

Spitfire/GT6 Panelwork



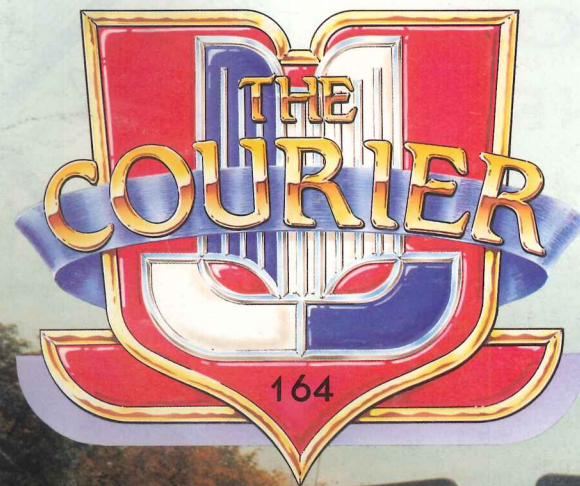
British Sports Car Centre



ACCESS & BARCLAYCARD WELCOME

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

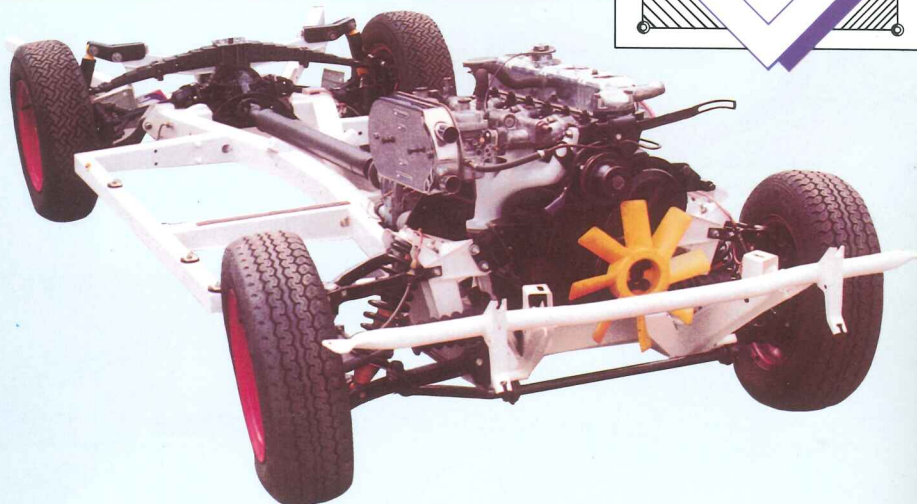
301 Goldhawk Road, London W12 8EZ Tel: 081-748 7823 Fax: 081-563 0101



FEBRUARY 1994



WOULD YOU LIKE ONE OF THESE?



With one phone call or a personal visit
you can easily achieve the above.

HOW? Fitted to this chassis are the
following items from T.S.S.C. Offers.

**STAINLESS EXHAUST SYSTEM : NEW CARBURETTORS : SPAX SHOCK
ABSORBERS : SPRINGS : COPPER BRAKE, CLUTCH & FUEL LINES :
STAINLESS HOSES : FULL IGNITION SERVICE KIT; COIL, PLUGS, LEADS,
CONDENSER, CAP, POINTS : ALLOY WHEELS, ROTOFLEX REAR
SUSPENSION BRACKET CONVERSION KIT**

.... ALL THIS AND MUCH MUCH MORE IS AVAILABLE **NOW**
FROM STOCK AT GOOD DISCOUNTS

WHY RING AROUND?
IT'S ALL HERE
CONTACT JOHN ON



0858 434424

THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.14 No. 164 FEBRUARY 1994
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

TSSC OFFERS CO-ORDINATOR
David Hill

COURIER MAGAZINE
EDITOR
Bernard Robinson
TYPESETTERS

John Fairey & Jo Sunderland
TRIUMPH SPORTS SIX CLUB - PO Box 28, Market
Harborough Leics LE16 7FX
TEL (0858) 434424 FAX (0858) 468228

GENERAL SECRETARY
Peter Williams

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

COUNCIL MEMBERS 1994

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

For a full list of TSSC Officials see page 82

© Triumph Sports Six Club Ltd 1994



Cover photo,
Richard Colliers
Bond Equipe
2 Litre MkII.

Contents

TSSC Events Calendar	4
Comment	5
News Review	7
Modern Car Scheme	8
Vitesse Register	10
Herald 13/50 Register	14
Early Spitfire Register	18
Tommy the Triumph	23
International Liaison Secretary	26
Spitfire IV/1500 Register	31
Specials Register	38
Four door Herald	42
Around TSSC World	46
Readers Restoration	51
Dream Collection	55
Special Report	59
Macau Spitfired Up	62
Readers Restorations	67
Triumph/Jaguar links	70
Pen to Paper	74
A Family Affair	76
Much Modified Spitfire	79
TSSC Officers	82

Plus Area News Review/Classified Newspaper

Whereas every care is taken to publish accurate information, the Editor and the Council 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.

T.S.S.C. EVENTS '94 Calendar

This is the official TSSC Events Calendar for 1994 / 1995 containing details of all TSSC organised events and National and Local events to which the club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors or changes due to unforeseen circumstances. For additions and amendments contact the Club headquarters.

Tel: (0858) 434424. Fax (0858) 468228

TSSC ORGANISED EVENTS FEBRUARY

13 SUNDAY - LONDON ORBITAL MEET. Wheatheaf Pub, Old Windsor, Berks.

MARCH

12/13 SAT/SUN - BRISTOL CLASSIC CAR SHOW, Club Stand by Swindon Area.

MAY

7/8 SAT/SUN - SEM (SOUTH OF ENGLAND MEET), Leatherhead Leisure Centre, Surrey.

12-15 THURS-SUN - THE 20TH ANNIVERSARY NATIONAL GATHERING OF THE TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA, at Midmar Dam Holiday Resort, Natal. A full weekend of Triumph related activities set in the Natal midlands at a time of year when the weather is fine and warm. Join Triumph enthusiasts from all over South Africa for a memorable weekend. For further information write to Graham Cheetham, Box 29252, Maydon Wharf, 4057, South Africa or telefax 01027 31 256014.

14/15 SAT/SUN - SHETLAND CLASSIC CAR SHOW, Clickimin Leisure Centre, Lochside, Lerwick, Shetland. Contact Rob Jenner 0595 89204.

22 SUNDAY - CAR 94 (COVENTRY AREA RALLY) The Shire Horse Centre, Stratford On Avon. All Club cars welcome but with special awards to mark 35th and 30th year milestones in the history of the Herald models.

29/30 SUN/MON - BROADLANDS EVENT - Wessex Area.

JUNE

5 SUNDAY - BREAMORE SHOW - Wessex Area.

17/18 FRI/SAT - COTSWOLD 94 SHOW, Chedworth, Contact Phil Williams 0453 755069

18/19 SAT/SUN - BEAULIEU SHOW - Wessex Area.

JULY

15/16/17 FRI-SUN - TSSC INTERNATIONAL WEEKEND. STAFFORD COUNTY SHOWGROUND. CONTACT CLUB HEADQUARTERS FOR DETAILS (0858) 434424

AUGUST

7 SUNDAY - SUNSHINE RALLY - Stanford Hall, Nr Lutterworth, Leics.

SEPTEMBER

11-SUNDAY- WORCESTER AREA CONCOURS, Avoncroft Museum of Buildings, Bromsgrove.

17/18 SAT/SUN - LONGLEAT SHOW - Wessex Area.

NATIONAL & LOCAL EVENTS TSSC INVITED

FEBRUARY

12 SAT - TOUR TO VISIT THE PARIS CLASSIC CAR SHOW, Coach Tour Included.

24-27 THURS-SUN - DAILY EXPRESS MOTOR RACING SHOW, Olympia 2, Kensington, London.

26/27 SAT/SUN - PRACTICAL CLASSICS CAR SHOW, Earls Court, London.

MARCH

12/13 SAT/SUN - SPORTS & REPLICA CAR SHOW, Bingley Hall, Stafford Showground, Stafford.

APRIL

3/4 SUN/MON - CLASSIC CAR ROADSHOW, Classics & Balloons, Penshurst Place, Tonbridge, Kent.

3/4 SUN /MON - STONELEIGH EASTER CLASSIC, National Agricultural Centre, Stoneleigh, Warks.

16/17 SAT/SUN - INAUGURAL LLUNIAIDD CLASSIC CAR RALLY, Padarn Country Park, Llanberis at foot of Snowdon, 48 hour tour of Snowdonia.

17-22 SUN/FRI RALLYE D'ALSACE - FRANCE.

23/24 SAT/SUN - RACMSA TWO DAY CLASSIC, Starts in Worcester, finish in Wilts/Somerset, 320 mile route.

30 APR-2 MAY - SAT-MON - BBC TOP GEAR & SPORTSCAR SHOW, NEC, Birmingham.

MAY

1/2 SUN/MON - CLASSIC CAR ROADSHOW, Luton Hoo House, (M1 J10), Luton, Beds.

1/2 SUN/MON - CLASSIC CAR ROADSHOW, Shugborough Hall, Milford, Nr Stafford.

8 SUNDAY - 1994 COLCHESTER CLASSIC VEHICLE SHOW, Colchester Institute, Sheepen Road, Colchester, Essex.

19 SUNDAY - MIDSUMMER MOTORING LEGENDS, Whitbread Hop Farm, Paddock Wood, Kent.

29 SUNDAY - NORWICH UNION RAC CLASSIC RUN, Routes cover 130/150 miles, finishes at Silverstone.

28/29/30 SAT-MON - ENFIELD PAGEANT OF MOTORING & COLLECTORS BAZAAR, Great Cambridge Rd, (A10) Enfield.

29/30 SUN/MON - THE YORK MOTOR & LEISURE SHOW, York Racecourse.

29/30 SUN/MON - CLASSIC CAR ROADSHOW, Broadlands, Romsey, Hants.

29/30 SUN/MON - CLASSIC CAR ROADSHOW, Mapledurham House, Nr Reading, Berks.

JUNE

12 SUNDAY - LONDON TO BRIGHTON CLASSIC CAR RUN & BROOKLANDS TO BRIGHTON, Pre 1950 Car Run.

18 SATURDAY - CORBY CARNIVAL & CAR SHOW, Boating Lake, Corby, Northants.

20-28 MON-MON - RALLYE DES PYRENEES - SPAIN/France.

25/26 SAT/SUN - FOLKESTONE CLASSIC VEHICLE & GAME FAIR SHOW.

26 SUNDAY - BROMLEY PAGEANT OF MOTORING, Norman Park, Bromley, Kent.

JULY

9 SATURDAY - FILKINS FESTIVAL, Interesting & Historic Vehicles Rally, Filkins, off A361, West Oxfordshire.

24 SUNDAY - CLASSIC CAR ROADSHOW, Hoghton Tower, Preston, Lancs.

30/31 SAT/SUN - NATIONAL MEETING OF STAG OWNERS CLUB, Donnington Park, Invitation to all Triumph Clubs.

31 SUNDAY - CLASSIC CAR ROADSHOW, Gt Yorkshire Showground, Harrogate, North Yorks.

AUGUST

7 SUNDAY - BMC/BL RALLY by Cambridge Oxford Owners Club, Grimsthorpe Castle, Bourne, Lincs.

6/7 SAT/SUN - LOSELEY PARK CLASSIC CAR SHOW & COUNTRY FAYRE, Loseley House, Guildford, Surrey.

28/29 SUN/MON - WALSALL CLASSIC CAR & COMMERCIAL SHOW, Old Walsall airport, Bostly Lane, Aldridge, Walsall, West Mids. In aid of Charity. To take humanitarian aid to countries in crisis.

28/29 SUN/MON - KNEBWORTH '94, Knebworth Park, Stevenage, Herts.

28/29 SUN/MON - CLASSIC CAR ROADSHOW, Sudeley Castle, Winchcombe, Cheltenham, Glos

SEPTEMBER

4 SUNDAY - THE TRANS-PENNINE CLASSIC RUN.

16-25 FRI-SUN - THE SCANDINAVIAN CLASSIC, DENMARK/NORWAY/SWEDEN.

17-25 SAT-SUN - THE MERLIN CLASSIC TOUR OF THE LOIRE, In conjunction with Brittany Ferries. Non-competitive leisurely tour around 620 miles.

20-21 SAT-SUN SCOTTISH CLASSIC CAR SHOW & ROUND 6 OF THE AUTOGLYM CONCOURS, Scottish Exhibition & Conference Centre, Glasgow.

26-27-28 FRI-SAT-SUN - DOUNE CLASSIC WEEKEND, Doune Motor Museum, Doune, Nr Stirling.

Bill Sunderland "Comment"

MOTORING today has turned the corner into what must be the most exciting times since the early sixties (the hey-day of change) when so many new models of car were on offer — the same applies in 1994.

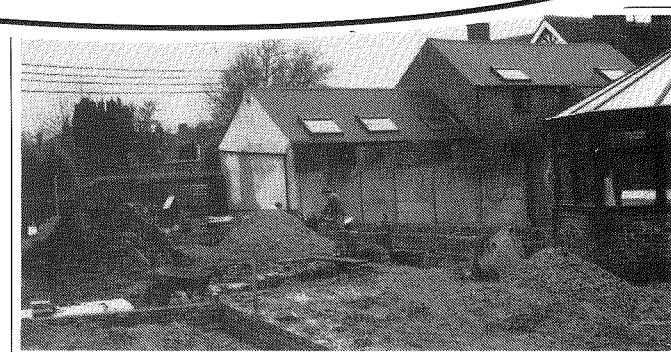
In 1964 Triumph popularity had started to bloom, with its centrepiece being the Triumph Herald. The Standard range was being extended on the strength of the demand for this little gem of a car, having the effect of breathing new life into the Standard Triumph Company who duly supplied the lifeblood for the TSSC today.

After a decade of the 'Eurobox', manufacturers are beginning to design and market much more individual cars, many of these being convertibles. Although sportscars in general have taken a severe Insurance blow, Japanese car makers Mazda and Toyota, have continued to introduce fresh and innovative ideas into the market place.

Heard the good news? TVR have recently run completely 'against the grain' by introducing a new classy little open top tourer. Lotus have currently on the drawing board a sports car with all the basic attributes that made the Spitfire so popular in the Sixties, and I am informed

that Rover are soon to be introducing a new MG Midget.

Driving has to be a pleasure and that is the reason why older cars appeal to the young-at-heart today and is also why the latest design in convertible motoring will still be being enjoyed in 30 years time. Who needs electric windows anyway?



30 YEARS ON

HQ UPDATE

The building programme has now got into full swing. If things progress as well as they have done so far, we will be looking for a Grand Summer opening. Judging by the amount of questions asked over the telephone every day, you are all interested in what is going on, so I will endeavour to give you a little more detail.

The building programme has now got into full swing. If things progress as well as they have done so far, we will be looking for a Grand Summer Opening.

able for your inspection both 'project' and 'concours' cars, memorabilia of Triumph racing history and a possible 1964 Le Mans Pit reconstruction . . . any spare ex-Le Mans cars out there?

We will also have available for your use: a Video Room, a Technical and Reference Library, a Refreshment Area along with seating just to 'take in the atmosphere'.

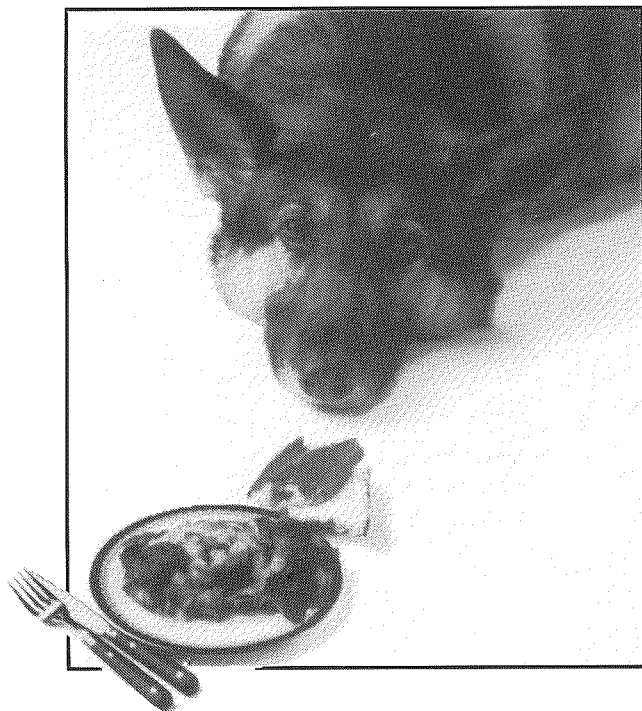
Throughout we hope to have on display various objects of Triumph interest — from original Michellotti drawings to the broken conrod sent back from Japan at the end of last year when Quasi 'caught a cold'. The Picnic Area outside will be revamped. At the

Our aim, past and future, has been to make the HQ member-friendly. Firstly we want you to feel that it is a place to come, feel part of and enjoy.

With this concept very much in mind, the design of the new buildings has been based around what the member is likely to want and need. We intend to have avail-

very heart of this new complex will be the TSSC Offers Shop with plenty of Special Offer Goodies, Club Regalia etc.

The TSSC already has one of the UK's best equipped Club HQ's and these current improvements should take us all a step closer to our goal — the Club that likes to get involved.



Unfortunately for Rex, His Owner Fits Moss Parts...

Unfortunate because tonight Rex will be eating boring old dog food again. Of course before Rex's owner started fitting Moss parts, 'a bit of work on the car before dinner' ended up consuming an entire evening. As a result Rex was treated to the lasagne while his owner ended up well and truly in the dog house. So if you want to keep your dinner out of the dog, fit Moss parts.

With over 24,000 individual lines and six branches nationwide, Moss is the world's largest supplier of quality parts for MG, Triumph and Austin Healey sportscars. Browse through any one of our parts catalogues or visit one of our branches and you'll understand why those who know fit Moss parts. Parts catalogues for MGA, MG T Series, MGB, Sprite & Midget, TR2-4A, TR5-6, TR7, Triumph Spitfire, MG Special Tuning and TriumphTune are available for only £2.50 each.

Telephone Customer Services on 081-948 8888 or contact your local branch.

London 22-28 Manor Road Richmond Surrey TW9 1YB Tel. 081-948 6666 Fax. 081-940 9268	Birmingham 90F Wolverhampton Road Oldbury West Midlands B69 4RJ Tel. 021-544 4444 Fax. 021-544 4340	Manchester 113/115 Stockport Road Cheadle Heath Stockport Cheshire SK3 0JE Tel. 061-480 6402 Fax. 061-429 0349	Bristol 93 Newfoundland Road Bristol Avon BS2 9LU Tel. 0272-232523 Fax. 0272-428236	Darlington 15 Allington Way Yarm Road Ind. Est. Darlington County Durham DL1 4QB Tel. 0325-281343 Fax. 0325-485563	Shipley Regent House Dockfield Road Shipley West Yorkshire BD17 7SF Tel. 0274-594071 Fax. 0274-531149
---	---	--	---	--	---



HSCC STANDARD ROADSPORTS CHAMPIONSHIP

EVER thought about racing your TR/GT6, but found the prospect a bit daunting?

Well, the HSCC Standard Roadsports Championship (SRS) was designed to be as un-daunting - and as cheap - a way to race your classic sportscar as possible. Standard means just that - no expensive go-faster bits are allowed. There's a class system that allows everyone to race for glory at their own level, and a camaraderie not always evident in other more high-powered race series. If you're interested, call either myself or Steve Lydon at the HSCC, for a natter. And if you'd like to see the action first hand, this is where it will be...

2nd May, Mallory Park — 4th June — Brands Hatch — 2nd July, Oulton Park
24th July, Cadwell Park — 29th August, Thruxton — 3rd September,
Donington — 17th September, Silverstone.

Simon Park (Chairman SRS) 0235 848249 anytime, FAX 0235 847206.
Steve Lydon, HSCC. 0249 758174, FAX 0249 758188.

BRANDON METAL FINISHING

AS from 3 January 1994 I will be starting in business in the metal finishing industry. The services I will be offering are primarily bead and shot blasting to achieve very fine finishing on all metals.

I will also be offering powder coating, welding, spraying and mechanical assembly. My main interests are in classic car and motorcycle restoration, so I will be concentrating my activities in these areas.

My reason for writing is in the hope that you would include this information and my telephone number in any publication or magazine that you produce for your club. In return I will offer your club members a 15% discount on any work they place with me.

UNIT 6, PAULSGROVE ENTERPRISE CENTRE,
BOURNE ROAD, PORTSMOUTH.
PO6 4JD.

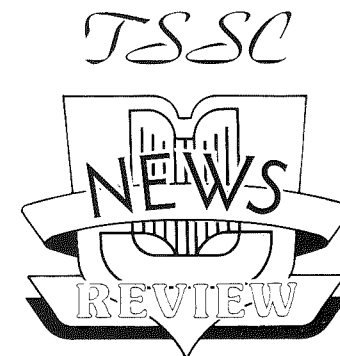
TEL: 0705 215521 work. 0705 750716 home.

... never been a better time to buy ...

TSSC OFFERS still have a few Bell Exhausts left from the January promotion.

With up to £55 off selected systems, there has never been a better time to fit a stainless steel exhaust. Telephone us NOW and order your system to avoid disappointment (See January Review for full list of systems).

0858 434424



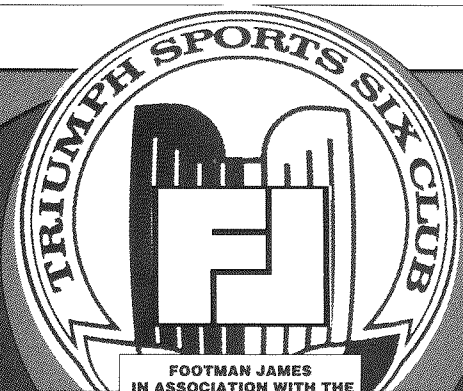
**IMPORTANT
COURIER
MAGAZINE
NEW FAX NO.
0858 468228**

CALENDAR OF EVENTS

January's Calendar of Events went awry. So please make note that **S.E.M. IS IN MAY** as shown, **NOT** March which in fact should have been the **BRISTOL CLASSIC CAR SHOW** and the **BROMLEY PAGEANT** is in **JUNE** and not **MAY**.

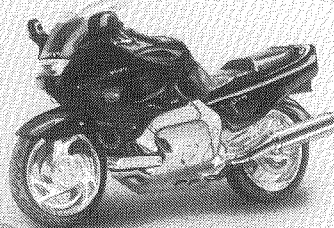
This months Calendar is now correct.

Bernard, Ed.



FOOTMAN JAMES
IN ASSOCIATION WITH THE
TRIUMPH SPORTS SIX CLUB

**MODERN CAR & MOTORCYCLE
INSURANCE SCHEME**

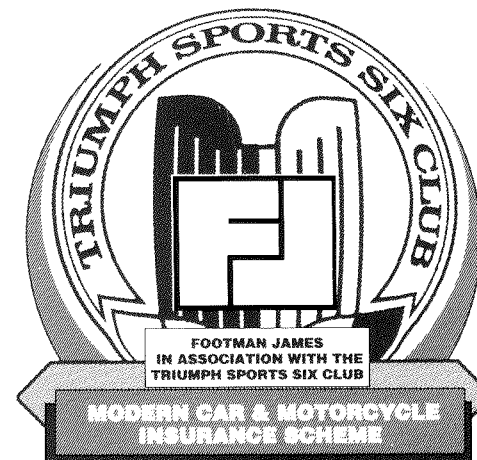


Exclusive for TSSC Members Already Insured under the
present Insurance Scheme through FOOTMAN JAMES & CO LTD

10%
Discount

*Our commitment is to Discount by 10%
the Renewal Premium of your
Existing Private Car / Motorcycle Policy.*

MODERN CAR & MOTORCYCLE INSURANCE **10% DISCOUNT**



FOOTMAN JAMES
IN ASSOCIATION WITH THE
TRIUMPH SPORTS SIX CLUB

**MODERN CAR & MOTORCYCLE
INSURANCE SCHEME**

Footman James in conjunction with the Triumph Sports Six Club are delighted to announce an exciting Modern Car/Motorcycle Scheme for those members currently using TSSC Insurance for their Club car(s).

Into our second decade with Footman James and together with Dominion Insurance, who underwrite all TSSC Club policies, this scheme is exclusive for TSSC members.

The success of the highly competitive Classic Car Scheme has led to the development of this latest UNBEATABLE package for your modern day car or motorcycle. The beauty of the scheme lies in its simplicity so, what's on offer?

Provided you comply with the cover requirements, the scheme will give you 10% DISCOUNT from the renewal terms offered by your present insurer. Yes, 10% DISCOUNT!

Complete the appropriate forms (enclosed in this Courier) - after carefully reading the "How to proceed" instructions - then deduct 10% from your present renewal figure and pay by cheque or credit card. The other advantage is that you then have a "One Stop Shop" for your insurance advice.

To summarise, the scheme offers The best Private Car/Motorcycle Insurance deal in town but without YOUR help it will not work.

When applying for cover, these are the do's and don'ts :

DO:

- a) Do follow precisely the instructions given in the brochure on how to proceed.
- b) Do provide all documentation requested, including remittance in one go, at least 10 days before cover is required.
- c) Do Write or FAX to Footman James if you have a query.

DON'T:

- a) Don't Telephone - if all the members who want cover telephone at the same time, no switchboard in the world can cope!
- b) Don't try to alter the cover particularly in respect of Drivers, Vehicles and Use. These cannot be varied.

**As we said, the best deal in town but
WE NEED YOUR HELP**

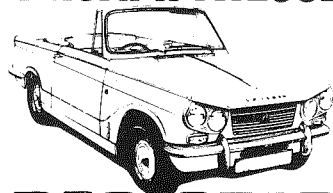
Incidentally, any members currently insured through the previous Modern Car Scheme will also qualify for the 10% discount - get writing. See brochure in this Courier.

10% DISCOUNT - 10% DISCOUNT





THE TRIUMPH VITESSE



REGISTER MAC REYNOLDS



I? . . . AHHHHHHH, hhhhhh . . . back to normal after all the festive seasons last minute panics, over indulgences and far too many late nights . . . we now have the show season and (if we are lucky) the summer to look forward to (I've almost forgotten what sunshine is!). It's now the time of the year when the Vitesse begin to appear out of the woodwork . . . and not before time . . . I was beginning to get withdrawal symptoms.

The first feature of this month is affectionately known as 'Tess' she is a 1967 2 Litre Vitesse convertible . . . JHR 359E, owned by Paul Swindells (Chislehurst) who acquired her in May of 1992, she was then in a very sorry state . . . Paul actually saved her from being broken for spares! (close one!).

A full rebuild ensued . . . being completed by January 1993, she still has her original engine (which runs very sweetly), the original gearbox having been removed and replaced with an overdrive unit, other slight modifications include, Triumphtune Sports exhaust, K & N filters, MkII boot panel, and Spitfire/GT6 wheels . . . she does however remain her original Royal Blue . . . Paul says 'she is not concours, it's the fun she provides cruising around on sunny days with the hood down' . . . yes Paul . . . I certainly agree with that . . .

The second feature hails from Ontario in Canada . . . a 1970 MkII convertible (with overdrive) . . . and belongs to David Stock who purchased her in 1987 in Thatcham. She was quickly turned from a rusty Jasmine Yellow to the black and white of today, she followed David to Canada in 1991 (after being stored in a friends fathers driveway) . . . it was then she was certified, given her pink slip and new number plate . . . TVMMKII (NICE ONE!). The original British number having been TKO 268H, although now in everyday summer use . . . (winning hearts and friendships, and gathering envious looks) David says it is becoming evident she is in need of a complete rebuild . . . not yet started . . . due to the ongoing rebuild of a GT6 convertible . . . Thanks David, photos when she eventually gets completed??

On to the plea for information section . . . the first from John Hillarby (Wallington) who having recently acquired a Vitesse 6 . . . BYX 766B would be delighted

to learn of any previous history . . . as John says 'It's a shot in the dark . . . but you never know your luck' . . . Let's hope John . . .

The second comes from Andrew Thorpe (Romsey) who just wonders if his old MkII saloon (white) UTG 314G is still around? . . . anyone know anything on either of these two Vitesse? Let me know . . .

A point that I have never been to sure of is whether the front seats in a Vitesse are handed . . . looking at original examples . . . they certainly appear to be . . . but as you will all be aware, along with wheels the seats must be the easiest (and possibly most) changed . . . so browsing through the parts manuals . . . I note that the front seats are listed under two



separate numbers . . . and later the slide assemblies are listed as being for left or right hand seats . . . so there we have it . . . yes! The front seats are indeed handed . . . but this poses the question, can they be identified in any way . . . I don't know (as yet) do you? Let me know . . . Asking you questions leads me nicely into the next spot . . . I've always had it in mind to do a competition . . . so the following photograph of Vitesse KJU 921E which was sent in by its owner Mr R Clover (Batley) (who was thinking along the same lines) makes an ideal, nice easy competition spot. (To begin with . . . harder ones may follow!) . . . have a look at the photo . . . 'Can you spot anything unusual?' . . . answers to me on a postcard please (you can enclose them in a letter/envelope if you wish) (address at the back of the Courier), no later than 28th February . . . the first correct answer to be pulled out of a well shaken Tesco biscuit tin will receive a £10 voucher for TSSC Offers . . . (Can't be bad!!) the winner to be announced in the April Courier . . . fame at last!! All sounds a bit Blue Peterish . . . so come on . . . get those thinking caps on . . . I had an enquiry from a member recently wanting to fit a reversing light to his 1600 Vitesse. He

decided to try to obtain a complete unit of a MkI 2 Litre (these are in fact quite sought after) and most likely the perspex will be (due to age) rather mishapen, brittle and discoloured.

What I want to bring to your attention here is that replacement perspex kits are available . . . complete with the necessary rivets, at around £3 . . . complete new light units are mega expensive . . . I have seen them for sale at up to £95 (but at that price they can stay on the shelf) . . .

Speaking of spares, second hand or new . . . don't be afraid to shop around . . . a few phone

calls could save you more than just a few quid . . . collect spares catalogues . . . compare prices . . . on the subject of catalogues . . . I can recommend 'Rimmer Brothers' new one, it's excellent, phone for your copy . . . 0522 568000

Speaking to John Kipping recently . . . I gleaned a bit of inside information . . . he is at present re-vamping his complete catalogue . . . we can look forward to that . . . which is a good time to give all the traders a plug . . . if anyone is having any problems in sourcing a part of having difficulties in fitting a certain part . . . these long established traders are excellent guys to talk to . . . remember they are dealing with all things Triumph each working day of the year . . . so they usually know instantly the availability and associated fitting problems . . . I have to say that all my dealings with the like of John Kipping or Bill Livingstone of Six Spares I have found them to be a hive of information, but what is more, they are prepared to spend (valuable) time to help fellow Triumph



owners . . . Talking of fellow Triumph owners . . . a mention now for Adrian and Jackie (see photo) who hail from Twickenham . . . who hold the claim to fame of being the first members (and Vitesse owners) from 'over the border' to visit me here at 'Burrows Mill', they dropped in whilst on holiday . . . travelling in their very fine MkII saloon XPG 950G, great to see you both . . . and great to hear you sorted the odd problems with your Vitesse . . . I rather like the photo, all three of you resplendent in the Cornish sunshine . . . keep in touch . . . hope to catch up with you both soon . . . A quick thanks to Mr R Weller (Lincoln) who responded to my plea for information ref the use of two different speedometers (one for normal . . . one for overdrive). A complete update on that next month . . . when I will also endeavour to get a photograph of Leon Guyot of the side wind badges of the Triumph Italia 2000 . . . a guy about 15 miles from me has one for sale . . . so I will investigate further. . . . On cars for sale . . . I know of two rather nice convertibles, both in white, one a 1965 the other a 1969 MkII . . . and finally, a thanks to Russ Jones (Southampton) for his New Years message on my answering machine . . . slightly slurred . . . but much appreciated . . . Just stick to Tennants next year!!

Thanks, take care, cheers





Mike Crewes

THIS month a subject I have been asked to repeat. It is quite relevant to a car club and concerns the towing of broken down cars. Many of us think we know the law on this, but how many of us really do? It is not difficult fortunately and is quite common sense. Most of us who have towed will by common sense, have complied with the law without knowing it.

Firstly, the number of trailers, if any, which may be drawn by a motor vehicle on a highway shall not exceed - in the case of a motor car or heavy motor car one. (Section 30 Road Vehicles (Construction and Use) Regulations 1986).

Under section 83 a motor vehicle

or a heavy motor vehicle may draw two trailers on a road where one of the trailers being drawn is a towing implement and the other is a suspended vehicle, part of which is secured to and either rests on, or is suspended from, the towing equipment.

Towing implement means any device on wheels designed for the purpose of enabling a motor vehicle to draw another vehicle by the attachment of that device to the other vehicle in such a manner that part of that vehicle is secured to and either rests on or is suspended from the device and some but not all of the wheels on which that other vehicle normally runs are raised off the ground.

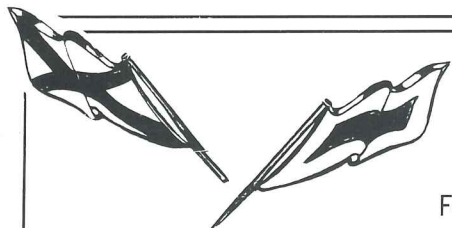
In short, a car ambulance or spectacle trailer. It seems a long winded way of saying you can use a car ambulance.

Where is motor vehicle is drawing a trailer solely by means of a rope or chain, the length of the rope or chain shall be such that the distance between the nearest points of the trailer and the vehicle

to which it is so attached cannot exceed 4.5 metres. Where a motor vehicle is drawing a trailer, and the distance between the nearest points of any trailer so drawn and the vehicle to which it is attached exceeds 1.5 metres, steps shall be taken to ensure the means whereby that trailer is attached to that vehicle clearly visible to other persons using the road within a reasonable distance from either side of the vehicle.

For the purposes of this regulation, determining the nearest points of two vehicles any part of either vehicle designed primarily for use as a means of attaching the one vehicle to the other and any fitting designed for use in connection with any such part shall be disregarded.

Under Case Law as stated in the case of Regina v MacDonagh (1974), the person steering the towed vehicle requires a driving licence. The vehicle will also require insurance and an DoT Test Certificate. A broken down motor vehicle remains a motor vehicle unless the cost of economic repair is greater than the value of the vehicle, in which case it will either become a trailer of just a vehicle (a trailer when towed). . . . So there you have it! Simple isn't it? Well, you did ask. If you have a query or topic on Road Traffic Legislation why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire. SL5 8EN enclosing a SAE. ○



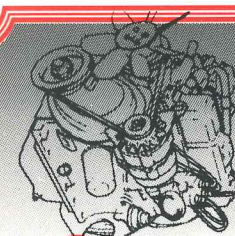
FREE RUBBERS!

**. . . . and the winner is
Gareth Pritchard of
St. Austell, Cornwall.**

For supplying the answers to the meaning of the signal flags, red cross on white (V for Victor) meaning, 'I require assistance'. Blue square on white (S for Sugar) meaning 'I am operating astern propulsion'.

Cambridge Triumph

**SHORTS COTTAGES, MOUNT PLEASANT FARM
16FT BANK, CHATTERIS, CAMBS, PE16 6XL.
TEL:(0354)694140 / 694144 FAX:695256**



Spares
Established
since 1976

BELOW ARE A FEW EXAMPLES OF OUR MASSIVE STOCKS - PLEASE RING FOR A FREE PRICE LIST

Engine fully recon. 4 cyl. EXCHANGE	£395.00
Gearbox, fully recon. EXCHANGE	£165.00
Differential, fully recon. EXCHANGE	£165.00
SPITFIRE PANELS - COMMON ALL SPITFIRE/GT6	
706288/9 'A' post filler	£7.25
706422/3 Sill end plate	£3.25
806634/6 Sill stiffener	£5.85
806638/9 Inner sill	£9.75
806707 Battery box	£12.60
903097/8 Outer sill	£18.00
TS19 Treadplate, stainless	£5.50
TS20 Repair front of rear wing	£7.25
TS23 Front floor footwell	£16.25

BONNET, SPITFIRE IV/GT6 III	
815391/2 Front quarter valance	£42.00
909663/4 Front lower wing	£23.00
909797/8 Wheelarch outer	£27.00

HERALD / VITESSE BODY PANELS	
703627/8 'D' plate	£9.00
901397/8 Wheelarch outer	£30.00
814113 Channel stiffener, Vitesse	£15.00
905564/5 Wing, front, Vitesse	£79.00
713267/8 Wing, front, 13/60	£53.00
816602 Grille 13/60	£25.00
P0150/1 Wing corner 13/60	£11.00
902270/1 Rear wing, all models	£55.00
803070/1 Sill outer	£14.00
804611/2 Boot floor closure	£13.00
901338/9 Doorskin	£36.00

FRONT SUSPENSION HERALD / SPITFIRE / GT6 / VITESSE	
306603/4 Vertical link Herald/Spitfire	£42.00
140919/20 Brass trunnion STANPART	£12.00
514191 Bush kit front trunnion	£3.00
GHB101/2 Wheel bearing kit	£10.00
146728 Track rod end	£7.50

REAR SUSPENSION HERALD / SPITFIRE / GT6 / VITESSE	
128135 Driveshaft and yoke	£55.00
514370 Trunnion bush kit	£3.50
3.63/4.11 Differential EXCHANGE	£165.00

BODY SEALS	
806856 Front w/screen seal, Her/Vit	£17.00
803357 Rear w/screen seal Her/Vit	£26.00
902369 W/screen seal, Spit I, II, III	£17.00
613954 Bright screen insert	£8.50
650130 Screenbase seal Spit I, II, III	£17.00
909029 W/screen seal Spit IV/1500, GT6 III	£17.00
704033 Wheelarch/b-head seal Her/Vit	£4.32

BRIGHTWORK	
604917/8 Pair boot hinges Her/Vit, Spit I, II, III	£21.00
607978 Boot 'T' handle for above	£19.00

BODYSHELL HERALD / VITESSE	
705883/4 Rear quarter val. Herald	£16.50
803070/1 Outer sill, Herald / Vitesse	£14.00
805937 Rear centre valance, Vitesse	£36.00
902270/1 Rear centre wing Her./Vit.	£55.00

**ALL PRICES INCLUDE VAT
JUST ADD POSTAGE!!!**

**SWITCH/DELTA/ACCESS/VISA/SWITCH
DELTA/ACCESS/VISA/SWITCH/DELTA**

**WE ALSO STOCK WINDSCREEN SEALS,
CARPETS, HOODS, BADGES,
OVERRIDERS, DOOR TRIMS, SUN
VISORS, ALL RUBBER SEALS,
GEARBOX COVERS, LOCKS, BOOT
HINGES, ENGINE MOUNTINGS, VALVES,
GASKET SETS, DOOR GLASS, ETC ETC.
IN FACT, EVERYTHING FOR CLUB CARS**

**FREE 40 PAGE CATALOGUE - VISA / ACCESS / SWITCH
TELEPHONE ORDERS FAST MAIL ORDER SERVICE
OVERNIGHT DELIVERY
WORLDWIDE - MAIL ORDER - WORLDWIDE**





EBRUARY'S shining star is this red convertible that I first came across at the Bromley Pageant last June, and again at the Bexley Show. It belongs to Brett Ford of Bexleyheath who reimported it from Belgium and gave it a total rebuild. The extra wide wheels are the most obvious departure from the standard specification but, in my humble opinion, are not out of place and give the car a rather purposeful look.

Brett has a very good set of photographs that he takes to rallies showing the rebuild in progress. If you come across him and are contemplating such a drastic step yourself, then you only have to ask, the pictures are well worth looking at.

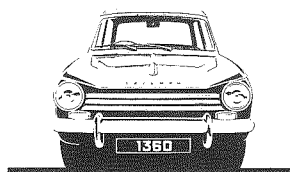
An interesting letter arrived from Neville Cooper of Nottingham mainly in response to my article on cooling system maintenance (November 1993). When his Herald was about 3 years old it developed a small leak in the radiator which he cured with a produce called 'Neverleak'. However, from that time onwards the engine

began to overheat on long journeys. Subsequent replacement of the radiator cured the problem completely so he concluded that this particular product DOES leave a deposit on the inside of the system which reduces its performance.

As a further point, he always uses boiled water for filling and topping up. Since mentioning water for radiators, it has been brought to my attention that 5 litre containers of distilled water can be obtained from most motor factors for around £2.

Neville still has this car, a convertible, in regular use. It was bought new in July 1968 to replace

Herald



13/60
Register

Phil Willson



his January 1968 car which had been written off in an accident. He and his wife also owned a 1200 convertible from 1965 to 1968. When this latter came up for some chassis repairs in 1971 he decided to take a look at the 13/60 to see how the underseal was fairing after 3 years service. The answer was badly; it was coming away in strips and when pulled it would remove the paint as well leaving bright metal. It has certainly been my experience that underseal has very few benefits. My 2500S was undersealed and Ziebarted when new, but parts of the rear wheel arches and other areas are very

badly corroded. It only requires an invisible crack for the water to penetrate and then it's downhill all the way. Modern paint systems and sealing materials have much better adhesive properties. I would recommend that bare metal etch primers should be used for any 'back to basics' repaint along with something like Body Schutz ('Schutz' is a German word meaning 'protection') in vulnerable areas such as wheel arches.

Neville's motoring career started in the 1930's with his brothers' 1925 Baby Austin, subsequently driving Riley Nines until 1961. He currently also has something called an Austin Maxi, whatever that is.

Unfortunately, now he is over 75 years young he cannot get cover under the club's insurance scheme and has had to resort to an over 50's policy from another company (that's precisely why I'm still only 27. I don't think that's bad after 25 years of motoring, do you?).

I have received a request from Quentin Henderson who lives on the island of Nevis in the West Indies.

He would like to know if the blue convertible registration number YFN 361K still survives. It was purchased new by his parents in August 1971 from a dealer called Martin Walter in Canterbury. If you are the owner or know of its whereabouts or even its demise, then please write to me. These enquiries rarely bear fruit, but you never know.

Leon 'Global Gadabout' Guyot has passed an enquiry on to me regarding paint options on 13/60s. All the information I have states that this model was available in single colours only. However, some cars

exist with a broad stripe below the stainless steel side strip painted in a contrasting colour running from headlight to tail light.

The question is whether this was a factory option, a dealer option or a DIY afterthought. If it was a factory option then what were the combinations to choose from? What were the costs? The same goes for the special factory options for the main body colour as mentioned a few months ago.

Any information would be gratefully received by me and will be published in these pages.

Now for a personal recommendation: ABM Motor Factors, 246-248 Plumstead High Street, London, SE18 telephone 081 854 1240. They carry everything you are likely to need for preparing and repainting motor cars and they seem to charge everybody trade prices.

The shop is run by John Miller who over the years I have found to be extremely helpful if you need any technical advice.

This contrasts with another outfit somewhat nearer to home who are the most unhelpful and expensive crowd imaginable.

Odds and ends: The picture that went missing for the January issue has still not materialised — nice one Mr Postie... The 13/60

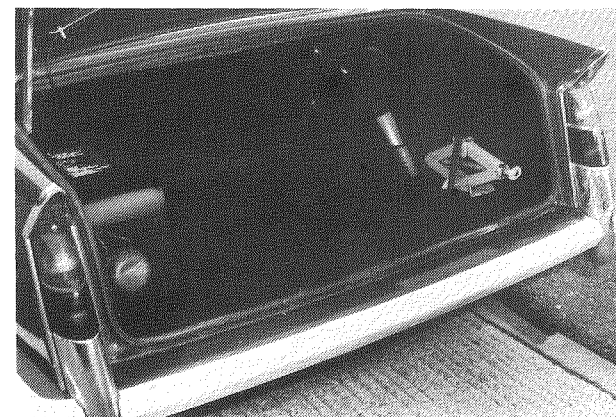
bonnet rebuild is progressing well... No replies received re. 13/60 owners in Germany being able to contact each other... It was worth a try... C'est la vie... last month's centrefold picture... I'm not convinced that I like it...

To my eyes, it's somehow a combination of Mk1 2000, NSU RO80 and Fiat... I'm glad they didn't build it...

Still, it's quite advanced for 1961 considering that Ford were still building the side-valved 100E at the time... Help, the dreaded DoT disease is spreading!!...

That's all for now folks.

HERALD - VITESSE INTERIOR TRIM



Newton Commercial specialises in the manufacture of original specification interior trim. Our range of Herald and Vitesse saloon trim includes all items you require to retrim one of these models completely. Listed here are just a few of the items we manufacture.

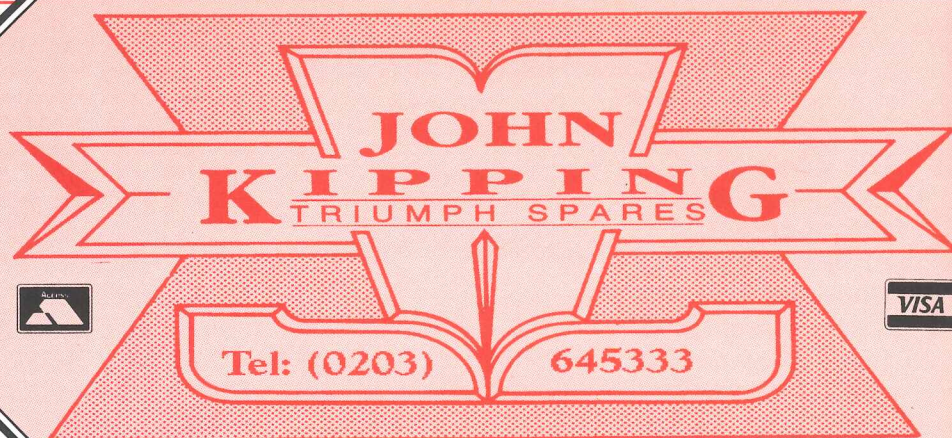
**SEAT COVER KITS
FOAM CUSHIONS
SEAT STRAPS & DIAPHRAGMS
HEADLINING KITS
MOULDED CARPETS
ALL TRIM PANELS**

For further information on these and our SPITFIRE & GT6 trim items, please send 34p in postage stamps for our information packs.



NEWTON COMMERCIAL
EASTLANDS INDUSTRIAL ESTATE
LEISTON SUFFOLK IP16 4LL
TEL: 0728 832880





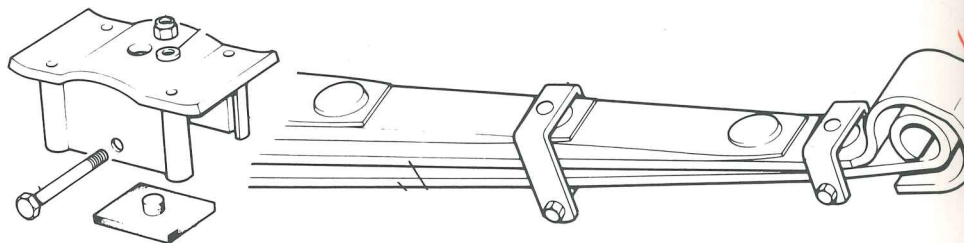
SHOP HOURS - MON TO FRI 9.30-5.30 / SAT 9.00-1.00
FAX: (0203) 645030

NEW FOR SPRING

Early synchro rings, 148409, each **£15.00**

HERALD/SPITFIRE I, II, III, VITESSE/GT6 I, II

3 synchro non overdrive gearbox, EXCHANGE **£95.00**



Swing spring conversion kit (tried and tested in France, Andorra, Spain, Gibraltar, Morocco, Norway, Sweden, Finland, Russia, Estonia, Latvia, Lithuania, Poland, Germany, Holland, Belgium and UK,

AND STILL WORKING, including delivery £99.00

HERALD AND VITESSE 1600 / 2 LITRE MKI

WORLDWIDE MAIL ORDER SERVICE



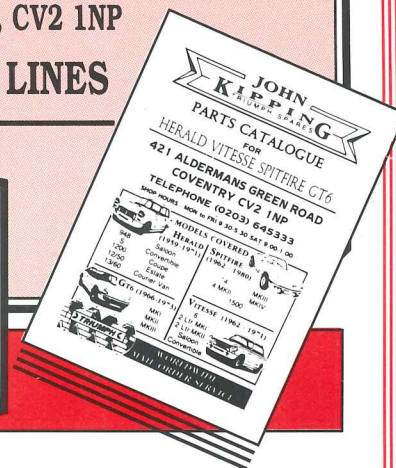
PARROTS GROVE, 421 ALDERMANS GREEN ROAD, COVENTRY, CV2 1NP

TELEPHONE: (0203) 645333. 3 LINES

Ring now for a **FREE** copy of our 1994, 80 page,

Illustrated Technical Parts Catalogue

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 80 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 benefits of over ten years experience with Triumphs at your fingertips



MAKE IT EVEN CHEAPER TO RUN YOUR CLUB CAR WITH INCREASED MPG

We now stock an expanded range of carburettor parts and kits. Kits include EVERYTHING TO REBUILD carbs except metering needle.

ZRK 8	HERALD 1200	£24.50
CDRK15	HERALD 13/60	£16.00*
CDRK 10	VITESSE 2L MkI/GT6 I	£32.00*
CDRK 11	VITESSE 2L MkII/GT6 II	£34.00*
CDRK 8	GT6 III	£49.00*
CRK 115	SPITFIRE I, II, III, IV	£41.50*
CRK147	SPITFIRE 1500 (NON WAXSTAT JET)	£35.00*
To convert Spitfire 1500 to standard jet, use CRK147 plus kit		
701R	Conversion brackets for jets	£10.00*
* Kit services two carbs — Gasket kits ONLY also available.		
GP200	VITESSE 1600 with SOLEX CARBS	£2.50 CARB

HERALD VITESSE SPITFIRE GT6



HE first photo is of a lovely Spitfire MkIII spotted by a Club member in Cyprus last September. Apparently the front bumper has been crudely cut. Why do people like to cut the front bumper?

Secondly we have a handsome Spitfire MkIII owned by Ilpo Salojarvi of Finland which is in original condition. Note the Marina wheels?

Thirdly we have an E reg MkII owned by Denis Brown of Stoke on Trent who took it over from his son and is now rebuilding it. Denis is now retired and is doing the restoration by trial and error as this is his first. He has managed to take it right down to its basic chassis which he stripped to bare metal and then covered with primer/rust inhibitors and then two top coats. He has done much the same with the front and rear suspension including the engine. As you can see from the photo it has a fibre glass bonnet fitted.

He asks whether this bonnet will diminish its value very much? I have personally always liked this style of bonnet. if it is like this one from the earlier moulds it should be of a very good quality and an excellent fit, so I am all in favour of this type of bonnet as there cannot be many of them left.



TRIUMPH TRIUMPH *Spitfire* REGISTER Brett Dennis

The chassis no. is FC 86936 which is still 1,968 cars from the last MkII even though it is an E reg. The engine no. is FC 31807HE which means it is from an earlier MkI Spitfire.

I have had a letter recently from a chap who was rebuilding his Spitfire bonnet and fitted a pair of reproduction nose sidelight/indicator

panels. He goes on to say than once welded, painted etc he cannot get the headlight rims to fit properly because the curvature of the repro panel was not very good. Well I can tell you I have the same problem with my own bonnet using an original Triumph panel. The first rule is never weld anything until you have given it a trial fitting.

You can see from the diagram where the curvature is wrong. What you do first it take out the headlamp, indicator, sidelights etc. Then measure the circumference at different intervals as shown as 'X' and 'Y', using the original panel and take measurements for the correct curvature. Then cut out the old panel. Press the edges of the bonnet, trial fit complete panel using mole grips etc. If a good fit can be achieved everywhere except the headlamp curvature, proceed to weld the panel apart from the headlamp quarter. Once you have done this you will need the use of a 10 inch G clamp and a block of wood, which you fit over the indicator part of the panel and push up tight so it reaches as close to the headlamp flange as possible. Place the block of wood underneath the foot of the G clamp to avoid distorting the D plate, then tighten the G clamp very slowly until the correct measurement is achieved. Put a small weld on the flange and release the G clamp slowly.

Then move the G clamp and repeat the process again and again until the correct curvature is formed. Trial fit the headlamp with the rim.

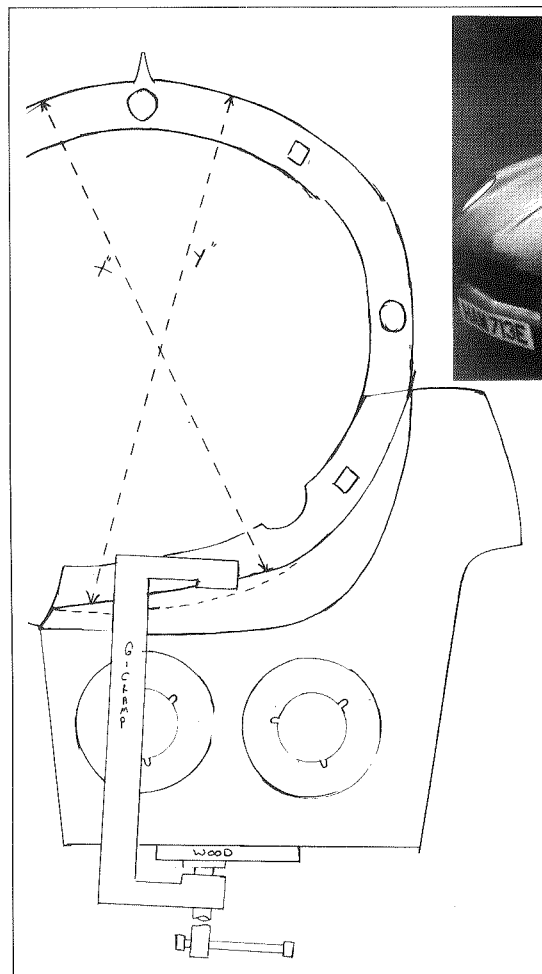
If all is okay, weld up fully. The two photos show the original



nose panel used on my car. Can you make out the price tag? £6. What a bargain!

My own bonnet was an insurance job, meaning the Spitfire it came off had a crash soon after being bought and the insurance company bought a new bonnet and my bonnet being dry stored for 25 years etc until I acquired it.

Please keep the letters and photos of your Spitfires coming in. They make interesting reading and I like to use the photos in the column and keep the details of commission numbers etc on file.





HERALD — VITESSE — SPITFIRE — GT6 — BOND EQUIPE —

WORKSHOP EQUIPMENT BY



A COMPLETE RANGE OF DIY WORK SHOP EQUIPMENT ESSENTIAL FOR WINTER REBUILDS

FOR FURTHER INFORMATION, RING

0858 434424

WELDING



MIGMATE 130 TURBO

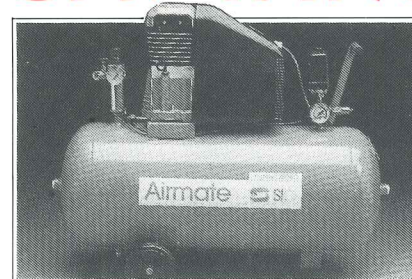
Fan cooled welder, complete with gas bottle, regulator, reel of wire, mask and comprehensive operating manual. This is the definitive enthusiasts welder and is the best selling machine that SIP manufacture.

SI455 - £239.95

ACCESSORIES

CODE	DESCRIPTION	PRICE
SI455A	CONSUMER KIT:- 1 x CO2 bottle, 1 reel wire 1 x pack 5 tips	£19.95
SI455B	FULL FACE WELDING MASK, supplied with glass.	£7.50
SI455C	MIG welding - Step by Step guide to MIG welding	£7.95
LB001	JODDLER, incorporates a heavy duty hole punch, and a stepping tool.	£39.95
LB002	CRIMPER, a must for re-skinning doors.	£54.95
AS001	MINI CLAMPS, set 4, these clamps allow precise and secure positioning without damage.	£8.95
SP001	SPOTWELD REMOVER, allows very easy panel removal without damage.	£8.95
SI200	3 PIECE WELDING CLAMP SET	£12.95
SI210	3 PIECE TIP SNIP SET, includes straight and left and right cut shears.	£9.95

SPRAYING EQUIPMENT



NIMBUS COMPRESSOR

2HP OUTPUT WITH 50 LITRE TANK

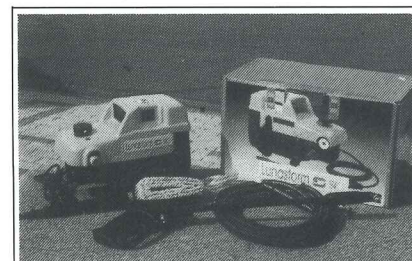
Offers high performance and output making it ideal for spray guns and most air powered tools.

SI400 - £299.95

ACCESSORIES

CODE	DESCRIPTION	PRICE
SI700	1/2" drive reversible air ratchet	£35.00
SI710	3/8" drive air drill	£37.95
SI740	50 feet air hose	£16.95
SI750	Quick Fit Connectors	£10.95
SI900	KIT ORIGINAL, includes spray gun, tyre inflator, air duster, grease gun, hose.	£39.95

PRESSURE WASHER

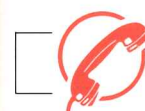


A powerful 1500 PSI 2.2 HP pressure washer with variable pressure settings allowing either 1500PSI on full or a fine spray on low. Ideal for underbody / engine bay and wheel cleaning. It also has a multitude of uses around the house.

SI800 - £199.95

1994 PROMOTION, GET A FREE FIXED HEAD CAR BRUSH RRP £25.95

POSTAGE: MAIN ITEMS £14, ACCESSORIES £3.95
ALL PRICES INCLUDE VAT



Telephone ordering is easy by credit card,
contact us on **0858 434424**



MECHANICAL REPAIR EXPERTS

- ★ FULL WORKSHOP FACILITIES
- ★ FULL ENGINE REBUILDING SERVICE (ON EXCHANGE)
- 4 cyl. from £395 inc. VAT
- 6 cyl. from £599 inc. VAT
- Surcharge £140 inc. VAT
- FITTING AVAILABLE
- ★ GEARBOXES RECONDITIONED inc. OVERDRIVES
- ★ REAR WHEEL BEARINGS CHANGED
- ★ HUBS SPLIT
- ★ ENGINE CONVERSIONS
- 1300 to 1500 to 2000 to 2500TC to 2500 PI or ROVER 3500 V8
- ★ PORTING, BALANCING, HEAD SKIMMING
- ★ SUSPENSION and BRAKE REBUILDS, UP-RATING AVAILABLE
- ★ MoT's

Pegasus Garage (ETA Ltd.)
Newington Enterprise Center
Sittingbourne, Kent
TEL: 0795 844646
FAX: 0634 379081
Andrew and Mary Stone

SPITFIRE GT6'S VITESSE HERALD

TRIUMPH SPARES

NEW & USED SPARES OFF THE SHELF
MAIL ORDER ARRANGED
TRIUMPHS BOUGHT IN ANY CONDITION



Car transportation service

Telephone:

0245-257739

SPECIALISTS IN NEW AND USED ENGINE COMPONENTS

ALL GUARANTEED

REPAIRS, SERVICING & MOT
CARLTON FARM, BEEHIVE LANE,
GALLEYWOOD, CHELMSFORD

SPITFIRE GT6'S VITESSE HERALD



CHRIS WITOR

TRIUMPH 2000 & 2.5 SPECIALIST

A WIDE RANGE OF PERFORMANCE AND STANDARD SPARES
EEC IMPORTER FOR SUPER PRO POLYURETHANE SUSPENSION BUSHES

ADVANCED URETHANE SUSPENSION BUSHES



- EASY TO FIT
- OIL RESISTANT
- IMPROVED LOCATION
- TOUGH
- DURABLE
- SELF LUBRICATING
- LONG LIFE
- 2-YEAR ROAD WARRANTY

SPITFIRE, HERALD, GT6 and VARIANTS

Super Pro Number	O.E. Number	Description	Qty Per car	Price each inc. VAT
DUE	123998	Front anti roll bar 11/16"	2	DUE
DUE	155310	Front anti roll bar 7/8"	2	DUE
BAC 11	119450	Front lower shock absorber bush and stainless steel sleeve	2	£4.75
BAC 12	119272/119451	Front wishbone bush and stainless steel sleeve	8	£3.95
T108496	108496	Fan mount bush, early	8	£1.45
SPTRM	139386	Rack mount	2	£3.62
SPF201		Front upper shock absorber bush with location spigot	4	£2.66
BAC 11	119450	Rear radius arm bush and stainless steel sleeve, GT6 and Vitesse Rotolifex	4	£4.75
BAC 12	119272/119451	Rear radius arm bush, and stainless steel sleeve, non rotolifex	4	£3.95
BAC 645	131798	Front lower diff mount	2	£2.69
BAC 646	133658	Front upper diff mount	2	£4.48

U.K. Post & Packing per order £2.00

PHONE TIMES:- WEEKDAYS 9-10.30am / 7.15-8.30pm. OUT MONDAY PM

CHRIS WITOR, c/o MEADOW VIEW, FARTHING GREEN LANE, STOKE POGES, SL2 4JH, ENGLAND. TELEPHONE & FAX (0753) 662905

INTERNATIONAL (44) 753 662905

WITOR/LAN

Tommy the Triumph

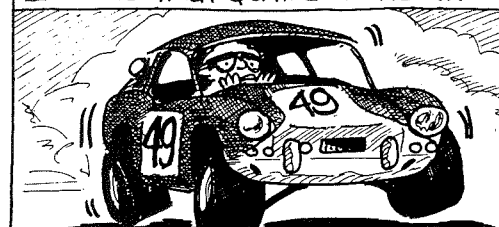
BY CHRIS SHERIDAN

1994 SEES THE 30TH ANNIVERSARY OF MR. HOPKIRK'S WIN ON THE MONTE CARLO RALLY...



AND TO CELEBRATE, A TEAM OF MINIS HAVE BEEN ENTERED FOR THIS YEAR.

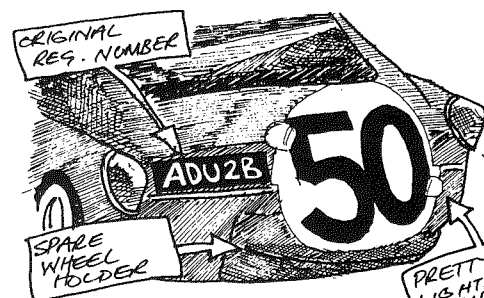
SO, TO CELEBRATE THE ANNIVERSARY OF THE SPITFIRE'S FIRST RACE AT THE LE MANS VINGT QUATRE HEURES...



...A TEAM OF 3 SPITFIRES IS LIKELY TO BE ENTERED FOR THIS YEAR'S EVENT.

ORIGINALITY AND REPLICATION ARE THE KEY TO THIS EFFORT, AND SO

...THEY HAVE BEEN FITTED WITH 1100cc ENGINES, "GT6" HARDTOPS, AND ...

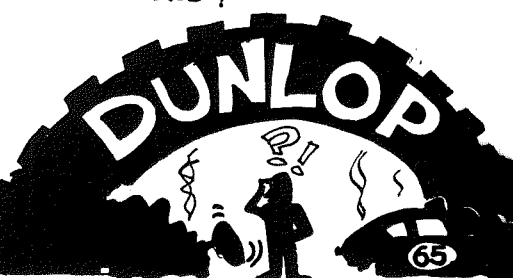


© Chris '84

...IN A MASTERPIECE OF PLANNING, IT HAS BEEN ARRANGED FOR ...



... TWO OF THE THREE CARS TO CRASH SPECTACULARLY BEFORE HALF DISTANCE !



BOOK YOUR TICKETS EARLY TO AVOID DISAPPOINTMENT !!

SPITFIRE - STAG - TR7 - TR8 - 2000/2500

SPITFIRE SPARES SPECIALISTS, NEW, RECONDITIONED
& SECOND HAND PARTS AVAILABLE

**Cardinal
Triumph
Supplies**

High Level Road, Gateshead,
Tyne & Wear, NE82AG

TEL; 091 4785444 / FAX; 091 4784739

MAIL ORDER TRIUMPH SPARES

SPITFIRE MK IV AND 1500 SPECIAL OFFERS

We have a limited number of these very special offers so please order
NOW to avoid dissapointment

Door handle repair inner	£6.17	Distributor cap MkIV or 1500	£2.76
Door mirrors, BLACK or CHROME, pair	£24.67	Rear lamp assembly, TKC940/1	£34.07
Battery bracket kit	£4.70	Door surround seal, BLACK, 707931, pair	£18.80
Choke cable	£5.28	Front suspension spring	£11.75
Handbrake cable, front and rear, MkIV or 1500, pair	£5.81	B post trim 815137/8, pair .	£9.40
Wiper blades BLACK, pair	£7.05	Door check strap 613024 ...	£6.46
Wiper blades, CHROME, pair	£10.57	Overflow bottle	£8.81
Piston set (4), standard size, (5 SETS ONLY)	£52.87	Triumph mudflaps, pair	£6.75
		Wooden gear knob	£3.52
		Leather gear knob	£3.52

**THIS OFFER SHEET MUST BE QUOTED WHEN
ORDERING TO OBTAIN THESE PRICES!!**

All prices include VAT Please phone for new FREE price list

TRADE & EXPORT ENQUIRIES WELCOME



ALL MAJOR CREDIT CARDS ACCEPTED

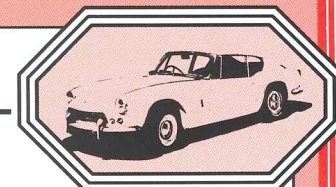
Cardinal Triumph Supplies, High Level Road, Gateshead, Tyne & Wear, NE8 2AG

SPITFIRE - STAG - TR7 - TR8 - 2000/2500

ANGLIAN TRIUMPH SERVICES

TEL: 0986 / 895387 / FAX: 0986 / 896860

Crossways Garage, Loddon Road, Ditchingham,
nr Bungay, Norfolk. NR35 2QY



EAST ANGLIA'S LEADING TRIUMPH SPECIALIST

BODY PANELS, SPITFIRE / GT6	
Front wing, IV/1500, GT6 III	£24.00
Front wing, Spitfire I, II, III, GT6 III	£55.00
Rear wing, Spitfire I, II, III, GT6 II	£68.00
Wheel arch inner outer, front	£35.00
Door skins, Spitfire III, GT6 I, II	£18.00
Door skins, Spitfire IV/1500, GT6 III	£18.00
Rear wheel arch inner outer	£35.00
Rear valance, MkIV/1500, GT6 III	£29.00
Rear valance Spitfire III	£38.00
Outer sill (GENUINE)	£32.00
Outer sill (COPY)	£19.00
Full floors, right hand	£32.00
Full floors, left hand	£32.00
Boot floor	£44.00
BRITISH HERITAGE PANELS, SPITFIRE / GT6	
Corner valances, IV/1500/GT6	£49.00
Valance, front, Spitfire III	£65.00
Front wing, IV/1500/GT6	£25.00
Wheel arch front outer, Spitfire IV/GT6	£29.00
BODY PANELS, HERALD / VITESSE	
Front wing, 13/60	£55.00
Front wing, Vitesse	£65.00
Door skin, Herald / Vitesse	£38.00
Rear wing lower	£59.00
Rear centre valance	£39.00
Rear quarter valance	£17.00
Herald 13/60 front light panel	£39.00
Front D plate	£8.00
ALL OTHER PANELS AVAILABLE	
STEERING AND SUSPENSION	
Steering rack (EXCHANGE)	£29.00
Steering rack rubber mounts	£1.50
Top ball joints	£3.00
Track rod ends	£3.00
Anti roll bar links (GENUINE)	£9.00
Trunnion (STANPART)	£13.00
Trunnion bush kit	£4.00
Rear trunnion kit (NON ROTO)	£4.50
Rear leaf spring, Spitfire III	£59.00
Rear leaf spring, GT6 Roto	£59.00
Rear leaf spring, IV/1500	£59.00
Unipart rear wheel bearing kit	£16.00
Roto wheel bearing kit	£16.00
Front wheel bearing kit	£12.00
Rear shock absorber bush	£1.00
Leaf spring eye bush	£6.00
Wheel studs, all models	£1.95
Wishbone bushes (EIGHT) for	£7.00
Half shaft flanges IV/1500/GT6	£15.00
RUBBER SEALS	
Front windscreen seal, IV/1500/GT6	£17.00
Front windscreen seal, Spitfire I, II, III, GT6 III	£17.00
Outer door weatherstrip (GENUINE)	£7.00
Inner weather strip	£3.50
Door Furlflex Spitfire	£10.00
Door Furlflex, GT6	£18.00
P seal on screen frame	£3.50
Wheel arch rubber seal, all models	£3.50
MOUNTS AND BUSHES	
Engine mounts, 4 cylinder	£4.50
Engine mounts, 6 cylinder	£7.00
Overdrive mounting	£15.00
Gearbox, non old bushes	£2.00
Steering column bush (not 1500)	£4.00
CHROME / LOCKS / BADGES	
Choke cable, Spitfire IV/1500, GT6	£9.00
Door handle inner, IV/1500/GT6	£17.00
Boot lock assembly, IV/1500/GT6	£16.00
Chrome petrol cap, IV/1500	£19.00
Wing mirrors IV/1500, GT6 III (black or chrome)	£11.95
Matched pair of barrels, IV/1500, GT6	£15.00
" " door locks, Spit. III/GT6	£15.00
Boot handle, Spitfire I, II, III	£13.00
T.R.I.U.M.P.H. letter set	£12.00
Spitfire scroll badge	£12.00
Spitfire 4 scroll badge	£12.00
Spitfire overdrive badge	£12.00
Herald crossed flags badge	£15.00
GT6 MkII bonnet badge	£17.00
TRIM, SPITFIRE / GT6	
Door cappings (PAIR)	£23.00
Door panels, Spitfire (PAIR)	£42.00
Door panels, GT6 (PAIR)	£46.00
Economy carpet sets, Spitfire	£55.00
Moulded carpet set, Spitfire	£135.00
Sunvisor (PAIR)	£28.00
Glove boxes (EACH)	£14.00
TRIM, HERALD / VITESSE	
Door panels, Herald (PAIR)	£42.00
Door panels, Vitesse (PAIR)	£46.00
Seat covering kit, Vitesse	£95.00
Under dash mill board	£14.00
Moulded carpet set	£105.00
Economy carpet set, Vitesse	£45.00
Scuttle panels, Herald	£9.00
Scuttle panel, Vitesse	£16.00
ALL OTHER TRIM ITEMS AVAILABLE	
HOODS, HIGH QUALITY WITH COTTON LINING	
Spitfire III (VYNIDE)	£75.00
Spitfire IV/1500 (VYNIDE)	£75.00
Herald / Vitesse (VYNIDE)	£79.00
Spitfire MkIV/1500 (DOUBLE DUCK)	£135.00
Herald / Vitesse (DOUBLE DUCK)	£135.00
CLUTCHES FOR ALL MODELS	
Early Herald and Spitfire 4 Mkl	£59.00
MkIII Spitfire	£39.00
MkIV 1300 Spitfire	£39.00
1500 Spitfire	£45.00
Vitesse/GT6	£49.00

ENGINE RECONDITIONING AVAILABLE WITH FULL WORKSHOP FACILITIES. FROM MINOR WORK TO FULL
REBUILDS. PLEASE PHONE FOR REQUIREMENTS. ALWAYS A SELECTION OF TRIUMPHS FOR SALE.

OUR OPENING HOURS ARE :

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

ALL OUR PRICES INCLUDE VAT

As well as offering full workshop facilities and free technical advice.

We also now sell ESSO Petrol.

ANGLIAN TRIUMPH SERVICES - KEEPING YOUR TRIUMPH ON THE ROAD





HELLO everyone, my thanks to all my overseas friends, Triumph Clubs and members who sent me Christmas/New Year greetings, the encouragement is much appreciated. The first photo is a very seasonal scene showing the stunning Triumph 2000 MkII Sedan of ex-pat Ian Boundy of Aloha, near Portland, Oregon, USA.



INTERNATIONAL LIAISON SECRETARY

Here we see the Harju family of Kouvola, Southern Finland in their much loved Herald 1200, a photo I am sure wasn't taken in the Finnish winter! A full international postbox since my January report and I have been requested to produce one of my occasional breakdowns of our International membership and always happy to oblige, here goes.

Analysis: We have 33 International 'Gold Card' members and the overall reduction in numbers of overseas members is not as significant as it might initially

COUNTRY	12/89	2/92	12/93	NEW IN 93
Andorra	—	1	—	—
Argentina	—	—	1	—
Australia	19	22	17	2*
Austria	3	4	7	2
Bahamas	—	—	1	1
Barbados	1	—	—	—
Belgium	27	41	34	8*
Bermuda	2	2	3	1
BFPO	21	22	13	5
Brazil	—	—	—	—
Canada	11	14	9	5
CI/IOM	30	34	26	2
Cyprus	1	2	1	—
Denmark	19	10	8	2
Egypt	1	—	—	—
Eire	26	30	23	8
Finland	18	29	19	1
France	21	38	32	8
Germany	76	83	73	13
Gibraltar	1	1	—	—
Greece	4	7	7	2*
Gulf States	—	4	7	1
Hong Kong	2	6	6	1
Israel	—	2	1	—
Italy	16	48	31	7*
Jamaica	—	1	1	—
Japan	5	4	5	2
Kenya	—	1	1	—
Luxembourg	1	4	5	2
Malawi	—	1	—	—
Malaysia	—	—	1	1
Malta	4	7	3	2
Netherlands	43	55	50	14
New Zealand	11	15	10	2*
Nigeria	—	1	—	—
Norway	21	27	33	11*
Poland	1	21	32	19*
Portugal	11	—	—	—
Singapore	—	3	1	—
South Africa	7	6	9	4
Spain	10	11	9	3
St. Kitts Nevs	—	1	1	—
Sweden	16	20	13	3
Switzerland	21	25	22	6
Tahiti	—	1	—	—
Turkey	—	2	—	—
Yugoslavia	2	2	—	—
Zimbabwe	2	1	—	—
United States	40	57	45	10*
TOTALS	488	668	560	148

* = Areas with organisers.

appear, as the December 89 and February 92 figures included some members whose membership had expired and the latest list only includes paid up members. A percentage of BFPO members have no doubt been recalled to the UK and are back on the UK membership list.

I must now congratulate two of our overseas area organisers on their very hard work increasing the number of TSSC members in their Countries, especially Jose Marques/TSSC Portugal and Svein Johannessen/TSSC Norway for the impressive membership increase in their countries this year.

TSSC Belgium's results do not show on this list, but as a large percentage of their members do not speak or read much English, they contribute directly to their very well run area for a special French

language magazine derived from The Courier, thus their 'adjusted' area 'membership' figure is 100+. I would also like to take this opportunity to give a very special welcome to our newest area organisers, Dayle and Rita Montgomery of New Plymouth, New Zealand.

We must remember that 1993 was a very difficult year for everyone, and not just in the UK, as the recession was truly a global recession and whilst the TSSC may not be the cheapest club in the world, we do strive to be the best value for money.

Now over to correspondence. I have had a letter from new member - Kiwi, Graham Main, down in Pukekohe, New Zealand, he tells me that he recently bought two Vitesse (good choice), a 68 saloon and a 70 convertible MkII (please send photos Graham).

The 68 saloon has had major restoration work and he intends to develop it to race in 'class 1 classics', it has been lowered two and a half inches, had heavy duty front springs, Spax gas adjustables all round, standing on 5.5 inch GT6 rims and 185 x 70 Michelins and a roll cage is installed. He says he has bought an engine from a 72 GT6 and would appreciate any information on mods and performance equipment (please write direct to Graham Main at 9 Carlton Road, Pukekohe, 1800, New Zealand). The 70 convertible needs major restoration work and he would also appreciate any information re. parts supply as the car has been plundered of many components such as rear sussy, badges, trim etc! (try John Kipping Spares Graham, and other advertisers in the Courier).

Graham goes on to say that he believes there are only eight genuine MkII CVs in New Zealand and he knows of three being 'created' in restoration shops, hence the shortage of parts. As far as racing is concerned, he only knows of two cars, one in pre-65 racing in North Island, the second appearing rarely in classic events down in South Island. Graham says that he has found the Vitesse is only just starting to become recognised as a classic and the values are still fairly low, but he thinks the situation will not last long.

He is absolutely amazed at the reaction to his 68 saloon and that people who have never even considered them go 'gaga' over the car.

Graham goes on to say that around 20 years ago he bought a 65 Vitesse Six which had suffered a hard life and after tidying it, he hill-climbed it, but children/house etc arrived so it was sold and now he is older and greyer, he has decided to return to these neat little cars and have some fun.

I'm sure we wish Graham the very best of luck in his endeavours and if anyone can help him with his queries, please write to him.

N.B. I would advise Graham to contact our NZ area organisers Dayle and Rita Montgomery at 20 Barrett St, New Plymouth, Taranaki, NZ 4601. Tel: 75-80313).

I have had a letter from Arthur Denzler up in Friesland, Northern Netherlands, who races his scratch built Le Mans Spitfire replica in the European Historic Racing series. Members may have seen it at the International Spitfire Weekend last September. Arthur says that he has driven in three official races this season, his first ever season in fact, he didn't expect too much as he was 'testing the water', getting the feel of racing and 'shaking down' his freshly built car.

Arthurs' greatest attribute is his careful attention to detail in preparation, plus a very supportive and enthusiastic partner — his wife! He finished all the races without much trouble, as in the first race he finished second in class, and in the next two races he won his class!

Here (next page) you can see the beautifully prepared Spitfire racing in the historic Grand Prix at Zandvoort on 29th August 93. We can expect to hear more from Arthur in the future I'm certain!

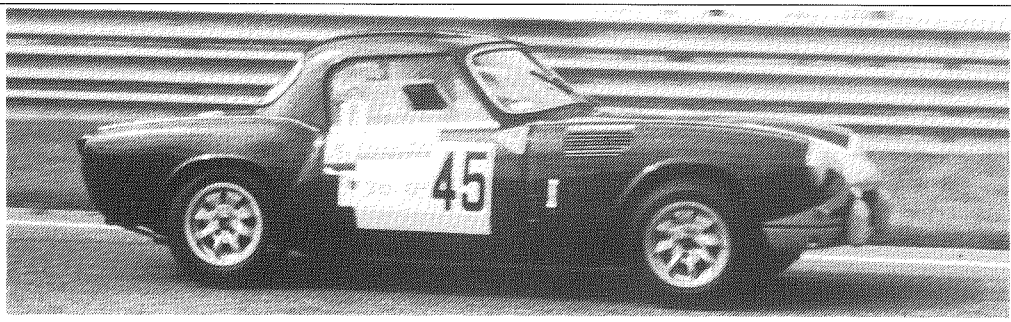
Now, up to the North of Finland, Jakobstad on the Northern Baltic coast, from where I've had a nice letter from member Kati Strang, who tells me

about all the summer fun she's had with her Herald convertible 'Herald'. The Triumph Club of Finland had their summer rally in Kuopio, in the east of their country back in the middle of June 93 and some of them may be seen gathered here (next page).

Kati and her Herald also took part in the two day Jakobstad Veteran Car Club's 25th Anniversary Rally. On the first day, they drove 80km and answered many questions and participated in driving tests, afterwards was the dinner, then sauna and a dance party. On the second day, they drove a beautiful nature drive along the Seljes Glacial ridge, they had to walk through the woods, that evening was the prize giving and guess who won Best Lady in the competition as well as being 6th out of 52 entrants — Kati and 'Herald' won a cup! Nice isn't it?

Next along the International trail is a note from member Enrico Pastori of Novara, Italy who refers back to the Kermit coloured Spitfire MkIII shown in my December 93 report, page 29 over in Crete. He tells me that the reg' was BT 2552 and that in August 92, the very same car was in Matala, a nice small beach village to the south of Crete, near the archaeological site of Festos. Apparently, it was resting under a shelter owned by a local bike and car rental company, and the Spitfire was actually for rent! (cost unknown), being the only car of the firm and quite possibly the only Spitfire for rent in the world? But why on earth should any tourist rent a Spitfire in August in Crete with a hard top affixed? Thanks to Enrico for that, but I don't have an answer for you, perhaps they don't know it comes off?

Whilst we are down in the sunny med' this seems like just the place to include this photo depicting the 'Maltesa' 13/60 Herald of member Joseph Carmona of Malta, who obviously has a great affection for his car, long may he continue to enjoy it, and perhaps he can recruit some more members for the TSSC on his sunny isle, where a lot of Triumphs are still reported as being in daily use.



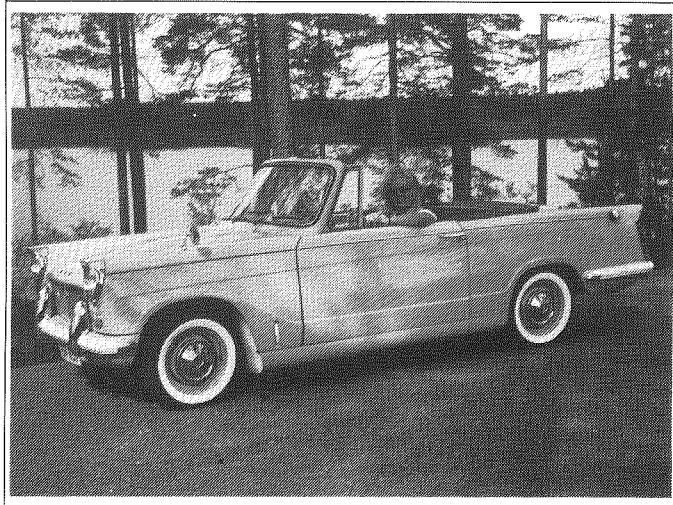
I have recently heard from the RAC who tell of changes in the way we travel in our cars to mainland Europe, obviously the channel tunnel opens in May 94, but in my opinion for too expensive and uncompetitive at £160 for 35+ minutes of staring at the inside of a railway carriage, but more importantly, Ferry Services are to be expanded and RAC members can obtain valuable discounts by booking direct with most ferry companies just by mentioning their RAC membership number at the time of booking, to find out more about these new services, all you need is the RAC 1994 Travel Services brochure, phone free on 0800 765 711 for your copy.



Remember too, that TSSC is an affiliated Club and that you can join RAC via TSSC at worthwhile discount, contact TSSC HQ for details.

Last, but not least, I have heard from the UK Co-Ordinator of the 4th Bohemia International Autofest, one David Griffiths:-
DATE, May 6th, 7th and 8th 1994.
VENUE, Liberec in the Czech Republic. Liberec is a town of 100,000, rich in motoring history and tradition, 70 miles north east of Prague. This year the event celebrates the 100th Anniversary of the first long journey by automobile by Baron Theodor von Liebieg in a Benz Viktoria from his home in Liberec to Consdorf near Koblenz in Germany, some 939km on Victorian roads in a Victorian car!

A special route for British, Belgium and French entrants runs via Heidelberg, Wurzburg, Bayreuth and



Kati and 'Harald' on the ridge.

Prague, three days should be allowed with arrival in Liberec on Friday 6th May.

THEME: for 94, the theme is 'British Cars' and 'The 1960's' and TSSC members will be very welcome. It is a great friendly meeting of cars, motorcycles, trucks, buses, etc, also a country music festival, a Scottish Ape band (whatever is that? Perhaps Pipe Band?). Czech Folk Music and dancing etc.

TSSC members are invited to a welcome dinner on Friday 6th May, and on the night of Saturday 7th May, they will hold their 'Sixties Saturday night out' with good wholesome food, good Czech beer at around 30p a pint, dancing and a music tribute to the Beatles.

There is **NO ENTRY FEE** for the autofest and there are special prices for ferries and accommodation if booked prior to 1st April 94.



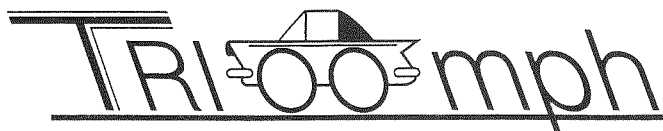
All entrants receive a metal plaque and those travelling along the recommended route will have accompanying full breakdown recovery from Calois - Liberec. Write to Susan McGuire, Autofest '94 at Bohemia Travel Ltd., P O Box 350, Victoria Coach Station, Nottingham NG1 2NU, for a full information pack (no phone no. given). NB. This event

sounds good from the bumpf provided, especially as there is no entry fee, and it is their fourth year. I would however take this opportunity to point out to readers that the inclusion of any event in the Courier must never be seen as any kind of recommendation and that no responsibility can be accepted by the TSSC or any of its officers for any losses

of any kind incurred by members participating in any events mentioned on these pages.

Please just use your common sense and send no money to any organisation, if you are not sure about them, there are always some dodgy operators out there amongst the majority of good ones

Until next month, take care



Tri-oomph Engineering Ltd,
Unit 2, Hill Farm,
Radlett, Herts. WD7 7HP.
TRIUMPH SPECIALISTS



FULL WORKSHOP FACILITIES —
MECHANICAL — BODYWORK — LOW BAKE OVEN —
FOUR WHEEL ALIGNMENT — ENGINE TUNING

HAPPY NEW YEAR TO ALL OUR CUSTOMERS

NEW YEAR CLEAR OUT

BONNETS

Spitfire 1500, good	£135.00
13/60, good	£110.00
Bond Equipe MkII, good	£60.00
Spitfire III, needs work	£50.00
Triumph 2000/2500	£25.00

BOOT LIDS

Vitesse - 13/60 estate	£40.00
Herald/Vitesse	£15.00
Triumph 2000/2500	£25.00

DOORS

Herald/Vitesse, from	£25.00
Spitfire, from	£25.00
Stag N/S, reconditioned	£50.00
Triumph 2000/2500	£15.00

CHASSIS

Spitfire III, reconditioned	£225.00
Spitfire IV/1500, reconditioned	£225.00
Spitfire IV/1500, second hand	£60.00
Herald/Vitesse, reconditioned	£370.00

WANTED

Good Herald centre rails for reconditioning.

GLASS

Spitfire door glass, NEW	£25.00
Herald door glass, NEW	£25.00
Second hand door glass	£5.00

CARS FOR SALE

SPITFIRE IV, currently undergoing full restoration, price dependant on final specification. Ring now with your choice of colour.

STAG, 1975. Auto. Original engine, hard and soft tops, leather trim, alloys, excellent throughout **£6795**

VITESSE 2L MKI. Overdrive, excellent runner, needs O/S/F wing and door skins, very nice car **£795**

VITESSE 2L MKI ESTATE. Hard to describe, drives and runs OK, needs tidying but not really full restoration, very rare car **£795**

GT6 CONVERTIBLE T REG. 2 Litre with o/d, accident damaged at rear, most parts to repair available or we can rebuild to your specification from **£600**

OTHER CARS AVAILABLE, STOCK CHANGING WEEKLY

Herald windscreen	£55.00
Spitfire windscreen	£55.00
Second hand windscreens	£10.00

RADIATORS

Herald/Spitfire, small	£70.50
Herald/Spitfire, large	£88.00
Vitesse	£95.00
GT6	£95.00
Heavy duty radiators, from	£129.00

STEEL PANELS

Spitfire front wings	£23.50
8 piece sill kit	£99.00
Rear wings	£115.00
Rear valance	£30.00

ALL PANELS AVAILABLE

MISCELLANEOUS PARTS

Steering racks, EXCHANGE	£32.00
Steering coupling	£15.00
Vitesse rear brake shoes	£6.00
Gearboxes, EXCHANGE	£164.50
Clutch kits from	£45.00
Differentials, EXCHANGE	£164.50
Instruments (ANY)	£2.00
Dashboards	£10.00
Seats, from	£15.00
Hoods, from	£58.50

ALL PARTS AVAILABLE, BREAKING MOST MODELS

ALL PRICES INCLUDE VAT

PLEASE RING WITH YOUR REQUIREMENTS

UNIT 2, HILL FARM,
RADLETT, HERTS

0923/859438

852686



HIS months heading photo is sent in by Ross Baxter of Thorpe Willoughby, North Yorks and pictures his 1972 Spitfire MkIV in warmer days! First registered on 25th August 1972, commission number FH43060. Ross says that the car has had a pretty hard life with 11 previous owners. He admits that he bought the car to 'do it up and make a fast buck'.

However, having spent many hours restoring the car, and as can be seen having made a very good job of it, Ross says he will never part with her for love nor money. Sounds familiar! The finishing touch was recently added when Ross managed to find a set of original bolt-on wire wheels complete with the original chrome centres. Quite a find.

PHOTO QUIZ

First off, the answers to last months photo quiz which are as follows:-

1. Boot lid corner.
2. Interior door pull.
3. Window winder knob.
4. B post and rear wing trim.
5. Bonnet rear edge rubber buffer - is it missing on your car?
6. Front indicator lens and rim.
7. Bonnet catch detail.
8. 1500 seat belt stowage bracket - by the hood frame pivot.
9. Close up of the correct rear deck interior trim.
10. End view of the rear wing 'horseshoe' trim.
11. Where the sill attaches to the front bulkhead.
12. 1500 distributor cap (Lucas).
13. Inner front wheel arch.
14. 1500 handbrake lever release knob.
15. MkIV distributor cap (Delco Remy) securing clip.
16. Early MkIV quarter valance front grille trim.
17. Hood frame pivot.
18. Inside bell housing, a little unfair!
19. Early MkIV ignition ballast resistor.
20. Boot catch securing screws.

the Triumph
Mk4 1500
Spitfire

Register
JOHN THOMASON

Quite a difficult quiz this year. Nobody got it completely right but congratulations go to Nigel Penistone of Humberside who was the nearest. He receives a £10 Club Offers Voucher.

This month I have a lot of interesting information that has been sent in by members over the past few months. Firstly my thanks to all those members who wrote in following my article a couple of months ago on accessories. In particular, thanks to Ron Grantham of Rugby, Paul Lovell of Welwyn Garden City, Roger Harmsworth of Orpington, Bruce Taylor of Uphaven, and Philip Mather of Maidstone, all of whom own late Spitfire 1500s and wrote in to confirm my suspicion that a black plastic tool bag was indeed supplied to later cars. The earliest car, Bruce Taylor's, was registered on 1st August 1978 and so it looks as though the black plastic tool bag was introduced around this time.

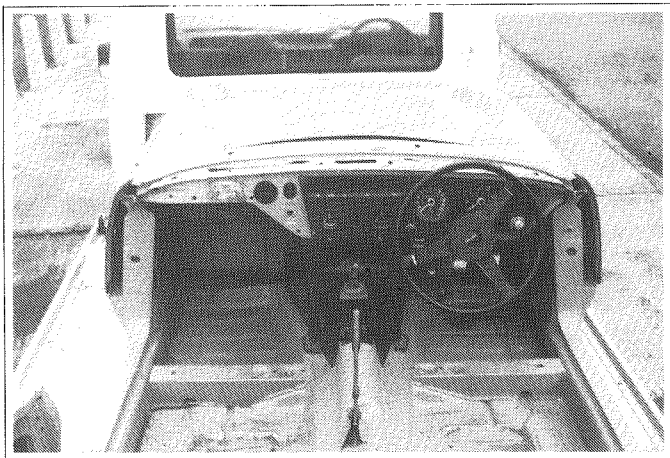
My thanks also to Barry Stokes and Roger Harmsworth who sent me copies of their original Bill of Sale from their Spitfires, which together with details from other members, has enabled me to compile the table (page 35).

Such information has been very useful in charting how the price of the Spitfire IV/1500 increased over the years, since unfortunately I do not have any official Triumph or BL price lists for the Spitfire between 1970 and 1980. Can anybody help with copies of price lists or fill in any blanks in the table? (found at the end of this report).

EX DEMO SPITFIRE

Early last year Nick Bond wrote to me with details of a very interesting Spitfire. In late 1992 Nick and his wife had just bought a Spitfire MkIV from Salisbury College. Although the doors and all the interior were missing the car was basically BRAND NEW.

The car had never been registered or been used on the road and the speedo only read 7 miles! Quite a find.



Apparently the story goes that the car was originally used by Triumph as a Trade Show display car, tilted on its side, with no interior and the centre of the bonnet cut out to display the engine! Then around 1974 it was donated to the college by Triumph where it has remained since, being used by the college's Vehicle Maintenance Department to demonstrate to students the basic layout of a car (I can't think of a better example!).

As Nick reports, the car was basically new, the body and chassis being spotless with no hint of rust, suffering only the odd scuff mark and scratch from years of students pushing past. That is of course not counting the large hole that Triumph cut in the bonnet!

The problem is, that apart from the above Nick has no other information about the car and its heritage remains a mystery. Having never been registered, DVLC are unable to help. What is more of a mystery is that the

car doesn't have a Commission Plate or an engine number and consequently BMIHT are not able to help either. Only a body number, 05411/FH, very early in the production run, gives a clue to a possible date of manufacture of 1970/71 which is borne out by close examination of the photos Nick has sent in. So, are there ex-students of Salisbury College out there who can shed light on this mystery car or indeed anyone who can remember seeing a Spitfire around the shows in the early 70's with the centre of the bonnet cut out? There's a challenge for you.

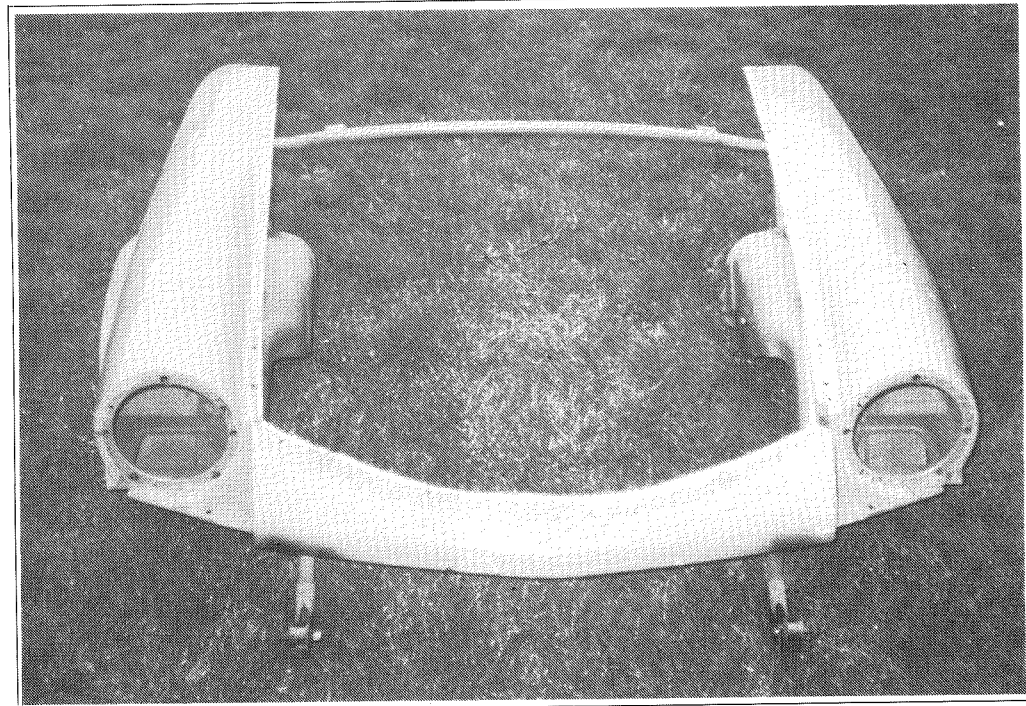
Since buying the car from the college last year, Nick has given it a respray and got it on the road, now showing 1,500 miles on the clock!! Being basically brand new, Nick says it wasn't a difficult job to get it on the road, only the bonnet presenting a problem which was solved by fitting a good centre section from an otherwise tatty second hand bonnet.

WHERE ARE YOU NOW?

Andrea Bourn of Stafford, who I must apologise to for not mentioning earlier, would like to know the whereabouts of her old Spitfire 1500, TNT 3685, which she bought new in August 1977 and owned for 6 years before she sold it to a garage in Stoke-on-Trent. If the car is in the Club, Andrea would love to hear from the current owner. Can you help?

CHASSIS NUMBERS

I am sure that we all know (?) that the Commission number given a Spitfire when it rolls off the production line is stamped on the plate on the left hand side of the front bulkhead, Fig. 1., and it is this number that is recorded on the vehicle's log book. For the Spitfire IV, commission numbers start at FH3 and for the 1500 they start at FH75,000.



Nick Bonds Spitfire with centre of bonnet cut out by Triumph to show off the engine.



The 'Brand New' Spitfire following the respray and awaiting registration.

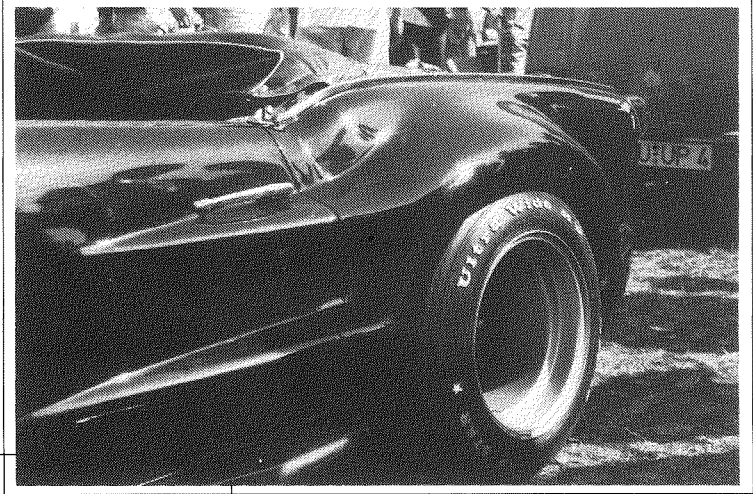
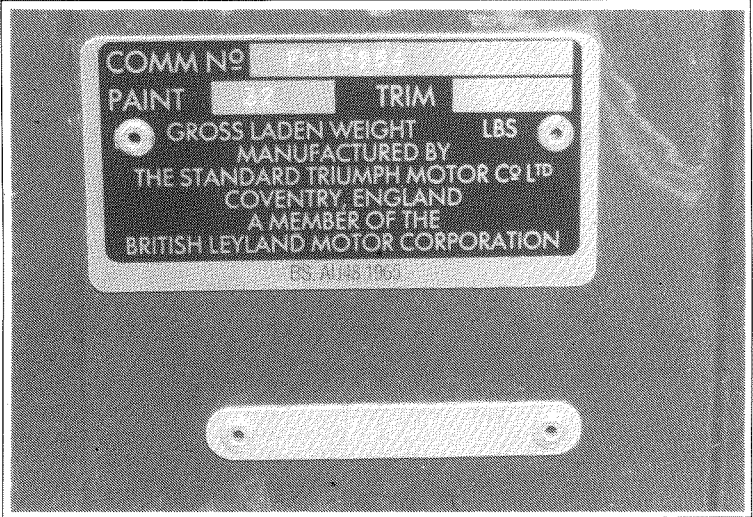
What may not be so well known, is that during production the chassis sub assembly is given a CHASSIS NUMBER which is **NOT** the same as the commission number and it is stamped on a small plate welded to the front left outrigger, Fig. 2. Now I have to admit that I had always thought that the chassis number had the same 'FH' prefix as the commission number. Consequently when Nick wrote in with details of his mystery car and quoted a chassis number of FC 194039, I assumed that this was an error because the 'FC' prefix is usually associated with the Spitfire MkI and MkII. However, recently cleaning up the engine bay of a 1971 Spitfire MKIV, commission number FH 40060, I noticed that it had a chassis number of FC 220027. So, does mine and Nick's Spitfires coincidentally have incorrectly stamped chassis prefix or did all Spitfire chassis', MkI onwards, have 'FC' chassis numbers?

This may be the case since the magnitude of my chassis number is actually greater than the number of Spitfires produced to that date.

If not, when did the prefix change in the production run? The 1500 chassis number perhaps, since the main rail on this chassis was relieved for the twin exhaust down pipe.

And what about the GT6 chassis?
A little bit of investigative work for you all.
I'd be most interested to know what you find.

On the subject of COMMISSION numbers Odd Hedberg of Sweden writes in to say that apart from having a very late (TFADW2-AT009820 - 78th from last) Spitfire 1500 over there, they also have TFADW2AT0015, one of the first Spitfires to be given the new Vehicle Identification Numbers. The international VIN numbers replaced the old 'FH' commission numbers in October 1979.

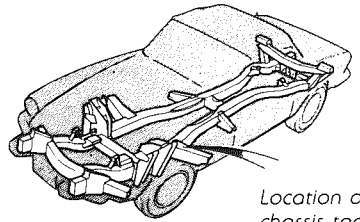


Claus Rasmussen's highly modified Spitfire.

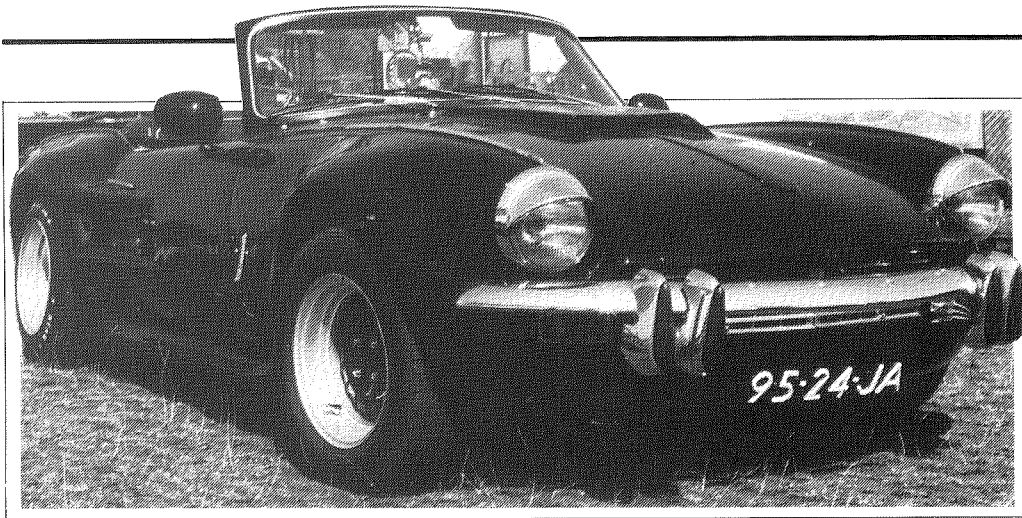
It would be of interest to know what the last 'FH' number was. 1978 production started with FH 130000 but what it had reached by Oct. 1979 I have no idea. So if you have a Spitfire 1500 registered around Oct/Nov 1979 I'd be interested to know what the FH COMMISSION number is.

Staying continental, the above photo and following one are sent in by Claus Rasmussen of Denmark and feature his highly modified, but nonetheless very striking Spitfire finished in metallic red. Note the double front overriders and those wheel arches!

The cowlings over the headlights certainly give the car a very different character.

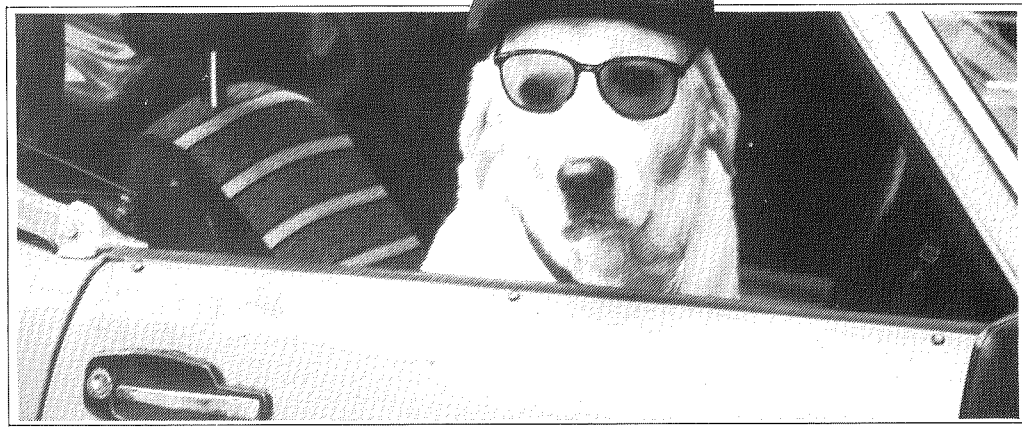


Location of chassis tag plate.



Claus Rasmussen's (Denmark) Spitfire.

Finally to end on a whimsical note, the following photo was sent in by Gill Cooper of Storrington, West Sussex. ☺



SPITFIRE IV/1500 PRICE INCREASES 1970-1980

29/10/1970	Spitfire MKIV inc. car tax	Basic Price £735.00 £962.00
1/3/1972	Spitfire MKIV inc. no. plates, car tax, road tax, seat belts.	Basic Price £753.00 £995.37
1/2/1972	Spitfire MKIV	Basic Price £981.87
1/9/1974	Spitfire MKIV	Basic Price £1,163.00
10/10/1974	Spitfire MKIV inc. no. plates, mud flaps, Ziebart, petrol, road tax, car tax.	Basic Price ? £1,404.00
1/3/1975	Spitfire 1500 inc. overdrive, luxury pack, hard top, no. plates, delivery, road tax, VAT, car tax.	Basic Price £1,290.00 £1,761.44

24/5/1975	Spitfire 1500 inc. overdrive, luxury pack, no. plates, delivery, car tax, road tax, VAT.	Basic Price £1,444.00 £1,854.51
1/3/1977	Spitfire 1500 inc. tax.	Basic Price £2,359.00 £3,034.00
12/10/1979	Spitfire 1500 inc. overdrive, no. plates, mud flaps, rust proofing, petrol, delivery, road tax, car tax, VAT.	Basic Price ? £4,277.30
1/9/1980	Spitfire 1500	Basic Price £4,524.00
12/12/1980	Spitfire 1500 inc. hard top, overdrive, no. plates, petrol, delivery, road tax, car tax, VAT.	Basic Price ? £5,381.64



Specialists in Older Vehicle Restoration

THE COMPLETE CLUB CAR REPAIRER IN THE LONDON AREA

081-994-3395

FAX: 081-995-7599

**GET PREPARED FOR WINTER
FULL SERVICE £70 PLUS PARTS & VAT.
INCLUDES FREE ANTI-FREEZE**

We are an established company with many years experience on all Club cars. We are able to cater for all aspects of repair or renovation whether it be a small scratch to a full rebuild. Please don't hesitate to call us for a quote or just advice on a problem or future purchase.

**INSURANCE RECOGNISED REPAIRER
FREE ESTIMATES GIVEN FOR ALL WORK**

ENGINE, GEARBOX AND DIFFERENTIALS, STANDARD OR MODIFIED SUPPLIED. FITTED AND TUNED. HOODS SUPPLIED & FITTED. IN FACT, ANY TYPE OF WORK ON YOUR TRIUMPH. RING US NOW FOR A QUOTATION CUSTOMERS OWN HUBS SPLIT AND SPRINGS MOUNTED

FOLDING FABRIC SUN ROOFS SUPPLIED AND FITTED £350 PLUS VAT MOST CLUB CARS. FABRIC SUNROOFS RECONDITIONED £150. RING FOR DETAILS.

CAR FOR SALE 2 LTR. DOLOMITE SPRINT plus extras. Very good condition. RING FOR DETAILS.

STEERING WHEELS RE-COVERED IN LEATHER TO ORIGINAL SPECIFICATION £40 + VAT

PREPARE YOUR CAR FOR WINTER WITH A FULL RUSTPROOFING SERVICE USING THE LATEST PRODUCTS.



ALL WORK GUARANTEED

**AMEX
DINERS**

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

Prestige

**Superior Quality
CAR HOODS & TRIM**

SAVE £££'s BUY DIRECT FROM THE FACTORY!

**SUPERIOR QUALITY
HOODS**



Fasteners factory fitted for a precise fit
Industry standard U.V Stabilised windows

DIY fitting instructions supplied
Contrasting Piping available

Buy direct from the factory that manufactures replacement hoods for most British and European Sports cars. Prestige Car Hoods are made to very exacting factory standards, and are guaranteed to fit precisely.

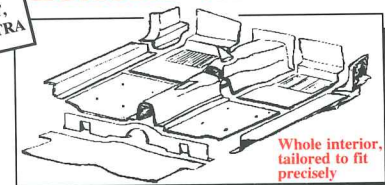
	Budget	O.E.M.	Duck	Mohair
Spitfire Mk.1-3	£59.95	£79.95	£119.95	£180.95
Spitfire Mk.3-4 zip	£64.95	£86.50	£134.95	£194.95
Herald/Vitesse	£59.95	£86.95	£134.95	£194.95

Tonneau covers from £59.95, Hood covers from £45.95
Budget is black PVC. O.E.M. is Original Equipment Material. Duck is a black canvas. Mohair is the finest quality canvas hooding available.

FAST MAIL ORDER SERVICE
Daily deliveries throughout Europe.

Tel: (051) 608 8683 Fax: (051) 608 0439
We accept Visa, Mastercard and American Express.
Trade enquiries welcome, Callers welcome

LUXURY CARPET SETS



Whole interior, tailored to fit precisely

Budget carpets available in black only. Deluxe available in 8 colours. Sound deadening kit is 1/2" thick, self adhesive felt, designed to fit under our carpets to reduce interior noise levels and help reduce wear and tear to the carpet set.

	Budget	Deluxe	Sound Deadening
All Spitfires	£59.95	£74.95	£39.95
Herald/Vitesse	£39.95	£59.95	£29.95
GT.6	£75.95	£99.95	£49.95

10% OFF
Felt kit when purchased with carpet set



SEAT RE-TRIM KITS

	Vinyl	Leather	Trim Panel Kit
Spitfire Mk.IV	£79.95	£191.95	£79.95
Door trim panels	£39.95 pair,	W/arch panels	£19.95 pair

PRESTIGE AUTO TRIM PRODUCTS LTD, 3 Prenton Way,
North Cheshire Trading Estate, Birkenhead, Merseyside, L43 3DU

**TR2-6, SPITFIRE, GT6,
HERALD, VITESSE**

Eines der größten Ersatzteillager, in Europa für Ihren Triumph! Wir führen Teile für TR2-6, Spitfire GT6, Herald, Vitesse.

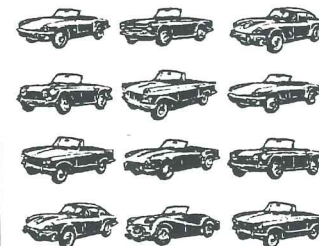


One of the biggest stockists for Triumph spares on the Continent.

We have parts for TR2-6, Spitfire, GT6, Herald, Vitesse.

We specialise in:-

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



Unser Lieferprogramm umfaßt:

- Motoren
- Getriebe
- Differentiale
- Achsteile
- Bremsenteile
- Innenausstattung
- Verdecke usw...



Wir führen außerdem ein großes Sortiment an Auspuffanlagen in Edelstahl, auch für andere Fahrzeugmarken. Bitte fragen Sie uns an!

**Please ask for our
free price list**



We also specialise in Stainless Steel exhausts, also available for other cars. Please ask for our top quality components and systems!

BASTUCK & CO. GmbH

Gewerbegebiet Heeresstraße-West

Germany 66822 Lebach. Fax. 0 68 81 - 5 17 74

Tel: 0 68 81 - 5 24 55 und 5 32 42

18A Chemin des Dames. 57500 St-Avold

France Tel: 87 92 94 44. Fax. 87 92 94 45

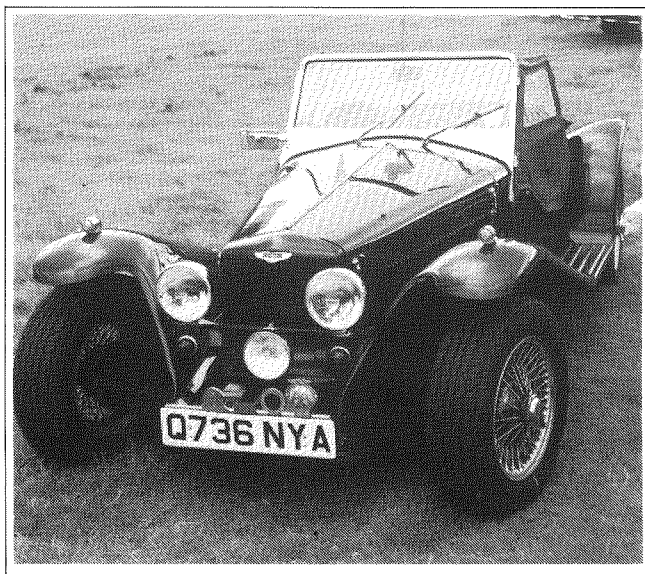


VE extracted this photo from my archives for your enlightenment. Who knows what it is? Answers to me, written on the back of a twenty pound note.

Who said '1934 Riley MPH?' Well done. Well, it's not actually a 1934 Riley MPH, it's a Vincent MPH, a jolly good replica. What qualifies this car to appear in these auspicious pages? (Is this good motoring journalism? Posing questions and then answering them yourself!). You can probably see the good old front suspension that we know and love. This, in my book, qualifies the Vincent MPH as a Triumph Special. It is possible that

SPECIALS Specials SPECIALS Specials REGISTER

Trevor Collett



the car in my photo, which was taken at the 1991 Sandown Kit Car Show, has a Triumph engine, I didn't get a chance to find out. The chances are though that it has a Ford engine, along with a Ford rear axle. The name Vincent is probably familiar to you in connection with the Hurricane. The Hurricane is a real Club kit car in that it used Spitfire or GT6 mechanicals on a Spitfire or GT6 chassis. The Hurricane was the first model from the Vincent stable, appearing circa 1982.

In 1985 Vincent launched the MPH and a version with cycle wings which they called the Brooklands. In common with other kit car companies at this time Vincent moved away from a totally Triumph base. I can guess the reasons, they thought that Triumph donors were getting scarce and spares more

expensive, they were obviously not TSSC members. Some companies developed their own chassis to take all Ford running gear, Spartan were probably the first. Moss and Gentry went down this line but unlike Spartan kept on all Triumph option.

Others produced new chassis to take various makes of engine and live rear axle but kept our front suspension. Vincent was one such company.

Now I can understand this from an engineering point of view but it seems to me that if one could get hold of a set of our front suspension one could probably get hold of a chassis, rear suspension etc, etc and use the whole lot to build a kit car out of.

Leaving aside the reduced Triumph content, the MPH is a fine looking car from any angle. All the road tests I have read have been very complimentary in every department.

I don't know how close a replica it is, but comparing photos of the Vincent MPH with my 1934 Riley MPH (Matchbox Models of Yesteryear) it looks near.

If anyone has a spare set of front suspension lying around, how about turning it into a replica Riley sports car.

The MPH and Brooklands are still available, in fact they have recently been relaunched by a chap called Tony Dwornik.

He has changed the model names, the full winged car with doors is now called the Rallye and the cycle winged car with no doors is the Sport.

The chassis has been improved but still takes Herald front suspension and steering rack.

Dwornik Engineering can be contacted on 0793 741032 (phone and fax).

MY Christmas stocking this year contained a copy of a recently published book written by a gentleman called Chris Rees.

The book is called 'British Specialist Cars' and subtitled 'Postwar Low-volume Production Cars and Kit Cars'.

The title explains what Chris sets out to do in his book.

If you know anything about the post war kit car scene (especially in the 80s when some models seem to last for only a few months) you are probably thinking it must be a damn big book or else he has left a lot out.

Well as far as I can see neither is true, of course I can see it's not a huge book and he seems to have at least mentioned the most obscure cars I can think of.

The book is in two parts. The first covers what Chris considers are the most important models with an

PAY HOMAGE TO THE SPIRIT OF INVENTION

average half a page devoted to each and a black and white photo.

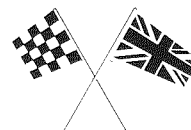
The second section is an A-Z directory of all post war British Specialist Cars and gives a few lines on every single one, with photos of some.

All in all a very good effort, some of what I consider are important Triumph based kits are only in the A-Z part, but I can appreciate the space problem.

If you have got the slightest interest in the alternative British car scene, you've got to get a look at this book, it costs £24.95 and is published by Windrow and Greene Automotive.

Despite the existence of this book I think there is still scope for a tome dedicated to Triumph based kits and specialist cars using Triumph parts

. who will write it? ○



UK Sports Car Centre



Specialist in Classic Car parts

201 Lower Addiscombe Road, East Croydon, Surrey, CRO 6RA, England.

Telephone: 081 656 0437

SERVICE KITS Consists of:

Plugs, Points, Condenser, Rotor Arm, Oil Filter, Air Filter, Distributor Cap, Rocker Cover Gasket.	
Herald.....	35.00
Spitfire 1962-1974.....	35.00
Spitfire 1500 1974-1981.....	39.50
GT6.....	45.00
Vitesse.....	45.60

BRAKE KITS

Consists of: 2 disk Pads and Shoes	
Spitfire/Herald.....	55.00
GT6/Vitesse.....	82.00
RHD Halogen headlight	
conversion kits (in pairs).....	26.00
Twin rally round high power drive	
fog lamp kits with cover.....	31.00

CLUTCH KITS

Herald 1200/Diaphragm Spring Clutch.....	49.00
Spitfire 1300 Herald 12/50 13/60.....	49.00
Spitfire 1500.....	59.00
GT6/Vitesse.....	65.00

HEAD GASKET SETS

(please quote engine No.)	
Herald 1200/1250.....	25.00
Spitfire MK 1,2.....	27.00
Spitfire MK 3, Herald 13/60.....	22.00
Spitfire MK 4, 1500.....	25.00
GT6/Vitesse conversion kit.....	25.00
GT6 MK 1, 2/Vitesse 2 ltr.....	33.00
GT6 MK 3.....	36.00
F. shock absorbers.....	27.00
R. shock absorbers.....	23.00

All prices are inclusive of carriage, P&P and VAT for UK mainland.

Open 7 days. Fast Mail-order Service.

Appointed stockist for Auto Glym Polishes. Approved AA agent.





SIX SPARES

THE TRIUMPH CAR SPARES SPECIALIST

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



MASSIVE stock of New & Used spares for HERALD, VITESSE, GT6 and SPITFIRE

HOTLINE No. 081 892 0141

New Address: REAR OF 140C Heath Road (behind Alberts Music Shop)

Twickenham, Middx. TW1 4BN

Callers Welcome — Ring First For Directions

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

**THIS MONTHS OFFERS TO
T.S.S.C. MEMBERS**

SEALS — HERALD/VITESSE

Front windscreen seal	£17.04
Bonnet scuttle/bulkhead seal	£4.70
P seal on windscreen frame	£3.82
Saloon roof to header w/screen frame seal	£9.99
Hood header rail seal, front	£6.46
Hood fronter under finisher/seal (white only) original	£9.40
Front quarter light rubbers per pair	£28.20
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.41
Wheel arch to dash seal (small mud flap)	£2.70
Door aperture seal, convertible	£11.16
Chrome door aperture seal cappings	£9.99
Door aperture seal, saloon	£14.04
Front valance seal	£1.18
Door check link seal	£2.29
Gear lever gaitor	£7.64
Handbrake gaitor	£9.34
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boot	£3.82
Boot seal — as original	£18.80
Boot seal (non original)	£9.99
Estate rear tailgate glass seal — original	£23.50
Rear quarter window seal, saloon	£17.63
Rear windscreen rubber, saloon	£22.27
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£9.99
Petrol tank filler neck seal	£4.11
Petrol tank sender unit cover	£5.29

Petrol tank drain neck seal, sponge

SEALS — SPITFIRE/GT6	
Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£19.98
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£19.92
Hood header rail/hard top seal, front	£6.46
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.29
Door aperture seal (Furflex) SPITFIRE	£14.10
Door aperture seal (Furflex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Handbrake gaitor, SPITFIRE I, II, III, IV	£9.34
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boot	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£3.53

CHROME/LOCKS/BRIGHTWORK

Front w/screen insert, HERALD, VITESSE, SPITFIRE I, II, III, GT6 I, II	£5.88
Tailgate rubber insert GT6 III/III	£5.88
Cover clip for inserts	£1.18
Door handle 1/1h HERALD, VITESSE	£14.10
Barrel and keys, right hand, HERALD, VITESSE	£6.46
Outer door handle ass. SPITFIRE III/III, GT6 III	£14.04
Outer door handles (matched pair) black or chrome, SPITFIRE IV/1500, GT6 III (includes lock barrels)	£72.85
Matched pair of door lock barrels, SPITFIRE III/III, GT6 III	£14.04
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.04
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£4.11
Window winder handles and inner door opening handles all other models — please state model	£5.29
'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HERALD, VITESSE, SPITFIRE III/III	£19.98
B post strikers, less slider, HERALD/VITESSE, pair	£23.50
Boot 'T' handle and keys HERALD, VITESSE, SPITFIRE III/III	£12.34
Boot lock assembly SPITFIRE 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 SPITFIRE IV/1500, GT6 all	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£22.33
Lock barrel and keys for GT6 petrol cap	£8.17
Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£7.64
Chrome wiper arm assembly all models	£7.05
Stainless wiper blade all models	£6.40
Bonnet mirror (head & stem), HERALD, VITESSE, ORIGINAL from	£16.74
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£13.51
Bonnet lock kit (pairs) all models	£11.16
Bonnet catch assy all models	£20.50
Steering column lock assy SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE III/III, HERALD, VITESSE, GT6 I	£4.99
Ignition barrel and keys as above HIGHER SECURITY	£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 SPITFIRE I, door boot & ignition locks	£14.69
Full lock set as above with paired bonnet locks	£23.50
Matched lock set, SPITFIRE III/III, door, boot & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£29.38
Matched lock set, HER/VIT, door, boot, ign., c/box locks	£19.98
Full lock set as above with paired bonnet locks	£29.38
Cubby box lock assy, HERALD, VITESSE	£7.64
Rear overrider HERALD, VITESSE, fully pressed (each)	£32.00
Front overrider, HERALD 948/1200, original (each)	£34.66
B post capping SPITFIRE IV/1500	£4.99
Chrome w/screen washer jet, complete ass., original, SPITFIRE/GT6	£3.53
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.64
Rear number plate light aluminium cowl, orig. HER 13/60	£5.58
Windscreen frame ally capping	£34.08
Front bumper, SPITFIRE IV/GT6-III (EXCHANGE)	£164.50
Rear bumper, SPITFIRE IV/GT6-III (EXCHANGE)	£164.50

**ALL CHROME, LOCKS, BRIGHTWORK AND BADGES
DECALS & COMMISSION PLATES STOCKED**

PLEASE RING

PANELS — HERALD/VITESSE

Front valance quality fibreglass	£32.90
Bonnet D plate, HERALD, VITESSE	£9.99
Front wing HERALD 13/60 ORIGINAL PRESSING	£57.58
Front wing VITESSE	£82.25
Front wing HERALD 1200	£88.13
Front wing arch repair	£12.87
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£37.60
Door under section repair panel, HERALD, VITESSE	£14.69
Door step/tread panel (not aluminium finisher) as original	£7.05
Rear wing, HERALD, VITESSE	£66.98
Rear wing arch repair	£12.87
Rear quarter valance, steel (with or without bumper strip)	£16.45
Rear centre valance, VITESSE, original	£40.83
Rear centre valance, HERALD, original	£44.36

PANELS — SPITFIRE/GT6

Battery box	£12.93
Front valance, original SPITFIRE I, II, III, GT6 I, II, Steel	£76.38
Front quarter valance, SPITFIRE IV/1500, GT6 III steel, original	£52.88
Front quarter valance, SPITFIRE IV/1500, GT6 III fibreglass	£19.98
Front wing, original, SPITFIRE I, II, III, GT6 I	£61.69
Front wing, original, GT6 II	£84.60
Front wing, SPITFIRE IV/1500, GT6 III (GENUINE)	£38.89
Front inner wheelarch, outer section, IV/1500, GT6 III	£25.50
Sill, all SPITFIRE, GT6, as original	£18.80
Door skin, SPITFIRE I, II, III, GT6 I, II	£18.21
Door skin, SPITFIRE IV/1500, GT6 III	£18.21
Full floor, ONE SIDE, front to rear	£36.43
Heelboard panel	£18.80
Heelboard bracket for radius arm	£18.80
Rear wing, SPITFIRE I, II, III, GT6 I, II, original	£79.90
Rear wing, SPITFIRE IV/1500, GT6 III, original	£141.00
Rear inner wheelarch, outer section, IV/1500, GT6 III	£31.64
Rear valance, SPITFIRE I, II, III, GT6 I, original	£45.83
Rear valance, SPITFIRE I, II, III, GT6 I, II	£35.50
Rear valance, SPITFIRE IV/1500, GT6 III	£30.55
Boot floor, all models	£54.05

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	£44.65
Adjustment shims for above	£1.18
Front wishbone bushes	£1.00
Steering rack exchange	£34.08
Driveshaft all models non rototex	£58.75
Rear hub and stud assy. Non Rototex, ORIGINAL	£79.90
UJ flange to diff, small or large	£15.28
NEW propshafts from	£88.13
Front vertical link VITESSE, GT6, original	£44.65
Front vertical link HERALD, SPITFIRE, original	£44.65
Front wheel bearing kit (Inc. hub felt)	£11.75
Top ball joint all models	£11.16
Track rod end all models	£7.05
Universal joint with grease nipple, all models	£5.99
Front suspension bolt/nut kit, all models	£14.10
Rear suspension, non roto, bolt/nut kit, all models	£14.69
Front coil spring STANDARD, state model	£14.10
Front coil spring HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes), all models	£22.33
Rear shock absorbers (inc. bushes), all models	£19.95
Rear full wheel bearing kit rototex models	£16.45
Rear full wheel bearing kit non rototex models	£14.69
Rear leaf spring SPITFIRE IV/1500, GT6 III late NEW	£68.15
Rear leaf spring SPITFIRE III/III NEW	£56.99
Rear leaf spring GT6 III/III, rototex NEW	£58.16
Rear leaf spring HERALD, NEW	£68.15
Rear leaf spring VITESSE 1600/1 NEW	£68.15
Rear leaf spring VITESSE II NEW	£70.50

FUEL SYSTEMS & CARBS

Petrol tank sender unit HERALD, VITESSE	£26.44
Petrol tank sender unit SPITFIRE	£25.85
Fuel pump HERALD, SPITFIRE	£17.63
Fuel pump VITESSE, GT6	£23.38
Carb repair kit (Stromberg) inc. needle valve	£12.93
Carb repair kit (S.U.-s) inc. jet	£15.28

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

BRAKES ETC.

Brake disc 4 cyl models	£14.39
Brake discs 6 cyl models	£16.39
Brake drum, late GT6 MkIII (ORIGINAL)	£19.98
Wheel cylinders — state model	£8.23
Brake hoses front/rear — state model	£8.23
MOUNTS & BUSHES	
Engine mounts 4 cylinder	£4.70
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 rototex suspension	£4.99
Rear inner wishbone bush rototex models	£6.46
Rear spring eye bush, all models	£5.88

BUMPERS ETC.

Rubber bumper set HERALD	£88.13
Bumper end cap aluminium HERALD	£8.52

FEBRUARY SPECIAL!!

Herald 948 ORIGINAL £4.70

Vitesse 1600 ORIGINAL £7.05

Herald 13/60, Spit I, II, III,

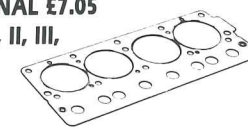
ORIGINAL £4.70

Spit IV, 1500,

ORIGINAL £4.70

Vitesse I/GT6 III/III ORIGINAL £8.65

GT6 III recessed, ORIGINAL £7.65



HOODS, CARPET SETS AND INTERIOR TRIM

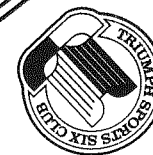
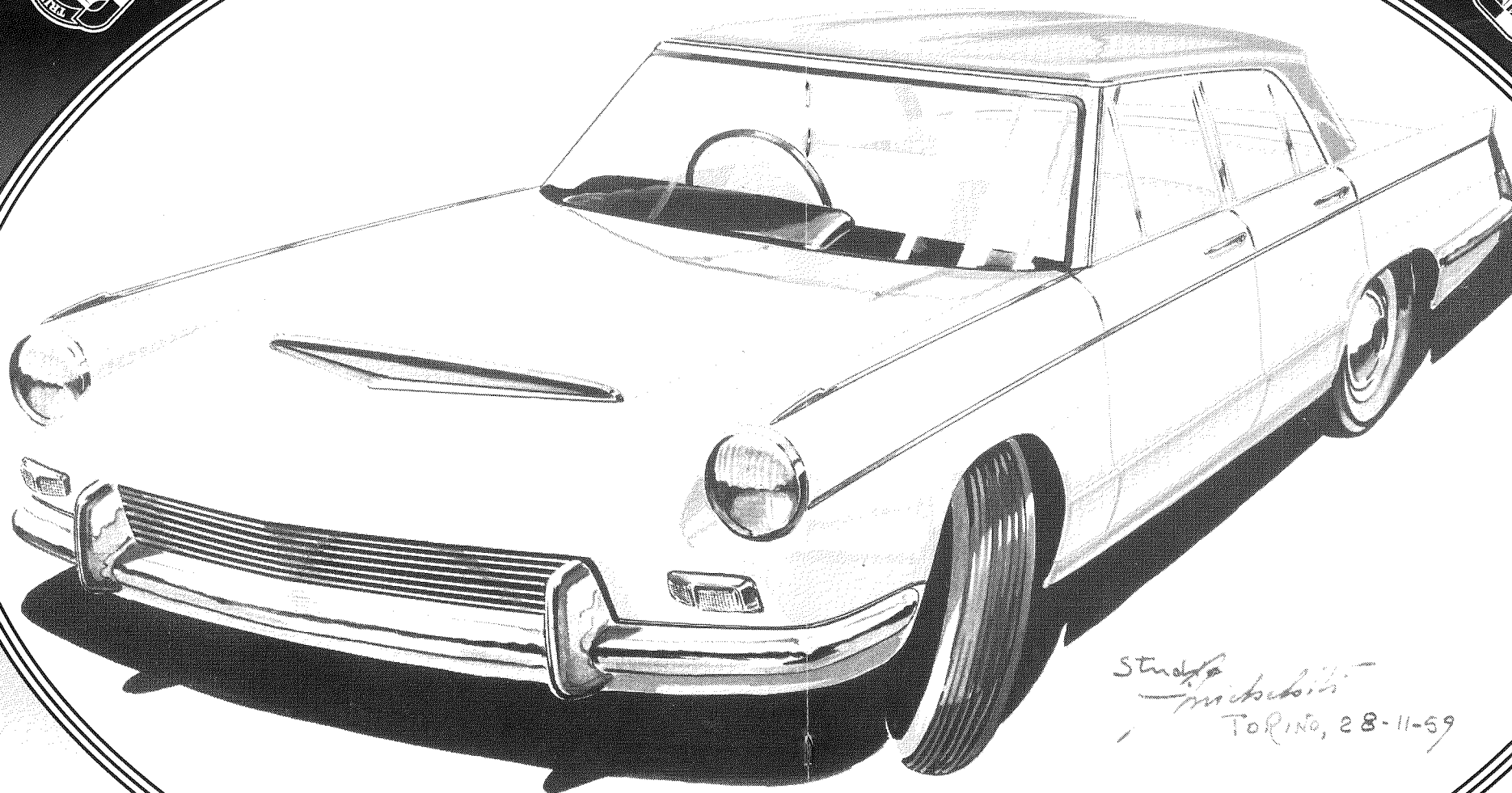
Hoods HERALD, VITESSE — original quality	£88.13
Hoods, SPITFIRE zip rear window — original quality	£88.13
Hoods, HERALD/VITESSE — double duck/canvas	£164.50
Hoods, SPITFIRE — double duck/canvas	£152.75
Headlining, HERALD/VITESSE, saloon, Coupé	£44.65
Pair of front seat recovering kits HERALD/VITESSE	£117.50
Rear seat covering kit HERALD/VITESSE	£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 HERALD	£51.70
Front scuttle side panel, HERALD	£9.40
As above, left hand for VITESSE, with pocket	£17.04
Under dash mill board panel HERALD/VITESSE	£15.28
Seat base diaphragm HERALD/VITESSE	£14.69
Carpet set, SPITFIRE, tufted and bound	£70.50
Moulded carpet set, SPITFIRE	£146.88
Moulded carpet set, GT6 (state model)	£196.23
Moulded carpet set, HERALD/VITESSE	£108.10
Car seat recovering kit SPITFIRE IV/1500 black (car set)	£94.00
Door trim panel SPITFIRE IV/1500 black	£21.15
NEW, SPITFIRE IV/1500, GT6 III, dash top cover	£29.38
Door trim panel GT6 — state model	£23.50
Glove box SPITFIRE, GT6 each	£15.28
Pair of sun visors SPITFIRE IV/1500, GT6 III	£29.38
Engine bay valance GT6	£19.68
Rad cowl GT6	£13.51
Rad cowl SPITFIRE	£11.69

LIGHTS AND MISCELLANEOUS

Indicator light unit, Spit III, IV/1500, GT6 III/III	£17.04
Halogen headlight conversion set HERALD, SPITFIRE & GT6	£34.08
Halogen headlight kit, Vitesse	£47.00
Wood rim steering wheel all models	£49.35
Leather rim steering wheel all models	£32.90
Fibreglass tunnel covers, state model	£31.67
Overdrive column switch cowl	£17.63
Badge bar Inc. fixings, all models	£29.95

**WE CAN SUPPLY YOU WITH ANY SPEC
OF DIFF AND GEARBOX OR ENGINE,
PLUS SPARES FOR ALL MODELS**

**PLEASE TELEPHONE FOR
POST AND PACKING CHARGES
PRICES INCLUDE VAT**



The Illustration shown above is from an original owned by
the Club. Signed by the Maestro himself
GIOVANNI MICHELOTTI. Styling proposal for
4 DOOR HERALD 28-11-59

NUMBERS, NUMBERS, NUMBERS!

I KEEP asking you for details of your cars and from time to time, I open a letter to find just the sort of information I have asked for.

What do I do with that information? Well, it enables me to compile a list of 'Oldest and youngest known surviving cars'. In addition, from time to time interesting anomalies arise which as you read on, you will discover.

I now have details on 493 cars, though in some cases it is only the registration number and where the car was seen. Are you sure that I know more than this about your car?

Known surviving cars, etc.

TYPE	Prod'n	Known Survivors	Known Survivors
2 + 2	444 + 4?	37	1
GT4S	1934	149	4
GT4S 1300	571	74	2
2L Mkl	591	69	5
2L MkII GT	841	50	3
2L Convertible		82	4
Unknown		10	3

Up-to-date Youngest/Lastest surviving table (unless you know different)

MODEL	OLDEST	YOUNGEST
2+2	O 5 101 (1st made)	P 10 541 (4th from last)
GT4S	P 10 1004 (4th made)	S 1 2904 (30th from last)
2L Mkl	S 6 4002 (2nd made)	T 8 4586 (5th from last)
2L MkII GT	T 9 4617 (27th MkII)	V 8 5427 (5th from last)
2L Convertible	T 11 4431 (???)	V 4 5362 (???)

The first and last cars of each type have been established for many years, but sometimes interesting things happened when there were changes within a model type.

The very first example of a change of engine type, for example, may have happened earlier than the established 'first of type'. For example the earliest GT4S 1300 had serial number R 12 2886 (not S 2 2935 as was thought at one time), and there was an overlap of use of the 1200cc and 1300cc engines, the last car with the smaller engine being S 5 3055 and there were cars between 2886 and 3055 with each of the two engine sizes. The first 2 litre GT has always been listed as S 8 4000

(built in August 1967), yet the earliest known surviving 2 Litre GT as shown above (S 6 4002) was complete in June 1967 according to its serial number. What a pity that there are no surviving production records for the 2 Litre cars. If there were, they could be examined and perhaps the reason discovered for this car being produced earlier than the first official build date. There has always been an unanswered question regarding the number of 2 Litre convertibles built. It was thought for some time to have been as few as 50, but I have details of 86 different convertibles. My own recollection of seeing the cars outside the factory awaiting collection by transporter,



Bruce Pilbrough

are that about half the production of 2 Litre MkII cars were convertibles. But memories are not always reliable so we will never really know, unless someone out there has a set of production records (or a copy that can be verified) for 2 Litre cars. . . . Don't forget you can usually contact me by phone between 7 and 9pm, if I am not in leave a message then I can have relevant info. for when you try again or you can write to me at the address in the back of Courier. Please include a SAE if you want a reply. ○

ANDREW
STONE



TRIUMPH
PARTS
CENTRE

SPITFIRE - GT6
HERALD - VITESSE

ANDREW STONE
DERWENT STREET
BELPER

DERBYSHIRE

DE56 1UQ

TEL: 0773 828881

FAX: 0773 828884

**RETAIL,
TRADE,
EXPORT**

MAIL ORDER SPECIALISTS

NEW, USED & RECON SPARES

BRAKING KIT

2 x discs, 1 x set of pads,
1 x pad pin kit, 1 x set shoes,
1 x hold down kit.
Spit., Her., Vit. 1600
£36.50 inc. VAT
GT6, Vit. 2 Litre
£45.00 inc. VAT

CLUTCH KITS

1 x brand new Q.H. 3 piece
clutch kit + 1 pivot pin, 1 x
crinkle washer, 2 x pivot pin
bushes.
Spit., Her. **£48.00 inc. VAT**
Spit. 1500 **£65.00 inc. VAT**
GT6., Vit. **£69.00 inc. VAT**

REAR SUSPENSION KIT

2 x trunnion bush kits, 4 x
radius arm bushes, 1 x
complete bolt kit, 2 x spring
eye bushes, 8 x shock absorb.
bushes. All non rotoflex
models.
£29.50 inc. VAT

WINTER SERVICE KITS

Plugs, points, condenser,
rotor arm, oil filter, air
filter (s).
Spitfire **£21.00 inc. VAT**
Herald **£14.50 inc. VAT**
GT6, Vit. **£21.00 inc. VAT**

* SPECIAL OFFER *

2 x front springs, 2 x front
shockers, 2 x spring top plates,
fully assembled complete with
new bushes, ready to fit to your
front suspension units
(NO MORE SQUASHED FINGERS)
ALL MODELS £74.95 inc. VAT

FRONT SUSPENSION KIT

2 x shocker lower bushes, 2 x
top ball joints, 2 x trunnion bush
kits, 8 x wishbone bushes, 1 x
complete bolt kit. All models:
£46.50 inc. VAT.

* WINTER STAR BUYS *

Front wing, orig. Spit IV,
1500, GT6 III **£21.85**
Sill, orig. Spit. GT6 **£29.50**
Rear wing orig. Spit IV, 1500
GT6 III **£110.00**
Rear wing orig. Spit I, II, III,
GT6 I, II **£54.00**
Front vertical link all
models **£42.50**
Rear drive shaft (all
non roto(..... **£54.85**
Front coil springs, all
models **£13.50**
ALL PRICES INC. VAT

SECOND HAND CORNER

2 x Spit 1500 bodysheils,
very good condition **£295 each**
1 x Spit/1500 bonnet,
very good condition **£235**
1 x GT6 III interior in
new tan, 2 front seats and rear
seat conversion. immac. . **£175**
1 x pair GT6 Mkl seats
(black), very good **£120**
1 x 13/60 Herald chassis, all
new outriggers, no rot **£235**
1 x Lenham GT fibre glass hard
top, Spit IV/1500 **£120**
ALL PRICES INC. VAT

We believe our prices and service package to be second to none, we have built our reputation on it. REMEMBER — we are enthusiasts like you — help and advise are FREE! Don't be afraid to ask.

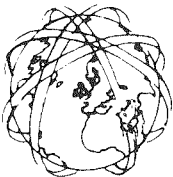
FOR ALL YOUR TRIUMPH REQUIREMENTS UNDER ONE ROOF

TEL: 0773-828881





ACK at the Cairns Colonial Club, I took full advantage of the sauna and Spa bath, before proceeding to the restaurant to tuck into a special last night meal of red skinned coral trout and the ubiquitous Fosters, which seems to taste far better in Oz!



AROUND THE TSSC WORLD IN '40' DAYS

Leon F Guyot

Later, I had a last night-time swim in the large illuminated pool before retiring to my bed, a full day!

Saturday 19th December 1992, up at 3am, before my alarm call! Sad to leave, as I was beginning to enjoy Queensland and this 'club' and resolved that one day, I would return here.

Whilst awaiting the airport courtesy bus in the lobby, I had a chat with a Japanese gentleman traveller who expressed his concern that I hadn't yet been to Japan and suggested to me that I really should do so - Ah well, perhaps sometime in the future - after all we do have five TSSC members there now! 4.40am saw me at Cairns International Airport, and boarding by 5.25am, ready for our 6.05am departure for Brisbane (Brissy), state capital of Queensland. I noticed that my Qantas flight QF060 to 'BNE' was a Boeing 747-338 'BU-City of Woorumba' out of Tokyo-Narita.

Lightly dressed to cope with the Cairns tropical climate, I boarded the 'Jumbo Jet' and after finding my economy-class seat right below a particularly vicious and noisy air conditioning unit blowing an icy cold blast in my direction! I ignored it, and peered out into the darkness at the tropical rainstorm of monsoon proportions lashing the runway outside. I assumed that the cold water dripping down onto me was the hyper active air conditioning and not the rain outside finding its way into the cabin!

I pulled down the windows plastic shutter and looked around at my travelling companions, all of whom appeared to be teenage Japanese girl students and followed their example by pulling my Quantas blanket over me to stay warm! But at least I didn't have to endure this all the way from Tokyo! No wonder there were so quiet!

The airline food was surprisingly palatable, except for the orange juice made from concentrate instead of the fresh juice you get upstairs in first class! I couldn't help noticing that the Japanese girl beside me studied hers in great detail, but declined to drink it, they obviously have high standards, but whilst I personally agreed, I drank mine as I was thirsty!

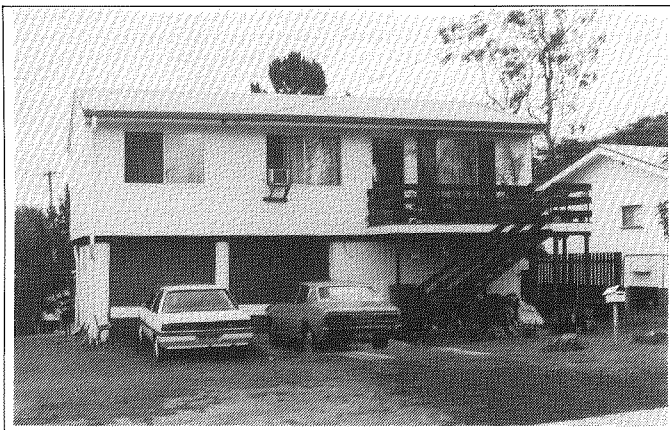
After an uneventful and thankfully short flight with almost no information given and the same Mr Bean video, the one with the dentist, being shown again, I ignored this and started to read my copy of The Fatal Shore, purchased at Cairns Airport, interrupted by my attempting to listen to the arrival

information on a headset with a broken connector, this aircraft is falling to pieces, most encouraging!

The silent Japanese girl beside me had nodded off again, so when the Quantas steward came around to collect all their precious, albeit cheap and nasty headphones, I also handed him her set, upon which she awoke and expressed her apparent surprise and gratitude, but wouldn't stop bowing after that! So polite these Japanese!

Once at Brisbane, my backpack seemed to take forever to exit the aircraft and come down that conveyor belt, this airport is renowned for being slow.

Lyn Waite, the ex TSSC West Kent area organiser and her partner Rick Crosby were waiting at the airport to meet me, but my cunning disguise, as an Australian, fooled Lyn completely and I walked

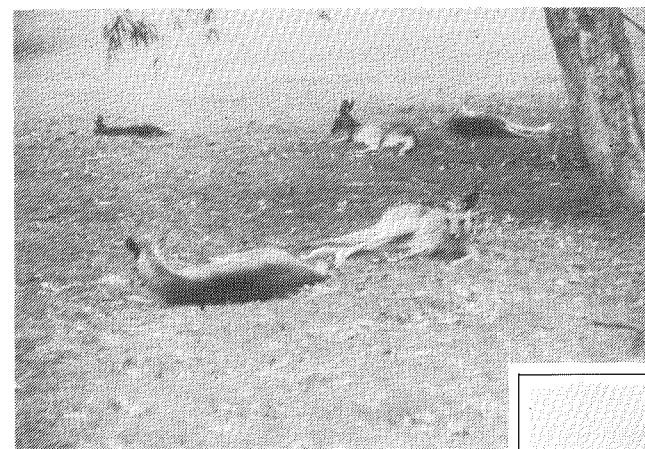


Lyn Waite's home, Ipswich.

straight past her without her noticing me. The last thing she expected was for me to appear in an Oz bush hat, Oz sports shirt, shorts, short socks and walking boots with backpack! Unfortunately, I also missed her because she had her hair changed in shape, style and colour since last June — as only a lady knows how!

It did eventually click, and after we finally met, they kindly took me on an interesting drive to their rented hours in Booval, near Ipswich.

South west of Brissy, we drove over a very long non-suspended type of concrete road bridge known locally as 'jumpers bridge', nothing to do with kangaroos! until a tall mesh-wire fence was recently erected along both sides. I couldn't help noticing how appalling the general standard of driving was in the Brisbane area, ie, rather fast, with many red-light cameras in evidence, also very unpredictable with turning out in front of us, cutting across, sudden braking and accelerating etc, with almost every car exhibiting battle scars. I was told that there are no regular MoT tests here, apparently only required when they wish to sell the car and re-register it. After arriving at Ipswich, we tried to book my onward journey to Sydney on Tuesday 22nd December, unfortunately as it was just prior to Christmas, all the aircraft and trains were booked



solid by Australians going home for chrissey, so that just left the express coach service, which I booked by phone/Visa with a company called McCafferty's.

After giving Lyn all her Christmas presents that I had bought with me from her mother in Kent, including PG Tips T bags, I was taken along to one of Lyn's friends' 21st birthday parties to see real Australians in action. I've no idea where it was, but I couldn't help but notice how accurate certain aspects of ozzy soaps really are, no offence intended, but I remember thinking to myself that whilst some Oz women are quite attractive in a strong, healthy looking way, others are perhaps somewhat less so, but boy, they all have powerful handshakes in common! I believe that I may have drunk quite a lot of Castlemains (I can see the pub from here) four X, in stubbies, 375ml bottles with a convenient twist-off crown type cap.

Rick was interested to see how long I would last,

he likes doing that to Poms! As I was by now tired anyway, I just drank more slowly, and when we got back, I slept very well and woke up without a hangover on Sunday 20th December 1992. In my opinion, I'm sure that Castlemain 4X tastes much better down under, it's NOT like that in the UK.

I remember awaking to a new noise which I thought to be loud crows, but turned out to be tree-frogs in the drain pipes at the sides of the house singing to one another!

This morning, after filling up with petrol at 62.9AU5c/L (£1.30p/G), we stopped at a local park called 'Queens Park' to look at the flora and fauna, including Lyre Birds, Cockatoos, also Emu's and 'Roos'.

Signs in the park warned people to beware of the magpies, these territorial birds regularly attacking people in Australia and taking lumps out of their heads etc. Umbrellas offer good protection, but better yet are crows which attack the magpies, luckily today the park was full of crows!

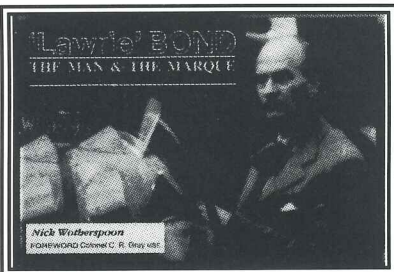
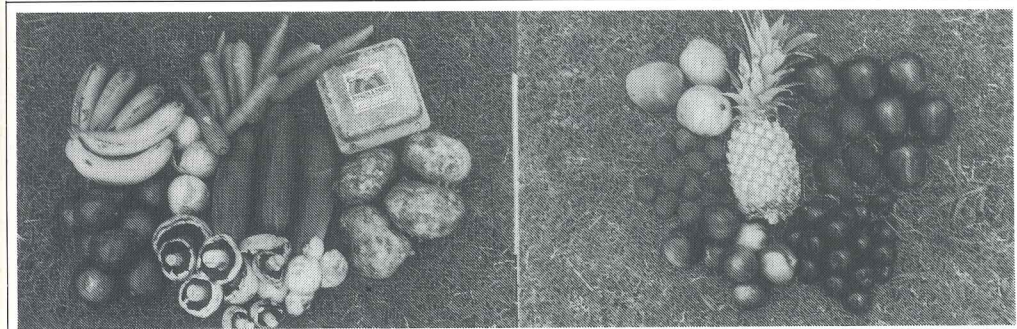
The damage to Lyns car shown here was caused when she recently collided with an errant taxi driver, the same the world over!



We then went shopping, which was certainly an experience with many 'Made in Australia and proud of it!' stickers in evidence. I've never seen such fantastic fruit and veg, all so large and luscious and so disgustingly cheap, compared with at home.



All the food seen here cost 18AUS\$ (£8), whatever would it cost back in England? It would be very easy to become a vegetarian here, if it wasn't for the Oz penchant for throwing half a cow on the barbie, followed by plenty of 'tinnies'. Back at Booval, Rick educated me with Oz folk music which I found most educative and learnt some useful Oz parlance such as "G' day, How are you?, How 'Ya going?, What's the story?, It'll be right."



TRIUMPH BOOKSHOP

1st for all your book requirements

LAWRIE BOND - THE MAN AND THE MARQUE

The very first, a comprehensive book on **BOND CARS**. *Limited Case Bound Edition*
Ideal Christmas Gift £21.95 inc post/packing
TRIUMPH BOOKSHOP PO BOX 28 MARKET
HARBOROUGH LEICS LE16 7FX
TELEPHONE ORDERS 0858 434424



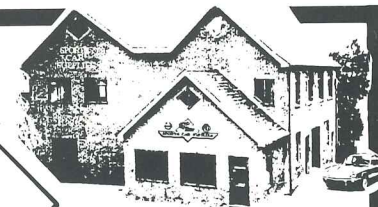
TEL: 091-496 0522

FAX: 091-488 4791

Opening times:

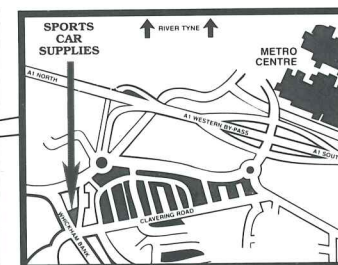
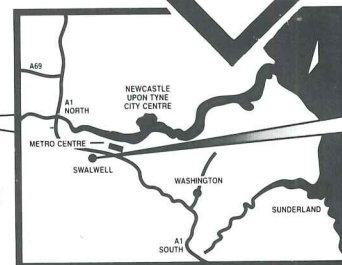
8.30 to 5.30 MON-FRI

8.30 to 4pm SAT



SPORTS CAR SUPPLIES

PRICES INCLUDE VAT



ANNOUNCEMENT

We now have an inventory of our vast stocks of used parts — many rare items available, collected over 10 years of Triumph recycling for your Spitfire, Herald, Vitesse, GT6.
Telephone for your FREE copy of this list.

NEED IT FAST?



NEXT DAY DELIVERY IS OUR SPECIALITY,

24 HOUR ANSWERPHONE ORDERING FOR CREDIT CARD HOLDERS.

REMEMBER:- Sports Car Supplies offer all TSSC members the following services,

- 1) Free advice for parts or rebuild enquiries — 2) Free written estimate for parts orders and repairs — 3) Free insurance estimates — 4) Free pre-DoT check — 5) Worldwide parts delivery service — 6) All new and used parts including USA import bodysells, doors and bonnets — 7) Reconditioned engines and differentials — 8) Recovery, transportation and storage — 9) Accessories and FREE CATALOGUE — 10) Retail shop — 11) Car sales — 12) Spitfire, Herald, GT6 and Vitesse, breaking for spares — 13) Computerised parts warehouse — 14) Rebuilds, resprays, retrim, servicing.

ALWAYS BREAKING SPITFIRE HERALD GT6 AND VITESSE

CALLERS & MAIL ORDER: FREE Telephone, write or FAX for **PARTS CATALOGUE**

SPORTS CAR SUPPLIES, COLLINGWOOD

BUILDING, QUALITY ROW, SWALLOW,

NEWCASTLE UPON TYNE. NE16 3AG

TEL: 091 496 0522

24 hrs FAX 091 488 4791

CLOSED SUNDAYS

AND BANK HOLIDAYS



PLEASE SEND ME A FREE COPY
MY CLUB CAR IS

NAME

ADDRESS



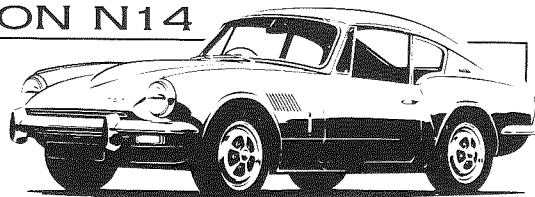
THE CLASSIC SPORTSCAR WORKSHOP

081-886-0323

UNITS 1 to 9, 37 HIGH ST, SOUTHGATE
LONDON N14

WE ARE A NEW COMPANY

Whose partners have over 20 years experience with Triumph Sports Cars (including ex-factory staff).



WE COVER ALL ASPECTS OF RESTORATIONS & MECHANICAL WORK IN OUR FULLY EQUIPPED BODYSHOP/WORKSHOP

From chassis-off rebuilds to MoT work, crash repairs
exchange engines, gearboxes overdrives
& differentials & servicing

**WANTED - SPITFIRES,
MoT FAILURES OR
RUNNING SPITFIRES FOR
SPARE OR REPAIR
ANYTHING
CONSIDERED**

**WE CARRY MANY NEW AND
2ND HAND PARTS IN STOCK
FOR YOUR VEHICLE**

WE OFFER FREE INSPECTIONS AT OUR WORKSHOPS

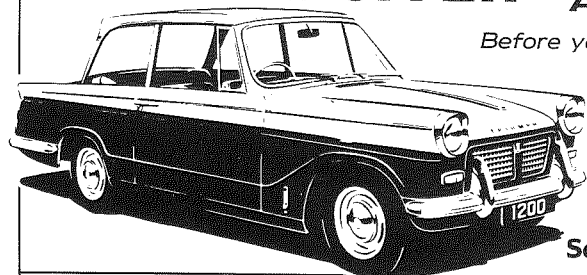
Before you buy, technical advice & valuations

OR FREE RECOVERY

*up to 25 miles if your vehicle
is unable to make the journey*

OR FREE MoT TESTS

Full We pay for the MoT Test
Service £65.00 + Parts and VAT



MON-FRIDAY 9.00 - 6.30
SATURDAY 9.00 - 4.30

VILLAGE
GREEN

TO NORTH CIRCULAR

CHERRY
TREE PUB



SOUTHGATE
TUBE

HIGH ST.

WOOL
PACK PUB



Russell E. Munn



HAVING owned, driven and restored many Spitfires over the past 16 years, I've noticed one major item that lacked a certain something, namely the engine unit, with its inherent absence of power!

The MkIII could be forgiven to a certain extent, it was a pleasure to see the revs climb towards the red sector of the tachometer.

The MkIV was smooth but the performance edge was gone. The 1500 was great for touring, being economical and torquey but try and drive it like a 'sports car' and the engine became so harsh after 4,500 revs, it was almost painful!

THE GENESIS of a SPRINTFIRE

. the solution was unfortunately more difficult than the criticism:-

THE FORMULA

For the modification was simple, I wanted at least 120bhp, but this power must be delivered over a large rev range, smoothly and without temperament. The unit must be economical and remain reliable. If this involved an engine swap then the excellent handling characteristics of the Spitfire must not be compromised by altered weight distribution. Being a Triumph . . .

I wanted the conversion to remain totally Triumph and something they could have put into production at the time. Above all else, I wanted a 120bhp Spitfire cheap!

The car itself must look standard, no bonnet bulges or noisy exhausts, no stickers or loud paint schemes. The MkI and MkII Spits were rare, the MkIII although having fond memories for me were generally rarer, rustier



and more austere than the later MkIV's or 1500s. The later model it had to be then!

The car was finally based on a 1973 Spitfire MkIV (NVO 289L) costing £120.

THE ALTERNATIVES

1) TUNING. The was the obvious solution but the 1500 didn't seem to lend itself to tuning to that extent.

The con-rods weren't strangers to finding unorthodox ways out of the crankcase, even in standard tune! The 1300 was a better bet though, over 110bhp was more than possible - but at what cost in tractability, reliability and pound notes? So, do I spend about £2000 on a tuned unit! No!

2). SIX CYLINDER: These units are cheap to obtain in carburettor form but the two litre units only produce about 100bhp, the 2500 'S' saloon engine would also make a cheap, easy conversion, but the gain was mostly in the torque curve.

The real power comes in the PI guise (118 or 125bhp from saloons and TR6 up to 150bhp in the early TR6), but your talking a lot more money!

Their minus points were poor economy and reliability of the injection systems and all that extra weight in front of the axle line in my opinion would tend to spoil the handling of the Spitfire. I dismissed this option as well.

3) ALFA ROMEO TWIN CAM: This conversion would win on all counts, light, powerful (1600, 115bhp, 1800, 132bhp) relatively cheap to obtain, if you knew where to look! A superb engine unit, but this was dismissed from the purists point of view alone.

4) SLANT FOUR TRIUMPH 16 VALVE: My father's car of several years ago was the inspiration — 127bhp, 30mpg, 16 valve, 2 litre with lots of torque and totally Triumph. It was also mated to an excellent sturdy TR6 based gearbox and a J type overdrive unit as standard. The weight factor could have been a problem but seeing as though I would have to make new mounts etc, for the engine, I would site the unit further back in the chassis . . .

. . . . this would retain the handling of the standard Spit . . . I hoped! Sprints were reasonably cheap to obtain as rust heaps or even the relevant parts can be sourced without too much difficulty . . .

This unit was finally decided upon for the conversion meeting the main criteria of the 'formula'. I was surprised to learn that Triumph themselves carried out an almost identical conversion in 1966, when they fitted a slant 4 1700 OHC prototype Triumph engine into a MkI Spitfire registered as 248 KV (This engine was the forerunner of the Sprint engine being used in the SASB, Dolomite and TR7). This car 'performed very well' on the road but was rejected on the grounds of re-tooling costs.

THE CONVERSION

Armed with my angle grinder and mig-welder I began the adventure of fitting the rather large Sprint engine into the rather smaller hole left by the 1300 engine. The bulkhead was cut back several inches both over and around the bell housing area. To regain the lost strength a 1" box section frame was welded around the periphery of the cut back area and the tunnel was fabricated using aluminium sheet rivetted over the frame (better than the cardboard original anyway!). The suspension turrets had engine mounting plates welded over the inward facing ribs. This was logically the best place to have the weight of the engine supported on — directly over the spring top caps.

One tricky part of the conversion was the exhaust front pipes (the Sprint exhaust exits the opposite side to the Spitfire), as I didn't fancy hacking away at the passengers footwell and chassis area. The

result being that I had to fabricate the twin front pipes to go over the top of the clutch bellhousing and down the drivers side of the gearbox to run between the chassis rails as per Spitfire (should be nice and warm in the winter!).

The conversion uses a standard Spitfire radiator surround on its original mountings, in which neatly fits a Sprint radiator using standard Sprint hoses and fan unit. Even the original MkIV bonnet fits over the engine with no hint to the outside world as to what lurks beneath!

The exhaust ideally exits via a single Sprint exhaust box. Even the choke and throttle cables are standard Spitfire. The prop shaft was shortened by 9".

One shock though, was the need to buy a remote filter assembly and hoses to suit as the original filter would foul the chassis rail, this cost all of £40, quite a disappointment as this should have been a cheap conversion!

Replacement front springs completed the conversion, these were second hand GT6 ones.

Other changes on the planning board were 5½J Dolly Sprint Alloys with 175/70 x 13 radials and Mintex M171 front disc pads.

A thorough check of all the braking and suspension systems would also be mandatory, paying special attention to vertical links and trunnions, sticking brake caliper pistons and weeping rear cylinders and the obvious rusty brake pipes.

Before the sceptics amongst you cast doubts on the ability of the Sprintfire to stop and handle safely, and well

please allow me to put your minds at rest.

The Dolomite Sprint has the same size calipers as the MkIV Spitfire (and 1500) and ½" smaller discs for a good deal more power and weight. Thus 'g' force retardation is no problem. On the Sprint fade is a problem but the lighter Sprintfire on Mintex pads would be fine on the road.

THE RESULT

As for the handling, the engine weight is much better positioned than a GT6 but is obviously more front heavy than the Spitfire, giving a much more reassuring stability at speed than the Spitfire, which tended to lift its nose and 'float' at speed. Understeer is not such a problem as a GT6 and I feel the Sprintfire is a very well balanced car, the extra power always being available to convert to a pleasing controlled 'power oversteer' if one feels the need.

The larger section tyres accommodate the extra weight and with that bit more meat on the road, increase the roadholding capability 'in extremis'. To conclude then: the Sprintfire as described, would be a very quick, economical and reliable car that could give endless fun at traffic lights and yet be eminently suitable for touring and general sports car usage with all the practicality of a Spitfire.

All this for an outlay of around £750 for the conversion depending on how cheaply you obtain your Sprint donor car or parts thereof.

Insurance is a reasonable £140 pa fully comprehensive, limited mileage through the TSSC Insurance Scheme, so the only real expenditure is lots of time and effort. But believe me, it's worth it! A cheap Sprintfire conversion that can do 0-60 in 7 or 8 seconds, and can exceed 125mph in overdrive top and still return over 30 mpg in general use, and to think Triumph could have put this car into production in the early seventies, but then who'd have bought a TR6?

THE COSTS

- Rotten Dolomite Sprint which gives you:
- 1 16 valve 2,000 engine.
 - 2 4 speed gearbox and J type overdrive.
 - 3 Alloy wheels and tyres.
 - 4 Exhaust box.
 - 5 Radiator and hoses.

All for £250-£450

ADDITIONAL ITEMS

The cost is made up of:

- | | | | |
|---------------------------------------|-----|---|------|
| 1 Remote oil filter | £40 | 5 Welding items, box section, aluminium sheet, etc. | £60 |
| 2 GT6 springs (used) | £20 | 6 Mintex disc pads | £30 |
| 3 Propshaft extension | £20 | 7 Lots of 'sundries' | £95 |
| 4 Exhaust pipe and 90 bends | £35 | Approximately | £750 |

OFF AT A TANGENT

A little while before I completed the Sprintfire, I made the expensive decision to race in the TSSC series.

£3500 later, the car was ready to race (I don't think I was though!).

The majority of this money went on converting to GT6 rotoflex suspension and brakes, together with a Limited Slip Differential but, as yet, very little on the engine as was borne out by the fact it was only producing 140bhp at the flywheel.

. . . . as these engines can produce 220bhp in full race format - now, that's an idea for the road! . . .

On the track, down the long straights, the full race 1300s could just edge by me, the 160bhp GT6d did it more convincingly, but the way the Sprintfire cornered compared to the GT6s is encouraging to say the least, as they understeered their way round, the Sprintfire held a tight neutral line, but I'm not as brave as some of the competitors, so perhaps I wasn't trying enough!

If the money can be found to race tune the Sprint engine, who knows where the car will be next year . . . (in the tyre wall most likely!).

As these engines can produce around 220bhp in full race format now that's an idea for the road!

SOC**TRIUMPH
SPECIALIST****SPITFIRE/GT6
HERALD/VITESSE****SOC SPARES LTD****BODY PANELS SPITFIRE MKIV**

Front wings BL £23.44

Rear wing BL £116.32

Inner sill £9.34

Sill strengthener £4.99

Front quarter valance £39.95

Sill, genuine BL £32.90

CHASSIS — SPITFIRE

Front crossmember £14.05

Front outrigger £11.16

Front gussett £13.25

STEERING & SUSPENSION

Steering rack £28.65

Rack mounting bush £1.93

Front suspension kit £22.40

BRAKES

Discs, Spitfire/Herald £14.89

Pads, Spitfire/Herald £7.41

Also cables,
hydraulics and shoes**CHASSIS — HERALD**

Side rail £8.81

Central outrigger £8.81

Front outrigger £11.69

Rear outrigger £9.69

CLUTCH

1300 kit, NEW £45.89

1500 kit, NEW £45.99

STARTERS

Starter motors £16.45

**BODY PANELS
FREE PRICE LISTS****ENGINES
FREE PRICE LISTS****SUSPENSION
FREE PRICE LISTS****FREE PRICE LISTS****BRAKES****MAIL ORDER A SPECIALITY****TELEPHONE ORDERING****CUSTOMER COUNTER****0622 891777****FREE ALLOY ROCKER COVER***with every 4 cylinder reconditioned engine***From £405.40 inc. VAT***Send S.A.E. or telephone
for full engine spec.**Supply and fit 4 cylinder reconditioned engine to Club car***£493.00 inc. VAT***This special price to Club members.***SOC INVICTA
WORKSHOP****SOC SPARES
PARTS****WARMLAKE ESTATE, SUTTON VALENCE, KENT.****Telephone: 0622 842270.****FAX: 0622 842318****WHEELER STREET, HEADCORN, KENT.****Telephone: 0622 891777****FAX: 0622 891678.****I** THOUGHT that you might like to hear about my personal collection of cars.

As a boy I dreamed of owning certain cars, these were a Rolls Royce (any example of that great marque), an MGB GT (well it was named after me), a Bentley (the silent sports car), a Panther (preferably pink to go with my CB call sign), a Vanden Plas R and a Cadillac.

Well I have managed four out of the six, but have acquired another six as well!

That's right, ten cars are lurking in the garages at home. Is there an illness known as autocollectitis?

The first one to join the collection, from new, was the ubiquitous 1982 Ford Cortina 2.0GL Estate in Venetian Red.

equipped for towing, which it does regularly and sports 17 club badges.

I subsequently mentioned to a friend that I was looking for a long wheelbase executive car and so late one night I received a phone call leading to a meeting at the side of a river.

And so A5 BGT arrived. This is the

awesome one, a 1984 Bentley Mulsanne Turbo Long Wheel Base. This 6,750cc 2½ tonne limo is propelled by its 340bhp turbo-charged engine from 0-60mph in just over 7 seconds. Not bad? This power house is hidden under a Dark Oyster metallic body, with magnolia Everflex and parchment leather piped in Dark Oyster.

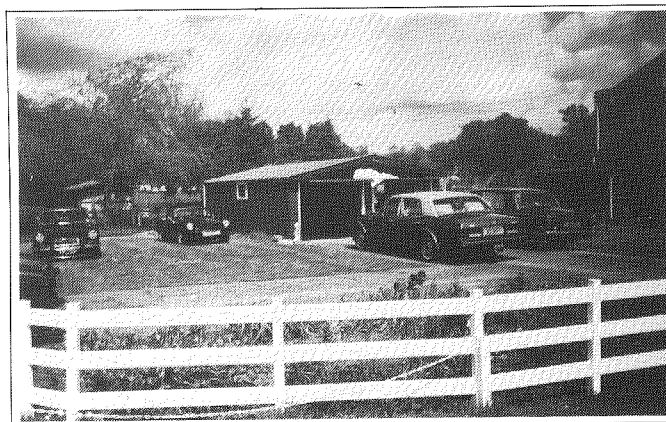
It again tows a caravan (quite a sight) and sports 11 club badges. The original owner was Lord Kagan (Gannex Raincoats) and there are only thought to be 25 of this subtle Rolls Royce four inch stretch.

Then my third dream car appeared, 340 BGT is emblazoned on my 1973 MG BGT V8 Fixed Head Coupe. This car has had a £13,000 rebuild by Brown and Gammons and is one of the 2,591 V8's built, 137bhp from the 3,528cc engine is quite breathtaking in such a small car! Its black paintwork and black leather interior is countered by the red piping and red carpets. It too has a tow bar and sports 6 club badges.

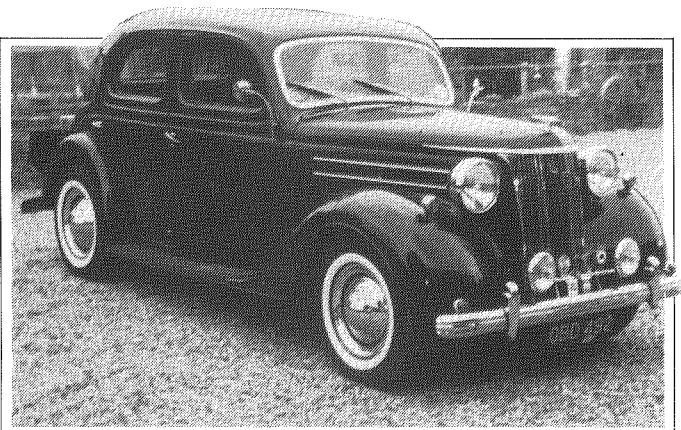


After 11 years it has only clocked up 20,000 miles, so must be one of the lowest in captivity! It has now acquired the registration BGT 999X and is fully equipped for towing as well as carrying my trademark of 6 club badges.

Next to follow was one of my dream cars, a 1973 Rolls Royce Silver Shadow Series I saloon. It came with a 1963 Derbyshire plate 6041 R, which was rather appropriate as I first saw the car on June 4th. It's in walnut metallic with magnolia leather piped in chocolate which is a fitting frame for this 6750cc 2½ tonne floating armchair. Without a doubt my favourite. Like the Cortina it is

**DREAM
COLLECTION****Brian George Turnbull**

Sitting in the sun, with its top down and its Signal Red paint gleaming made BUI 5224, a 1970 Triumph Spitfire MkIII irresistible.

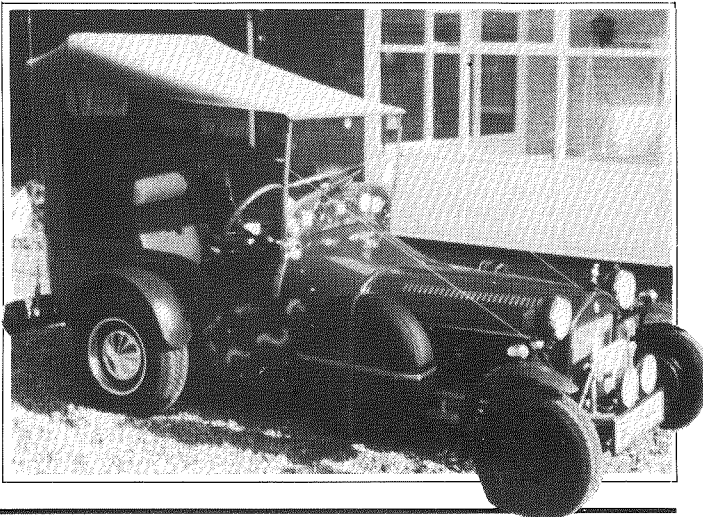


tow bar! That moulded spare wheeled boot must be one of the most sensuous rears — in a car!

Whilst viewing the Pilot, I glimpsed and fell in love with BUI 1844. What is it? Well I am told that it was a 1967 Ford Anglia. BUT, the body was removed, the suspension lowered, the engine chromed, an open two seater model T style body fitted, with a large square brass framed screen and air horn. These were further embellished with 11 badges, a tow bar, red paint flecked with gold,

On close inspection it is as red underneath as on top, having had a complete nut and bolt rebuild. She has acquired 7 club badges and a stainless steel carrier as well as a charging silver elephant on its bonnet.

Next to join was a 'job lot' of two cars. The first one I saw was quietly gleaming in the fading light in a tree lined avenue. So GBD 492, a 1950 Ford V8 Pilot, in Royal Blue, came home as well. Again a completely rebuilt car with the famous side-valve engine and a completely operating hydraulic jacking system. Its inside has been retrimmed in blue leather and those sweeping external lines are set off by Marchal head and fog lights, 9 badges and of course a



luminous snake motifs on the side and a silver Manniken Pis on the radiator. To these went large truck lights to the rear, 10½" front wheels and 13" rear wheels and large pink splats. Without a doubt, a car of undoubted taste!

BGT 75 came to me through a friend. This is a 1982 Mercedes Benz 200T estate in beige, FSH and absolutely mint. Again with a tow bar (I seem to attract them) and 7 badges only.

On holiday reading Exchange and Mart, I did not believe it. 'The Pink Panther for sale'.



So after a visit to Royal Leamington Spa A7 BGT came north. It is a 1984 Panther Kallista 1.6L but very rare. She was specially made for United Artists Corporation to be used to publicise the 'Return of the Pink Panther' films. She is in pink, with black interior, birds eye maple woodwork and gold plated exterior fittings. Add to this pink alloy wheels and 15 badges and you have a very unusual car. Sadly it does not have a tow bar. After touring Europe publicising the film it was given away as first prize in a raffle! In 9 years it has only

clocked up 11,000 miles. So what is number 10? Well it is my everyday 1991 Honda Accord carrying A1 OESC, to signify my love of Old English Sheepdogs.



Well 4 dreams down and 2 to go.

Sadly I am the most un-mechanical person alive, but I love my cars and they are out and about in rain and shine, so if you see us on the road — do hoot — the badges are the give-away.

Happy motoring to you all.





SPITBITZ 'NEW YEAR SALE'



UP TO 50% OFF, SO CHEAP THAT WE GUARANTEE YOU CAN'T FIND CHEAPER,
BUT YOU MUST MENTION COURIER.

We take Access & Visa and can deliver next day if required or if you prefer to call in, we are
just off Junction 11 of the M4. BUT PLEASE RING FIRST. **0734 732648**

Chassis, all Mk's	£50
Driveshafts, MkI, II, III & early IV	£20
Doors, NS, MkIV/1500, complete	£25
Front suspension units, complete, includes upright, stub axles, wishbones, disc, hub, spring, hocker. Only	£20
Gearbox, 1500	£25
Wheels, all models, with tyres, from	£5
Steering rack, all models	£5
Propshaft, all models, non overdrive	£10
Petrol tank, Spitfires	£10
Distributor, 1500	£10
Steering column, all models	£10
Gauges, Smiths & Jaeger, any	£5
Manifolds, 1300 inlet & outlet, each	£10
Springs, all models & Herald	£10
Lights, MkIV/1500/GT6 III, rear	£5

VARIOUS NEW PARTS AVAILABLE
Good quality soft tops with stitched and welded
seams for extra strength, rear zip window,
chrome poppers, all this plus FREE POPPER
FIXING TOOL, only £65
Carpet sets from £48
Boot racks, chrome, wood slat type £22
Chrome air filters, per pair £12
Windscreen rubber seal £15
Boot seal, per metre £4
FURFLEX, original type door seal, per metre £6
Quarter valances, still only £17
Glove box, N/S £10

POSTAL ADDRESS ONLY:- JINGLES FARM, NEW
MILL ROAD, FINCHAMSTEAD, BERKS, RG11 4QT

'SPITBITZ' The only name to remember

TRIUMPH BOOKSHOP

ORIGINAL BRAND NEW LEYLAND PUBLICATIONS



Telephone

0858 434424

Workshop Manuals

Herald 1200	£23.95
Herald 13/60	£23.95
Herald German	£33.95
Vitesse '6'	£23.95
Vitesse 2LMK1/11	£23.95
Vitesse/GT6	
(all models) German	£33.95
GT6 MkI/II/III	£23.95
Spitfire 4/11/111	£23.95
Spitfire IV	£20.95
Spitfire IV/1500 Dutch	£24.00
Spitfire 1500	£20.95
Spitfire 1500 German	£33.00
Spitfire IV/1500 French	£33.00
TR2/TR3	£27.50
TR4/4A	£24.95
TR5 (complete)	£35.00
TR6	£25.50
TR6 German	£24.50
TR7	£21.95
TR8	£26.95
Stag	£24.00
Stag German	£30.00
Dolomite	£21.95
Dolomite Sprint	£32.95
2000/2500/2.5PI	£25.00
1300 FWD	£15.95
1500 FWD/1500TC	£19.95

Parts Catalogues

Herald 1200 (all mods)	£18.95
Herald 13/60	£16.95
Vitesse 1600/2 Ltr Mkl	£18.95
Vitesse 2 Litre MkII	£16.95
GT6 MkI & II	£18.95
GT6 Mk111	£16.95
Spitfire 4/MkII	£18.95
Spitfire MkIII	£18.95
Spitfire MkIV	£16.95
Spitfire 1500	£18.95
TR2/3	£21.95
TR4	£19.95
TR4A	£19.95
TR250 (TR5)	£19.95
TR6	£19.95
TR7	£24.00
TR8	£24.00
Stag	£23.00
Dolomite Sprint	£19.95
1500 FWD	£15.00
1500 RWD	£15.00

NEW BOOK NEW BOOK
Lawrie' BOND - The Man &
The Marque ... £21.95

Handbooks

Herald 1200/12/50	£5.50
Herald 13/60	£5.50
Vitesse '6'	£5.50
Vitesse MK1	£5.50
Vitesse MK11	£5.50
GT6 Mk1	£5.50
GT6 Mk11	£5.50
Spitfire 4	£5.50
Spitfire MK11	£5.50
Spitfire MK111	£8.00
Spitfire MKIV	£5.50
Spitfire MKIV German	£8.00
Spitfire 1500	£5.50
Spitfire 1500 German	£8.00
TR4/TR4A	£5.50
TR250 (TR5)	£5.50
TR6	£5.50
TR7	£5.50
Stag	£5.50
Bond Equipe 1300 Sup.	£3.00
Triumph 2.5 PI	£5.50
Spitfire Glovebox Manual	£7.95
TR5/6 Glovebox Manual	£7.95

General

HAYNES W/SHOP MANUALS	
(STATE MODEL)	£14.95
SU Carburetors	£14.95
Stromberg Carburetors	£14.95
Weber Carburetors	£14.95
Electrical Manual	£11.95
BROOKLANDS BOOKS	
Vitesse/Herald 1959/71	£9.95
Vitesse 1962/71	£9.95
Herald 1959/1971	£9.95
GT6 1966/1974	£9.95
Spitfire 1962/1980	£9.95
Spitfire Gold Portfolio	£12.95
Road & Track Triumph	
Sports Cars '58/67	£9.95
Sports Cars '67/74	£9.95
Sports Cars '74/82	£9.95
TR2/3 1952/60	£9.95
TR4 & TR5 & 250	£9.95
TR6 1969/76	£9.95
TR6 Gold Portfolio	£14.95
TR7/8 1975/81	£9.95
Stag	£8.95
Stag Collection	£7.95
2000/2500	£9.95

Triumph Cars - The complete History Robson/Langworth £24.00
The Complete History Spitfire GT6 Graham Robson £16.95
PRACTICAL CLASSICS RESTORATION GUIDES
HERALD/VITESSE - SPITFIRE/GT6 - METALWORKING each £ 7.95
Practical Classics Restoration of TRIUMPH STAG £14.95
Practical Classics Restoration TRIUMPH TR6 (new 93) £14.95
Practical Classics PANEL BEATING & PAINT REFINISHING £12.95
Practical Classics - HERALD/VITESSE (full restoration) £14.50
Practical Classics - GT6 briefing (restoration etc) £ 6.50

Competition Preparation Spitfire VIII/III/IV/1500R 2Ltr 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 Autofolio (much in colour) £12.50
SPITFIRE/GT6: Collectors Guide - Graham Robson £15.25
Original Triumph TR, The restorers Guide. - Piggott £20.75
THE WORKS TRIUMPHS - Graham Robson £23.50
Complete Guide to HERALD & VITESSE - Mike Cositigan £15.95

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
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 QD0194/CD1

Special Report John Cudmore



FOR those of us lucky enough to know John Cudmore, it is difficult to picture him dressing up in ladies clothes, but, in 1978 he did just that, in the back of a Herald.

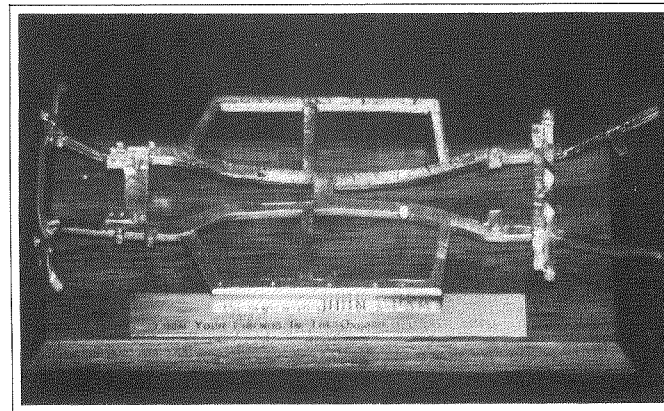
Whether that was the reason for the Oxford Area winning the Wokey Hole 'It's A Knockout' is debateable, but it does go to prove John has a sense of humour when supporting club events.

John has been a member of this club almost from its birth, his joining being announced in the then 'Newsletter' No. 10, back in 77, member no. 213 to be exact.

Since 78 he has been Oxford Area boss, driving the same Vitesse convertible (amongst others) for all of them. JC has also been involved in other aspects of the Clubs history, serving on the committee for over twelve years. The year after

standing down he was voted 'Member of the Year'.

He has also been involved with STIR, being the Clubs representative and working the gate at times as well.



This year however, marks the sad end to JC's reign as AO due to ill health. So, at the Oxford Areas christmas nosh-up John and Pam were presented with a model Herald chassis and bouquet of flowers to mark his 15 years as the Clubs longest serving AO.

John is always the first to greet any nervous newcomer to our

monthly meetings and always first under the bonnet of any new Club car to appear. Always ready with an amazing fact or two about the motor trade in general. His knowledge of this subject is extensive.

He has worked in the motor trade for many years working with Oxfords largest Ford dealer on his retirement. John has been lucky enough to own many Club cars, some of them NEW, something many of us can only dream about.

Taking over John's throne is quite daunting

but he has told me I can draw on his years experience anytime, and I will. He is a tough act to follow, but he has assured me he will still take as active an interest as he can and knowing John, he will be quite active, probably to Pam's dismay.

Kirsty, the dog, will still remain as canine AO for the area.

John in drag-the mind boggles! O

SOUTHERN TRIUMPH SERVICES

11 a STAMFORD RD, SOUTHBOURNE
BOURNEMOUTH DORSET
TEL : Bournemouth (0202) 423687

HOURS OF OPENING
MONDAY to SATURDAY 8.30 till 6.30
SUNDAY by appointment

SPITFIRE MKI - IV/1500, VITESSE, HERALD & GT6

Please write for a free copy of our new, comprehensive price list covering all TSSC cars. Available now for 1994.

GENERAL SERVICE ITEMS

ALL MODELS: Points, condenser, rotor arm, from £1 while stocks last.
Dolomite 1850 and TR7 points, 275 in stock at silly

prices while stocks last	£1.00
Brake pads, Vitesse / GT6	£9.50
Brake pads, Spitfire / Herald	£7.00
Brake shoes, Spitfire / Herald	£13.00
Wheel cylinder, all models	£7.50
Rack gaitor kits, all models	£6.25
Brake hoses, rear, Spitfire 1500 late	£6.00
Brake hoses, rear, Spitfire I-IV, early Herald, Vitesse 1600,	
2 Litre MkII	£5.50
Brake hoses, front, Herald / Spitfire	£7.20
Brake hoses, front, Vitesse, GT6 all	£7.20
Haynes manuals, all models	£11.00
Oil system, drop oil filter adaptor, 6 cylinder models	
with fitting kit	£22.00
Cooling, Kenlowe fan kit	£88.00
Heat shield, Spitfire 1500	£11.75

SECOND HAND parts for the enthusiast who is running a Triumph on a budget.

Vitesse, Herald bonnets, from	£100.00
Spitfire roof MkI, III, IV, 1500, from	£50.00
GT6 steel hatches from	£40.00
New lks, Herald, Vitesse from	£10.00
Box lks, Spitfire from	£50.00
Spitfire hood frames from	£50.00
Front/rear bumpers, Spitfire IV/1500 from	£60.00

Vitesse roof with interior light £50.00

RECONDITIONED PARTS

Chassis, Spitfire III/IV/1500/GT6 II	£360.00
Vitesse, Herald	£475.00
Rotoflex chassis, GT6	£360.00
Rotoflex chassis, Vitesse	£499.00
Available, shortlashed, primed over red oxide in 2 pack beige primer. Painted and Waxoiled chassis available on request at slightly extra cost.	

RECONDITIONED SPITFIRE/GT DOORS	£84
HER/VITESSE WITH NEW SKINS	£94

CARS FOR SALE

SPITFIRE MKIII, beautifully rebuilt, 1300cc engine, BRG, new hood, carpets, all new brakes throughout, new exhaust, new doorskins, sills, valances, f & r wings, 12 months MoT. £3195 ono
SPITFIRE 1500, W reg, beautifully rebuilt, new brakes, new floors, sills, valances, f & r wings, new hood, carpets, door seals, engine service, Orange, 12 months MoT. £3495 ono
SPITFIRE 4, 1147cc. Undergoing a very thorough rebuild in our workshops at present. Wire wheels, red, new carpets, sills, floors etc. All brakes fully rebuilt with all new parts throughout. £3195

PRICES SHOWN INCLUDE UK VAT at 17.5%. FOR OVERSEAS ENQUIRIES PLEASE RING 0202 423687 OR WRITE OR FAX
ERRORS AND OMISSIONS EXCEPTED

BEAT THIS! CAR CARPETS

LOWEST PRICE! FASTEST DESPATCH!

• 5 YEARS GUARANTEE

FREE 1/2" THICK SOUNDPROOFING KIT WITH EVERY CARPET

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

'PRICES INCLUDE VAT AND POSTAGE'

0933 223602

ALL COLOURS
SEVEN DAYS
A WEEK



FULL SET
£5 LESS
THAN ANYBODY
ELSE

EASY
TO FIT
5 YEAR
GUARANTEE

FROM ONLY
£17.50
£4.50
COMPLETE p&p

SPORTS CAR HOODS

MGB £55 - Midget £55
Spitfire £55
Vit/Her. £65
TR7 £65 - TR6 £75

VINYL ROOF KITS/HOODS

AND INTERIOR HEADLININGS

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.

AMERICAN
RESPONSE

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



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**

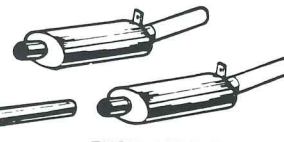
moos



TRIUMPH TUNE Performance Parts for Triumph Sportscars



MILD STEEL
STAINLESS



EXCH. LEAF SPRING

REPLACEMENT
REAR
SILENCER



INLET MANIFOLDS

The TRIUMPH TUNE catalogue is essential equipment for the Triumph enthusiast - 110 pages packed with information and every component you're ever likely to need. Brakes, engine, suspension and bodywork, plus a range of performance kits and suspension kits for road to racing applications. At only £2.50 it's too good to miss!



RETAIL - MAIL ORDER - EXPORT - TRADE SALES

moos LONDON Tel: 081 948 6464

SPRITE & MIDGET B. C. V8 CENTRE
22-28 Manor Road, Richmond, Surrey TW9 1YB
Fax: 081 940 9268

moos BIRMINGHAM Tel: 021 544 4444

SPRITE & MIDGET B. C. V8 CENTRE
991 Wolverhampton Road, Oldbury, W. Midlands B69 4RJ
Fax: 021 544 4340

moos MANCHESTER Tel: 061 480 6402

BARRY STAFFORD MG PARTS LTD
113-115 Stockport Road, Cheadle Heath, Stockport, Cheshire SK3 0JE
Fax: 061 429 0349

moos BRISTOL Tel: 0272 232523

SPRITE & MIDGET B. C. V8 CENTRE
93 Newland Road, Bristol, Avon BS2 9LU
Fax: 0272 428236

moos SHIPLEY Tel: 0274 594071

NAYLOR BROTHERS MG PARTS LTD T-Type Specialists
Regent House, Dockfield Road, Shipley, W. Yorkshire BD17 7SF
Fax: 0274 531149

moos LONDON Tel: 081 948 6665

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

moos DARLINGTON Tel: 0325 281343

MOSS DARLINGTON MGA Specialists
15 Allington Way, Yarm Road Industrial Estate, Darlington,
Co Durham SL1 408 Fax: 0325 485563

A range of parts catalogues is available to owners and enthusiasts at £2.50 each (inc. P&P).

Name _____
Address _____
Postcode _____ Catalogue _____
☐ I enclose a cheque/Postal Order No _____
value £ _____ made payable to Moss Europe Ltd. OR
☐ Please charge my Mastercard/Access/Visa
Account No: _____
Expiry date: _____ Signature: _____
Please post or fax to Customer Service Dept, Moss Europe Ltd,
Victoria Villas, Richmond, Surrey, TW9 2JX
Tel: 081-948 8888 Fax: 081-940 0484.

THE ORIGINAL PARTS SPECIALIST

moos

MACAU SPITFIRED UP

Terry Hurrell



'I Terry', said the voice on the phone, 'how do you fancy building an engine for our Macau Spitfire?'

My initial reaction was as normal, 'I don't!'. Then Bill Sunderland came in with the big sell, 'Being the deranged lunatics they are, the TSSC are supplying their beloved Spitty for the race series in Macau and Hong Kong, and they need some equally demented lunatics to assist them!'

As I fitted their description, I agreed that we should build a unit for them. Discussions on a suitable spec. for the engine outlined the seemingly impossible, 'We would like full race spec., but we need to be able to drive it on the road afterwards — oh, and we want to ship the car in four weeks time!' Now you can't have your Brake Horse Power and torque it', so, as always happens when building an engine, compromises had to be made.

The engine we started with was a basic 1300 unit using an early crank (small bearing). This is one of the best units for mods as the low mass allows superior pick-up.

CYLINDER BLOCK: This was crack tested and bored to 0.020" with suitable clearance for a race engine. The main bearing threads were then checked and bottom tapped before being line bored for more accurate alignment.

INTERNAL ENGINE: All reciprocating components were ground and balanced, the journals radiused and the crank tufride hardened.

CLUTCH: The time available did not allow for the acquisition of an alloy flywheel, since the amount of removable material on a standard flywheel is negligible, we elected not to modify it at all, apart from providing new mounting holes for the uprated clutch.

The clutch was increased to 7.5" using a TT2401 clutch cover (£76.38), and a TT2402 clutch plate (£46.41). This plate was used as the gearbox being fitted was a 23 spline 1300 type. Should you so desire, we can also supply 7.5" 7/8 x 10 for early models — TT2302.

CAMSHAFT: The cam profile chosen on an engine depends on the power band required, the cylinder head flow and the carbs.

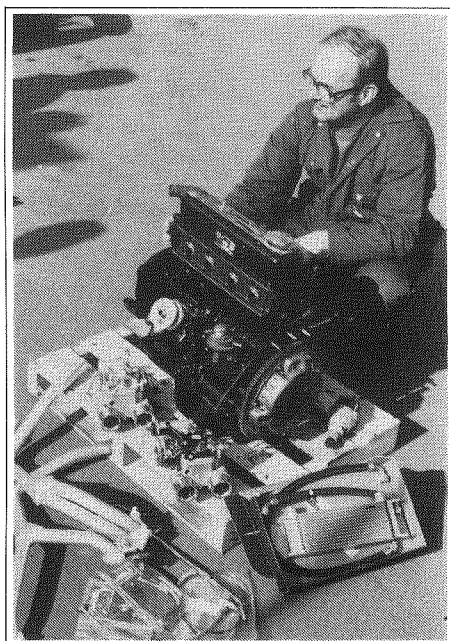
Remember that a competition profile makes no compromise, you cannot have maximum achievable power with a wide power band on a small cc engine.

The cam followers and push rods were changed for lighter and stronger equivalents (TT1209 at £4.64 and TT1333 at £4.41 respectively).

CYLINDER HEAD: Here the modifications included specially re-shaped combustion chambers and gas flowed ports. The inlet and exhaust valves were enlarged in diameter to 37.5mm and 29.75mm respectively. These valves were also re-shaped to enhance the gas flow characteristics of the head.

Valve springs TT1308 (21.73) and alloy caps TT1216 (£2.06) were fitted and we retained the standard spring diameter springs as the valve lift would be within safe working limits (outside of which coil binding might take place).

ROCKER GEAR: Standard rockers were retained, but slightly refaced to suit the working range. The rocker shaft was tufrided (TT1317 at £41.12) and a spacer set (TT1318 at £11.16) was installed. The height of the pedestals had to



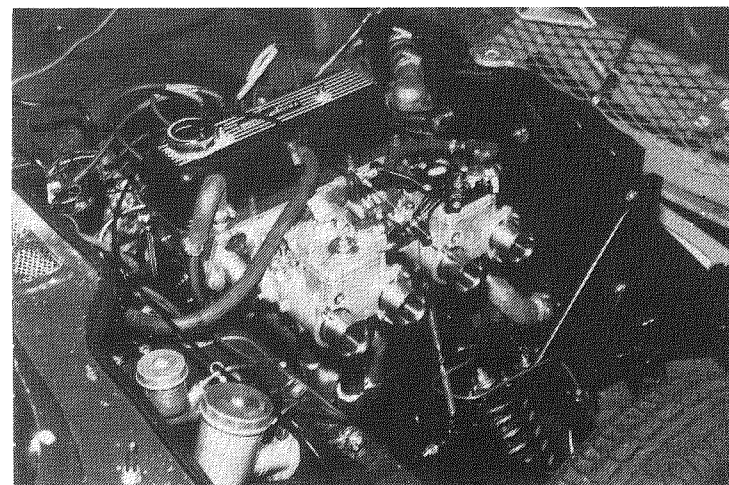
be adjusted using shims (and matching push rods) in order to obtain the correct rocker angles (this is of particular importance for rocker cover clearance). Care in the position of each rocker nose in relation to the centre line of the valve stem during operation was important, not only for the effect on performance, but also for the working life of the valves.

NGKB71CS competition type, used with an uprated plug lead set. **CARBURATION:** Twin Weber DCOE40s were fitted to long tract inlet manifolds.

Operation was achieved by a special cable linkage kit.

The final tuning of the mixture will happen at Macau race track to compensate for air pressure, altitude and ambient temperature.

(TT1367 at £57.59). As the car will be primarily used in warm weather, we chose a 13 row radiator (ARA221 at £41.12). A GFF116 filter will reduce the amount of oil draining to the sump when the engine is not in use. This will not overcome warm leakages, but will assist in keeping the engine in good condition for longer periods. (Oil cooler adapter to take GFE116



AUXILIARIES: A race profile ignition curve required to fully complement the engine modifications, this was found by using an adapted Lucas distributor (TT1471A at £116.32). Incidentally the rev counter was retained.

The spark plugs were of the

EXHAUST: To help achieve the correct power curve we have fitted a fabricated exhaust manifold (TT1400 at £81.66) with a large diameter outlet coupled to a race system.

OIL COOLER: We used the stainless steel standard installation kit

filter, TT9401 at £6.46.

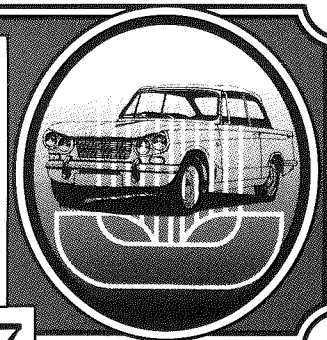
ROCKER FEED PIPE: This will improve the supply of oil to the rocker shaft. It is a very worthwhile modification to engine in all states of tune as it ensures there is always a good supply of oil to the top end.

ANDY ROSE
Triumph Cars Specialist
SERVICING - TUNING - CLUTCHES

AND ALL REPAIRS

103 Horsa Road, Northumberland Heath, Erith, Kent.

Telephone: 0322 338227



NEED HELP FIXING YOUR TRIUMPH?

We can fix dents,

- replace rusty panels,
- weld chassis sections,
- sort out MoT problems,
- repair suspension & mechanical faults,
- rebuild engines,
- restore sagging sills and sticking doors,
- respray in original Triumph colours,
- retune engines and carbs to tip-top condition,
- and generally get your car looking good and going well!

FROM A STRAIGHT SERVICE TO A FULL RESTORATION, call MIKE to discuss **YOUR** car's needs.

M. W. RESTORATIONS, Saffron Walden, Essex.

0799 41556

Call any time, or visit for an on-the-spot quotation.

INSURANCE APPROVED REPAIRS

Just Spitfires

(SPITFIRE & GT6 SPECIALISTS)
Following another successful visit to California, U.S.A., we have available from December 93, the following rot-free vehicles for dismantling (all good straight bodies).

- | | |
|----------------------|-----------------------|
| 2 x SPITFIRE 4 (MkI) | 4 x SPITFIRE Mk4/1500 |
| 2 x GT6 MkIII | 2 x GT6+ (MkII) |
| 2 x TR7 | 1 x HERALD 1200 |
| CONVERTIBLE | CONVERT. + 1 SALOON |

PLUS approximately 175 miscellaneous sports car panel including Spridget, MGA, MGB, TR2-7, AUSTIN HEALEY ETC.

Restoration costs rocketing? Or car just too rotten to salvage? Why not consider a rot-free shell and (or) panels?

Spitfire from £750 — GT6 from £875

(FREE DELIVERY WITHIN 50 MILES)

WE ALSO OFFER BODY, MECHANICAL & MoT REPAIRS, BREAKDOWN RECOVERY ETC.

DERBYS (0283) 550424

— MOBILE (0860) 679445

DON HOODS

& CARPET SETS
YOU CAN'T BUY BETTER!

Choice of heavy duty, PVC, ICI Vyndex Everflex, Duck and Mohair

Large welded rear window

All fasteners and fittings included

24 HOUR EXPRESS SERVICE AVAILABLE

WORLD WIDE MAIL ORDER

Choice of heavy duty, PVC, ICI Vyndex Everflex, Duck and Mohair

Main seams stitched and welded

Edges welded in leathercloth in any colour

FOR LEAFLET & PRICE LIST Contact
Hampton Road, Birmingham B27 7JJ
England. Telephone: 021-373 1313
Fax: 021-377 7631

ORDER BY PHONE 021-373 1313

The Oselli Performance Centre

- 4 WD Rolling Road — up to 750 bhp
- 2 WD Rolling Road — up to 300 bhp
- Diagnostics and Recalibration
- Computer print outs
- Road and Race Cars
- Current production and Classics
- Injection Specialists — Lucas, Bosch
- Weber, Dellorto, SU
- Turbo Technics and Superchips
- Engines, Suspension, Brakes

O/S/ELLI
Power
PERFORMANCE
ENGINEERING

Ferry Hinksey Rd
OXFORD OX2 0BY
0865 248100

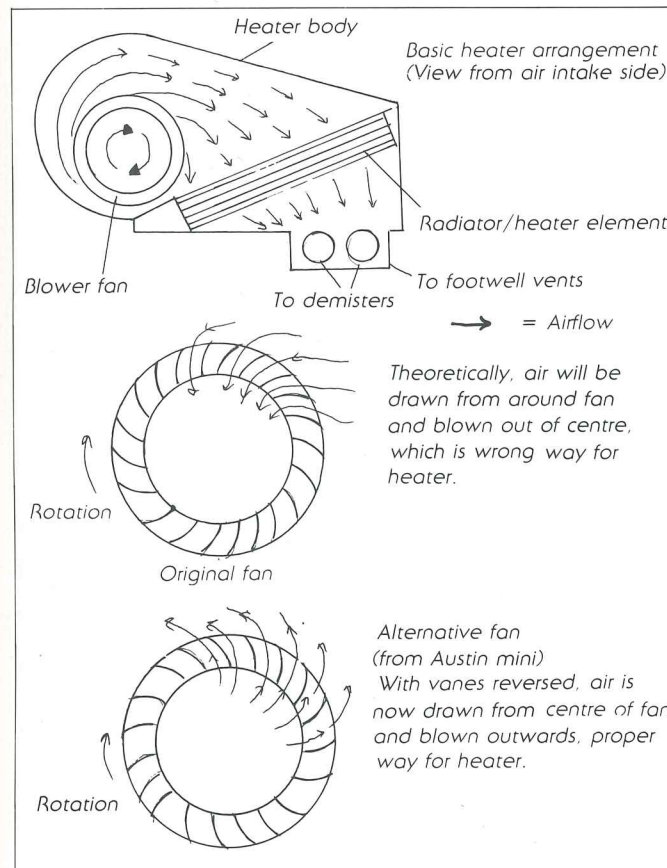


As the dark nights draw in, and the temperature just seems to get colder, I thought this might be a good time to share my findings on improving the demisting qualities of the heater found in my car, a 1966 BOND EQUIPE GT4S (yes, there is someone out there in the TSSC who admits to owning a Bond Equipe, and is not scared to admit it!).

I believe it to be the same heater as found on the majority of Heralds, so Herald owners might find this useful. Anyway, back to the plot. The heater/demister unit in the car was a little short of 'blow', and when used for demisting, I found it a lot quicker and a lot less hassle to wipe the windscreen down with an old beer towel. So, to improve this situation, I set about checking the system over. The vent control was adjusted to give the optimum performance for footwell heating and windscreen demisting. This gave little improvement, but you would be amazed at the amount of dust that came out!

The next and most important area that I checked was that of the blower motor and fan. The basic heater unit in the GT4S is the same Smiths unit as that of its parentage, the Herald.

The motor was unscrewed from the heater body by the three quarter AF spanner size bolts. The motor was withdrawn complete with the cylindrical fan, and disconnected from the wiring harness.



Philip Johnson

Connecting it directly to the battery, I found that the fan was in effect sucking air from the car and blowing up the intake grill, due to the direction of the vanes and motor direction.

Swapping the terminals over did not make the motor rotate in the other direction, so as to make the fan 'blow' (possibly to allow the same heater and motor arrangement to be fitted to both positive and negative earth vehicles, as the Herald was, at the age of my car, changing from positive to negative earth). The diagrams explain it better than what I do!

The only answer that I came up with was to change the fan for one with the correctly sloping vanes for the given direction.

I was very fortunate in having to hand an old Mini heater (from a 72 Clubman). Dismantling this gave me a fan with the correctly sloping vanes. This was then put on the heater motor shaft, and the heater re-assembled.

This has improved the blow and demisting qualities of the heater considerably.

Of course, those amongst us who only use their cars during the slightly warmer weather, we call 'summer', will not have noticed the heater's efficiency or lack of it. Yours, a lot warmer

T.D.FITCHETT

ALL ITEMS ARE OF GENUINE ORIGIN
UNLESS STATED

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

HERALD VITESSE

Full white rubber bumper set	£70.00
Brake pads (early)	£7.50 set
Brake caliper repair kit (511034)	£5.50
Front wing D plate 703727/8	£6.50 each
Boot hinges	£18.00 per pair
1200 front wing L/H R/H 805826/7	£69.00
1300 front wing inc. rear strip 713267/8	£53.00 each
Vitesse front wings inc. rear strip	£65.00 each
Herald/Vitesse door skins 901338/9	£29.50 each
Complete door ass. 902256/7	£150.00
948 Herald/Vitesse rear centre valance	£29.50 each
1200/1300 rear centre valance	£32.50 each
* Silis 803070/803071	£12.50
Comp. grille ass. comp. with badge 807508	£64.50 each
Herald 1300 front panel 812140	£35.00 each
Pedal rubbers 122289	£2.50 each
Early Vitesse carb. (Solex) front	£29.50
Bonnet catch (chrome) 607663	£20.50 each
Bonnet Corner Moulding 70616/2	£16.00 pair
* 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
Rear grille 948/1200 703801	£17.50 each
Fuel gauge Vitesse 2L MkII 35700	£17.50
Petrol tank sender 1300 est. 127814	£14.50
R/H engine bay valance 1200, 1300 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	£7.50
Brake master cylinder (Vitesse) GMC209	£40.00
Rear quarter valance Herald/Vitesse (original)	£17.50 each
* Hoods orig. ICI flame retardant	£100.00 each
* Hoods vinyl inc. zip out rear window	£85.00 each
Vitesse 2L MkII head/dip/side/lash switch 147278	£17.50 each
Door hinges 607824	£18.00 each
Door to glass weather strip	£5.00 each
Inner front wheel arch, left hand/right 903075/6	£25.00 each

SPIRIFIRE MKII & 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	£35.00 each
Rear valance lamp panel 569900	£35.00 each
Battery box 80670	£27.50
* Rear lamp assy. 208532/217025	£27.50
Brake caliper 210988/210987	£53.00 each
Windscreen wiper motor 513951	£34.50
Bonnet catch (chrome) 607663	£20.50 each
Speedo cable GSD165	£9.00
Speedo cable O/D GSD113	£7.00
* Vinyl hood MkII inc. zip window	£85.00
* Hood MkII orig. ICI flame retardant inc. zip window	£100.00

SPIRIFIRE MKIV & 1500

Transverse rear suspension spring 159640	£55.00
Wheel arch to bulk head (613666)	£17.50 each
Front susp. vertical link & trunnion ass.	£56.00
* Bonnet hinge pivot box RKC62/3	£23.50
Spirifire rear light panel 716182	£29.50
Stainless steel oversill kit	£39.00 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 per set
W/screen aperture panel drip channel	£7.50
Water pump 216939/GWP 128	£23.50 each
Hand brake front cable 121766	£7.50
Wishbone bushes 119451	Set of 8 £9.00
Brake master cylinder	£35.00 each
Brake caliper offside/hearside 159130/1	£53.00 each
Dash top cover 815281	£25.00
Rear valance 908970	£19.50 each
Nearside/Offside sill 903097/8	£25.00 each
* Sill reinforcement panel L/R hand 806634/5	£4.50 each
Inner sill L/R hand 806638/9	£8.00 each
Hilam 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	£35.00
Front quart val. o/side & n/side 815391/2	£45.00 each
Seat recovering set. Brown cloth houndstooth material	£65.00 set
Complete car set	£65.00 set
Knee pad L/R hand 719391/719401	£6.00 each
Steering joint 142140/FAM1718	£14.50 each
Lucas distributor	£76.50 each

Heater valve 724021	£26.50 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
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	£25.00 each
* Steel boot lid 911327	£120.00 each
* Front wings 909663/4	£23.00 each
* Door skins	£19.50 each
* Sill end plate (front) 706422/3	£4.00
* Rear wing rear repair panel	£9.50 each
* Rear wing front repair panel	£7.50 each
* A plate lower panel l/hand & r/hand 706288/9	£9.00 each
* Half floor l/hand & r/hand	£40.00
* Front footwell l/hand & r/hand	£19.00
* Rear footwell l/hand & r/hand	£23.00
* Boot floor	£45.00
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 911272/2	£29.50 each
Hard top screen seal 9111040	£25.00 each
Caliper repair kit inc. pistons	£14.68
* Carpet set	£45.00
* Hoods original ICI flame retardant inc. zip window	£100.00
* Hoods vinyl inc. zip window	£85.00
Suspension top ball joint GSA155	£10.50
* Front suspension bearing kit	£11.75
Rear wheel bearing kit	£12.50
Clutch release bearing carrier assy. 213032	£20.00 each
Window reg. glass channel l/h & r/h 7067789/90	£19.50 each
* Rear outer wheel arch 909661/2	£23.50

G16

Petrol tank cover board MkII & II 710703	£14.50
Dash veneer assy MkII & II LHD 714421	£76.50
Boot floor carpet MkII & II 810841	£17.50
Driver's sun visor MkII 815384	£8.50
Main carpet early MkII new tan 819813	£29.50
Main carpet late MkII new tan 822633	£23.50
Main carpet MkII black 822631	£29.50
Rear quarter light seal L/H black MkII 820611	£4.00
Rear quarter light seal L/H new tan MkII 820613	£6.00
R/H front suspension vertical link 209072	£35.00
Near/Offside front wing MkII 908113/4	£70.50
Crankshaft 308034	£76.50
* Front side/fasher lamp assy. 155416	£20.50
Occasional rear seat conversion kit, black 577443	£150.00
R/hand front overrider G16 MkII 710717	£11.75 each
* Rotaflex coupling 152273	£20.50 each
Steering lock 216449/UKC2719	£29.50 each
Front shock absorbers	£20.50 each
Dash veneer set MkII 820073	£76.50
Camshaft 308778, MkII and early MkII	£117.50
Quarter light seal front L/H 574058	£5.00
Clutch pedal and box assy 217431	£14.50
Speedometer MkII 218919	£53.00
Courtesy light switch 627445	£1.75
* Rear brake shoes MkII & II & MKIII Rotaflex	£9.25 set

PRICES INCLUSIVE OF VAT - Carriage extra

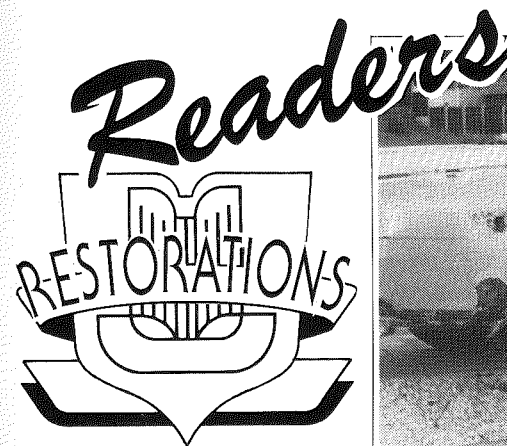
Please quote original part number if available.
It will help us to help you.

* 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.

FITCH1193 D20



AN ODE TO 'INSANE' Barney Frost

BEING a relatively new member to your monthly 'Courier' magazine. The many rebuilds and associated photographs are very familiar and bring back many not-too-distant memories.

I note though, that there are few comments from our respective spouses, whilst we are burying ourselves in our 'Spit Bits' being knee deep in our re-builds. I thought the following may be of interest.

Firstly, if I may explain, I am a traffic policeman presently based at Wigan in Greater Manchester. I acquired my Triumph Spitfire in October 1991 for the grand sum of £50. As you can imagine it was 'very poorly' and decidedly rotten. I had no engine and many other bits had disappeared. The tub had been off the chassis for over two and a half years and had rotted badly. The chassis had seized up solid. My brother in law Raymond had 'found' this for me, as I had offered to assist him with his G16 rebuild (something for which my wife will be eternally grateful!) and he didn't want help.

Undeterred, and over about four months, the chassis was fully stripped, sandblasted, painted and re-assembled with ALL new parts.

This done, I taught myself to weld and cut away all the bad bits on the tub. This didn't leave a lot, but eventually and after great expense the work was completed. I had fitted new floors, sills, valances, wheel arches etc etc. The car was then re-painted and re-assembled. I was fortunate to find a 1971 Spitfire 1300 engine which was bought for a nominal fee, stripped down to the bare block and rebuilt completely after the usual rebore, skim, new pistons etc etc.

The car was eventually finished in November 1992 after 12 months hard work and on the 11th, taken for its MOT.

It sailed through, the tester passed comment that even he cars headlights were correctly aligned!

During this time, the only interest my wife had shown in all this (as I'm sure many others do) was the expense. The full rebuild cost £3500 and I'm sure you will appreciate what has been done to the car, down to the last nut and bolt.

You can imagine my surprise then, at Christmas, when the family assembled to give out the presents and I was 'THIS IS YOUR LIFED'. After all the presents had been opened, my wife presented through our children, three presents. The first was a blown up 8 x 10 photograph in a frame of NLA 927P.



The second was my photographs placed in an album together with my Valuation Certificate from TSSC for £5000 and my receipt for £50 when I bought the car.

The third is the reason for this letter, it was a scroll which has now been re-printed in a suitable form, but I have sent you a typed copy. My wife had put into verse the entire rebuild of my car having explained all the above. The verse will now make sense to you. This was then read out. All present agreed she had done an excellent job and many other close friends have seen it and believe it to be good enough for publication! You may disagree, but the reason of the

THE LIFE AND TIMES OF MLA 927P

This story begins, I can honestly say,
With a GT6 and a fella called Ray.
Yes my brother-in-law is the one to blame,
For now I wanted to do the same.
On the strength of October my dream was fulfilled,
A 'Spitfire for sale' for the strong willed.
So an outing was arranged for that special day,
To St. Helens we went, me, my dad, Dek and Ray.
The sight that greeted us one would have to admit,
Justified the owners decision to quit.
But the chap was desperate to just get rid,
And so it was mine for fifty quid.
To say it was s-crap is surely a joke,
Just think of the fun the sceptics would poke.
So back to Wigan, it's home it was towed,
'You're dreaming if THAT could be put on the road'.
Mocketh not said I, for you may call me daft,
But just give me twelve months and a lot of hard graft.
So the challenge began on that cold winters night,
To strip the chassis and put it right.
Once that task was done, it was bodywork time.
If I renew the lot, then it's bound to be fine,
The grinding and welding - just think of the racket,
And the wife was complaining 'It's costing a packet!'
The neighbours however, they didn't complain,
They merely thought 'That copper's insane'.
As Christmas came, I was banned from the garage,
I had to agree, or risk our marriage.
Once January arrived, it was back to the grind,
The replacement parts I was starting to find.
There was great excitement when the mail van came,
More parts to assemble, and paint in the rain.
My shopping list was getting less and less,
Thanks to Manchester's S.T.S.
By Spring the body was looking just great,
And an engine was found by a kind twist of fate.
The work began, it was completely restored,
The crank was re-ground, the block skimmed and bored.
In July it was ready to have its first coat,
And three weeks later it was time for a gloat.
Should it be green or should it be red?

letter is for recognition for my wife, not me. As you will see from the enclosed photograph I have reason enough to be a proud Spitfire owner.

I am sure that you and others who have restored club cars to whatever degree, would appreciate the comments of a 'TRIUMPH WIDOW'. One further point, I was fortunate enough to have a friend at British Aerospace, hence the finish on the wheels/engine. I do hope this verse brings a smile to your face as it did mine. It took her over a week to compose (while I was on nights!).

PS. I had very little mechanical experience prior to commencing this project. If I can do it, anybody can! O

It was a tough decision it has to be said,
I was a bit worried I have to say,
For if I didn't like it I'd still have to pay.
Would it look right in the colour I'd picked,
But I needn't have worried it couldn't be licked!
It was the loveliest colour you've ever seen,
The classic shade of British Racing Green.
'WOW what a difference' the sceptics proclaimed,
They didn't believe it, and couldn't be blamed.
It looked totally different from ten months ago,
When the colour was rust and the moral was low.
So now all that's left and needs to be done,
Is to put in the engine and have some fun.
The engine parts were to bright and shiny,
From the largest piece to the nut so tiny.
So shiny in fact you could see your face,
And for this I thank British Aerospace.
Engine complete and gearbox in,
'Let's start it up and give it a spin'.
A crowd gathered on that cold wet day,
To see it start up and go on it's way.
At first there was silence, 'We'll have to tow her',
But with the help of jump leads, it finally turned over.
The battery was flat, nothing serious at all,
No need to panic and bang my fist on the wall.
With the aid of a meter and thanks to my father,
It ran like a Triumph and not like a Lada.
By the end October it was looking a treat,
We'd even recovered the passenger seat.
The carpets were fitted and a windscreen put in,
Everything was shiny, like a brand new pin!
The time had come for a 'Yeah' or a 'Nay',
The eleventh of November, Judgement Day.
To Standish we went for its MoT,
And there it was certified for a small fee.
Not a single fault I heard the mechanics proclaim,
The timing is perfect and the headlamps the same.
The points I have mentioned are merely a fraction,
Of all that's been done, as you can imagine.
But now I've achieved my whole hearts desire,
I'm now the proud owner of a 'TRIUMPH SPITFIRE'.

*Written and composed by
a Triumph widow.*



SPITFIRE
GT6
HERALD
VITESSE

ARTHUR STREET, LAKESIDE, REDDITCH, WORCS, B98 8JY
Tel: Redditch (0527) 520880 Fax: (0527) 520730

FEBRUARY PANELWORK EXTRAVAGANZA

BONNET/CHASSIS-SPIT IV/1500 & GT6 III

Front Corner Valance Ass	38.00
Large Valance Mounting Bracket	2.75
Small Valance Mounting Bracket	2.00
Headlamp Support Panel	14.50
Headlamp Support Lower Repair	9.50
Front Wing (ORIGINAL)	22.00
Front Outer Wheel Arch	21.00
Front Inner Wheel Arch-All Spit-GT6	25.00
Front Outtrigger-All Spit/GT6	16.00
Chassis Front Cross Rail Ass-All Spit/GT6	19.50

MAIN BODY-ALL MODELS SPIT/GT6

Four Piece Sill Kit (OE Copy Sill)	31.00
A Post Filler Panel	6.50
Main Floor Repair Panels-Full Length	35.00
Main Floor Reinforcement Box	12.50
A Post Lower Repair Panel	13.75
Dash/Floor Mounting Bracket	7.75
B Post Panel	18.00
Boot Floor Panel	49.50
Heel Board Ass	17.50
Battery Box	9.50

MAIN BODY-SPIT IV/1500 & GT6 III

Rear Wing (ORIGINAL) - Not GT6 LH	120.00
Rear 1/4 Wing Repair Front	6.50
Rear 1/4 Wing Repair Rear (Under Bumper)	8.00
Rear Inner Wing Outer Arch Repair	28.00
Rear Inner Wing Rear Corner Repair	9.00
Rear Lamp Panel-Spit IV/1500	65.00
Lower Rear Valance-Spit IV/1500 & GT6 III	25.00
Door Skin-Spit IV/1500 & GT6 III	18.00
Boot Lid-Spit IV/1500	125.00
Boot Lid Gutters-Spit IV/1500	16.50

MAIN BODY-SPIT I/III & GT6 I/II

Rear Wing (ORIGINAL)	75.00
Rear Valance Panel-Spit I/III & GT6 I/II	34.00
Door Skin-Spit 4 Mk1	17.00
Door Skin-Spit I/III & GT6 I/II	18.50
Boot Lid-Spit I/III	120.00

MISCELLANEOUS

Stainless Steel Oversills	39.50 pair
Radius Arm Bracket-Spit I/IV (Short)	5.50
Radius Arm Bracket-Spit IV/1500 (Long)	5.50
Spitfire Replacement Window Channel	28.00
Stainless Steel Treadplates with Logo	10.50 pair

**As of February all Steelcraft Panelwork
prices have been increased by
approximately 10%. For the month of
February only we are offering the
above panelwork to
TSSC members
at special 1993 prices.**

**All
prices
include
VAT at
17.5%
Carriage Extra**

**Phone
for FREE
catalogue
stating
model
required**



ES! Some people do read, and respond to the letters page. My teaser, Courier 144, about the links between Triumph and Jaguar proves it.

It was back in issue 144 (June 92) that I posed the original question and 'Andrew' in 146 was nearest to the mark, while Peter Hallis (147) was well adrift — at least according to my background knowledge. But then — I could be wrong about that!

Andrews identification of S.S. cars was quite correct but not so the dates or detail.

Back in the early 1930s an aspiring young engineer called William Lyons (long before he became 'Sir') wanted to build a classic, elegant, fast, open tourer. He had at that time access to body building skills and had produced sketches of a very attractive body design. But wisely he sought to buy in tried and tested mechanical parts.

The first model produced was the S.S.1, which was based on the, then, 1933-34 Standard 16 running gear, but with twin Solex carburettors for a little extra 'GO'.

Capable of 4,000rpm from a 1600cc 6 cylinder side-valve engine, it could just about reach 70mph. The body was a full 4 seater open tourer with seating akin to the Vitesse or Stag today.

STANDARD - TRIUMPH and JAGUAR LINKS

Derek Holman

To bring fun open air touring to the masses, a smaller version was made, smaller that is in engine size and bonnet length, but still a full 4 seater AND with a normal opening boot.

This model was the S.S.2, based on the Standard 10 running gear, a 1343cc side-valve engine which had bags of torque, but which would not pull one revolution beyond 4000rpm at 60mph.

All this information is dear to my heart as I and the best man at my wedding, used to run one each in our student days in the early 60s.

He had the S.S.1, and I the S.S.2. The photo shows my S.S.2, around 1960.

Incidentally the S.S. name is generally regarded as standing for Standard Sports. It is more authoritatively believed to be short for Swallow Sidecars, who made the bodywork, using their expertise from making

motor-cycle sidecars. Each used an ash frame with relatively small panels tacked on.

When I look back to those days, I think about what those two cars must be worth now. To lose one car, in order to buy a warm tin box (Renault Dauphine) is silly. To lose the second in order to buy a Vauxhall Wyvern is downright irresponsible. Does anybody know whether S.S.1 (BYT 891) or S.S.2. (US 7285 are still mobile? I doubt it!

But memories make me digress. After the enthusiasm with which the S.S.1, and S.S.2, were received, William Lyons wanted to make a faster, racier car and needed a lot more power than a side-valve engine could give. He also wanted a name that would epitomise grace, pace and elegance.

**Animal names seemed appropriate.
Names like Lion, Tiger, Impala
and Cheetah were all suggested,
but it was these words that
did not sound quite right.
Finally the word JAGUAR was
chosen and so the
S.S. Jaguar was
born in about 1936.**

Firstly the S.S. 90, then the classic S.S. 100, followed by the early conventional S.S. Jaguar saloons.

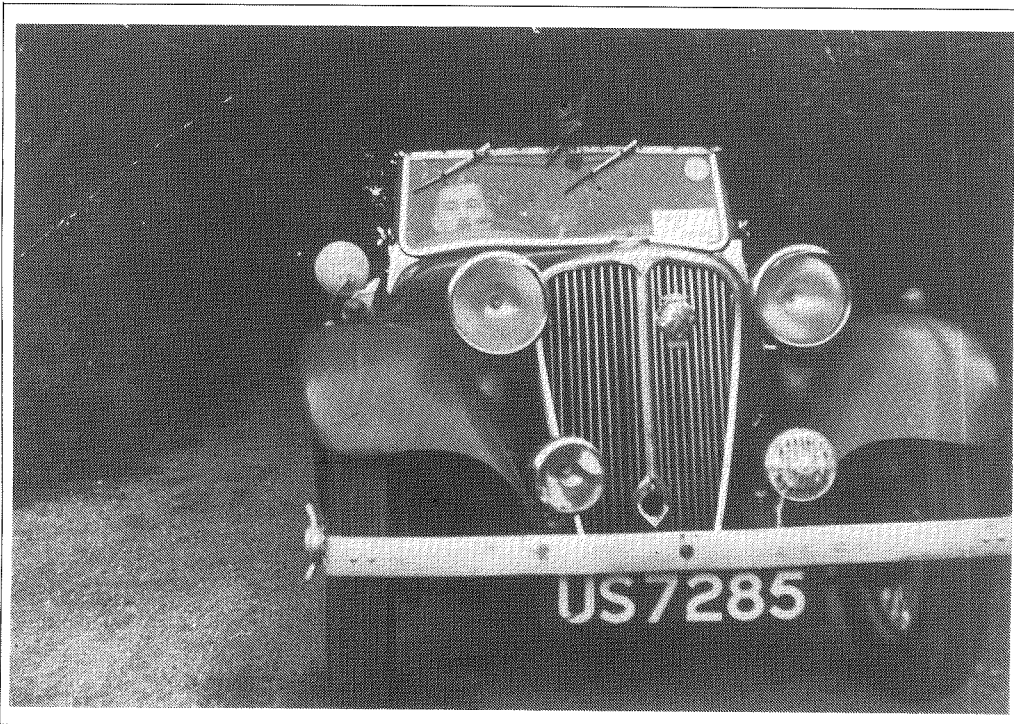
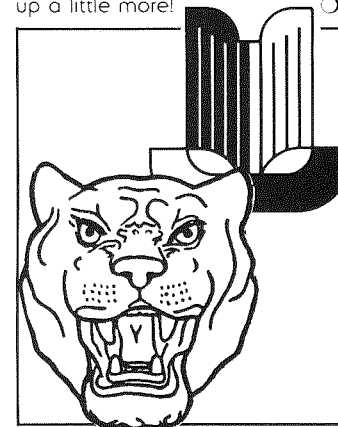
But Jaguar engines still depended upon design parameters set by Standard's engineers. For innumerable series of engines both Standard and Jaguar used a crank of 106mm stroke (or was it 108, I forget!), each utilised a sump joint well below the crankshaft centre line to maintain block rigidity, each used a scroll type rear oil seal until well into the 50s/60s — these sealed with no physical contact with the crank whatsoever, and in my experience never leaked and never failed! Timing chain covers, and drives, oil gallery distribution and innumerable other aspects retained their similarity for decades. It was only the move to squarer engines when the old horsepower method of assessing car tax was abandoned, that allowed each manufacturer to finally go their own way.

More power for the S.S. Jaguars came from a new O.H.V. cylinder head being bolted onto what was always a Standard designed block, but with a clear, nearly straight induction tract and multiple carburettors. This gave enough power first of all to reach 90mph, and finally 100mph that gave the cars their names. The rise of the German S.S. in the late 30s finally saw the demise of the S.S. letters and William Lyons company became simply 'JAGUAR'.

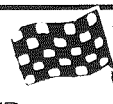
It's rather sad to find that Jaguar is now Ford owned and that Standard and Triumph have both long gone. But let us not forget that Jaguars might never have been successful had they not used Standard running gear.

So be proud of that! Sir William Lyons clearly knew a good basic engineered design when he saw it.

Let's just say that Jaguars grew up a little more!



SPITFIRE
HERALD



Wins & Co



GT6
VITESSE

MAIL ORDER

Tel: 0342/836060



THE SUPPLIER IN THE SOUTH

HUGE STOCKS OF SECONDHAND PARTS OFF THE SHELF.
ALL COME WITH ONE MONTHS 'MONEY BACK GUARANTEE'.
WITH OVER 300 CARS BROKEN OVER THE YEARS WE PROBABLY WILL
HAVE IT. OUR USUAL LARGE NEW SPARES STOCK IS EVER INCREASING.

UNIT 17C, HOBBS INDUSTRIAL ESTATE, NEWCHAPEL, nr LINGFIELD, SURREY. RH7 6HL
PLEASE PHONE FOR FULL NEW AND SECOND HAND PRICE LIST.



BRITISH MOTOR HERITAGE
APPROVED DISTRIBUTOR



THE PARTS CATALOGUE YOU NEED FOR YOUR HERALD & VITESSE



**RIMMER
BROS**

QUALITY PARTS FOR TRIUMPH

**RIMMER
BROS**

**One Company with one
intention...
Helping to preserve the
Triumph Marque.**

**NEW 76 PAGE
PARTS CATALOGUE
NOW AVAILABLE
FOR THE HERALD & VITESSE**

Our latest parts catalogue (and separate price list) is for the Triumph Herald & Vitesse range of vehicles, and it must surely be the most comprehensive publication available. It contains over 70 pages of illustrations, line drawings, part number details and model information. Primarily covering the Herald 1200, 12/50 & 13/60 models from 1961 to 1971, and the Vitesse MK1 (2 Litre) & MK2 (2 Litre) models from 1966 to 1971.

**FOR YOUR
FREE
PARTS CATALOGUE
AND PRICE LIST**

WE EXPORT WORLDWIDE

**WE ALSO HAVE CATALOGUES & PRICE LISTS
AVAILABLE FOR TRIUMPH
TR6, TR7, TR8, STAG, DOLOMITE/SPRINT,
& 2000/2500/2.5PI MODELS.**



Triumph



**STILL ONE OF THE MOST
COMPREHENSIVE PARTS
CATALOGUES AVAILABLE FOR
THE SPITFIRE & GT6**

Our Spitfire & GT6 parts catalogue, along with its separate 24 page price list (which itself contains 10 pages of new & re-introduced lines), was not only the first of its kind in the world with its colour photography, illustrations, line drawings & part number information, but is still acknowledged today as being one of the finest and most complete parts and accessories catalogues available.

**PHONE
(0522) 568000**

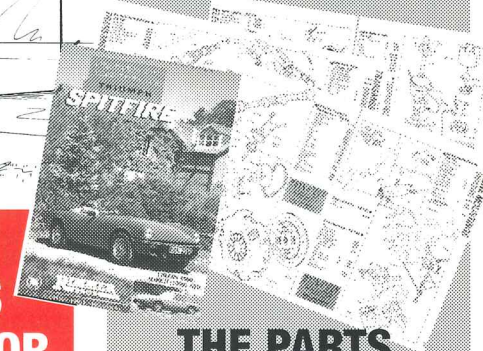
**FAX
(0522) 567600**

**BUSINESS HOURS: 8.30am-5.30pm Mon-Fri
9am-1.30pm Sat (Closed Sun & Bank Holidays)**

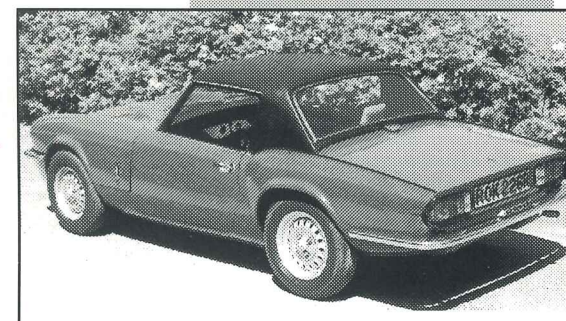
**RIMMER BROTHERS LIMITED,
TRIUMPH HOUSE, SLEAFORD ROAD,
BRACEBRIDGE HEATH, LINCOLN LN4 2NA.**



BRITISH MOTOR HERITAGE
APPROVED DISTRIBUTOR



THE PARTS CATALOGUE YOU NEED FOR YOUR SPITFIRE & GT6



**RIMMER
BROS**

QUALITY PARTS FOR TRIUMPH

Pen To Paper

ENLARGED & IMPROVED

I RECENTLY rejoined the TSSC after a gap of several years. Among the pleasant surprises were (a) the greatly enlarged and improved Courier compared with my memories of a simpler magazine last seen in 1980 and (b) the dramatic change in the marketplace, with plentiful spares from a number of excellent suppliers.

Death to Bangers
Manufacturers call for ban on cars over 10 years old
by David Benson
Motoring Editor, Sunday Express

PROUD of your classic 1963 MG? Economising with that rusty but ever reliable 1980 Datsun? Then beware. Your car might soon be banned.

Britain's car makers are trying to persuade the Government to make owners scrap cars over 10 years old. The move has been prompted by legislation which made pollution cutting catalytic converters mandatory on new cars from the start of this year. But only 2.5 million of the 23 million cars on Britain's roads have 'cats' and the life of the car is 10 to 12 years. So, as Geoffrey Whalen, president of the Society of Motor Manufacturers and Traders and managing director of Peugeot Talbot told me: 'The SMMT is seeking talks with the

I'd like to know your views on this, as I found it very disheartening. ○

R. A. Morgans.

SPITFIRE COOLING — The Continuing Epic Saga)

I HAVE a 1981 Spitfire 1500 with 84,000 miles clocked up and have read previous contributions on this subject with interest. Here are my experiences AND CURE!

ACTION

- Thoroughly clean and flush cooling system.
- Fit supplementary electric fan.
- Fit lower temperature thermostat.
- Replace (with new) Waxstat jets.
- Relocate front number plate (below inlet).
- Renew carb/exhaust baffle plate.
- Fit oil cooler.
- Fit home made radiator deflector (below).

EFFECT

- Detectable but minor.
- Negligible.
- Spitting only delayed
- Negligible.
- Moderate.
- Significant.
- None.
- CURED!

The home made radiator deflector is a piece of approximately A4 size sheet steel fitted behind the radiator. The sheet has the fore and aft edges (½ inch) bent at 45° to the same side of the sheet, and is fixed to the radiator support upright. Its purpose is to deflect the hot air exhaust from the radiator away from the carburettors (toward the engine and the already hot exhaust manifold). The car will now oblige with hot starts, overtaking manoeuvres in hot weather, in short, it runs 'sweet at a nut'.

Sandy Clark (Scotland Central/West Area)

My reason for rejoining was a need to get information about the Triumph scene, as a preliminary to my intended post-retirement project, in three years time, to rebuild my 1966 Vitesse convertible, GKV 844D. Having seen how the parts situation had changed and finding a 'gold mine' (SIX SPARES) half a mile away, I decided to begin 'stock piling' parts. I have just obtained a reconditioned chassis as a foundation for example. Imagine, therefore, my shock at seeing the article in last Sunday's Express headed 'Death to Bangers', telling me that I could be wasting my money.

Government about cars more than 10 years old, they are noisy and polluting. What we want is a study of the problem and then the Government to provide fiscal incentives to get them off the road'. It could lead to nearly four million cars being scrapped'. According to the SMMT, at the end of 1992 there were 23,008,342 cars on our roads, 3,718,191 pre-1982.

EXPENSIVE: Ian McAllister, chairman of Ford of Britain said: 'The industry has reduced car emissions by 97 per cent in 10 years. A modern engine with cat and fuel injection is very expensive to produce. But the costs of reducing pollution by another one and a half per cent would be exorbitant. The most significant move would be to take old vehicles off the road. This is being considered in parts of Europe. Greece has introduced incentives to scrap them'. In Japan, the MoT starts at £400 when a car is three years old, rising as the vehicle ages. Many cars over four years old are exported to the Third World.

ANY move to curtail the enjoyment of 'OUR' cars would be thoroughly and vigorously fought by all at the TSSC and no doubt by the trade as well, though I must say if we don't service and correctly maintain our cars to the proper standards it can only give ammunition to the Eurobox brigade, and I for one dislike the idea of a future where the only smell in the air is of 'rotten eggs'. Keep it tidy, keep it tuned, keep it in Triumph! — Bernard.

A similar crack-down in the UK might start with 10 year old cars and eventually cover seven year old vehicles. A £1000 fee to test a ten year old car is being touted.

But any such move will be fiercely opposed by the RAC and the Retail Motor Industry Federation (RMI). Edmund King, campaigns manager of the RAC told me: 'Our roadside pollution monitoring shows that some of the worst comes from something like a one-year old rep's car which has not been serviced. A well-serviced car is generally much cleaner'.

David Evans, International Affairs director at RMI said: 'A catalytic converter can go up the Swanee and cause much more pollution than a properly tuned car without a cat'. There will also be strong objections from classic car fans. And ordinary motorists are likely to see the move as a cynical way to sell more new vehicles, rather than a real clean up attempt.

But the idea does have some merit if it weeds out the rust buckets which belch out that health-threatening black smoke.



ERE is an episode my girlfriend and I experienced recently concerning our 1979 1500 Spitfire and is something that has given rise to a great deal of personal pain and resentment to both of us.

During the summer of this year we acquired the car, something we had been saving for, not previously being able to purchase such a car. It was very sound and well looked after, the vendor being a 'very nice chap', no problems there. It was when we decided to take the car to a garage to have it resprayed in its original colour that the problems began.

Admittedly we were foolish, the garage was a real backyard special! the price quoted for the entire job, a mere £200. Even so, the place had been pointed out to us by a 'friend', so we booked the car in.

The end result was awful and I really mean awful, 'orange peel paint effect' all over, dust and hair within the finish. Also apparent was the fact that the car had not been properly prepared prior to painting. Chips, dents, cracks etc, previously on the car (and the main reason for the repaint, needless to say) remained clearly visible under the new colour.

We were not happy as you can imagine. Anyway, in the end the proprietor of the garage agreed to rectify the problems with the respray. Well, now it is December, THAT was September and the Spitfire is in a little different state. We are powerless to do a thing, we cannot afford a second respray. . . . The garage has now closed and the owner fled, apparently owing quite

a few people money etc. . . . Worse still, he took with him our hard top, so now we must use the soft top throughout the winter.

Not very nice!

Surely there must be laws to stop this sort of person opening another garage and doing the very same thing to other valuable cars?

We have learnt the hard way that it is essential to choose a paintshop or any garage WITH a recognised symbol outside such as MRA, AA or similar. ○

Anthony English
J Nelson

FRONT SUSPENSION SHIMS



IGHT I suggest a reason for the shims, part no. 128356 which Carl Heinlein draws attention to on page 14 of The Courier, no 162?

I suggest they are there to compensate for any inadvertant manufacturing error in the horizontal alignment of the chassis.

If there was a slight twist in the chassis, the addition of a shim or two under the lower suspension tower would raise the seating of the coil spring to make a line between the two seatings parallel to the axis of the bolt, part no. 136869, which holds the back of the final drive unit, which supports and governs the level of the rear spring, in the chassis.

Can someone offer a reasoned argument as to the effect on steering of say, the left front suspension tower being lower than 'parallel'? Would the steering pull to one side, and if so, to which side? Yours with interest. ○

J N C Richardson

THANKS FROM LE JOG!



AY I use the pages of The Courier to thank those members who gave us assistance on Le Jog. . . .

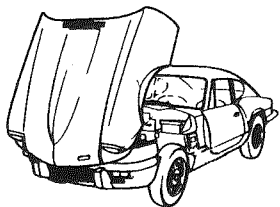
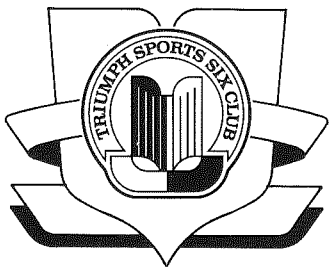
. . . . the north Devon team for phoning around to arrange assistance further along the route, the Bristol member with the delightful fuel injected 6 cylinder Herald estate who provided a rear brake adjuster (which eventually got fitted in the Borders), the Scottish members who greeted us at Edinburgh with another adjuster (not needed, but please don't think we were not grateful, just very tired!), and not least to fellow competitor, Clive Hall who generously donated his spare flexible hose, knowing that he could need it at any time.

Without your assistance and encouragement, we would not have made the finish. The fact that we achieved a Class win was a marvellous bonus for which you can all claim some credit. The moral of the story is never give up — we so nearly did at Charnock Richards on the Sunday morning, once more the tortoise beat the hares!

And finally, a very big thank you to all the TSSC members who turned out in some pretty lousy weather to marshal. 'Tommy the Triumph' provided some brightness in a depressing Welsh night, and Alex Back was last seen on a bitterly cold Scottish hillside, cheering us along, but there were many others out there, and many competitors commented on the number of Heralds at controls. Without your assistance the event could not have been run, and I hope you all got some enjoyment out of it.

Thank you all — a full report is in preparation, but it was such a massive event, with so many incidents, that it may take a little while to write! ○

Mike Costigan



There in the line of GT6s was a mimosa version whose presence could not fail to have such an instant effect on me. My brain had already assimilated the registration plate of UGK 238M and I was already calling to Lynda. The car had previously been owned by father, being his pride and joy from being purchased new from Miles Motors of Belmont Road in

A FAMILY AFFAIR

Colin Beale

IT was the Saturday afternoon of the South of England Meet at Leatherhead when my wife, Lynda and I were thinking of leaving for home. We had had another look around the TSSC Shop and she wanted to take some pictures of the GT6s.

Uxbridge in October 1973. He owned the car for 15 years until his death in 1988, and due to personal circumstances the car was sold and reluctantly passed out of the family.

In addition to the surprise of seeing the car again, I noticed that there was a sign in the front wind-

asking Mike Crewes to put out a call for the owner to return to the car.

Obviously I did not have a clue who I would be meeting and was desperately trying not to let my emotions run away with me. After a few minutes a gentleman and his young daughter approached the car, it transpired that he bought the car three years earlier from a chap in Aylesbury and did not know too much about the history prior to that.

The car was still in good condition and coincidentally the gentleman selling the car, Fred Jackman, only lived about six miles away from me at Bracknell. I arranged to meet him at his home the next morning, with trolley jack, to do the necessary inspection.

Having already purchased a Vermillion Triumph Spitfire in March 1992, EJX 17W, commission no. 125303, and spent a lot of TLC on it over a year in my spare time we had decided to go forth to our first TSSC meet with the car to Leatherhead on the Saturday

primarily because the weather was best on that day! Needless to say there was a lot of discussion between Lynda and I on our journey back through the Surrey countryside late that Saturday afternoon, can we afford it, where will we keep it?, do we really need it? I was pleasantly surprised to find Lynda wanted the car as much as I did. That evening all the old photos of the car were quickly found and after a phone call to my father in law, the necessary funding was secured.

On arrival in Bracknell to see the car I asked to see the papers Fred had on the car and when we saw the name of the original owner, Sydney Beale, I informed him that he was my father. Needless to say



We sauntered through the line of Heralds and I stopped, suddenly hit by the proverbial hairs on the back of the neck...

screen, 'FOR SALE'. It did not take more than a few seconds of discussion with Lynda for me to be scurrying off to the PA tent and

the car and when we saw the name of the original owner, Sydney Beale, I informed him that he was my father. Needless to say

he was 'gob smacked', being very interested to know what I could relate about the history of the car. On inspection of the GT6 I could still see the handywork and effect on the car of my father, who, being an aircraft engineer, had given the car such a good start to its existence. Test drives and negotiations took place and I duly purchased UGK 238M, commission no. KE23615, from Fred and took delivery a week after first seeing it at Leatherhead. To think that Fred was planning to go to the SEM on the Sunday would have meant never seeing the car, especially as it was being advertised for sale in the June issue of the Courier.

So we are now a two Triumph car family, although this is not a new phenomenon. Triumphs have always featured to a large extent in the family motoring. When I first met Lynda in the early 70s, she had a Triumph Herald coupe, 722 WTE, and then another coupe 4165 TJ. Then in 1975 we had a maroon MkIV 1300cc Spitfire, HLG 510K which was great fun and was a main factor in me renewing my Spitfire links after 15 years. Meanwhile father in law was also a proud owner of a MkIII Spitfire.

My current Spitfire is due for an off-chassis body refurbishment at my cousins in Norfolk over the coming



8 years separate the two photographs, note change in the construction of the house, and the change in the children!

winter, during which time the GT6 will benefit from some serious TLC. I know the GT6 is back in the family to stay, there are signs of it being cherished by a third generation of Beales as my 14 year old son, Andrew, has taken more than a passing interest in it.

Thanks to the care of the previous owners Fred Jackman and Richard Higgs, and a chance reunion, I have the opportunity to continue the family affair with UGK 238M.

OVER 25 TRIUMPHS
IN STOCK

GB
SPORTS CARS

1000s SECONDHAND
SPITFIRE SPARES

CARS FOR SALE 1 YEAR'S MOT

Spitfire 1500 Red '81 31000 miles 1 owner.....£3650
Spitfire 1500 1978 Recently restored to a high standard in yellow.....£3200
Spitfire 1979 Good condition.....£2500
Spitfire Mk3 Red, good all round.....£2650

CARS FOR RESTORATION NO MOT

Spitfire Mk4 Good running order.....£750
Spitfire 1500 Very sound bodywork.....£1250
Spitfire Mk3 Rolling body/chassis.....£375
Spitfire Mk4 Original RHD but amazingly rot free body/chassis the car also has O/Drive fitted...£1850

BODYTUBS

GT 6 Mk2 Restorable.....£195
GT 6 Mk3 Fairly sound.....£375
Spitfire Mk4/1500 Extremely sound.....£750

BONNETS

Spitfire Mk3 Fairly sound.....£150
Spitfire Mk4/1500 Minor work required.....£175
Spitfire Mk4/1500 Restorable.....£85

SECONDHAND SPARES

HARDTOPS

Spitfire Mk3 Fibreglass roof lights, £85
Spitfire Mk4/1500 Factory steel fair condition, £75
Spitfire Mk4/1500 Factory steel very good, £117-50

HOOD FRAMES

Spitfire Mk4/1500 from only, £39 • Spit. Mk4 Chassis immaculate, £95
Several chassis req. minor work, £49 • Front susp. unit per side complete Spit., £29-50 • Rear driveshaft complete ass. Spit., £41-50
Propshafts non-O/Drive from £17-50 • Front wishbones, £11-75
Front Anti roll bars £11 • Bumpers sound, req. re-chroming from £29
Large body sections baulkheads etc. supplied

One pair only good GT6 Mk3 Doors £75 each
Most window glass in stock e.g. Spit side window £14-50

*** NEW SPARES - SPECIAL OFFERS ***

Spit. front discs only £20 pair • Unipart Oil 20/50 ideal for club cars £4-50 gallon • Head gasket sets Spit 1300/1500 £13-50

FULL RANGE BODY PANELS IN STOCK - HOODS, CARPETS, TRIM

Quarter valences top quality GRP £22-50

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

ALL PRICES SHOWN INCLUDE VAT

Billington A4146
Hemel Hempstead 12miles
Leighton Buzzard 2miles
GB SPORTS CARS

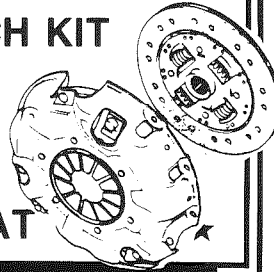
MOTORSPORT



850 PLYMOUTH ROAD
SLOUGH TRADING ESTATE
SLOUGH
BERKSHIRE SL1 4LP

- SERVICING
- REPAIRS
- RESTORATION
- WELDING
- TRIMMING
- MoT WORK
- INSURANCE REPAIRS
- CARS BOUGHT AND SOLD

★ THIS MONTHS SPECIAL ★
★ 3 PIECE CLUTCH KIT ★
★ SUPPLIED & ★
★ FITTED TO ★
★ ANY CLUB CAR ★
★ ONLY £120 INC. VAT ★



TEL: SLOUGH (0753) 696216

RARE
OBSOLETE
ORIGINAL
PANELS

CLASSIC
CHIC DOIG
SPORTSCARS

RARE
OBSOLETE
ORIGINAL
PANELS

★ HERALD / VITESSE ★

Vitesse bonnet assy.	575190
Bulkhead, saloon	575585
Rear body tub, saloon	907614
Rear wing, L/H, saloon	902328
Roof assy. sun roof	903600
1200 bonnet assy.	806856
1200 top skin	805855
Estate tail gate	902042
Rear wing assy. conver, pair	902325/6
Rear wing assy. coupe, pair	902323/4
Bulkhead f/panel RH	803241/2
13/60 f/wing RH	713268
1200 f/wing, L/H, R/H	803367/8
13/60 light panel + brackets	812140
Wing top estate L/H, R/H	804432/3
Wing top, saloon L/H	902318
Quart. valance rear, R/H	705884
Windscreen frame assy.	902309
Front chassis support exten.	305489
Front footwell assy., L/H	806263

Roof B post, L/H	703839
Boot stay bracket	618192
Front inner, inner arch	903075/6
¼ light frame, R/H, L/H	803664/5
Vit. MkII h/light cowl	806292
Her./Vit. sill, L/H, R/H	803070/1
Bulkhead side panel	803204
Vitesse light panel assy.	814029

★ GT6 ★

Bonnet, MkII	908116
Rear valance MkI	707006
Rear valance MkII	709807
Front wing MkII, L/H	908113
Door assy. MkII, R/H	917572
Door assy. MkIII, L/H	915365
Door assy. MkII, R/H	908022
Tailgate	809405
¼ light assy., clear glass	574091

★ SPITFIRE I, II, III ★

Sidelight panel, 1, 2, R/H	
Front valance MkIII	811676

Boot lid with tube frame	575787
Rear wing MkIII L/H	907077
Front wing MkIII, R/H	903080
Door assy. MkIII, L/H	908025
Diaphragm wing, inner	903149
Boot gutter, R/H, L/H	903099/1
Bonnet assy.	907254
Bonnet support hinge	710679
Rear valance MkI	36900
B Post MkI, R/H	
A Post assy.	807119

★ SPITFIRE MKIV / 1500 ★

Door assy. L/H/R/H	915361/2
Boot lid	911327
Rear diaphragm wing, L/H	909661
B Post L/H, R/H	813366/5
Pivot box, double skin	RKC 362
Bulkhead front, R/H	807121
Inner sill, R/H	806638
Headlight cowl	911102
Front outer arch, R/H	909352
Front ¼ valance, L/H, R/H	815391/2

MUCH MODIFIED SPITFIRE!

Simon Farren



Simon's very attractive and purposeful looking Spitfire!

BODY WORK: A full body off restoration was carried out on the car by Faseko Autos (0206 866449) in Colchester.

This involved new floors, complete sills, boot floor, repairs to bulkhead, new bonnet, boot, rear wheel arches etc. Also the rear radius arm brackets had to be moved to the inboard position, and handbrake guides moved onto the body for the rotolux. After full investigation it was decided to mount the shocks to the inner wheelarches as per MkII GT6, this would then give correct suspension travel. For safety reasons we decided to fit a Safety Devices

roll bar. The chassis was shot-blasted, new outriggers etc fitted. The modified rear lower GT6 suspension brackets were then welded in place on a jig. The engine and gearbox were then welded in place on a jig. The engine and gearbox was tried in and a new gearbox mount made to fit. Chassis etch primed and sprayed in 2 pack TVR racing green base coat/lacquer same colour as the exterior.

SUSPENSION

Standard Spitfire suspension was not going to be a good idea! The standard rear set up moves 21 degrees! We decided to use GT6

MkII rotolux suspension. The lower arm inboard brackets however were moved to a lower position, and modified to allow camber adjustment. This now means that the suspension moves through just over 2 degrees as opposed to 7 degrees. We used a MkII GT6 leaf spring, which we flattened to lower the car. Spax adjustables were used.

On the front we decided to fit GT6 MkII because they have 16P calipers and larger discs. Fitted with Mintex M171 pads. Spax adjustable spring seat shocks are used, with TriumphTune 330lb lowered springs. All new uprated bushes/trunnions. The steering rack

CLUB SERVICES 1994

CLUB HEADQUARTERS

The following services are available from the Club Headquarters

TSSC MEMBERSHIP

£28.00 UK £29.00 EUROPE £33.00 OVERSEAS

RENEWALS

£26.00 UK £29.00 EUROPE £33.00 OVERSEAS

TSSC REGALIA - MAGAZINE BACK ISSUES

TSSC INSURANCE INFORMATION PACK

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

Tel: (0858) 434424

FAX (0858) 431936

TSSC OFFERS HOTLINE

Tel: 0858 434424

TSSC INSURANCE

QUOTATIONS - FOOTMAN JAMES & CO
TEL: 021 561 6262. FAX: 021 559 0814.

VALUATION SERVICE — TRUDI SQUIBB

TSSC - Main Street, Lubenham, Leics.
LE16 9TF. TEL: (0858) 434424. FAX: (0858) 431936.

TSSC HANDBOOK

TSSC - Main Street, Lubenham, Leics.
LE16 9TF. Tel: 0858 434424. FAX: 0858 431936.

TSSC VIDEO LIBRARY

TSSC - Main Street, Lubenham, Leics.
LE16 9TF. Tel: 0858 434424. FAX: 0858 431936.

TSSC OFFERS

TSSC - Main Street, Lubenham, Leics.
LE16 9TF. Tel: 0858 434424. FAX: 0858 431936.

RAC SCHEME

TSSC - Main Street, Lubenham, Leics.
LE16 9TF. Tel: 0858 434424. FAX 0858 431936.

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 Main Street, Lubenham, Mkt. Harborough, Leics.
LE16 9TF. TEL 0858 434424. FAX 0858 468228.

TSSC ACCOUNTS

Bill Sunderland (Club Manager)
TSSC, Main Street, Lubenham, Leics. LE16 9TF

TSSC OFFICERS 1994

Please only contact the relevant secretary with specific questions on each marque and ONLY at reasonable times. Remember, this is a voluntary service and each secretary will only deal with problems and enquiries in his own specific area.

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.

HERALD 13/60

Phil Willson, 37, The Grove, North Cray, Sidcup, Kent. DA14 5NG. Tel: 081 302 0059 (7-9pm only).

SPITFIRE Mk1/II/III

Brett Dennis, 284A Stanstead Rd., Hoddesdon, Herts. EN11 ORX. Tel: 0992 448542 (7-9pm)..

SPITFIRE MkIV/1500

John Thomason, TSSC, Main Street, Lubenham, Leics. LE16 9TF. Tel: 0858 434424 FAX: 0858 431936.

VITESSE 1600/Mk1/II

Mac Reynolds, 'Burrows Mill', Beeny, Boscastle, Cornwall. PL35 OHL.

GT6 Mk1/II/III

Gordon Hulmes, 101 Kensington Road, Oakhill, Stoke on Trent. ST4 5BD. Tel: 0782 746793.

BOND

Bruce Pilbrough, 16 Arnhem Road, Preston, Lancs. PR1 4QL. Tel: 0772 791378 (7-9pm).

SPECIALS

Trevor Collett, 14 Lodge Road, Fetcham, Surrey. KT22 9QY. Tel: 0372 376661.

AMPHICAR

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

INTERNATIONAL LIAISON SECRETARY

Leon Guyot, 5 Kenilworth Av., Wimbledon, London. SW19 7LN. Tel: 081 947 7659. FAX: 081 947 7659 (12 mid. 7.30 am only).

RACE LIAISON/COMPETITION SECRETARY

David Barnes, 7 Kedeston Court, Hurst Court Rd., Sutton, Surrey. SM1 3JG. Tel: 081 641 1423.

EQUIPMENT STORES — LIAISON OFFICERS

Stuart Newbold, 242 Bradford Road, Otley, West Yorkshire. LS21 3LT. Tel: 0943 463240.

Chris Mills, 29 Carisbrook Avenue, High Wycombe, Bucks. HP12 4NL. Tel: 0494 463422.

EVENTS & EQUIPMENT

TSSC OFFICE - Main Street, Lubenham, Leics.

LE16 9TF. Tel: 0858 434424 FAX: 0858 431936.

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 877059.

AREA LIAISON

Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. SL5 8EN

• COME AND VISIT THE • Triumph Sports Six Club



HEADQUARTERS AND T.S.S.C. 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

