

Spitfire/GT6 Panework



British Sports Car Centre



ACCESS & BARCLAYCARD WELCOME

Send S.A.E. for your panework brochure, or phone for details.

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



TRIUMPH SPORTS SIX CLUB - MAY 1992

143

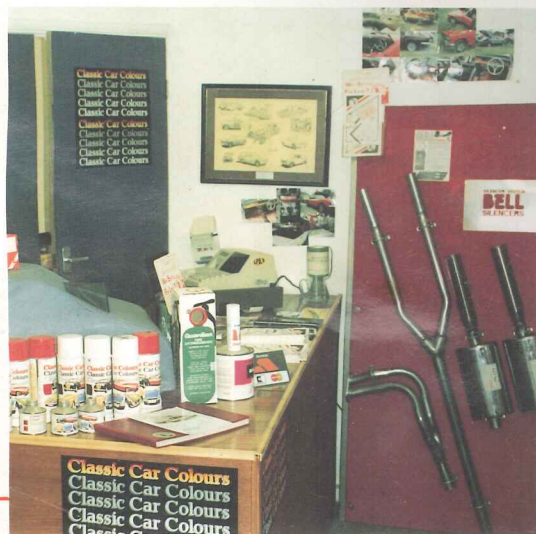


HÅKAN
SULBRANDSEN

• COME AND VISIT THE • Triumph Sports Six Club



NEW HEADQUARTERS —AND— SPECIAL OFFERS COUNTER



OPEN

9-5 Monday - Friday
9-1 Saturdays
phone first for
offer availability

HOW TO FIND US

Leave M1 at Junction 20, take
A427 to Market Harborough.
We are situated on right side
of road just before leaving the
village of Lubenham.

Telephone
(0858) 434424

THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club

VOL.12 No. 143 MAY 1992

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

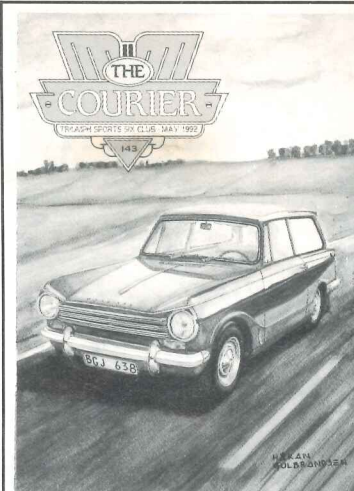
10 Chesham Rise, Cherry Lodge,
Northampton NN3 4XP
Tel: 0604 405416

COMMITTEE MEMBERS 1992

Brian Waters, Peter Williams,
Mike Costigan, Leon Guyot, Trudi Squibbs,
Bill Sunderland, Mike Crewes, John Thorpe,
Mark Hugall, Andy Higgins, Annis Green,
Simon Roberts, David Aspinall, Tom Longley.

For a full list of TSSC Officials see page 82

© Triumph Sports Six Club Ltd 1992



Cover
Illustration
by
Hakan
Gulbrandsen.

Contents

Comment	5
News Review	6
Autorama	7
Spotlight	8
Cop Shop	9
The Spike Speak Column	10
Herald Register	11
Bond Register	14
Vitesse Register	18
TSSC Offers	20
Spitfire I, II, III Register	22
International Liaison Secretary	26
Spitfire IV/1500 Register	29
Specials Register	35
Herald Overdrive Conversion	38
Racing News	42
Pen to Paper	45
Automatic Vitesse	48
Herald/Vitesse Restoration	51
DIY Hood Fitting	58
Spitfire/GT6 Floor Replacement	61
Technical Tips	67
My Travels in a Spitfire	71
Rally of the Vales	77
Abandoned	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. ★

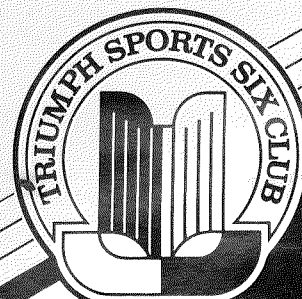


Sponsored by Footman James. Specialists in Classic Car Insurance and Dominion Insurance Co Ltd.

The Triumph Event of the Year JULY 18th/19th 1992

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

Plus camping, entertainment, sideshows, Gymkhana & MUCH MUCH MORE.
Full information and booking form
0858 - 434424



CHECK IT OUT !

Comment

Bill Sunderland

The Roundabout Revolves!!

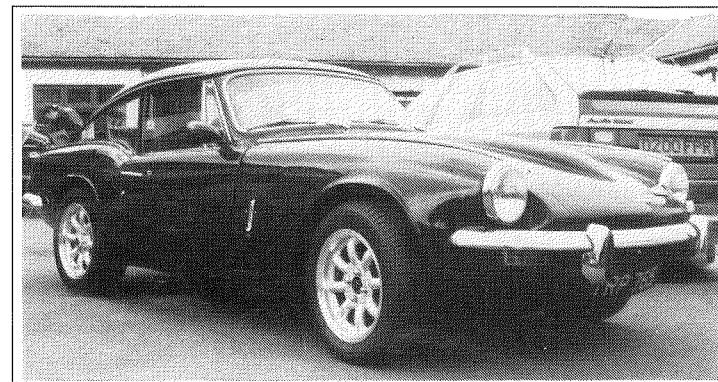
May starts the show season in earnest. We will be at the South of England Meet on 9/10 May and NEC for the Classic Sportscars International on 23/24 May, both events deemed to be very successful.

Take a good look at this months Events Calendar as there is much to do apart from the above.

Having just completed my GT6 Restoration and getting the MoT, it is now licensed to drive and I am enjoying Spring in the most sporting way, I suspect many members have just wheeled their Club cars out for the summer season.

Having not driven my GT6 for some 4 years, the feeling of sheer enjoyment came back within minutes of being behind the wheel and of all the fun I have missed in having the car off the road. Club cars are for **DRIVING**.

Enjoy yours this summer.



CLUB HEADQUARTERS

Saturday mornings are becoming very busy affairs at Club HQ — We will be **CLOSED** on May 9th and 23rd as we are at Club events.

We have had very large deliveries of Club Offers into our warehouse at H/Q including our biggest exhaust stock holding. It is still best to ring first to check stock levels but in the main we have stock of all Club Offers from Brake Pipes to Alloy Wheels.

Work has commenced on Phase two of the Clubs H/Q - hopefully will have much for you to see by late May.

International Weekend

Only 2 months away from the Club's major event at Stafford on 18th & 19th July, see booking form in this months Review. Help is still required and any further ideas, on making this a weekend to remember are most welcome. TSSC Traders have completely booked the main hall. Also see concours Rules and Prep guide in this Review. SEE YOU THERE.

TSSC Insurance

March sets a record month for TSSC Insurance with more and more members benefiting from the Club Scheme. Insurance rates in general have shot up and many with very limited cover. TSSC Insurance offers the complete range — all agreed value and rates more comprehensive than ever before.

We have many calls every month from members in dispute with their insurance companies regarding Agreed Value Cover.

DO NOT MAKE THEIR MISTAKE.

TSSC INSURANCE

021 561 4196

Ask for TSSC Insurance

VALUATIONS

0858 434424

NEW DIRECTORS

Welcome this month to our 4 new directors elected at the Club's AGM.
Annis Green, Simon Roberts, Tom Longley and David Aspinall.

CLASSIC AND SPORTSCARS INTERNATIONAL NEC BIRMINGHAM, 23rd-25th MAY 1992 DICTATING A GREAT SHOW

The ghosts of Adolf Hitler, Benito Mussolini and Juan and Eva Peron could be descending on Birmingham's National Exhibition Centre in May. For cars they once owned form part of a special display at Classic and Sportscars International, the country's leading classic car show. The theme of the show, which runs over the Spring Bank Holiday Weekend (23-25th May 1992) is Cars of State. Cars of State, however, is only one aspect of Classic and Sportscars International, which promises a feast of action for the classic car enthusiast. As well as those royal runabouts and dictator's droshkies, Classic and Sportscars International plays host to the UK's top one-make car clubs, which will be mounting their own special displays. See Club display there and save money by using the coupon. Other attractions include a huge Autojumble, housed inside the NEC, a top Auction, Cavalcades and Trade Stands. Don't forget, come and see YOUR club on stand C33B.

KITSON COLLEGE, LEEDS

FULL TIME VEHICLE RESTORATION COURSE (C&G) Your Club members may be interested to learn of a course running within the College. This is a full time vehicle restoration course suited to anyone with an interest in old vehicles. The course lasts for **TWO YEARS**, at the end of which the students sit a City & Guilds Examination for a Diploma in Vehicle Restoration. For further details please telephone:-

LEEDS 0532 774433.

TOTALLY TRIUMPH HAVE MOVED

By the time you read this Totally Triumph will have moved premises. They are now based at Fir Tree Farm, just a mile from the old premises. We apologise to customers for any inconvenience and some delays in restoration completions. Chris, Paul, Neil, Dave and Phil welcome visits from customers old and new ...

... put the kettle on Phil!

6 The COURIER

NEWS REVIEW

TOP TRADERS

The following traders have provided satisfactory service to various members:-

1. Sports Car Supplies	Tyneside	Parts
2. John Kipping	Coventry	Parts
3. Cambr. Triumph Spares	Chatteris	Parts
4. Six Spares	Twickenham	Parts
5. Herald Motor Company	Hockley	Repairs
6. Spit Bits	Reading	Parts
7. Clive Manvers	Bury St Edmunds	Parts
8. Andrew Stone	Darley Abbey, Derby	
9. Chiswick Car Craft	W. London	
10. Mac Wallace	Eastleigh	Parts
11. Blair Engineering	Tayside	Machining/engine parts
12. G.B. Sports Cars	Leighton Buzzard	Used/Parts
13. Yeovil Triumphs Spares	Yeovil	Parts
14. Swindon Classics	Swindon	
15. S.W. Classics	Totnes	Restoration
16. Triumph Tune	Richmond	Parts/Tuning
17. Newton Commercial	Leiston	Trim
18. John Hill	Redditch	Parts
19. Motorsport Engineering	Slough	Work
20. Prime and Cowles	Halesworth	
21. Classicar Automotive	Middlewich	Fittings
22. T Day	Fleet	

Send your Top Trader forms to Eddie Evans, 4 Bank Top, Cark in Carlisle, Cumbria LA11.

10TH INTERNATIONAL SPITFIRE WEEKEND, 5TH-6TH SEPT. 1992.

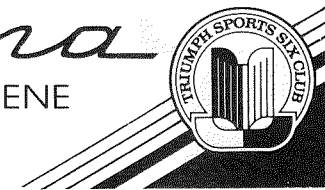
Change of venue for this popular event. Instead of Klein Vink, this year you have some 60 miles less to travel as the venue is Beekse Bergen, Hilvarenbeek, near Tilburg. Committee member Brian Waters has volunteered to co-ordinate the TSSC involvement this year so contact him for more details on **(0525) 713448** and watch out for more information next month.



Autorama

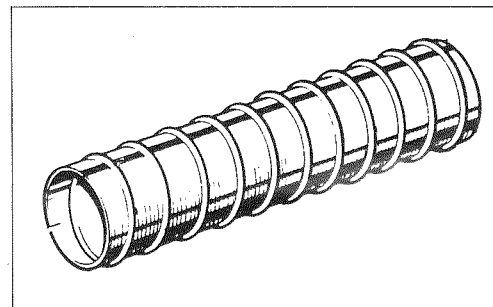
IN AND AROUND THE TRADE SCENE

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



ARE YOUR CARBS GASPING FOR AIR?

New Line Now Available from Rimmer Brothers



Flexible Air Intake Tubing

Pt No. 616011, suit Spitfire and 1500 models. 2 per car. Priced very reasonably at **£2.95**.
Telephone Rimmer Bros. Hotline on **(0522) 568000**

SOFT OPTION FOR TRIUMPH'S

As Original BL Equipment Hoods now available. Long awaited additions to the range of soft tops for Classic Triumph sports cars are now available from Rimmer Brothers Ltd, the Lincoln based Triumph parts specialists. The hoods are manufactured by hand, on the original production jigs to ensure a perfect fit. Rimmer Brothers are

offering these new original hoods in black only at: Spitfire MkIV and 1500 (no. XKC1781) £109.79 + VAT. Ring for other hood prices etc on 0522 568000 or by FAX on 0522 567600 or write to: Rimmer Bros. Ltd, Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, LN4 2NA.

STANFORD BATTERY SERVICE (est. 1935)

4A & 5A STANFORD ROAD, NORBURY, LONDON SW16 4PY (Phone & Fax 081-679-3962)

I am writing to you to introduce our company 'Stanford Battery Service'. We are a small family firm that has been manufacturing batteries since 1935 and we pride ourselves in the quality of our service and being able to supply a battery to the correct specification for almost any vehicle, using our large range of reference material. As a vintage and classic car owner myself I am aware that many genuine parts pass through middle men before coming available to the real enthusiast. Indeed, I am regularly approached by such parties who want to purchase black rubber batteries direct from a manufacturer and sell to the public adding on a considerable margin. We however, will not entertain such customers, we supply direct to the public at our manufacturers prices which tend to range from £22.50 to £44.50 plus VAT. Each battery is made to order and to the customers specification. In many cases we can increase the amperage of the battery by a substantial margin. Delivery of dry batteries is available at a rate of £7.95 plus VAT to anywhere in mainland Britain. We would be pleased to assist any of your members with problems that they

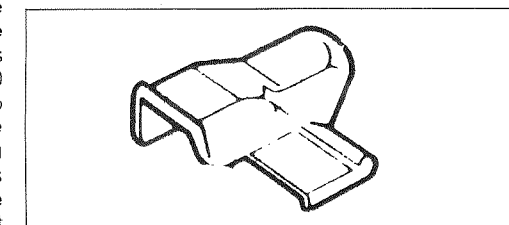
might be having in finding a battery for their car. Additionally we also offer all Club members full trade discount on any modern battery purchased from us whether for a car, motorcycle, lorry, etc.

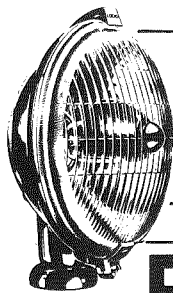
K M Cluney (Stanford Battery Service).

B POST CAPPINGS

Many members may have found these an elusive part lately. Sportscar Supplies now have plenty in stock at a special offer price of £12.00 inc. VAT & P&P. Telephone:-

091 496 0522





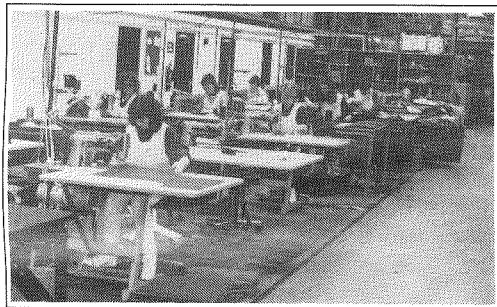
SPOTLIGHT

Newton Commercial

Pete Williams

FOLLOWING the launch of their exciting new Herald/Vitesse trim range, Richard and Vera Newton were kind enough to invite us down to their headquarters in Leiston, Suffolk, and a very interesting and informative day was spent touring the development and production areas.

Herald/Vitesse trim for saloons and convertibles for all models apart from 948s & 1200 coupés, includes front and rear seat covering kits, door and side panels, mill boards and much more, and now, moulded carpets.



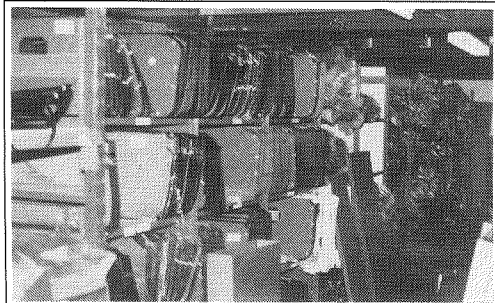
Sewing machine area.



Door panels, map bins, trim boards galore.



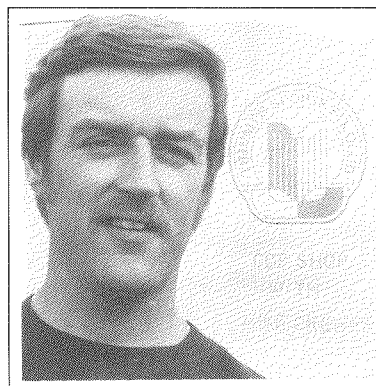
The driving force behind Newton Commercial, Richard and Vera Newton.



One of the many stock racks.

Newton Commercial has been established for over 13 years producing high quality trim for classic marques such as MGs, Morris Minors, Austin Healeys, Minis and of course Triumphs. Richard and Vera's approach is of total professionalism which is certainly borne out in the excellent quality of the finished article. Trim brochures detailing the full range available may be obtained from Newton Commercial, Eastlands Industrial Estate, Leiston, Suffolk, IP16 4LL. Once decided upon, trim can be obtained direct or from the increasing number of Triumph Specialists marketing the range. See adverts in the Courier for further details.

STOP PRESS.... STOP PRESS.... See further in this Courier for first exclusive article on DIY seat refurbishment using Newton Commercial Herald/Vitesse seat recovering kits.



Mike Crewes

VEHICLES registered before 1 January 1973 may have registration marks of white, silver, or light grey letters and figures on a black plate (Regulation 6 of Part II of Schedule 2 of Road Vehicles (Licensing and Registration) Regulations), or black letters and figures on a reflex-reflecting plate that conforms with BS AG145:1967.

Vehicles registered after 1st January 1973 must display the reflex-reflecting plates (Reg. 8). There are exemptions but cars are not among them. A registration plate fixed to the rear of a trailer must conform with the requirements of the vehicle towing it; the same type of plate must be displayed (Reg 8b). It is also worth noting here that if you tow a trailer, the vehicle towing it need not display a rear number mark whilst the trailer is towed. This is so that, the rear registration plate may be taken off the towing vehicle and fixed to the trailer. The registration number displayed on the trailer MUST be the same as that displayed on the towing vehicle. The registration number must be displayed on flat, rectangular plates or on a flat, rectangular unbroken area on the surface of the vehicle (Reg 9). This means that

COP SHOP

REGISTRATION MARKS

strictly speaking, sticking it to a bonnet is out. Yes, I know E-type Jaguars fit them in this way, but they do occasionally get prosecuted.

Each letter and figure shall be three and a half inches high and five eighths of an inch broad. The total width taken up by each letter or figure shall be two and a half inches except figure '1' (Reg 10). All letters and figures shall be of the prescribed type.

There must be an upper and lower margin of at least half an inch and a side margin of at least one inch. The space between the nearest parts of adjoining letters and adjoining figures shall be half an inch, except figure '1', where it shall not be less than half an inch nor more than one and seven sixteenths inches. Between two '1' digits must be more than half an inch but less than 2 inches (Reg 11).

If the registration mark is in two or three lines the distance between the lines must be three quarters of an inch. The distance between letters and figures must be one and a half inches (Reg 12). Embossed or pressed plates do have more tolerance in the spaces, but I think that if you buy these plates they will normally conform.

Motorcycles have different measurements which are available on request. There are also regulations for letters and figures that are only three and one eighth inches high, but these plates are rare. Specifications available on request. This is also the smallest size characters that you may display.

That, briefly, is the regulations regarding Registration Plates. ALL registration numbers MUST comply with these regulations, even if they are personalised or cherished numbers. If your registration mark is incorrectly displayed, you face prosecution.

Many spares shops will tell you that stick-on number plates will not pass the MoT test. This is incorrect, providing that they conform to the regulations there will be no problem. Many trailers are fitted with stick-on registration plates that have been made by their owners and which conform to the regulations. They are perfectly legal.

If you have a query or topic on Road Traffic Legislation, why not write to Mike Crewes:-

112 Blackmoor Wood, North Ascot, Berks. SL5 8EN. Always enclose a S.A.E. please.

RIGHT, time for a quick experiment, close your eyes and read these words. Er OK so it's a bit difficult reading with your eyes closed, so read them first then close your eyes and think about what images they conjure up: Countach . . . Testarossa . . . Diablo . . . Carrera


Now I suppose it is possible that some of you may have filled your minds with images of dodgy Italian restaurants or designer clothes lables, but, if you're like me, it's more likely that you became momentarily lost in a fantasy world of wastrel elegance, of fast cars, loose women and bulging wallets, a world which few of us ever experience outside the cinema or away from our TV sets. It just goes to show how easily our brains can be controlled by those oh-so-clever and oh-so highly paid people who's job it is to think up names for cars, and it also makes me wonder where on earth these people get their ideas from. Is it really possible that the Hyundai Stella was named after a famous French lager, or that the Volkswagen Polo is the namesake of the mint with the hole? And what ever possessed Ford to name their smallest car after a pornographic magazine and their largest one after an independent television company? I seem to recall Jasper Carrot once suggesting that car manufacturers should give their products titles that better suggested the true characteristics of the vehicles concerned.

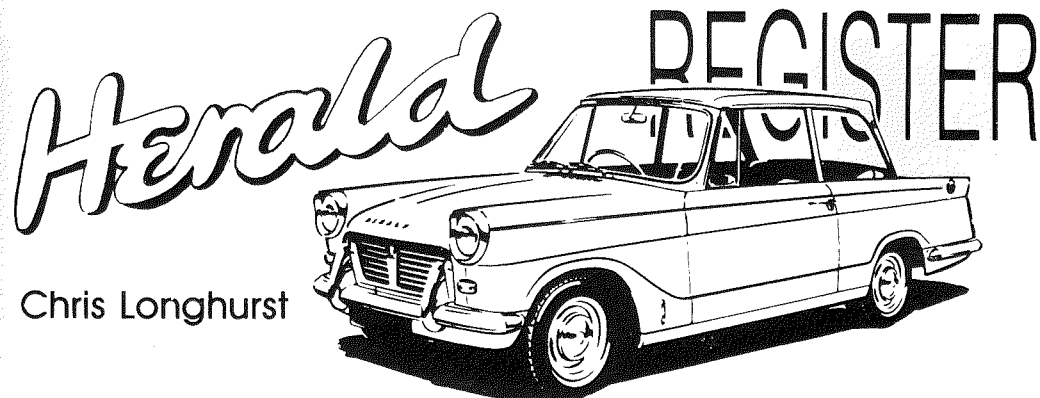
Mr Carrot thought this could well result in the launch of such stunning and memorable vehicles as the Vauxhall 'INCIPID' and the Mercedes 'GROSSENPRICEN'. Perhaps we would also see the birth of the Yugo 'BARGEPOLE' and the Cosworth 'BROWN TROUSER'. I suppose it's quite unlikely that we shall ever see such cars in the showrooms, but it is a nice thought non the less!

I should at this stage point out that not all car manufacturers direct a large chunk of their revenue into the important job of christening their latest creations. For example, Volvo prefer to direct a large chunk of their revenue into deciding which company director gets half of his phone number stuck on the boot lid of their newest arrival. A rather interesting approach and one I believe they picked up from Boeing! You may be wondering what has sparked off this sudden interest in car names. Well, those of you who like to keep abreast of what's happening in the world of new cars, may have noticed the recent launch of two vehicles bearing some rather familiar sounding names. I am referring to the Ford 'Courier' and the Seat 'Toledo'. Now I wonder why these manufacturers should decide to resurrect the names of two Triumphs for their vehicles, not that their is anything wrong with this as I assume any copyright that may have been held had since expired, but it does make me wonder. Perhaps Ford are hoping that their Fiesta based van will one day become as collectable as its Herald based namesake is today, although I somehow doubt that it will be. I personally DON'T feel that the Fiesta has quite as much character as the Herald, but then again I suppose I am a little biased as I own a Herald.

As far as the 'Toledo' concerned, I must admit I am a little confused as to exactly what aspects of the Triumph model Seat hope their car will develop, although I'm sure that Toledo owners across the country would be able to furnish me with an endless list of attributes that their cars boast and which any Seat would be glad to have. As interesting as this list would be, I must ask any Toledo owners reading this article to restrain themselves from submitting such an item as the Post Office

THE SPIKE SPEAK COLUMN

is already overworked and would probably collapse completely under the sudden increase in mail! I wonder if this sudden interest in bygone cars names could possibly mark the beginning of a new trend, resulting in the resurrection of all the old classics in the guise of modern cars. Perhaps Peugeot will soon be taking our breath (and cash) away with a sleek, fast two door coupe called a 'Prefect' or maybe Vauxhall will be telling us that their all new 'Cresta' is every car we'll ever need. Will Nissan be dropping 'XK120 GTI's' out of cargo planes to make their latest contribution to the world of vehicle advertising? Or will Skoda decide to bring their range of new cars up-market with the unveiling of a gleaming new 'Messerschmitt' three wheeler at next years Geneva Motor Show? I could go on forever with these wild and uncontrolled ramblings but you would probably all get rather bored (assuming you aren't already) so I shall sign off now and leave you with one final thought. Could there possibly be any truth in the rumour that next summer will see the launch of the elegant and stunning new Lambourghini 'Dolomite'? 



Chris Longhurst

TRIUMPH HERALD 51 TOWN & COUNTRY SALOON

IN the U.K. a twin carb version of the 948cc saloon was launched in late 1959. This was basically a saloon fitted with a coupé engine and transmission.

In Australia the twin carb saloon was sold as the Triumph Herald 51 Town & Country saloon. The 51 in the title came from the power output of 50.5 (51) bhp at 6000rpm. Externally the Town & Country Saloon was distinguished from the single carb saloon by a pointed side flash below the chrome strip/above the swage line. The twin carb saloon was an

improvement over the rather underpowered standard saloon. Performance figures showed that it could nearly match the 948 coupé in performance (Table 1). It could not quite match the coupé because of a weight penalty (extra glass, etc) and poor aerodynamics. The coupés steeply sloping back window probably helped to smooth out the air flow around the tail end. The (twin carb convertible suffered similar 'aerodynamic constraints and had a performance closer to the T.C. Saloon than the coupé.

In the U.K. the twin carb saloon was £33 more expensive than the normal saloon and £6 more expensive than the coupé at launch. In Australia

the Town & Country Saloon was £29 more expensive than the Australian Motor Industries single carb variant.

I have 20 U.K. twin carb saloons on the TSSC Register (compared with 68 U.K. single carb saloons).

The commission number is prefixed GY (Y denoting twin carbs), and the body numbers GC. The 'oldest' car is GY440 (body GC7922) and the 'youngest' GY9973 (body number not recorded).

The body number sequence (GC) was shared with the single carb saloon.


(Source for Australian 51 Town & Country saloon — Modern Motor, 12/1960, p.32-33, supplied by Mr A. Barton.) 

TABLE 1: COMPARATIVE PERFORMANCE OF SALOON, TC SALOON, COUPE, CONVERTIBLE.

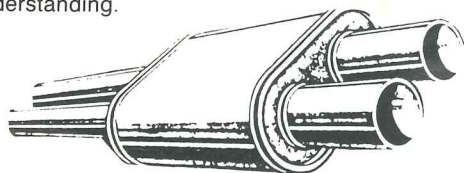
	948 SALOON	948 TC SALOON	948 COUPE TC	948 (TC) CONVERTIBLE
Top speed (best)	71.5mph	79.6	80.0	79.0
Stand. ¼ mile	24.3 sec	23.2	22.4	23.0
Max speed 1st	18mph	22	22	22
2nd	31	38	38	38
3rd	53	64	65	64
0-30mph	7.1 sec.	7.0	6.1	7.1
0-40	12.1	11.1	10.1	11.3
0-50	19.3	15.5	15.5	16.1
0-60	30.4	25.5	23.2	26.5
20-40mph	13.1	16.0	14.4	16.2
30-50	15.3	17.9	14.7	18.4
40-60	23.2	22.9	17.9	23.8
MPG mileage	32.4(1083)	36.3 (284)	33.2 (1229)	27.6 (955)
Test Reference	Autocar 1734	Modern Motor 12/1960	Autocar 1729	Autocar 1788

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 offer 10% discount off our normal retail prices to members who quote us their membership number. However, the prices advertised here are not subject to further discount as they have already been reduced.

Due to changes in the law, our advertised prices now include VAT. However the prices we quote you over the phone or list in our catalogue DO NOT INCLUDE VAT. We hope this clears up any misunderstanding.



EXHAUSTS EXHAUSTS EXHAUSTS EXHAUSTS EXHAUSTS EXHAUSTS

	MILD STEEL	STAINLESS STEEL
Herald (state model)	£39.66	£116.33
Vitesse 1600	£71.91	£105.75
Vitesse Mkl	£103.63	£132.19
Vitesse MkII	£66.62	£132.19
Spitfire Mkl	£76.40	£132.19
Spitfire MkII (excluding front pipe)	£53.13	£105.75
Spitfire MkIII	£67.69	£126.90
Spitfire MkIV	£61.33	£137.48
Spitfire 1500	£92.48	£145.94
GT6 Mkl	£89.98	£157.39
GT6 MkII/III	£102.01	£132.19

STAINLESS STEEL SPORTS SYSTEM

1300/1500 4 branch manifold	£116.33
Twin box sports system	£116.33

THE ABOVE CAN BE USED TOGETHER OR SEPARATELY IN CONJUNCTION WITH YOUR EXISTING SYSTEM

★ ★ NEW 40 PAGE CATALOGUE NOW AVAILABLE FREE, PHONE FOR YOURS ★ ★

FREE 40 PAGE CATALOGUE — VISA/ACCESS/SWITCH

TELEPHONE ORDERS

FAST MAIL ORDER SERVICE

OVERNIGHT

DELIVERY



★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★

YOU MUST MENTION 'THE COURIER' TO OBTAIN THESE PRICES

ENGINES & GEARBOX	List Price	Courier Price		List Price	Courier Price	
Engine Fully Reconditioned	468.82	421.94	Hood Her/Vit Original Quality	88.13	79.31	
Gearbox Fully Reconditioned	175.07	152.75	Header Rail Seal	11.16	10.05	
Differential Fully Reconditioned	205.62	185.06	Seal Retainer	13.51	12.16	
PLEASE STATE MODEL & YEAR WHEN ORDERING						
Front Lower Wing MkIV/1500/GT6III	49.35	44.41	STEERING & FRONT SUSPENSION			
Rear Wing MkIV/1500/GT6III (B.L.)	139.82	125.61	Steering Rack (Exchange)	34.08	30.67	
Front Wing MkII/GT6 I	55.81	47.59	Standard Rubber Rack Mounting	2.59	2.33	
Front Wing GT6 MkII (LOUVRE)	88.12	79.31	Top Ball Joint	9.40	8.46	
Rear Wing MkII/GT6 I & II	69.32	60.81	Track Rod End	6.46	5.82	
Front W/Arch Repair Mk IV/1500/GT6 III	22.91	20.62	Vertical Link	41.13	37.01	
Wheelarch Inner/Outer Section	34.07	30.66	Stub Axle	21.74	19.56	
Bonnet Under Leading Edge Panel			Front Brass Trunnion (STANPART)	14.10	12.69	
MkIV	22.32	20.09	As Above INCLUDING BRUSH KIT	17.63	15.86	
Headlamp Support Panel MkIV	22.91	20.62	Front Wheel Bearing Kit	10.46	9.41	
Bonnet Support Tubes MkIV	23.26	20.93	Front Wheel Bearing Felt Seal	1.76	1.59	
Steel Front 1/4 Valve MkIV	46.41	41.13	Front Standard Shock Absorber	21.15	19.04	
Doorskins MkII/GT6 I/II	20.56	18.50	Spax Adjustable Shock Absorber	35.25	31.73	
Doorskins MkIV	20.56	18.50	Armstrong Standard Shock Absorber	21.15	19.04	
Rear Wing Repair (Inner/Outer)	34.07	30.66	Shock Absorber Top Plate	12.34	11.10	
Rear Inner Wing (in boot)	35.25	31.75	Lower Steering Joint	15.86	14.28	
Rear Lower Valve	34.07	30.66	Steering Lock 13/60/Spit IV/GT6 III	58.16	52.35	
Valance to Wing Finishing Strip	5.75	5.18	Set of Eight Inner Wishbone Bushes	8.93	8.04	
Boot Lid MkIV	135.12	121.61	Eight Inner Wishbone Bolts & Nylocs	6.11	5.50	
Outer Sill Genuine B.L.	30.55	27.50	ALL SUSPENSION PARTS AVAILABLE PLEASE PHONE			
Outer Sill Heavy Duty Pattern	14.68	13.21	REAR SUSPENSION - NON-ROTOFLEX			
Inner Sill	8.81	7.93	Rear Driveshaft New (State Model)	52.88	47.59	
Diaphragm Sill	5.87	5.28	Rear Driveshaft Unused (Checked)	29.38	26.44	
Full Floor (Front to Back) Left Hand	36.42	32.78	Rear Transverse Leaf Spring	69.33	62.39	
Full Floor (Front to Back) Right Hand	36.42	32.78	Drive Flange	17.63	15.86	
Front Footwell (State Left/Right)	16.45	14.80	Driveshaft Flange (checked)	9.40	8.46	
Boot Floor	49.35	44.41	Rear Wheel Bearing Kit	13.50	12.16	
STEEL PANELS - HERALD/VITESSE						
Front Lower Wing Herald 13/60	68.15	61.38	Rear Vertical Link S/Hand	29.38	26.44	
Front Inner Wheelarch Outer Section	34.07	30.66	Hub & Stud Assembly	71.68	64.50	
Front Lower Val. (FIBREGLASS ONLY)	28.20	25.38	Hub & Stud Assembly Reconditioned	35.25	31.73	
Rubber Bumper Mounting Strip (centre)	5.87	5.28	Rear Trunnion Block Reconditioned	35.84	32.25	
Rubber Bumper Mounting Strip (corner)	4.70	4.23	Rear Trunnion Bush Kit	3.47	3.12	
Front Floor Footwell (Ribbed)	28.14	25.32	Rear Trunnion Bolt & Nyloc Nut	1.12	1.00	
Rear Floor Footwell	15.21	13.68	Spax Standard Shock Absorbers	21.15	19.04	
Body Mounting Bracket Under Floor	8.10	7.29	Spax Adjustable Shock Absorbers	34.08	30.67	
Body Mounting Bracket Under 'B' Post	8.81	6.60	Radius Arm Bushes	1.12	1.00	
Body Joint Strip (Floor join Front/Rear)	8.81	6.60	REAR SUSPENSION - ROTOFLEX			
Doorskin (Original Press)	41.12	37.01	Rear Driveshaft Inner	109.28	98.35	
Door Treadplate (As Original)	8.16	7.34	Rear Driveshaft Outer	99.88	89.89	
Outer Sill	11.75	10.57	Rear Driveshaft Flange	17.63	15.86	
Rear Lower Wing	68.18	61.34	Rear Trunnion Kit Less Bolt	29.38	26.44	
Rear 1/4 Val. Herald (Inc. Bumper Mount)	22.32	20.09	Rear Trunnion Kit With Bolt	33.49	30.14	
Rear 1/4 Valve Vitesse	22.32	20.09	Inner Wishbone Bush	6.46	5.82	
Rear Centre Valve Herald (Inc. Bumper Mount)	49.35	44.41	Inner Wishbone Bolt & Nyloc Nut	1.47	1.32	
Rear Centre Valve Vitesse	45.82	41.24	Rear Shock Absorber GT6	22.91	20.62	
Boot Floor/Side Closure	15.27	13.74	Rear Shock Mounting (On Wheelarch)	19.39	17.45	
Bootside Rain Channel	14.68	13.21	Rear Shock Absorber Bump Stop (Vitesse MkII only)	8.11	7.30	
TRIM & RUBBER SEALS						
Door Draught Excluder (Furflex) Spit	12.92	11.63	Rear Transverse Leaf Spring	69.33	62.39	
Door Draught Excluder (Furflex) GT6	17.63	15.86	THIS MONTHS SPECIALS AT CRAZY PRICES			
Draught Excl. (Furflex) Her/Vit Saloon	18.80	16.92	Her/Vitesse locking petrol cap	£5.50		
Draught Excluder Her/Vit Conv	15.27	13.74	Electric screen washer kit	£8.50		
Outer Weatherstrip Spit/GT6	8.81	7.93	Cibie front fog lights	£13.50		
Inner Weatherstrip	4.11	3.70	Spitfire MkIII front grille	£10.00		
Window Channel Front Her/Vit	8.81	7.93	Battery clamp kit	£5.00		
Window Channel Rear Her/Vit	4.11	3.70	Hornpush badge	£1.50		
Door Checkstraps	8.81	7.93	THIS MONTH ONLY, THIS MONTH ONLY			
Checkstrap Gaskets	2.93	2.64				
Windscreen Seals	18.80	16.92				
Herald/Vitesse Rear Screen Seal	25.85	23.27				
Bright Trim Insert (Narrow) with Clip	9.22	8.29				
Bright Trim Spit IV/1500 GT6 III, Please Ring						
Pedal Rubbers	2.35	2.12				
Bonnet Stop Cones	2.93	2.64				
Brake/Clutch Master Rubber Gaiter	4.64	4.17				
Handbrake Gaiter	11.16	10.04				
Gearstick Gaiter Her/Vit	5.58	5.01				
Gearstick Gaiter Spit/GT6	7.46	6.70				
Door Trim Panels Spit/GT6 (PAIR)	49.35	44.41				
Doortop Vinyl (PAIR)	25.85	23.36				
Doortrim Clips	0.25	0.22				
Carpet Set Superior Quality Spitfire	76.37	68.73				
Carpet Set Superior Quality GT6	98.13	79.31				
Carpet Set Superior Quality Her/Vit	88.13	79.31				
Hood Spit IV/1500 Original Quality	76.38	68.74				

★ ALL PRICES INCLUDE VAT ★

ACCESS/VISA /SWITCH WELCOME

OVERNIGHT DELIVERY OR PARCEL POST

This is only a small sample of our complete range of spare parts available for club cars. If you don't see listed here what you want, phone and ask for our free catalogue.

THIS MONTHS SPECIALS AT CRAZY PRICES
 Her/Vitesse locking petrol cap £5.50
 Electric screen washer kit £8.50
 Cibie front fog lights £13.50
 Spitfire MkIII front grille £10.00
 Battery clamp kit £5.00
 Hornpush badge £1.50
THIS MONTH ONLY, THIS MONTH ONLY

★ ALL PRICES INCLUDE VAT ★

ACCESS/VISA / SWITCH WELCOME
 OVERNIGHT DELIVERY OR PARCEL POST

This is only a small sample of our complete range of spare parts available for club cars. If you don't see listed here what you want, phone and ask for our free catalogue.

ALL PRICES PLEASE ADD POSTAGE. FAX (0354) 695256

TEL: (0354) 694140/694144

BOND *Equipe* - REGISTER -

Peter Jacklin

FIRST this month, an apology, I am sorry about last month, my fault, I missed the deadline so this time you have two articles combined into one!

THE SEVENTH BOND EQUIPE WEEKEND.

Saturday and Sunday 13th/14th June. This is my last as organiser so I hope that there is a good turnout. If you want further details of the event, a location map or a list of accommodation, please drop me a line with a spare stamp enclosed, stating which information you require. The main concentration of the events will be on Sunday, so that is the time to come if you can only make it for the one day.

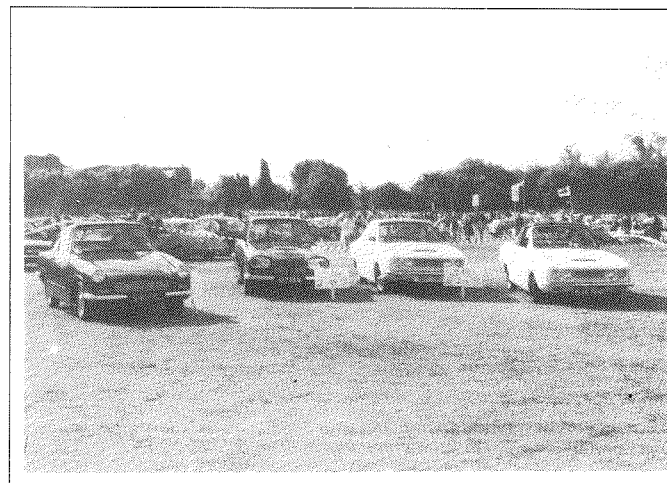
I would like to thank all of those who have written or telephoned me regarding the impending end of my stint as Register Secretary, no I will not change my mind but as I stated last month, you have not lost me completely — watch this space for further details. Some time ago I had some correspondence and indeed a telephone conversation with Richard Dittman in Quebec, Canada, are you still out there Richard? How are your conver-



Patrick Rinderknecht's very smart 2 Litre.

tibles doing and did the magazine article materialise? In addition to Richard I have in the past dealt with Equipe owners in Holland, France, Sweden, Greece, South Africa and Australia. All this goes to show that Bond did their bit for the export drive in the sixties. Recently I received a letter from Patrick Rinderknecht of Switzerland, saying that he hopes to

If anyone wants any spares and they will be at the Bond Club event at Morecambe on Spring Bank Holiday weekend I can arrange to deliver . . . Have you any spares for Equipes that are in your way and you wish to dispose of? If so please give me a call and/or bring them along to the Weekend and we might be able to convert your spares into cash!



Bond Reg. at Classic Car Roadshow, 1991.

attend this years Equipe Weekend, and also a picture of his smart 2 Litre (previous page). Now on to a spares request. Can anyone help out with front quarter lights for a 2 Litre? I have two owners looking for replacements, please give me a call if you can help. I should have some news next month on a supply of side trim strips for 2 Litres. Don't forget that I can supply reproductions of all the Equipe badges as well as Commission plates, door glass and 2 litre (and late 1300) front seat support diaphragms.

Once every twenty years an event called the Preston Guild takes place in the town of that name. Obviously the Equipe has a unique connection with Preston, as Bonds were the only car manufacturer to be based in the town. The event takes place this year in early September and the organisers would welcome a selection of Bonds to take part in a display at the event.

Any members particularly those in the north of the country requiring further details, please give me a call. Still on the subject of events, this months picture (opposite)

was taken at the last of the Popular Classics Roadshow of 1991 which took place in Peterborough. The cars on show are the same four Equipes that were featured in the Popular Classics article in March 1990. They are 2+2 516 FYL (owned by me), Dennis Watsons 4S 127 EEW, 2 litre coupe MRY7F now owned by my wife but when the article was written Peter Prime was the owner, and lastly Keith Dungworths well known convertible NJA 791G. . . Well I think that will do for this month, time to start next months effort!

Sales

GB SPORTS CARS

Spares

ONE OF THE LARGEST STOCKS OF
SECONDHAND SPITFIRE PARTS IN THE COUNTRY

NEW SPARES

Hoods from only.....£58.75
Carpet sets good quality....£58.75
Suspension - panels - trim
Dismantling:
Spitfire 3/4/1500 and
Vitesse/Herald

Spitfire 1979 O/D.....£2250
Spitfire 1977 White.....£1950
Spitfire Mk3 No MOT.....£650
Spitfire 1971 Good Order.....£1650
Herald Convertable Vitesse engine £1350

Many more available

0525 378078 Mon-Sat office hours

PRICES SHOWN INCLUDE VAT

FREEMANS DEPOT, STANBRIDGE ROAD, BILLINGTON, LEIGHTON BUZZARD, BEDS. (0525) 378078

JOHN KIPPING TRIUMPH SPARES

PARROTS GROVE, 421 ALDERMANS GREEN ROAD, COVENTRY CV2 1NP
TELEPHONE: (0203) 645333 (3 lines)

HERALD and VITESSE

Exchange RECONDITIONED CHASSIS

Shotblasted, assembled on jig and ready in chassis black

£425.00

SPITFIRE and GT6

Rev counter, Spitfire I/II/III

£25.00

Rev counter, Spitfire IV late (wooden dash)

£25.00

ALL CARS

Cam bearings, 6 cylinder set

£29.50

4 cylinder set

£23.50

Plug lead (LUCAS), 6 cylinder car

£7.50

FIBREGLASS GEARBOX TUNNELS

With built in flexibility, retooled for a superior fit and with all holes drilled,

Please state model required

£29.00

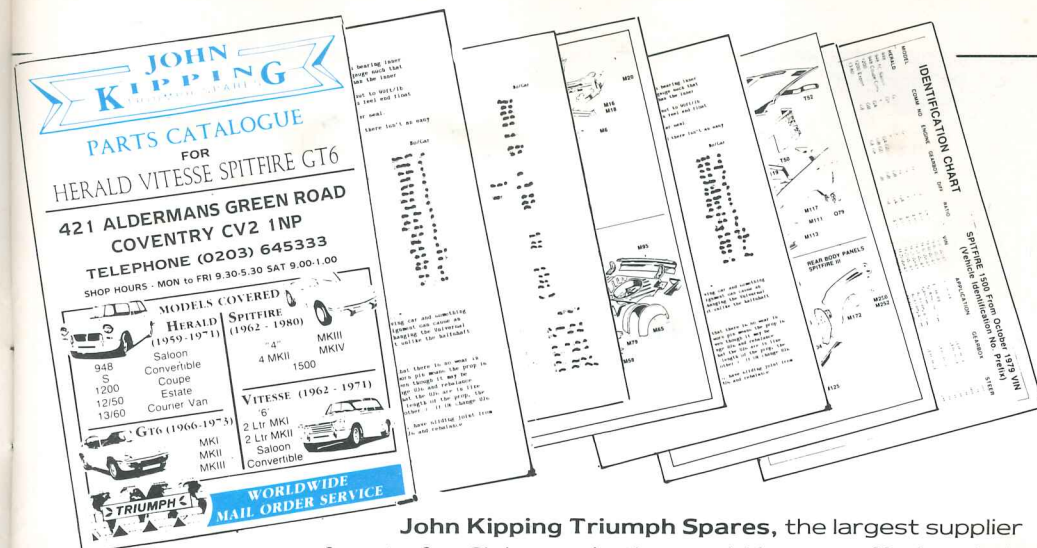


★ Prices include VAT. Post extra

**WORLDWIDE
MAIL ORDER SERVICE**

Ring now for a copy of our 72 page
1992 **FREE** illustrated catalogue.

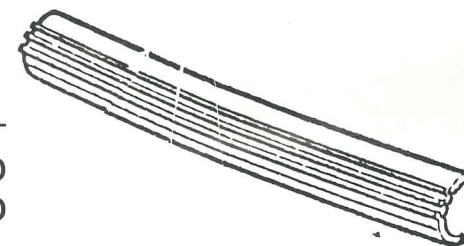
HERALD VITESSE SPITFIRE GT6



John Kipping Triumph Spares, the largest supplier of parts for Club cars in the world is now offering their new catalogue FREE OF CHARGE. This 72 page edition covers all Club cars from 1959 to 1981 and contains information not found in any workshop manual. Ring or Fax for your copy now and have the benefit of over ten years experience with Triumphs at our fingertips!

EXCLUSIVE NEW LINE DUE IN MID MAY!!!

VITESSE BUMPERS



Front centre

£18.00

Rear centre

£20.00

Corners under development!

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

TELEPHONE (0203) 645333 (3 lines)

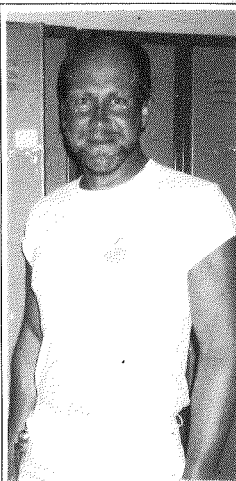
THE specialists for Differentials (all ratios, new or reconditioned crown wheel and pinions), Gearboxes & Overdrives (every type and combination), Engines (standard and unleaded).

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



FAX (0203) 645030





Mac
Reynolds

HI, the first of this month's two featured Vitesse (trying to clear the backlog of photos) ... both of them convertibles ... spring in the air ... hoods down ... and all that ... belongs to Shaun Mitchell (Dunstable), it's a Mk1 2 Litre, reg number OYW 353F, chassis number HC 7260CV. First registered 1/11/67 ... and finished in red ... mileage is currently at 88,000 and it's used every day ... well done Shaun ... and well done also to Shaun's pretty young daughter 'Holly' who is helping to keep OYW spick and span ... (you're never too young to love a Vitesse! ...).

The other featured Vitesse is owned by Gavin Barnett-Smith (Bournemouth), it's a 2 Litre Mk1, first registered on 13/2/70 ... registration no CLT 8H, chassis number HC55454CV. Finished in white with a black interior ... Gavin has owned her for 10 years ... and has recently com-



pleted an engine rebuild (after 133,000). She is complemented by several modifications ... Kenlow fan, alternator, electronic ignition, rear telescopic shocks, inertia seat belts ... to name but a few ... four years ago she also had a body off restoration at S.W. Classics (Totnes) ... the chassis being dip galvanised. Gavin only uses her in the summer months now ... so I'll look forward to catching up with you at one of the shows ...

On the subject of modifications, a very popular and simple way to improve our cars ... is to fit a stainless steel exhaust system ... the main advantage is obviously the long life ... once fitted, hopefully remaining there for the rest of the car's life (most systems come with a lifetime guarantee). Only the rubber mountings requiring periodic attention/replacement ... these stainless systems also look much smarter than a heap of rusty plumbing hanging from the underside of your car ... and in the long term

can actually work out cheaper ... one good quality stainless system fitted once ... against (how many?) mild steel systems ... one every three years perhaps? Not forgetting to take into consideration ... time/charges for ... not to mention the inconvenience of having the car off the road ... but a word of warning here ... when purchasing your stainless system ... there is no problem if you can examine it prior to purchase ... but if you buy using mail order (as I did recently), **BEWARE** ... the system I received I was far from happy with ... the rear box having to be returned due to a hole the size of a finger nail in the weld ... the point that I want to make is that the trader/supplier (no names, no pack drill!) ... did not make it clear when I placed my order that due to the very competitive price the exhaust's quality had suffered, in fact in my opinion it was quite 'shoddy' with several faults and non-original points ...

What I am saying is ... if you do order something over the telephone ... question the person on the other end, is it original?, is it remanufactured?, what is the quality? It may save you a lot of time ... effort and grief ... another ... 'What not to do' (as I also did!!) is to not remove the old exhaust system (however bad) before unwrapping and checking its replacement ... unfortunately I had passed the 'point of no return' ... (up the proverbial creek! ...) the old exhaust fell off (fell off in bits ...) The car needed for work in the morning ... and the replacement nowhere near the standard I expected or required ... so with the situation I was faced with I had to fit it (with some modifications).

On a plus note, for one of my other Mk1s I have purchased a complete sports system (BELLS SILENCERS, Club Offers), these are a GOOD QUALITY SYSTEMS, WORTH THE MONEY ... AND THOROUGHLY RECOMMENDED.

A quick tip if you are fitting your own exhaust ... the job is made 100% easier if you remove the engine side screens to allow access to the manifold ... and it is like all other jobs ... when you have the side screens off you could give this a good clean up ... respray maybe? or clean down the now easier accessible engine ... the jobs are endless ...

Still in the area of stainless steel ... I recently gave my Mk1 wheel trims a bit of a face lift after a winter of Cornish mud/salt they had come to look quite dull with the black paint peeling off ... remove from the car after giving them a thorough wash ... then with the trims somewhere where no damage can be done ... driveway, gravel path? or suitably protected bench ... liberally apply some paint stripper (nitromors or similar) with an old paintbrush ... working it round ... especially the dummy wheel nuts ... you will find the paint blisters and lifts almost immediately ... follow the instructions on the tin ... this normally means now washing off the stripper with white spirit followed by hot water and detergent ... (do always

observe any safety instructions on the tin). The trims should be back to the completely stainless look ... (some of you may like this) I've seen quite a few cars with trims left like this ... I've also seen them re-painted to match the body colour ... I'm not keen ... but it's personal choice ... this is where the job becomes a bit fiddly and much patience is required ... after drying the trims, using masking tape ... mask off all the bright stainless steel areas ... not forgetting the dummy nuts, it's not as difficult as you may imagine if you stick complete strips of tape to the trims ... overlapping the areas to be re-sprayed, you can then rub the tip of a pencil/felt tip along the edges outlining the areas to be cut out ... peel back the tape, cut out the marked areas, then re-stick back down ...

... I did two trims at a time ... first a coat of grey primer followed (after allowing time to dry hard) by a coat of black acrylic, when completely dry the masking tape can be peeled off ... and if you are careful, re-used to mask the remaining two trims, anywhere that you have not masked 100% can be cleaned off by scraping with a Stanley knife blade or similar and any overspray removed with T cut ...

... this is a good idea anyway to remove all that old road film and bits of tar ... this certainly improves the cars appearance no end ... especially if you complete the job by cleaning the tyres ... use a rag dampened with a little cellulose thinners ... works wonders ... much better than the sometimes over glossy paint, but do be careful with your paintwork ... and don't leave the rag lying around ... in case you pick it up later to use on the cars paintwork ...

... I've mentioned the bonnet stop cones before and recommend that if you can, use the original type with the metal washer incorporated ... I have recently discovered that these are still available from your British Leyland dealer, part number 612962 priced at £2.29 including VAT, they do last a lot longer than the remanufactured ones ...

A question from a recent new member whom I had the pleasure to meet whilst visiting S. W. Classics recently ... comes from Eric Moore (West Looe) who asks (along with myself and I suspect many members) has anyone a surefire way of improving the Vitesse heater system ... a stronger fan perhaps? If you would let me know any ideas or suggestions, I would like to cover ... how to service/fault find with regards to heaters in a future Vitesse Register ...

I must apologise but I did say I would reprint the article on the Vitesse from the Sunday Mirror 1970 but due to the fact that I've mislaid the cutting you will have to wait till next month ... thanks, take care ... cheers



**TSSC
OFFERS**

FOR

SPITFIRE

HERALD

VITESSE

GT6

BOND EQUIPE

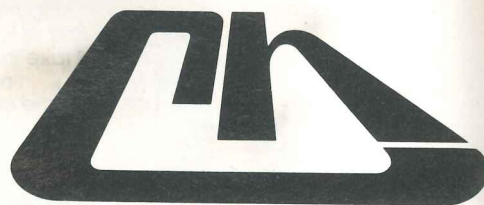


0858

434424



TELEPHONE ORDERS



**CAR HOOD
(1983) LIMITED**



HOODS



**STOWAGE
COVERS**

**THE NAME
FOR QUALITY**



A COMPLETE RANGE OF HIGH QUALITY HOODS - TONNEAUS - HOOD BAGS

We are now able to supply a complete range of hoods for 1992, with two new additions to the range. Firstly we have introduced a new PVC hood which is of a better quality than you have been used to. Secondly **ACRYLIC DUCK**, this material is far superior to Double Duck as it is **GUARANTEED** colour fast — this means for a small extra cost you can buy a hood that **WON'T** fade!

ORDER CODE	HOODS	TSSC PRICE
CH501	Spitfire 4/II/III/IV/1500, black PVC	£85.95
CH502	Spitfire III/IV/1500, black PVC, zip rear window	£97.95
CH503	Herald/Vitesse/Bond, black PVC	£87.95
CH505	Spitfire 4/II/III/IV/1500, acrylic Duck	£164.50
CH506	Spitfire III/IV/1500, acrylic Duck, zip rear window	£177.50
CH507	Herald/Vitesse/Bond, acrylic Duck	£170.95
CH509	Coloured (many colours available), Everflex	£125.00
CH510	Mohair (German) (choice of colours), THE ULTIMATE	£269.00

TONNEAUS

CH521	Spitfire 1500 (with headrests), black PVC	£69.95
CH522	All other Club cars, black PVC	£59.95
CH524	All other Club cars, acrylic Duck	£95.95
CH525	Coloured tonneau, everflex	£87.95
CH526	Mohair (German) (choice of colours), THE ULTIMATE	£130.00

HOOD STOWAGE COVERS

CH531	Spitfire 4/II/III/IV/1500, black PVC	£49.95
CH532	Herald/Vitesse/Bond, black PVC	£40.95
CH533	Spitfire 4/II/III/IV/1500, acrylic Duck	£75.50
CH534	Herald/Vitesse/Bond, acrylic Duck	£60.95
CH535	Coloured stowage covers, Everflex	£59.95
CH536	Mohair (German) (choice of colours), THE ULTIMATE	£105.00

CH600	MAUN tool, ideal for fitting new studs into your hood Post & Packing £1.25	£9.95
-------	---	-------

POST & PACKING ON ANY ORDER - £6.00

PRICES INCLUDE VAT

Use offers order form in TSSC Classified and News Review



or phone **0858 434424**



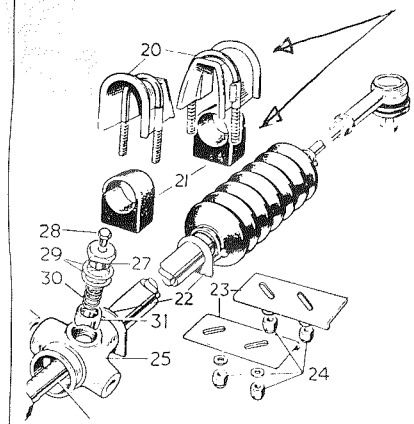
OVER the next few months we shall be taking a look at the steering components and observing the differences between models.

STEERING

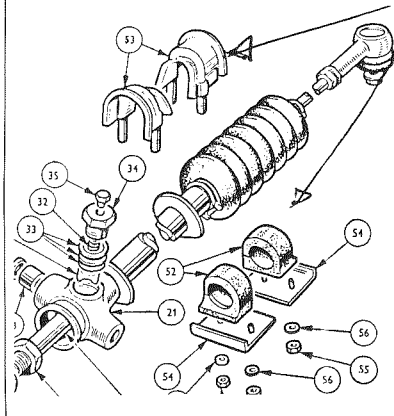
The steering rack itself never changed for the early Spitfires but a nylon plug was fitted from FC66200 (early 66) to the right hand side which fits under the rubber mounting. The reason for this was to stop the rack rattling inside the body. By the way, if you are going to exchange yours for a reconditioned rack, take the nylon plug out first because the new rack will not have one fitted. Scandinavian countries apart from being left hand drive also had grease nipples fitted as standard to their racks (special order only on British cars etc.). Is there anyone out there willing to send me a couple of photos of these racks to that I can have them printed in the Courier?

Spitfires up to FC24035 (beginning 64) had different rubber mounting blocks. These had no lip for the rack flanges to sit on as there are with the later blocks. The clamp assembly was altered from having a flat upper lid to a curved lid. But no changeover date is given. The clamps were altered once more for the MkIV's etc.

Early Spitfire up to FC24035.



Early Spitfire from FC24035.



The track rod ends kept the same part number but altered in design. The Scandinavian cars had to have grease nipples fitted (again special order on British cars etc.). These are still available as are the top ball joints and well worth fitting. If greased regularly they should last a lifetime. The only reason why they wear out is because there is virtually no grease in them to start with. If you do not want to drill holes in them, take the rubber boot off and fill them up with grease, or maybe some enterprising trader could remanufacture these items?

The flexible joint which holds the rack to the steering column remained the same but the clamp bolts which hold all three items together changed at FC61199 (beginning of MkIIs). The reason being the same as Jasper Bacon commented on not so long ago, not being high tensile and shearing. The correct joints for early

SPITFIRE I, II, III REGISTER

Brett Dennis

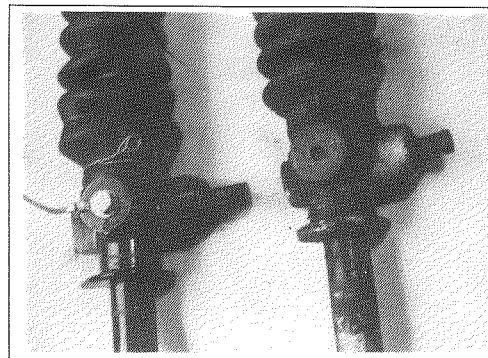
cars are very hard to come by. These having a wire passing through the other four bolts to that repair was possible by renewing the rubber washers etc. The ones available today are throwaway items, as the bolt instead of wire passing through them have had their ends burred over. These joints found their way onto later Spitfires etc. If you need a joint in a hurry for an MoT etc, then try looking under the dash of a Morris Ital. These should be in good condition as there is no dirty oil to contaminate the rubber washers.

If you own a Herald or Vitesse and need some new button clips which hold the dash millboards in place, then look no further than a Ford Sierra, just by the foot pedals.

I have been very pleased with the response for the Spitfire display at this years International, but we still

need some more so if you are going, if only for one day and are willing to display your car, please give me a ring.

I received a phone call from a very upset lady. She is having her MkII Spit rebuilt and needed a new front valance. Then she saw the news in Autorama that British Heritage are remanufacturing these items. But every time she tried to obtain one she was told they have not been manufactured. But time was drawing on and she

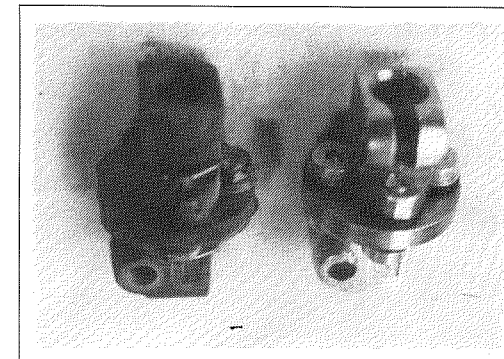


Left early Spitfire steering rack.
Right re-designed steering rack for 1500's, same part number stamped on body.

could not put it off for much longer, so she tried again and was told they had made one hundred valances but they were not releasing any for five odd months.

Well they have now lost a customer because she has had to have her old one rebuilt. So what's the hold up? There are people out there wanting the parts and they can't get them. (Can anyone at Heritage give us the full story? Editor).

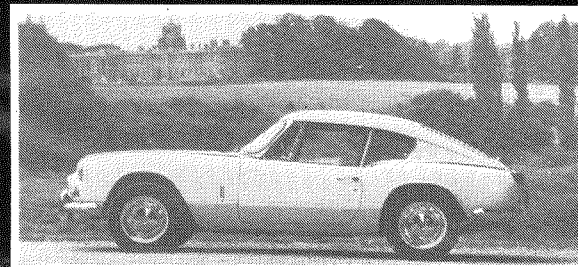
Parts for sale this month are pairs of door seals suitable for Spitfires at £10 a pair, and the correct battery terminal clamps for MkIII Spitfires. These have negative earth written on a yellow plastic sleeving, £6 a pair, all plus postage. Would the gentleman who wrote to me from Reno, Nevada, please send me his address as I have some photocopies for you and I have lost the letter.



Right, early Spitfire flexible joint. Left, late Spitfire flexible joint.
Next month, a small quiz?
P.S. don't forget about the display, YOUR club needs you!

D. & A. DENNIS AUTOMOTIVE ENGINEERS

Fax: Telephone: 0277-355645



VETERAN VINTAGE & CLASSIC RESTORATIONS

DAIMLER & LANCHESTER OWNERS

CLUB APPROVED

PROPS: DAVID A DENNIS, I ENG. M.I. MECH. I.E.

ANDREW P DENNIS

SERVICING
DIAGNOSTIC
TUNING
BODY REPAIRS
TRANSPORTATION
WELDING
VALUATIONS
ENGINEERS
REPORTS
BODY STYLING
KITS FITTED
RESPRAYS
KIT CARS BUILT
FREE INSURANCE
ESTIMATES
VALETING
MoTs ARRANGED

C·L·I·V·E M·A·N·V·E·R·S

TRIUMPH SPARES

ALL OUR PRICES INCLUDE VAT



NO HIDDEN EXTRAS



TRY AND BEAT THESE PRICES!!

PHONE US AND DISCOVER WHY WE ARE
A RECOMMENDED TOP TRADER

BODY PANELS FOR SPITFIRE/GT6

Front wing Spitfire Mk4/1500, GT6 MkIII	£36.00	Inc. VAT
Doorskin Spitfire MkII/III, GT6 MkI/II	£18.00	
Doorskin Spitfire Mk4/1500, GT6 MkIII	£18.00	
Outer sill (supplied by Rover Group)	£35.00	
Bootfloor all Spitfire & GT6	£40.00	
Full floor pan, all Spitfire & GT6	£30.00	
Rear valance Spitfire MkII/III & GT6 MkI/II	£32.00	
Rear valance Spitfire Mk4/1500, GT6 MkIII	£27.00	
Rear wing, Spitfire MkI, II/III, GT6 MkI, II	£66.00	
Rear wing, Spitfire MKIV/1500, GT6 MkIII (right hand)	£117.00	
Rear inner wing, Spitfire & GT6 (state model)	£45.00	

WE STOCK EVERY AVAILABLE PANEL FOR YOUR CAR. IF YOU CAN'T
SEE WHAT YOU NEED, PLEASE RING. IT WILL BE IN STOCK!!

BODY PANELS FOR HERALD & VITESSE

Front wing Herald 1200	£85.00	Inc. VAT
Front wing Herald 13/60	£52.00	
Front wing Vitesse Mk1/2	£69.00	
Doorskin Herald, Vitesse	£25.00	
Rear wing Herald, Vitesse	£55.00	
Rear valance Herald	£35.00	
Rear valance Vitesse	£32.00	
Rear quarter valance Herald, Vitesse	£20.00	
Door step Herald, Vitesse	£8.00	
Front valance Herald 1200	£23.00	
Front valance Herald 13/60, Vitesse	£23.00	
Bonnet 'D' plate Herald, Vitesse	£9.50	

BRAKING SECTION

Front brake disc all Spitfire, Herald	£14.00	Inc. VAT
Front brake disc all GT6, Vitesse	£16.00	
B F Goodridge stainless braided brake hose kit (state model)	£39.00	
Copper brake pipe kit with all clips, brass unions and free spanner	£35.00	
Brake servo kit all models and complete with installation parts	£120.00	
Rear wheel cylinder dust cover	£1.25	

BULK PURCHASE MEANS WE CAN NOW OFFER TSSC MEMBERS
UNBELIEVABLE LOW PRICES ON THE FOLLOWING

STEERING AND SUSPENSION PARTS.

Front lower trunnion original STANPART	£15.00	Inc. VAT
Track rod end	£5.95	
Top ball joint	£9.50	
Front shock absorber standard	£22.00	
Rear shock absorber standard	£20.00	
Front spring Spitfire and Herald	£18.00	
Front spring GT6 and Vitesse	£18.00	
Front trunnion kit	£4.50	
Rear spring Spitfire Mk1/2/3	£60.00	
Rear spring Spitfire Mk4/1500, GT6 Mk3	£60.00	
Rear spring GT6 Mk1/2	£60.00	
Steering rack all models	£30.00	
Alloy rack mounting kit	£20.00	

LET'S GET INTO TRIM WITH THESE ITEMS!

Seat cover kit, Spitfire MkIII	£85.00	Inc. VAT
Seat cover kit, Spitfire MkIV (early)	£75.00	
Seat cover kit, Spitfire MkIV (late)	£75.00	
Seat cover kit, Spitfire 1500 (Houndstooth Pattern)	£75.00	
Seat cover kit, GT6 MkIII	£75.00	
Pair of door trim panels, Spitfire MkI/II/III	£35.00	
Pair of door trim panels, Spitfire MkIV/1500	£35.00	
Pair of door trim panels, GT6 MkI/II	£40.00	
Pair of door trim panels, GT6 MkIII	£40.00	
Headlining for GT6 MkI/II/III	£30.00	
Headlining, hard top, Spitfire MkIII	£30.00	
Headlining, hard top, Spitfire MkIV/1500	£35.00	
Pair of PVC door top cappings, all Spitfire/GT6	£20.00	
Rear wheel arch panel kit, Spitfire MkI/II	£35.00	
Rear wheel arch panel kit, Spitfire MkIII/IV/1500	£35.00	
Rear wheel arch panel kit, GT6 MkI/II	£30.00	
Rear wheel arch panel kit, GT6 MkIII	£30.00	
Pair of sun visors, Spitfire/GT6	£22.00	
Complete handbrake/armrest console (will fit all models)	£39.00	
Moulded carpet set, all Spitfire	£120.00	
Moulded carpet set GT6 (please state model)	£190.00	

HOODS!! HOODS!! HOODS!! HOODS!! HOODS!! HOODS!! HOODS!!

WE RECENTLY OBTAINED SOME ORIGINAL PATTERNS TO MANUFACTURE HOODS FOR ALL CLUB CARS.
WE THINK THESE HOODS ARE UNBEATABLE IN TERMS OF PRICE, QUALITY AND FIT.

Hood, Spitfire MkI/II (with front rail fitted)	£65.00
Hood, Spitfire MkIII	£65.00
Hood, Spitfire MKIV/1500 (with zip out rear window)	£65.00
Hood, Herald and Vitesse	£70.00

ALL HOODS ARE PRE-PACKED IN STOUT BOXES AND SUPPLIED
WITH ALL FIXING STUDS — TO FIT THESE HOODS

Header rail seal, Spitfire	£7.00
Header rail seal, Herald and Vitesse	£7.00
Side rail seal, Herald (set of 2)	£6.00

NOW STOCKISTS FOR SPAX SHOCK ABSORBERS!!!

FRONT SHOCK ABSORBER, ALL MODELS	Inc. VAT
Standard	£25.00
ADJUSTABLE	£39.00
REAR SHOCK ABSORBER, ALL MODELS	
Standard	£20.00
ADJUSTABLE	£36.00



BREAKING: SPITFIRE MKIII, SPITFIRE 1500, GT6 MKI, VITESSE MKI CONVERTIBLE

CAR SALES: WE ALWAYS HAVE A SELECTION OF GOOD USABLE CARS FOR SALE.

SPRING SPECIALS:-

Outer door glass weatherstrip, Spitfire/GT6	£6.00	Inc. VAT
Outer door glass weatherstrip, Herald/Vitesse	£5.00	
Engine mounting, Herald/Spitfire	£4.00	
Gearbox mounting, all models, non overdrive	£3.00	
Head gasket set, Herald 1200/Spitfire MkI/II	£10.00	
Head gasket set, Herald 13/60/Spitfire MkIII	£12.00	
Head gasket set, Spitfire 1500	£12.00	
Camshaft Spitfire 1300, small journal	£25.00	
Camshaft Spitfire 1500, large journal	£25.00	
Cam follower for above	£2.50	
Crankshaft, Spitfire 1500 supplied with all bearings	£70.00	
Cylinder head, fully reconditioned and fitted with valves and springs, Spitfire 1500	£125.00	
Rocker shaft assembled, Spitfire 1300/1500	£40.00	
Rocker shaft assembled, GT6/Vitesse 1968 on	£55.00	
Timing chains, all models	£5.00	
Timing chain tensioner, all models	£2.50	
Set 4 pistons Spitfire 1300 (+20/30) fitted with rings	£60.00	
Set 4 pistons Spitfire 1500 (+30) fitted with rings	£69.00	

ANY ORDER OVER £150.00 INCLUDING VAT WILL BE DESPATCHED
THE NEXT WORKING DAY, UK MAINLAND FREE OF CHARGE

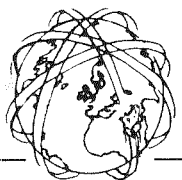
THE ONLY NUMBER YOU NEED TO REMEMBER IS

0284 828674 (3 lines)
FAX: 0284 827063

CLIVE MANVERS TRIUMPH SPARES
UNIT 1, BUTTONS GREEN FARM,
COCKFIELD, BURY ST EDMUNDS,
SUFFOLK. IP30 OJF.

MANVERS/0392

Leon F Guyot INTERNATIONAL LIAISON SECRETARY



I'VE just watched Nigel Mansel win his third successive Grand Prix in Brazil — perhaps 1992 will see him finally get the World Championship that has evaded him thus far.

As I write this, my Herald is still in the paint shop in Holland, and as you read this, I should be in Holland myself helping to finish it off prior to driving it home! Whilst the Herald has been away, I have put a good deal of effort into my Vitesse project, including re-assembling the epoxy-resin coated front suspension (using Waxoyl) to fit the wishbone bushes and not washing up liquid, which is full of salt — as suggested by Peter Williams! After fitting the suspension to the car, along with anti-roll bars etc. I've actually got to the stage of rolling it in and out of my lock-up garage at long last! That should make working on it slightly easier. I've also bought a TSSC/Bells Stainless Steel exhaust system, although I don't

need it yet, because now I have it, it is inflation proof! . . .

. . . My brand new speedometer is being recalibrated and my mechanical tachometer is being converted to RVC Electric type with parts from a Triumph 2.5 unit, and when I get my Herald back, I'll have the same work carried out converting my Vitesse tachometer therein using parts from a Dolomite 1850, all this work is being carried out by Speedy Cables of Islington, London — I'll let you know how I get on in due course. Now, on to International matters, I just cannot believe that I haven't published a breakdown of our International Membership since December 1989, but it's true! so here goes:-

COUNTRY	DEC 1989	FEB. 1992
Andorra	0	1
Austria	3	4
Australia	19	22
Barbados	27	0
Belgium	27	41
(well done TSSC Belgium Area)		
Bermuda	2	2
B.F.P.O.	21	22
Brasil	2	1
Canada	11	14
Channel Isles	30	34
(Jersey)	—	21
Guernsey	—	11
(Alderney)	—	2
Cyprus	1	2
Denmark	9	10
Egypt	1	0
Eire	26	30
Finland	18	29
(thanks to Triumph Club Finland)		
France	21	38
(thanks to Amicale Spitfire)		
Germany	76	83
Gibraltar	1	1
Greece	4	7
'Gulf States'	2	4
Hong Kong	2	6
Israel	0	2
Italy	16	48
(Well done TSSC Italy Area)		
Jamaica	0	1
Japan	5	4
Kenya	0	1
Luxembourg	1	4
Malawi	0	1
Malta	4	7
Netherlands	43	55
Nevis	0	1

New Zealand	11	15
Nigeria	0	1
Norway	21	27
Poland	1	1
Portugal	11	21
Singapore	0	3
South Africa	7	6
Spain	10	11
Sweden	16	20
(Thanks to Triumph Club Sweden)		
Switzerland	21	25
Tahiti	0	1
Turkey	0	2
U.S.A.	40	57
Yugoslavia	2	2
Zimbabwe	2	1
TOTALS	487	670

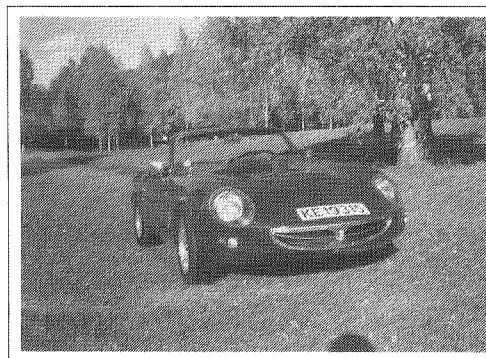
That's an increase of 27.3%

Remember, that we in the TSSC value every single member of the TSSC wherever you may be around the world! I look forward to meeting as many of you at the Stafford International as possible, please come and look for me at the International Liaison Desk in the main hall.

I've had a letter from Thasos Polyviou who wants to be TSSC Area Organiser in sunny Cyprus, he says there are many many Triumph cars there ranging from TR2-6, Herolds and Vitesse. We would be very grateful to Thasos for increasing awareness/membership of the TSSC in Cyprus, or anywhere else for that matter, as you can see above, we presently only have two members in Cyprus, and it would be nice if that situation could be improved upon!

The front cover of this months Courier features a beautiful watercolour by our Swedish friend Hakan Gulbrandsen, The Herald 13/60 estate BGJ 638 shown is a car Hakan once owned (you may see the original painting proudly displayed at the TSSC HQ in Lubenham), from March 85 to January 90 he drove over 100,000km without any real problems, excepting the usual minor ones, like the right hand driveshaft breaking twice (no, not the same one!), the first time it happened, he was driving on a motorway at about 70MPH, when suddenly the engine revs increased but the vehicles speed didn't, he let the car roll as long as possible without applying the brakes, and he now believes it was the correct procedure, although he didn't know it then! At the very moment the car stopped, the rear wheel collapsed. The second time it happened, the wheel came off completely and he had to search for it for rather a long time before he found it in some bushes on the 'wrong side of the road'. This happened right outside his workplace and ALL of his colleagues saw his 'three wheeler'. He has never seen so many smiling faces in the room as on that day! He has a friend who drives a recovery truck and he towed the stricken Herald to it's garage. That evening, Hakan set to and fitted a new shaft and to everyone's surprise, he drove the car into work the following day, he tells me that he believes that most of his colleagues saw the car as a write-off.

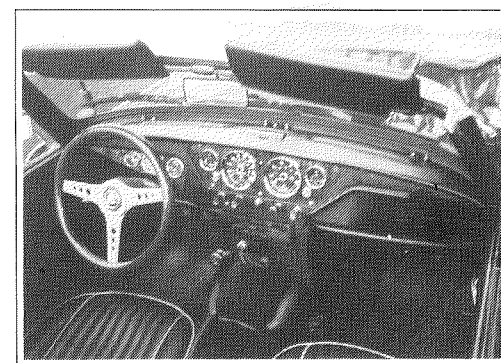
Hakan says that he sees incidents such as these as running adjustments. The reason that he finally sold BGJ 638 was the rust — plenty of it everywhere! Today the Herald is owned by a member of the Triumph Club of Sweden and has been brought back to really good condition. (Old Triumphs never die, they just get restored)



Spitfire 4? Body nr FC29805L, Motor no. FK 9088HE, 1300cc. Bonnet, Lenham, fitted 69. O/drive g/bx.

Whilst I'm in Scandinavia, I've just heard from Svein Johannessen of Hosle in Norway, who has kindly sent some photos of his lovely Spitfire MkII with a modified Alfa-Romeoesque Lenham GRP bonnet, and doesn't it look good? The photos show it without its optional Lenham hard top and also

show all the work that Svein has carried out trimming the interior since his car last appeared in the Courier in February 1991, with the hard top.



I have recieved news of the 10th International Spitfire weekend in the Netherlands — this year on the 5th-6th September 1992. This year it is **NOT** at Klein Vink, so don't go rushing off to Arcen out of habit! Instead, it is to be held at the Beekse Bergen at Hilvarenbeek near Tilburg, this is some 60 miles nearer to Britain than Arcen. Beekse Bergen is especially suited to children with lots to do for everyone! Further information, such as prices and accommodation will be printed when received. If however, you should wish to contact the organisers in advance:- Mike Luijten, International Spitfire Weekend, Kastanjelaan 131, 4902 RL, Oosterhout, Netherlands (tel: 010-31-1620-32796). If you do telephone please remember that the Dutch remain one hour in front of BST. N.B. You don't need to drive a Spitfire to attend, all Triumphs and Triumph enthusiasts are equally welcome! (I hope to see members of the Triumph Spitfire Club of the Netherlands at our TSSC International this year).

One final note about the STIR 17 on 30th-31st May 1992. For those of you in difficulty finding it on the map, it is being held at the Domain Puyenbroeck Country Park, near to Wachte Beke, which is approx. 10 miles north east of Ghent in Belgium.

It can be found on Junc. 11 of the E17 Autoroute-/Motorway. Remember that if you wish to reserve a place for the Saturday evening dinner (6.30pm-10.00pm) the cost is 515BF/about £9 each, or the Sunday morning breakfast, cost is 195BF/£3.50 each. You must send your reservations on a postcard to STIR XVII, 103 Arabislaan, NL-2555 DJ, The Hague, Netherlands. Send **NO** money, pay on arrival at the event.

This is the most important European All Standard-Triumph meet of 1992 and I understand that no less than 33 Triumph Clubs have been invited! N.B. Pets are not allowed in Puyenbroeck, except for your Triumph! (JOKE).

Whilst we are in Belgium, I must mention TSSC Belgium areas participation at the Oldtimer show



Oldtimers show, Ghent, Belgium. Early spring 92.

in Ghent, the organiser and Triumph fanatic (Mr Maruiey!, can't read Stefans writing!) kindly placed the TSSC stand together with other Triumph Clubs, four TSSC cars on were on show, including Claude Buntix's superb Vitesse 2 Litre MkII Convertible in British Racing Green, unfortunately, the photo of his car won't reproduce in the Courier. TSSC Belgium, and other TSSC International Areas will be able to collect TSSC literature/banners etc at this years TSSC International in Stafford — **THE EVENT** for 1992! By popular demand, this year the Distance Award is coming back, to stay! A prize will be awarded for the TSSC type Triumph that has been driven from the longest (direct) distance to the Stafford International. To qualify for entry, please get a petrol receipt or equivalent receipt at your place of departure (home) and write your mileage/kilometerage from your odometer/mileometer on the back when setting out, and again when arriving at Stafford, also your car type, registration number and your name, legibly! All entries to the International Liaison desk by noon on Sunday 19th July. The judges decision is final and conclusive.

Peter Davis is the rally director of Le Deuxieme Rallye D'Alsace, (La Rallye pour tout voitures fabriquees avant 1975) due to take place on 14th-19th September 1992. It all sounds like a really good event, not so tough on drivers/cars as any of the Snobbish Pirelli events (my personal opinion). For the Rallye D'Alsace your car must be 1975 or older, you will need your MoT certificate and a crew of two. Team entries of three cars are encouraged with cash prizes! To emphasise the easy-going nature of the event I can say that there are visits to the Schumpf Collection or the railway museum at Mulhouse, and afternoon in Riquewhir, another in Nancy, also visits to Rheims, Laon and Amiens. The provisional entry fee for a car and two people will be £845 including return ferry, 7 nights

accommodation in 3 star hotels and the reception dinners. Applications for entries open on 29th February 1992 and close on 12th June 1992, and must include a deposit of £45 per crew, if accepted, 50% of the balance becomes due on the 12th July 1992, and the remainder on 12th August 1992. For more information, please contact Peter Davis at Rallye office, Quantock House, Rectory Road, Staplegrove, Taunton, TA2 6EL. Tel:- 0823 333127. . .

On the subject of rallies, a brief note about the 15th British Sports Car Days rally, organised by the British Sports Car Owners Club of Luxembourg, commencing Friday night 26th June 1992,

and running until Sunday 28th June 1992 and will be based at the Hotel Bisdorff in Berdorf. If interested, please write or phone before 1st June 1992, to Jean Hansen, Op Pelgert, L-6970, Oberanven, Luxembourg.

Tel:- 348442 (evenings) or FAX 349292.

or:- RIA Caldwell, P.O.B. 10, L-6150, Altlinster, Luxembourg. Tel:- 789322 (evenings).

I've just received a copy of the German language magazine of the 1st Spitfire Club Deutschlands — for which I thank our German Triumph owning friends. Mention is made therein of the 3rd Spitfire weekend in Schleswig-Holstein from 6th-8th June 1992, which is a Treffen fur Triumph Spitfire und Klassische Englische Fahrzeuge (meeting for Triumph Spitfires and Classic English Vehicles), for further information contact:-

Spitfire IG Schleswig-Holstein c/o Thomas Peters and Susanne Conradus, Gerberstr 28, 2200, Elmshorn, Germany. Tel:- 04121 25786.

Unfortunately, my German isn't very good, but if you are interested in the above event, I would recommend that you contact them as soon as possible!

Next month, I will produce a special feature on the IVth Giro Del Polesine of the Auto & Moto Storiche Rovigo in Italy, held in association for the first time with the TSSC Italy Area, this rally will take place on 21st-22nd September 1991, and of course it will take place during 1992 around the same time. I will provide contact points for members interested in the 1992 event — it sounds fantastic — watch this space.

That's all for now, see you soon.

STOP PRESS

S.T.I.R. ORGANISERS REQUIRE CONCOURS
JUDGES URGENTLY. RING LEON IF YOU WISH
TO VOLUNTEER 081 947 7658



SPITFIRE IV John Thomason 1500 REGISTER

THIS months heading photo is sent in by Stan Robottom of Cannock, Staffs and features his Vermillion X reg Spitfire 1500. It was first registered on 4th August 1981 and has a commission number TFADIAT-009234. It would appear that in the March Courier I got my numbers muddled up when I said that Maggie Taylor's Spitfire 1500 (TFADWIAT-008913) was the 76th Spitfire from last produced, implying that the last Spitfire was TFAD . . . 008989. In fact the last produced was TFADW5AT009898, an overdrive model (indicated by the '5' AT) now owned by British Leyland Heritage. Sorry for the mix up. After such a good response for heading photos of late 1500 Spitfires, please send in your shots of early Spit IV's to feature on this page.

BODYWORK

Today the majority of body panels necessary to rebuild a Spitfire are again available, making it possible to rebuild any Spitfire no matter how far 'gone' (figure 1, overpage).

Whether it is economical to do so is entirely up to you and your motives. Replacing a large number of body panels can add up to a considerable expenditure (table 1, over page), not withstanding labour costs (or your own time and effort). Remember there are still Spitfires around that have been looked after and don't require extensive body repairs.

Before deciding to follow the rebuild route, give the bodywork a really thorough going over to establish the extent of the corrosion and the number of new panels required. Even then,

expect to find more corrosion once panels start to be removed.

As a general rule and from experience, as far as external body panels are concerned, I would advocate replacement of the complete panel as opposed to local patch repairs.

Take for example the rear wing. Although the complete panel (£115) may cost more than the repair panels (lower front £11, wheel arch £32 and lower rear £13).

I believe that the extra cost is more than compensated for by the greater amount of time and effort spent cutting out and fitting the repair panels and making good with filler.

In addition, with local repairs you can never be entirely sure that the rust doesn't exist elsewhere

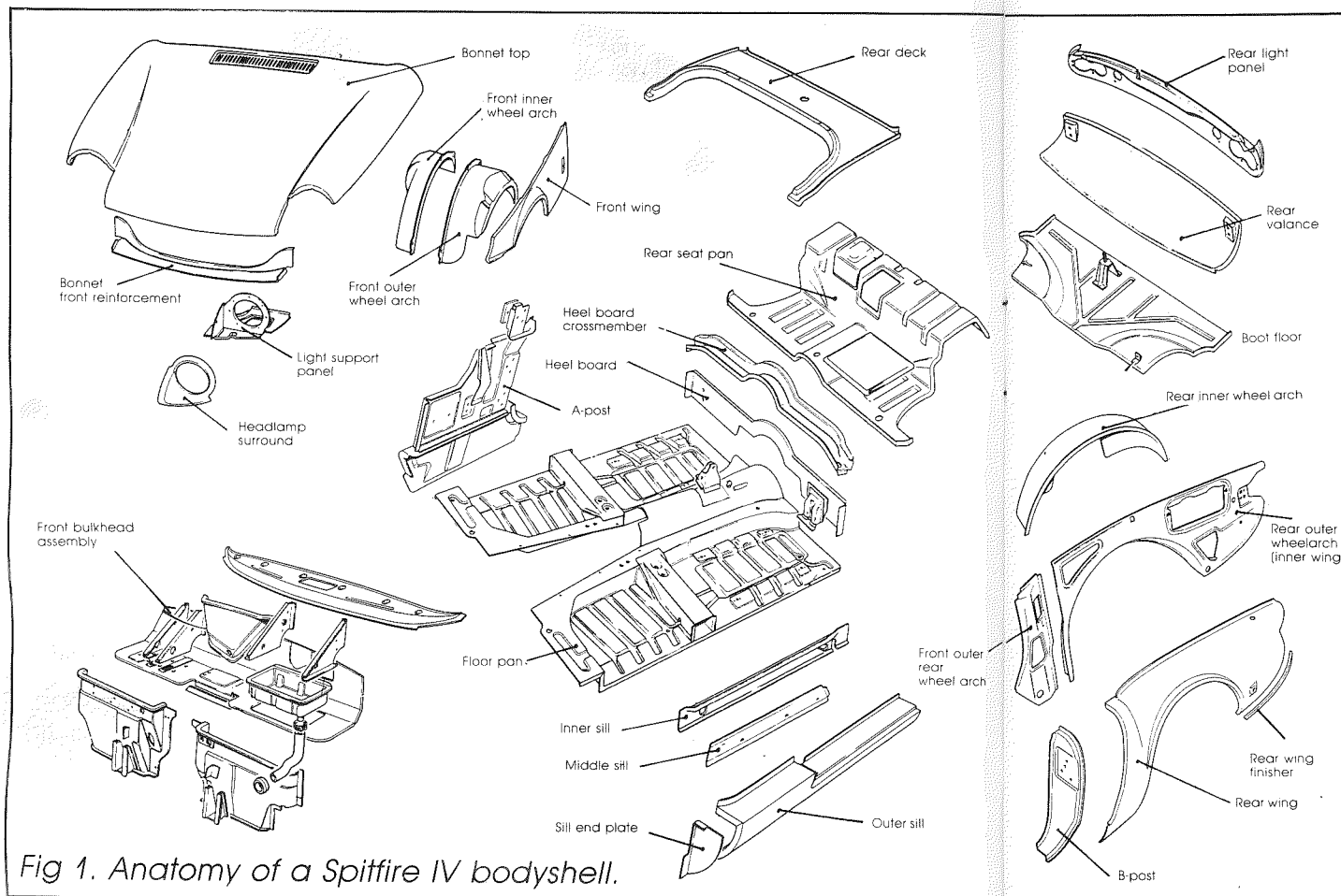


Fig 1. Anatomy of a Spitfire IV bodyshell.

TABLE 1. Replacement panel costs

1	2x outer sills	£52
2	2x middle sills	£8
3	2x inner sills	£18
4	2x sill end plate	£10
5	2x full floor pans	£96
6	2x rear inner wheel arches	£52
7	2x rear outer wheel arches	£90
8	2x rear wings	£130
9	2x rear wing finishers	£8
10	1x boot floor	£53
11	1x rear valance	£30
12	1x rear light panel	£70
13	1x boot lid	£120
14	2x front wing	£80
15	2x front outer wheel arch	£70
16	2x front inner wheel arch	£60
17	2x headlight support panels	£35
18	1x bonnet front reinforcement	£23
19	2x front quarter valances	£90
20	2x door skins	£42
Total		£1137

N.B. Prices are for original panels but don't include VAT. Savings will be achieved by shopping around or using 'pattern' panels.

and may break through at a later date. With the whole of the old panel removed, the inner panels can be thoroughly inspected and treated accordingly. At the end of the day, with no filler to give 'sinkage' or for the insurance man to find, should you be unfortunate enough to have a bump, and immediately use an excuse to reduce your claim through 'betterment'.

Again although more expensive, wherever possible, I would recommend using 'original' as opposed to 'pattern' panels, some of which just don't seem to fit as well, e.g. outer sills. The flanges on pattern sills aren't the same as on the originals and some are manufactured from thinner gauge material.

As regards internal body panels, dependant upon the extent of the corrosion, I would tend towards welded local repairs. Internal panels

tend to be a more integral part of the body and as such tend to be more difficult to replace. In addition they are usually structural and care needs to be taken in adequately supporting/jigging the body during replacement to avoid distortion being built into the body. Finally, although structural, internal panels don't necessarily require the same level of finish. Having established the work that is required and which panels you wish to replace, a question asked by many is 'WHERE DO I START?' The following lists the order in which I would consider rebuilding the body, assuming that the majority of the panels require replacement or repair. As with all the body repairs I

would advise keeping the body on the chassis, even if the body is to be removed to change/repair the chassis. This maintains datum points and supports the body during the repairs. If you have a hard top fit this as well for additional support.

1. **SILLS.** The sills comprise 3 panels which form a rigid box section (fig. 2) and are probably the most important structural components on the body. If these are not sound and straight then they can upset the rigidity and integrity of the remainder of the body. They should therefore be considered the first to replace (see Bernard Robinsons current series on sill and floor replacement). With the outer sill removed (fig. 3) the condition of the middle sill can be ascertained. Except in very bad cases the inner sill doesn't usually need complete re-

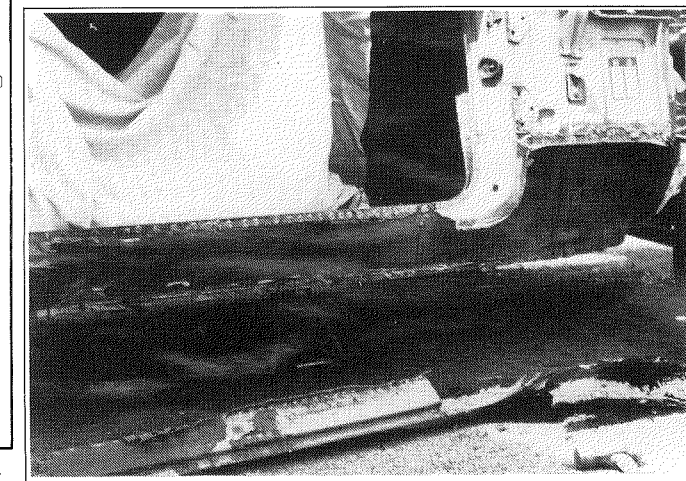
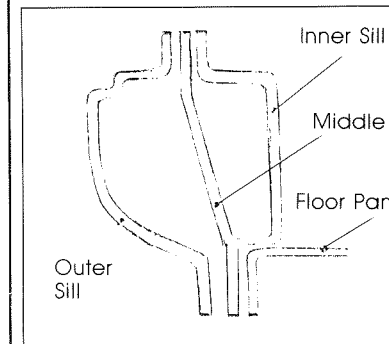


Figure 3. Outer sill removed revealing middle sill and corrosion to bottom of A post. Note the drilled out spot welds.

placement and can be locally repaired. As with all the repairs listed here, finish the repair on one side of the car before proceeding to the other side.

2. **A-Post.** The bottom of the A-post is probably one of the most rust prone areas on the Spitfire. Although visible from inside the car, the true extent of the corrosion is more easily seen and repaired with the outer sill removed (fig. 4, over), and should therefore be repaired before replacing the outer sill. Replacement of the complete A-post should not be necessary unless corrosion is so extensive as that shown in figure 5 (over). In this case great care and extensive measurements and bracing should be made before changing the complete A-post, otherwise it will affect the correct positioning of the door hinge mountings, windscreen and front bulkhead.

3. **Sill end plate.** With the A-post repaired/replaced and the outer sill welded in place, the Sill end plate can be welded in place together with any local repairs that may be necessary to the front bulkhead in that region.

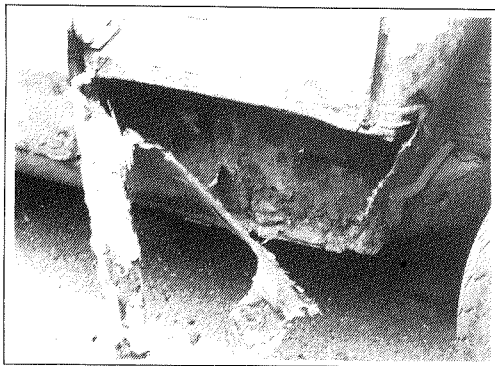


Figure 4. The extent of corrosion isn't revealed until the sill is removed.

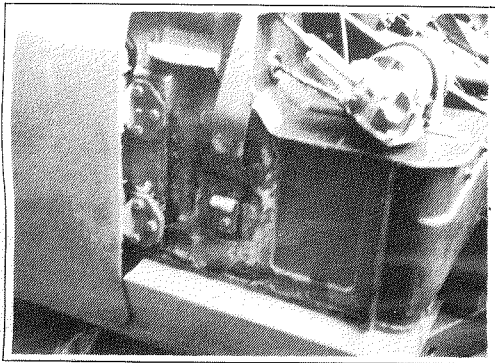


Figure 5. Serious corrosion of the upper part of the A-post will lead to sagging doors and windscreen.

4. Floor pans. With the sills and A-post sound and straight, attention can turn towards (a) the area around the bottom of the A-post, (b) along the

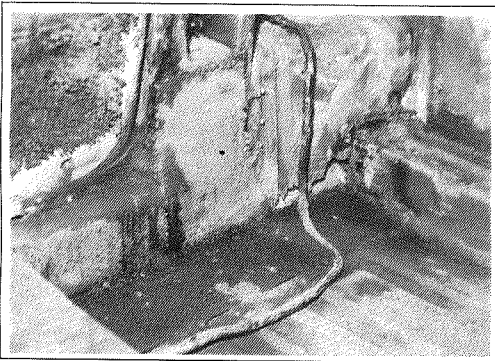
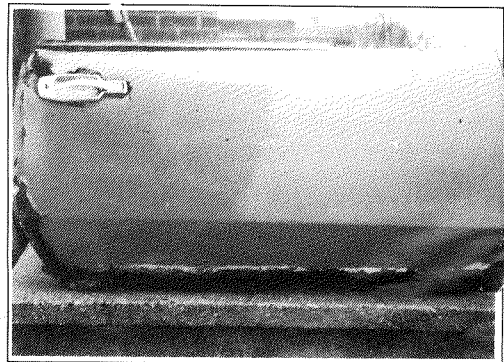


Figure 6. Typical repairs around the A-post and front footwell. Old repairs such as these should be removed and started again.

edge of the inner sill (c) cracking around the seat anchor points and (d) around the seat belt anchor

points and (e) the rear heelboard around the rear radius arm fixings. Whether to local repair (fig. 6) or replace the complete floor pan (ie one side of the car) will depend upon the extent of the corrosion. Alternatively only the front or rear half of the floor pan need be replaced. If replacing the complete floor pan (ie one side), then it is easier if the floor cross member is removed first.

5. Doors. An area often forgotten with sill replacement is the B-post and the interface with the inner and outer rear wings. The body will still sag if these panels are not structurally sound since they 'continue' the strength of the sill 'box section' to the rear of the car. This then should be the next area of attention. However since this may well involve the fitment of new rear wings, I would first repair the doors and fit them to the car. This way should there be insufficient adjustment of the door hinges to achieve a good rear wing/closer gap (badly fitting door skins?) then a certain amount of fore/aft adjustment of the rear wing can be accommodated during replacement. Unless the corrosion is very small, then a replacement door skin is the only way of achieving a satisfactory job. Welded patches usually result in distortion of the large unsupported door skin, while considerable filler/work is required to make good. The soundness of the filler is questionable with continual slamming (?) of the door. Unless left to fester, corrosion of the door sill is usually minimal and only a new door skin is required. If the bottom of the door shell is badly corroded (fig. 7.) then a repair panel can be fitted (don't forget drain holes), although a 2nd hand door with a good shell but rusty skin can be picked up cheaply.



Beyond repair! Note corrosion extending right up to the door handle.

6. Rear wing. As discussed at the beginning, unless the corrosion around the wheel arch and the front and rear lower sections is minimal, I would recommend complete replacement for a good job (fig. 8, over).

This enables the outer wheel arch to be cleaned up/replaced and painted to prevent further corrosion in the double skin that exists all around the wheel arch.

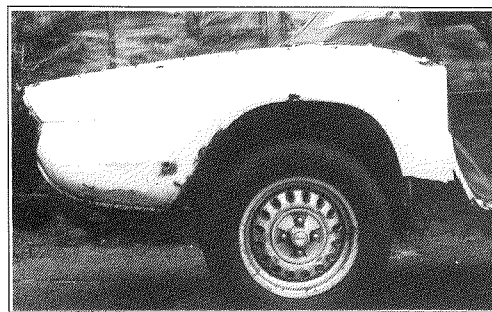


Figure 8. In this case a complete rear wing panel will give the most satisfactory repair. Note how the inner wing has been repaired to 'continue' the strength of the middle sill.

7. Rear inner and outer wheel arches. Only with the rear wing removed can the true extent of any corrosion be determined, which may extend to both the inner and outer wheel arches. To repair or replace will depend upon your own evaluation of and the type of car you want at the end of the day, eg repaired but structurally sound or concours. Repair panels are available for the outer wheel arch comprising the actual wheel arch and the area adjacent to the boot floor.

If replacing the outer rear wheel arch (inner wing) don't forget that together with the rear wing, both are structural, supporting the rear of the car. As such the rear of the car needs to be adequately supported/braced prior to removing inner and outer wheel arch panels. Undoubted repairs to the heelboard cross-member should be made before replacing the inner wheel arch.

8. B-post. With the inner and outer rear wheel arches repaired/replaced, any repairs necessary to the bottom of the B-post can be carried out before refitting the rear wing. Remember this area is an extension of the sills and hence ensure good solid repairs. If the rear valance and/or boot floor is to be replaced, don't refit the rear wing finishers at this stage.

9. Boot floor and rear valance. The most common form of corrosion here is cracking along the joint with the outer wheel arch (inner wing) and that between the boot floor and rear valance, usually resulting in the boot floor coming adrift. If this is the extent of the corrosion then right angled repair sections can be welded in place. If replacing the complete panels (fig. 9) then provided the rear inner and outer rear wings are sound, then 2 panels can be cut out and replaced at the

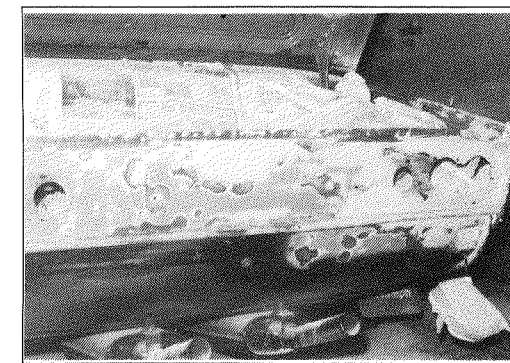
same time, tack welding in place before final welding.

10. Rear light panel. Usually replaced as a result of accidental damage, corrosion is usually fairly minimal. However if repairs and filling have to be as extensive as those shown in figure 10 (below), then replacement is simpler than the time and effort spent on repair, especially when all flanges on the panel are nicely exposed for (spot) welding. Again provided the inner and outer wings are sound then the rear light panel, rear valances and boot floor could be cut out and replaced at the same time. Check the gap and fit the boot lid before finally welding in place.

11. Bonnet. As with the rest of the body, I would recommend repair of the bonnet on the car. This enables continuous checking of its alignment to the front bulkhead, sills and doors.



Figure 9. Extensive corrosion to the boot floor and the inner and outer rear wings!



Again replacement of the rear light panel may be simpler than extensive repairs.

Apart from the repair of the leading edge of the bonnet, other repairs are ideally undertaken with the front wings removed. Fortunately (?) the front

wings are usually the greatest source of bonnet corrosion and require replacement. Again, replacement of the whole wing is far better than local repairs. With the wings removed the true extent of any corrosion can be seen. Replacement headlight support panels are available, but unless in the condition shown in figure 11, they can be adequately repaired first.

The outer lips of the outer wheel arch is usually badly corroded, but can be repaired although it is a difficult shape to repair and it may be easier to replace the whole outer wheel arch. If so this is easier with the whole (inner and outer) wheel arch removed from the bonnet (leave the bonnet support tubes in place).

Before refitting the wheel arch assembly, replace the wing. The wheel arch assembly can then be fitted and adjusted such that it supports and pulls the wing into adjustment with the sill and door contours.

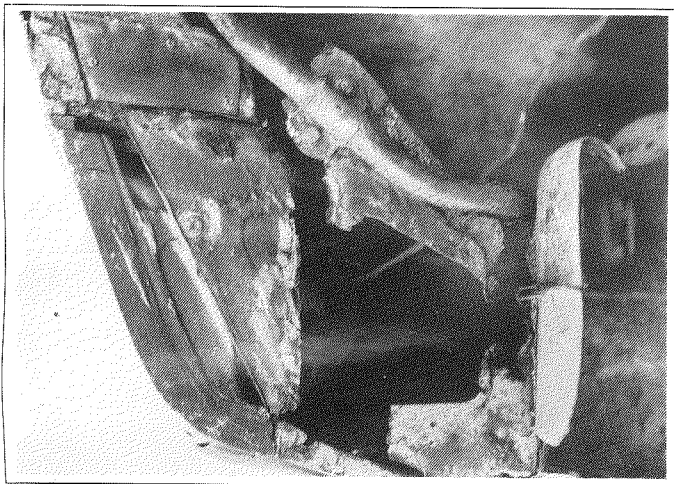


Figure 11. Replacement headlight surround panel is really necessary!

12. Other. Front valances, battery boxes, boot lids, wind-screen surrounds, gutters etc. can be repaired/replaced as required. Detailed description of the methods and procedures involved in the replacement of the panels mentioned above will be covered in future issues either in this column or by the restoration articles on the Clubs Spitfire 1500 project car.

SPECIALS REGISTER

Trevor Collett

Joint Specials Register Secretary

HISTORIC KIT

RECENT references in the Courier to the Falcon Caribbean have prompted a letter and pictures from Geoff Cowshill of Leicester.

Over to Geoff: - I own a Falcon Caribbean and believe that some of its background and history maybe of interest to T.S.S.C. members. The main assembly of the car was by Mr K Hardy of Halebarns around 1962-65 using almost exclusively new Herald parts. The body shell was bought from 'Falcon Shells Ltd' of Essex, for £176 15 shillings, who were manufacturers of a range of body shells and special chassis to be adapted mainly for side-valve Fords.

The Herald parts were bought from Drabble and Allen Ltd, a Standard-Triumph dealer on Victoria Road, Hale, Altrincham, Cheshire. It was not registered and driven until 1989 when I completed it, to a roadworthy state, and registered it.



Geoff Cowshill's Falcon Caribbean.

been fitted with an early Spitfire camshaft and I had the head skimmed to give a ratio of 9:1. Once reassembled with new valve springs and gaskets I found the performance disappointing, but traced this to ancient grease (not the mythical kind) preventing the action of the advance/retard bobweights. The twin-carb conversion kit, detailed in the comprehensive file of paperwork and receipts that came with the car, had not survived (an oil cooler kit seems to have met with the same fate of being sold somewhere along the way). I have fitted Mk1 exhaust and Mk1 Spitfire inlet manifolds (along with a water pump housing from a 1500TC to provide a feed for the heated inlet manifold), new HS2 carbs and a slightly modified 12/50 Herald exhaust system.

The car runs well and has been reliable though it is somewhat undergeared (4.11:1) for motorway driving and very noisy due to a complete lack of interior trim and carpets. Due to financial commitments (and my girl friends recent Rover '95' P4, e.g. £1000 DIY engine rebuild for starters) the Falcon is now for sale at £1500 ono, so if you fancy a challenge (kit completion rather than restoration and with all the hard work done) give me a ring on Leicester (0533) 826862.

Interesting car and interesting story: 27 years, one of the longest build-ups in kit car history?

* new softer springs all round would improve the ride but still let the car handle.

* front drum brakes were adequate for a Herald 1200 but as your Caribbean, like all fibreglass bodies, is somewhat lighter and consequently faster than a Herald, disc brakes would be a good idea. All the necessary parts for a conversion are readily available.

* I agree that, again due to the light weight of such cars, the 4.11 differential makes the car undergeared for modern motorway cruising, but very effective in the traffic light grand prix.

If you want a Triumph sports car that's got all the attributes of the Triumph sports cars we are more familiar with, good looks, reliable mechanics etc., plus some more, such as exclusivity, 100% rust proof body and a never ending source of conversation, give Geoff a ring and make him an offer. You won't just be buying another car but a small slice of motoring history.

TRIUMPH SPECIALS DAY — as most of you probably worked out for yourselves, a typing error crept into my April reference to this unmissable event. The gathering of Triumph based kits and specials at Brooklands circuit in Surrey takes place on Sunday 23rd August. Be there . . . just be there.

There are about 38 Caribbeans on the Falcon Register and I have heard of only four Triumph based models including Mr. Vagg's steam car (see February Courier). My Caribbean has been standing for nearly twenty seven years when I started work on it. The front and rear springs, both specially made lighter, had sagged. The rear I replaced with a second hand MkIV Spitfire item, the fronts with Herald springs and new shocks along with a MkIV Spitfire anti-roll bar. With such a light body this gives a firm (bone-jarring) ride and predictable handling with very little body roll. I had to replace all the brake wheel cylinders due to corrosion damage. The addition of Goodridge stainless hoses and new shoes all round brought the drum brakes up to a reasonable standard for modern traffic (though how they stop a steel bodied Herald, I don't know!)

The engine I stripped and found it to be undamaged by its long period of inactivity. It had

BEAT THIS! CAR CARPETS

LOWEST PRICE! FASTEST DESPATCH!

• 5 YEARS GUARANTEE

BRITISH. EUROPEAN. JAPANESE. AMERICAN

WE WILL BEAT ANY PRICE. FIND THE LOWEST PRICE IN THIS MAGAZINE FOR YOUR CAR. KNOCK OFF £5 AND SEND US A CHEQUE.

VINYL ROOF KITS/HOODS

AND INTERIOR HEADLININGS

'PRICES INCLUDE VAT'

ALL COLOURS
SEVEN DAYS
A WEEK

0933 223602

Phone 0933 223602
7 DAYS A WEEK.

Alfa Romeo, Alvis, American, Aston Martin, Audi, Austin, Bedford, Bentley, BMW, Bristol, Citroen, Colt, Daf, Daihatsu, Datsun, Ferrari, Fiat, Ford, Healey, Honda, Hyundai, Isuzu, Jaguar, Jeep, Jensen, Lada, Lamborghini, Lancia, Land-Rover, Limousines, Lotus, Mazda, Mercedes, MG, Mini, Mitsubishi, Morgan, Nissan, NSU, Opel, Panther, Peugeot, Porsche, Rover, Range-Rover, Reliant, Renault, Rolls-Royce, Saab, Seat, Skoda, Subaru, Sunbeam, Suzuki, Talbot, Toyota, Triumph, Vauxhall, Volkswagen, Volvo, Yugo.

MOST CARS AVAILABLE.

EASY TO FIT
5 YEAR GUARANTEE
SPORTS CAR HOODS

MGB £55
Midget £55
Spitfire £55
Vit/Herald £65

FROM ONLY
£17.50 +
£4.50 P&P
COMPLETE

Available for ALMOST ANY car in black, grey, dark blue, white, light/dark brown vinyl with leather grain finish. Raised saddle stitched seams. 5-YEAR UNCONDITIONAL GUARANTEE — if it loses its appearance another will be sent FREE OF CHARGE. All kits include CHROME LOOK EDGING, ADHESIVE AND INSTRUCTIONS. State type of car. SOUND PROOFING MATERIAL, FELT TYPE 1/2" thick, 54" wide, £5.50 per yard, add £4.50 P&P. Carpet on the roll, 36" wide £6.50 per yard, 72" wide £13 per yard.

HOODS. SUZUKI 413, 410, DAIHATSU, STRADA, SCIMITAR, 2 CV, F20, F70, F75, ROCKEY AND F80.

'Our products are advertised by us in motoring magazines in the Unites States, Canada, Australia, Germany, Italy, Holland and Scandinavia.

24-HOUR ANSAPHONE SERVICE. PHONE 0933 227166. Quote name and address, post code, car, year, colour, card number or CALL OUR DESPATCHER DIRECT on 0933 223602, 8am to 5pm Mon. to Friday, 8am to 1.30pm Saturday and Sunday. PRICES INCLUDE VAT. Send cheques/POs. 100% satisfaction or if returned within 14 days, your money back. (Proprietor P.G. & S.M. Hughes). Add £1 for COD (pay postman)



MOTOR UPHOLSTERY SUPPLIES, 14 ANNE ROAD,
WELLINGBOROUGH, NORTHANTS



Specialists in Older Vehicle Restoration

THE COMPLETE CLUB CAR REPAIRER IN THE LONDON AREA

081-994-3395
FAX: 081-995-7599

CARS FOR SALE

Vitesse saloon, MkII, sunroof, alloys, MoT — **£1595**. MkIII Spitfire, rebuilt, extras — **£2950**. Herald Coupé — **£2500**. Herald 1200 saloon, very good condition — **£1200**. MkI Convertible and 13/60 convertible to rebuild or restore to your specifications.

We are also now able to offer finance on all car sales and restoration work. Extended warranties available on all cars.

All aspects of bodywork undertaken from a small scratch to a body-off restoration.

FREE ESTIMATES
INSURANCE RECOGNISED REPAIRER

We offer a complete repair service to all club cars. Please don't hesitate to call us for a cost or **ANY** type of repair to these cars, or just advice. 10% discount for Club members.

CHISWICK SPECIALS

Manufacturers full service, £50 plus parts PLUS VAT. Own hubs split and front springs mounted. Welding, MoTs, Hood fitting, suspension + engine modifications, engine, gearbox + differentials rebuilt.

ONE MINUTE FROM TUBES & BUSES

ALL WORK GUARANTEED

RECONDITIONED CHASSIS TO ORDER

ARCH 197, PREBEND GARDENS
CHISWICK, LONDON W4 1TN

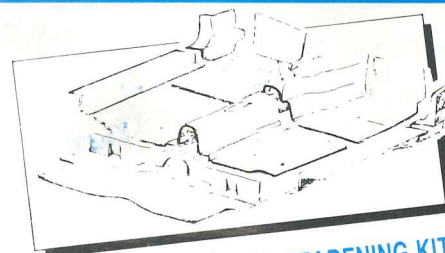
Prestige

Superior Quality
CAR HOODS & TRIM
DIRECT FROM THE FACTORY

**FASTENERS
FACTORY
FITTED**



CAR HOODS & TONNEAU COVERS



CARPETS & SOUND DEADENING KITS

HEAVY DUTY CAR HOODS
Precision Die Cut for superior fit. Vast choice of materials & colours.

- SPITFIRE FROM £58.29
- HERALD FROM £28.29

LUXURY CARPET SETS
Individually tailored to fit precisely. Available in 8 different colours.

- SPITFIRE FROM £54.24
- HERALD FROM £35.00

SOUND DEADENING KITS
Pre-cut self adhesive felt. Fits under our carpets to reduce interior noise levels.

- SPITFIRE FROM £36.26
- HERALD FROM £29.15

ALSO AVAILABLE TRIM KITS, CARPET OFF THE ROLL, FELT & FASTENERS

FAST MAIL ORDER

TEL: 051 608 8683 - 24HR QUOTE CREDIT CARD or
FAX: 051 608 0439. WORLD WIDE DELIVERY SERVICE

ALL PRICES INCLUDE VAT

PRESTIGE AUTOTRIM PRODUCTS LTD.
3 PRENTON WAY, NORTH CHESHIRE
TRADING ESTATE, BIRKENHEAD
MERSEYSIDE L43 3DU

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**

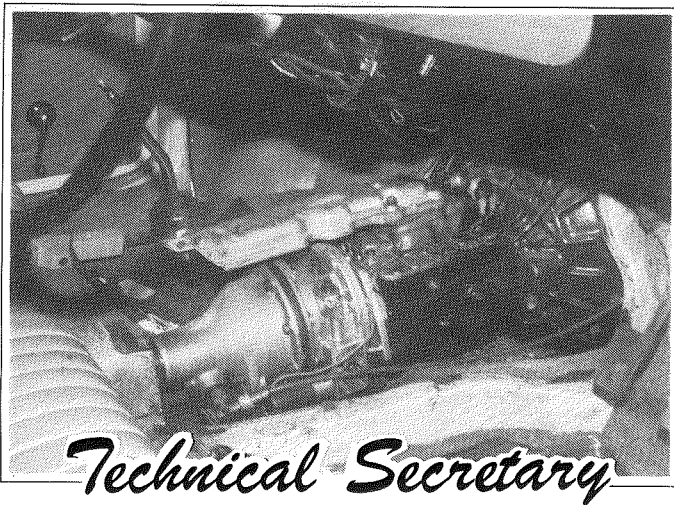
FREE PRICE LIST
One of the biggest
stockists for Triumph
spare parts on the
Continent. We have
parts for Spitfire,
Herald, Vitesse, GT6
and TR2 - 6.
We specialize in:
- Engines, Gearboxes,
- Diffs
- Brake Parts, Body
- Panels
- Interior Trims and
- Hoods etc.

Fahrzeugteile **BASTUCK**
Saarweller 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-Avoid
Telephone 87 92 94 44, Télécopie 87 92 94 45

HERALD OVERDRIVE CONVERSION

Carl Heinlein



Technical Secretary

I'VE been meaning to write this article for some time now having recently moved to a garageless house. I've been busy digging, building and roofing a garage. I'm looking forward to getting the cars in 'from the cold' after four months and starting the de-rusting process. Anyway, to the point;

All the Herald-based cars except the Herald could have been fitted with overdrive as a standard option if required. The Herald was overlooked, presumably because it was felt that the cost of overdrive was high compared to the cost of the cars and that the reduced engine speed, noise and overall refinement was not so necessary as with, perhaps, the Vitesse for example.

948 and MkI 1200s

I am afraid to say that the 948 and early 1200s (MkIs up to commission no GA80000) are much harder to convert than the later cars. This is because the form of the chassis rails around the back of the gearbox is much tighter. The later cars had the rails inset in this area and a crossplate was bolted across between them onto which the gearbox mount was fixed. If your car is an early one, have a look from underneath to check. 948 owners also have some further complications with the bell housing and need to make changes to the clutch and the bell housing to convert, but it is possible (see later).

Gearbox and Overdrive option.

Without more drastic and detailed modifications, there are 3 best options that we have; 1. Spitfire MkI, II or III overdrive gearbox. This is the gearbox that Standard-Triumph

would have used if they had offered overdrive as an option. The gearbox itself is the same as the Herald box (3 synchromesh and with the same ratios) but it is mated to a Laycock D-type 25% overdrive. 25% is the standard ratio that was used for all our cars and means that when the overdrive is engaged, it increases its output speed by 25%, or, for a given road speed, the engine drops to 80% of its original speed. It is possible to convert your Herald gearbox to overdrive using an overdrive mainshaft and adaptor plate but finding an original overdrive conversion kit or the parts available separately are now fairly remote and you'll probably have to start with a full Spitfire Overdrive Gearbox. The biggest advantage with this box has to be that once the gearbox cover is back on, the gearbox will feel exactly as it did before, which may be important if you have any thought of originality in mind.

EARLY CARS

2. Spitfire MkIV overdrive gearbox.

It is relatively easy to pick up these boxes. As John Thomason pointed out in his article in the February 1992 Courier, the MkIV Spitfire gearboxes up to commission no. FH60000 (end 1973) were fitted with the D-type overdrive. This gearbox is one of the earlier versions because

it has synchromesh on first gear and is stronger internally (the mainshaft is fitted with a better tip bearing and the layshaft gear cluster runs on needle roller bearings rather than bushes). The overdrive is identical apart from a larger output flange.

LATER CARS.

The last few MkIVs were fitted with a different and much stronger overdrive, the J-type. You cannot simply swap the J-type over for the D-type because the J-type mainshaft and adaptor plate are different. However, as complete gearboxes there is little difference in fitting either.

Again, the J-type is a 25% unit but is much stronger. The same basic unit was fitted to the 2.5, the Stag and, with developments, is still fitted to some of today's Volvo's (yes, you can still buy some new spares, not recon.).

bearing into the Spitfire bell housing. Fit the 948 clutch slave cylinder.

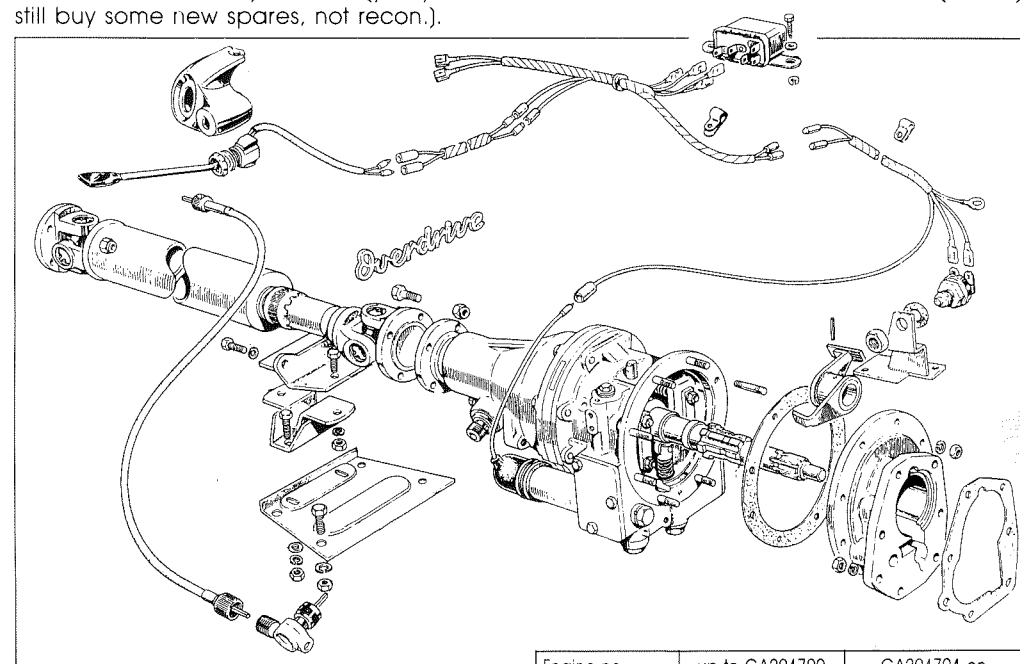
2. It is possible to convert the 948 box to overdrive. Use the mainshaft and adaptor plate from a Spitfire I, II, or III overdrive gearbox and rebuild your current 948 gears around these in the 948 casing.

It is very tempting not to change over the bell housing when swapping gearboxes.

There is absolutely nothing wrong with this but you must be wary of fitting the correct clutch release bearing to suit the clutch you are using. Earlier bearings have a flat thrust face to suit the coil spring design of pressure plate.

The later bearings are rounded to suit the diaphragm clutch design.

Clutch details are shown in Table 1 (below).



Clutch and Bell housing.

The Herald 948's were fitted with a one-piece gearbox casing/bell housing which is unique to our cars. This gives you 2 options when converting to overdrive.

1. You can use the Spitfire gearbox of your choice with a Spitfire bell housing. However, due to the earlier design of the clutch you will need to fit the clutch release bearing and sleeve assembly from the 948. It may be easier to swap the complete 948 release arm and

Engine no.	up to GA201700 up to GD71657	GA201701 on GD71658 on ALL 13/60s
Clutch type	6 1/4" coil spring	6 1/2" diaphragm
Slave Cylinder	110762 Girling 3010166W Serv. kit SP2001	144716 Girling 64068370 Serv. kit SP2348
No. of dowels in flywheel	2	3
Clutch bearing	112527	139572
Bearing sleeve	125374	139763

Continued next month.
The COURIER 39



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 (West London)

Callers Welcome — Ring First For Directions

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

ACCESS, VISA AND MASTERCARD TAKEN

Worldwide Mail Order

SEE US AT S.E.M. LEATHERHEAD, 9th & 10th MAY.

PREPAID ORDERS TAKEN NOW FOR SHOW DELIVERY.

SEALS — HERALD/VITESSE

At last, now available exclusive to Six Spares.

Front quarter light rubbers, Her/Vit, per pair **£26.75**

Header rail/hood seal front	£6.46
Hood side seal (top of door)	£4.41
Hood front outer finisher/seal (white only) original	£6.76
Front w/screen seal	£18.21
Door skin to door glass outer	£5.82
Door skin to door glass inner	£3.23
Bonnet scuttle/bulk head seal	£4.70
Hand brake lever gaitor — all models	£9.34
Triumph Pedal rubber	£1.82
Bonnet stop cones	£1.53
Gear lever gaitor	£4.64
Door aperture seal convertible	£11.16
Door aperture seal saloon	£14.04
Master cylinder dust cover	£3.82
Wheelarch to dash seal (small mud flaps)	£2.70
Front valance seals	£1.18
Boot seal, non original	£10.58
Boot seal, as original	£16.45
Estate rear tailgate glass seal — original	£21.15
Rear windscreen rubber saloon	£22.27
Door check link seal	£2.29
Window runner channel front	£5.82
Window runner channel rear	£4.05
'P' seal on windscreen frame	£3.82
Rear roof to deck seal (saloons)	£9.99

Petrol tank filler neck seal, exclusive to Six Spares £4.11

Tank sender unit cover, exclusive to Six Spares £5.29

Or buy both of the above as a pair and save £1.17 £8.23

SEALS — SPITFIRE/GT6

Front w/screen seal, Spitfire IV/1500/GT6 III	£18.21
Front windscreen seal, Spit III/III, GT6 I, II	£19.98
Hood header rail/hard top front	£6.46
Door skin to door glass outer (weatherstrip)	£5.82
Door skin to door glass inner (weatherstrip)	£3.23
Bonnet scuttle seal	£4.70
Bonnet stop cone	£1.53
Door aperture seal (furlflex) SPIT	£12.93
Door aperture seal (furlflex) GT6	£17.04
Front valance seal (SPIT III/III, GT6 III)	£1.18
Front valance seal SPIT IV/1500, GT6 III	£2.35
Wheel arch to dash seal (small mudflaps)	£2.70
Boot seal SPIT	£10.58
Tailgate aperture seal GT6	£10.58
Tailgate glass seal	£21.74
Door check link seal	£2.29
Gear lever gaitor SPIT III/III/IV	£8.34
Handbrake gaitor SPIT III/III/IV	£9.34
Master cylinder dust cover	£3.82
'P' seal on windscreen frame	£3.82
ROOF TO WINDSCREEN-TOP SEAL GT6 III	£19.92

ALL OTHER SEALS AVAILABLE - PLEASE RING.

CHROME/LOCKS/BRIGHTWORK

Front w/screen insert, HER, VIT	£5.58
Front w/screen insert SPIT III/III, GT6 III	£5.58
Tailgate rubber insert GT6 III/III	£5.58
Cover clips for inserts	£1.00
Door handle 1/h HER, VIT	£11.69
R/h barrel and keys HER, VIT	£5.29

'B' POST STRIKER (LESS SLIDER),

HERALD, VITESSE pairs £21.03

Outer door handles (matched pair) black or chrome	
SPIT IV/1500, GT6 III (includes lock barrels)	£72.85
Matched pair door lock barrels, SPIT IV/1500, GT6 III	£14.04
Outer door handle assy SPIT III/III, GT6 III	£14.04
Matched pair door lock barrels SPIT III/III, GT6 III	£14.04
Inner door handle assembly SPIT IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPIT IV/1500, GT6 III	£4.11
Window winder handles and inner door opening handles all other models — please state model	£4.64
'B' post striker catch SPIT, GT6	£11.46
Boot hinges (pairs) HER, VIT, SPIT III/III	£18.80
Boot 'T' handle and keys HER, VIT, SPIT III/III	£12.34
Boot lock assembly SPIT IV/1500	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Boot latch/striker assy SPIT IV/1500, GT6 all	£8.52
Chrome flip top petrol cap SPIT IV/1500 orig.	£20.56
SPIT locking petrol caps	£14.04
Her, Vit locking petrol caps (chrome)	£7.64
Lock barrel and keys for GT6 III petrol cap	£8.17
Chrome wiper arm assembly all models	£6.17
Stainless wiper blades all models	£5.82
Bonnet mirror HER, VIT, ORIGINAL from	£13.81
Door mirror SPIT IV/1500, GT6 III	£13.51
Bonnet lock kit (pairs) all models	£11.16
Bonnet catch assy all models original	£20.50
Steering column lock assy SPIT IV/1500, GT6 III	£35.19
Ignition barrel and keys SPIT III/III, HER, VIT, GT6 I	£4.99
Ignition barrel and keys as above HIGHER SECURITY TYPE	£8.52

Matched lock set GT6 III, door, tailgate & ignition locks	£21.15
Full lock set as above with paired bonnet locks	£29.38
Matched lock set SPIT I, door boot & ignition locks	£14.69
Full lock set as above with paired bonnet locks	£23.50
Matched lock set, SPIT III/III, door, boot & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£29.38

Chrome/locks/brightwork - continued

Matched lock set, HER, VIT, door, boot, ignition and c/box locks	£19.98
Full lock set as above with paired bonnet locks	£29.38
Cubby box lock assy HER, VIT	£7.64
Chrome hub cap, HER, VIT, SPIT III/III, GT6 I	£14.98
Rear overrider, HER, VIT fully pressed (pair)	£65.80
Front overrider, HER 948/1200 original (each)	£34.66
'B' post capping, SPIT IV/1500	£4.99
Chrome w/screen washer jet complete assy. ORIGINAL, HER, VIT	£4.64
Rear number plate light aluminium cowl ORIGINAL HER 13/60	£5.58

ALL LOCKS, BRIGHTWORK AND BADGES STOCKED

PLEASE RING

PANELS — HERALD/VITESSE

Front valance quality fibreglass	£29.32
Rear quarter valance steel	£14.98
Front wing HER 13/60 ORIGINAL PRESSING	£57.58
Front wing VIT	£82.25
Front wing HER 1200	£84.60
Rear wing, HER, VIT	£61.10
Front wing arch repair	£12.87
Rear wing arch repair	£12.87
Sill HER, VIT	£11.46
Door skin ORIGINAL PRESSING	£37.01
Door under section repair panel HER, VIT	£14.69
Door step/tread panel HER, VIT as original	£5.88
Bonnet 'D' plate, HER, VIT	£9.99
Rear centre valance (original VIT)	£38.48
Rear centre valance (original HER)	£42.01
Complete bonnet front panel HER 13/60 ORIGINAL	£56.40

PANELS — SPITFIRE/GT6

New bonnets assemblies, SPIT IV/1500	£470.00
Front valance SPIT III/III, GT6 III (steel)	£72.85
Front valance SPIT III/III, GT6 III (f/glass)	£25.85
Front quart valance SPIT IV, GT6 III (steel)	£65.99
Front quart valance SPIT IV, GT6 III (f/glass)	£19.68
Rear wing SPIT IV, GT6 III r/h ORIGINAL	£141.00
Front wing SPIT IV, GT6 III	£45.24
Front wing ORIGINAL SPIT III/III, GT6 I	£58.69
Front wing ORIGINAL GT6 II	£84.60
Sill all SPIT, GT6 ORIGINAL	£29.38
Sill all SPIT, GT6 quality pattern	£14.10
Rear wing ORIGINAL SPIT III/III, GT6 III	£68.15
Rear valance SPIT III, GT6 I original	£45.83
Rear valance SPIT III/III, GT6 III pattern	£35.25
Rear valance SPIT IV, GT6 III	£32.90
Boot floor all models	£46.41
Door skin SPIT III/III, GT6 III	£18.21
Door skin SPIT IV, GT6 III	£19.39
Full floor	£34.66
Rear light panel SPIT IV/1500	£70.44
Battery box	£12.93

ALL CHASSIS AND OTHER PANELS STOCKED

PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£13.98
Front lower w/bone assy. inc. bushes, all models	£39.60
Adjustment shims for above	£1.18
Steering rack exchange	£34.08
Driveshaft all models non rotoflex	£58.75
New propshafts from	£88.13
Rear vertical link VIT, GT6	£41.13
Front vertical link HER, SPIT	£44.65
Front wheel bearing kit inc. hub felt	£11.69
Top ball joint all models	£9.99
Track rod end all models	£5.82
Universal joint all models with grease nipple	£5.58
Front suspension bolt/nut kit, all models	£14.10
Rear suspension, non roto, bolt/nut kit, all models	£14.69
Front coil spring STANDARD, all models - state model	£14.10
Front coil spring HEAVY DUTY, all models, state model	£15.28
Front shock absorbers all	£20.56
Rear shock absorbers all	£19.68
Rear full wheel bearing kit rotoflex models	£15.22
Rear full wheel bearing kit non rotoflex models	£14.04
Rotoflex coupling GENUINE	£23.50
Rear leaf spring SPIT IV/1500, GT6 III late NEW	£62.28
Rear leaf spring SPIT III/III NEW	£56.99
Rear leaf spring GT6 III/III, rotoflex NEW	£58.16
Rear leaf spring HER NEW	£68.15

Rear leaf spring VIT 1600II NEW	£68.15
Rear leaf spring VIT II NEW	£70.50

FUEL SYSTEMS & CARBS

Petrol tank sender unit HER, VIT	£26.44
Petrol tank sender unit SPIT	£23.50
Fuel pump HER, SPIT	£15.86
Fuel pump VIT, GT6	£23.38
Petrol tank new ORIGINAL SPIT IV/1500	£146.88
Carb repair kit (Stromberg) inc. needle valve	£11.69
Carb repair kit (S.U.'s) inc. jet	£14.04

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

BRAKES ETC.

Brake disc 4 cyl models	£14.04
Brake discs 6 cyl models	£16.39
Wheel cylinders — state model	£8.17
Brake hoses front/rear — state model	£7.93

MOUNTS & BUSHES

Engine mounts 4 cylinder	£4.41
Engine mounts 6 cylinder	£6.46
Overdrive gear box mounting	£16.39
Standard gear box mounting	£1.88
Steering column bushes (excluding late 1500)	£4.35
Bump stop rotoflex suspension	£6.46
Rear inner wishbone bush rotoflex models	£5.58
Rear spring eye bush, all models	£4.99

BUMPERS ETC.

Rubber bumper set HER	£108.10
Bumper end cap aluminium HER	£8.17

NEW PRODUCT, NEW PRODUCT, NEW PRODUCT

— HERALD / VITESSE TRIM —

Pair of front seat recovering kits	£117.50
Rear seat covering kit	£111.63
Pair of door trim panels, Herald	£42.30
Pair of door trim panels, Vitesse	£47.00
Pair of rear quarter trim panels, convertible	£51.70
Front scuttle side panel, Herald	£9.40
As above, left hand for Vitesse, with pocket	£17.04
Under dash mill board panel	£15.28
Tool pouch as original (red)	£7.05

Please state model & colour requirements with order.

HOODS, CARPET SETS AND INTERIOR TRIM

Hoods HER, VIT — original quality	£88.13
Hoods SPIT zip rear window — original quality	£88.13
Carpet set Her, Vit tufted and bound	£76.38
Carpet set SPIT tufted and bound	£70.50
Carpet set GT6 tufted and bound	£88.13
Moulded carpet set, Spitfire	£129.25
Moulded carpet set, GT6 (state model)	£188.00
Moulded carpet set, Herald/Vitesse	£99.88
Car seat recovering kit SPIT IV/1500 black (car set)	£88.13
Door trim panel SPIT IV/1500 black	£21.15
Door trim panel GT6 — state model	£23.50
Pair rear quarter panels SPIT IV/1500 black	£29.38
Glove box SPIT, GT6 each	£14.10
Pair of sunvisors SPIT IV/1500, GT6 III	£29.38
Engine bay valance GT6	£19.68
Rad cowl GT6	£13.51
Rad cowl SPIT	£11.69

HERALD/VITESSE MOULDED CARPET SETS

These are as close to the original as you can get, black only £99.88

LIGHTS AND MISCELLANEOUS

Halogen headlight conversion set HER, SPIT & GT6	£31.14
Boot rack (wooden slats) aluminium	£23.44
Boot rack (wooden slats) chrome	£31.14
Wood rim steering wheel all models	£44.65
Leather rim steering wheel all models	£30.55
Fibreglass tunnel covers, state model	£31.67
Overdrive column switch cowl	£17.63
Horn push ass. TRIUMPH (Shield logo)	£14.10
Horn push ass. TRIUMPH logo	£14.10

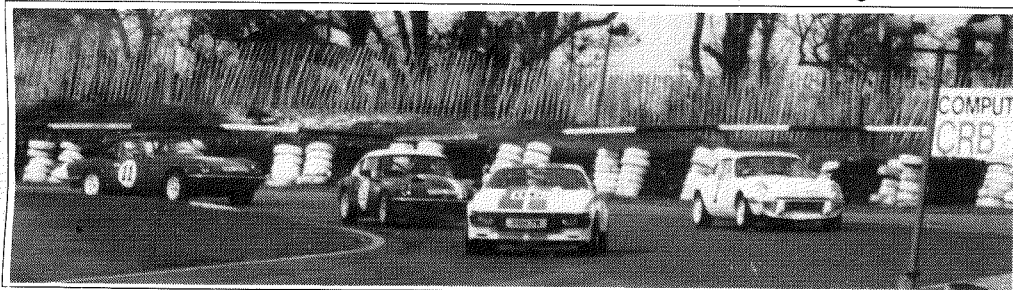
PLEASE TELEPHONE FOR POST AND PACKING CHARGES PRICES INCLUDE VAT



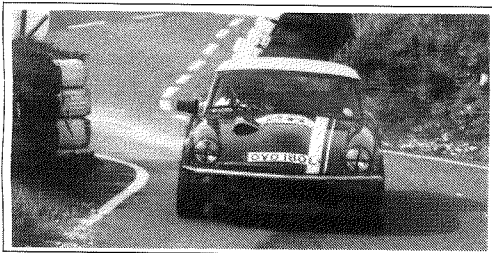
1992 RACING NEWS

By The Sportsman

HERE we are again at the beginning of a new season of championship racing. Lots of old faces with some new ones and all looking for improvements on last years times. The first practice at Lydden saw eleven cars out, a lower number than we would normally expect, the early venue and the recession have taken their toll. With the rest of the country facing overcast and rainy conditions, we were blessed with dry and bright weather.

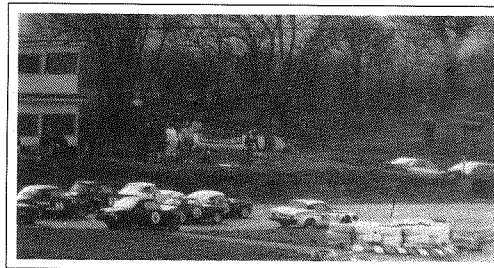


Kevin Ginger, Peter Stock and Andy Schulz follow Colin Pendle, all trying for fastest practice time. Practice went off well with guest Colin Pendle in his 3.9 injected TR8 2.6 seconds faster than anyone else. Next on the grid was Class A newcomer Peter Stock in the Kingston Sports Cars 'Dominator' GT6 just pipping 1991 championship winner Kevin 'Kamikaze' Ginger. Next row found Andy Schulz (Class A) matching times with Adrian Boyle in the green (Class B) Vitesse.



New man Peter Stock in the Dominator GT6 having set a new Club lap Record Class A 51.2. The next row saw the Vitesse of John Sadler (Class A) and Tony Lindsey-Dean (Class C) who

had a very abbreviated practice with throttle problems, Marc Amschwand completed the race in his (Class A) Spitfire. The next row found Class A Spitfires of Pete Whiteman and Jon Wolfe. The last row found David Barnes, the new owner of Guy St John's eye catching yellow/purple Class B Spitfire. Dave was clearly still getting accustomed to the more volatile Spitfire from the Class B Vitesse of last year. The race grid lined up and completed the warm up lap, with the sun just breaking through the cloud.



The green lights on and they are off.

The red light showed, engines revved, then the green light and they were off. Kevin Ginger made full use of his wealth of racing experience and took the initiative over new man Peter Stock. With Peter boxed in behind Kevin, Andy and Adrian took the outside line and Peter found himself demoted to 6th position with the matching red/white Vitesse of Tony Lindsey-Dean bearing down on him, closely followed by John's Vitesse, Marc, Peter and Dave's Spitfires. Before the first lap was complete Colin Pendle slowed and left the track with mechanical problems, Kevin Ginger pulled out an ever increasing lead. After 3 laps Kevin had gained a lead of about 12 car lengths, whilst Adrian had slowed with a broken gearbox. Andy Schulz was trying desperately to hold off the attention of the ever closing Peter Stock with Tony Lindsey-Dean right behind. Marc Amschwand and Peter Whiteman were settling to a bumper to bumper chase. Dave Barnes bringing up the rear was still getting to terms with his new car. Lap 6 and Tony Lindsey-Dean made a desperate inside move at Devils Elbow and just finds his way past Peter Stock and Andy Schulz and powered up the hill to chase Kevin Ginger for the lead. Pete Stock passed Andy Schulz as he experienced some misfiring and subsequently fell back down the grid. On lap 8 Tony Lindsey-Dean powered past Kevin Ginger to take the lead with Peter Stock closing on Kevin. John Sadler's Vitesse powered past the oiling Adrian Boyle and the bumper to bumper battle between Marc and

Peter in their Spitfires passed Andy Schulz who now seemed to be struggling to finish. The winner by 4 seconds was Tony Lindsey-Dean with Kevin Ginger second and newcomer Peter Stock a creditable third overall. John Sadler was 4th, Adrian Boyle 5th, Marc Amschwand 6th, Peter Whiteman 7th, Andy Schulz 8th and Dave Barnes 9th.



Having passed Kevin Ginger, Tony Lindsey-Dean heads for the chequered flag.

NEW LAP RECORDS, CLASS C: T. Lindsey-Dean 49.8s
CLASS A: Peter Stock 51.2s

POINTS POSITION	Points	Class
1. Tony Lindsey-Dean	16	C
2. Kevin Ginger	15	A
Adrian Boyle	15	B
4. Peter Stock	14	A
5. Dave Barnes	12	B
6. John Sadler	10	A
7. Mark Amschwand	9	A
8. Peter Whiteman	8	A
9. Andy Schulz	7	A

RESULTS British Automobile Racing Club London & Home Counties Centre



EVENT 2 TRIUMPH SPORTS SIX CLUB CHAMPIONSHIP RACE

EVENT	2 TRIUMPH SPORTS SIX CLUB CHAMPIONSHIP RACE
1	1 C 3 TONY LINDSEY-DEAN TR VITESSE 49.8
2	2 A 1 K KEVIN GINGER TR SPITFIRE 51.2
3	3 A 2 P PETER STOCK TR DOMINATOR 51.2
4	4 A 3 J JOHN SADLER TR VITESSE CONV 51.9
5	5 B 1 A ADRIAN BOYLE TR VITESSE 52.1
6	6 A 4 M MARC AMSCHWAND TR SPITFIRE 52.1
7	7 A 5 P PETER WHITEMAN TR SPITFIRE 52.1
8	8 A 6 D DAVID BARNES TR SPITFIRE 52.1
9	9 B 2 S SJOHN WOLFE TR SPITFIRE 52.1
10	10 A 7 J JOHN SADLER TR VITESSE 52.1
11	11 A 8 A ADRIAN BOYLE TR VITESSE 52.1
12	12 A 9 M MARC AMSCHWAND TR SPITFIRE 52.1
13	13 A 10 P PETER STOCK TR SPITFIRE 51.9
14	14 A 11 K KEVIN GINGER TR SPITFIRE 51.9
15	15 A 12 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
16	16 A 13 J JOHN SADLER TR VITESSE 51.9
17	17 A 14 A ADRIAN BOYLE TR VITESSE 51.9
18	18 A 15 M MARC AMSCHWAND TR SPITFIRE 51.9
19	19 A 16 P PETER WHITEMAN TR SPITFIRE 51.9
20	20 A 17 D DAVID BARNES TR SPITFIRE 51.9
21	21 A 18 S SJOHN WOLFE TR SPITFIRE 51.9
22	22 A 19 J JOHN SADLER TR VITESSE 51.9
23	23 A 20 A ADRIAN BOYLE TR VITESSE 51.9
24	24 A 21 M MARC AMSCHWAND TR SPITFIRE 51.9
25	25 A 22 P PETER STOCK TR SPITFIRE 51.9
26	26 A 23 K KEVIN GINGER TR SPITFIRE 51.9
27	27 A 24 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
28	28 A 25 J JOHN SADLER TR VITESSE 51.9
29	29 A 26 A ADRIAN BOYLE TR VITESSE 51.9
30	30 A 27 M MARC AMSCHWAND TR SPITFIRE 51.9
31	31 A 28 P PETER WHITEMAN TR SPITFIRE 51.9
32	32 A 29 D DAVID BARNES TR SPITFIRE 51.9
33	33 A 30 S SJOHN WOLFE TR SPITFIRE 51.9
34	34 A 31 J JOHN SADLER TR VITESSE 51.9
35	35 A 32 A ADRIAN BOYLE TR VITESSE 51.9
36	36 A 33 M MARC AMSCHWAND TR SPITFIRE 51.9
37	37 A 34 P PETER STOCK TR SPITFIRE 51.9
38	38 A 35 K KEVIN GINGER TR SPITFIRE 51.9
39	39 A 36 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
40	40 A 37 J JOHN SADLER TR VITESSE 51.9
41	41 A 38 A ADRIAN BOYLE TR VITESSE 51.9
42	42 A 39 M MARC AMSCHWAND TR SPITFIRE 51.9
43	43 A 40 P PETER STOCK TR SPITFIRE 51.9
44	44 A 41 K KEVIN GINGER TR SPITFIRE 51.9
45	45 A 42 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
46	46 A 43 J JOHN SADLER TR VITESSE 51.9
47	47 A 44 A ADRIAN BOYLE TR VITESSE 51.9
48	48 A 45 M MARC AMSCHWAND TR SPITFIRE 51.9
49	49 A 46 P PETER WHITEMAN TR SPITFIRE 51.9
50	50 A 47 D DAVID BARNES TR SPITFIRE 51.9
51	51 A 48 S SJOHN WOLFE TR SPITFIRE 51.9
52	52 A 49 J JOHN SADLER TR VITESSE 51.9
53	53 A 50 A ADRIAN BOYLE TR VITESSE 51.9
54	54 A 51 M MARC AMSCHWAND TR SPITFIRE 51.9
55	55 A 52 P PETER STOCK TR SPITFIRE 51.9
56	56 A 53 K KEVIN GINGER TR SPITFIRE 51.9
57	57 A 54 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
58	58 A 55 J JOHN SADLER TR VITESSE 51.9
59	59 A 56 A ADRIAN BOYLE TR VITESSE 51.9
60	60 A 57 M MARC AMSCHWAND TR SPITFIRE 51.9
61	61 A 58 P PETER STOCK TR SPITFIRE 51.9
62	62 A 59 K KEVIN GINGER TR SPITFIRE 51.9
63	63 A 60 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
64	64 A 61 J JOHN SADLER TR VITESSE 51.9
65	65 A 62 A ADRIAN BOYLE TR VITESSE 51.9
66	66 A 63 M MARC AMSCHWAND TR SPITFIRE 51.9
67	67 A 64 P PETER STOCK TR SPITFIRE 51.9
68	68 A 65 K KEVIN GINGER TR SPITFIRE 51.9
69	69 A 66 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
70	70 A 67 J JOHN SADLER TR VITESSE 51.9
71	71 A 68 A ADRIAN BOYLE TR VITESSE 51.9
72	72 A 69 M MARC AMSCHWAND TR SPITFIRE 51.9
73	73 A 70 P PETER STOCK TR SPITFIRE 51.9
74	74 A 71 K KEVIN GINGER TR SPITFIRE 51.9
75	75 A 72 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
76	76 A 73 J JOHN SADLER TR VITESSE 51.9
77	77 A 74 A ADRIAN BOYLE TR VITESSE 51.9
78	78 A 75 M MARC AMSCHWAND TR SPITFIRE 51.9
79	79 A 76 P PETER STOCK TR SPITFIRE 51.9
80	80 A 77 K KEVIN GINGER TR SPITFIRE 51.9
81	81 A 78 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
82	82 A 79 J JOHN SADLER TR VITESSE 51.9
83	83 A 80 A ADRIAN BOYLE TR VITESSE 51.9
84	84 A 81 M MARC AMSCHWAND TR SPITFIRE 51.9
85	85 A 82 P PETER STOCK TR SPITFIRE 51.9
86	86 A 83 K KEVIN GINGER TR SPITFIRE 51.9
87	87 A 84 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
88	88 A 85 J JOHN SADLER TR VITESSE 51.9
89	89 A 86 A ADRIAN BOYLE TR VITESSE 51.9
90	90 A 87 M MARC AMSCHWAND TR SPITFIRE 51.9
91	91 A 88 P PETER STOCK TR SPITFIRE 51.9
92	92 A 89 K KEVIN GINGER TR SPITFIRE 51.9
93	93 A 90 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
94	94 A 91 J JOHN SADLER TR VITESSE 51.9
95	95 A 92 A ADRIAN BOYLE TR VITESSE 51.9
96	96 A 93 M MARC AMSCHWAND TR SPITFIRE 51.9
97	97 A 94 P PETER STOCK TR SPITFIRE 51.9
98	98 A 95 K KEVIN GINGER TR SPITFIRE 51.9
99	99 A 96 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
100	100 A 97 J JOHN SADLER TR VITESSE 51.9
101	101 A 98 A ADRIAN BOYLE TR VITESSE 51.9
102	102 A 99 M MARC AMSCHWAND TR SPITFIRE 51.9
103	103 A 100 P PETER STOCK TR SPITFIRE 51.9
104	104 A 101 K KEVIN GINGER TR SPITFIRE 51.9
105	105 A 102 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
106	106 A 103 J JOHN SADLER TR VITESSE 51.9
107	107 A 104 A ADRIAN BOYLE TR VITESSE 51.9
108	108 A 105 M MARC AMSCHWAND TR SPITFIRE 51.9
109	109 A 106 P PETER STOCK TR SPITFIRE 51.9
110	110 A 107 K KEVIN GINGER TR SPITFIRE 51.9
111	111 A 108 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
112	112 A 109 J JOHN SADLER TR VITESSE 51.9
113	113 A 110 A ADRIAN BOYLE TR VITESSE 51.9
114	114 A 111 M MARC AMSCHWAND TR SPITFIRE 51.9
115	115 A 112 P PETER STOCK TR SPITFIRE 51.9
116	116 A 113 K KEVIN GINGER TR SPITFIRE 51.9
117	117 A 114 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
118	118 A 115 J JOHN SADLER TR VITESSE 51.9
119	119 A 116 A ADRIAN BOYLE TR VITESSE 51.9
120	120 A 117 M MARC AMSCHWAND TR SPITFIRE 51.9
121	121 A 118 P PETER STOCK TR SPITFIRE 51.9
122	122 A 119 K KEVIN GINGER TR SPITFIRE 51.9
123	123 A 120 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
124	124 A 121 J JOHN SADLER TR VITESSE 51.9
125	125 A 122 A ADRIAN BOYLE TR VITESSE 51.9
126	126 A 123 M MARC AMSCHWAND TR SPITFIRE 51.9
127	127 A 124 P PETER STOCK TR SPITFIRE 51.9
128	128 A 125 K KEVIN GINGER TR SPITFIRE 51.9
129	129 A 126 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
130	130 A 127 J JOHN SADLER TR VITESSE 51.9
131	131 A 128 A ADRIAN BOYLE TR VITESSE 51.9
132	132 A 129 M MARC AMSCHWAND TR SPITFIRE 51.9
133	133 A 130 P PETER STOCK TR SPITFIRE 51.9
134	134 A 131 K KEVIN GINGER TR SPITFIRE 51.9
135	135 A 132 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
136	136 A 133 J JOHN SADLER TR VITESSE 51.9
137	137 A 134 A ADRIAN BOYLE TR VITESSE 51.9
138	138 A 135 M MARC AMSCHWAND TR SPITFIRE 51.9
139	139 A 136 P PETER STOCK TR SPITFIRE 51.9
140	140 A 137 K KEVIN GINGER TR SPITFIRE 51.9
141	141 A 138 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
142	142 A 139 J JOHN SADLER TR VITESSE 51.9
143	143 A 140 A ADRIAN BOYLE TR VITESSE 51.9
144	144 A 141 M MARC AMSCHWAND TR SPITFIRE 51.9
145	145 A 142 P PETER STOCK TR SPITFIRE 51.9
146	146 A 143 K KEVIN GINGER TR SPITFIRE 51.9
147	147 A 144 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
148	148 A 145 J JOHN SADLER TR VITESSE 51.9
149	149 A 146 A ADRIAN BOYLE TR VITESSE 51.9
150	150 A 147 M MARC AMSCHWAND TR SPITFIRE 51.9
151	151 A 148 P PETER STOCK TR SPITFIRE 51.9
152	152 A 149 K KEVIN GINGER TR SPITFIRE 51.9
153	153 A 150 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
154	154 A 151 J JOHN SADLER TR VITESSE 51.9
155	155 A 152 A ADRIAN BOYLE TR VITESSE 51.9
156	156 A 153 M MARC AMSCHWAND TR SPITFIRE 51.9
157	157 A 154 P PETER STOCK TR SPITFIRE 51.9
158	158 A 155 K KEVIN GINGER TR SPITFIRE 51.9
159	159 A 156 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
160	160 A 157 J JOHN SADLER TR VITESSE 51.9
161	161 A 158 A ADRIAN BOYLE TR VITESSE 51.9
162	162 A 159 M MARC AMSCHWAND TR SPITFIRE 51.9
163	163 A 160 P PETER STOCK TR SPITFIRE 51.9
164	164 A 161 K KEVIN GINGER TR SPITFIRE 51.9
165	165 A 162 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
166	166 A 163 J JOHN SADLER TR VITESSE 51.9
167	167 A 164 A ADRIAN BOYLE TR VITESSE 51.9
168	168 A 165 M MARC AMSCHWAND TR SPITFIRE 51.9
169	169 A 166 P PETER STOCK TR SPITFIRE 51.9
170	170 A 167 K KEVIN GINGER TR SPITFIRE 51.9
171	171 A 168 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
172	172 A 169 J JOHN SADLER TR VITESSE 51.9
173	173 A 170 A ADRIAN BOYLE TR VITESSE 51.9
174	174 A 171 M MARC AMSCHWAND TR SPITFIRE 51.9
175	175 A 172 P PETER STOCK TR SPITFIRE 51.9
176	176 A 173 K KEVIN GINGER TR SPITFIRE 51.9
177	177 A 174 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
178	178 A 175 J JOHN SADLER TR VITESSE 51.9
179	179 A 176 A ADRIAN BOYLE TR VITESSE 51.9
180	180 A 177 M MARC AMSCHWAND TR SPITFIRE 51.9
181	181 A 178 P PETER STOCK TR SPITFIRE 51.9
182	182 A 179 K KEVIN GINGER TR SPITFIRE 51.9
183	183 A 180 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
184	184 A 181 J JOHN SADLER TR VITESSE 51.9
185	185 A 182 A ADRIAN BOYLE TR VITESSE 51.9
186	186 A 183 M MARC AMSCHWAND TR SPITFIRE 51.9
187	187 A 184 P PETER STOCK TR SPITFIRE 51.9
188	188 A 185 K KEVIN GINGER TR SPITFIRE 51.9
189	189 A 186 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
190	190 A 187 J JOHN SADLER TR VITESSE 51.9
191	191 A 188 A ADRIAN BOYLE TR VITESSE 51.9
192	192 A 189 M MARC AMSCHWAND TR SPITFIRE 51.9
193	193 A 190 P PETER STOCK TR SPITFIRE 51.9
194	194 A 191 K KEVIN GINGER TR SPITFIRE 51.9
195	195 A 192 T TONY LINDSEY-DEAN TR SPITFIRE 51.9
196	196 A 193 J JOHN SADLER TR VITESSE 51.9
197	197 A 194 A ADRIAN BOYLE TR VITESSE 51.9
198	198 A 195 M MARC AMSCHWAND TR SPITFIRE 51.9
199	199 A 196 P PETER STOCK TR SPITFIRE 51.9
200	200 A 197 K KEVIN GINGER TR SPITFIRE 51.9

British Automobile Racing Club London & Home Counties Centre



LYDDEN 1000 CIRCULAR SUNDAY MARCH 29 1992

event no 2 TRIUMPH SPORTS SIX CLUB CHAMPIONSHIP RACE

start time 15:00 10 Laps

pos	cl	no	entrant/driver	car	time	mph	laps	d/lap
1	C	3	TONY LINDSEY-DEAN	TR VITESSE	49.8	68.0	10	49.8
2	A	1	KEVIN GINGER	TR SPITFIRE	51.2	60.5	10	51.2
3	A	2	PETER STOCK	TR DOMINATOR	51.2	60.5	10	51.2
4	A	3	JOHN SADLER	TR VITESSE CONV	51.9	60.5	10	51.9
5	B	1	ADRIAN BOYLE	TR VITESSE	52.1	60.5	10	52.1
6	A	4	MARC AMSCHWAND	TR SPITFIRE	52.1	60.5	10	52.1
7	A	5	PETER WHITEMAN	TR SPITFIRE	52.1	60.5	10	52.1
8	A	6	ANDY SCHULZ	TR SPITFIRE	52.1	60.5	10	52.1
9	B	2	DAVID BARNES	TR SPITFIRE	52.1	60.5	10	52.1

non-finishers: best lap 51.2

non-starters:

non-qualifiers:

fastest lap	time	m.p.h.
class A - 26 PETER STOCK	51.2	68.0
class B - 2 ADRIAN BOYLE	52.1	60.5
class C - 3 TONY LINDSEY-DEAN	49.8	68.0
class D - 8 COLIN PENDLE	51.2	60.5

class winners
A no 1
B no 2
C no 3
D no 8

weather conditions DRY & SUNNY

results issued at 16:15

Result subject to official confirmation. The London and Home Counties Centre of the BARC thanks you for entering today, wishes you a safe journey home, and looks forward to seeing you at our next meeting on APRIL 28

RESULTS

A·N·G·L·I·A·N · T·R·I·U·M·P·H · S·E·R·V·I·C·E·S

Crossways Garage, Loddon Road, Ditchingham, Norfolk NR35 2QY Norfolk

EAST ANGLIA'S LEADING TRIUMPH SPECIALIST



TEL: 0 9 8 6 / 8 9 5 3 8 7

FAX: 0 9 8 6 / 8 9 6 8 6 0



ALL OUR PRICES INCLUDE VAT. NO HIDDEN EXTRAS.

Our brand new purpose built garage is already busy, currently restoring Triumph TR4A, TR5, TR250, 13/60 convertible and Spitfire MkIII. We pride ourselves on the quality of our work which is available for inspection during opening hours. We recommend a phone call or visit to discuss your requirements.

On the large forecourt we always have a good selection of Club cars for sale. At present we have 2 Herald convertibles, a TR4A, a Spitfire MkIV and a TR5, with more stock arriving daily.

All our parts are bought directly from the manufacturers, maintaining a large discount which is passed on to you, the customer. Our Mail Order Department sends your order same day if required and we stock every part available. We also have several vehicles being dismantled for the economy conscious owner.

OUR OPENING HOURS ARE:-

Monday-Friday 9am-5.30pm. Saturday 9am-3.00pm. Sunday. Appointment only.

PANELS — SPITFIRE MKIV/1500, GT6 MkIII

1. Front wing	£36.00
2. Door skin	£18.00
3. Outer sill, Genuine Rover Group	£35.00
4. Boot floor	£40.00
5. Full floorpan	£30.00
6. Rear valance	£27.00
8. Rear wing, genuine Rover group	£117.00

Inc. VAT



ALL OTHER PANELS STOCKED

STEERING AND SUSPENSION, SPITFIRE/GT6/VITESSE/HERALD

1. Front trunnion (Stanpart)	£15.00
2. Track rod end	£5.95
3. Top ball joint	£9.50
4. Front shock absorber	£22.00
5. Rear shock absorber (not GT6)	£20.00
6. Rear spring, Spitfire MkIV/1500, GT6 MkIII	£60.00
7. Steering rack (exchange)	£30.00
8. Alloy rack mounting kit	£20.00

Inc VAT



TRIM — SPITFIRE MKIV/1500, GT6 MkIII

1. Pair door trim panels	£35.00
2. Pair PVC door cappings	£20.00
3. Rear wheel arch panel kit	£35.00
4. Pair sun visor	£22.00
5. Carpet set (economy)	£65.00
6. Carpet set (moulded)	£120.00
7. Seat cover kit	£75.00

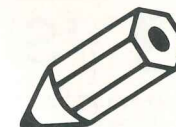
Inc VAT



ALL PRICES INDICATED INCLUDE VAT

ANGLIAN TRIUMPH SERVICES, FIRST IN NORFOLK FOR TRIUMPH

Pen to Paper



THE clutch slave cylinder on the Vitesse MkII I'm restoring was decidedly naff, covered in crystals and other gunge like a U/S battery terminal. At around £40/£50 a cylinder (a price only to be described as sheer profiteering (how about an explanation, Girling, tell us why?), desperate measures needed taking.

So I have to admit I've just put WET-AND-DRY paper up the bore to clean and refurbish it. Result: One perfect bore (the slave, not me). Of course you have to do it properly, one split stick, plenty of cotton tee-shirt strips, with 1200 grade wet and dry to clean it up with a final polish with T-cut, and of course, all done with the electric drill.

The bore is perfect, no blemishes, no scores, and a shine better, I suggest, than the manufacturers own. Trouble is I don't know whether the new bore is round, parallel, OR SAFE.

The purpose of this letter is not to recommend such actions, nor to expose my stupidity, but to ask why the Club cannot find a reputable

engineering company who can do the same job properly.

A two or three thou. increase in bore diameter is neither here nor there — new seals differ by more than that depending on whose rebuild kit you use, and if necessary a new piston could be produced to support the seal. The cost has to be far far less than the new cost quoted earlier, and over-bored cylinders could always be stamped with the oversize should it be felt undesirable to overbore twice. . . . SO, can somebody tell me please, why can't hydraulic cylinders be re-cycled by overboring?

Derek Wallace-Holman

UNKEMPT AND LONELY!

Do you live in my area? Would you like to meet other owners for help/advice/sympathy? Could you help or advice others? Maybe you'd just like an evening out with some fellow enthusiasts? . . . If so, read on

I am a novice Spitfire 1500 owner, having acquired a somewhat unkempt black 1500 last summer. Since joining the TSSC I have had every intention of attending an Area Meeting. However as my nearest are 30/40 miles away, I've never made it!

The only solution appears to be to contact my local members. ARE YOU OUT THERE?

Particularly, brown Spitfire frequently seen travelling along the A41 in the mornings, white GT6 seen in Hemel Hempstead, blue Spitfire seen in Berkhamsted (your road spring makes mine look healthy!). Also in Berkhamstead a red

Spitfire and a green Herald (plus all you others I've yet to spot).

If you are interested in meeting and maybe even forming an Area group, contact me at the address below. I look forward to hearing from you all.

P.S. Any Area Organisers with advice etc, please do not hesitate to write!!

Malcolm Smith,
41A Lower Kings Road,
Berkhamstead, Herts.
HP4 2AB.

FIND YOU ALL AT THE AXE AND CLEAVER... (T.I.)

THE 'Tommy The Triumph' cartoon strip has appeared regularly in 'The Courier' for the past couple of years, and as far as I am aware, no-one has yet written to your magazine in praise of the strip.

I wish to set that point right immediately! I think Tommy The Triumph is wonderful, the best part of the magazine, the bit I turn to first, and my whole reason for being a member of the TSSC! Brilliant — keep it up!

You may think I am slightly biased — probably, as I'm the person that draws the thing

Yours Sincerely, Tommy The Triumph
P.S. I promise to find you all that Axe and Cleavage soon, Lindy



'SPITBITS'



We have the largest stock of used Spitfire/GT6 parts in the country, all off the shelf, if you can find any other trader cheaper, we will refund the difference.

1500 gearbox	£45	£59.00. Our tops come with stitch-
All wheels	£5	ed/welded seams for extra strength,
MkIV chassis	£85	rear zip window and all fittings to fit,
MkIV back light unit comp.	£8	made to original British Leyland design.
Alternators	£8	
Starters	£5	MkIV front ¼ valances each
Rear leaf springs, all models	£15	£17
Propshafts, none o/drive	£15	MkIV orig. BL inner door handles £16
Bumpers MkIV front/back from	£35	Spit, GT6 door to glass weather
Anti roll bars	£5	strips, each
Petrol tank	£15	£6.50
Susp. units, complete with w/bones,		Carpet sets, good quality, from
vertical links, stub axles, disc, spring		only
and shocks, only	£25	£45
MkIV wiper motors	£12	Check seat covers, original B.L., black
MkIV headlight cowls	£12	only, per pair £75, or per pair bases
Bonnet side catches	£8	only
Doors, Spit & GT6 compl. from	£25	£25
Cables, speedo, tach, choke,		NEW LINE - Soft top, popper fixing
throttle, all, each	£2	tool, only
MkIV front grille	£8	£3.50
MkIV light stalks	£5	Chrome air filters, per pair
		£9.50
		Front bottom trunnion
		£12
		Universal joints, only
		£6
		Outer full sills, good quality
		£12
		MkIV/GT6 MkIII front wings
		£39
		MkIV/GT6 MkIII rear wings
		£98
		Sill extension
		£7
		Rear wing, corner repair
		£9.50
		Carpets, pair front footwells
		£15
		Door draught excluder, original
		(Furflex) per metre
		£6

'NEW PARTS AVAILABLE'

Top quality soft tops all models, Herald, Vitesse, black, tan or white from only

If the part you require is not listed here, please ring, I'm sure we will have it somewhere amongst our tons of used parts.

WE TAKE ACCESS AND VISA AND CAN DELIVER NEXT DAY IF REQUIRED, OUR STORES IS LESS THAN 5 MINUTES FROM JUNCTION 11-M4 BUT PLEASE RING FOR OPENING TIMES AND AVAILABILITY.

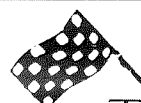
POSTAL ADDRESS ONLY
Jingles Farm, New Mill Road,
Finchamstead, Berks
RG11 4QT. TEL:
0734 732648

Spitfires, GT6s bought and sold,
any condition.
'SPITBITS'
The Only Name to Remember

MASSIVE STOCKS OF NEW & SECONDHAND SPARES



SPITFIRE
HERALD



Wins & Co

THE SUPPLIER IN THE SOUTH

Tel: 0342/836060

MAY OFFERS

ALL PRICES INCLUDE VAT

NEXT DAY
DELIVERY



GT6
VITESSE

SPITFIRE INTERIOR IV/1500

Interior trim kits (2 door panels/2 quarter panels/rear panel)	£77.00
Carpet sets, top quality	£70.00
Seat covering kits, 2 seats (MkIII also available)	£92.50
Furflex draught excluder	£14.00 each
Outer door weatherstrips	£7.00 each
Boot seal	£8.50
Soft top front seal	£6.90. Wood slat luggage rack ..
Fibreglass tunnel	£17.00

BRAKES — STEERING — SUSPENSION, SPITFIRE & HERALD

Front discs	£14.68	Front trunnions	£16.50	Bush kit	£4.50
Front pads ..	£8.00	Wishbone bushes ..	£1.10 each	Spax rear shocks ..	£30.00 each
		Steering lower joint	£18.80		

ALSO AVAILABLE: panels, hoods, lighting, switches, bushes, track rod ends, ball joints, hoses, exhausts, wheels, wiper motors, manifolds, carbs, engines, diffs, gearboxes, drive shafts, props, leaf springs, sun visors, recon doors £90 all models, speedos, rev counters, temp/fuel gauges. **IN FACT EVERYTHING YOU MAY NEED.**

★ NEW PREMISES ★
**WINS & CO, UNIT 17C, HOBBS
IND. ESTATE, NEWCHAPEL, nr.
LINGFIELD, SURREY, DH7 6HL**

BODY

BODY REMOVAL

HERALD 1200 AND VITESSE

The body may be removed from the frame as a unit or by removing individual sections as described in the following pages.

To remove the complete unit, the procedure is as follows:—

Remove the battery, drain the cooling system and disconnect the water hoses from the heater.

Disconnect:

The cables from the front end lighting, horns and stop lamp switch.

Fuel pipe from the tank.

Starter motor cable from the solenoid.

Cables from the temperature gauge transmitter, distributor and oil pressure switch. Unclip the cable harness from the chassis frame.

Hydraulic pipes from the master cylinders.

Speedometer drive cable from the rear of the instrument panel and pull the cable into the engine compartment.

Remove:

Air cleaner and release the accelerator and choke controls from the carburettor.

Both sill panels and fit the reinforcement plate (Fig. 2), using four ¼" bolts with nuts and washers. In this example, the plates were made from 1" (25 mm.) angle iron.

The rear handbrake cable from the compensator (Fig. 3).

Clamp bolt from the steering coupling and pull the inner column clear of the coupling.

Carpets and seats.

Knob from the gear change lever and remove the gearbox cover (see page 2-205).

Bolts securing the body to the chassis.

The location of the bolts is shown on Fig. 7.

The body is now free to be lifted off the frame.

The method of lifting the body will be determined by the equipment available.

Fig. 1 shows two hoists in use. The hooks under the rear wheel arches are padded to prevent damage to the paintwork.

To refit—reverse the removal procedure.

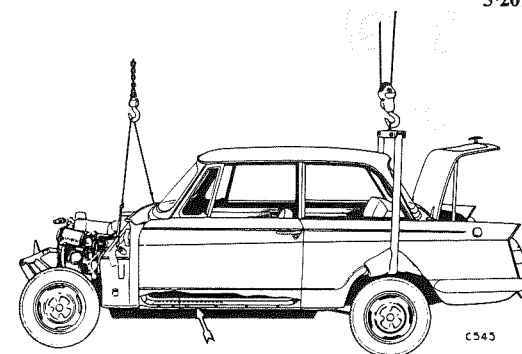


Fig. 1. Lifting the body

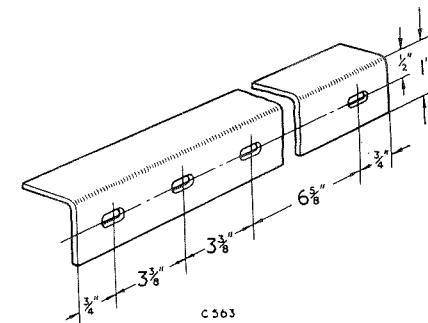


Fig. 2. Sill reinforcement plate dimensions

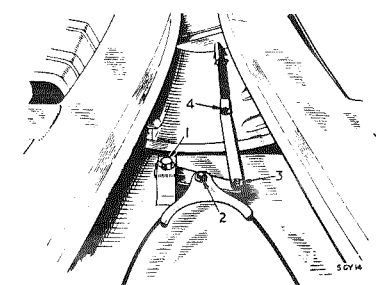
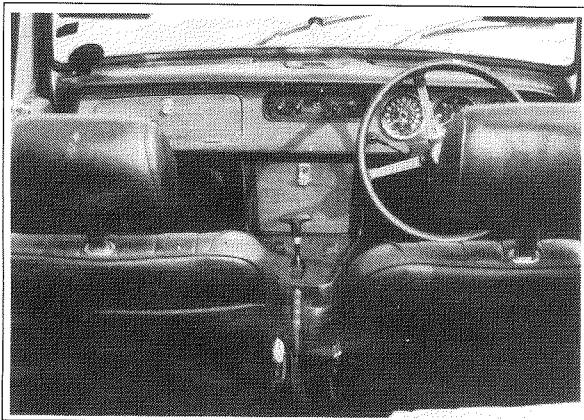


Fig. 3. Handbrake cable attachment

'BODY OFF' HERALD/VITESSE —

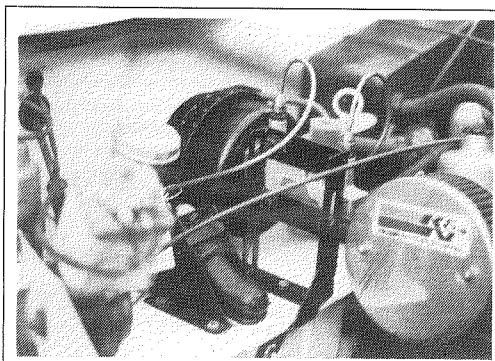
Mr Malcolm Hill of Northampton sends in this rather enlightening page of information on the above subject.

AUTOMATIC TRANSMISSION FOR A 2 LITRE VITESSE Tom Longley



I feel I must respond to a letter in the April Courier, from M A Poynter, regarding the possibility of converting a 2 Litre Vitesse to automatic transmission. I have one of the few automatic Vitesse in existence and have carried out all the necessary modifications to the car, except for the chassis alterations as I was fortunate enough to find a dealer-modified chassis through the Courier classified advertisements.

I would be glad to pass on any information regarding the conversion to Mr Poynter. I do not know if he has seen the Vitesse 'Turning Circle' No. 14, October 1989, in which there is an article about my automatic Vitesse, but I would imagine he has not as he asks in his letter whether it is possible to convert a Vitesse. I found it a very enjoyable and rewarding project and the resulting car is great to drive — but I would say that as I'm totally biased! Anyone who remembers the above mentioned 'Turning Circle' article, called 'Changing up to Automatic', may be interested in an update of the antics of the car. VGX 175G has been 'off the road' for the winter and is awaiting a re-conditioned pair of brake calipers and a pair of new discs. I have located a tiny oil cooler for the transmission, which is small enough to fit in the space between the oval cut out in the front valance and the radiator. Despite being incredibly small I would imagine it will be able to cope with the Vitesse as it's the type fitted to Rolls Royce Silver Shadows! (a bit of name dropping there!). Since I use the car for towing quite regularly I think this is quite a necessary item. . . . I have built a steel transmission tunnel cover, using a Dolomite 1850 one as a starting point, to replace the fatty cardboard one original to the car. This is a vast improvement because it is so rigid and will (hopefully) not fall apart like the cardboard ones often do. Last year the car received two new wings, one



front and one rear, and a bonnet front corner piece — a vast improvement. One day I'll get around to respraying her — but the shock to the system might be to great — for me, the car and most of Surrey area!

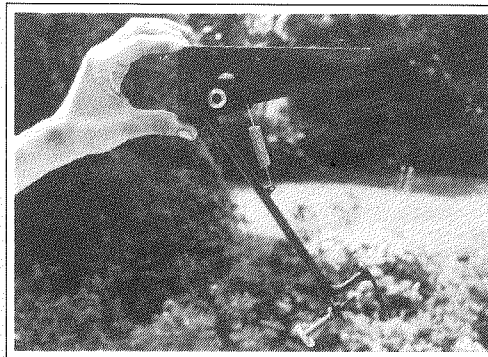
Also last year I discovered I had been running her with the wrong distributor, a Mk1 instead of a MkII. I found this out quite by chance talking to someone at last year's International Week-end (thanks Mick). I immediately changed the distributor for the correct MkII item which I fortunately had stashed away amongst my spare parts.

The resulting increase in performance was quite staggering. Six cylinder distributors seem to get transferred from car to car over Vitesse, TR5s, TR6s, 2000s and 2500s, but of course they

are not the same and when applied to the wrong engine are almost certain to decrease the performance. So if your car lacks performance that no amount of tuning will put right, check you have the right distributor — it took me five years before I found out mine was the wrong one!

The Vitesse organ type accelerator pedal had to be replaced with a modified pendant pedal from a MkIII Spitfire.

The Vitesse pedal and cable just could not cope with the extra stresses used for 'kickdown'.



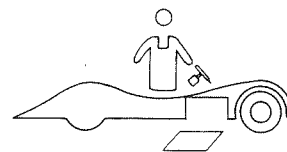
Modified MkIII Spitfire accelerator pedal.

I welded the Spitfire pedal bracket inside a brake/clutch pedal bracket and bolted that to the bulkhead. The brake/clutch bracket helps to spread the load over a greater area. This arrangement makes for a very robust pedal and allows the stronger Triumph 2000 cable to be used, which can of course cope with 'kickdown'. . . . I rebuilt the Girling Powerstop brake servo which had been original equipment on the automatic Vitesse. This has a unique bracket arrangement because of the extra space on the bulkhead where the clutch master cylinder would normally reside.

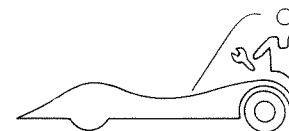
I am now building a centre console based on a Triumph 2000 Mk1 unit. This is quite a task because everything has to be removable in order to obtain access to the gearbox below. At the end of the Turning Circle article, I asked for information about any other special order automatic Club cars. The response was limited, due to the small number of factory or otherwise converted cars. One was a Vitesse 1600 prototype which I am told by its owner, was sadly rotted beyond repair. The other, also a Vitesse, was a reported sighting of a MkII 2 Litre with ZF gearbox. Any further information would be gratefully received.

2 Hermitage Lane London SE25

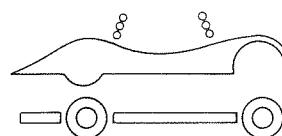
081-654 2211



• Full Body Shop • Jig Facilities



• MOT & Repairs • Service & Tuning



• Chassis Repairs • Hoods & Repairs



• Cars Bought & Sold • 24 Hour Recovery

L & M Motors
CLASSIC & SPORTS
CAR SPECIALISTS



NEWTON COMMERCIAL INTERIOR SPECIALISTS

TRIUMPH HERALD- VITESSE—SPITFIRE BLACK MOULDED CARPET SETS

Our moulded Spitfire and GT6 carpet sets have proved to be very popular ever since we introduced them a couple of years ago. Utilising the experience and technology we learned from the development and customer feedback of these sets, we have now completed development of a set of moulded carpets for the Herald-Vitesse range, which have been unavailable for the past twenty years or so. The transmission tunnel and front footwells are moulded to fit precisely in the intricate body shape Triumph so interestingly designed in the late 1950's. The rear carpet piece is the same as the original with carpet laminated to felt with the carpet edges turned under. Each kit comes with a set of useful fitting tips and all necessary fitting clips. These carpet sets compliment the rest of the comprehensive range of interior trim we manufacture for all these cars. For further information please send a large A4 SAE with 28p stamp, stating exactly which model and colour of trim you require.

NEWTON COMMERCIAL

Eastlands Industrial Estate,
Leiston, Suffolk IP16 4LL

Tel: 0728 832880

Facsimile No:
0728 832881



COURIER MAGAZINE



BINDERS

KEEP YOUR COURIER TIDY!

Top Quality
Binders Each
Holding 12
Issues of the
Courier Magazine

SPECIAL OFFER

One £5.95
Two £11.50
Three £17.00
Four £22.50

All orders to
Triumph Bookshop
PO Box 28, Market
Harborough, LE16 7FX

TEL: ORDERS
0858 434424



OPEN MON-FRI 9-6 SAT 9-4
TEL (0935) 851159

SOMERSETS No1 TRIUMPH CENTRE

- ROAD & RACING ENGINES BUILT TO ORDER
- BREAKDOWN & RECOVERY (NOT 24 HR)
- GENERAL CAR MAINTENANCE & SERVICING
- PARTS DEPT. MOST PARTS STOCKED, RING FOR DETAILS.

LET US QUOTE FOR ALL
YOUR REQUIREMENTS LARGE
OR SMALL. FOR INFORMATION
ASK FOR EDDIE OR RUSSELL

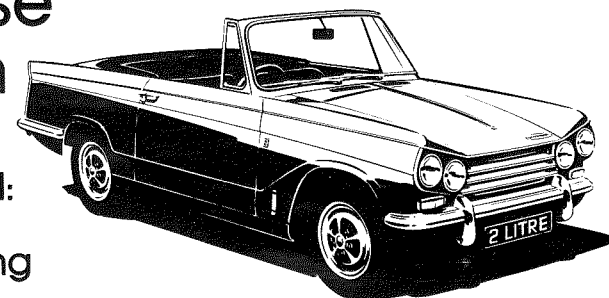
**FORE STREET, WEST CAMEL,
YEOVIL, SOMERSET, BA22 7QW**

YEO/CB/1191

Herald/Vitesse Restoration

Peter Williams

Restoration Special:
Front seat
upholstery recovering



Part 16

By far the most exciting news this year for Herald and Vitesse enthusiasts was the launch in February of Newton Commercial's Herald/Vitesse trim range. So, instead of the planned rear driveshafts article (now rescheduled for print in a couple of months time) we thought it would be more in keeping with the event to find out and to show you how easy (or difficult) it is to refurbish your front and rear seats. Hence this restoration special. Front seats this month, rear seats next.

As mentioned in this month's *Spotlight*, Newton Commercial's new range of Herald and Vitesse trim covers saloon and convertible front and rear seat covering kits, door and rear trim panels, toe and other millboards, boot floor coverings, sound deadening kits and moulded carpet sets. Trim colours, dependant on the model of car, are available in black, matador red, midnight blue (Herald 1200, 12/50), shadow blue (Herald 13/60, Vitesse) and light tan. The carpets are available in black only. Newton Commercial have invested significantly in this new range and all of the trim has been developed and produced in-house to match the original specifications. Fabrication uses the latest technology.

Over the next two months we'll be showing you how to recover both the front (this month) and the rear seats of your car. Instructions are provided with the covering kits which are in general fine though I found them a little confusing in places. However, we found that recovering the seats in a Herald or Vitesse is easily within DIYer's capabilities as the following series of photos show. The article is based on recovering Vitesse Mk.2 seats. Though some details differ, the main techniques shown should be equally valid for the whole Herald/Vitesse range.

It should be noted that it appears that two types of seat were used in late Vitesse's, the bases are exactly the same but some feature frame backs with side springs (covered with thin padding) in order to produce the con-

toured shape whereas the other type feature seat backs with thick contoured foam padding with no additional side springs. The type of seat can be checked by running a tape measure across the top of the seat and measuring the distance from the top of the flutes on the front of the squab (the bit you rest your back on) to the seam a few inches down at the back. On the spring wire side type the measurement should be 345mm and on the non spring type the same measurement is about 290mm. Alternatively, unclipping and sliding up the squab upholstery takes but a few minutes and the type of seat is then immediately obvious. In any case, and with any seat it's a good idea to dismantle the seat trim before ordering any new seat covering kit as for instance, you may or may not need some of the foams, wadding or base diaphragm.

The order of the job firstly is to carefully strip the old upholstery from the donor seat. You'll find that the seat base cover is glued to the base foam in a few well defined areas. It's a good idea to carefully peel the old cover from the foam taking note of exactly where the glue went on the original. Fitting the new seat covers follows the same basic routine as followed by Standard Triumph with only minor differences due to the slightly different internal construction of the new trim as compared to the old. Once separated, the chances are that you'll need a new base foam as the old 'Dunlopillo' will no doubt be rather worn. The replacement modern foam takes the form of a main base

plus two thigh pad 'wings' which make up the shape of the seat just as the style of the original. Base diaphragms can also split and it's interesting to note that if required, the new diaphragms supplied are the very same as the original. So, on to the work photo style.

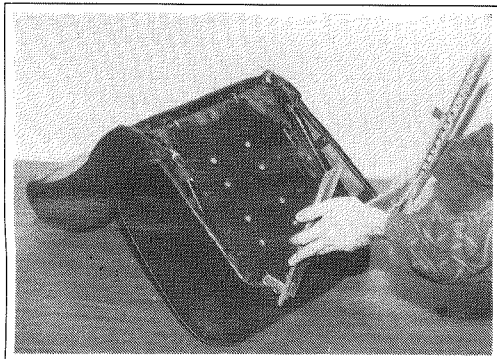


Figure 1. With the seat out of the car, undo the two relevant bolts and remove the seat runners.

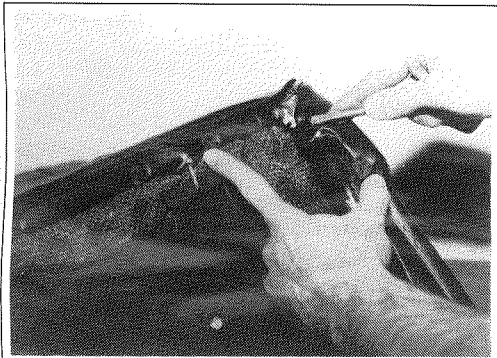


Figure 2. The backrest upholstery is secured to the tubular frame with 'C' clips and to the seat base frame with half a dozen push on clips. Hook each off with pliers or a screwdriver and ease out the rear flap. While you're at it, remove the similar clips which secure the base side skirts in place. Note that the clips at the back (which you'll find have to clip over three thicknesses of turned over material flaps) have a wider mouth than the clips that just hold the side skirts of the base cover in place.

SAFETY NOTE
WHEN USING ADHESIVES
MAKE SURE WORKING
AREA IS WELL
VENTILATED



Figure 3. With the first rear flap pulled out of the way, a white calico flap can then be seen. This is the clever bit of the squab - to be revealed later and is attached to the rear frame with a single centrally placed clip. Prise this off. Ease the calico out of the frame and then remove the final single clip which secures the seat base cover to the rear of the frame.

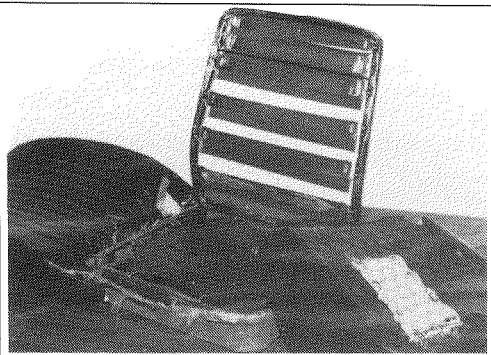


Figure 4. The squab and seat base upholstery can now be removed. During fitting of the new seat base, remove the lowest rubber squab strap to improve access. It simply clips in and out of a couple of holes each side. Don't forget to replace later on. One of my squab straps had a broken clip which was replaced by making one up out of a piece of wire coat hanger. No doubt you can buy them but my solution is, I think more fun.

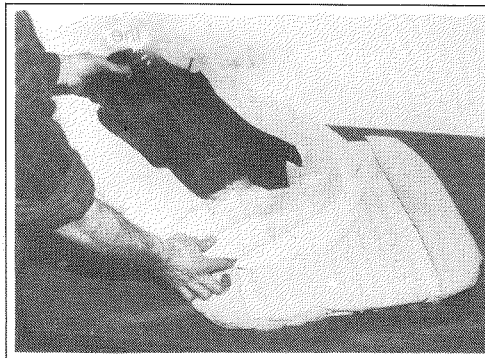


Figure 5. Carefully separate the seat cover from the foam, taking note of where glue has been applied.

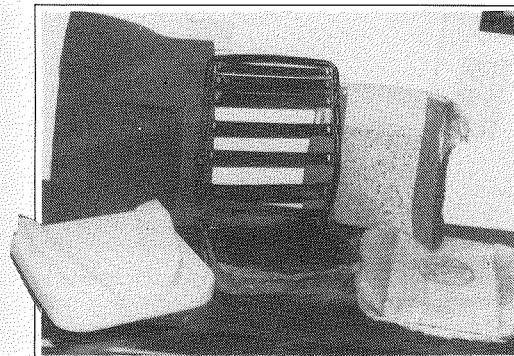


Figure 6. Old and some of the new parts that may be required. From left to right: new three piece base foam set (not yet assembled), new (thin) squab foam (spring sides seat back type), seat frame (non spring sides type), original thick contoured foam back (non spring sides type, the plastic bags on the top shoulders are original - they help the trim slip over the foam on assembly), original assembled three piece base foam.

The first operation towards fitting the new base cover is to glue the cover to the main base foam. Leave the cover inside out while doing this and don't be tempted to turn it the right way out until after a few more operations. The base cover sits on the foam centralised left to right and with the front seam of the fluted (multiple padded stripes) section flush with the front edge of the foam. I think it's a good idea to measure the width of the fluted section and then draw a couple of front to rear lines on the foam to show where the outer edges of the flutes need to go. Next, apply adhesive onto the outermost two flutes of the underside of the cover plus more glue on the corresponding region on the foam. The cover should then be positioned on the foam and allowed to dry. This can be done with the foam out of the frame but I preferred to glue the foam to the frame first and then

glue the cover to the foam. This allows you to measure the gap along the rear between the edge of the flute seam to the inside of the frame tube upright. For the rear of the cover to be central this gap should be the same each side. So adjust to suit and when happy firm the cover onto the foam and allow to dry really thoroughly.

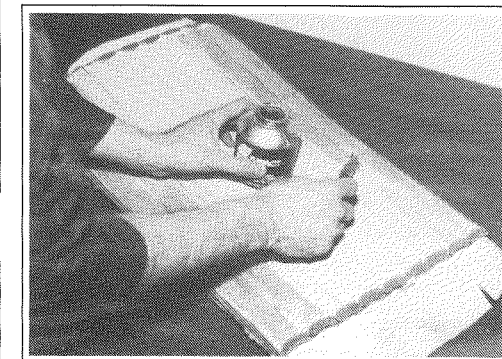


Figure 7. Apply glue to the outermost flutes on the underside of the cover and the corresponding area on the main base foam. I actually glued the outermost two flutes each side, probably a bit over the top. Carefully align as described in the main text, apply pressure and allow to dry thoroughly. For the glue, I used either standard Evostic or Evostick Time Bond, both gave good results.

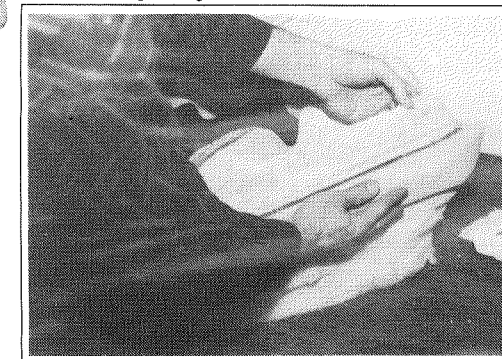


Figure 8. With the glue thoroughly set, offer in the contoured side wings so that their outer top edges align with the piped seams of the seat cover. When in the correct position, the bottom of the wings overhang the base foam by about an inch along the sides and at the front edge, and are butted up to the frame tubes at the rear. Once you're familiar with the position, remove and apply glue to the underside of the foam wings and the corresponding areas on the base foam only. Fix in place. The thin lower foam wrap should also be glued in place at this stage. Once everything's dry, apply glue to the short calico skirt (being held here) on the side facing the camera, turn it over and fix to the outside face of the foam wings and front edge of the base foam. Ensure the piped side seams of the cover sit neatly along the

outside edge of the wings. Don't apply any glue to the top of the wings or the corresponding area on the underside of the vinyl cover.

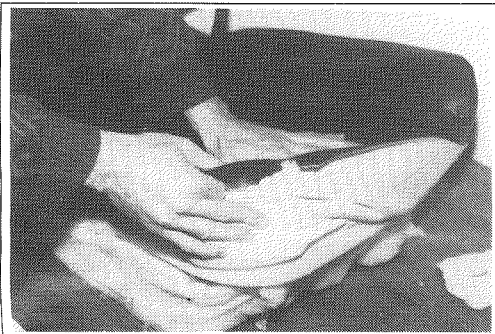


Figure 9. Finally, squash down the foam and turn the cover right side out at the sides...

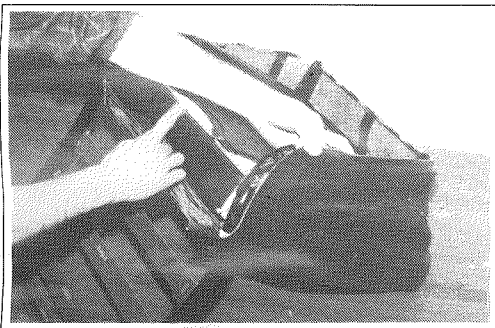


Fig. 10... secure at the back with a single centrally placed clip, gently stretch the main skirts and clip in place in the same way as the original - clips to the sides and a 'C' clip each side to the tubular frame.

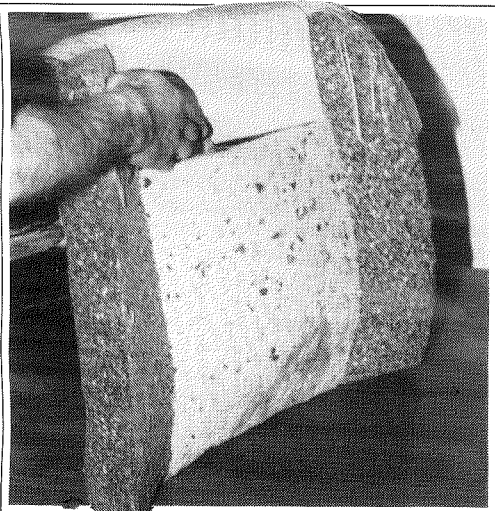


Figure 11. In close up, the foam back displays its

secrets. Both the thick contoured and thin foam types (see figure 6) have a slot here. Glue the foam onto the frame.

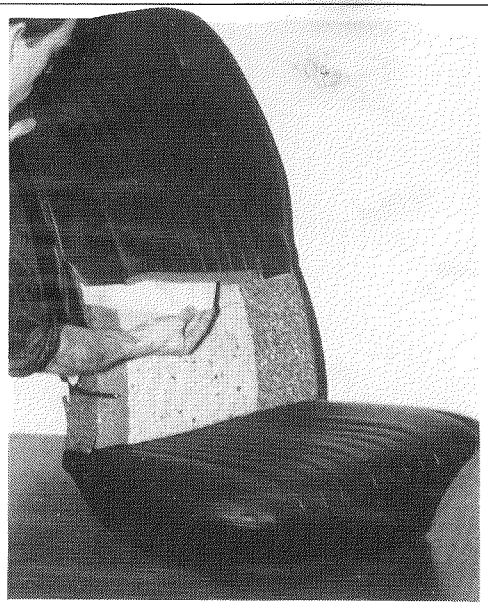


Figure 12. Inspect the inside of the squab cover and you'll find a sheet of calico fixed along the top seam but otherwise hanging loose. Slide the cover over the frame with this flap initially to the front as shown here. Now, stick your hand behind the front of the cover and push the calico sheet through the slot shown in figure 11. Lower the cover fully over the frame and manoeuvre the calico down between the rear of the foam and the squab straps.

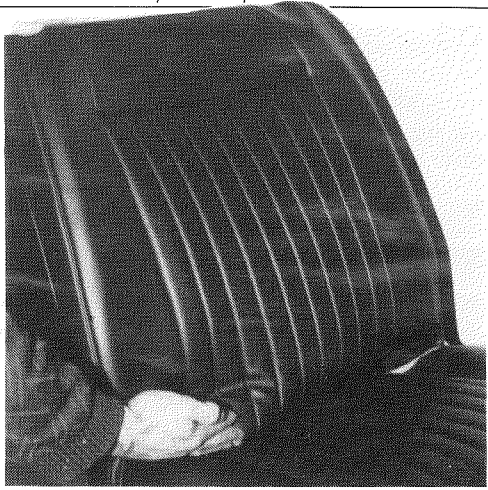


Figure 13. Pull the cover firmly down. The bottom front edge simply tuck behind the rear of the seat base.

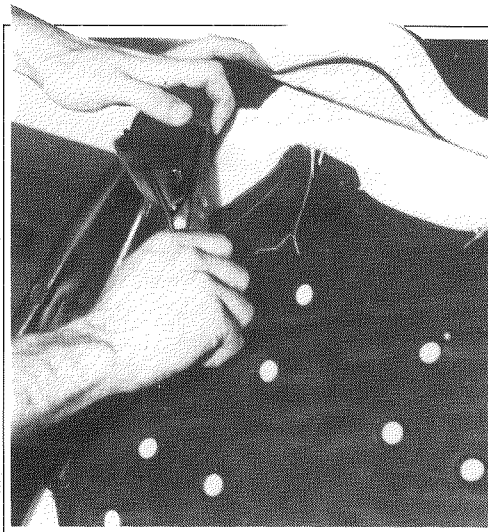


Fig. 14. Make sure the inner, side stiffening boards are pushed firmly to the top of their channel, roll the cover tails over the frame and secure each side with a couple of 'C' clips - push one end into the material and pull the clip over the frame with pliers. Check that the flutes of the squab line up with those on the base cover. If not the base can be moved slightly sideways to suit by removing the single rear clip and tensioning the foam/cover one way or the other. Reclip.

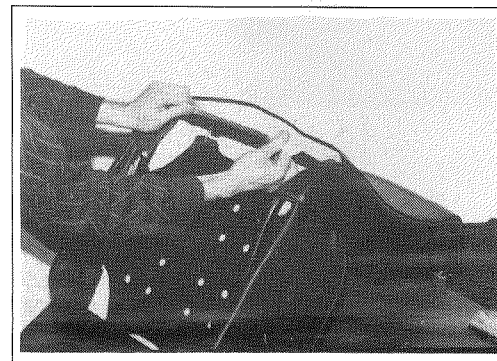


Figure 15. Now for the fun bit. Grip the calico sheet and pull firmly. This distorts the foam padding to give more shape to the top face of the seat squab. Check the shape and when happy secure the calico with a clip. The final rear flap of the squab cover can then be tensioned and clipped in place.

Next month: Rear seat recovering.

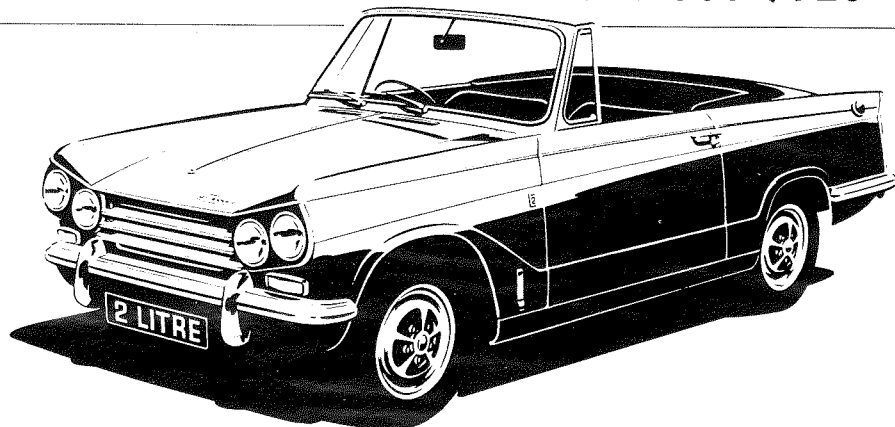
PS. All being well, I'm tempting providence here, the Vitesse restoration including trimming out the car as shown here should be complete and ready for the South of England Meet. As stated previously, the car has been prepared to be a very presentable (A1+) road car and to a standard I think any DIYer could achieve or no doubt better. See you there? Happy Motoring.



Figure 16. The final result. One seat has been recovered with the Newton Commercial trim and the other is original. Can you spot which is which?

SOUTHGATE TRIUMPH CENTRE

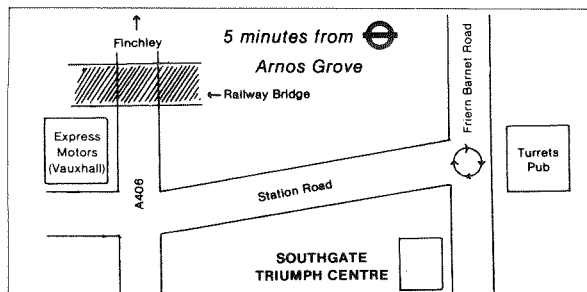
18, FRIERN BARNET ROAD, NEW SOUTHGATE
LONDON N11 1NA. TEL: 081 368 9720



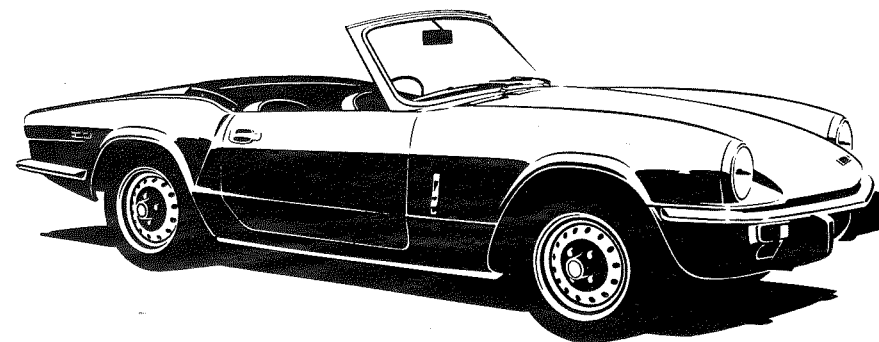
LETS GET THINGS MOVING

- ★ **FREE RECOVERY** UP TO 20 MILES FREE RECOVERY. IF YOUR VEHICLE HAS BROKEN DOWN.
- ★ **FREE MOT TESTING** WE WILL MOT YOUR CAR FREE OF CHARGE.
- ★ **FREE PRE-PURCHASE INSPECTION** IF YOU ARE CONSIDERING BUYING A VEHICLE, BRING IT TO US AND AND WE WILL INSPECT IT FOR YOU.
- ★ **FREE WARRANTIES** FREE WARRANTIES ON ALL QUALIFYING CARS SOLD.

NOTE: THE ABOVE OFFERS ONLY APPLY TO CLUB CARS AND ONLY ONE PER CAR. WE DO ALL SERVICING, REPAIR AND MOT WORK. FULL SERVICE ONLY £50 + PARTS AND VAT. WE ALSO BUY TRIUMPHS, ANYTHING CONSIDERED.



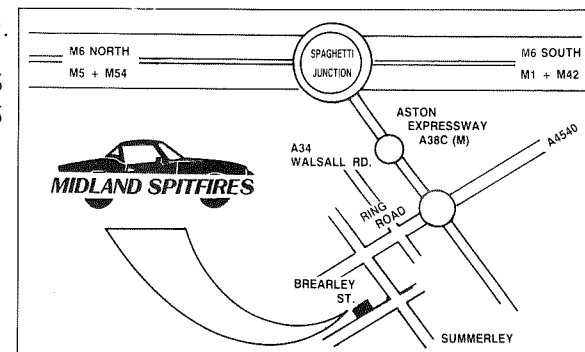
105, BREARLEY ST, NEWTOWN
BIRMINGHAM B19 3XJ. TEL: 021-359-3315



LETS GET THINGS MOVING

- ★ **FREE RECOVERY** UP TO 20 MILES FREE RECOVERY. IF YOUR VEHICLE HAS BROKEN DOWN.
- ★ **FREE MOT TESTING** WE WILL MOT YOUR CAR FREE OF CHARGE.
- ★ **FREE PRE-PURCHASE INSPECTION** IF YOU ARE CONSIDERING BUYING A VEHICLE, BRING IT TO US AND AND WE WILL INSPECT IT FOR YOU.
- ★ **FREE WARRANTIES** FREE WARRANTIES ON ALL QUALIFYING CARS SOLD.

NOTE: THE ABOVE OFFERS ONLY APPLY TO CLUB CARS AND ONLY ONE PER CAR. WE DO ALL SERVICING, REPAIR AND MOT WORK. FULL SERVICE ONLY £35 + PARTS AND VAT. WE ALSO BUY TRIUMPHS, ANYTHING CONSIDERED.



FOR you soft top enthusiasts and top down die-hards, this may come as a shock. It is recommended that once a new hood is fitted, it is advisable to leave the hood in position for at least 2-3 weeks. This is good advice because it does take time for the hood to 'settle in' and stretch to its new shape.

HOOD CARE AND MAINTENANCE STOWING.

When you do take it down, make sure it is folded correctly before stowage — undo the wraparound on the back of the hood, collapse the hood frame, undo the studs on the quarter lights, pulling any surplus material backwards over the boot of the car, fold the corners inwards and tuck down into position. This not only prevents the hood blowing up when the car is moving, but also prolongs the life of the see-through quarter lights and rear window.

CLEANING.

ALL PVC HOODS should be cleaned with a soft brush or a sponge using warm water with a small amount of washing up liquid or car shampoo.

DO NOT, UNDER ANY CIRCUMSTANCES USE ABRASIVES OR CHEMICAL CLEANERS, AS THESE WILL DAMAGE THE HOOD.

CANVAS AND MOHAIR HOODS.

These hoods are more difficult to clean as they must only be cleaned when dry.

Using a soft brush (clothes brush or similar), brush all deposits off the car. **DO NOT SCRUB!** as this will lift the colour out of the material causing faded patches. One common problem is 'burd turd' which must be left to dry completely before carefully brushing off.

WATERPROOFING & SEALING.

There are many products available for this purpose but make sure you use them for the correct applications:- Three products are available from TSSC Offers which include:-

MAXOL - (clear or black).

This is used for re-waterproofing your hood and is applied using a rag or brush over the entire outside of the hood (except windows of course). For coloured hoods, clear can be used. Black is used on black hoods and will also restore colour back if your hood is faded.

SEAMSEAL, This is a synthetic sealer which is applied to any stitched seams from the inside of the hood, this will make seams watertight and prevent the thread from rotting away.

ZIPEAZE, A small aerosol used for lubrication of zips, prevents rusting and aids movement of zip.

DIY HOOD FITTING

PART 3

John Muggleton

SUMMARY

NEVER use chemical cleaners on any hood, try to scrub mud off of a canvas or Mohair hood, fold up a hood if it is (a) wet, or (b) covered in frost — always fold hood properly when you stow it away — wash with clean water and a soft brush.

I would like to extend my thanks to Car Hood Co. of London who took the time to visit the Club Office to show us how to fit the hood correctly. As our main suppliers, they have supplied hoods to the Club for nearly two years and the quality is one of the best in the country, at competitive prices (see Offers Brochure for details). The car we used was a MkIII Spitfire which has its own style of hood frame but the fitting instructions contained on the previous articles do cover most eventualities on other types of frame.

T. D. FITCHETT

ALL ITEMS ARE OF GENUINE ORIGIN
UNLESS OTHERWISE STATED

MORE STOCK AVAILABLE
MANY ITEMS STOCKED
FROM NUTS AND
BOLTS TO BODY SHELLS
CALL NOW

HERALD / VITESSE

Front wing D plate 703727/8	£6.50 each
Boot hinges	£18.00 per pair
1200 front wing L/H, R/H 805826/7	£76.50
13/60 front wing inc. rear strip 713267/8	£53.00 each
Vitesse front wings inc. rear strip	£70.50 each
Herald/Vitesse door skins 901338/9	£29.50 each
Complete door ass. 902256/7	£170.50
948 Herald/Vitesse rear centre valance	£29.50 each
1200/13/60 rear centre valance	£32.50 each
* Sills 803070/803071	£12.50
Comp. grille ass. comp. with badge 807508	£64.50 each
Herald 13/60 front panel 812140	£47.00 each
Pedal rubbers 122289	£2.50 each
Early Vitesse carb. (Solex) front	£29.50
Bonnet catch (chrome) 607663	£20.50 each
* Tread plates	£5.00 each
* Rear overriders 703708/9	£29.50 each
Set of 8 front suspension bushes 119451	£9.00 set
Inlet manifold banjo bolt 145155	£8.00 each
Herald headlining 721429	£35.00
Vitesse rad grille 814083	£53.00
Rad grille 948/1200 703801	£17.50 each
Fuel gauge Vitesse 2L Mkl 135700	£17.50
Petrol tank sender 13/60 est. 127814	£14.50
R/H engine bay valance 1200, 13/60 903155	£15.50
Upper rear wing (saloon) 902318/9	£45.00
Upper rear wing (estate) 804432	£45.00
Inner sealed beam light unit GLU105	£5.50 pair
Handbrake front cable 121766	£2.50
Brake master cylinder (Vitesse) GMC209	£40.00

SPITFIRE MKI & II & III

Overdrive propshaft 210985/218952	£64.50 each
Front shock absorbers GSA265	£17.50 each
N/side, O/side front wings 907154/5	£53.00 each
903088/9	£53.00 each
Rear valance lamp panel 569900	£35.00 each
Battery box 806707	£9.00
* Rear lamp assy. 208532/217025	£35.00
Brake caliper 210988/210987	£53.00 each
Windscreen wiper motor 513961	£64.50
Bonnet catch (chrome) 607663	£20.50 each
Speedo cable GSD165	£9.50
Speedo cable O/D GSD113	£7.00

SPITFIRE MKIV & 1500

Front susp. vertical link & trunnion ass.	£56.00
* Bonnet hinge pivot box RKC362/3	£23.50
Spitfire rear lamp panel 716182	£70.50
Stainless steel oversill kit	£53.00 kit
Early number plate cover 519582	£29.50 each
Handbrake cable end fork 104749	£1.25 each
Early/late rear drive shaft	£47.00 each
W/screen rubber chrome insert 917248/9	£32.50 pair set
W/screen aperture panel 815397	£147.00 each
W/screen aperture panel drip channel	£4.75 pair
Water pump 216939/GWP 128	£23.50 each
Hand brake front cable 121766	£2.50
Wishbone bushes 119451	£9.00
Brake master cylinder	£35.00 each
Brake caliper offside/nearside 159130/1	£53.00 each
Rear valance 908970	£29.50 each
Nearside/Offside sill 903097/8	£26.00 each
* Sill reinforcement panel L/R hand 806634/5	£4.00 each
Inner sill L/R hand 806638/9	£9.00 each
H/lamp support panels, L/R hand	£17.50 each
Bonnet hinge tube L/R hand 911107/8	£17.50 each
Rear inner/inner w/ arch L/R hand 725563/4	£26.50
Front quart val offside & n/side 815391/2	£53.00 each
Seal recovering set. Black cloth houndstooth material.	£88.00 set
Complete car set	£70.50 set
As above. Brown houndstooth	£29.50
MkIV steering wheel 518534	£4.00 each
Knee pad L/R hand 719391/719401	£14.50 each
Steering joint 142140/FAM1718	£76.50 each
Lucas distributor	£29.50 each
Heater valve 724021	£29.50 each
Rear lamps 216932/216933 TKC941/TKC940	£29.50 each
Front and rear side marker lamps	£11.75 pair
Front shock absorbers GSA364	£23.50 each

PRICES INCLUSIVE OF VAT Carriage extra

Air filter ass. inc. filters 217822	£20.50 each
Late type water pump (viscous) UKC774	£23.50 each
L/hand & R/hand doors 917569/917570	£205.50 each
Speedometer 218815	£41.00
* Brake disc 208715	£13.50
Stub axle UKC697	£14.50
Steering lock 216449/UKC2719	£29.50
Front wheel arch inner l/hand & r/hand 909797/8	£29.50 each
Front wheel arch outer l/hand & r/hand 909351/2	£35.00 each
* Steel boot lid 911327	£120.00 each
* Front wings 909663/4	£41.00 each
* Door skins	£21.00 each
* Sill end plate (front) 706422/3	£4.75
* Rear wing rear repair panel	£13.00 each
* Rear wing front repair panel	£10.50 each
* 'A' post lower panel l/hand & r/hand 706288/9	£9.00 each
* Half floor l/hand & r/hand	£47.00
* Front footwell l/hand & r/hand	£21.00
* Rear footwell l/hand & r/hand	£26.00
* Boot floor	£53.00
Door int. release bezel l/hand & r/hand 819803/4	£4.00 each
Exterior door handle l/hand & r/hand chrome 915633/4	£41.00 each
Exterior door handle l/hand & r/hand YKC2837/8	£41.00 each
Window regulator L/H or R/H 911222/2	£29.50 each

GT6

Petrol tank cover board Mkl & II 710703	£14.50
Dash veneer assy Mkl & II LHD 714421	£76.50
Boot floor carpet Mkl & II 810841	£17.50
Driver's sun visor MkIII 815384	£8.50
Main carpet early MkIII new tan 819813	£29.50
Main carpet late MkIII new tan 822633	£23.50
Main carpet MkIII black 822631	£29.50
Main floor tunnel cover late MkIII 822821	£6.00
Rear quarter light seal L/H black MkIII 820611	£6.00
Rear quarter light seal L/H new tan MkIII 820613	£6.00
R/H front suspension vertical link 209072	£35.00
Brake shoes GB5750	£9.00 set of 4
Near/Offside front wing MkII 908113/4	£70.50
Crankshaft 308034	£76.50
* Front side/lasher lamp assy. 155416	£20.50
Occasional rear seat conversion kit, black 577443	£100.00
R/hand front overrider GT6 MkII 710717	£11.75 each
* Rotoflex coupling 152273	£20.50 each
Steering lock 216449/UKC2719	£29.50 each
Front shock absorbers	£20.50 each
Dash veneer set MkIII 820073	£76.50
Camshaft 308778, MkII and early MkIII	£117.50
Quarter light seal front L/H 574098	£5.00
Clutch pedal and box assy. 217431	£14.50
Speedometer MkIII 218819	£53.00
Courtesy light switch 627745	£1.75

Please quote original part number if available. It will help us to help you.

* Items marked with an asterisk are pattern parts

Complete range of overdrives built by ex Laycock engineer, POA. Also complete range of coil suspension springs to fit all models £17.50

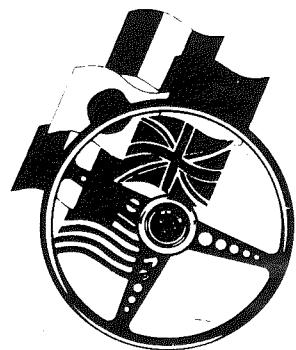


ALL MAJOR CREDIT CARDS
ACCEPTED



PRICES CORRECT AT TIME OF GOING TO PRESS
T. D. FITCHETT, FITCHETT (REDLAND) INDUSTRIAL
ESTATE, STATION HILL, OAKENGATES, TELFORD
SHROPSHIRE TF2 9AA
TEL: 0952 619585/620434
FAX: 0952 610510.

FITCH0592



Daily Express

CARS OF THE STATE

From Adolf Hitler's Mercedes to Mussolini's Lancia and from President John F. Kennedy's Lincoln to the Queen's Rover – the 3rd Classic and Sportscars International is featuring Cars of the State.

Cars owned or used by some of the world's most influential and important people will be rubbing shoulders at the NEC on 23, 24 and 25 May 1992.

Plus: 100 top car clubs, a huge indoor and outdoor autojumble, a vast array of classic car dealers and trade stands, a central presentation stage featuring live events and celebrities and much more.

Plus visit the Classic Economies Auction featuring tons of parts, classic cars and memorabilia.

NEC BIRMINGHAM 23 - 25 MAY 1992

CLUB MEMBERS CAN SAVE £1.50 ON THE ADULT PRICE OF £7.50. GROUPS OF 15 OR MORE WILL RECEIVE A COMPLIMENTARY TICKET

NUMBER OF TICKETS @ £6.00 EACH

TOTAL COST _____

I enclose cheque/postal order made payable to Haymarket Exhibitions,
60 Waldegrave Road, Teddington, Middlesex TW11 8LG.
081 943 5000

NAME _____

ADDRESS _____

TEL NO: _____

TS68

SPITFIRE/GT6 FLOOR REPLACEMENT

Bernard Robinson
Part 3

REMOVAL of the rear trim boards is simply a matter of inserting a screwdriver behind the board and levering the clips out of their respective holes.

This enables you to gain access to the wiring loom. This can be removed starting at the fuse box end where you will find either bullet connectors or a multi pin. Feed the loom back through the floor cross member and on through the rear B post inner panel (see fig A). To aid you later, fix a length of MIG wire to the end and leave this sticking out as re-threading the loom back when you've finished can be tricky. Replacement of the outer sill is quite straight forward. This should obviously be carried out after you have repaired the inner sill strengthener and inner sill, after you've made good the base of the A post.

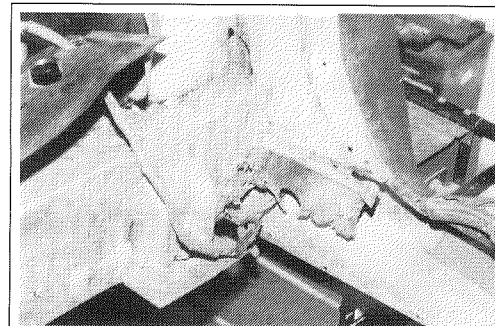
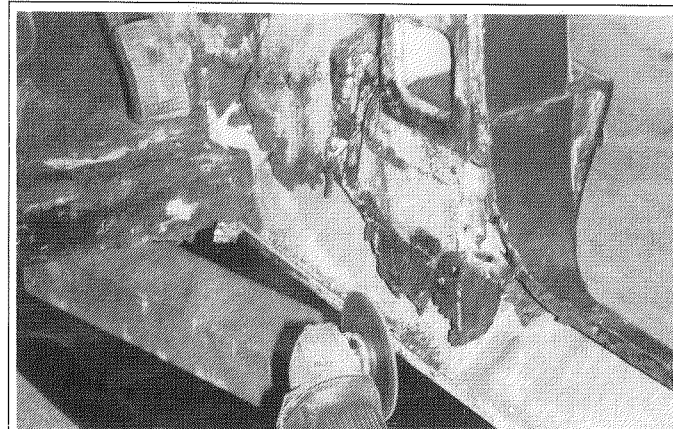
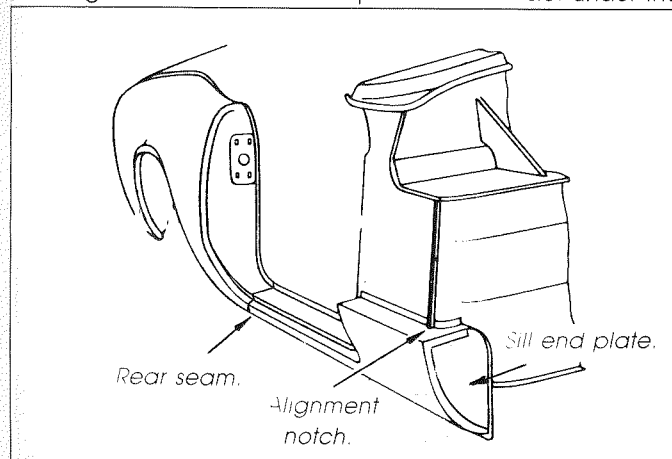


Fig. A. B post inner panel. Loom access point.

a genuine BL sill. These have a notch cut in the scuttle side section (see drawing) which you should align with the scuttle side seam. It should fit snugly in the A post filler area and slot under the rear wing, flush align top and

bottom with inner sill and floor edge. Once happy tack weld into position. Now try the door fit. If you have chocked this out, all should be OK, if not, you may have to jack the gap out. I normally attach a new sill end plate prior to this as well as otherwise you have to insert it and weld a screw to it to pull it into position for welding. Sill end plates have a crease across the corner. This is normal and no they haven't been bent in the post! Having checked everything is OK you can do your final welding. As I stated our cars



We will cover those in a moment. Basic alignment is quite simple if you have purchased outer sills were fine so in effect I was working in reverse procedure to normal sill replacement.

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

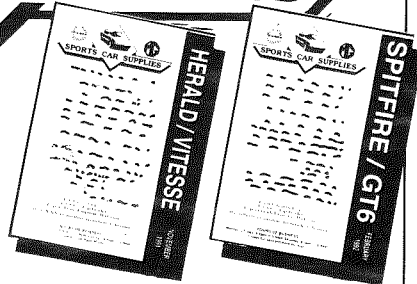


SPARES FOR
SPITFIRE GT6
HERALD
VITESSE

SPORTS CAR SUPPLIES

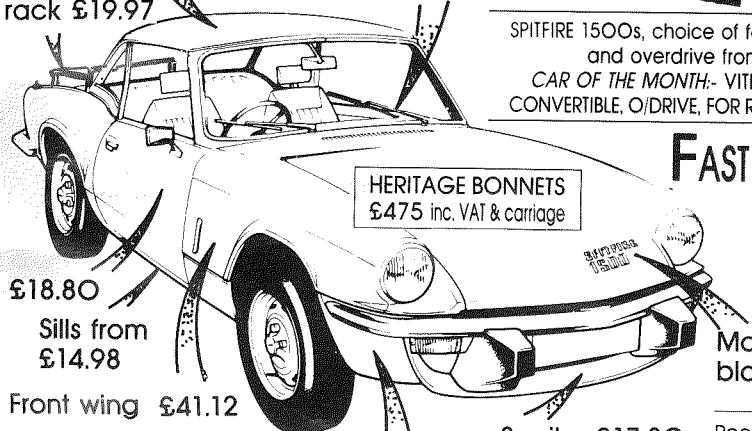
TSSC Top Trader (Parts)
FIND OUT WHY!! 'I make every possible
effort to stock all available parts for
all Club cars' Andrew Haw

Please telephone or write for FREE, easy to
read (illustrated), Price Lists.



Soft tops £69.32 Weatherseal £7.05
Luggage rack £19.97

SPITFIRE 1500s, choice of four with hard tops
and overdrive from £3,250.
CAR OF THE MONTH:- VITESSE 2 LITRE MKII
CONVERTIBLE, O/DRIVE, FOR RESTORATION £750.



£18.80
Sills from
£14.98

Front wing £41.12

Fibre glass ¼ valance £17.33

HERITAGE BONNETS
£475 inc. VAT & carriage

FAST MAIL ORDER
FIRST CLASS
SERVICE

Motifs £2 each
black or silver

Spoiler £17.30

Recent Imports include
MkIII Spitfire boots &
bonnets, GT6 III doors
RING FOR DETAILS

ALL PRICES INCLUDE VAT



WE ARE HERE
1 min from A1
GATESHEAD/NEWCASTLE
WESTERN BY-PASS

(Next to
Metro
Centre)



SPORTS CAR SUPPLIES
JUBILEE TERRACE,
SWALWELL, TYNE & WEAR
NE16 3AG

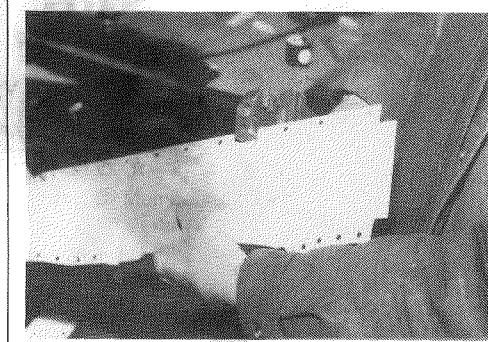
TEL: 091 496 0522 / 2 lines 24hrs.
FAX 091-488 4791



INNER SILL REPLACEMENT



Bolster off inner sill, grind off paint and drill out spot
welds to remove top strip (this is a posed shot, **WEAR**
GAUNTLETS), finally, grind clean.



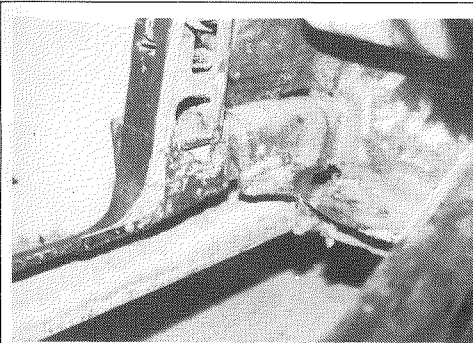
To save hours of tedious drilling, the A post repair was
first prepared by using the punch on the joddlng tool.
Once in position a short plug of weld in each hole
secures the panel and recreates the original method
of spot welding. Joddler available from TSSC OFFERS.



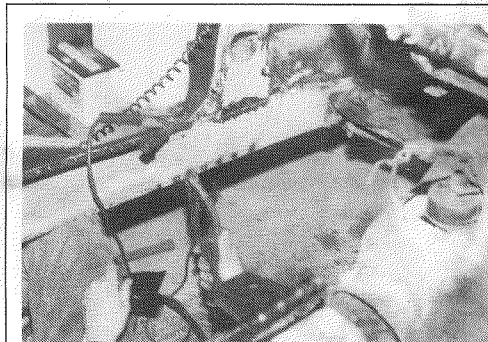
The bottom of the A post normally looks like this but
can be repaired.



A post repair in position. Note alignment at top and
bottom of outer sill. Also at front where it slides
between floor and front outrigger support bracket.
Note also gaps between repair panel and originals,
these have to be dealt with by making your own
plates, a guide to which, next month.

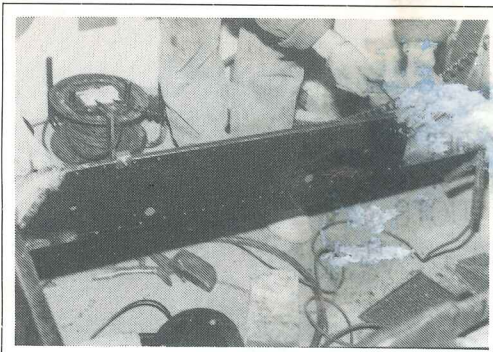


All bad corrosion cut out and area cleaned up ready
to accept repair panel. Once again as we are
working in reverse to normal, we have already
removed floor.

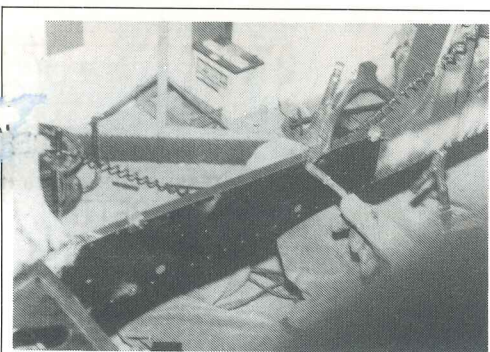


A more normal view can be seen in John Thomasons
article this month.

Plug weld into final position. Note home made repair
panel on A post (posed shot, safety rules apply).



After punching plug weld holes, align inner sill strengtheners front and rear. Note front butts to A post repair. Clamp with Mole grips, C clamps etc. I prefer these mini clamps as once in position then don't pop off and don't get in the way.



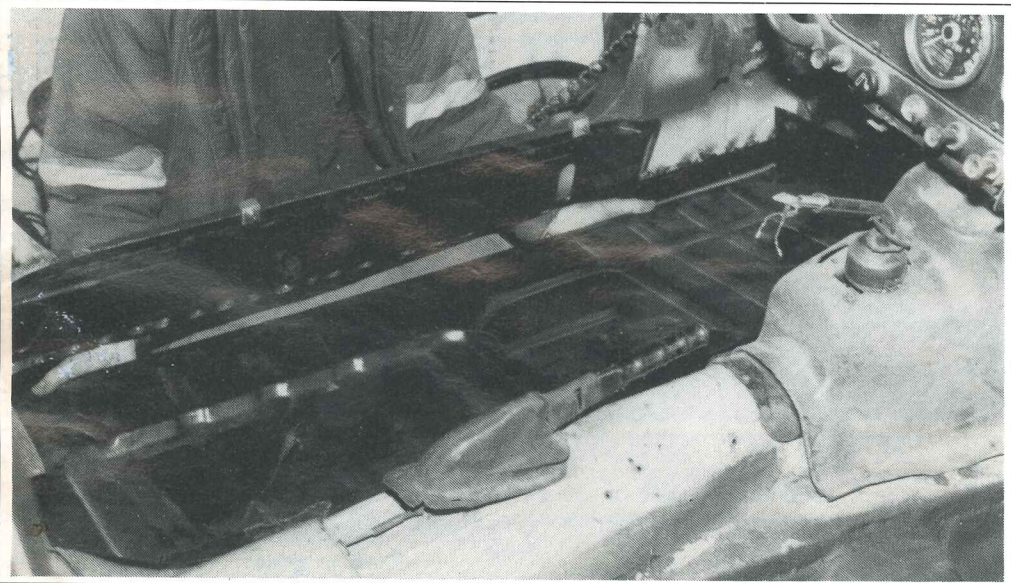
Finally, once again plug weld into position, prior to this I sprayed a coating of rust preventative primer onto the outer sill. If you're careful and by not welding all in one sequence, i.e. keep swapping ends, paint burn damage can be kept to a minimum.

See left. Align inner sill to top of inner sill repair panel and front and rear A and B post. Punch clamp and weld. Note gap under inner sill, this sets floor height.

As the last shot (below) shows, we are getting closer to fitting the floors (honest!) and I hope you can see how neat a job you can achieve if you just take your time.

Inevitably there are always more rust holes than ready made repair panels so next month I'll give you the Robinson Guide to making your own to give you all the chance of saying:-

'Now here's one I prepared earlier'.



A post repair plus inner sills in position. This shot also shows trial floor fit.

ANDREW STONE TRIUMPH PARTS CENTRE

DARLEY STREET, DARLEY ABBEY, DERBY DE1 1DX. PHONE/FAX: 0332 557661

SPITFIRE GT6 HERALD VITESSE SPITFIRE GT6 HERALD VITESSE SPITFIRE GT6 HERALD VITESSE
BETTER PRICES ★ ★ BETTER PRODUCTS ★ ★ BETTER SERVICE

The following prices are only available to T.S.S.C. members quoting their membership number. This is only a small selection of our stock — we will be happy to quote for all your requirements.

BODYWORK

Door skin (original) Vitesse	£32.60
Sill, Herald, Vitesse	£9.99
Rear ¼ valance, Herald	£14.04
Rear ¼ valance, Vitesse	£14.04
Front wing (original) Herald 13/60	£54.93
Rear centre valance (original), Vitesse	£34.50
Rear centre valance (original), Herald	£41.12
Full sill (BL), Spitfire, GT6	£28.20
Front outrigger, Spitfire, GT6	£14.27
Front wing (original), Spitfire I, II, III	£51.40
Bonnet stay, Spitfire, GT6	£11.28
Front wing, Spitfire IV/1500, GT6 MkIII	£39.36
Rear valance, Spitfire I, II, III, GT6 I and II	£31.84
Rear valance, Spitfire IV/1500	£26.73
Bonnet assembly Spitfire IV/1500	£440.63
Doorskin, Spitfire IV/1500, GT6 MkIII	£17.44
Doorskin, Spitfire I, II, III, GT6 I & II	£16.45

TRIM

Hood, Herald, Vitesse	£69.32
Hood, Spitfire III	£66.97
Hood Spitfire IV/1500	£66.97
Carpet set, Herald	£57.57
Carpet set, Vitesse	£57.57
Carpet set, Spitfire	£63.45
Door trim panel, Spitfire, GT6	£42.82
Glove box, Spitfire, GT6	£12.74
Boot floor mat, Spitfire	£11.87
Radiator cowl, GT6	£10.45
Door aperture seal (Furflex), Spitfire	£9.20
Door aperture seal (Furflex), GT6	£13.95
Boot seal, Herald/Vitesse	£7.81

MECHANICAL

Brake disc, Spitfire, Herald	£12.34
Brake disc, GT6 Vitesse	£14.98
Heater valve, all models	£25.67
Radiator, Herald, EXCHANGE	£50.55
Radiator, Spitfire IV/1500 EXCHANGE	£54.64
Exhaust system complete, Herald	£35.25
Spitfire IV	£51.11
Steering rack, EXCHANGE, Spit, Herald	£27.31
Steering rack EXCHANGE, Vitesse, GT6	£27.31
Track rod end, all models	£5.76
Front coil spring, Spitfire 1500	£15.27
Front coil spring, GT6 III	£16.39
Trunnion block (STANPART), all models	£11.75
Vertical link (STANPART) GT6, Vitesse	£37.60
Vertical link (STANPART), Herald, Spitfire	£38.59
Rear spring, Spitfire I, II, III	£45.59
Rear spring, Spitfire IV/1500	£53.75
Rear shockers, Spitfire, Herald	£35.19 pair
STAINLESS STEEL EXHAUST	
Herald, all models	£75.20
Vitesse 1600 Mkl	£102.81
Vitesse MkII	£81.66
Spitfire IV	£97.81
Spitfire 1500	£101.22
GT6 MkIII	£112.56

REMEMBER THESE PRICES INCLUDE VAT



FAST MAIL ORDER
GUARANTEED



SAME DAY
'PHONE or FAX

0332 557661

FOR THE BEST
POSSIBLE PRICES
'PHONE US FIRST

We stock all other available body panels, trim and mechanical spares for your cars, all at reduced prices for TSSC members. Please 'phone with your requirements. **ALL OUR PRICES INCLUDE VAT.** All you need to add is carriage which is competitively priced. If you are rebuilding or repairing your Triumph, can you afford to buy your parts anywhere else?

**WHEN IT COMES TO TRIUMPH —
WE MEAN BUSINESS**



MOTORSPORT ENGINEERING



UNIT 850 PLYMOUTH ROAD, SLOUGH TRADING
ESTATE, SLOUGH, BERKSHIRE SL1 4LP

SALES, SERVICE AND REPAIR OF ALL TRIUMPH SPORTSCARS

We also offer a specialised welding service from a replacement sill to a full structural rebuild, bonnets rebuilt etc. Free estimates — all work guaranteed

TELEPHONE 0753 - 696216

WE ALSO WISH TO PURCHASE VITESSE, GT6 AND SPITFIRES
FOR CASH, SIMILAR CARS ALWAYS FOR SALE

M/SP/912

CRAZY PRICE CUTS!

EXCLUSIVE TO TSSC CLUB MEMBERS

RUBBER
BUMPER SETS
(HERALD)
were £113.00

£69.95

SAVE
£43.00

STAINLESS STEEL
EXHAUST TRIMS
(all models)

£7.95 EACH

BATTERY
CLAMP KIT
(complete)

ONLY £4.50

HERALD/VITESSE HOODS

NOW ONLY £69.95

PHONE NOW FOR OUR SPITFIRE/GT6 PARTS
CATALOGUE! (Covers **All Models**)

BONNET STAYS (All Spitfire/GT6) were £10.50 **NOW £7.95**

FRONT BONNET PIVOT TURRETS

(Spitfire Mk4/1500/GT6 3) were £28.50

NOW £19.95

'B' POST CAPPINGS (Spitfire) were £9.75

NOW £6.95

SPITFIRE DOOR APERTURE SEAL

was £10.75

NOW £8.95

30% OFF!

SPITFIRE OUTRIGGER

£16.00

**SPECTACULAR NEW VENTILATION
SYSTEM FOR HERALD/VITESSE OWNERS**

SOON — WATCH THIS SPACE

* Carriage extra on all prices. This is a small sample of our extensive stocks.
Offers limited, so please hurry.

Triumph
SCENE

TRIUMPHSCENE
STEEPLEJACK WAY
DARLINGTON
CO. DURHAM
0325

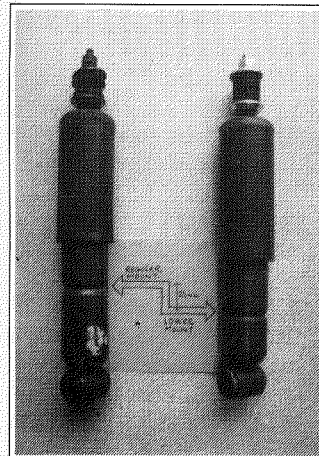
486542

TECHNICAL TIPS

SPITFIRE MKII DROOP SNOOT

Norman Stainthorp

WHEN you stand back and admire your perfectly restored Spitfire. Can you not help thinking that the bodywork sits just a teeny weeny bit high in relation to the front wheels?

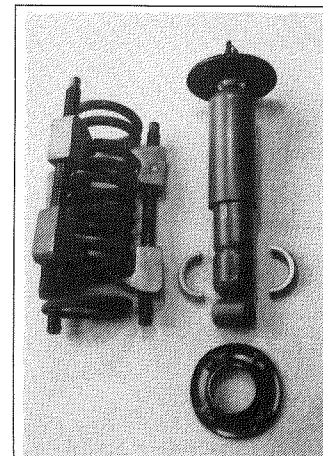


Comparison between standard absorber and one with lower spring mounting position (effectively lowers suspension).

I decided I could stand it no longer and broke the news to the wife that I intended to spend our hard-earned cash on lowering the front of the Spitfire by one inch (25cm). I expected her to

intimate that any spare funds would be better employed in feeding and clothing the children, but to my surprise she said 'yes, I had noticed it looked a bit high', so I pressed on with my plan with greater conviction on the grounds that if my wife's noticed, then everybody's noticed.

I purchased two shock absorbers ref: STANPART 205537, that have a lower groove for the spring pan locating collets, thus effectively lowering the gap between the wheel-arch and tyre by the desired one inch.



To remove the standard shock absorber from inside the spring, I used three spring compressors to ensure that there would be no slippage, and once dismantled I took the opportunity to paint the spring and top location pan in the same colour as the rest of the car. On reassembly I took care to ensure that the collets were fitted the correct way up, and before finally releasing the spring clamps, I ensured the three top bolts lined up with the holes in the turret. The headlights were re-adjusted and the tyres (175/70/13) low profile, were checked to ensure that they did not foul the wheel arches. The car now looks satisfyingly squatter on the road and the ride is slightly softer, the only disadvantage I have found is that the trolley jack now fouls the anti-roll bar, but then you can't have everything in life!

Disassembly of front spring/shock absorber unit showing three compressors to hold the spring, also spring locating pan and collets.

Below:- MkII Spitfire with lowered front suspension to reduce gap. Tyres are 175/70/13 low profile.



**Replacement Parts for
SPITFIRE - GT6
HERALD - VITESSE**



100 - MAY OFFERS

ENGINE

Timing Chain Kits.....	£8.00
Rocker Shafts-4Cyl.....	£19.00
Rocker Shafts-6Cyl.....	£24.00
Rocker Arms.....	£7.50
Alloy Rocker Cover 1300/1500.....	£23.50

MOUNTINGS

Engine Mountings-4Cyl.....	pr £8.00
Engine Mountings-6Cyl.....	pr £13.00
Gearbox Mountings-Non O/Drive pr	£3.25
Gearbox Mounting-O/Drive.....	ea £14.00
Bonnet Cones & Locknut.....	pr £2.75

FRONT SUSPENSION

Front Vertical Links-All Models.....	ea £38.50
Lower Wishbones.....	ea £31.00
Trunnion + Kit + Bolt/Nut + Seal	ea £15.50
Front Wheel Bearing Kits.....	ea £10.00
Anti Roll Bar Links.....	ea £8.50

STEERING

Steering Column Joint.....	£14.50
Track Rod Ends.....	ea £5.30
Steering Rack Mounting Rubber.....	pr £3.00
Steering Rack Mounted Clamp.....	ea £9.00
Steering Column Bushes.....	ea £4.00

REAR SUSPENSION (Non Rotoflex)

Rear 1/2 Shafts.....	ea £47.50
Rear Trunnion Kit + Bolt/Nut.....	ea £3.50
Rear Wheel Bearing Kits.....	ea £10.00
Radius Arm Bush Kit + Bolts/Nuts (Spit/Her).....	set 4 £4.75
UJ Kits.....	ea £5.00

REAR SUSPENSION (Rotoflex)

Rear Trunnion Kit + Bolt & Nut.....	ea £26.00
Rear Hub Assembly.....	ea £50.00
Rear Wheel Bearing Kit.....	ea £14.00
Radius Arm Bush Kit + Bolt/Nuts.....	set 4 £13.00
Rotoflex Coupling.....	ea £15.00

BRAKING

Brake Discs-Spit/Her/Vit 6.....	pr £21.00
Brake Discs-GT6/Vit 2.01.....	pr £25.00
Brake Pads-Spit/Her (not SP12).....	set £7.00
Brake Pads-GT6/Vit 2.01.....	set £8.50
S/Steel Braided Brake Hoses.....	set 4 £32.50

BONNET-SPIT/GT6

Steel Bonnet Assembly Spit IV-1500.....	£420.00
Front Wings-Spit IV-1500/GT6 III.....	ea £35.00
Front Wings-Spit I-III/GT6I.....	ea £52.00
Front Outer & Inner Wheel Arches.....	ea £26.50
Steel Valances Spit IV-1500.....	ea £52.50

MAIN BODY-SPIT/GT6

Main Floor Repair Panels.....	ea £29.50
Sill Kits (4Pce) - Repro Sill.....	£24.00
Sill Kits (4 Pce) - OE Sill.....	£39.50
Boot Floor.....	£41.50
Rear Outer Inner W/Arch-All Models.....	ea £26.50

BONNET-HERALD/VITESSE

Front Wings-Herald 1200/1250 ...	ea £88.00
Front Wings-Herald 1360	ea £52.00
Front Wings-Vitesse	ea £70.00
Front Outer & Inner W/Arches ...	ea £26.50
D Plate Strengtheners.....	ea £8.50

MAIN BODY-HERALD/VITESSE

Outer Sill.....	ea £11.00
Rear Corner Valances.....	ea £16.00
Rear Centre Valance:	
Herald.....	£37.50
Vitesse	£34.00
Door Skins	ea £33.00

SEALS

Screen Glazing Rubbers-All Models.....	ea £15.00
Exterior Weather Strips + Clips	pr £15.00
Interior Weather Strips + Clips.....	pr £7.00
Bonnet Dash Seals + Clips.....	pr £5.25
Boot/Tailgate Seal-All Models.....	£10.00

FUEL SYSTEM

Carb Heat Shield-Spit 1500.....	ea £8.00
Air Filter-Spit.....	pr £9.50
Air Filter-GT6/Vit (Strom).....	pr £11.00
Air Filter-Herald.....	ea £5.00
Throttle Cables-All Models.....	ea £4.25

COOLING

Radiator Hose Set-Spitfire/Herald	£5.50
Radiator Hose Set-GT6	£9.00
Radiator Hose Set-Vitesse.....	£8.00
Heater Valves-Spit/Vit/Her (Smiths).....	£25.00
Heater Valves-GT6	£18.00

ELECTRICAL

Spit 1500 Distributor (NEW).....	£55.00
Indicator Switch (Not Late Spit 1500).....	£22.50
Indicator Switch-Late Spit 1500.....	£33.50
Steering Column Lock (Not Late 1500).....	£37.00
Wiper Motor (2 Speed).....	£44.50

LIGHTING

Halogen Headlamps-Spit/Her/GT6.....	pr £23.00
Headlamp Rim Spit I-III/GT6 I-II.....	ea £8.00
Sidelight/Indicator Ass Spit/GT6 68 On.....	ea £21.00
Sidelight/Indicator Ass- Her/Vitesse.....	ea £26.00
Stop/Tail Lamp Ass Spit I-III/GT6 I-II.....	ea £26.00

INTERIOR TRIM

Door Casings -Spit/GT6	pr £34.00
Door Casings -Herald	pr £38.00
Door Casings -Vitesse	pr £42.00
Glove Box Liners-Spit/GT6.....	pr £20.00
Door Cappings-Spit/GT6	pr £15.50

HOODS (All in Black)

Hoods (DIY)-Spit I-III	£63.00
Hoods (DIY)-Spit IV/1500	£72.50
Hoods (DIY)-Herald/Vitesse.....	£68.50
Hood Stowage Covers-Spit III-1500.....	£43.00
Hood Stowage Covers-Herald/Vitesse.....	£34.00

ACCESSORIES

K & N Performance Air Filters.....	pr £40.00
Door Mirrors - Black or Chrome ..	pr £20.00
Mudflaps (with logo).....	pr £4.75
Stainless Steel Treadplate-Spit/GT6.....	pr £9.50
Minatour 8 Spoke Alloy Wheels.....	set 4 £215.00

NEW LINES

Engine Valances-Spit IV/1500 ...	pr £26.00
Engine Valances-GT6	pr £29.00
Radiator Valances-Spit.....	pr £11.00
Radiator Duct Panel-GT6	£9.50
Nose Panel-Spit III/GT6 II.....	ea £30.00



Office
0592 206439
Parts Depot &
FAX 0592 640714



Unit 1 Mill Street
Kirkcaldy
Fife
Scotland



TRIUMPH SPRING SPECIALS

UNIPART SERVICE KITS

INCLUDES:

Unipart oil filter
Unipart air filters (2)
Unipart points
Unipart condenser
Unipart Surefire spark plugs
Unipart rocker cover gaskets.

HERALD £20 inc VAT

SPITFIRE £25 inc VAT

GT6 £28 inc VAT

VITESSE £28 inc VAT

**UKC 3450
NEW BONNETS
SPITFIRE 1500**

**£440 inc VAT
IN STOCK**

ALL OFFERS EXTENDED ONE MONTH

BRAKE KITS FRONT

2 brake discs 4 cyl. **£35.00**

4 pads

1 fitting kit 6 cyl. **£45.00**

BRAKE KITS REAR

Full set rear shoes **£26.50**

2 new rear wheel cyls.

Water pump, Herald/Spitfire £29.50

Water pump Vitesse/GT6 £29.50

Water pump Spitfire 1500 viscous £38.50

Viscous coupling, Spitfire £47.00

Unipart 3 piece clutch kit,
Spitfire/Herald 13/60 £46.50

Unipart 3 piece clutch kit,
Spitfire 1500 £56.00

SECOND HAND SPARES

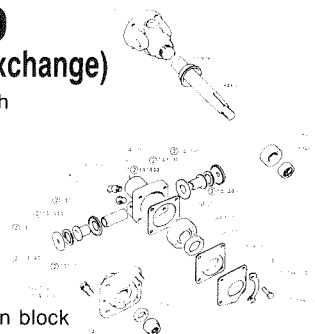
Large warehouse full of Triumph spares
for all models of once loved cars.

Try us for that hard to find part
and technical advice.

REAR DRIVE SHAFT NON-ROTO

**£99.50
inc VAT (exchange)**

Assembled with
New shaft
New joint
New drive
flange
New collar
New wheel
bearing kit
New seals
Recon. trunnion block
Recon back plate
Recon wheel hub flange
New halfshaft nut
Assembled ready to fit.



**FULL RANGE OF RECONDITIONED'
CHASSIS IN STOCK £464.13 exchange
inc VAT**

Track rod end with nipple £5.95

Recon front wishbone £23.50

Recon steering rack £29.50

Set 8 wishbone bushes £8.00

U/joint with nipple £5.95

STOP PRESS ★ UNIPART SPITFIRE/HERALD OIL FILTERS £2.95 inc VAT

CHIC DOIG RALLYING IN ASSOCIATION WITH BALFOR BEETY SCOTLAND LTD.



STANLEY GHYLL

THERE are three routes I take when visiting Stanley Ghyll waterfall in the Lake District, none of the three eclipsing the other for scenic beauty or interest. Two are demanding on a vehicle as old as a Spitfire, or indeed a Herald if not well maintained. The brakes are used a lot on the descents of Wrynose Pass and Hard Knott Pass.

If the vehicles radiator is not up to scratch, take a bottle of water with you and keep an eye on the temperature gauge on the uphill climbs. I shall describe the middle difficult one.

MY TRAVELS IN A SPITFIRE B Hamilton

I live only an hours drive from the Lake District, people in Scotland, Midlands and the South of England would need a long weekend for travelling there and back. Newby Bridge is a good place to stop for bed and breakfast, it's on the Barrow Road. The two hotel bars are sometimes crowded and noisy, if you don't like children about whilst sitting with your pint, you'll have a problem, they're all over the place. It doesn't bother me, knowing what it's like trying to keep our three happy when they were younger on our family outings.

On this particular day I knew the weather was going to be conducive to open topped cars, a high pressure weather area had been lingering over the British Isles for over a week with no signs of budging . . . Leaving the M6 at exit 36, the road to Barrow-in-Furness is a good one. Haverthwaite Village is on this road, and there is a steam railway museum worth visiting . . . May I digress? . . .

Has any other Spitfire driver noticed when being overtaken by a car or coach — the hood of the Spitfire being down — that child passengers enthuse at the sight of a pretty sports car more so than their parents?

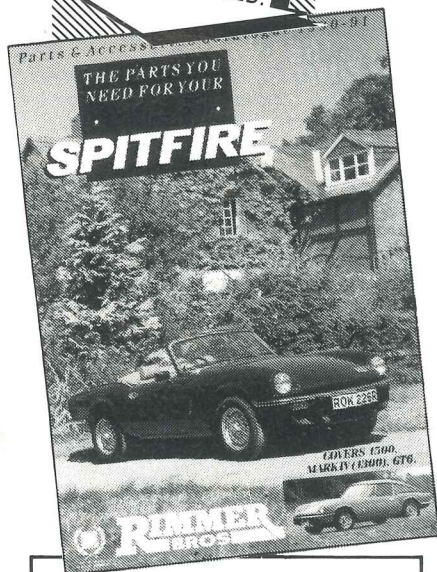
'Look mum — dad, look!' their little hands pointing. Perhaps the Spitfire looks just like the Noddy cars in the story books mum or dad reads from at bedtime.

Now then, yes back to Haverthwaite. A stretch of line has been preserved from Lakeside — a hamlet at the south end of lake Windermere — to the mentioned station.

I'm a regular visitor to this time-warped station, it brings back memories of my days in the Royal Air Force, travelling between camps or on leave. Sitting in the cafeteria, drinking tea, Ovaltine advertisements, Cadburys, Nestles and Fry's chocolate machines. That grotesque machine one could punch out one's name by moving a pointer around a dial of letters and numbers. A lever when pressed down completed the procedure. Sometimes when not pressed down enough, would not move the aluminium read out strip along to the correct spacing, superimposing the last letter or number on to the previous one. The ritual of uncoupling the engine from the train is worth watching. Also the filling of its water tanks from a water tower standing at the entrance to a tunnel. When the train has departed to Lakeside I wander to this spot and peer into darkness, the daylight at the other end of the tunnel is about 300 yards away. The rusty line terminated by buffers the same distance. It used to go on to

**FREE
CATALOGUE**

OUR EXCLUSIVE
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 received by 1pm despatched same day

TELEPHONE ORDERING

is easy by
credit card

(0522) 568000 (12 LINES)

VISA ACCORD AMERICAN EXPRESS INTERCARD SWITCH

**RIMMER
BROS**

QUALITY PARTS FOR TRIUMPH

SPITFIRE IV /GT6 III

SPITFIRE IV/1500

Full Engine (Recon) 1500		
Deluxe Spec. (Ring for details)	£465.00	ex
1300 Deluxe Spec.	£429.00	ex
Short Engine (Recon) 1500	£259.00	ex
Short Engine (Recon) 1300	£235.00	ex
Fitting arranged on Engines from	£117.50	
Crankshaft (Recon)	£88.00	ex
Oil Pumps	£41.00	
Engine Parts Available.		
Clutch Assembly 1300	£46.50	
Clutch Assembly 1500	£67.50	
Clutch Master Cylinder	£49.95	
Clutch Slave Cylinder	£41.25	
Engine Service Kit	£21.25	
Head Gasket Set 1300	£23.50	
Head Gasket Set 1500	£21.50	
Sump Sets	£9.25	
Radiator (Recon)	£73.50	ex
Starter Motor	£17.75	ex
Gearboxes (Recon) from	£146.95	ex
Overdrive (Recon)	£146.95	
Propshafts	£76.50	
Halfshafts	£58.75	
Differential (Recon) from	£165.00	ex
Brake Discs	£15.00	each
Brake Pads	£7.65	
Brake Shoes	£11.75	Set
Copper Brake Pipe Kit	£29.50	
Flexi Hoses	£9.50	each
Brake Master Cylinders	£55.95/£88.00	
Brake Calipers	£41.25	ex
Wheel Cylinders	£11.75	
Steering Rack (Recon)	£29.50	ex
Front Shock Absorbers Std	£22.25	

Rimmer Brothers Limited,
Triumph House, Sleaford Road,
Bracebridge Heath,
Lincoln LN4 2NA

Tel: (0522) 568000

Fax: (0522) 567600

OPENING HOURS: MON-FRI 8.30-5.30,
SAT 9.00-1.30

Triumph Mail Order

**JUST A SAMPLE OF
OUR STOCK**

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

Front Spax	£70.00	pr
Front Koni	£86.95	pr
Rear Shock Absorbers Std	£18.95	
Rear Spax	£62.25	pr
Rear Koni	£79.95	pr
Trunnions	£17.50	
Vertical Links	£44.00	
Rear Spring	£70.00	
Suspension Parts, Bushes Mountings Available		
Wheelbearing Kits	£12.95	
Windscreen Seals	£18.75	
Door Seals	£14.75	
Hardtop/Softop Seals - in stock		
Handbrake Cable	£5.00/£3.25	
Accelerator Cable	£7.00	
Choke Cable	£9.50	
Speedo Cable	£8.95	
Seat Belt (Inertia)	£25.00	
Front Quarter Valance Steel	£45.95	
Front Quarter Valance Fibreglass	£17.75	
Bonnet Ass'y (Heritage)	£465.00	
Outer Wings from	£42.95	
Inner Arches, from	£29.50	
Full Sills from	£14.00	
Outer Rear Valance	£35.00	
Rear Wing	£117.50	
Bootlid (Steel)	£120.00	
Fibreglass Top Quality Bootlid	£70.00	
Doors from	£88.00	
Door Skin (Top Quality)	£20.00	
Floor Panels from	£22.95	
Bumpers	POA	
Laurel Transfers	£4.75	
Others	£3.50	
Carpet Sets (Top Quality) all cols	£67.50	
Interior Trim, Seat Covers, Foams etc		
Available, please ring		

Front Tailored Mats	£17.50	pr
Hardtop (Lenham)	£229.00	
Hood Covers from	£73.50	
D/Duck	£135.00	
Mohair	£222.50	
Tonneau Covers	£61.50/£52.95	
Stowage Covers from	£35.00	
Wire Wheel (5) Conversion Kit from	£469.00	
S/S Exhaust Systems 1300/1500	£125.00	
Mild Steel	£58.75/£70.50	

GT6 III

GT6 Full Engines (Recon)		
Deluxe Spec. (Ring for details)	£675.00	ex
Short Engine (Recon)	£410.00	ex
Fitting arranged on Engine from	£140.00	
Oil Pump	£41.25	
Water Pump	£32.50	
Camshaft (New)	£88.00	
Cylinder Heads c/w Valves (Recon)	£164.50	
Crankshaft (New)	£110.00	ex
Clutch Ass'y	£55.00	
Engine Service Kit	£21.75	
Head Gasket Set	£19.50	
Sump Set	£12.95	
Brake Discs	£16.50	each
Brake Pads	£11.75	
Brake Shoes	£10.50	
Flexi Hoses	£9.50	
Suspension Vertical Links	£41.25	
Differential	£195.00	ex

For Bodywork see Spitfire

Carpet Set (Top Quality)	£81.00
S/S Exhaust System	£139.95
M/Steel Exhaust System	£94.00

Ask for our Free 44 Page Catalogue

HOW TO PLACE YOUR ORDER

Please telephone (0522) 568000 for stock availability, prices, delivery methods & charges. (Carriage charges from £2.35 Inc Vat, depending on size/weight/method or urgency). You may forward your written order with a cheque or P.O. (Cash only by Registered Mail). If you hold a credit card, quote us your details by phone, or by Fax on (0522) 567600. Alternatively call in to our shop & sales counter. A 24 hour ansaphone-ordering service is available to credit card holders.

PRICES SHOWN INCLUDE 17½% VAT. 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.

TRADE MARKS/LOGOS: The Trade Marks and Trade Mark Logos used herein are all Registered Trade Marks of British Motor Heritage Ltd, and are used with their Licence under the Special 'Heritage' Approval Scheme.



EXPORT: We have over 10 years experience of exporting parts Worldwide & use only well known carriers for despatch by post, or by Air, Sea or Land freight. **NOTE:** Direct export orders are zero VAT. Please enquire for details.

Ulverston. The main Barrow road bisects it now. One Christmas I took our children to a 'Santa Ride'. I remember the day very well, so different to the summer days.

We watched the Father Christmas climb aboard the train. Oh what a dull, damp, cold day it was. The three little ones decided they wanted nothing to do with this awful looking man. So we stood and watched the train disappear into the gloom, the smoke from the engine curling back onto the carriages, what a horrible day . . . We ended up in the Little Chef just a few miles down the road at Lindale, alas this restaurant is now closed and derelict. The road was by-passed. We celebrated my 45th birthday there, I remember it well, just like yesterday. My wife had wisely stayed at home watching Christmas television.

So on, leaving the Barrow Road at Greenodd, joining the A5092. This road leads to moorland and climbs to 700ft. Stop and look around. What a view. Woodland Fell and Furness Fells. The road goes down to Grizebeck towards Broughton in Furness. The sea comes into view, here also the fells of Gray Stones, Black Combe, White Combe and Stoupdale Crag.

... Tolkien's Mythical Middle Earth in The Lord of the Rings...

I often wonder if Tolkiens Mythical Middle Earth in The Lord of the Rings were given its village names from similar sounding ones in the Lake District. At Duddon Bridge there is a road to the right sign-posted 'Fell Road, unsuitable for caravans'. This is one of two roads to Ulpha.

Climbing from near sea level through woods to about 500ft, the ground opens up to moorland and heather. Ulpha Fell reaching up over 1500 ft to the left. The road becomes yet lonelier. There's not a lot in Ulpha village but I'd like to stay there one day.

From here to Eskdale are continuously changing scenes of distant fells. I can't resist stopping every quarter of a mile just to look around. From moorland to meadow land, from sheep to cows, from a place called High Ground to a place called Low Ground.

Devoe Water is not far from High Ground, a place I shall one day describe, the road we are travelling passes this lake and at this point is a good place to park one's car and walk to Stanley Ghyll waterfall. There's a signpost pointing the way. The path here is on level ground and avoids a climb through woods strewn with boulders. I prefer to walk through the woods — strewn with boulders —

So on to Eskdale Green. Near by the road junction we are seeking is a pub with a kings name. I've forgotten though my visits have been numerous. Here the road from Ulpha joins the road to Dalegarth Station, and carries on to Hard Knott Pass. At Dalesgarth a narrow gauge railway terminates, it's startling place is Ravenglass. I've travelled it several times. Just before the little station is an old school house at a road junction, turn right here. At the end of this road is a public car park, here starts the walk to the waterfall. After passing a couple of foot bridges the path becomes narrower and more difficult underfoot, but stay awhile on each bridge. The third bridge has a notice at it's far side across the handrails, a warning that to proceed further is dangerous.

The waterfall comes into view here, but it seems the authorities and nature have connived to stop you from seeing it in full force. Trees and rocks cut off most of the view . . . It IS dangerous . . .

... but I always carry on and step over the warning sign. The path is steep and wet. Tree roots cross it but act as ladder rungs, muddy ladder rungs. Water trickles through the undergrowth of leaves, ferns and fallen branches from trees growing denser here than on lower ground.

The path now being about 18 inches wide and sloping to a drop of about 25 feet, below boulders and rocks, the river flowing past them perhaps still in the position the great ice sheets left them thousands of years ago. So on a little further until the path opens up to a dark pool of water. At the bottom of a high rock face in a gully, the waterfall, a drop of 37 feet churns the water to a brown creamy foam. To the right the rocks rise higher to a sheer drop of about 50 feet and permanently in the shade. I've yet to photograph this place successfully, under-exposure or the film running out, frustrating me on every visit, but I remember the scene vividly . . . Before crossing this last bridge, a path leads steeply on to the right ending at the top of the waterfall.

A few yards along this path on the left side is what I like to describe a nature's own 'moss garden'. A bridge passing over a stream suggests a place to stop and muse over the scene, a riding lumpy carpet of green mosses.

Some years ago on my downward journey, I stopped on the path about 15 feet below this bridge and looked up at the garden. The sight I beheld imprinted on my mind a sight I'll never forget or can fully describe albeit a few moments that I had stood there.

The rain had been heavy and long lasting on days previous to our visit, the stream passing through the moss area and under the bridge was fast flowing, hitting the plants with such a force there was created a water fountain rising three of four feet above the spot. A shaft of sunlight penetrating the wood had lighted the droplets of water, the spray forming several arcs. The droplets bouncing from the moss reached the peak of the arc, hovered and dropped back to disappear then re-appear a little distance away to complete their travel . . .

... many arcs, many droplets. Perhaps the shadow of a branch of a bush caused them to disappear and re-appear. Around the area of display, a halo of bright light, fluffy at its edge, making me blink, thinking I had an access of tears. This dazzle was the sunlight reflecting from the wet moss. It was magic, I was transfixed. The light melted away, the wonder disappeared....

The climbing path zig-zags it's way through rhododendron bushes and ends at a rocky pavement. Here we are above the waterfall. Move slowly and with care, twenty-feet and there's a drop to the dark pool mentioned earlier. There IS a warning sign.

My method of approach is to crawl to the edge of the pavement and peer over the edge of the rock. It's a little frightening, but I wouldn't try looking over in a standing position.

There is a tree growing at the very edge of the precipice. Climbers use it as an anchor point to tie their ropes to and then abseil down to the bottom of the waterfall.

Years ago with our children, we had reached this point and found several young men and women pulling at their ropes tied around the mentioned tree, preparing to descent, except for one girl. She sat on a nearby rock wide-eyed,

'No — no I can't do it?' she pleaded. 'It's easy', reasoned another girl. 'No — I'll meet you at the bottom', her eyes stared at something over my right shoulder. We stood and listened to this altercation for a couple of minutes. The poor girl was embarrassed seeing us. I felt sorry for her.

One of the company shouted down into the gorge, someone had reached the bottom. Others moved about as if waiting for a bus, no doubt wishing we would go away.

'Come on dad, let's go', demanded one of my lot. 'Hang on,' I replied, 'let's see if any of this crowd falls off their rope'. . . . 'That's it!' shouted the reluctant girl. They had heard me.

We escaped over a fence onto open moorland, the very same moorland I mentioned previously in my script. The riverlet supplying the waterfall flows through coarse grass from the fells about. Crossing over to the opposite bank and a short journey through a fence and bushes brings one opposite the place where we peered over the precipice. Someone has put up a safety fence, this area also being dangerous . . . There is no path down from this side of the waterfall, but I have scrambled down in the past. The way is steep and unstable, rotting trees and tree branches making walking difficult, the ferns are waist high. Never-the-less you will meet no one on your way down, you could be the first person to pass this way.

Well today is Christmas Day, just after 11.30pm, full of turkey and a little merry, steeped in nostalgic thoughts of hot summer days (I wish the powers that be would bring back double summer time), I think I can safely say my wife's wee Spitfire is cured of the strange noises from the rear wheels. It has been in the local garage since the first week of October.

The half shafts had been worn by the inner bearings disintegrating, and damaged the outer ones. My youngest son James bought himself a Spitfire 1500 'V' reg, last week (under my guidance). A good respray has been carried out, but the transfers have been put on wrongly. How can I unstick them? . . . The lad sits in it at night, brum brumming, he still has to pass his driving test. He's just seventeen.

STS TRIUMPH SPARES

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

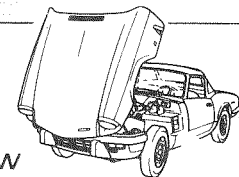
Large stock of new panels and suspension parts, new

hoods/seals. Reconditioned callipers + rear halfshaft units in stock.

Fitting service available on most parts.

Fast Mail Order/Next Day Delivery.

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



moSS

TRIUMPH TUNE

PERFORMANCE PARTS FOR TRIUMPH SPORTSCARS

SILENCER SYSTEMS FOR ALL MODELS



CAMSHAFT ROAD ⇄ RACE



ROLLER ROCKERS 6 CYL

+ 1296/1493

ROAD
MKI + MKII
COMPETITION
MKII & 2.5 ENGINESFULL RANGE OF
ENGINE AND SUSPENSIONINLET MANIFOLDS
FOR SINGLE, TWIN or
TRIPLE CARBSCONV.
BRACKET
REAR VITESSE,
GT6 MODELSANTI ROLL BAR
FRONT & REARROAD
SPRINGS
ROAD ⇄
RACEEXCH LEAF SPRING
STANDARD
OR NEGATIVE

For your complementary copy, contact Customer Services
Department, quoting TSSC membership number.
Moss Europe Ltd.
Victoria Villas, Richmond,
Surrey TW9 1YB.
Tel: 081 948 8888

This brochure is essential for the enthusiast —
110 pages packed with information and every
component you're every likely to need. Brakes,
engine, suspension and bodywork, plus a
range of performance kits and suspension kits
for road to racing applications. Don't miss it!



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

THE Day! At 08.00 Andy and I tightened that wheel bearing in the half light of a damp Welsh morning and set off to pick up John and Pam from their guesthouse accommodation.

My mum and dad were also Support Crew, it was dad's birthday after all and what better way to celebrate than a drive around an Historic Rally course? They went with John and Pam, who followed us into Swansea for the Start. Once there, I met at last some local area members who had not been able to make the meetings before: Clive Measday who identified himself by saying 'I've got a Herald like that?', and Julian Watts, who runs 'Triumph Restorations' in Swansea and was navigating no. 54, an own-restored, pristine Herald 1200 saloon.

09hr 24m 45s and, with Timecards sandwiched between open Road Book and the appropriate map, No. 55 was counted down to the start of our first Historic Rally. The idea was that you never had to exceed 30mph average speed, but regularity stages later meant a constant 35mph or so to overcome the time wasted at Time Controls, road junctions etc. Still, the first five miles to the first Driving test was an easy fun and I discovered that the Road Book was in fact intelligible.



The test involved driving around awkwardly placed traffic cones and then stopping astride the finish line. Having seen 'Top Gear' and its report on a similar Test in the Morecombe Illuminations Rally, we felt confident! The 25 foot turning circle came into its own and we finished perfectly across the line, so it was Timecard signed and off on the first 15.4 miles Regularity Section. To ensure competitors maintained a 30mph average, sneaky Regularity Controls appeared at intervals, where Timecards had to be signed and times recorded. There were penalties for arriving early, late, not at all or slowing down in sight of these places! To ensure the correct route was taken, similarly sneaky Passage Controls were sprinkled about the course. These were red fluorescent arrows on boards by the roadside, with a three figure number on the back which had to be recorded as you passed. The last one of the morning was actually in the wrong place, which worried us until this was confirmed, as we thought we had missed it! Sometime near the end of the second stage, after a hair raising

RALLY OF THE VALES Part 2.

Claire Conway-Crapp
Andy Webb

plunge down muddy roads the size of footpaths, a tortured scream emitted from the front of the car and the smell of burning something wafted in from under the gearbox tunnel. It disappeared after a while, but eventually the ignition light glowed red and we pulled into a convenient layby and lifted the bonnet... the dynamo glowed red as well. The intrepid Support Crew appeared as if by magic and John produced the Holy Grail, sorry, a replacement dynamo, which was swapped for the incinerated version in 21 minutes. Off we went again. . . . Andy was having the time of his life, we slithered through a muddy farmyard sideways and fishtailed out of the 90 degree bend with him grinning like a madman! I called out junctions and directions and counted down in tenths of a mile whilst the trip meter worked overtime, being reset at each Tulip diagram for accuracy. We nearly tailgated an MGB at a Passage Control, but the brakes were better than anticipated and we missed them. 'Damn!' said Andy.

Llyn Brianne reservoir and Driving Test No. 2. Without moving from your seats and with mirrors covered up, reverse your car up to a pole without hitting it... we clipped it and got 20 penalties. Never mind, the next stage was the infamous Lake perimeter road and Abergwesyn Pass, complete

with a Devil's Staircase! Llyn Brianne, it must be said, was breathtaking, with five clear miles before the next junction, the Navigator had time to relax a bit and enjoy the view. We passed a chrome over-rider on the road at this point, although it did not register until we had gone by. I wonder whose it was?

Lunch at last, with No. 55 arriving dead on time for a change. No penalties there! Lunch was a hurried curry, before helping out the crew of a Vitesse Saloon that needed a water pump gasket pronto. Our Support Crew had briefly become theirs, arranging gasket making material (the back page of the Rally Regulations!) from me in return for a nut and bolt for our dynamo, the original having sheared in half! There was time for a glance around the other Triumphs, another Vitesse Saloon and two Herald Coupés, plus a MkII GT6.

At 14h 21m 0s we were off again. Timecards signed and needing to make up time from the dynamo change, otherwise we would be over the 30 minutes grace allowed and would be eliminated! 14.54 miles of Regularity stage to the Mynydd Eppynt military rifle ranges came next, so there was no chance of catching up time there.

An irritating Citroen 11BL with an English registration in the French style at the back, tried to overtake us on a cattle grid, later the crew tooted like mad for us to pull over and let them overtake. Being nice, we did, whereupon they shot past and vanished down the wrong road!

A misquoted distance in the Road Book did not catch us out and we arrived at the next Driving Test in one piece, unlike some others. One big Healey hit the bank and demolished its front end and radiator, a Mini-Cooper crew decided they had gone the wrong way and turned around, only to drive headfirst into a competing Volvo coming the other way. The only scratches the Herald got were from that Driving Test pole!

This test was also a judgement of distance to a pole, this time it was judging the height of your vehicle and driving beneath one set to its perceived height. There were penalties for knocking it down and for any distance between the roof and pole. Hastily consulting the Saloon dimensions in the Owners Handbook, adding a couple of inches for the Convertible and mentally gauging 4 feet 6 inches against the height of the Test Official worked... the pole literally slid across the top point of the roof and we were the only ones with no penalties!

The penultimate stage led up to the last proper Driving Test. On the way, one of the big old Volvo

saloons pulled into a layby in front of us and we stopped to offer assistance. The crew were convinced it was the gearbox in trouble, but the symptoms? Exactly the same as our dynamo destroying itself. Sure enough, when they popped the bonnet the dynamo was red hot. They decided to push on to the finish, so we escorted them on to the last Test. This was a real corker, a speed sprint around two traffic cones and a tree, a roundabout and then stopping across the finish line again. The Volvo charges around like a demented hippo and then it was our turn. Did I say that that muddy farmyard had made Andy's day? I retract that statement in favour of this Test.

.... I have never seen a Herald move so fast or heard so much screaming from the tyres before I held on for dear life as the car spent most of the time canted this way and that at about 45 degrees. We slammed to a halt across the finish in 62 seconds, out of an allowed 100 it was pretty good!

Our Support crew then turned up, having missed it all! With ten minutes to spare before disqualification, I'm afraid the supposed 24.5mph average for the last 4.69 miles went out of the window. It wasn't technically a regularity section, so we belted down the M4 back to the Rally HQ and clocked in with four minutes to spare. Then came the last Test! Back to the car with a torch and set of 20 points to plot and then a route to draw on the map, involving arriving and departing these points in particular directions... except the wording did not make it clear whether you arrived from or towards them. Several minutes over time, we handed it in.

Then, that was it! We both received a Finisher's Award of a thick slate plaque and got our map back. Our first Rally was over, Odin the Herald was still in one piece and had behaved, bar the dynamo, perfectly. My mum acquired for us some coffee and biscuits and we all went into a side room to watch a video someone had taken of the event. We had appeared on it briefly when the rumour went around that the results were up! John went off to investigate and returned with the verdict that we had about 540 penalties and were second in Class! Not bad, all things considered. The official results, sent out a week later, confirmed that we had come 46th overall out of 71, having gained 210 penalty points for the 21 minutes it took to change the dynamo. I knew we should have soldiered on until the timed stage ended! Had we done so, we would have won the class by 100+ points and come in 25th overall... oh well!!!... Andy and I are now hooked, next step to join the Historic Rally Car Register, obtain our RAC licences and get our 1961 Herald 1200 Coupé on the road and up to spec! Meanwhile the next Rally beckons... and this time it's at night! Now where did I put that interior light?

I bought my first GT6, reg no. YXJ 969K, chassis no. KE12606 when I was 20, in 1982, from a local farmers son who had abandoned it having just had a brand new car. It was a MkIII and would start OK but the clutch was stuck, and the bodywork a bit tatty around the edges but apart from that, it looked reasonable. I parted with my cash, how much I can't remember, and took the car home.

Abandoned by the Farmers Son Mark Lloyd

Some parts needed attention, so if I just list them you will see:- fuel pump, front trunnion bushes, sills, quarter valances and after a minor front end shunt with a plumbers van, a quick filler job on the nose and a respray. But apart from this it was great fun and the girlfriend (now 'the wife') thought it was smashing.

The car was sold about six months later and I moved onto Autograss racing, having built and raced two cars the time had come to tackle a restoration project and what better than another GT6. Julie (the wife) approved so that was it. I saw the TSSC advertised and joined up looking for a suitable car.

After looking at a few, I eventually bought one locally in August 1990. GT6 MkIII reg no. DOC 997K, chassis no. KE12620, first registered on 24/04/72 and as you can see it was only 14 cars down the production line from my first car!

So the restoration has started, interior stripped out, body off the chassis and all suspension removed for rebuilding. It was

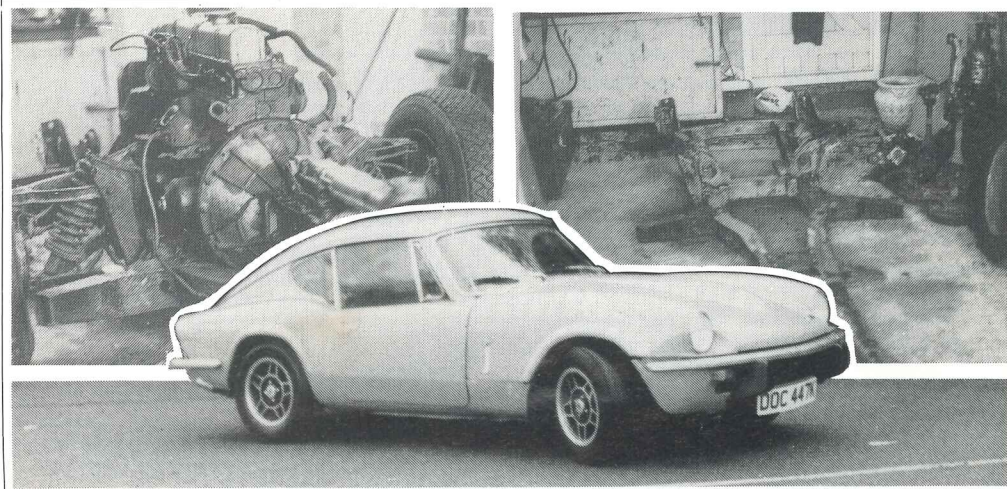
decided to replace all joints and bushes anyway so after shopping around, I found the best deal to be with Rob at Clive Manvers, so thanks to him for his help. New body panels have been bought, front wings and inner arches, sills, rear wings and valance and steel quarter valances all to be fitted soon I hope as I have been concentrating on the suspension rebuild and painting.

Some original parts were missing such as tunnel trim, steering wheel and original road wheels as alloys were fitted, all these parts were found at Steve Gill Sportscars near Pontypool. New outriggers have been welded onto the chassis and it is now ready for sandblasting and painting.



The head had been taken off the engine and the bores appear to be very good so hopefully honing and new rings with a crank regrind and bearings will see the bottom end alright, but the rocker shaft is ruined so we will take it as it comes. I intend to rebuild the car as standard but may fit electronic ignition and an electric fan, then use the car only in the summer because of all the effort which will be put into the car. I want to keep it in good condition. As with any project the enthu-

siasm comes and goes especially when (I am sure this has happened to most), standing in a cold garage covered in oil and blood dripping from one finger, you do sometimes wonder if it's all worth it, but it's all part of the fun really, so back to the garage and I hope to have the body back on the chassis this year and complete the year after. The intention then is to attend club events and use the car for touring the country and hopefully abroad.



TRIUMPH BOOKSHOP

ORIGINAL BRAND NEW LEYLAND PUBLICATIONS

Workshop Manuals

Herald 1200	£22.95
Herald 13/60	£22.95
Vitesse '6'	£22.95
Vitesse 2LMK1/11	£22.95
GT6 Mk1/II/III	£22.95
Spitfire 4/11/111	£22.95
Spitfire IV	£19.95
Spitfire IV/1500 Dutch	£22.00
Spitfire 1500	£19.95
Spitfire 1500 German	£22.00
Spitfire IV/1500 French	£22.00
TR2/TR3	£27.50
TR4/4A	£24.00
TR5 (complete)	£35.00
TR6	£25.00
TR7 German	£24.50
TR7	£20.00
TR8	£24.00
Stag	£24.00
Stag German	£30.00
Dolomite	£21.95
Dolomite Sprint	£21.95
2000/2500/2.5PI	£25.00
1300 FWD	£15.95
1500 FWD/1500T/C	£19.95

Parts Catalogues

Herald 1200 (all mods)	£18.95
Herald 13/60	£16.00
Vitesse 1600/2 Ltr MkI	£18.95
Vitesse 2 Litre MkII	£16.00
GT6 Mk1 & 11	£18.95
GT6 Mk111	£16.00
Spitfire MkIII	£18.95
Spitfire MKIV	£16.00
Spitfire 1500	£17.00
TR2/3	£19.00
TR4	£19.00
TR4A	£19.00
TR250 (TR5)	£20.00
TR6	£19.00
TR7	£19.50
TR8	£24.00
Stag	£23.00
Dolomite Sprint	£19.00
1500 FWD	£15.00
1500 RWD	£15.00

NEW SPITFIRE GLOVE BOX WORKSHOP MANUAL
200 PAGES a must for when you are on the road £7.95

Handbooks

Herald 1200/12/50	£5.00
Herald 13/60	£5.00
Vitesse '6'	£5.00
Vitesse MK1	£5.00
Vitesse MK11	£5.00
GT6 Mk1	£5.00
GT6 Mk11	£5.00
GT6 Mk111	£5.00
Spitfire 4	£5.00
Spitfire MK11	£5.00
Spitfire MK111	£5.00
Spitfire MKIV	£5.00
Spitfire 1500	£5.00
Spitfire 1500 German	£5.00
TR4	£5.00
TR4A	£5.00
TR250 (TR5)	£5.00
TR6	£5.00
TR7	£5.00
TR8	£5.00
Dolomite Sprint	£5.00
Bond Equipe 4GTS	£5.00
Bond Equipe 1300 Sup.	£3.00
Bond Equipe 2 Ltr. MkII	£5.00

General

HAYNES WSHOP MANUALS (STATE MODEL)	£12.95
SU Carburettors	£11.95
Weber Carburettors	£11.95
Electrical Manual	£11.95
BROOKLANDS BOOKS	
Vitesse/Herald 1959/71	£8.95
Vitesse 1962/71	£8.95
Herald 1959/1971	£8.95
GT6 1966/1974	£8.95
Spitfire 1962/1980	£8.95
Spitfire Collection No. 1	£7.95
Spitfire Gold Portfolio	£12.95
Road & Track Triumph	
Sports Cars '58/67	£8.95
Sports Cars '67/74	£8.95
Sports Cars '74/82	£8.95
TR2/3 1952/60	£8.95
TR4 & TR5 & 250	£8.95
TR6 1969/76	£8.95
TR7/8 1975/81	£8.95
Stag	£8.95
Stag Collection	£7.95
2000/2500	£8.95

Triumph Cars - The complete History Robson/Langworth	£24.00
TR for Triumph - Chris Harvey	£18.50
The Complete History Spitfire GT6 Graham Robson	£14.95
PRACTICAL CLASSICS RESTORATION GUIDES	
HERALD/VITESSE - SPITFIRE/GT6 - METALWORKING each	£ 7.95
Practical Classics Restoration of TRIUMPH STAG	£14.95
Practical Classics PANEL BEATING & PAINT REFINISHING	£12.95
Practical Classics - HERALD/VITESSE (full restoration)	£13.95
Practical Classics - GT6 briefing (restoration etc)	£ 6.50

Competition Preparation Spitfire I/II/III/IV/1500	£ 6.00
Competition Prep. All 2 Litre Cars	£ 6.00
Tuning Triumph Cars from 1200cc to 2500cc	£12.50
Guide to Purchase & D.I.Y. Restoration SPITFIRE, GT6, VITESSE & HERALD By L Porter & P Williams 312 Pages (superb)	£17.50
Triumph TR4/5/6 Autotolio (much in colour)	£12.50
Practical Classics on AUTO ELECTRICS	£ 8.95
SPITFIRE/GT6: Collectors Guide (new Nov 1991)	£15.25
Original Triumph TR. The restorers Guide. (Piggott)	£20.75

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

Overseas Orders add 10% to total order to cover extra Postage - NO VAT ON BOOKS
Payments in Sterling please QD/392

TOMMY THE TRIUMPH

BONJOUR, MES AMIS!
WELL, ZE 1992 EEZ
'ERE, SO WE ARE ALL
NOW ZE EUROPEANS



YOU CAN STILL TAKE YOUR
TRIUMPH TO ZE EUROPE
BUT BEWARE! ZE TALK
OF 'ARMONISATION IS ONLY
TALK, NOSSING MORE....



"AS I FOUND LAST YEAR!"

BONJOUR, BONJOUR, BONJOUR,
QUE NOUS AVONS ICI, THEN?
ZIS IS NOT A RENAULT OR
A PEUGEOT, MONSIEUR?



AVEZ VOUS
LE GREEN CARD,
MONSIEUR...



AVEZ VOUS LE
TRIANGLE DE WARNING?
LE KIT DE FIRST AID...?



ZE LITTLE BLACK
BITS ON ZE
LIGHTS?
PAH!



AS I THOUGHT!
POIROT LE MAGNIFIQUE
'AS NICKED ZE
VILLAIN.....



AND SO I WAS THROWN IN
THE NICK - BUT, LUCKILY,
I HAD MY MEMBERS
HANDBOOK WITH ME!



SOME BLOOMIN'
USE **THAT** TURNED
OUT TO BE.....



CLUB SERVICES 1992

CLUB HEADQUARTERS

The following services are available from the Club Headquarters

TSSC MEMBERSHIP

£27.00 UK £28.00 EUROPE £32.00 OVERSEAS

RENEWALS

£25.00 UK £28.00 EUROPE £32.00 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 — TRUDI SQUIBBS

TSSC - Main Street, Lubenham, Leics LE16 9TF

TEL: (0858) 434424 FAX: (0858) 431936

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

TSSC - 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 H/Q Market Harborough

TSSC OFFICERS 1992

Technical Secretary:

Carl Heinlein St Davids, Chepstow Road, Langstone,
Gwent, NP6 2JR
Tel: (0633) 412377 (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

Brett Dennis 11 Ashdown Crescent, Cheshunt, Herts.
EN8 0RE. Tel: (0992) 34150 (7-9pm)

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.

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 6FQ
Telephone (0733) 232818

Specials

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

Amphicar

David Chapman 5, Sheringham Rd, Worcester WR5 3RA
Tel: (0905) 763192

Competition Secretaries

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

N. Sleightholm 12 Linhay Close, Honiton, Devon
EX14 8BJ. Tel: (0404) 47228.

International Liaison

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

Race Liaison Officers

Brenda & David 30 Church Road, Reigate, Surrey
Barnes RH2 8HY.

Events & Equipment

TSSC OFFICE Main Str., Lubenham, Mkt Harborough
Leics LE16 9TF Tel: (0858) 434424

Archivist & Librarian

Mike Costigan 'Dumble Rise' 38 Ridgeway, Southwell,
Notts NG25 0DU. Tel: (0636) 814050

Show Car Register

Vicki 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!

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.

