12.00
Rear wing ORIGINAL SPIT I/II/III, GT6 I/II	£52.00
Rear valance SPIT I/II, GT6 I original	£39.00
Rear valance SPIT I/II/III, GT6 I/II pattern	£30.00
Rear valance SPIT IV, GT6 III	£28.00
Boot floor all models	£39.50
Door skin SPIT I/II/III, GT6 I/II	£15.50
Door skin SPIT IV, GT6 III	£16.50
Full floor	£29.50
Rear light panel SPIT IV/I/500	£59.95
Battery box	£11.00

ALL OTHER PANELS FOR SPITFIRE & GT6 STOCKED — PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£11.50
Steering rack exchange	£29.00
Driveshaft all models non rototflex	£47.00
New propshafts from	£75.00
Front vertical link VIT, GT6	£35.00
Front vertical link HER, SPIT	£38.00
Front wheel bearing kit inc. hub felt	£9.95
Top ball joint all models	£7.95
Track rod end all models	£4.95
Universal joint all models with grease nipple	£4.50
Front shock absorbers all	£17.50
Rear shock absorbers all	£16.75
Rear full wheel bearing kit rototflex models	£12.95
Rear full wheel bearing kit non rototflex models	£11.95

Mechanical/suspension/steering - continued

Rotoflex coupling GENUINE	£17.50
Rear leaf spring SPIT IV/I/500, GT6 III late NEW	£49.50
Rear leaf spring SPIT I/II/III NEW	£48.50
Rear leaf spring GT6 I/II/III, rototflex NEW	£49.50
Rear leaf spring HER NEW	£58.00
Rear leaf spring VIT 1600i NEW	£58.00
Rear leaf spring VIT II NEW	£60.00

FUEL SYSTEMS & CARBS

Petrol tank sender unit HER, VIT	£22.50
Petrol tank sender unit SPIT	£18.50
Fuel pump HER, SPIT	£12.00
Fuel pump VIT, GT6	£19.90
Petrol tank new ORIGINAL SPIT IV/I/500	£125.00
Carb repair kit (Stromberg) inc. needle valve	£9.95
Carb repair kit (S.U.'s) inc. jet	£11.95

FULL RANGE OF NEW AND FULLY RECONDITIONED CARBS AVAILABLE — PLEASE RING

BRAKES ETC.

Brake disc 4 cyl models	£11.95
Brake discs 6 cyl models	£13.95
Wheel cylinders — state model	£6.95
Brake hoses front/rear — state model	£6.75

MOUNTS & BUSHES

Engine mounts 4 cylinder	£3.75
Engine mounts 6 cylinder	£5.50
Overdrive gear box mounting	£13.95
Standard gear box mounting	£1.60
Steering column bushes (excluding late 1500)	£3.70
Bump stop rototflex suspension	£5.50
Rear inner wishbone bush rototflex models	£4.75
Rear spring eye bush, all models	£4.25

BUMPERS ETC.

Rubber bumper set HER	£99.00
Bumper end cap aluminium HER	£6.95

COOLING SYSTEM

Water pump SPIT IV/I/500 (non viscous)	£26.00
Water pump, SPIT 1500 (viscous)	£33.00
Water pump HER, SPIT	£28.00
Water pump VIT, GT6	£28.00
Radiator overflow bottle all models	£4.95
Radiator overflow bottle cap	£1.20

HOODS, CARPET SETS AND INTERIOR TRIM

Hoods HER, VIT — original quality	£75.00
Hoods SPIT zip rear window — original quality	£75.00
Carpet set Her, Vit tufted and bound	£65.00
Carpet set SPIT tufted and bound	£60.00
Carpet set GT6 tufted and bound	£75.00
Moulded carpet set, Spitfire	£110.00
Moulded carpet set, GT6 (state model)	£165.00
Car seat recovering kit SPIT IV/I/500 black (car set)	£75.00
Door trim panel SPIT IV/I/500 black	£18.00
Door trim panel GT6 — state model	£20.00
Pair rear quarter panels SPIT IV/I/500 black	£25.00
Glove box SPIT, GT6 each	£12.00
Pair of sunvisors SPIT IV/I/500, GT6 III	£25.00
Engine bay valance GT6	£16.75
Rad cowl GT6	£11.50
Rad cowl SPIT	£9.95

ALL OTHER TRIM AVAILABLE FOR ALL SPIT, GT6, HER & VIT

LIGHTS AND MISCELLANEOUS

Side/indicator light SPIT IV/I/500, GT6 III	£16.50
Rear light assy SPIT I/II/III, GT6 I/II	£32.95
Halogen headlight conversion set HER, SPIT & GT6	£26.50
Boot rack (wooden slats) aluminium	£19.95
Boot rack (wooden slats) chrome	£26.50
Wood rim steering wheel all models	£38.00
Leather rim steering wheel all models	£26.00
Fibreglass tunnel covers, state model	£26.95

PLEASE NOTE — ALL PRICES EXCLUDE POSTAGE & VAT (17.5%) AND ARE CORRECT AT TIME OF GOING TO PRESS.

1991 PRICE LIST (2nd Edition) NOW AVAILABLE! £2.50 INC. P&P + VAT SEND PAYMENT & DELIVERY ADDRESS TO US TODAY
SIX/SP/991

*New
Regalia Lines
FOR 1991*



SPORTSHIRTS

Short-sleeved popular pique knit polo style shirts 65/35% polycotton packet. 10 colours available, choice of one of embroidered logos, TSSC Herald, Spitfire, Vitesse, GT6, Bond. **£16.99. P&P £2.00.** Sizes: S/M/L/XL/XXL. Please also state chest size when ordering. Please also state second choice. Colours: Red, white, royal, sky, navy, bottle green, mint, jade, cerise.

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

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 and second choice when ordering. Colours: Red, royal, navy, black or bottle green.



R025

New

R012



RUGBY SHIRTS

Produced to a very high quality by a UK manufacturer. 100% heavyweight 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! **£23. P&P £2.00.**

Sizes: Small 36", Medium 40", Large 44", XL Large 48". Please also state second choice when ordering. Colours: Quarters, Navy/Burgundy, Navy/Jade. (Plain), navy, red, black, royal, jade or burgundy.

R116 GT6 ANNIVERSARY
Half Pint Crystal Tankard
LIMITED RUN £11.99 plus
£3.00 p&p



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.

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.

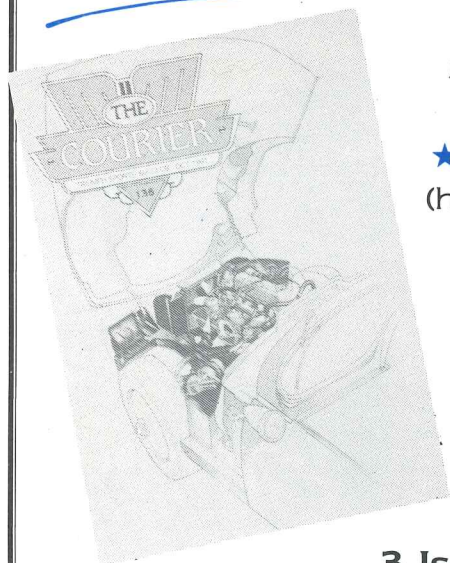
★ From 16 to 100 pages.

★ 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

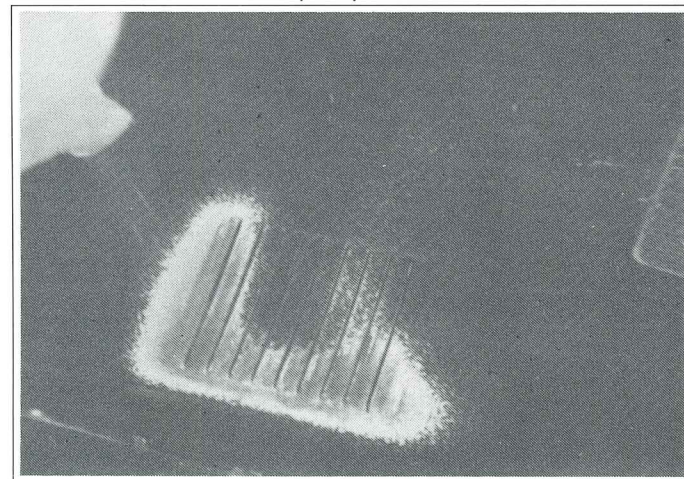
Fahrzeugteile BASTUCK
Saarwellinger Straße 31 & Co GmbH
6610 Lebach-Hoxberg West Germany
Tel. 06881/52455, Telefax 06881/51774

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

PROBLEM:- How do you strip paint, underseal from underpans, bulk-heads and in fact any areas a bodyshop sander can't reach and quickly, as the car was booked in for a respray in a week's time!

Answer:- Chemical stripping process works fine, but having to neutralise the chemicals with water, which is inevitably trapped in closed seams and sills etc, seemed to defeat the object of keeping the car dry stored for 4 years — Rejected.

Shot or sandblasting:- Again effective process in the right hands, but as a competent blaster agreed with me, ridding closed box sections of shot (which rusts when damp) or sand (which turns to mud) cannot be 100% guaranteed, and in the wrong hands panel damage can be horrendous — Rejected.



Granule Explosion!

Where to now! Stripping by hand was laborious, messy and again the neutralising meant getting the shell wet.

stripping a Lotus fibreglass body shell!

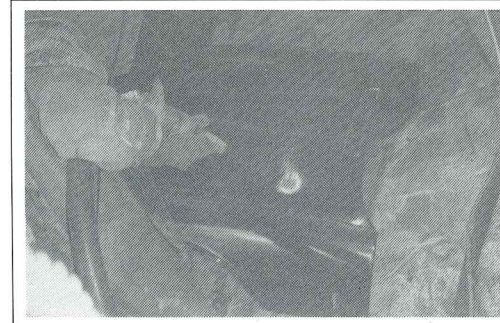
We booked the shell in and Pete told us we could have it back in a couple of days. Thus we could still deliver it to the bodyshop on time. After delivery, the bonnet was set up in the booth (another difference here, if you've ever been to a shot blasters you'll know they work in a steel container. Here the container is a plastic tent affair, this process must be gentle!)

ZIP! STRIP, HOORAY!

Bernard Robinson

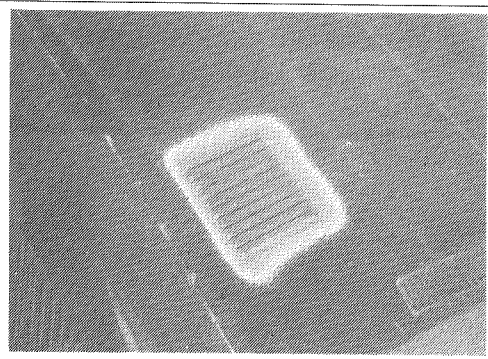
An article in Practical Classics caught our attention. Dry Stripping! Sounds promising. A new process invented in the States for stripping paint without destroying the galvanising coating and thus not affecting the corrosion warranties. The process involves blasting plastic granules at low pressures (40 psi. max), which then erodes away the painted surface. Any particles left in the box sections, being plastic do not absorb water, will not corrode or turn to a sludge. In fact, they are so light, with a good vacuum or blow out with an airline, 99% of the granules can be extracted — Process accepted!

A quick phone call to Pete Knox of Midland Plastic Stripping Ltd., confirmed the statements made and panel damage worries were dissipated as he told us he was currently dry



'Air On'

Pete donned his Dan Dare headset and approached the bonnet whilst I poked my camera through a slot in the 'tent'. As you can see, the stripping seems to work as if by magic. First the colour coat dissolves, then the primer, leaving the original steel shining through. Pete chose to show working around the louvers. These can be fiddly by hand but the work of seconds by dry stripping.



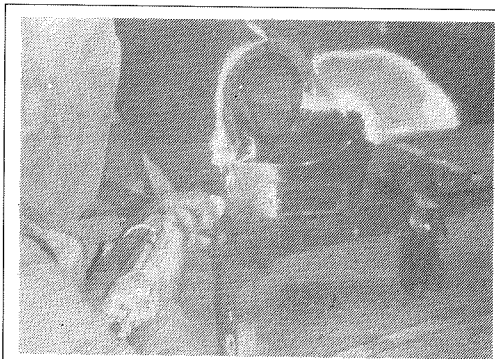
Minute later.

Then came a revelation. Pete showed the process's versatility by dropping the pressure. He then proceeded to remove the colour coat, leaving the primer intact!



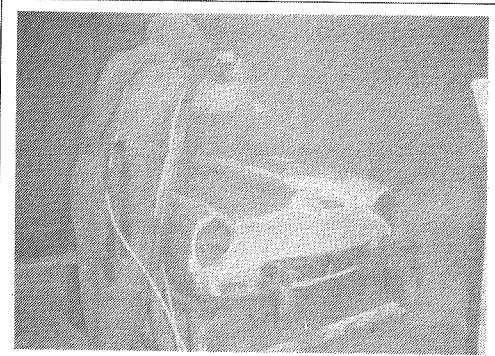
Top coat only being taken off!

This is ideal for one panel damage repair. In fact Pete has stripped cars that are running and fully trimmed. Any ingress into mechanical parts such as bearings is negligible and anyway the plastic is soft and disintegrates to a fine powder unlike steel shot, so no worries there. Tight corners and awkward places are no problem and due to low pressures, things like wiring loom tags do not get flattened or bent, allowing stripping behind them.



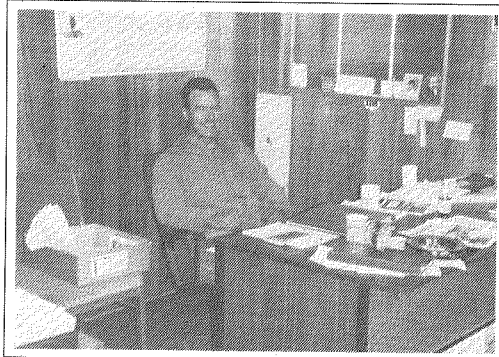
Tight corners.

The process is remarkably quick, i.e. both sides of a bonnet takes about 45 minutes and is above all gentle to the panels and can leave leaded or fibreglass repaired areas intact.

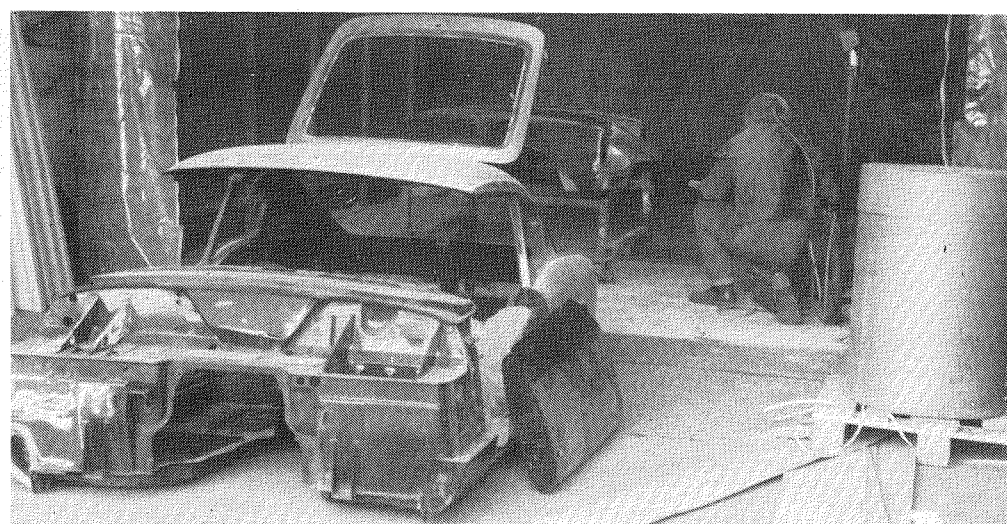


Total bonnet strip. Note the operator is bare handed, an impossibility at the higher pressures used for other means of blasting. So there you have it, a quick, safe and totally dry way of removing as much paint, underseal or whatever, as you wish.

Plus you have the benefit of someone else 'Guineapigging' the process for you.



Pete Knox, Proprietor



Dry Stripping Booth

Pete has also 'stripped' other club cars including a Vitesse and has a good portfolio of photos to substantiate all claims made and has good classic car background work to prove this as he has worked on cars as varied as Maseratis to Bentley Continentals or fibreglass to aluminium body panels.

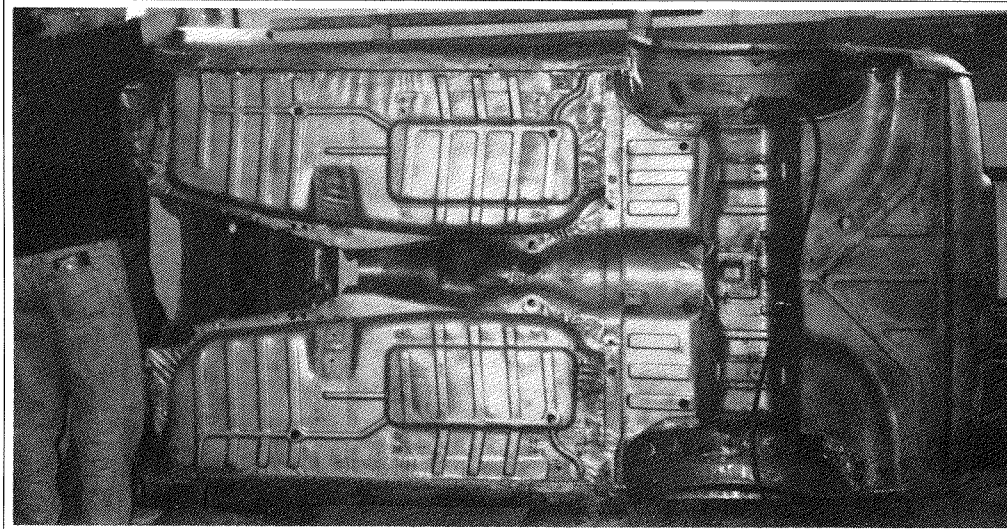
So you're in good hands. Pete is a member of the DSN (Dry Stripping Facilities Network) and can be contacted at, Midland Plastic Stripping Ltd. Tel: 0203 366744. As this process is franchised, the south of the country is handled by 'Cleaning Consultants Ltd', Lockwood, Surrey. Tel: 0403 752 347, but I'm sure more companies will take up this so watch your local press.

Costs vary due to the size of job, but an average full bodyshell strip comes in under £500 which although is higher than shot sand or chemical stripping, I think the benefits speak for themselves and far outway doing it yourself by hand or paying the labour rate for a bodyshop to do it for you!

With the low pressures and versatility of the process, I should think a boon to Bond Equipe (fibreglass) owners and anyone who wants a bare metal respray without the heartache.

The results certainly speak for themselves.

The finished job.





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

Set of 8 front suspension bushes 119451	£7.50 set
Inlet manifold banjo bolt 145155	£7.00 each
Herald headlining 721429	£30.00 each
Vitesse radiator grille 814083	£45.00
Herald/Vitesse front wing D plate 703627/8	£5.50 each
Boot Hinges 604917/8	£16.00 pair
1200 front wing, exchange	£65.00
13/60 front wing inc. rear strip 713267/8	£45.00 each
Vitesse front wing	£60.00 each
Herald/Vitesse door skins 901338/9	£25.00 each
Complete doors	£145.00
948 Herald/Vitesse rear centre valance	£25.00 each
1200-13/60 rear centre valance	£37.50 each
* Sills 803070/803071	£10.50 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

Overdrive propshaft 210985/218952	£55.00 each
Speedocable GSD165	£8.00 each
Speedo cable o/d	£6.00 each
Stop tail rear light lens 511800	£6.00 each
Nearside/offside front wings 907154/5 - 903088/9	£45.00 each
Rear valance lamp panel 569900	£30.00
Battery box 806707	£7.50
* 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

Window regulators 911271/2	£25.00 each
----------------------------	-------------

Front susp. vert. link & trunnion ass.	£47.50 each
* Spitfire rear lamp panel	£60.00
Stainless steel oversill kit	£45.00
Early number plate lamp cover 519582	£25.00
Handbrake cable end fork 104749	95p each
Early/Late rear drive shafts 155928	£40.00 each
Vitesse 132300	£40.00 each
Windscreen chrome insert	£27.50 each
Set of eight front suspension bushes 119451	£7.50 set
Windscreen aperture drip rail channel	£4.00 pair
Windscreen aperture panel 815397	£1.25 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	£ 3.50 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	£15.00 each
Bonnet hinge pivot box RKC362/3	£20.00 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 18534	£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 lamp panels 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	£20.00 each
Later type water pump (viscous) UKC774	£20.00
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	£12.50
Steering lock 216449/UKC2719	£25.00
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	£ 4.00 each
* 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	£45.00
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

R/hand front suspension vertical link 209072	£30.00
Camshaft 308778, MKII early III	£100.00
Front light seal l/h 574098	£4.00
GT6 dash veneer set 820073	£65.00
Brake shoes GBS750 early III	£7.50
N-side/o-side front wing Mk II 908113/4	£60.00 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 Mkl 710717	£10.00 each
* Rotoflex coupling 152273	£17.50 each
Steering lock 216449/UKC2719	£25.00
Front shock absorbers GSA366/217591	£17.50 each

Complete range of overdrives, built by ex Laycock engineer. P.O.A.
At the time of going to press we can supply every gearbox, steering rack and diff for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag. Front struts - Stag 2000, TR7 - Drive Shafts - TR6, Stag 2000. This is only a small proportion of our stocks, Many other items stocked from nuts and bolts to body shells. **TRADE ENQUIRIES WELCOME**

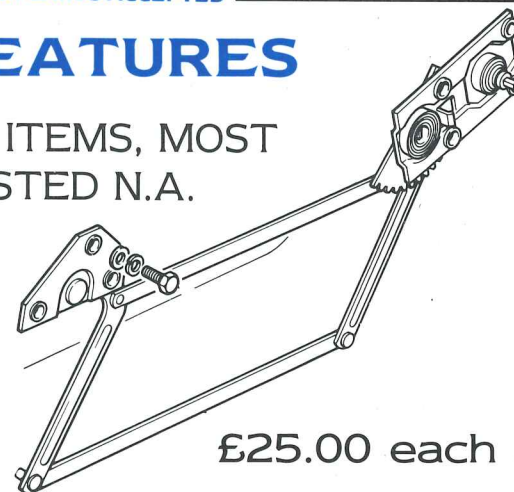
Access Visa - OTHER CARDS ACCEPTED

FITCHETTS FEATURES

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

SPIT IV/1500

Window
Regulators



£25.00 each

HERALD VITESSE

Rear Overriders

£25.00

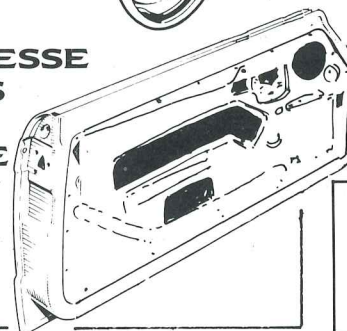
Tread
Plates

£4.00

NOW
AVAILABLE
HERALD 1200
FRONT

HERALD/VITESSE
DOORSHELLS
NEAR SIDE
AND OFFSIDE

NOW
AVAILABLE
£145.00



WINGS
£75.00

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.

ANDREW STONE TRIUMPH PARTS CENTRE

SPITFIRE GT6 HERALD VITESSE SPITFIRE GT6 HERALD VITESSE SPITFIRE GT6 HERALD VITESSE

GETTING BIGGER BY GETTING BETTER
BETTER PRICES ★ ★ BETTER PRODUCTS ★ ★ BETTER SERVICE

We are a rapidly expanding specialist supplier serving the small-chassis Triumph market, run by enthusiasts for enthusiasts. Our policy is one of consistently **LOW PRICES** all year round — compare them to our competitors. Our intention is to stock everything currently available for your Triumph.

BODYWORK

Door skin (original) Herald, Vitesse	£28.75
Sill Herald, Vitesse	£10.00
Rear quarter valance, Herald	£13.00
Rear quarter valance, Vitesse	£13.00
Front wing (original), Herald 13/60	£50.00
Rear centre valance (original), Vitesse	£30.00
Rear centre valance (original), Herald	£32.50
Full sill (B.L.), Spitfire, GT6	£25.75
Full sill (pattern), Spitfire, GT6	£10.00
Front outrigger, Spitfire, GT6	£12.00
Front wing (original), Spitfire I, II, III	£45.00
Bonnet stay, Spitfire, GT6	£10.50
Front wing, Spitfire IV/1500, GT6 MkIII	£38.00
Rear valance, Spitfire I, II, III, GT6 I & II	£32.95
Rear valance, Spitfire IV/1500	£26.00
Rear lamp panel, Spitfire IV/1500	£69.00

TRIM

Hood, Herald, Vitesse	£63.00
Hood, Spitfire III	£58.00
Hood, Spitfire IV/1500	£62.00
Carpet set, Herald	£55.00
Carpet set, Vitesse	£55.00
Carpet set, Spitfire	£61.00
Carpet set, Spitfire (moulded as original)	£120.00
Door trim panel, Spitfire	£39.00 pair
Glove box, Spitfire, GT6	£10.95
Boot floor mat, Spitfire	£10.85
Radiator cowl, GT6	£8.95
Door aperture seal (Furflex), Spitfire	£8.25
Door aperture seal (Furflex), GT6	£12.50
Boot seal, Herald, Vitesse	£7.00
Door to glass outer weatherstrip, Spitfire, GT6	£6.50
Door to glass outer weatherstrip, Vitesse/Herald	£5.50

MECHANICAL

Brake disc, Spitfire, Herald	£11.25
Brake disc, GT6, Vitesse	£13.75
Heater valve, all models	£23.00
Radiator, Herald, EXCHANGE	£43.00
Radiator, Spitfire IV/1500, EXCHANGE	£46.50
Clutch kit (3 piece), Spitfire III, IV, Herald 13/60	£43.50
Clutch kit (3 piece), Spitfire 1500	£55.00
Clutch kit (3 piece), Vitesse	£55.00
Exhaust system complete, Herald	£30.00
Exhaust system complete, Spitfire IV	£43.50
Steering rack, Spitfire, Herald, EXCHANGE	£26.00
Steering rack, Vitesse, GT6, EXCHANGE	£26.00
Track rod end, all models	£5.00
Lower steering coupling, all models	£14.50
Front spring, all models	£14.00
Trunnion block (Stanpart), all models	£10.50
Vertical link (Stanpart), GT6, Vitesse	£31.50
Vertical link (Stanpart), Herald, Spitfire	£33.50
Rear spring, Spitfire I, II, III	£42.00
Rear spring, Spitfire IV/1500	£45.00
Rear shockers, Spitfire, Herald	£30.00 pair

★ SPECIAL OFFERS

(WHILE STOCKS LAST) ★

Spitfire IV/1500 bonnet assembly, original BL £355.00
 GT6 MkIII rear silencer, original BL

R.R.P. £110, our price £50.00

All prices + VAT. Prices correct at time of print

THOUSANDS OF
SECONDHAND BARGAINS

CARS AVAILABLE
FOR RESTORATION

CARS WANTED
ANY CONDITION



**FAST MAIL ORDER. GUARANTEED SAME
DAY DESPATCH**

FAX: 0332 557661



Send LARGE stamped addressed envelope for free Price

**List to: ANDREW STONE TRIUMPH PARTS CENTRE, DARLEY
STREET, DARLEY ABBEY, DERBY DE3 1DX. TEL. 0332 557661**

Herald/Vitesse Restoration

Part 9

Peter Williams

Chassis Repairs

With the body off, major surgery to the chassis outriggers can be easily completed in a week-end. For the main frame, I actually used other parts of the rolling chassis as reference points as shown below.

Alternatively use a home made chassis jig, easily made out of old bed frames, metal fence posts, angle iron etc., either welded or securely bolted together and then bolted to key points on the chassis. A couple of examples of these will be shown in part 10.

However you go about the job, the key point to remember is to ensure that all outriggers are rewelded true and level. Any body packing pieces that may be required later are then kept to a minimum and refitting the body is simplified. Some years ago, I worked on a car for which new outriggers had been welded on with a definite upward dihedral (aero-modellers will know what I mean) and before the body was replaced, the chassis welds had to be broken and redone. As shown below, a good aid to assisting in keeping the chassis frame on the same plane across the car is to use a spare siderail as a straight edge.

There's no shortage of repro chassis parts on offer, most of similar acceptable quality though the best rear outriggers (to which the radius arm attaches) I saw at the time I did the job were by Chic Doig - good attention to detail regarding the actual slight 'dog-leg' shape. You didn't know they had one? Well now you know. Don't forget that some parts may also be obtained from Unipart as were my side rails and one of the rear outriggers. They may still have original front outriggers too but again possibly only for one side.

Of course the first thing to do is to give the chassis a thorough inspection to know what you're letting yourself in for. It's no good welding new outriggers onto lacework main chassis rails. As stated, there are a number of different ways to rebuild the main chassis frame and the technique below certainly worked fine for me.

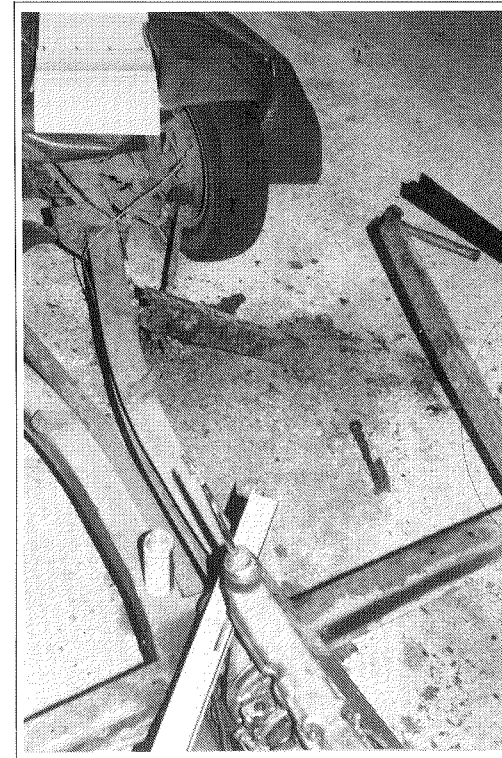


Figure 162. Working on one side at a time with the car on the ground but firmly chocked, mark the main rail to show where the outrigger goes, release the radius arm bolts and cut off the rear outrigger.

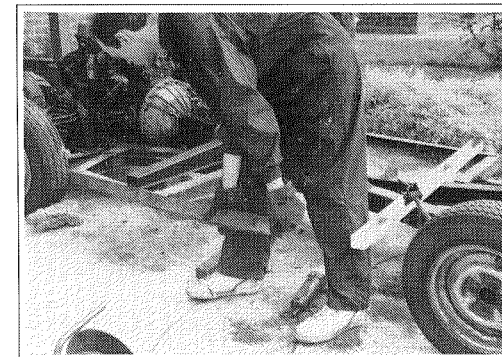


Figure 163. Follow along, releasing the side rail at the centre...

**REMEMBER, BACK ISSUES ARE AVAILABLE
FROM THE CLUB HQ ON THIS POPULAR
ARTICLE BY PETER WILLIAMS**

YEOVIL TRIUMPH SPARES LTD

OPEN - Mon-Fri 8.30am/6.00pm, Sat 9.00am/4.00pm
TEL: (0935) 32262

CHECK THESE FANTASTIC OFFERS

Steering and suspension	
Top ball joint, all models.....	£7.50
Track rod ends, all models.....	£4.00
Brake disc, Herald/Spitfire.....	£10.50
Brake disc, GT6/Vitesse.....	£12.50
Body Panels	
Rear wing, Spitfire MkIV/1500.....	£95.50
Outer sill panel, Spitfire/GT6 'BL'.....	£24.50
Front wing, Spitfire MkIV/1500.....	£32.00
Door skin, Spitfire MkII, III, GT6 I, II.....	£16.00
Door skin, Spitfire MkIV/1500.....	£16.00
Door skin, Herald/Vitesse (original pressing).....	£30.00
Front wing, Vitesse.....	£66.50
Seals (fitting clips included)	
Outer door/glass, Spitfire/GT6.....	£7.50
Outer door/glass, Herald/Vitesse.....	£7.50
Hoods (all fittings included)	
Herald/Vitesse.....	£74.00
Spitfire MkIV/1500.....	£64.00
Clutch kits	
Spitfire MkII, III.....	£27.55
Spitfire IV.....	£28.75
Spitfire 1500.....	£35.81
2000 range.....	£36.04
Stag.....	£54.40

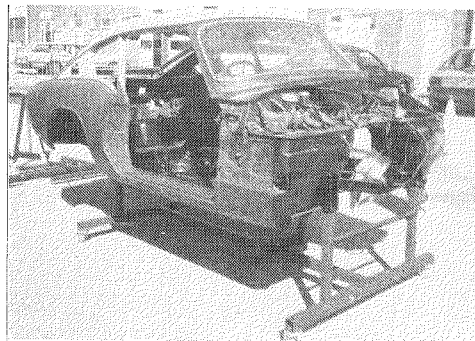
SUMMER MADNESS OFFERS - Buy a pair of brake discs and get the pads free!
- Steering rack, all models complete with track rod ends, £26.00 - Bonnet stop cone £1.35. All prices plus VAT & P & P. FREE P & P on orders over £100.00.

Broken down in Somerset or Dorset! Ring us for 24 hour emergency spares service.

(0935) 32262 / 3, CAMBORNE GROVE, YEOVIL, SOMERSET
Martin and Lynn Harcourt

TRIUMPH BODY TROLLIES

Essential for Body Off Restorations



Suitable for Spitfire/GT6 or Herald/Vitesse. All steel construction with nylon castors. Allows body to be moved about during restoration. Folds flat when not in use.

£149.95 inc VAT and Delivery.

McArdle Fabrications, Unit 3, Shilton Industrial Estate, Shilton, Coventry.
Tel: 0203 612463 Fax 0203 616713

PLYMOUTH MG & SPITFIRE PARTS CENTRE

45 ADMIRALTY ST, STONEHOUSE, PLYMOUTH, S DEVON

SPECIAL OFFERS		ALL SPITFIRES	
Orig. BL choke cable ass.....	£10.95	Hood, black (zipped).....	£62.00
Bonnet mudguard seal (613666).....	£1.95	Hood (zipped) Everflex, black, white, British Racing Green/navy/tan.....	£75.00
MkIV bonnet/rears badge.....	£9.80	All black hoods, optional coloured edge on sides (free of charge).....	£3.95
1500 (as above) chrome badges.....	£6.50	Hood bags, black (coloured edges).....	£45.00
1500 BL wood gear knob.....	£3.95	Double duck hood.....	£128.00
Black Furllex door seal (heavy).....	£12.00	Rear cockpit board (with lines).....	£18.50
Black rubber door seal.....	£7.50	Rear cockpit moulding (624801).....	£7.50
Boot seal.....	£9.80	Glove boxes.....	£11.95
Black PVC capping (top of door).....	£8.50	Footwell carpets (pair) black.....	£15.00
Front hood seal (628594).....	£8.50		
Front trunnion bush kit (stain tube).....	£4.95		
'B' post alloy caps (615137/8).....	£6.50		

Carpet pieces available. ASK!!!! NOTE - ALL PRICES EXCLUDE VAT

FREE DELIVERY

MANUFACTURERS & SUPPLIERS OF INTERIOR TRIM - BUY DIRECT

Spitfire seat covers, original, all black (1970 to 1980) car set.....	£65.00
Spitfire seat covers, British Racing Green, optional white piped edges.....	£65.00
One seat cover only, all black (bottom only) 727451/61.....	£18.50
LATEST seat covers, all black with red piped edge, car set.....	£65.00
LATEST seat covers, all black with white piped edge, car set.....	£65.00
Headrest, all black with black, red or white piped edge.....	£17.50
Headrest 'COVER' only, as above (recover your old headrest).....	£8.95
Handbrake rubber, vynide or leather gaiters (to 1974) from.....	£8.50
Handbrake box 1500 & GT6 black 'COVER & GAITER' recovery.....	£16.50
As above black, but with red or white piped edge (1974 to 80).....	£16.50
Door trim panels, Spitfire any year (carpet in corner) pairs.....	£28.00
Spitfire boot carpet set, black or colours.....	£28.50
Boot tank trim board, black or colours.....	£12.50
Boot side trim boards, only (pair) black or colours.....	£16.50
GT6 door liners, black (carpet bottom) pair.....	£28.00
GT6 carpet set (state year) black or colours.....	£75.00
Spitfire MKI, II, III original seat covers, red or white piping, car set.....	£65.00
Spitfire rear wheel arch liners kit (6 piece) behind seats.....	£25.00
Spitfire carpets sets, excellent quality, black AND colours.....	£65.00
Sound deadening felt kits (under carpets).....	£28.00
Rear seat cushion (to match your interior).....	£29.95

Also original red, tan, light blue, chestnut & beige trim stocked. TRY OUR NAVY or BRITISH RACING GREEN. ASK FOR QUOTE

0752 227789. ACCESS, VISA. Telephone orders or Post Cheques

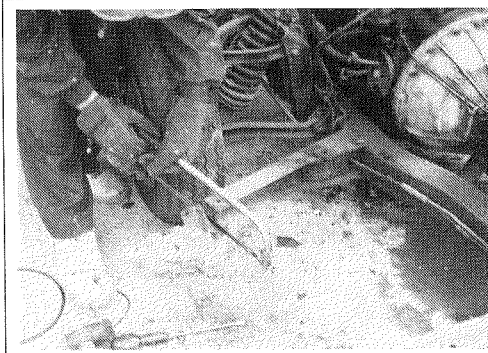


Figure 164... and front outrigger.

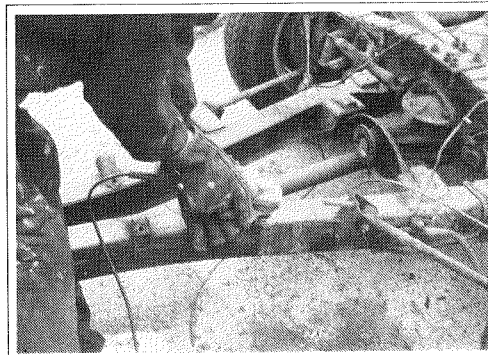


Figure 165. As usual, clean back any surface rust before welding.

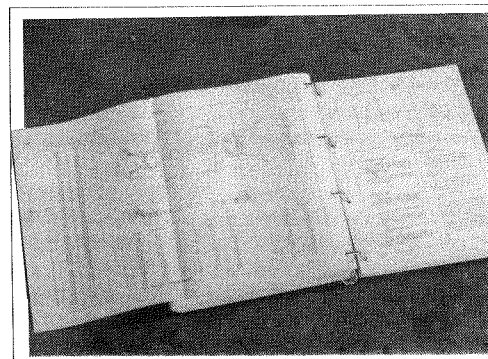


Figure 166. Along the way, it's always good to have a double check against what you're doing, an ideal solution being to refer to the original workshop manual which has a chassis dimensions chart. By no means essential but well worth having. In any case, measure reference points across the frame before you start hacking off anything.

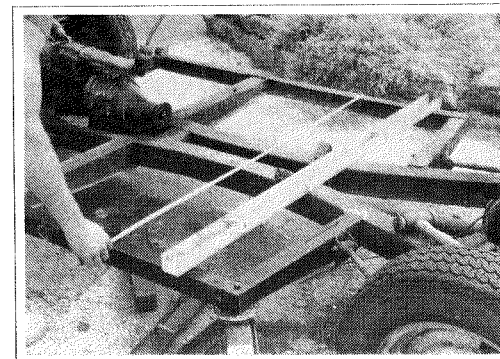


Figure 167. At this point, the rear outrigger can be bolted onto the radius arm. So assuming the tyre wear pattern was OK before, the positioning of the new outrigger, front to rear, will be accurately set - this only works if the wheel hasn't been allowed to move. The side rail can then be temporarily set in place, located at the front and rear corners by dropping a couple of bolts through the relevant holes. Place a jack under the rear corner and level up the frame with the aid of a straight edge side rail. The width can be checked against previous measurements/workshop manual.

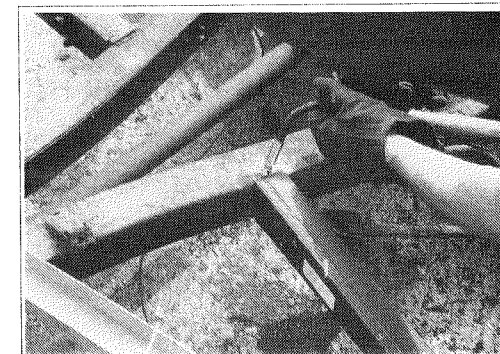


Figure 168. When all's well, weld up. Along the top and sides to begin with: the lower edge can be completed later.

A REMINDER THAT THE CLUB SPECIAL OFFERS SECTION OFFERS A FULL RANGE OF SIP ACCESSORIES FOR THE MIGMATE TURBO 130, INCLUDING WIRE, NOZZLES, FACE MASKS, GLOVES, WELDING SMOCKS ETC. FOR DETAILS, RING US ON **0858 434424** SPECIAL OFFERS

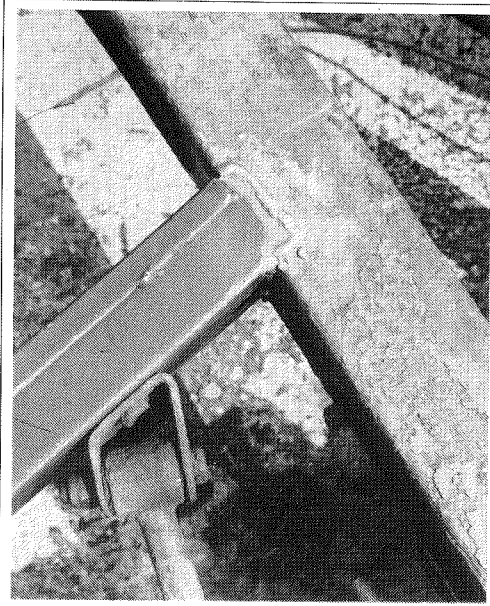


Figure 169. Much better than the bodge example shown in figure 152.

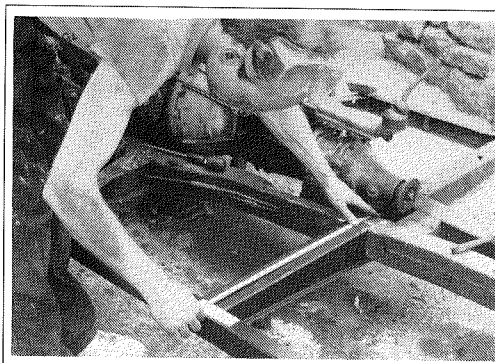


Figure 172. At this stage, the side rail and centre rigger were still not welded. Measure up and scribe a line down the center of the rigger...

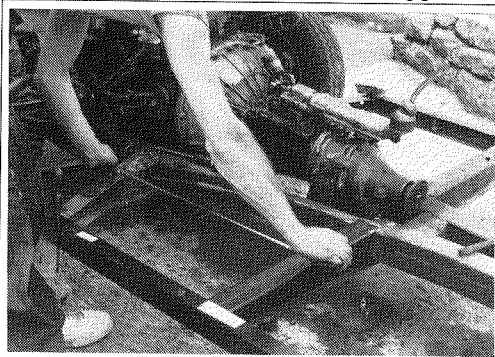


Figure 173 and use that to reference back to the front outrigger. This line was also used as a reference to later attached replacement self tapping bolt clips for the front to rear body tub joint.

The front rigger threaded hole is the only close tolerance body mounting point on the chassis frame so should be very accurately positioned. The front riggers on my car were fine so were left on the car. However, if you have to fit new, take a lot of care in positioning. A simple chassis jig might well be the best bet here.

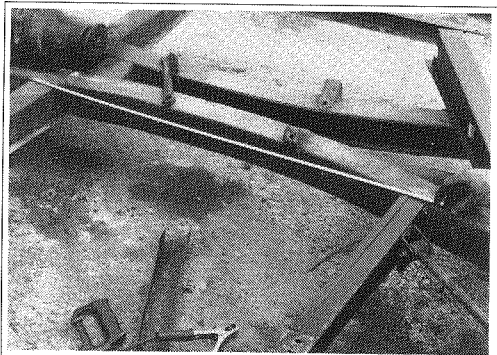


Figure 170. Moving on to the centre rigger, mark up, measure...

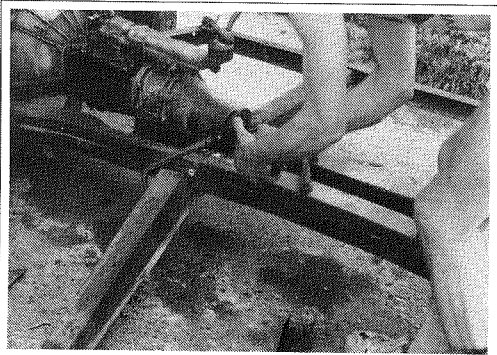


Figure 171. ...and chop off.

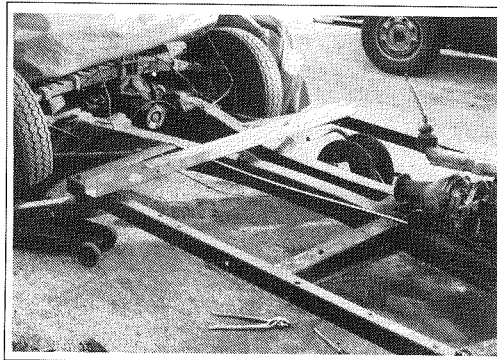


Figure 174. Attack the other side in a similar way. Rear and side positioning....

SOUTHGATE TRIUMPH CENTRE

18 Friern Barnet Road : New Southgate : London N11 1NA

Telephone: 081-368 9720

Let's get things moving

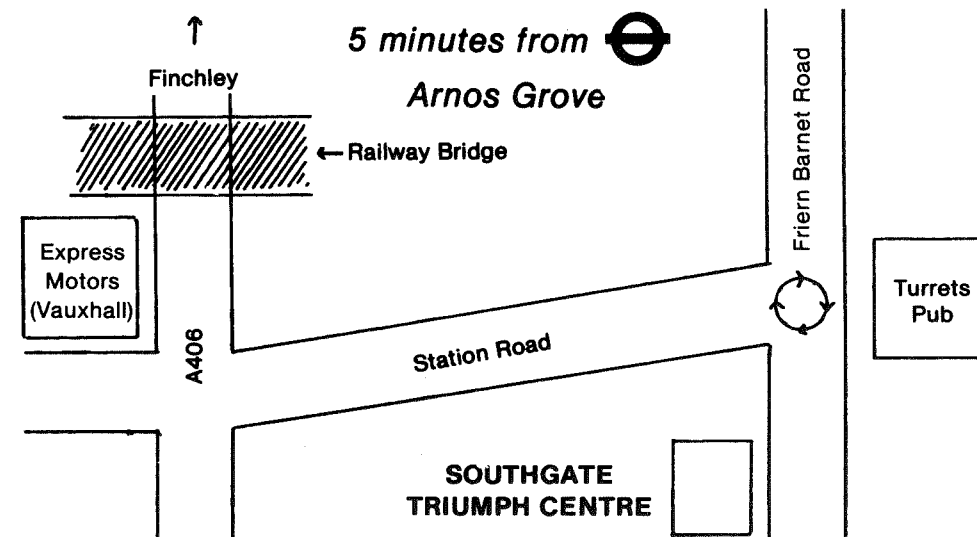
For the next two months Southgate Triumph is offering

- Free Recovery — up to 20 miles free recovery if your vehicle is broken down
- Free MoTs — We will MoT your car free of charge
- Free pre-purchase inspection — If you are considering buying a vehicle bring it to our premises and we will inspect it for you.

- Free Warranties — Free 1 year parts and labour warranties on all (qualifying) cars sold.

NOTE:- The above offers only apply to club cars and only one per car.

WE DO ALL SERVICING REPAIRS AND MOT WORK. FULL SERVICE ONLY £50 + PARTS + VAT. We also buy Triumph Cars - anything considered.



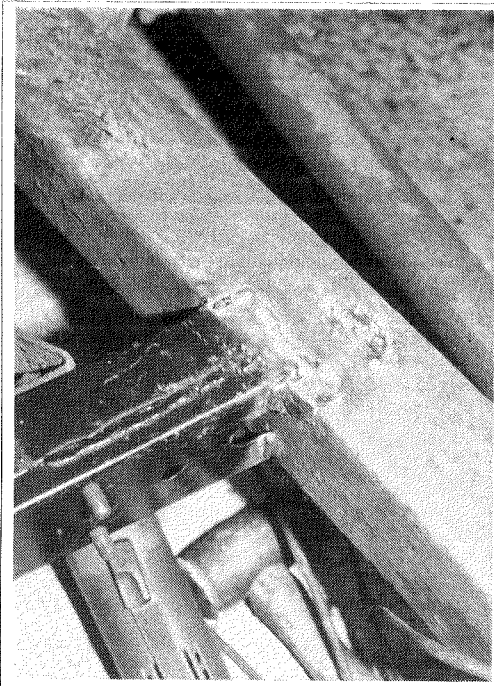


Figure 175. ...rear welding,...

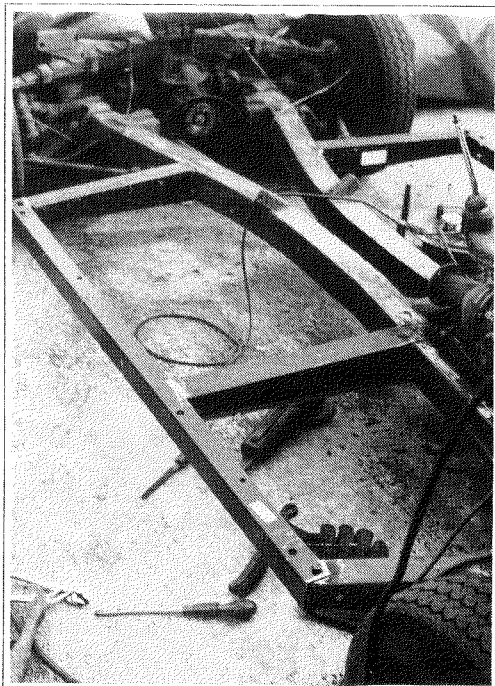


Figure 177. Other side in position and half way welded.

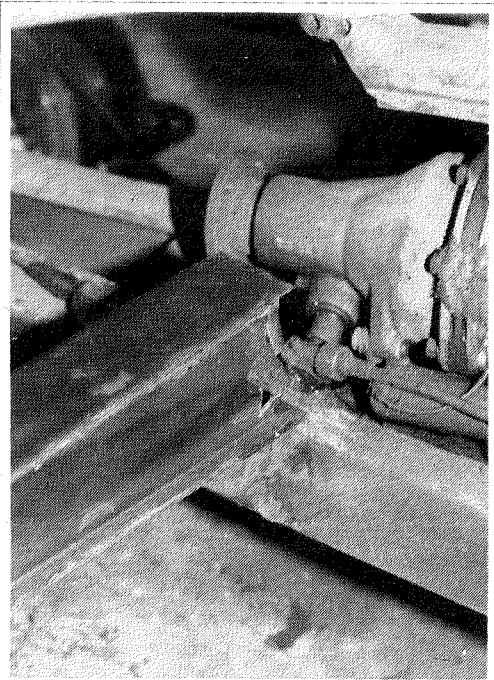


Figure 176. ...rear panel adjusting along the way as required.

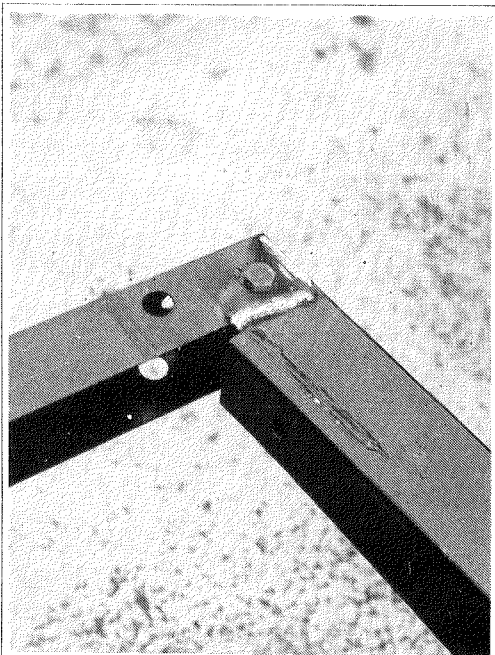


Figure 178. With everything now firmly in place ensure that all relevant overlaps are welded up, for example at the rear (and front) corners...

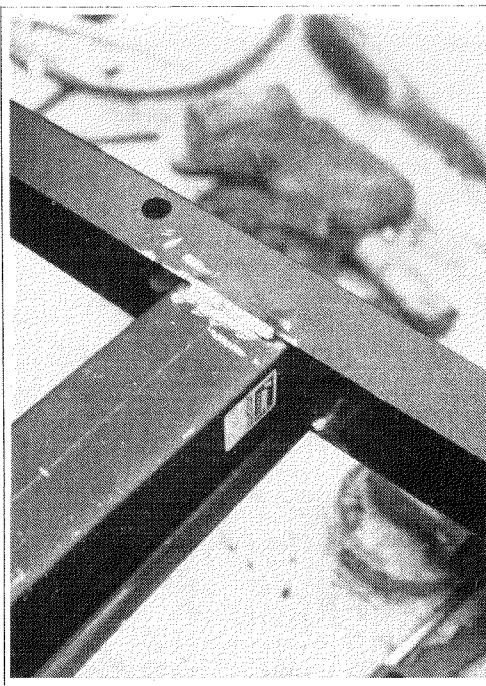


Figure 179. ...and centre.

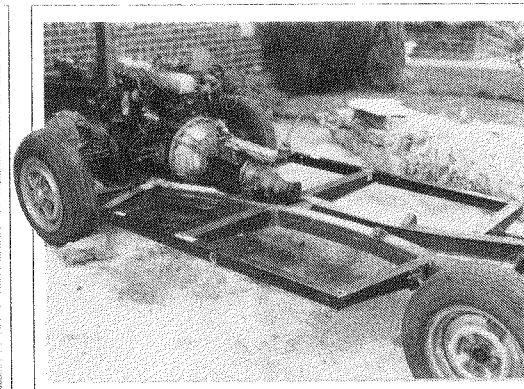


Figure 180. Main frame basically complete.

Next month:
Chassis jigs, boottriggers,
main rails and finishing
touches.

QUALITY HARDTOPS & PANELS

FULLY FINISHED HARDTOPS WITH BRUSH NYLON LINING — COMPLETE WITH FITTINGS, RUBBER SEALING AND FITTED WITH INTERIOR LIGHT.

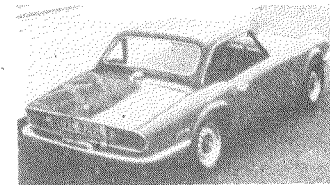
HERALD/VITESSE £173.62

SPITFIRE MKIV £170.22



MAINLAND
DELIVERY £19.15

FACTORY
FITTING £8.50



1200 front end.....£95.66
13/60 front end.....£121.74
Vitesse front end.....£121.74
Front valance.....£15.65
Rear valance.....£27.14

Mk4 front end.....£104.35
ALL PRICES Corner valance each...£15.65
+ VAT + Mk4 bootlid.....£39.13
DELIVERY MkIII bootlid.....£26.10
(P.O.A.) G/box tunnel.....£15.65

More parts + steel sections available. P.O.A. SAE to

HONEYBOURNE MOULDINGS

STATION ROAD, off BIRMINGHAM RD, ALCESTER, WARKS. B49 5EQ



Mon-Fri 9-5. Sat. 9-1pm. Tel: 0789 762071/Evenings 0386 832264



INTERNATIONAL LIAISON SECRETARY

Leon F Guyot



HELLO, I'm home again, after my three week 'holiday' visiting my Triumph friends in sunny Scandinavia etc, who I would like to thank for their kindness and hospitality, especially:-

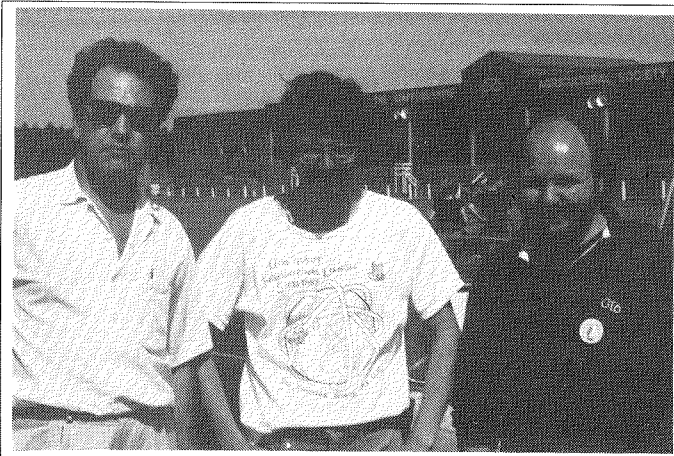
Guy Labbe and family, Stefan Vandendijk, Claude Buntix, Patrick Kells, Dellef Bessinger of Spitfire Freunde Berlin, Hans Wedell Larsen and family in Denmark, Stefan Axelsson and Maria Olsson, Ingrid Thune, and Odd Hedburg in Sweden, Paasi Lehtinen and Yna, Jorma Kohli, also Kati Strang and family and friends, and Ari Laitinen and family in Finland, and Carl Henrik Eickhoff and his good lady wife and Sewe Lindberg and family in Sweden, also Hans Wunner in Hamburg and Corrie Oosterom, Paul Higler and family in Holland and also the many members of Triumph Club of Finland for making me so welcome at their summer event!, where I was the ONLY non-Finnish person! Where were you all?

My report on this trip will follow in due course, but briefly, I covered 3591 miles in 22 glorious days driving alone, and managed to meet all the people that I had planned to, and visited all the places that I wanted to! The entire trip was even completed within my rather restricted budget, which would not have been possible without the help of those mentioned above. The only problem was 'The Breakdown' which occurred when I was southbound on the A1 Autobahn, travelling from Puttgarden to Lubeck in the North-West of 'West Germany' naturally in the rain, when there was a loud bang from the engine, a great deal of oil smoke, a sudden loss of power, accompanied by a clattering noise, and that was that! I am certainly glad that once again, I took out RAC Eurocover insurance, because in around 14,000 miles of overseas driving with my Herald in 10½ years, this is the first time that I've had to use it. Briefly, the Herald was left in a country garage for later collection by the RAC, I got home in a couple of hire cars, and the Herald was delivered to my home some 19 days after the breakdown, and the reason for the breakdown?, a dropped exhaust valve seat from my unleaded cylinder head, which had punched a hole through number four

piston! If anyone has had a similar experience, I would be most interested to hear from them. Well, I had allowed the engine bay to get a touch grubby, so it was probably time to remove the engine anyway!

Due to the apparent unavailability of replacement Hepolite Powermax Pistons in +40 thou' over-size, it seems a replacement engine-block is now in order, but luckily my very expensive unleaded cylinder head had been saved, albeit at some cost — watch this space!

Well, enough of my problems, now it's your turn, although, since my postbox has gone silent, here are some pictures for you to be going on with.



First off, it's yours truly in the centre, with our new TSSC Organiser Nikolas Lekakis (the Airline pilot, put him down girls!) on my right, and Stefan Vandendijk, our Area Organiser from TSSC Belgium to my left, taken at Stafford on 14 July 1991.

While we're talking of TSSC Belgium, the second photo (overpage) shows Claude Buntix alongside his fabulous prizewinning Triumph Vitesse 2L MkII Convertible, which he drove all the way to Stafford from the east of his country! No sissy car trailers for him.



Claude Buntix.

The photo below demonstrates the international friendship which is just part of my job to try and foster between the TSSC and like-minded Triumph enthusiasts around the world, taken on the evening of 2nd August 1991 at Osthamar harbour, about 90 miles north of Stockholm on the West coast of the Baltic.

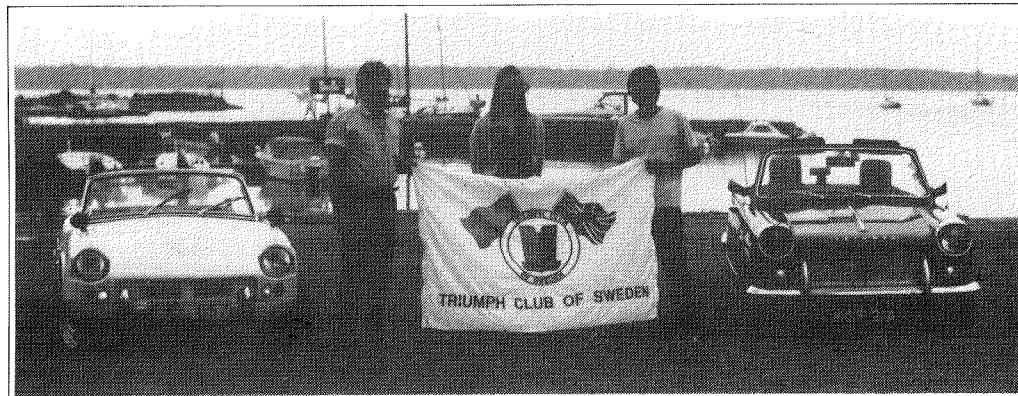
From the left (picture below) is the Triumph Spitfire belonging to Ingrid Thune, then Sewe Lindberg 'President' of the Triumph Club of Sweden, then Ingrid Thune, Newsletter editor of TCS wearing her very nice home-made sweater in their club colours of blue and red, then myself representing the TSSC, and my Herald. Sewe and I are holding up the 'friendship flag', which has been specially produced to demonstrate the bond between

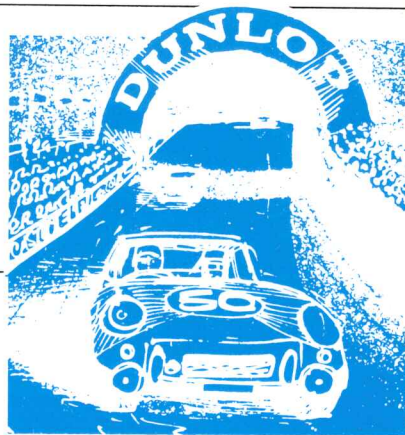
our two countries and clubs through our classic cars. I have just received a letter from probably one of our most enthusiastic Italian members? Roberto Borini from Rivoli, near Torino, who took the trouble to drive his beautiful white Spitfire 1500 all the way to Stafford, arriving on the Sunday morning. He tells me that he had a long and difficult journey from Italy, having to stop and change his clutch at Chiswick Car Craft. Somewhat surprisingly, he believes that he may have been the only 'overseas' member at Stafford, which I find rather hard to understand, because I met many people from Belgium, Germany (East and West), the Netherlands, U.S.A., Canada, Finland and Greece, to name but a few! I would like to point out,

Roberto Borini — TP-Y21757

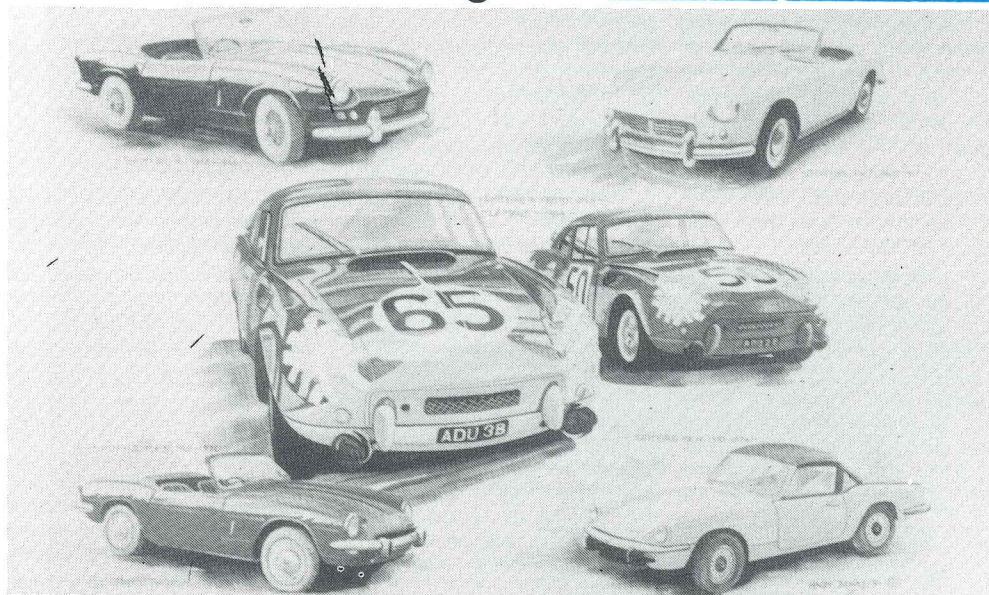
however, that you did not find me, Roberto, nor did anyone point you out to me, despite the fact that I had an international desk/technical desk there this year, and will have next year.

I am sorry that Roberto did not get a distance award for his efforts, but I was under the mistaken belief that it was not popular enough to make it worth repeating this year, I am only human, therefore, I must point out that Roberto drove a total of 4120km (2575 miles) in all, and with the number TO-Y21757, illustrated in the above photograph, kindly sent in by Roberto. I will also say here that due to popular demand, I will re-introduce the distance award at the next Stafford International meet in 1992! All the best...



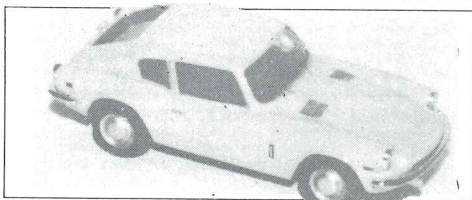


THE T.S.S.C. is proud to announce its latest high quality product range

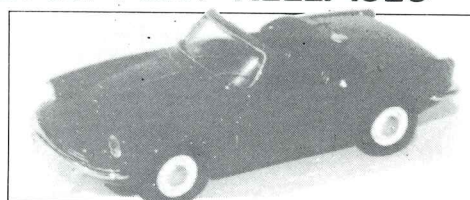


Full colour limited edition A3 size print 22" x 17" by Andy Danks. We have 50 only numbered and signed by the artist. A fabulous piece of Spitfire memorabilia at £19.95 inc P&P

MODEL YOUR OWN CAR! NEW RELEASES



GT6 MKII £25.50



Spitfire III £25.50

TELEPHONE ORDERS 0858 434424 or send cheque to:
T.S.S.C. Main Street, Lubenham, Market Harborough, Leic. LE16 9TF



Pen to Paper



HOW WE CAME TO BUY OUR THIRD SPITFIRE

ANY man unfortunate enough to acquire a wife will know that sinking feeling when the usual ploy of pretending not to notice her whines and moans somehow occasionally fails to work.

Listening to my wife bemoaning for the umpteenth time the absence of an engine in her car (dedicated Metro owners had better stop reading now), I rashly suggested buying her another car. Innocently I asked her what she would like. It should be pointed out that my wife has rather specialised requirements in cars — they have to be a cross between a delivery van, a taxi, Noah's Ark and occasionally, Concorde. We settled on a 4WD vehicle, capable of carrying feed sacks, large wet dogs, school friends and towing the horse trailer. Several garages and weekends later my wife pronounced them to be unsatisfactory — not enough room in the back for a real working car. We moved on, you name it, we looked at it. We saw cars I'd never even heard of. All to no avail — each one was dismissed with that exasperating mixture of feminine logic and obstinacy which never seems to afflict the male of the species.

Over a pint in our local one Friday evening my wife was idly going through our 'Cars for Sale' pages.

'That's nice, she said, 'I wouldn't mind another one of those'. Like a drowning man clutching at the final straw I surfaced from my pint to see what she was looking at with such apparent admiration, a blue 1500 Spitfire no less. One phone call and 40 miles later we had bought it. I knew we were on to a winner when my wife finally decided on a name for it . . . Belle, as she is known, has yet to take to the road, as I am now busily engaged in making her live up to her name. However, when I've finished the re-build, you'll easily recognise my wife and Belle the Spitfire.

They'll be the ones with the hay bale on the boot rack, a large English Setter in the passenger seat with a small boy underneath, and a goat peeping out of the back window

William Brown

(WHAT WAS THE 11d FOR!)

I wonder if anybody could solve a mystery for me?

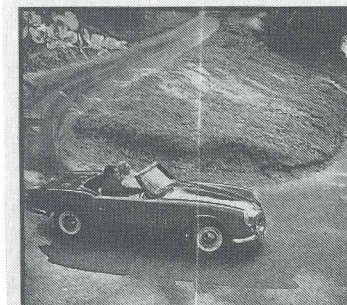
Although I have now sold my MkIV Spitfire to a friend, I am still very curious as to the origins of the engine block. With Standard Triumph 1500 fittings, I have been advised that it is a Triumph 1500 engine by Carl Heinlein at Stafford. So what's the mystery? The engine no. is FP prefixed (FP) and despite calling the Rover group records section at Cowley and a couple of Triumph experts, no one has a definite answer to its origin.

I will await with baited breath. Oh, by the way, my MkII has a 1300 MkIV engine — is it just me or does no one have a truly original engine?

Justin Crocker

THE AD OLD DAYS

From the Telegraph Magazine, 25 years ago



Hairpins never trouble the Triumph Spitfire owner

When the hairpins are in the way, the Spitfire owner is in a bit of a predicament. The hairpins are in the way, the Spitfire owner is in a bit of a predicament. The hairpins are in the way, the Spitfire owner is in a bit of a predicament.

When the hairpins are in the way, the Spitfire owner is in a bit of a predicament. The hairpins are in the way, the Spitfire owner is in a bit of a predicament. The hairpins are in the way, the Spitfire owner is in a bit of a predicament.

In 1991, the Triumph Spitfire comes with a price-tag of about £3,000, a Classic Car label, and a powerful aura of nostalgia. But in 1966, the Spitfire Mark 2 was one of the hottest rods on the road and £666 2s 11d (what was the 11d for?) would buy you an aura of unbridled sexual mastery. 'What makes the Spitfire such a homage-wagon?' mused the advert of 25 years ago. Perhaps it was the 'deeply padded bucket seats' which held their female occupants 'masterfully in snug reassurance'. 'Or . . . wait a minute. Go to the mirror. Open your shirt, ruffle your hair. You don't think it's got anything to do with the type of man that drives a Spitfire. Do you?' Er . . . possibly not. But it didn't really matter. One way or another, the Spitfire owner could be pretty sure of attracting 'a lot of very talented passengers' into his 'cockpit'.

JANE SHILLING

A clipping sent in by Justin Crocker

MOSS

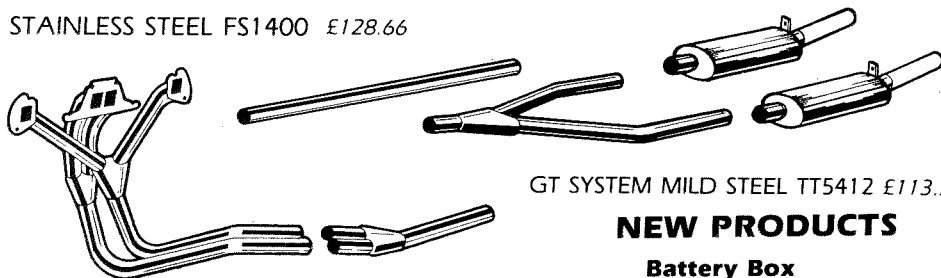
TRIUMPH TUNE

SPORTS EXHAUST SYSTEMS

SPITFIRE 1296 & 1500 MODELS

STAINLESS GT SYSTEM FS5412 £178.60

STAINLESS STEEL FS1400 £128.66



MILD STEEL TT1400 £77.55

PLUS KIT A — SPITFIRE 1500 MODELS
Using the above systems and including K + N filters and needles/springs to suit the 1500 models. Complete conversion is supplied with all necessary gaskets and fitting for easy installation. Up to 15bhp improvement can be obtained with this conversion.

MILD STEEL EXHAUST TTK1420 £229.12
STAINLESS STEEL EXHAUST TTK1420S £327.60

All prices quoted are inclusive of 17.5% VAT — Carriage extra

Name
Address
Model TSSC/91



Full Tuning

Manual of components and Accessories

110 Page fully illustrated. £3.00 plus postage UK - £0.50p
Europe - £2.50 USA/Africa - £5.50 Asia/Australia £6.00

22-28 Manor Road, Richmond, Surrey,
TW9 1YB ☎ 081-948 6668 Fax 081-940 9268



'IT'S A KNOCKOUT' — HAMPSHIRE

HAVING just returned from Hampshire after 'It's a Knockout', I thought I would put pen to paper to express Norfolk's delight at the event.

This was the first time we have entered and we weren't quite sure what to expect, but we all came back full of enthusiasm planning for our next year's tactics. Next year when we partake, we will know our strength and our weaknesses, and we will know not to put David last in the tyre stacking!!!!

We all had loads of laughs, especially watching John carrying a bucket of water on his head and being totally oblivious to all the missiles being hurled in his general direction, and I think we can safely say Andrew's falls in the last race were the most spectacular as he desperately tried to complete the course in 3 seconds flat.

The best part of the day for me at any rate was the friendliness of the other areas towards one another, especially the Southern area who overheard our conversation about crisp sandwiches and offered us some vegetarian cheese to spice them up a bit, but being well'ard we refused them!!

To conclude, I think we would all like to say what a wonderful success the day was.

Thank you to everyone who organised it, may we have many more and may the sun keep shining down on all those wet bodies.

Trudy 'Well'ard' Winfield

CONGRATULATIONS — STAFFORD SHOW

I would like to congratulate the Club for the Stafford Show. I filled in the form and it asked for any suggestions to make the show better. I couldn't think of anything.

Perhaps the only suggestion would be that at the prize giving I couldn't see or hear the winners properly. Perhaps next year then a load of speakers and a raised platform?

The reason for the remark is that during the show I got talking to a lot of the contestants and I was interested to see how they got on.

Unlike, and learning from my mistakes last year, we attended both days but it all went very quickly. We missed the concours last year.

My son has a Spitfire which is in good condition but not in concours shape. However perhaps for a laugh and to make things interesting, I entered it. At least he would get a medal to mark the occasion and at the end I think we got our enjoyment out of the £4 entry fee. A comfort was that a couple of entries were no better than his car. It turned out not to be a bad idea as it gave us perhaps more of a chance to have a good chat to other members.

We renewed our acquaintance with a couple we met last year. Unfortunately I didn't get their name but they were very friendly and we were very pleased that they won the best interior award.

Another gentleman we met again won the best paint job for his GT6. I couldn't understand why he didn't win the best GT6 prize. Perhaps I can, the standard was so high and it left me feeling a bit envious. It's nice to see the cars in tip-top condition but I'm sure I couldn't put that much effort into it. At the prize giving I noted that the member of the year, Mick Maidment, had won a well deserved prize. His unusual Herald convertible had been very well done. Before the prize giving I didn't realise it was him. It was nice to put the actual face to the photograph in the magazine.

I also had a chat with a couple who had restored a red Herald convertible. I have one to do so I was very interested. Last year they won the award but this year they were unlucky. Some tough competition.

Thanks to everyone who took time to have a chat. It made everything very enjoyable. Also thanks to the Club for a well organised event. I can't wait until next year.

I've thought of a complaint. Why do we have to wait a whole year?

John Arnold

ELIGIBLE FOR NORWICH UNION/RAC RUN — BUT WHAT ABOUT THE INTEREST?

I read with interest Brian Matthews article 'Wake up TSSC' in the August Courier and in particular his request for more of our members to enter the Norwich Union/RAC Classic run.

I myself applied to enter this event last year, in my immaculate (and eligible) Vitesse convertible. Having cashed my cheque for £60 in December, the RAC refunded this to me in March, advising me that I had not been accepted, as the event was oversubscribed.

Whilst I appreciate that, in the circumstances, someone must be unlucky, I do not see why I should make an interest free loan of £60 for 3 months to the RAC. . . . I shall not be applying to enter in future.

John Snook

REGARDING 1500 SPITFIRE CLUTCH SHUDDER

WITH regards to Mr D F Swindells letter on clutch shudder on his Spitfire 1500 (April Courier), I felt I had to put Pen to Paper as I have experienced similar problems with my car, also a Spitfire 1500.

Soon after purchasing my car last year, it developed a rattling noise from the vicinity of the clutch bell housing. This noise would disappear whenever the clutch was disengaged. However, during disengagement a judder could be felt through the clutch pedal.

Initial visual investigations revealed no answer to the problem and as the car still appeared to drive well, I continued to use it with the intention of sorting out the problem when I had more time available.

However one evening, whilst on my way home from work, and attempted downchange of gear resulted in a loud metallic crunch followed by a sound not dissimilar to a tin of nails being shaken violently. The car would not to into gear as the clutch would not release and so it was towed home courtesy of the RAC.

Shortly afterwards the car was dispatched to the local High Street Garage who fitted a new clutch, lever arm, slave and master cylinder. After which the problem disappeared for about a month.

Then the rattling reappeared and the clutch juddered when released, however it was now hard to release the clutch and was eventually to prove almost impossible to do so.

Four separate phone calls and 2 visits to the High Street Garage turned up no more than a total reluctance to re-examine the car, and a string of flimsy excuses and explanations to the possible cause of the problem.

I therefore decided to strip down the car myself in an attempt to solve the problem. On separating the bell housing from the engine I found that the nosing on which the release bearing carrier sits was non existant, and that the bearing had been

presented to the clutch at an offset from the clutch centre creating an elliptical pattern on the clutch as it centred itself on release of the clutch.

I was able to tap a disc (all that remained of the nosing) out of the back of the bell housing and concluded that the initial cause of the rattling had been when the nosing broke off at its shoulder allowing a slight decrease of offset as it travelled inside the release bearing carrier.

After the car had been fitted with a new clutch by the garage the nosing had not been replaced (BUT I HAD BEEN CHARGED BY THE GARAGE FOR THIS ITEM) the bearing carrier could therefore adopt an even greater offset than when it was carrying the broken nosing and had subsequently become even more difficult to disengage.

*For the mechanic to assume that the bearing carrier should be free to float in thin air reflects the mentality of a moron.**

To end on a brigher note, I refitted a new nosing and oil seal and the car now runs perfectly. Despite the garage charging me £400 for an unbelievably poor level of service I do not know if a bearing to clutch eccentricity problem is a possible cause for Mr Swindells misfortune but it is worth investigating and I hope he is soon able to experience trouble free open top motoring.

D S Morton

P.S. Congratulations on a great magazine which I look forward to every month.

** Moron:- somewhat feeble minded person!*

HIGHLIGHT OF TWO YEARS OWNERSHIP OF GT6

I am writing to than all those involved in organising the GT6 25th Anniversary meeting of 7th July 91.

For me it was one of the highlights of two years ownership of a GT6, seeing so many examples together and in brilliant sunshine. As a MK1 owner it was great to see 10 of them gathered together. Since buying mine the only other MK1's I've seen have been in various TSSC stands and I've yet to see another on the road. What still sticks in my mind is that all the owners, whether of concours or basket case, were extremely proud of their cars and eager to show them off warts and all. It was useful to compare the cars, if only to see what some previous 'boy racer' owner had done to it,

no two dash's were the same with extra clocks/switches put in all over the place! Keeping a GT6 running day in and day out can be rather challenging but that only adds to the fun of driving one; indeed, my exhaust decided to die on the way to the show — causing the odd raised eyebrow en route! I was glad to hear that several of the others were used daily and not consigned to Sundays only, after all what's the point of having a car and not driving it! Once again, I'd appreciate it if you could pass my thanks to the many people who made it such a memorable day and roll on the next 25 years.

Iain Rawlings



'SPITBITS'



Probably the largest stock of Spitfire/GT6 second hand parts in the country. All off the shelf.

MKIV n/s doors from	£25.00	Herald/Vit. comp. dash surround	£25.00
Spring, rear to fit MKI, II, III, IV		MKIV window winding gear	£15.00
or Herald	£15.00	NEW PARTS AVAILABLE	
MKIV hood frames from	£45.00	Check seat covers, orig. BL Black and Tan,	
MKIV bumpers	£25.00	or bases, pair only from	£35.00
MKIV bumpers with tow bars	£25.00	Good quality carpet sets from	£45.00
Spit manifolds, inlet & outlet from ..	£10.00	Original type soft tops with	
1500 distributors, Herald distributors	£15.00	zip window	£59.00
N/s crash pads, Spit IV, GT6 III	£4.00	VARIOUS PANELS AVAILABLE	
GT6 exhaust manifolds	£25.00	Wings, rear, MKIV/1500/ GT6 III	£98.00
Knee pads, Spit, GT6	£2.00 each	Wings, front	£39.00
Air filter box, GT6, Spit	£4.00	Outer sills	£12.00
Side door lock catch	£8.00	Sill extension	£9.00
Steering column MKIV, GT6		Rear corner wing repair	£9.00
III with locks	£25.00	Thousands more parts available, so if	
MKIV, 1500 wheel trims	£2.00	the part you require is not listed here,	
MK I, II, III, IV and Herald light stalks	£5.00	please ring.	
Indicator stalks, MKI, II, III, IV		ALL PLUS P&P AND VAT	
and Herald	£8.00	Spitfires, GT6s bought and sold.	
Props, all models	£15.00	Please ring for opening times and	
Wiper wheel boxes, 2 off with tubes	£15.00	availability. Stores only 1 minute	
GT6 MKI, II driveshafts, complete ..	£45.00	from Junction 11 M4. Postal address	
Herald and Vitesse boot lids, only ..	£15.00	ONLY	
Spitfire 1500 gearbox	£45.00	Jingles Farm, New Mill Road,	
Speedos and Rev counters,		Finchampstead, Berkshire.	
Smiths and Jaeger	£8.00	RG11 4QT	
MKIV back light units comp.	£8.00		
Petrol caps	£8.00		
MKIV door glass	£15.00		

'SPITBITS' 0734 732648 THE ONLY NAME TO REMEMBER

TRIUMPH SALES



SPORTS CARS

TRIUMPH SPARES

CAR OF THE MONTH

SPITFIRE MK 4 1973

GENUINE 33,000 MILES HISTORY. RUSTPROOFED FROM NEW. ORIGINAL PANELS. OVERDRIVE. BEAUTIFUL CONDITION IN MAROON. 12 MONTHS MOT **£3450**

Spitfire 1980 O/Drive white	£2500
Spitfire 1978 Attractive in yellow	£2000
Spitfire 1974 Good condition for year	£1500
Spitfire 1977 In dark red	£2450

FOR RESTORATION NO MOT

Spitfire Mk3 Make good car	£750
Spitfire Mk3 Running order	£650
Spitfire Mk4 Good engine	£650
Spitfire 1977 O/Drive	£595
GT6 Mk2 Fairly sound	£1395
GT6 Mk3 Running order	£1350

THIS IS ONLY A SELECTION FROM OUR LARGE STOCK

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

CARS FOR SALE

Bond Equipe 2L, G reg, white, one owner from new, yes one owner! only **£1500**
Spitfire III, H reg, red, also only 1 owner with all previous MoTs, A snip at **£2500**
GT6 MkIII, o/drive, white 1972, also 1 owner up to 1990 with original bill of sale and genuine 27,000 miles from new, yes, 27,000 miles only! Beautiful car, would make concours winner **£4750.**
Herald convertible, D reg, also supposed 1 owner, 26,000 miles but no history, needs total rebuild. GOod chassis and floor **£850**
GT6 MkII, sunshine roof, o/drive, white, tints, 12 months MoT, 2 + 2, over £2000 spent on new panels and respray etc. **£3,500**
GT6 MkIII, white, recon engine and o/drive g/box, resprayed, only **£2,900**
Various Spitfire available from £650 to £3000. If you fancy any of the above vehicles, give us a ring, part exchange and offers considered.

LARGE STOCKS OF SECONDHAND SPARES

SPITFIRE MK4/1500 HOOD FRAMES £45
TONNEAUS £18 HOODBAGS £15 CHASSIS £75
BODYTUBS AVAILABLE. BONNETS £75 TO £200
MK3 SPIT BONNET £100
DRIVESHAFTS COMPLETE £40 GT6 DRIVESHAFT £50
COMPLETE SPIT FRONT SUSPENSION UNIT £25
WOODEN DASH £20

ALL PARTS AT REALISTIC PRICES

NEW HOODS FROM ONLY £55
SUPERB QUALITY 1/4 VALENCES STILL ONLY £19.50
NEW VERTICAL LINK £30

**1000's SECONDHAND
SPITFIRE/GT6 PARTS**



'ANYONE want a back half of a Vitesse chassis with MkII Rotoflex suspension?' That was how it all started. I'd always wanted to convert my car to Rotoflex suspension, specially after going to Holland and seeing all their converted Spitfires. Anyway, for £50 it wasn't going to cost too much, was it?

I'VE STARTED SO I'LL FINISH

(or how to convert a 1500 Spitfire to Rotoflex suspension)

We picked the chassis up from Essex one evening, on the roof rack of a Dolomite (thanks Mick!) It actually turned out to be the rear third of a Vitesse based kit car including tie rods but without a differential, still not bad for money.

Looking at what I had bought the following day, it appeared to be okay. The only bits I could see that were missing were the angled tie-rod brackets that bolt through the floorpan. A quick phone call to the Essex Area Organiser (Matthew) and a promise was made to deliver them to the next East Kent meeting.

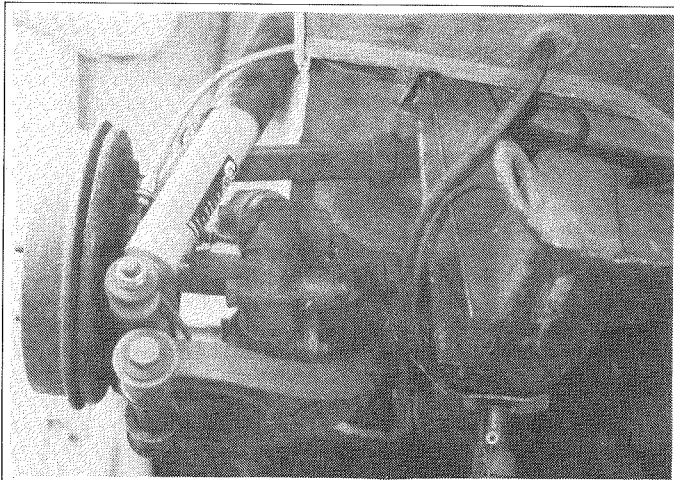
I then listed all the bits I wanted which included the lower wishbone brackets and the top shock absorber extension brackets. At the time I did the conversion I

could only get the brackets from Chic Doig in Scotland (they are now available through Club Special Offers) and the Rotoflex couplings, trunnion kits, bolts etc from John Kipping.

Meanwhile I attempted to strip down the driveshafts. I came across the usual problem of seized trunnion bolts. Luckily one of our area members, Kevin, took them to work and managed to burn out one of the bolts, release the other with a big hammer, and he released the doughnut bolts. Kevin also showed me how easy it was to split the wheel bearings. It appears that MkII suspension does have some advantages!

After studying the manual it appeared that you need specialist equipment to set up the tolerances with shims, so all I did was cleaned them up and regreased them (this later turned out to be a big mistake!)

The next problem I came across was one of

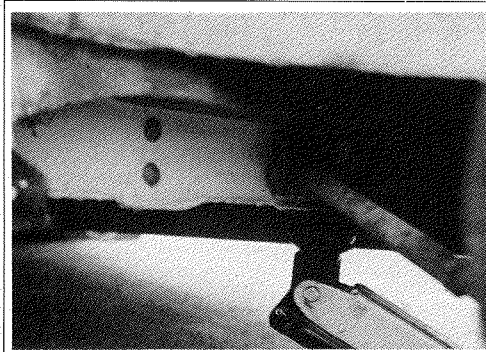


Showing the new lower wishbone mounting bracket and lower wishbone. You can also see the new brackets welded onto the backplates to mount the hydraulic brake pipes.

the trunnion bolt holes through the main hub casting looked as if somebody had put a large drill through it by the amount of wear on it. Again Kevin came to the rescue by turning up a steel bush which was an interference fit and secured with 'Stud Lock', not perhaps the ideal solution but it saved my buying a complete new hub.

With regards to the chassis brackets, the lower wishbone brackets were a perfect fit, measurements were taken from the remains of the old chassis as to the exact location and Kevin then welded them in place for me. I removed the petrol tank and unbolted the two rear mounting bolts. I then jacked up the rear section of the bodywork using a trolley jack and a stout block of wood to spread the load. The body is mounted on 1/2 inch aluminium washers which is fine but the idea was that these brackets were removed and the brackets inserted in their place. The problem was the brackets were thicker than the washers. Anyway I decided to

persevere and do one side, the bracket was then slid into place using 2lb Irish screwdriver (hammer). By this stage the bracket was fouling on the inner wing. Unfortunately there was no way I could get the bracket out so I persevered but caused some damage to the inner wing. I then had problems lining up the original top shock absorber hole with the one on the bracket but eventually it was bolted into place.



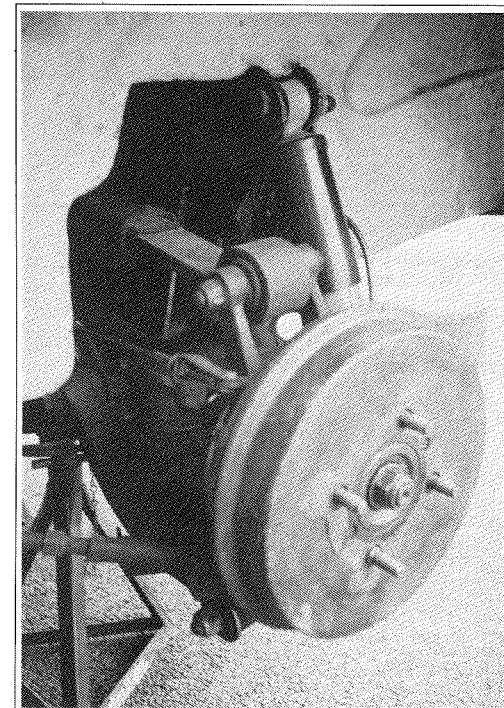
This picture shows the old tie rod to floor mount on left hand (holes filled with rubber bungs and the new mount to the right). The car was also supported on axle stands!

Chic Doig supplied a new top shock absorber bolt for their bracket, the problem is that when the bolt is put through the bracket there is no room to put the nut on as the threaded part is tight up against the inner wing. Judicious use of a ball pein hammer on the inner wing made room for the nut. With the other side I adjusted the bracket with an angle grinder so that the other side did not catch on the inner wing as much, although I still had to dish the inner wing for the top shock absorber bolt.

The next difference was the brakes, on the MkII the flexible hose joins the hub on a bracket adjacent to the tie rod, whereas normally it is adjacent to the rear spring. I decided to use the existing method as I had only recently fitted new braided flexible hoses. This necessitated a small L shaped bracket to be welded onto the back plate so that I could mount the flexible hose. New wheel cylinders and shoes were fitted and the brake adjuster freed off. The next problem I had was the tie rods on the chassis were for a Vitesse and were too long so Matthew (from the Essex Area) came to the rescue again and agreed to exchange them for some shorter GT6 tie rods.

The rear spring that I acquired with the chassis had a cracked leaf so I had a spare estate spring which had a similar length leaf with the same curve so that was swapped over.

The spring was stripped, cleaned, copper-slipped and bolted into place.



Showing the top shock absorber extension bracket and the slight modifications I had to make to the inner wing. Also note adjustable tie rod.

I had heard various horror stories about putting MkII rotoflex suspension together. I decided to assemble everything loose first and then tighten up when/if it went together. I started by bolting on the lower wishbone to the hub and this, in turn, to the chassis brackets. Next we placed a trolley jack under the wishbone and jacked it up until the top of the vertical link was in contact with the spring.

We then used a home made spring lifter to lift the spring further up until the spring eye hole came into line with the hole in the vertical link. Next the tie rods were bolted into place. I had a slight problem here as the inboard mounting holes in the floor pan did not have the necessary reinforcing bracket. Luckily one of our area members was scrapping a Spitfire body tub and the reinforcing brackets were OK these were cut off then bolted into place using the tie rod brackets and MIG welded into place. The tie rod lengths were set up using a cheap tracking gauge designed for the front of the car. All I did was check that the wheels were parallel and equal distance from the rear of

the floorpan (which was hopefully square on the chassis). The rear shock absorbers just bolted into place with some bending of the brake pipe bracket on the rear of the backplates. The rear handbrake cable was the next problem, the handbrake guides that turn the rear handbrake cables through 90° is different, on the GT6 MkII's the guides are mounted on the floor pan whereas on the Spitfire they are mounted on the chassis. So in effect, there were no club cars made with the combination I had, i.e. with Rotoflex suspension and with guides mounted on the chassis. The other point that I had to consider was that the original driveshafts were one inch longer in length than the Rotoflex assemblies. With this in mind I brought a MkIII Spitfire cable.

Anyway the big day came to drive it. I tried to reverse it out of the garage and as I did the rear brakes locked on! I jacked the rear of the car up and released the handbrake cable further as it was causing them to bind. I lowered the car down on the ground and tried again. The same thing happened. It appeared that as I attempted to drive it, the back end was settling down thus tightening the cable.

I then drove it down the cul-de-sac where I was living, the hand brake was still dragging, causing the rear drums to get very hot and causing the linings to burn. I then slackened the hand brake cable right off and took it for a proper drive to another members' house who had a pit in their garage. This was a five mile drive. As soon as I got above 30 mph there was a horrible droning noise coming from the back end! Obviously the rear wheel bearings were not as good as they looked. The hand brake cable was still too tight. Anyway I set up the rear suspension from underneath using the pit to ensure that the car was at its correct height. I drove the car slowly home that night, extremely despondent!

The following night was the East Kent meeting and I limped the car along to the meeting complete with rumbling wheel bearings and burning brakes!

The following weekend we checked it out and as far as we could tell it was wheel bearings. So I stripped out both the driveshafts in an evening and took them along to Andy Rose at Blackheath with some new wheel bearings and two days later I picked them up and two evenings later the car was mobile again.

I put the original 1500 hand brake cable back on although it only just has enough adjustment although I think that as the new shoes wear down I will need to go back to a shorter cable.

I took the car out for a drive again and it was a lot quieter. There was a funny noise coming from the back under heavy braking and there appeared to be no suspension travel, ie over bumps the ride was absolutely solid. I jacked the back of the car up and it became apparent that the noise was caused by the hand brake cable just catching the Rotoflex couplings under braking. This I resolved by slightly bending the hand brake operating lever, on the back of the hub away from the driveshafts. On checking the length of the shock absorbers, the length under load was the same as the fully compressed length, ie they were running on the bump stops!

To get round this I have bought a pair of the Clubs Spax shock absorbers. These made the ride a lot better but if you load the car up with two people and luggage it still bottoms out on the shock absorbers.

To resolve this I am looking into getting some modified suspension brackets made that mount the top shock absorber mounts higher up the wheel arch, thus giving more suspension travel. With the existing shocks the car has 25mm of travel unloaded.

So, I have done the conversion and it does work, the car still needs the rear tracking optically set up. I am going to try some different rear shock absorber brackets to try and get some more suspension travel, if this fails, I will go the whole hog and weld reinforcing plates in the rear inner wing and use GT6 MkII rear absorber brackets mounted on the inner wing.

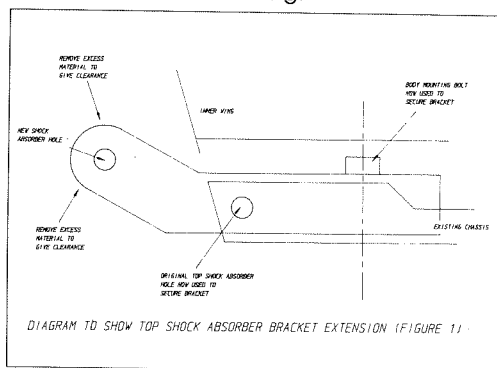


Diagram to show top shock absorber bracket extension (Figure 1)

The car definitely handles better and is a lot more stable and quieter at high speed, the main problem I have is at low speed when it bottoms out.

The big question is, would I do it again? All I can say here is that there are a lot more differences than I first thought and there is no way I could have done the conversion without the help and support of various TSSC members.

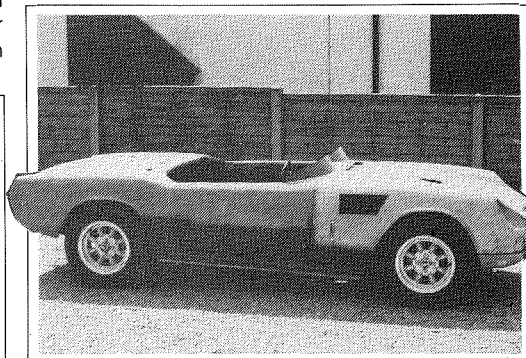
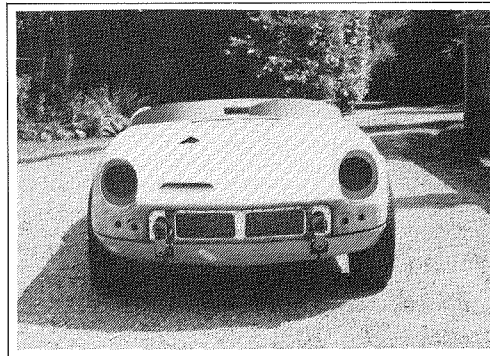
Right now I've done the suspension and brakes, how about uprating the engine . . .

AM nineteen and have been a member of your club for two years now, during which time I have been building a Spitfire MkIII special.

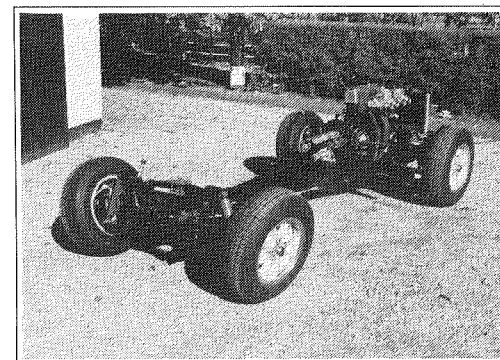
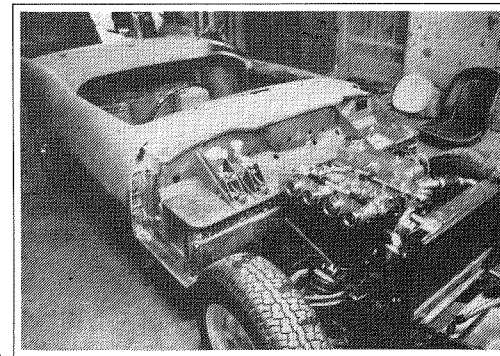
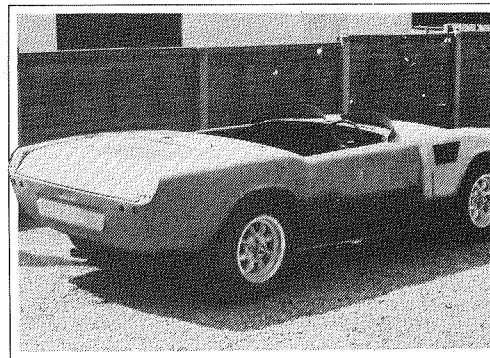
Mk III SPITFIRE SPECIAL

G. K. Moss

I have built the car mainly for racing and it will hopefully be very competitive. The cars major changes are rather inconspicuous but once seen enlarge themselves as major changes.



A quick outline of the changes are, the extension of the body behind the seats, the de-seaming of the rear wings, the closure of the side window apertures and the gutting and closure of the doors.



These changes, although major, become very hard to spot and add themselves to the beauty of the car.

It is now nearing completion and the pictures show the major changes undertaken and may be of interest to fellow readers.

**SEE THE SPECIAL OFFERS PAGE
FOR OUR PRICES ON HALON FIRE
EXTINGUISHERS FOR YOUR CAR.**

It will be very interesting to follow the progress of this very attractive and purposeful looking machine. More pictures please!

**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

Orders normally despatched in 2/3 days. Next day service available in emergency.

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 Shock Absorbers Std	£15.00	
Spax	£56.00	pr
Koni	£69.00	pr

**WE HAVE MOVED,
OUR NEW
ADDRESS IS:**

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 Shock Absorbers Std	£15.00	
Spax	£51.50	pr
Koni	£64.00	pr
Trunnions	£15.00	
V Links	£35.00	
Rear Sring (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	PQA	
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 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

For 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

Economy...

for the enthusiast

BODYWORK
SPITFIRE/GT6 ALL MODELS

Boot Floor	£36.00
Floor Pan Front	£13.50
Floor Pan Rear	£18.00
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
Outriggers	£8.50
Rear Extension	£10.00
Chassis Side Roll	£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	£59.00
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 £97.75
Inner Rear Wing	£79.00
Rear Valance Lower	£25.00
Rear Lamp Panel Spitfire	£55.00
Boot Lid	£92.00

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

CLUTCH KITS 3 PIECES

Herald/Spitfire	from £42.50
Spitfire 1500	£52.50
GT6/Vitesse 2 Litre	£54.50

MOUNTINGS

Engine Herald/Spitfire	£4.50
Engine Vitesse/GT6	£5.50
Gearbox	£2.00
Gearbox Overdrive	£12.50
Bonnet Stop Cone	£1.20

MISCELLANEOUS

Accelerator Cable	£5.90
Rear Brake Shoe Set	£9.00
Brake Pad Set	from £5.00
Steering Rack Gaiters	pair £6.90
Universal Joint	£4.75
Anti Roll Bar Link	£8.50
Fan Belt	£2.25
Timing Chain	£4.90
Tappet/Cam Follower	£3.50
Vertical Link	
Vitesse/GT6	£32.00
Vertical Link	
Herald/Spitfire	£37.00
Pedal Rubber (T)	£1.20
Rotoflex Coupling	£25.50
Outer Weatherstrip	
Spitfire/GT6	£6.90
Trunnion	£10.50
Trunnion Bushes Kit	£3.50
Driveshaft	£45.00
Radiator Overflow Bottle	£4.50
Dash Top Cover	£28.00

ACCESS &
BARCLAYCARD WELCOMEALL PRICES EXCLUDE
VAT & CARRIAGE

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

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



WELL, actually, when I say 'gearbox' I really mean just about everything from the clutch to the rear wheel nuts, and when I say 'sings', what I actually mean is 'rattles and grinds' like a tin dustbin full of bricks rolling down a corrugated iron roof.

Doesn't sound very nice, does it, well neither do my 13/60 Herald Convertible when I bought it a few months ago, as a direct result of a Pagan desire to cruise around the byways of this Green and Pleasant land in an old soft top classic, wind in the hair, bugs in the mouth, you know the sort of thing.

Why, you may ask, did I buy a car that had such an obviously shattered drive train when there are several nicely sorted Heralds for sale every month in this very magazine? The answer to this question is very simple. I am stupid. Stupid and impulsive. Stupid, impulsive and impatient. Too stupid to listen carefully to a car I am supposed to be test driving. Too impulsive to think about getting someone else to listen to a car I'm supposed to be test driving, and too impatient to look around for a different Herald that might sound a little nicer!

Right, so now you know exactly what sort of a s...t I am, I think it's time to fill you in with the intricate details of my Heralds somewhat interesting drive train.

- 1) Worn and noisy clutch.
- 2) Very worn and noisy gearbox with no synchromesh on second gear.
- 3) Extremely worn and noisy prop end UJs.
- 4) Ridiculously worn and noisy diff.
- 5) Unbelievably worn and noisy diff-side UJs.
- 6) A pair of half shafts that would have you weeping in your beer.
- 7) Some rear wheel bearings that would have you thinking that the half-shafts were entrants in a concours competition... Well, how's that for a shopping list!... I'm sure you can imagine how pleased I was when I discovered this list of problems, OH JOY, OH RAPTURE,

The Spike Speak Column

HARK THE HERALD
GEARBOX SINGS

OH HAPPY DAY, OH B...R. After a short period of manic depression, I slowly began to realise the full implications of the problems. It started to dawn on me exactly what all this meant, endless days of torture, buried deep within the muckiest bits of my Heralds workings, covered from head to toe in grease and grime. Half-inch spanner in one hand, WD40 in the other. Everything I touch either snapping off in my hand or stubbornly refusing to budge, and me religiously working my way through every swear word in the book (and a few that aren't!).

Surely there must be another way, surely I can turn my Herald into a smooth running, whispering limousine without actually having to open my tool box (Oh, by the way, I'm an idle g...t in case you hadn't already worked that out!).

Finally I decided that the only way out of this frightening situation was to follow the instructions of my favourite saying:- 'If in doubt, get your cheque book out'. Suddenly the future looked a whole lot brighter. In fact, the future looked a whole lot like this:-

- 1) Drive Herald to Lewisham where two nice men, two very nice men, in fact, two very very nice men replaced my clutch, prop and UJs, and swapped my gearbox for a mighty sexy recon. MkIII Spitfire box with overdrive.
- 2) Drive Herald to Saffron Walden when a different nice man replaced my diff, half-shafts and bearing.

I'm sure you are keen to know the results of these two little exercises. Well, I now have probably the

quietest Herald in existence, for two reasons. Firstly, the entire drive train has been replaced and secondly, I spent too much money replacing it, I can't afford to put any petrol in the car! You'd be surprised just how quiet a Herald can be when its parked in front of your house with the engine turned off! But seriously folks, I must say a very large thank you to Ian and Paul (Lewisham) and Mike (Saffron Walden) for all their help, and an even bigger thanks to Ians other half for providing us with the most important of mechanical lubricants, judiciously served at regular intervals in mugs big enough to swim in.

And finally, now for the good news. My Herald is currently using about a litre of oil every five miles, and belching thick black smoke into the stratosphere at the slightest touch of the throttle. I keep trying to convince myself that it just needs a good tune-up, but I think it could be a tad more major than that. Oh well, back to the cheque book I suppose... on second thoughts, where did I put that half inch spanner?

SEE SPECIAL OFFERS FOR
NEW LINES.

FIRE EXTINGUISHERS,
BOOT RACKS,
EMERGENCY LUCAS
LIGHT PACKS.

0858 434424
FAX
0858 431936

SINCE the Bromley Pageant of Motoring is claimed to be the biggest one day motor show in the world and is right on the area doorstep, we regular South and East London TSSCers decided to use the opportunity to spread the word of our new area group.

A SMASHING TIME AT BROMLEY PAGEANT

Robert Browne,
South & East London Area

Les Sherwin, the area organiser, came up with the idea that dismantling a car on the stand would attract attention (thanks to one of the Yorkshire areas for the original idea). With a competition to guess the number of bits the car broke down into and the resulting pile of spares to sell, we could help a charity and the area funds in the bargain. The Pageant organisers liked the idea so much that they insisted that the demolition job take place in a corner of the main arena and gave us a stand right next door. Les's enthusiasm soon unearthed a long neglected Herald 1200 which was destined for the wreckers yard and made contact with a car breaking firm prepared to help with tools and professional leadership. The spanner-power was to be provided by as many of the area members as wanted to get their hands dirty.



BEFORE

And so the great day dawned. The weathermen assured us that the early rain would leave long before it threatened to turn our show into mechanical mud-wrestling - and so it pored as the gale force wind blew away the rain clouds, our stand tent, the NSPCC posters, the competition tickets...Undaunted, the merry band created a most respectable club stand out of the chaos; four red Spits all in a row, a Vitesse, a GT6 and a 1200 Herald; club bunting and banners, and flowers courtesy of Jerry Garland gave us a display to be proud of. There was just enough time to have a stroll round the rank upon rank of gleaming cars of every size and shape before the 11.15 start of the demolition. A chance to have a

look at the stand of our brothers-in-arms from Kent area TSSC with their amazing full size cardboard lorry!

As the hot air balloons started their act, the grease-monkeys gathered to prepare for the ceremonial removal of the radiator cap complete with commentary over the public address. "Er...has anybody seen the lads from the breakers recently? You know the ones with the tools." "Well they brought the car OK - and they were here earlier, they're probably checking out the rest of the show while there's a chance". Minutes tick by. The tension rises. The hot air balloons deflate. The commentator approaches. How do you dismantle a car without tools? It's that old, we could probably shake it to bits! No sign of any breakers, no sign of any TOOLS! I think it's time to....PANIC. A couple of heros dive to their car boot for toolkits. Les oversees the ceremonial removal of the radiator cap and covers the lack of any other action with some neat wheelnut removal. A plastic envelope of lightweight screwdrivers allow me to start on some of the trim. Relief as a couple of sets of spanners and a socket set appear in more helping hands. Before you know it, the Herald starts getting smaller and the parts pile starts growing. "Oh, by the way I've entered you in the Tug-a-Land Rover Competition". (Oh thank you, Louise!!). So we down tools and, since a change is as good as a rest, drag this Land Rover down the length of the main arena. The Gods are on our side and we fail to win the heat (though we did see off the MG mob!!).



So its back to the wreck, and with the confidence only a total lack of preparation can give, we work away like a well-oiled machine - it seems that amongst us we've had experience of dealing with most parts of the car. The roof comes off, the interior comes out and the bonnet eventually succumbs. We start on the engine block and transmission. STOP, ALL STOP! Keith wants his lunch. All stand down for a break. How are the competition tickets going? Well, OK-ish. Restored by food and rest, we tear the engine block from it's seating and with time running out flip the chassis on it's side to attack the underside. Exhaust, braking system, rack and pinion, one last attempt at the solid rust of the rear overriders as the clock reaches three o'clock and then its all over. Dirty, bruised, some even bloody, but definitely unbowed, our gallant group step back to survey the wreckage of what was once someone's much-loved Herald - and Les, quietly muttering the count, as the final bits are gathered together. Well I don't know what the spectators thought of the whole thing, but I know we all had a great time. Certainly the competition winner went home a happy many, fifty quid richer,

and the NSPCC will be happy with our donation, and we hope those club members that made contact at the stand will come along and join in the fun on other occasions.

Bromley Pageant Role of Honour:

Stand Cars: Vitesse MkII - Simon Adamson, Spitfire MkIV - Mark Morton, Spitfire 1500 - Keith Oliver, Spitfire MkIV 1500 - Steven McDonnell, Spitfire MkIV 1300 - Gary Parish, GT6 MkI - Andrew Sprouse, Herald 1200 - Les Sherwin. Grease Monkeys: Keith, Steve, Mark, Lawrence Orton, Brian Sherwin, Robert Browne. Special thanks to Steve and Mark for the use of their tools, and to Andrew Sprouse's brother for removing the wreck on his trailer.

Competition Ticket Sellers and Stand: Maureen Oliver, Louise Grindley, Kath Donkin, Linda. General Organisation and Bits Counter: Les. Standing About in pristine white TSSC sweat shirt: Gary.



Some of the South and East London members at Bromley Pageant Stand. Back row: (L to R) Keith Oliver, Steve McDonnell, Gary Parish, Mark Morton. Front row (L to R) Maureen Oliver, Louise Grindley, Robert Browne, Kath Dorkin.

Classical Automotive

ST MICHAEL'S WAY, MIDDLEWICH
CHESHIRE, CW10 9DX
TEL: 0606 846474/5 FAX: 0606 84 5924



ORIGINAL SPECIFICATION MECHANICAL COMPONENTS FOR ALL CLUB CARS

SUMMER SPECIAL OFFERS

FULL LENGTH FEATURE STARRING 10
OF OUR REGULAR ALL STARS!!
BY POPULAR DEMAND MANY PRICE
BUSTING DEALS EXCLUSIVE
TO TSSC CLUB MEMBERS

GIRLING FRONT BRAKE PADS EARLY HERALD/SPITFIRE	£5.00 SET
GIRLING FRONT BRAKE PADS GT6/VITESSE	£7.00 SET
FRONT SHOCK ABSORBERS C/W BUSHES, ALL MODELS	£20.00 PAIR
FRONT SUSPENSION BOLT KIT PLUS REAR SUSP. BOLT KIT, ALL MODELS	£28.50
2 FRONT BRAKE DISCS PLUS GIRLING BRAKE PAD SET HERALD/SPITFIRE	£26.00
2 FRONT BRAKE DISCS PLUS GIRLING BRAKE PAD SET GT6/VITESSE	£30.00
NEW O/E SPEC. REAR DRIVE SHAFTS HERALD/SPITFIRE/GT6 Mk3	£39.50
NEW LOWER STEERING FLEXIBLE JOINT, ALL MODELS	£10.00
VERTICAL LINKS (STANPART), ALL MODELS	£30.00
BRASS TRUNNIONS (STANPART), ALL MODELS	£10.00

AND FROM OUR SPECIALISED SERVICES DEPARTMENT
JUST TO KEEP THE NIGHT SHIFT RUNNING.....

15% DISCOUNT OFFERED ON ALL BRAKE CALIPERS
RECONDITIONED DURING THIS OFFER PERIOD!!!

15% DISCOUNT OFFERED ON ALL STEERING RACKS
RECONDITIONED DURING THIS OFFER PERIOD!!!

PLUS A FULL RANGE OF BRAKES, BUSHES, CLUTCHES, STEERING, SUSPENSIONS, BOLT KITS STOCKED
PHONE FOR FREE LIST ON 0606 846474/5

ALL PRICES PLUS VAT AND CARRIAGE



3 cars on the Grimsel Pass with the Rhone Glacier and Furka Pass in the distance.

John Snook

SEVEN Club cars, that is with fourteen people. Three Spitfires, Rod and Philippa in their Mark I, Nick and Viv in their Mark II and Chris and Sandi in their 1500. Three Vitesses, Dave and Sheila in their 2 Litre Mark I saloon, John and Valerie and John and Bridget in their Mark II convertibles. One solitary Herald, Peter and Monica in their 1200 convertible.

SEVEN WENT TO SWITZERLAND (and seven came back)

We left Portsmouth for the overnight voyage to Le Havre — some slept better than others — and by 7.30am we were on the roads of France. A breakdown after only a mile — calamity as we ground to a halt — but no, all was well, it was only an untightened plug which had fallen out!! Three hundred miles on the first day — plain sailing apart from two cars getting lost in Rheims and becoming separated from the rest. Our overnight stop was at Neufchateau in the Vosges Mountains, and weren't we relieved when the missing two appeared.

The next day involved a drive of some 230 miles

to our destination, the village of Ringgenberg near Interlaken in the Bernese Oberland. En route we stopped at the French National Motor Museum (The Schlumph Collection) at Mulhouse. For those not familiar with the story behind the collection, the two Schlumph brothers ran a textile factory which went bust in the early 1970's. The workers invaded the factory and found in a warehouse unbeknown to the world, over 400 rare and exotic cars, including 100 Bugattis — a quarter of the total remaining number. The cars were, and still are displayed in neat rows over a vast area, lit by rows of ornate lamp posts which seem to

disappear into the far distance. As well as the Bugattis, many well known and almost unknown makes are represented, including Rolls Royce, Daimler, Aston Martin, Mercedes, Hispano Suisa and many, many more, including a special Porsche display. Although we could only spend an hour there, it was well worth it and I can thoroughly recommend a visit to anyone in the area.

A beautiful evening when we arrived in Ringgenberg with the mountains as clear as a bell. Our accommodation was in apartments in three separate Swiss chalet style houses. The weather on our first two days was dreadful — continuous rain and snow on the higher slopes — but thereafter it improved daily, enabling us to make many trips into the mountains on cog railways, funiculars and cable cars, plus boat trips on the lakes.

Although we did not venture to the top, we saw the highest railway in Europe — 11,300 feet to Jungfraujoch — passing through the north face of the Eiger on its way. Four of our number went on the cable car to the top of the Schilthorn, 9700 feet to the revolving restaurant where the James Bond film was shot.

A Herald and a Spitfire made the circular journey over the three passes — Grimsel (7103 feet), Furka (7975 feet) and Susten (7296 feet) without mishaps apart from dirt in a carburettor. A second party

of two Vitesse and a Spitfire went as far as the Furka Pass — stopping at the Rhone Glacier where we walked through a tunnel in the ice for some 100 yards.

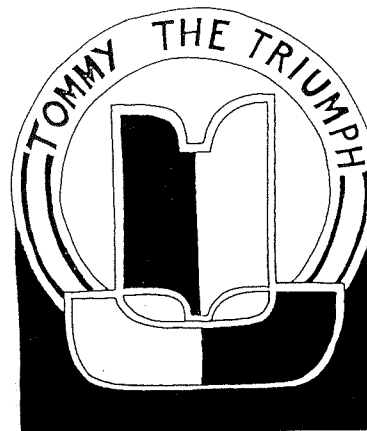
One of the highlights of the weeks was the invitation given to us by the Spitfire Club of Switzerland to their monthly meeting near Bern, where despite the wet weather we saw about twenty Spitfire, mostly in beautiful condition.

They put us to shame with their ability to converse in English and were most kind in giving us bottles of wine with their own Club label and a Club umbrella. Thank you Dieter, Peter and friends.

After a week in Switzerland we returned through France with one overnight stop, in time to catch the afternoon ferry from Le Havre.

An enjoyable holiday and although many people say how expensive Switzerland is, I do not agree. Accommodation cost £40 per person per week, petrol is 40p per gallon cheaper than at home, and at our local restaurant a different special from the menu each night, consisting of a help yourself tureen or soup and a main course, cost £4.00. Need I say more.

All the cars in the village square.



BY CHRIS SHERIDAN

AREA MEETINGS ARE THERE FOR MEMBERS TO ENJOY THE WIDE VARIETY OF ACTIVITIES...



.... FOR EXAMPLE QUIZ NIGHTS ARE VERY POPULAR....

NOW, WHICH IS MY PINT..?



...SO ARE TREASURE HUNTS....



...PICNICS...

LANDLORD — THREE PACKETS OF PLAIN, TWO CHEESE AND ONION, ONE SALT AND VINEGAR AND FOUR PACKETS OF DRY ROASTED NUTS, PLEASE..

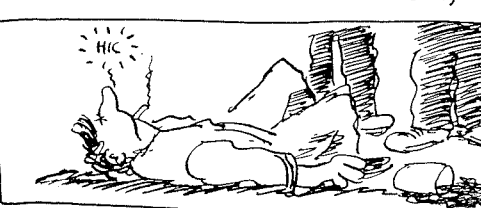


...TECHNICAL EVENINGS...

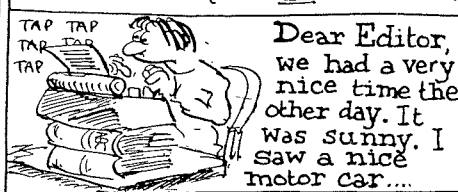
EXCELLENT HEAD, GOOD BODY, NICE AND SMOOTH — NOT A BAD PINT, THIS..



AREA CHALLENGES (ITS A KNOCK-OUT...)



AND RAMBLING (YES... ALL A.O.'S DO IT...)



SO, WHY DON'T YOU SUPPORT YOUR LOCAL GROUP THEN?



ME?? I'M AFRAID I CAN'T GO TO LOCAL MEETINGS...



AFTER ALL, I'M TEE-TOTAL!!



©Chris '90

disappear into the far distance. As well as Bugattis, many well known and almost unknown makes are represented, including Rolls Royce, Daimler, Aston Martin, Mercedes, Hispania and many, many more, including a Porsche display. Although we could not stay an hour there, it was well worth a visit and I thoroughly recommend a visit to this area.

A beautiful evening when the sun was shining and the mountains were covered with snow. The accommodation was very comfortable and the food was excellent. I had a very good time and I was very happy to meet so many people. I was very lucky to meet so many people and I was very happy to meet so many people.

VALUATION SERVICE — PAM GRIFFITHS
Somerford House, Fairleigh Rise, Kington Langley, nr Chippenham, Wiltshire. SN15 5QF.
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

General Secretary:

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

48/1200

John Hurst 30 Shannon Close, Grove, Wantage,
Oxon OX12 7PT Telephone N/A

160

John Hurst 10 Sworder Close, Barton Hill, Luton LU3
4BJ. Tel: (0582) 493905

11/1111

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

11/1500

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

10/Mkl/11

Chez Nous, Potters Lane, Bosccastle,
Cornwall PL35 0AP. Tel: (0840) 6691

Jasper Bacon

Paul Hemming

Bond

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

Specials

Dennis Graves 13 Austin Cl. 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
(Race) TW14 9LL Telephone 081 890 6777
N. Sleightholm 4 Oaklea, Honniton, Devon EX14 8XH.
Tel: (0404) 45952

Sprint/Hill Climb

Kim Pearson 23 Belmont Rd, Wallington, Surrey,
(Race Liason) SM6 8TE

International Liaison

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

Events & Equipment

TSSC OFFICE Main Str., 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 Wood, North Ascot,
Berks SL5 8EM Tel: (0344) 885541

**Shop
Now
Open!**

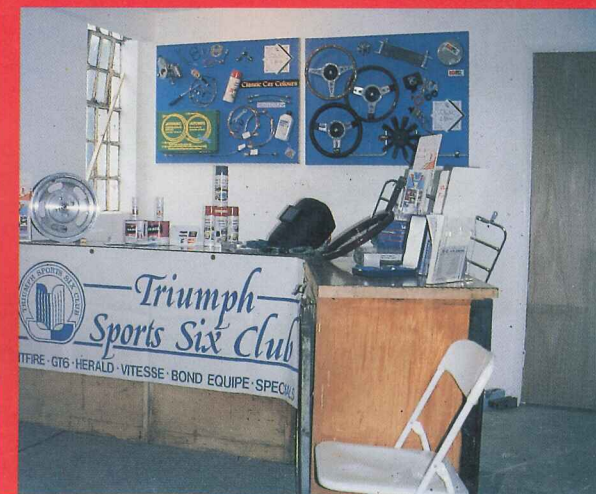
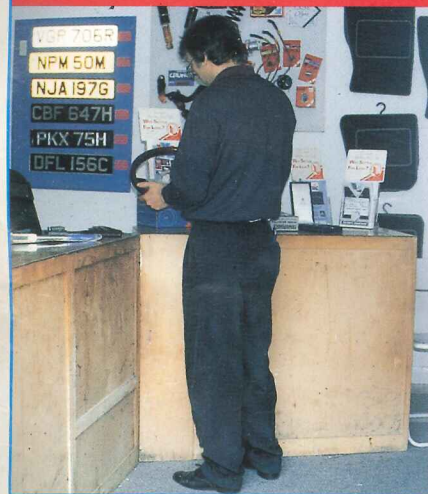


**Triumph Sports
Six Club
Main Street
Lubenham
Mkt. Harborough
FAX 0858 431936**

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



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



CLUB HEADQUARTERS

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
Somerford House, Fairleigh Rise, Kington
Langley, nr Chippenham, Wiltshire. SN15 5QF.
TEL: (024975) 8807

TSSC HANDBOOK

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

TSSC VIDEO LIBRARY

STEVE LOVE - 19 Roughmoor Cresnet,
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 Secretary:

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

Herald 948/1200

Chris Longhurst 30 Shannon Close, Grove, Wantage,
Oxon OX12 7PT Telephone N/A

Herald 13/60

Dave Beardsley 10 Sworder 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 Cl. 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
(Race) TW14 9LL Telephone 081 890 6777
N. Sleightholm 4 Oaklea, Honniton, Devon EX14 8XH.
Tel: (0404) 45952

Sprint/Hill Climb

Kim Pearson 23 Belmont Rd, Wallington, Surrey,
(Race Liason) SM6 8TE

International Liaison

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

Events & Equipment

TSSC OFFICE Main Str., 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 Wood, North Ascot,
Berks SL5 8EM Tel: (0344) 885541

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

