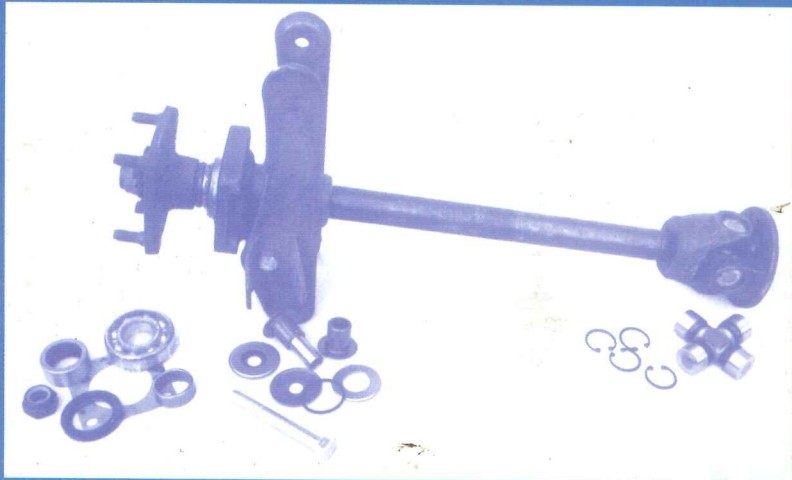




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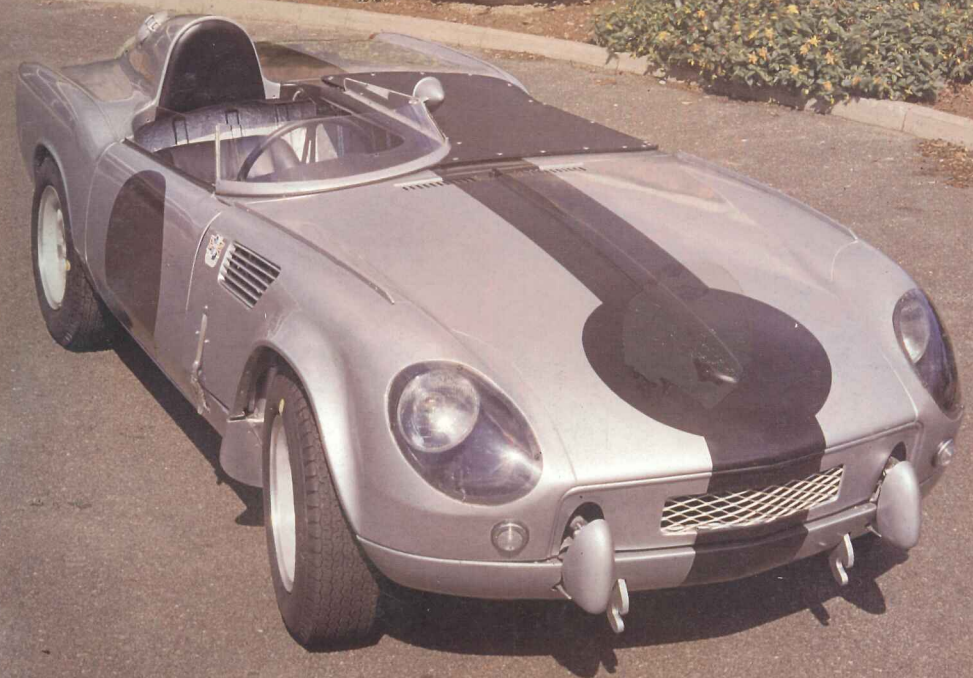
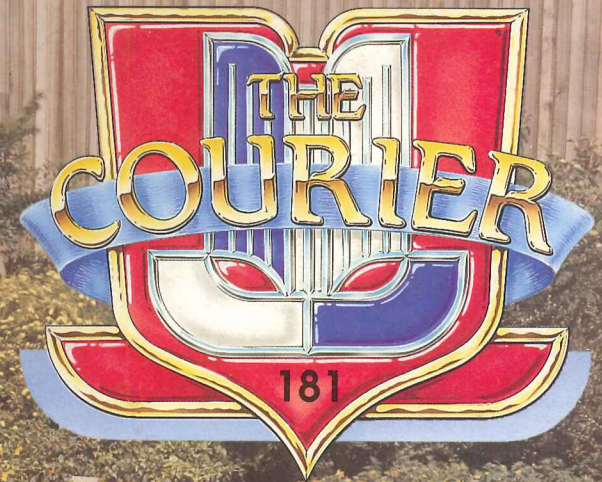
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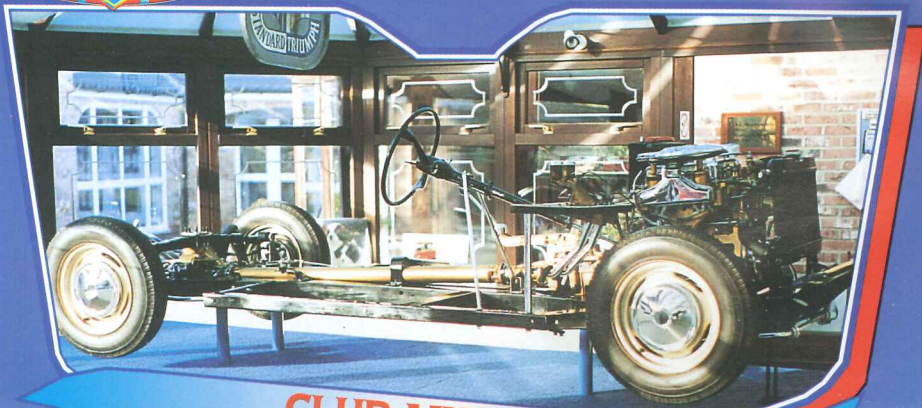


JULY 1995





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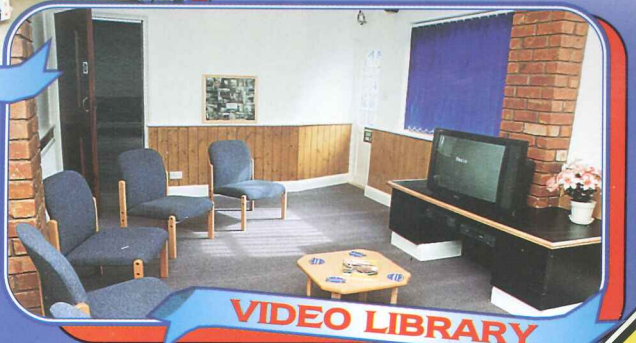
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THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 16. No.181. July 1995.
Price £1.50 Free to Club Members.

CLUB HEADQUARTERS

Main Street, Lubenham,
Market Harborough,
Leicestershire. LE16 9TF.

TEL: 01858 434424

FAX: 01858 431936

Headquarters open between
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9.00am - 1.00pm Saturday

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Peter Williams

5, Frosty Hollow, East Hunsbury,
Northampton. NN4 0SY.

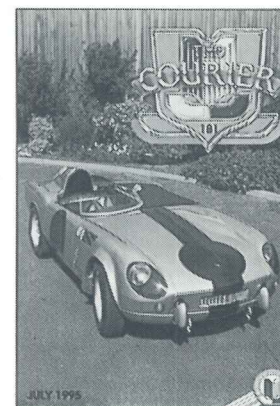
TEL: 01604 705319.

COUNCIL MEMBERS 1995

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

For a full list of TSSC officials see page 82.

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Cover photo:
Taken From an Original
colour transparency,
the last of the factory
racers the Macau
Spitfire.
Photo Fred Nicklin

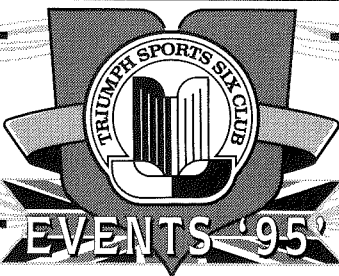
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Plus Area News Review/ Classified Newspaper.

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 and cannot accept any liability for erroneous or misleading information found therein. ★

T.S.S.C.



Calendar

EVENTS '95

This is the official TSSC Events Calendar for 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: (01858) 434424. Fax (01858) 431936

TSSC ORGANISED EVENTS

JULY

SUN 9th/10th SWINDON AREA BBQ, The Blackhorse, Wanborough, Nr Swindon, Wilts. Contact Shaun 01666 510579.

FRI-SUN 14-16th TSSC INTERNATIONAL WEEKEND, Stafford County Showground, Contact Club H.Q.

SAT/SUN 29th/30th WROUGHTON NOSTALGIA SHOW, Science Museum, Wroughton, Nr Swindon. Contact Shaun 01666 510579.

SUN 30th WEST YORKSHIRE AREA DALES RUN, Contact Tim Mallalieu 0113 267 4672

AUGUST

SAT/SUN 5/6th COTSWOLD 1995, Royal Agriculture College, Cirencester, Glos. Contact Phil Williams 01453 755069

SUN 6th STANFORD HALL, Nr Lutterworth Leics. Contact Mark Field 01858 431207

FRI/SUN 11/13th NORTH EAST AREA BEAMISH CAMPING WEEKEND, Contact Graham Holt 0191 371 1577.

SAT 12th TOTALLY TRIUMPH CLASSIC CAR SHOW, Cooke Rugby Club, Shaws Bridge, Belfast. Contact Paul Robinson 01232 653986.

SAT/SUN 19th/20th SKI, BOATING, CAMPING WEEKEND Contact 113, Rowley Ave, Sidcup, Kent. DA15 9LE.

SAT/SUN 19th/20th BARNSELY BILL'S CAMPING SPECTACULAR, Nostell Priory, Contact V. Thompson 01302 850740

SUN 20th STAFFORDSHIRE AREA TREASURE HUNT, Contact Ian or Cathy Aston 01785 822.

SUN 20th ANGLIA TRIUMPH SHOW Incorporating NATIONAL SPECIALS DAY, Shelford Rugby Club, Cambridge. Contact Josie Ratcliffe 01480 460540.

FRI 25/MON 4 COTSWOLD AREA PRESENT KIWIS SPITFIRE CONTINENTAL CAVALCADE, France Germany, Holland. Kiwi 01453 886070

SEPTEMBER

SAT/SUN 2nd/3rd NORTH YORKS MOORS CONCOURS & CONVOY Rosedale Abbey, Contact Judy Teesdale 'Wits End', 30 Maple Grove, York. YO1 4EH

SUN 10th NORTH EAST AREA TAN HILL/3 COUNTIES RUN, Contact Graham Holt 0191 371 1577.

SUN 10th WAC (WORCESTER AREA CONCOURS) Avoncroft Museum, Contact Ian Manderson 01452 619622

OCTOBER

SAT/SUN 7/8th TSSC ALL TRIUMPH DAY BY THE ESSEX AREA, Duxford Imperial War Museum. Contact Chris Twigg 01245 442788, Andy Cook 01227 214184.

NOVEMBER

SUN 5th CADWELL PARK RACE CIRCUIT TEST DAY, Lincolnshire, Simon Hudson 01482 631727.

NATIONAL & LOCAL TSSC INVITED

JULY

SUN 2nd SCOTTISH FORD DAY RALLY, Doune Motor Museum, nr Stirling. Ian 0131 539 1402

SUN 2nd SHUGBOROUGH HALL TRANSPORT FESTIVAL, Stafford.

SUN 8th MONKLANDS SPORTING CAR CLUB, Forrestburn Speed Hill Climb.

SAT/SUN 8/9th AUTOMANIA '95', Gt North Western Vintage & Classic Car Show, Moss Bank Park, Bolton.

SUN 9th WELSHPOOL TRANSPORT FESTIVAL, Powys Castle, Welshpool, Powys.

SAT/TUES 11/11th RIOJA WINE REGION CLASSIC MOTOR TOUR, European Rallies. 01264 889885.

SAT/SUN 22/23rd NORTH YORKS MOORS RAILWAY VETERAN, VINTAGE, CLASSIC WEEKEND.

SAT/SUN 22/23 S.A.V.E. Rally, Dalmeny House, S. Queensferry, Edinburgh. Ian 0131 539 1402

SAT/SUN 29/30 SCOTTISH WINGS 7 WHEELS EXTRAVAGANZA, Montrose Airfield. Ian 0131 539 1402.

SAT/SUN 29-30th COYS HISTORIC FESTIVAL, Silverstone Circuit. Members Offer 2 for 1 ticket price. Contact 01327 857273

AUGUST

SAT/SUN 5/6th NORTH NORFOLK CLASSIC & VINTAGE CAR & TRANSPORT RALLY, Felbrigg Hall, Cromer, Norfolk.

SAT/SUN 5/6 F.A.V.V.O. Rally, Falkland Palace, Fife. Ian 0131 539 1 402.

SUN 6th STAG OWNER'S CLUB NATIONAL DAY, Exeter.

SUN 6th CAMBRIDGE/OXFORD OWNER'S CLUB BMC/BL RALLY, Ferry Meadows, Nene Park, Peterborough, 01476 712124.

SUN 13th TRENTHAM GARDENS TRANSPORT FESTIVAL, Stoke on Trent

SAT/SUN 19/20 DUNDEE RALLY, Camperdown Park, Dundee. Ian 0131 539 1402.

SAT/SUN 26/27 DOUNE CLASSIC WEEKEND, Doune Motor Museum, nr Stirling. Ian 0131 539 1402

SUN/MON 27/28th KNEBWORTH '95, Knebworth Park, Stevenage, Herts.

SEPTEMBER

SAT/SUN 9/10th INTERNATIONAL AUTOJUMBLE & AUTOMART, National Motor Museum Beaulieu.

SAT/SUN 9th/10th 13TH INTERNATIONAL SPITFIRE WEEKEND, Beekse Bergen, Hilvarenbeek, Holland. S.A.E. To Mike Crewes 112 Blackmoor Wood, North Ascot, Berks. SL5 8EN.

SUN 17th TSSC TRIUMPH DAY & CONCOURS, Bridgnorth Motor Museum, Shropshire

WEDS/MON 21/25th L' AUTOMOBILE WEEKEND, Chateau d'Or Normandy, European Rallies 01624 889885.

WEDS/SUN 20-24th MERLIN CLASSIC TOUR OF THE LOIRE.


SUN 24th THE LONDON CLASSIC CAR SHOW, Kempton Park Racecourse

OCTOBER

SAT/SUN 7/8th NORTHERN CLASSIC CAR SHOW, G Mex Centre, Manchester.

NOVEMBER

SAT/SUN 11/12th NATIONAL CLASSIC CAR SHOW, NEC, Birmingham.



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The Major Club Event in 1995

on
July 15th/16th 1995

at
STAFFORD SHOWCENTRE

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* The largest Triumph Club Event Ever!
* Massive pure Triumph Trade Park
* and Automobile Display
* Most Prestigious TSSC Concours
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The One Event Not to Miss!

"COMMENT"

Bill Sunderland

INTERNATIONAL CALL

Only two weeks to go and our main Triumph event hits the streets. Some of you may have heard that our venue, Stafford Showground, has been caught by a fire. This has not affected the main halls and it is still full steam ahead. The event is our way of bringing all sides of the Club together. Please make the effort to join us for a truly memorable weekend.

The cost is £5.00 on the gate for the whole weekend. Get yourself along in whatever form you can. The array of cars is just mindblowing and making the effort gives a great reward and renewed enthusiasm for the marque.

COSTS ARISING

Over the past twelve months, the Club's costs have increased at a rate well in front of headline inflation. Raw materials have increased and continue to at an alarming rate. We don't want to cut back on TSSC services but realistically we have to balance budgets. We have, therefore, regrettably increased subscriptions in front of inflation to £29.00. The Club's Council of Management are only too aware of extra costs laid at members' pockets but hope that costs steady out and the Club can keep increases to the minimum.

FOOTMAN JAMES ON THE MOVE

Due to continued growth and success, Footman James & Co have moved to larger premises. Recognising the potential and with further developments in mind, they have ensured the future as market leaders in Classic Car Insurance, giving themselves enough room to operate. Supplying over 60% of Club members with Classic Car Insurance and an increasing number of private motor policies, we are pleased to wish them all the best in their new home.

Footman James and the TSSC are well aware that premiums have become even more competitive with an abundance of companies now offering Classic Car Insurance. We have taken the best precautions we can in keeping our leading edge but also at the same time the service and back up that members expect whenever a claim arises.

Please also remember with TSSC Insurance, cover includes betterment which gives you first refusal on your car if an accident/loss occurs. Increasingly insurance companies refuse owners any further access to their cars and auction them off in special trade auction houses, so think on.

We hope to see many of you on July 15th/16th at Stafford.



The TSSC
Event of the Year
The International Weekend
July 15th and 16th
Stafford Showground
Stafford
SEE YOU THERE!

News Review

Classic Car Course gets on the Road

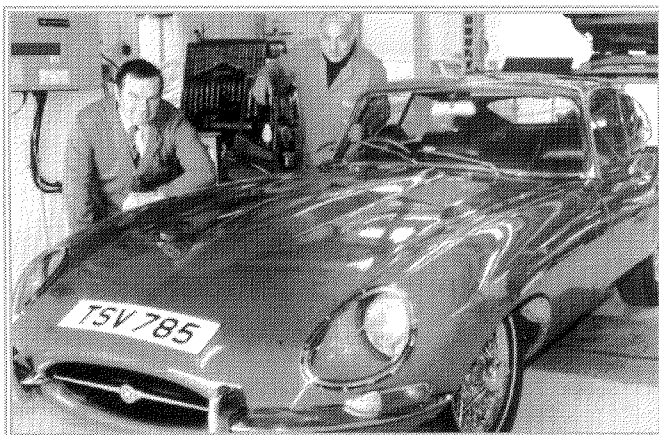
Motor vehicle experts at West Herts College are gearing up for their first classic car restoration course.

The new vehicle restoration course, a series of modules starting in October, is aimed at both motor enthusiasts and specialist repairers of classic, vintage and modern classic vehicles.

Alan Haigh, Vice Dean of the Faculty of Technology and Computing, explained: 'There are many companies around which restore classic cars such as the Maserati, Aston Martin, Jaguar, Ferrari and Rolls Royce. West Herts College has the expertise, the resources and the facilities to train their staff in the skills needed for this work.'

'The modular pick and mix approach means that students can choose which engineering disciplines they want to study and to what depth, depending on their existing skills and experience. The course will be of particular interest to people involved in vehicle rebuild projects'

The five modules are manufacturing, welding and fabrication,



body repair, refinishing and mechanical repair. Each will comprise ten evening sessions, held weekly, at a total cost of £135. Some lead to NVQs.

For further information, call **Alan Haigh on 01923 684828**.

International Weekend Outside Autojumble

The Rates for Stand Space for Outside Autojumble at Stafford this year are as shown below.

TSSC Club Cars	FREE
Non Club Cars	£15.00
Commercial Vehicles and Trailers	£50.00

Trailer rates apply if Towed by Club or Non Club Cars.

For space Reservation contact **Simon Roberts Tel: 01734 695508**

GT6 Register Secretary

I've been recently informed that due to increased demands at work, Gordon Hulmes has decided to resign from his position as GT6 Register Secretary. Applications for the post are therefore invited.

Briefly, the job entails both a commitment to produce a regular column in the Courier (not necessarily every month) and to answer members' enquiries. You don't need to know all the answers but must be prepared to find them out. For more details I would be grateful if prospective applicants could please give me a call. Needless to say some hard work is involved but all who have taken on the role have found it a rewarding and generally enjoyable experience.

I would like to take this opportunity to thank Gordon for his excellent work over the last two years in all aspects in the job. The Register Secretary team is the key to keeping the content of the Courier at the high standard that it enjoys. Gordon certainly played his part in that and now its someone else's chance to become one of the same team. Is that person you?

For further details, please contact **Peter Williams, General Secretary**. Address and telephone number as on page 3 of the Courier.

SPIT BIT

SPITBITZ are no longer charging VAT. They have found over the years that nearly all their customers hate VAT. They hate charging it, so they have now split their company in two, they can now sell you parts at cost + postage only, hence saving you quite a lot of money and making their parts even cheaper than any other company, so cheap that if you find any other company cheaper then they will refund the difference.

So check out their advert in this magazine.

STOLEN : SPITFIRE 1500 REG-WFC 851R

Inca Yellow, Stolen 31.5.95 from GB Sportscars premises. Also 5 chrome wire wheels and an over-drive gearbox were stolen.

Reward offered. Ring the club or Robert on **01525 378078**

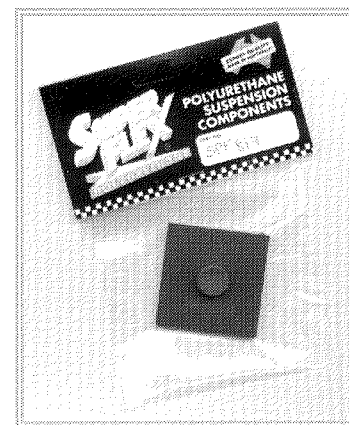
TRIUMPH SPITFIRE NEW PRODUCT

Spitfire MkII/III, MkIV/1500, GT6 MkIII complete door shell LH and RH A pleasant surprise for those expecting never to see this long 'dead' part available. A must for owners trying to keep their now rare, early Spitfire original, or for special use with crash damaged or severely rusted vehicles, or to owners attempting concours quality rebuilds. A special order produce only.

LH Door shell Spitfire MkII/III	908025
RH Door shell Spitfire MkII/III	908026
LH Door shell Late Spitfire/GT6	915361
RH Door shell Late Spitfire/GT6	915362

All available at a price of **£141.00** Inc VAT from **Moss Europe** outlets.

SUPERFLEX RANGE ADDITION



Shown here is a new product from Chris Witor's Superflex range of products. Of interest to all late Spitfire and GT6 owners. It is a polyurethane leaf spring pad which replaces the rubber one, original part no. 149191. The pad is oil resistant, non perishing with a long life. For more information on this or any products in the Superflex range, contact Chris Witor or send for a trade or retail price list. Telephone **01753 662905**.

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PRICE: £2.00 inc p&p

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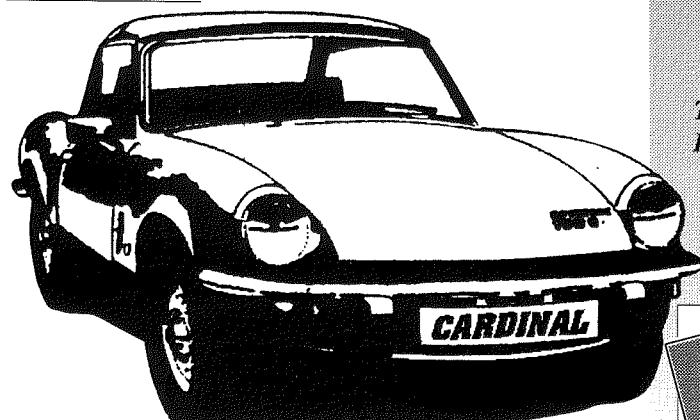
SPITFIRE HERALD VITESSE GT6

Ring or write to **TSSC HQ**.

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Cardinal Triumph Supplies have been specialising in supplying parts for the Triumph Spitfire MK4 & 1500 since 1987. Over the years we have accumulated 1000's of new, reconditioned & secondhand spares which will be used, we hope, to take this classic sportscar into the next century. All parts are stocked from a nut & bolt to a full interior if required. A large percentage of our business is mail order and most of the orders, if received before 2pm, can be dispatched the same day for the following day delivery. **TRADE & EXPORT**

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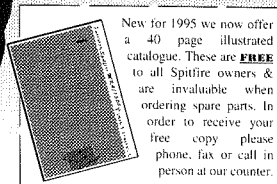


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INSURANCE APPROVED REPAIRS

ARE YOU Fit to Drive?

When you applied for your Driving Licence, part of the application form required you to state whether you were or had ever suffered from any relevant disability or any prospective disability.

This is covered under Section 92 Road Traffic Act 1988, where relevant disability means any prescribed disability of disease likely to cause the driving of a vehicle to be a danger to the public.

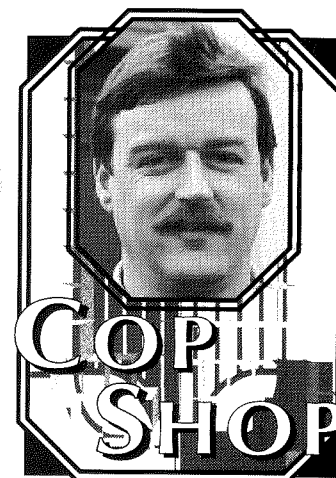
A prospective disability is any other disability, or one which is not yet dangerous, but may become so. The Secretary of State must not refuse a driving licence application on account of any relevant disability if the applicant has passed a relevant test and the disability has become worse, or if the applicant satisfies any such conditions as the Secretary of State may make. If such a disability is found and

the type of vehicle to be driven is limited, then the Secretary of State must serve notice on the applicant to that effect.

Under Section 93, if the Secretary of State is satisfied, at any time after an inquiry, that a licence holder is suffering from a relevant disability, he may serve written notice on the licence holder revoking the licence. On receipt of a revoked licence, the Secretary of State may grant a further licence for a determined period, free of charge. When a licence is revoked it must be returned forthwith to the Secretary of State.

If a licence holder becomes aware of a disability or a worsening disability, he must, under Section 94, inform the Secretary of State also, if he has a disability which will extend past three months, the Secretary of State must be informed. If he fails to notify the Secretary of State, then he commits an offence. The Secretary of State may require a licence holder to attend a medical officer with a specified G.P. or officer of the Secretary of State. The Secretary of State must defray any fees or other reasonable expenses.

If a licence holder is refused Insurance on medical grounds, the Insurer must notify the Secretary of State, under Section 95, of all the licence holders details.



Section 96 (1) deals with eyesight. If a licence holder cannot comply with the requirements as to eyesight then he is guilty of an offence. The requirements provide for corrected vision. (i.e. you can wear spectacles or contact lenses to take the eyesight test.) Subsection (2) gives a Constable power to test a driver and subsection (3) makes it an offence to refuse a test.

So there you have it. If you think that you may have a disability that may affect your driving; consult a Doctor. If you are not safe on a road, then neither are your passengers or the other road users around you. We have all heard stories about the 'silly old codger that shouldn't have been driving' - make sure that you are not in that group, irrespective of your age. It's too late once the accident has happened, act now and be safe.

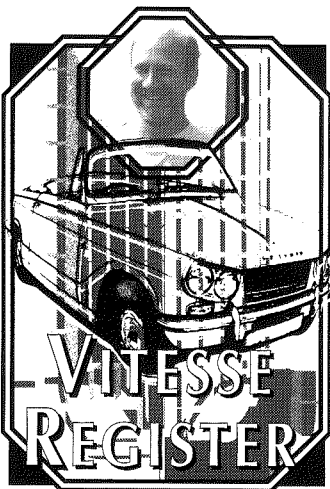
If you have any topics or queries on road traffic law write to

Mike Crewes,

**112 Blackmoor Wood,
North Ascot, Berks,
SL5 8EN.**

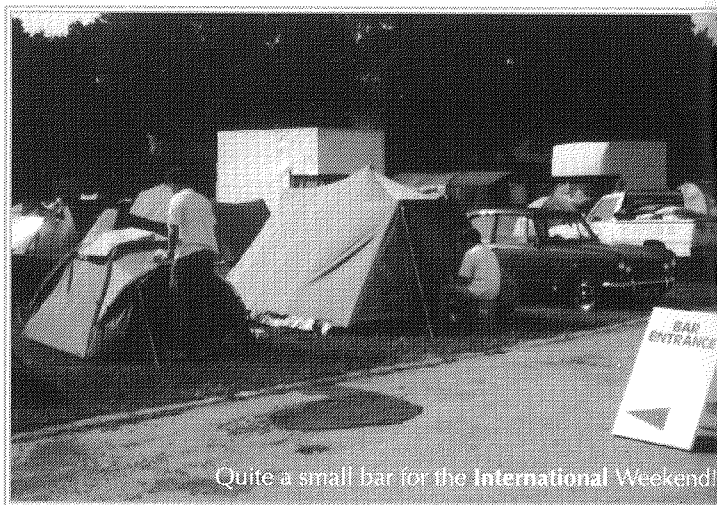
Please enclose stamped addressed envelope.

MIKE CREWES



Hi! and welcome to this "a few days before Stafford" Register ... I have decided not to feature any members' Vitesse this month ... Actually the decision was made for me, due to the fact that my photo/info. supply has dried up ... nothing left on file ... hint! ... hint! ...

So instead, to put you all in the mood for one of the most excellent weekends of the year ... here is a photograph taken at Stafford last year (thanks Doug ...



Quite a small bar for the International Weekend!

hope you can make it this year!). Whose tent was that bar sign pointing at? ... As I always say ... don't miss it ... it is a wonderful weekend ... shared by so many wonderful people ... surrounded by your Vitesse!! See you there ...

A point in the interest section (or is that useless information?) ... Did you know that your gear lever should have a half inch locking nut to retain/lock your gearknob in position? ... I do find it irritating when the original knob has been replaced with one with, say, a Triumph emblem ... and the emblem spends most of its life facing sideways ... or worse ... that it vibrates loose at speed ... on mentioning originals, it always baffles me that the Vitesse gearknob has the gears marked yet the Herald not! Why? ...

Still on the subject of gear levers ... an inexpensive (approx. £8.50) and easy to fit kit, is the gearlever rebush kit ... and thus stop that annoying vibration (how

can you look cool, whilst driving with one hand, wrestling with the gearlever with the other, in a desperate attempt to apparently stop it jumping out of its socket?).

The fitting sequence goes as follows: remove gearbox tunnel (beware, the remains of the tunnel soundproofing is normally covered in oil ... protect your seats / carpet with an old blanket or such like), press down and twist to unclip the gearlever

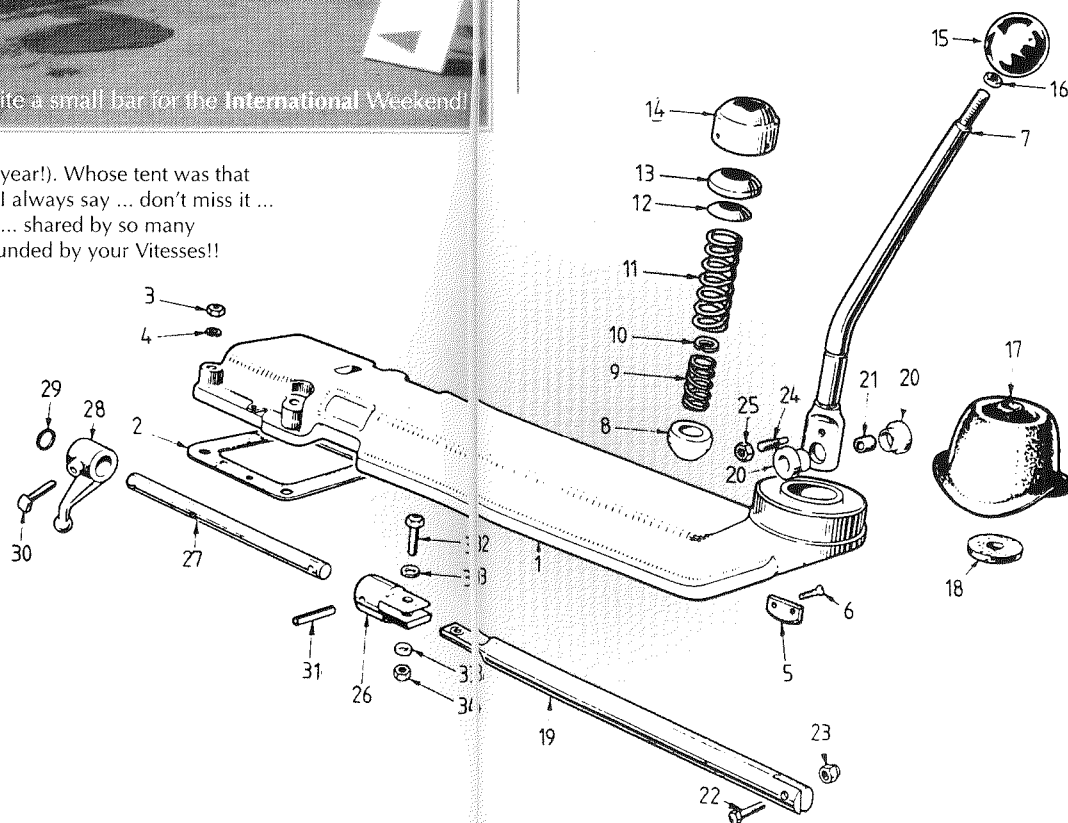
retaining cap, remove washers and spring, undo and remove the nut and bolt which hold the gearlever to the remote control shaft, lift out gearlever, place in a vice, remove circlip which retains the small spring, remove spring and nylon bush (worn?), fit new parts as supplied in kit and replace in reverse order (all this is detailed in the Haynes Manual, illustrated with a few nice photos) see diagram ...

Another posing question I will throw open to you all ... the screws which retain your door pull handles (fixed through the door cappings) should these be cross headed or slotted? I have seen both (even mixed) but what should they be to be original? ...

CAPTION COMPETITION WINNERS ...

WOW! Thanks for your excellent response, I had so many entries ... all of a highly humorous standard ... Unfortunately, if I printed them all it would take several pages in The Courier ... so here are a selection ...

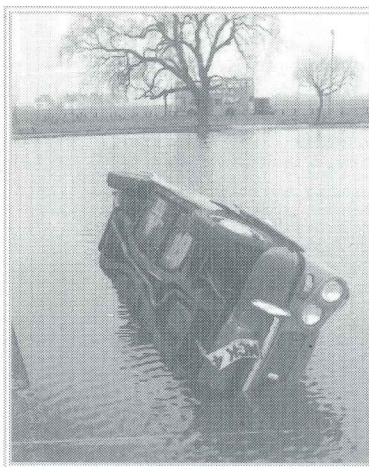
1. We washed one half of this Vitesse in a leading biological soap powder and ...
2. Remove wheels before immersion, when testing for air leaks.
3. See, Walter, the water is coming through the zip-out rear window.
4. Traditionally St David's Day is celebrated with a leek.
5. When I said "Park next to the shopping trolley", what I meant was ...
6. Aunt Maude always knew how to deal with awkward passengers.
7. Dad, I think the numberplate on your classic will straighten, but ...
8. The prototype amficar did suffer a few minor teething troubles.
9. A proprietary water repellent is an essential item in any tool kit.
10. ... and simmer gently for twenty minutes, turning occasionally.
11. I said, put the water in the radiator! Not the ...



Exploded view of gearlever and remote control assembly

- | | | | |
|----------------------------|------------------|--------------------|-----------------------|
| 1 Remote control extension | 10 Circlip | 19 Operating shaft | 27 Shaft |
| 2 Gasket | 11 Spring | 20 Nylon bushes | 28 Internal gearlever |
| 3 Nut | 12 Inner washer | 21 Sleeve | 29 Oil seal |
| 4 Spring washer | 13 Outer washer | 22 Bolt | 30 Taper seat bolt |
| 5 Reverse baulk plate | 14 Cap | 23 Nyloc nut | 31 Roll pin |
| 6 Screw | 15 Knob | 24 Screw | 32 Bolt |
| 7 Gearlever | 16 Locknut | 25 Locknut | 33 Washer |
| 8 Bush | 17 Boot | 26 Coupling | 34 Nyloc nut |
| 9 Reverse baulk spring | 18 Rubber washer | | |

12. Look what the tide brought in this time.
 13. Look at that!!! A number ten bus on time!!!
 14. Even trout took to the ever popular Vitesse.
 15. I told you those bucket seats would come in useful sooner or later.
 16. Finally the mystery of the Loch Ness Monster was revealed.
 17. And so it was decided that the driver should be seated on the right hand side.
 18. When the thaw finally arrived, Malcolm found out why he hadn't paid for parking.
 19. Early attempts at a floating body-roller proved far from successful.
 20. One half of the restoration project is totally rust-free...
 21. Draining fluids from the vehicle can be a tricky manoeuvre.
 22. The future for car parking is looking bleak ...



... Oh, I remember now!

These first 22 were all sent in by Martin and Rosie Jereb ... No question that they deserve the first prize ... so funny! Well done indeed ... The runners up have to be (for me anyway) ... Mrs J L Palmer (Southampton) with ... "I know she's part of the family, but no, I did not pack her a towel." And Paul Foreman ... because his was the only drawing sent in ... Commiserations to the losers ... actually you all deserved a prize ... I also had a few unprintable ones! ... but they were all brilliant ... thanks for taking the time to make me laugh ...

Stop Press ... Shock Horror! ... I have sold one of my Vitesse!! My faithful, everyday NCO has gone (to a good owner ... Steve take note! or else). So now ... by the time you read this, I should have VPP 533J up and running (my brown MkII Saloon). I have to admit that I didn't really want to sell NCO ...



Phil ... and at least I still keep my local Postie in a job ... and what's all that quack stuff mean? All beyond me ... ★

but one had to go ... in order to be sensible (I am sometimes) and VPP is far too good to be shut away not being used ... so I am at the moment going through a mourning period ... oh how it hurts to sell a Vitesse! ... I will leave you with the final view I had of NCO ... as she drove off into the sunset ... on that wet cold evening ... the sky was crying ... streets were full of tears ...

Thanks ... take care ... cheers ... P.S. ... There is nothing wrong with my sweat driven typewriter



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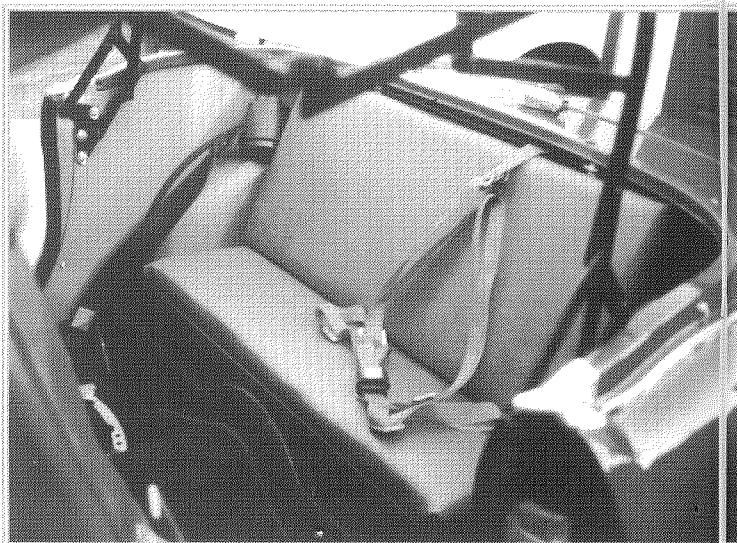


I have received a letter from Glyn Bull of Stoke-on-Trent. His letter goes on to say, "Having read May's edition of The Courier and John Thomason's Mk4 article on rear seats fitted to Spitfires, I wondered if you would be interested in featuring my MkIII which I have adapted to seat my five year old daughter 'Samantha' in the rear.

My Spitfire was rebuilt about 12 months ago and since then all the last remaining bits and pieces that I was missing have been found and fitted, 'Oh' and



perhaps the odd part that shouldn't really be, and after ironing out a petrol blockage, everything seems to be running quite nicely - two MOTs 'no trouble'. But the necessity to carry the three of us in relative safety seemed a good idea. With only a thin back board between the petrol tank and the passenger, I built a complete rear seat which is bolted into position, two bolts through the floor and two through the hard top fixing holes into the top of the seat frame. I welded an angle iron frame to fit perfectly into the rear of the car - trial and error I must say and then block board for the seat and back rest which fits nicely into the angled iron. I padded the seat and backrest with foam and covered them with leatherette matching the



BRETT DENNIS

front seats. The harness is fixed to bolts welded to the rear of the seat frame so the whole assembly can quite easily be removed at a later date. By the time you have made something, they have almost out-grown it anyway. I would say though to anyone thinking of making a seat or just carrying their child in the back, that the rear lip around the inside of the rear of the cockpit is good head-banging height for a child and some sort of restraint is a must, so perhaps a little thought and a few hours work isn't such a bad idea." Thanks for that information Glyn.

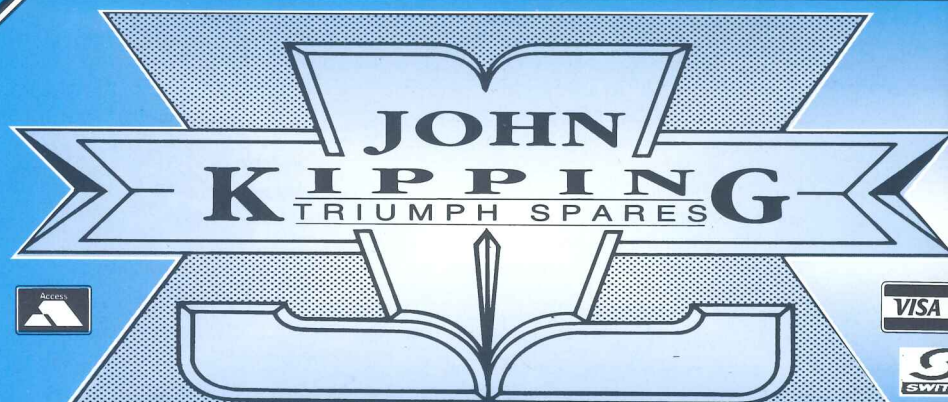
In last month's Courier, Simon Holland was asking for information on the three alloy wheels, as seen in the Pen To Paper column. Well Simon, I have been doing some research into Cosmic Wheels. So far I have found that they made five different types of alloy wheel; the Cosmic GT, then the famous MkII design up to MkV. The type that you have are the MkIII design as you can see from the ad. Most Triumphs today have the MkII which, to my mind, are the best looking. Most of the Cosmic wheels I see fitted suffer from two problems: 1. No centre caps. 2. The wrong wheel nuts fitted. Most owners seem to go for Spitfire MkIV, 1500 wheel nuts. These nuts fit but were not made for the job. The centre caps were made from alloy but being a poor design, fall off and get lost. Some owners have fitted alternative caps with varying degrees of success. I can hear you all shouting "Where can I get new wheel nut and centre caps for my wheels?" Well the answer is "Cosmic". Cosmic Accessories are still going today. 90% of the accessories are for 1995 cars but a few bits and bobs are available. The wheel nuts are about £16 for 16, Part Number 015/5. The centre caps come in black plastic with a Cosmic sticker for around 85p each! To fit the centre caps you first need to insert a wire ring into the machined groove inside the centre hole. The wire ring that you are looking for is the type that comes with the caliper overhaul kit which clips the dust cover to the brake caliper.

That's it for this month. Keep the photos coming in. ★

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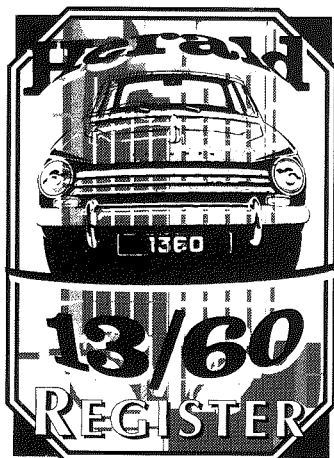
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The first of this month's featured cars is this beautiful damson saloon belonging to Sean Jones of Bridgewater, Somerset. He bought it in April 1993 and in the following August he commenced the restoration of the bodywork, the chassis having been dealt with by a previous owner.

Sean also took the opportunity to change the colour from the original sienna brown - an excellent move, I reckon. (Without wishing to offend anyone, I must say that sienna is



Hetty, the Hawker Hunter Herald from Halifax.

my very unfavourite 13/60 colour.) The car has been used since Stafford '94 for several shows and receives many admiring glances and compliments, which is hardly surprising. The observant among you will notice that the car has a Worcestershire registration, so it must have migrated 3 counties south at sometime in its life.

To counteract the usual 'Spitfire with a Spitfire' photos (April 95 Courier), here is a Herald with a Hawker Hunter. They never made a Hawker Herald, and Rootes already had the Hunter name registered so this is the best we can do. Hanyway, the Hawker Hunter Herald hails from Halifax and is called Hetty.

The car belongs to Brenda and Bob Waddington and was photographed at the Yorkshire Air Museum last year when many local TSSC members came out to support blind ex-policeman Ken Moss who was trying to break a speed record for blind drivers. The attempt failed due apparently to the inability of the car to go fast enough! Brenda and Bob bought Hetty 2 years ago this month and have expended much TLC on her. They enjoy going to club events and Brenda even does Thora Hird impressions by driving Hetty

while wearing a headscarf!

An excellent time was had at the S.E.M. although I had my usual difficulty judging the concours event. There really are a lot of good cars in the club, but there was absolutely no danger of mine winning anything except a notional 'Heap of the Show' award - although even this would have gone elsewhere on this occasion (well done, Ian Simpson, with your 1600 Vitesse!).



Sean Jones of Bridgewater's damson saloon

It's surprising my car even made it there because one of my drive-shaft UJ's is so bad, it even knocks when the car is

stationary! And within 2 days of the event the speedo cable broke as well but at least I was expecting that to happen sometime. The tell-tale signs were all there - the noise and the jittery speed readings. Luckily, it is a cheap and easy job to do: Remove the gearbox cover and unscrew the gearbox connection. Put your hand up behind the speedo and unscrew that end as well. Then, in the engine compartment, undo the cable support clip and pull the cable out through the bulkhead complete with the grommet. As they say in all good workshop manuals, 'refitting is the reverse of the removal sequence with the following exceptions': Fit a new grommet if the old one is shot, otherwise transfer the old one over. At both ends, ensure that the cable inner (with the square end) is properly located before trying to screw up the outer ends. Ensure that the ends are square on to avoid cross-threading, particularly at the gearbox end where you can easily damage the fine thread on the nylon fitting. Also make sure that the

route of the cable allows for it to lay without any kinks or sharp direction changes - it should run between the steering column and the right hand engine valance. Don't forget to reclip the cable at the support on the bulk

head. At first, I thought it would save time if I did the gearbox end from under the car (supported on axle-stands) to

save the aggravation of taking the gearbox cover out but, although it was easy to undo the old cable, there was not enough room to fiddle around getting the new one lined up. The new Speedograph cable, part number 0722/48, cost me £6 at a local accessory shop. It is a similar price at most of our regular Triumph suppliers. If your



13/60 has an overdrive gearbox you will need part number 0722/54.

It is worth occasionally greasing the inner cable with LM grease or similar by withdrawing it from the speedometer end and applying grease sparingly. Do not use oil. The box actually says to do this every 10,000 miles or so but this seems a little optimistic since most people never do it in a life time of motoring.

Harking back to the 'Car's the Star' episode, I have had a letter from Rosemary Jones who was also lined up to appear in the programme with her 13/60 Estate car. The BBC Top Gear team arranged a date, postponed it, gave a new date with only a day's notice, and then postponed it twice by phone on the day itself due to the Amphicar shoot taking longer than expected. (Perhaps

they were having trouble making the back wheels jack up when the car was afloat!) Anyway she has not heard a thing from that day to this and is most displeased with 'Auntie' for messing her about especially as she had to take a day off work which was entirely wasted.

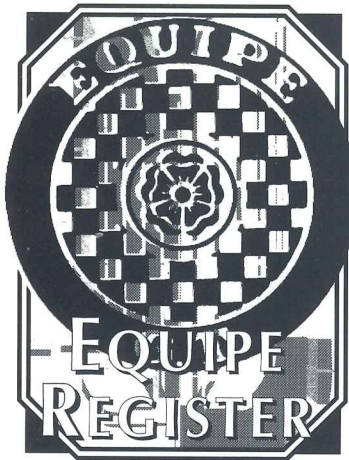
A couple of request from

members - Ian Ellison from Northleach, Gloucestershire is trying to track down his first car which was a dark green estate car LMW360F. He sold it in 1983 for £350 when he went to college and would love to buy it back if it were available.

Secondly, Stewart McEwan from County Down (whose car will feature in next month's column) would like to know if anyone has one of the venetian blind kits available and is also keen to obtain a pair of 'correct' 1967 wing mirrors. Replies to both questions to me please.

That's it apart from saying "SEE YOU AT STAFFORD". Please make yourself known to me. Show me your pride and joy.

Show me your car if you must. It should be a good weekend, so please make the effort to come.★



By the time you read this the 10th Bond Equipe Weekend will have taken place, but due to publication deadlines you will have to wait until next month to read about it.

In last month's Equipe pages, I mentioned the late 2 Litre Equipes bearing registration numbers CBF nnnH. I am trying to piece together more information about these cars and I need your help. Some of these cars have serial numbers which indicate they had been built many months before being registered, whilst most Equipes were registered within a few weeks, even days, of being built. They were registered around the end of 1969 and early 1970, the information about your car could help assemble a clearer 'picture' of these cars.

If you own (or have owned in the past, but can be certain of the

details) I would be grateful if you would look through your own records and photographs and send me the following information.

Type (GT or convertible)
Registration number
Date of registration
First registered owner details (name, etc)
Colour
Serial number
(from commission plate)
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(from commission plate, or) (registration document)
Please send this information to me, Bruce Pilbrough, 16 Arnhem Road, Preston, Lancashire, PR1 4QL.

I also need your assistance to return two Bond Equipes to the road. The owners of these two cars are experiencing difficulty locating some parts which are unique to these cars. I know there are plenty of spares out there (we all tend to hoard them don't we). If you have either a bonnet for a 2 Litre car, or a rear window for a GT4S which are surplus to your requirements, get in touch with me, help someone else and make some space in your garage/shed/garden, you might even get a bit less 'ear ache' from your long suffering partner about 'that pile of junk' (have you ever wondered why are our partners are so consistent in what they call these treasures - they are obviously all space aliens).

Over the May Bank Holiday Weekend, the Bond Owners' Club held their annual rally in Morecambe. The turnout was down on last year, the Bond Bugs and 875s were particularly thin on the ground, but the Equipes were quite well represented by one of each of the following; 2+2, GT4S 1300, 2 Litre GT MkI, 2 Litre GT MkII 2 Litre Convertible. Only the absence of a GT4S 1200 failed to make it a full set! The cars were ranged in quality from good to superb. The 2+2 was fresh from a two year restoration, whilst

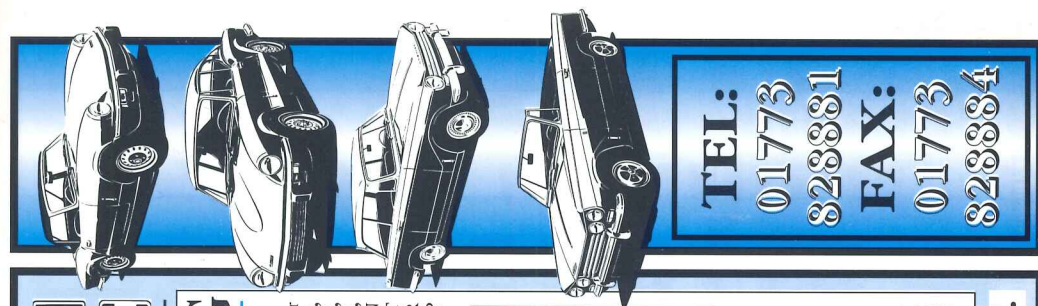
the GT4S had received some attention to some long-standing body problems and a respray after recently changing hands.

Naturally I am biased, but quite honestly the 5 Equipes put the rest of the Bonds well and truly in the shade. It must be stated that these cars are used regularly on the road, and in fact one of them was never garaged until recently, but nevertheless these five cars were the stars of this show, despite being hopelessly outnumbered by the two stroke engined three wheelers. It's good to see the standard of these cars improving all the time, it encourages others to restore their cars. All the hard work involved in carrying out a restoration PROPERLY is well worth it when the result is a car which draws admiring onlookers. In addition, if the work has been carried out thoroughly, only routine preventative maintenance should be required.

Bearing in mind there is less steel in a Bond Equipe than the nearest equivalent Triumph, the required maintenance should be a little less. I know I am preaching to the converted, but I'm told that a few people who don't own a single Equipe read this article, so I have to write things like this now and then.

Finally, are there any parts unique to the Equipe range that you are having trouble locating? Write or telephone me and let me know. If there is enough demand for any particular item, we can investigate the possibility of remanufacture. Badges, door-glass and rear quarterlights are available. Windscreens for 2 litre cars have been investigated, but at the moment there isn't enough demand to pay for the tooling required. Having said that, things may change in the future and if the need is great enough, virtually anything can be remanufactured, it's just a matter of how much it will cost. ★

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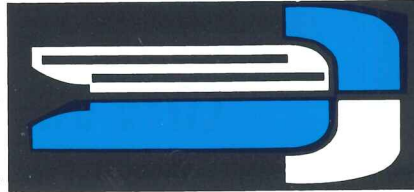
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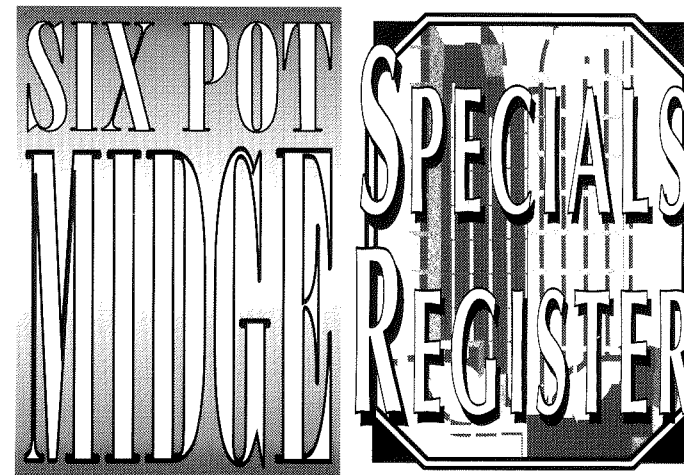


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I have dug the subject car for this month from the very bottom of my overflowing in-tray. I won't admit how long I've had it. Colin Holmes from Gwynedd will know though as it was he who sent me the picture and some words, of his Vitesse based JC Midge. Colin acquired the car as an abandoned project and spent an intensive six months getting it to road ready stage.

Starting with a part built kit as opposed to starting from scratch has some advantages and some disadvantages. Colin's experiences bear this out. The previous owner had reconditioned the chassis, the engine and the running gear. The main body tub was also almost complete. These jobs, although time consuming, could be said to be the easy bit. The jobs left for Colin were the tricky ones. For those of you who don't



know, the Midge body is built from plywood which is cut to shape using paper templates, much like making a dress, not that I've ever made a dress. The bonnet is not made from wood but from sheet aluminium. Colin had to rebuild the bonnet which was made even more difficult because, with a six cylinder engine planned, the pattern supplied was not a lot of use - it was intended for four cylinder cars. The departure from standard, if any Midge could be called standard, also caused problems with the front mud guard stays. Mind you, mud guard stays are usually a problem on four cylinder Midges. The wind-screen had to be moved and the surround tailored to fit the dash top. Then the wipers were in the wrong place. Just to cap the fun with the screen glass cracked when the hood studs were fitted. You're not the first kit car builder to do that, Colin - no consolation.

Colin tells us what cars supplied various parts to his Midge. The petrol tank, hidden inside the dummy wooden tank, came from a Capri. The float resistor inside the tank came from a Ford 2000E which seemed to match the Triumph petrol gauge. The Capri also supplied the radiator which was cooled by a fan from a Citroen. A heater came from a Reliant and the seats from a good old Spitfire. Despite the minor obstacles Colin admits to enjoying the build of his Midge and, not surprisingly, alludes to the pleasure of driving his 2 litre machine. Colin hints of another type of problem that often befalls kit car builders - the matrimonial type. Mrs Holmes was not impressed by 5 a.m. starts in the garage or house fuses blown by compressors and she's only been out in the drafty old car twice in 4 years. There's no accounting for taste. Colin is not confined to solo sorties though, his dog loves the Midge.

Thanks for the story Colin, what have you and your car been up to lately?

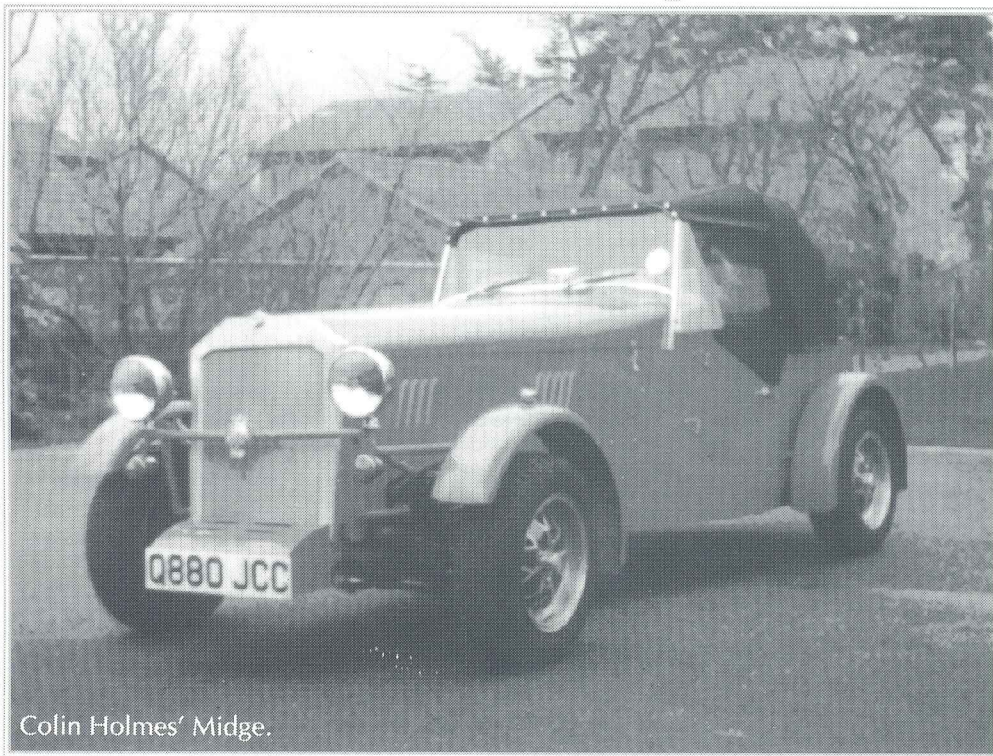
TREVOR COLLETT

A SYMPATHETIC EAR

Colin Holmes' Midge, as you can see, sports a 'Q' registration. Apparently the man from the Ministry thought there was too little left from the base Vitesse to retain the original number. This leads me nicely to my article in the May Courier on registering kit cars. My words prompted a phone call from a member Jesse Gittens who, would you believe it, currently works in the Vehicle Registration Office in Bristol. This means that Jesse is the perfect man to give advice on registering kits, specials and other modified cars. He has indeed volunteered to do just

NATIONAL SPECIALS AND KIT CAR DAY

I hope your plans to attend the 1995 National Specials and Kit Car Day which takes place on Sunday 20th August at the Shelford Rugby Club in Cambridge are taking shape. The show is combined with the well established and successful Anglia Triumph Show organised by our



Colin Holmes' Midge.

that, wherever you live, and can be reached on **0117 9315511** or **0117 9315849**. It goes to show that if you want to know the answer look in The Courier.

Another phone call I've had recently might interest some-one. Mike Duffy is looking for a good home for a part built (he says 90% built but it's often the last 10% that's the hardest!) Burlington Arrow. It comes complete with Burlington chassis, Vitesse 1600 running gear and 2500TC engine. All for the bargain price of £150. This really is a rare opportunity so call me quickly and I will pass you on to Mike.

Cambridge Area. There is an award on offer for the best Special or Kit. Come join in the fun and meet fellow nut cases. I was chatting with the office caretaker the other day, he's right out of the old school. He was telling me that he had had the same broom for 25 years and in all that time it had only had 5 new heads and 3 new handles; makes you think doesn't it? *

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214623 Inner Driveshaft.....	£88.12
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MkIV bootlids.....	£88.12
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Seat cover kit, Spitfire.....	£105.69
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Boot mat, Spitfire.....	£11.16
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Spitfire spare wheel cover.....	£18.74
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INTERNATIONAL LIAISON SECRETARY

I am back from my recent trip to South Africa and Zimbabwe on which I forged stronger links between the TSSC and the TSCC (Triumph Sports Car Club) of Southern Africa of which I am now a card-carrying member (no. 269) of the Pretoria Branch.

I could write volumes about my classic Triumph adventures during the four weeks I spent in those countries, but I will save that story for a future edition.

Suffice to say that I have gained new and valuable experiences about motoring in the 3rd and 4th Worlds, and indeed about certain TR sports cars, especially

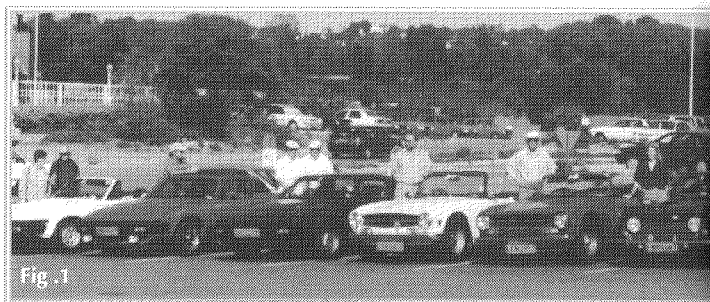


Fig. 1
TR7s (both in standard 2.0 Litre and in Dolomite Sprint 16V engine form), also TR6, TR4A and especially one particularly magnificent TR3A (I want one!).

For all of the above, I must thank all my South African friends, specially Nols and Cathy, Lappis, Gino and 'Barney' for letting me travel in/drive their wonderful Triumph Sports cars.

I must not forget to thank everyone else on the adventure, ie, Tracy, Burnett, Ray, Pat and Beulah, Paul and Margaret, Rose and Bruce and Vanessa Leslie, what a crew! Just how we all survived ten days in each others company, I shall never know, but I am certainly glad I went on the trip, for many reasons!

Here are a couple of photos of the five cars about to set off on the epic 10 day, 3,500km tour around Zimbabwe, plus a few others along just to see us off. (Figs.1&2)

One of the participants on this adventure was ex-pat Paul Rose, originally from the Midlands and an ex-employee of Standard-Triumph, now staying in Atlasville, near Jo'Burg. He now owns a rather nice



Fig. 3



Spitfire 1500 in Pageant Blue, having worked on them at the factory! (and he still bought one!) JOKE

However, when he left the UK for sunnier climes (lucky devil),

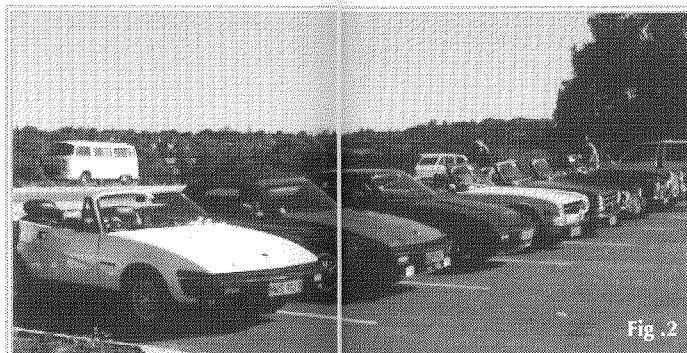


Fig. 2

he sadly had to part with his much loved 1967 Vitesse Mkl 2 Litre convertible, painted in black and fitted with what appear to be Spitfire 1500 front indicator lamps, registered NUU 161E, Paul wonders if it still exists? (Fig.3). If anyone can confirm its fate, please write c/o Leon, thanks.

While I remember, does anyone know where Paul can obtain new black/white houndstooth seat covers for his Spitfire? If so, please write c/o Leon

My special thanks must also go to Len van der Merwe and Roberta Pijper down in Durban, Natal (the last outpost) who made my short time in Natal so



Fig. 4

memorable, I could not have done it without you folks! I was most honoured to drive what is most probably the oldest club car in South Africa, being Roberta's early 1959 948cc Herald Saloon in Lichfield Green/White duotone (see picture, Feb. 95 Courier, page 63), this car was assembled locally from a CKD (completely knocked down) kit no. 108 shipped out to Durban back in early 1959. The car (4 up) was surprisingly powerful, comfortable and drove very nicely indeed, it occurred to me what a revelation it must have been when new, especially when compared with the competition! Although it has to be said that it couldn't quite keep up with Lens' 1200 'Convertible' which I also drove at speed, without, as I was informed later, any rear brakes!

Thanks also to Roberta for allowing me to borrow her Toyota Conquest, OK, it's true I have at last driven one of those, but it's not quite the heinous crime it may seem, it was after all assembled in the old Triumph factory in Durban and I have learnt that Toyota are responsible enough to have preserved all the old Triumph production records for posterity – more than some companies have done here!

OK, next up is a photo of very happy member Morten Andersen from Oslo in Norway (Fig.4), pictured here with his newly acquired (same

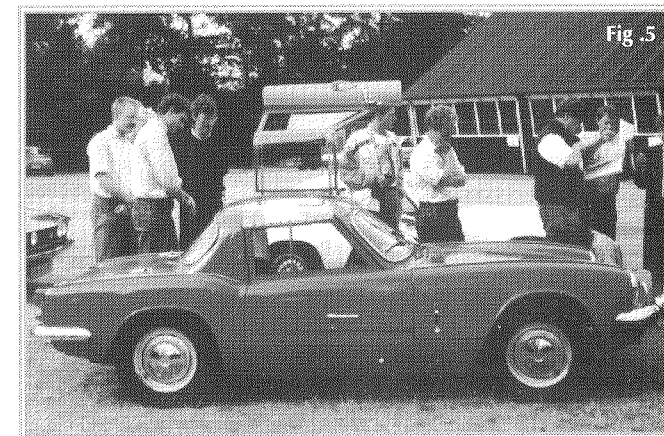


Fig. 5

day) 1964 Herald 1200 – I convertible at the Duxford event back in October 1994. Morten had to buy a car of over 30 years in age to avoid the punitive 300% import duty on cars below that age and the Herald fitted the bill perfectly.

I am sure we would all wish him the very best of luck in the restoration in which he is presently immersed.

Here follows a side-on shot of the famous 'Gullwing' Spitfire belonging to Martin Slosser (Fig.5), inspired by the Mercedes Benz 300SL. I don't know very much about this car, but this 1967 MkIII Spitfire with the Dutch registration of 32-32-ZU started life as a standard car, but once Martin got hold of it I believed he used CAD (Computer Aided Design) techniques to do the design and construction and the 'doors' open with the help of two gas struts on each door. My thanks to Arthur Denzler of Friesland for the photo taken at the Club Triumph Holland National Concours back in 1991 (I think).

A letter arrived from member Miss B.M. Roberts of Bristol (89/24818) who advises me that she has to sell her GT6 MkIII for reluctant practical reasons – while I don't normally include cars for sale in this column, I do seem to get asked for cars more and more often these days! so just this once I will make an exception (rules are there to be broken). The Delft Blue GT6 III is a 1973 car said to be in A1 condition (Fig.6), with a low mileage of 31,000 miles and garaged all the year round. The owner says it has a rebuilt engine and a TSSC valuation of £6800 – she is asking £6000 ono for her car. Her letter was dated 11th March 1995, so the car may well be sold by now, but

if interested, you may write to her via TSSC HQ, quoting her TSSC membership number (89/24818).

Another letter arrived just after I had left the country back in April, this time from Stephen J Logan of Peterborough, Cambs. (no membership no.). He has asked me to give him an idea of the TSSC scene down under in New Zealand – because he is completing his MkII Vitesse restoration and is considering a move to Hamilton nr. Auckland NZ. Well Stephen, I am surprised you need ask me – as we have a very knowledgeable and capable NZ area organiser in the person of Dayle Montgomery, most ably assisted by his good lady Rita. Their contact details are to be found in the front of the Area News Review.

Also, you may care to refer to my report(s) in the Couriers: Jan 95, p.53-57, also Feb. 95, p.60 and March 95, p.33 from which you can see a very healthy and enthusiastic Triumph scene in the Antipodean islands! – If you need more, then phone me some time for a chat about our Kiwi friends.

While I was away on my holidays a FAX came from long-time member John Boole of Walsall in the West Midlands (82/3413). He refers to the photo of my car on the front cover of the May 95 Courier, actually taken in Feb. 94.

He tells me that the wheels as fitted to my car are not standard, because the rims are wider than the norm! Well, I have said it before, but I will say it again... The wheels on my car (then) were made, just like the originals, by Messrs Dunlop, their 'part number' is LP923 which is stamped on one of the four 'ears' around the stud holes on the outside of the wheels. They were originally supplied as an after-market option intended for early Spitfires circa 1963-65, either direct from Dunlop or from various 'bolt-on goody' suppliers like Messrs S.A.H.

Wheels not stamped LP923 are something else, quite possibly 'banded' or otherwise widened by some dubious and probably dangerous method – YOU HAVE BEEN WARNED!

It is interesting to note that original Herald 1200 wheels of three and a half inches, weigh 11lb each, whereas the four and a half inch wide versions as fitted to Vitesse, Courier Van and 13/60 Heralds weight a



Fig. 6

hefty thirteen and a half pounds each and these Dunlop LP923 items weigh not much more at fourteen lbs each. This is because the metal is thinner in an attempt to keep down the unsprung weight – hence these wider wheels are quite susceptible to damage, buckling, twisting etc and if bought nowadays – some thirty years old, one should be very careful to check them on a proper balancing machine.

Furthermore, any corrosion around the rim will result in a leaky wheel, even after costly blasting and powder/resin coatings have been applied, the only answer is tubes or possibly tyre-weld.

I have now sold all eight of my wheels and replaced them with a set of Cosmic MkII alloys in five and a half inch width, you may care to refer to my report in the Courier, July 94, p. 53.

These Cosmics are of the correct period for my car having been available, as far as I can determine, from Feb. 69 through to August 73 (unless anyone knows different?).

They are very nice wheels indeed, they won't buckle, twist or leak and weigh-in at just eleven and three quarter lb each, thus reducing my cars unsprung weight and providing a smoother ride.

As a footnote, Cosmic wheels were made in Mount Street, Walsall, although it was in Staffordshire then, not the 'West Midlands'.

May I wish good luck to John with the restoration of his March 63 Vitesse Six convertible, it is always good to hear of someone saving one of these fine underrated machines, so often disregarded in favour of the 2L MkII versions!

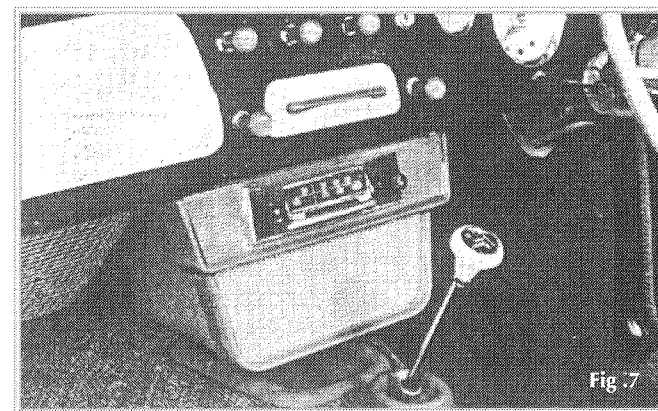


Fig. 7

While we are on the subject of period accessories, I was digging around, as one does, at the Enfield Pageant of Motoring Auto Jumble, for five hours non-stop, and whilst we uncovered many useful NEW spares for Bob Rowland's 1967 Triumph 2000 MkI Estate. I had great difficulty in finding anything much for my Herald or for my Vitesse, but eventually managed to find and purchase a perfect example of the now rare Stanpart radio bracket complete with a 'working' period radio by S. Smith & Sons (Radiomobile) Ltd. made in Cricklewood, London. NW2.

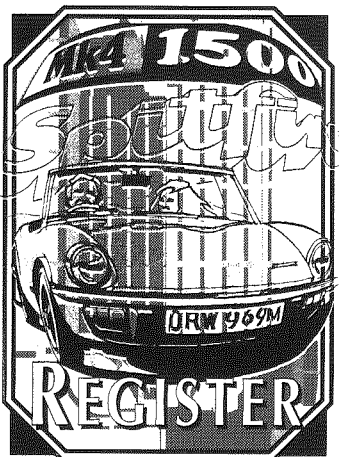
This ENGLISH MADE mono radio (Fig.7) is model 980 dating from 1961 (I think) with LW/MW, originally positive earth but converted to Negative earth. The only thing wrong with it is the potentiometer (volume control) has failed and will need repair or more probably, replacement.

However, my reason for mentioning this is that I am trying to locate an example of the speaker/grille assembly that attaches in-between, the radio bracket and the gearbox tunnel, so if you have one, please give me a call, thanks.

Now for this months HOT NEWS, no doubt many of you will have seen the new glossy publication in good newsagents called 'The Road Back', well, I bought it because pages 19-22 have an article about our hero Giovanni Michelotti with a (long list) of Michelotti styled production cars – and upon that list is the Hino Contessa. What's that got to do with Triumphs? you may ask. For the answer, read on:-

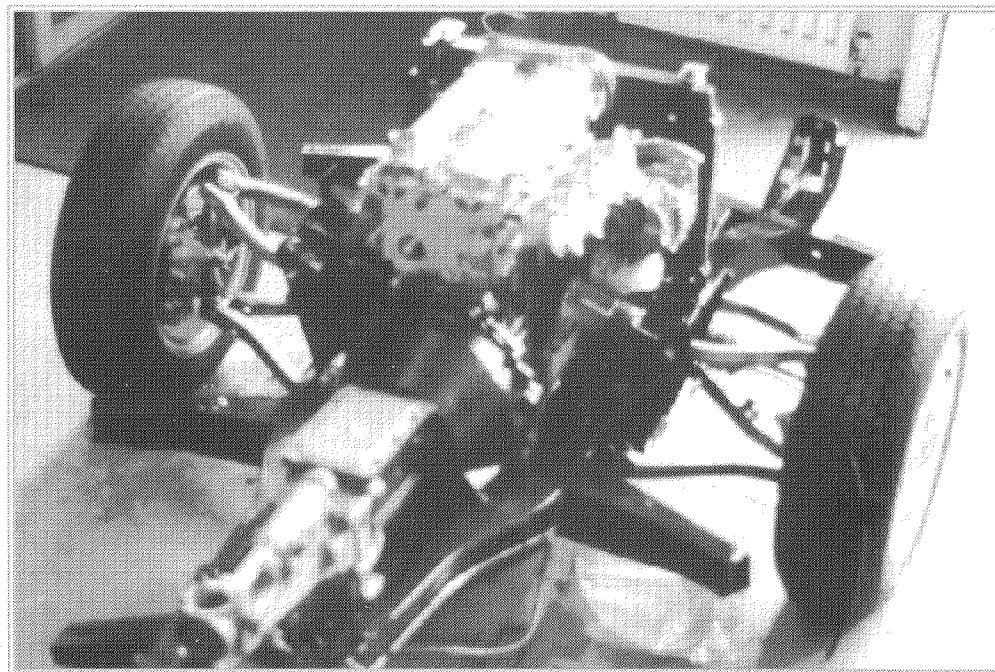
Recall, if you will, my article in the May 95 Courier, p. 35 and the 'Spitfire Sortie' story from 'The Motor' dated 21st Nov. 62 which ended when the two Spitfires arrived in Torino and Michelotti, known to his friends as 'Micho' is shown at the Turin Motor Show with his 'newest creation' the Hino Contessa Coupe. Well, prior to the Coupe, Micho had designed the Hino Contessa 1300 Saloon, and here for your delectation and edification, is an Australian brochure (Fig.8) of that significant Michelotti design complete with his familiar signature.

Why significant? Well, despite Graham Robson's' assertion in his article that 'The DAF44 had similarities to the Hino Contessa' (Coupe),



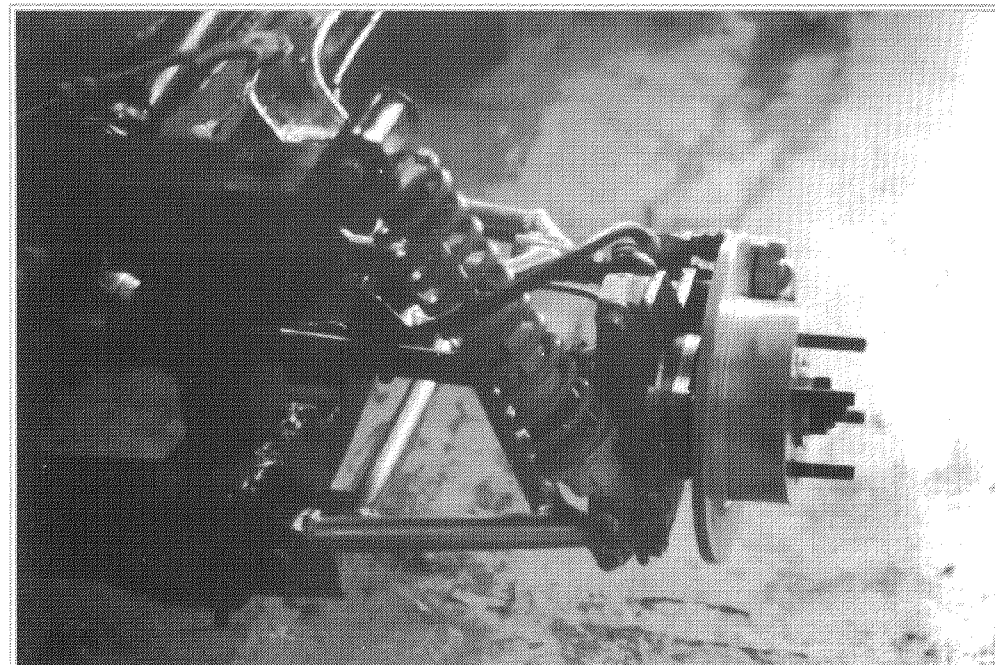
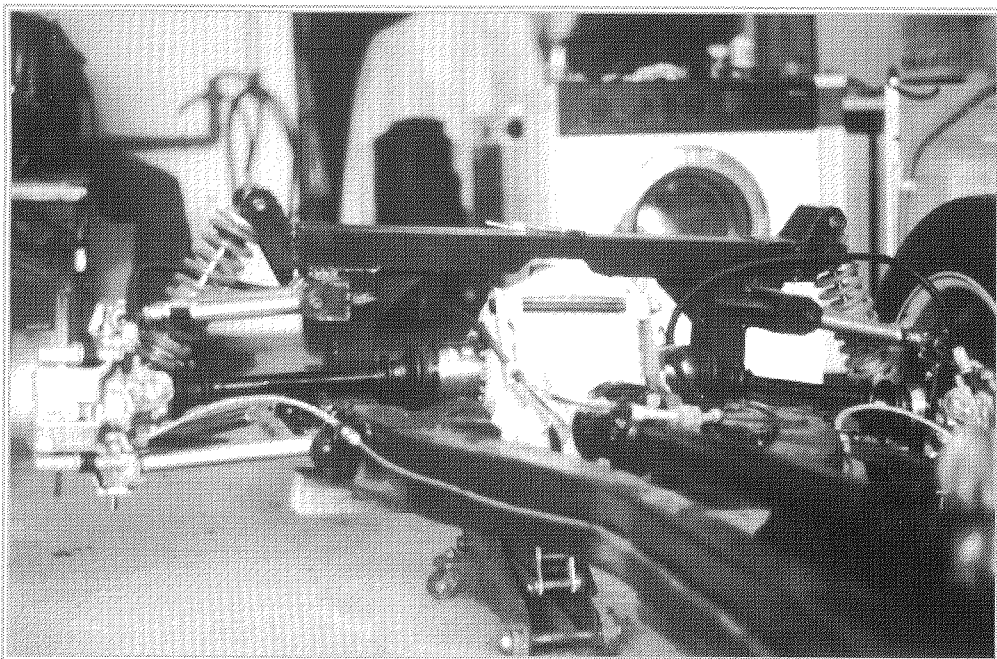
This month's photo is sent in by **Andy Jurczenko of Wombourne, Staffs,** and features his **B.R.G. 1978 Spitfire 1500, sporting some rather distinctive alloy wheels. The alloy wheels aren't the only changes Andy has made to the car as the following photos show.**

The twin cam engine with twin 40 Webers, developing 155bhp at the flywheel, is FORD as is the 5 speed gearbox. Andy comments that the engine is lighter than the Triumph engine and it also sits further back in the chassis. The rear suspension has also seen some major changes, consisting of FORD SIERRA differential and drive shafts, GRANADA calipers and FORD



ESCORT discs. At the time of writing, it has taken Andy 9 months to incorporate the rather

major changes, which as of yet are untested. I shall look forward to hearing from Andy and report again following the road test!



STANDARD-TRIUMPH AUTOMOBILE ASSOCIATION



S.T.A.A. Badge
Colours
Blue, Silver and White

Fig. 1
Car badge.

TRIUMPH CLUBS

What would you say should be the objectives of a club catering for Triumph cars? Well how about:-

'To enable members to obtain the maximum usefulness and enjoyment from their vehicles:-

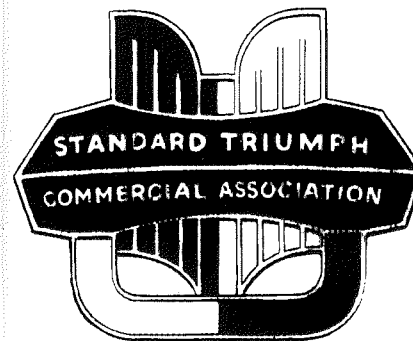
- Through an interchange of information between members and the club.
- Through the organisation, by local branches, of visits, lectures, discussions, film shows, socials, sporting and other activities for the mutual enjoyment and instruction of the members.'

TRIUMPH SPORTS OWNERS' ASSOCIATION



T.S.O.A. Badge
Colours
Blue and Silver

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S.T.C.A. Badge
Colours
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Fig. 3 ▲
Front page of the
T.A.A. Pamphlet.

Fig. 2 ▼

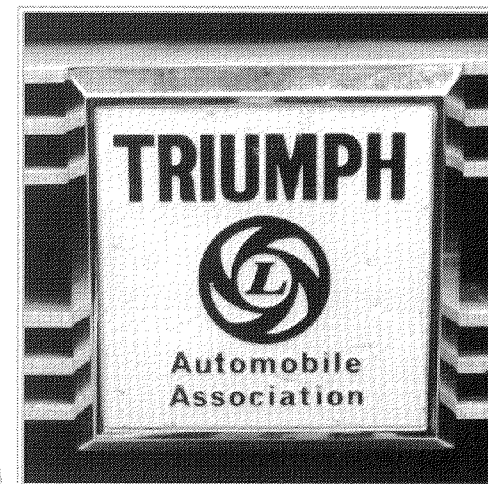


Fig. 4 Revised car badge.

Well that sums up the spirit of our club and could have been written for the TSSC. In fact they were written by Standard Triumph itself, called the **Standard-Triumph Automobile Association or S.T.A.A.**

Members could purchase a S.T.A.A. car badge for 5s. 0d. and a S.T.A.A. tie for 14s. 0d. Fig. 1. I have only ever seen one of the S.T.A.A. car badges, looking very smart on the front of a Vitesse 1600. I should imagine that the ties looked pretty smart too.

Standard Triumph also organised two other clubs for owners:- **Standard-Triumph Commercial Association (S.T.C.A.)** and the **Triumph Sports Owners Association, T.S.O.A.**, Fig. 2, the T.S.O.A. at the time primarily catering for the TR2 and TR3.

When Standard Triumph became part of British Leyland the Association changes its title to the '**The Triumph Automobile Association or T.A.A.**' Fig. 3. Membership at the time cost £1.7s.6d and entitled the member to 12 issues of the '**Standard-Triumph Review**', incorporating the T.A.A. '**Newsreel**' magazine, and a car badge. Fig. 4, revised to reflect the mid 60s - early 70s styling!

With the demise of the Standard-Triumph Review, T.A.A. membership was reduced to 18.6d and on decimalisation, to 93p, to cover the cost of the T.A.A. '**Newsreel**' only, and the car badge.

I am not sure when the T.A.A. finished, but a S.T.A.A. car badge on an early Spitfire, or a T.A.A. badge on a Spitfire MkIII or MkIV would make a very unique period accessory. Any further information on the S.T.A.A. would be much appreciated. ★

Fig. 1
S.T.A.A. Tie.
Colours:
Silver & Red
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13/60 Convertible Needs Work. Offers

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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.

	H/duty	Original	Duck	Mohair
Spitfire Mk.1-3	£64.95	£79.95	£124.95	£180.95
Spitfire Mk.3-4 zip	£69.95	£89.95	£139.95	£194.95
Herald/Vitesse	£64.95	£89.95	£139.95	£194.95

Tonneau covers from £59.95, Hood covers from £45.95

"H/duty" is a Heavy Duty quality PVC. "Original" is Original Quality Material. Duck is a black canvas hooding material. Mohair is the finest quality canvas hooding available.



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All prices include VAT. Carriage extra

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	Vinyl	Leather	Trim Panel Kit
Spitfire Mk.IV	£84.95	£191.95	£79.95
Door trim panels £39.95 pair, W/arch panels £19.95 pair, Rear panel £29.95			



LUXURY CARPET SETS

Standard 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.

	Standard	Deluxe	Sound Deadening
All Spitfires	£62.95	£77.95	£39.95
Herald/Vitesse	£42.95	£62.95	£29.95
GT.6	£78.95	£99.95	£49.95

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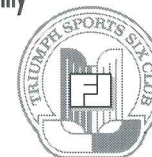
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14 DAY MONEY BACK GUARANTEE IF NOT COMPLETELY SATISFIED

WARNING!

Members currently insured through TSSC insurance



without a current TSSC Valuation, will be on Market Value Only.

This cover is only a fraction of TSSC Agreed

Value and as a Club we cannot support

member claims when on Market Value Only.

Ensure your cover is TSSC Agreed Value with an up to date TSSC Valuation.

Quiller Triumph

Repairs, Servicing, MoT's, Crypton Tuning, Welding, Breakdown Recovery FREE ESTIMATES

These are examples of our common service schedules although we would be pleased to quote for any job.

ENGINE SERVICE

Renew oil (Penrite) + oil filter
 Renew air filter(s)
 Top up carburettor dashpot(s)
 Clean fuel pump filter
 Adjust slow running speed
 Tune & balance carburettor(s)
 Flush radiator and cooling system, replenish with anti freeze
 Renew spark plugs
 Renew contact breaker points
 Renew condenser
 Renew rotor arm
 Renew distributor cap
 Lubricate distributor
 Check condition of HT leads, renew if necessary
 Check condition of fan belt, renew if necessary
 Adjust ignition timing
 Adjust valve clearances and replace rocker cover gasket

These procedures apply to all Triumphs. Additional checks and adjustments performed according to model.

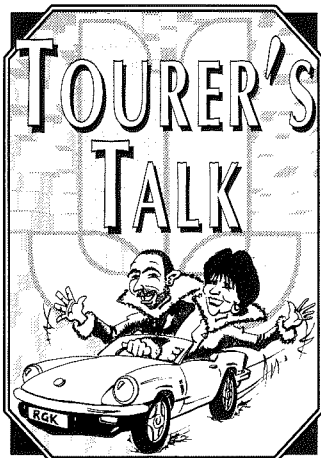
Herald/Spitfire ... £39 inc. VAT plus parts
 Vitesse/GT6 ... £46 inc. VAT plus parts

FULL SERVICE

As engine service plus:
 Check condition wiper blades, renew if necessary
 Check condition of pedal rubbers, renew if necessary
 Lubricate water pump bearing
 Lubricate handbrake linkages
 Replenish gearbox oil
 Replenish differential oil
 Lubricate rear hubs
 Check condition of steering rack bushes
 Lubricate steering rack
 Check wheel bearings for play
 Lubricate ball joints and trunnions
 Check constant velocity joints and coupling bolts
 Check suspension location points and bushes
 Check shock absorber operation, examine for leakage
 Check condition of brake discs, calipers, pads and flexible hoses
 Check condition of rear brake linings, pistons and flexible hoses
 Adjust front hubs.

These procedures apply to all Triumphs. Additional checks and adjustments performed according to model.
 Herald/Spitfire ... £80 inc. VAT plus parts
 Vitesse/GT6 ... £90 inc. VAT plus parts

Units 9-13 Wright's Yard, Canon Road, Bromley, Kent. BROMLEY 0181 464 1386



During the latter part of the 1970s and early 1980s I worked within the caravan industry, to be more precise I sold touring caravans. The company I worked for provided me with a succession of large company cars complete with towing equipment and as holiday time grew close I would cast my eyes around the various caravans I had in stock as part exchanges.

BORN AGAIN

TOURER

A one or two year old large twin axled unit complete with all mod cons would find itself moved away from the dangers of potential customers who might have deprived me of its use and come the holiday I'd be away with it.

In this fashion I enjoyed touring holidays for several years in the best caravans money could buy (or could have bought if I hadn't hidden them) and all free of charge.

On occasion I'd take trailer tents in part exchange, as far as I was concerned these were a right pain in the neck, although slightly less so the odd combi-camp which I demonstrated with enthusiasm due to the ease with which they go up, much like a pram hood and found them easy to sell.

Nice little things I thought, but I never considered taking one away. Spoiled? Perhaps just a tad.

Come 1985 and a complete change of career saw me wearing a blue uniform with shiny buttons, a strange pointed hat and walking the streets. Gone were the company cars (I have one now but I don't think the bosses would be best pleased if I took it on holiday) I



RGK and COMBI



COMBI at Stafford '94

still had friends in the trade but I didn't feel they would be inclined to go to the same lengths that I had to protect that cracking part X they'd got in for sale just so I could use it. Good grief I could have ended up borrowing something without blown air central heating or a shower.

So it seemed touring holidays were gone for good.

Some years later and I was the proud owner of RGK 3V, a white Spitfire 1500. I joined the club and as my partner Carol and I got more involved in the classic car scene we decided to attend last year's Isle of Wight Camping Weekend using an old ridge tent which had been unused for a goodly number of years in fact since I was about 20.

We had a brilliant time but looked enviously to those folks with the palatial splendour of a trailer tent. YES, ATTITUDES DO CHANGE.

I put out feelers to my old friends still in the trade. 'Rob somebody of a combi in part X and then sell it to me making a loss on the deal' I waited, but no success.

Some little time on found me looking at the ads in our local rag. 'Danish trailer tent complete with awning and spare wheel, cost new £2500. Offers invited' sprang out at me, we went and had a look.

A combi camp 2002 in pretty impressive nick with an awning that looked like it had never been used awaited us. £800 worth if it's a quid I thought. A long time since I'd been a salesman but I can still barter albeit as a buyer now and

the princely sum of £400 changed hands. We had a trailer tent.

I fitted a towbar to the Spit and also a Kenlowe booster fan, flushed the rad and block and dropped the front number plate uncovering the grill. Although the Spits never overheated it does run hot and I didn't want towing to be the straw etc.

Test tow and . . . I overheated . . . reason the fan was fitted too high, when I dropped the bonnet it trapped the impeller and it acted like a piece of card in front of the rad . . . solution, drop the fan an inch or so inflicting burns to my arm in the process . . . and no problem, I've never seen the temp gauge run so low.

At the time of writing (July 1994) our first proper outing will be Stafford 94 and honestly Carol and I are looking forward to that far more than I ever did with all the singing and dancing caravans I once had access to.

Please send all articles (with photos if possible) and letters enclosing SAE to Rick Robarts, 55 Shelbourne Road, Cressex, High Wycombe, Bucks. HP12 3NQ. ★



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SEALS — HERALD/VITESSE

Front windscreen seal	£17.92
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 outer finisher/seal (white only) original	£9.40
Front quarter light rubbers per pair	£32.90
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	£6.46
Handbrake gaitor	£7.64
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	£19.98
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
7" Headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.35
Petrol tank sender unit cover	£5.29
Petrol tank drain neck seal, sponge	£4.70

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, SPITFIRE	£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 (Furlex) SPITFIRE	£14.10
Door aperture seal (Furlex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Rear valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaitor, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaitor, SPITFIRE I, II, III, IV	£7.64
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
7" Headlamp seal SPITFIRE/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING.

CHROME/LOCKS/BRIGHTWORK/BUMPERS

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/h HERALD, VITESSE	£14.10
Barrel and keys, right hand, HERALD, VITESSE	£6.46
Door cam lock R/H HERALD/VITESSE	£32.90
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	£5.88
'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	£12.93
Boot lock assembly SPITFIRE IV/1500	£14.10
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	£23.50
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	£7.64
Stainless wiper blade all models	£6.95
Bonnet mirror (head & stem), HERALD, VITESSE, ORIGINAL from	£16.74
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£14.10
Bonnet lock kit (pairs) all models	£11.75
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	£16.45
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 override HERALD, VITESSE, fully pressed (each)	£29.95
Front override, HERALD 9481/200, original (each)	£34.66
B post capping SPITFIRE IV/1500	£4.99
Chrome w/screen washer jet, complete ass., original, SPITFIRE/GT6	£4.11
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.64
Rear number plate light aluminium cowl, orig. HER 13/60	£8.23
Windscreen frame ally capping	£34.08
Rubber bumper set HERALD	£99.88
Bumper end cap aluminium HERALD	£8.52
Front bumper, SPITFIRE IV/GT6-III (EXCHANGE)	£141.00
Rear bumper, SPITFIRE IV/GT6-III (EXCHANGE)	£141.00

ALL CHROME, LOCKS, BRIGHTWORK AND BADGES DEALS & 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	£61.69
Front wing VITESSE	£82.25
Front wing HERALD 1200	£88.13
Front wing arch repair	£12.93
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£41.13
Door under section repair panel, HERALD, VITESSE	£15.28
Door step/tread panel (not aluminium finisher) as original	£7.05
Rear wing, HERALD, VITESSE	£66.98
Rear wing arch repair	£12.93
Rear quarter valance, steel (with or without bumper strip)	£17.63
Rear centre valance, VITESSE, original pressing	£42.30
Rear centre valance, HERALD, original pressing	£45.83

PANELS — SPITFIRE/GT6

Battery box	£12.93
Front valance, original SPITFIRE I, II, III, GT6 I, II, Steel	£94.00
Front quarter valance, SPITFIRE IV/1500, GT6 III steel, original	£52.88
Front quarter valance, SPITFIRE IV/1500, GT6 III fibreglass	£24.09
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)	£32.90
Front inner wheelarch, outer section, IV/1500, GT6 III	£25.50
Sill, all SPITFIRE, GT6, as original	£17.63
Door skin, SPITFIRE I, II, III, GT6 I, II	£19.98
Door skin, SPITFIRE IV/1500, GT6 III	£19.98
Full floor, ONE SIDE, front to rear, new improved	£51.70
Heelboard panel	£18.80
Heelboard bracket for radius arm	£18.80
Rear wing, SPITFIRE I, II, III, GT6 I, II, original	£76.38
Rear wing, SPITFIRE IV/1500, GT6 III, original	£111.63
Rear inner wheelarch, outer section, IV/1500, GT6 III	£35.25
Rear valance, SPITFIRE I, II, III, GT6 I, II	£40.54
Rear valance, SPITFIRE IV/1500, GT6 III	£30.55
Boot floor, all models	£58.75

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	£1.18
Steering rack exchange	£35.25
Steering rack rubber mounting	£2.94
Driveshaft all models non rototflex	£58.75
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	£7.64
Universal joint, all models	£6.46
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	£14.69
Front coil spring HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes), all models	£21.15
Rear shock absorbers (inc. bushes), all models	£19.95
Rear full wheel bearing kit rototflex models	£16.45
Rear full wheel bearing kit non rototflex models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late NEW	£68.15
Rear leaf spring SPITFIRE III/III NEW	£58.75
Rear leaf spring GT6 III/III, rototflex NEW	£58.75
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	£27.90
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 master cyl, SPITFIRE IV/1500 single line	£49.35
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	£8.81
Brake hoses front/rear — state model	£8.52

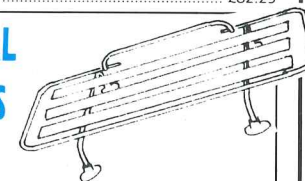
MOUNTS & BUSHES

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)	£4.99
Bump stop rototflex suspension	£4.99
Rear inner wishbone bush rototflex models	£6.46
Rear spring eye bush, all models	£5.88

CLUTCHES BORG & BECK 2 YEAR GUARANTEE (3 piece kit)

HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£58.75
SPIT 1500	£79.30
VIT 2 Litre, GT6 all models	£82.25

JULY SPECIAL BOOT RACKS



All complete with fitting kit.

Aluminium with wood slats . £22.33

Chrome with wood slats . £24.68

Stainless with wood slats . £39.36

Stainless with stainless slats . £44.65

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	£123.38
Rear seat covering kit HERALD/VITESSE	£123.38
Pair of door trim panels, HERALD	£47.00
Pair of door trim panels, VITESSE	£51.70
Pair of rear quarter trim panels, convertible HER/VIT	£54.05
Rear scuttle side panel, HERALD/VITESSE	£9.99
As above, left hand for VITESSE, with pocket	£17.63
Under dash mill board panel HERALD/VITESSE	£15.86
Seat base diaphragm HERALD/VITESSE	£15.28
Moulded carpet set, HERALD/VITESSE	£116.33
Carpet set, SPITFIRE, tufted and bound	£70.50
Moulded carpet set, SPITFIRE	£158.63
Moulded carpet set, GT6 (state model)	£179.78
Car seat recovering kit SPITFIRE IV/1500 black (car set)	£94.00
Door trim panel SPITFIRE IV/1500 black	£24.68
NEW, SPITFIRE IV/1500, GT6 III, dash top cover	£29.38
Door trim panel GT6 — state model	£24.68
Glove box SPITFIRE, GT6 each	£15.28
Pair of sun visors SPITFIRE IV/1500, GT6 III	£29.38
Rad cowl GT6	£13.51
Rad cowl SPITFIRE	£11.69

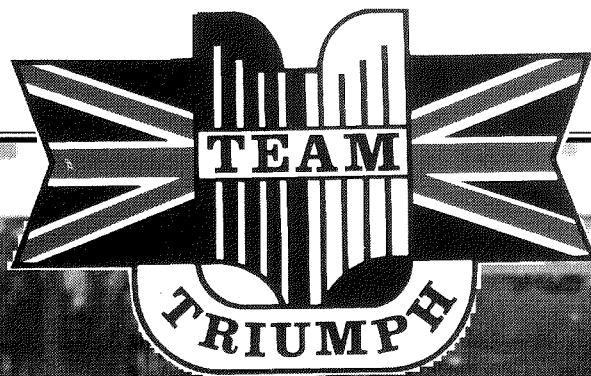
ALL OTHER INTERIOR TRIM STOCKED

LIGHTS AND MISCELLANEOUS

Side/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
Alloy rocker cover, 6 cylinder	£56.40
Alloy rocker cover, 4 cylinder	£42.30

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OF DIFF AND GEARBOX OR ENGINE,
PLUS SPARES FOR ALL MODELS

PLEASE TELEPHONE FOR POST AND
PACKING CHARGES
PRICES INCLUDE VAT



LAST MONTH WAS THE 30TH ANNIVERSARY OF TRIUMPH AND SPITFIRE IN PARTICULAR COVERING THEMSELVES IN GLORY AT LE MANS IN 1965. TO CELEBRATE THIS LANDMARK IN THE MODELS HISTORY, SHOWN HERE ARE A PHOTO FROM FRED NICKLIN'S PERSONAL COLLECTION AND ONE SUPPLIED BY IVAN SOUVERAIN, NEITHER PUBLISHED BEFORE. THE MAIN SHOT WAS TAKEN DURING TO THE RACE ITSELF. ADU 3B FINISHED THE RACE AS THE 'TAIL END CHARLIE' AND WAS PLACED 14TH OVERALL AND 2ND IN THE 1150CC CLASS. ADU 4B WON THE 1150CC CLASS AND FINISHED BEST OF THE FOUR CARS ENTERED.

THE SMALLER PHOTO SHOWS FRED PRIOR TO TOWING 3B HOME BEHIND HIS COMPANY TRIUMPH. THE PICTURE WAS TAKEN OUTSIDE THE HOTEL WHERE THE TEAM STAYED AND THE CARS HAD SOME PREPARATION WORK DONE ON THEM IN THE HOTEL GARAGE.

FRED REMEMBERS A PILE OF DISCARDED OIL COOLERS AND VARIOUS OTHER ITEMS WHICH WERE JUST THROWN IN A CORNER AFTER REPLACEMENT OF NEW ITEMS ON THE RACING SPITS.

I WONDER IF THEY ARE STILL THERE?





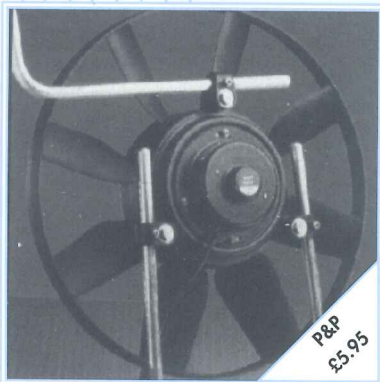
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FLO01	5 LITRES	£15.95
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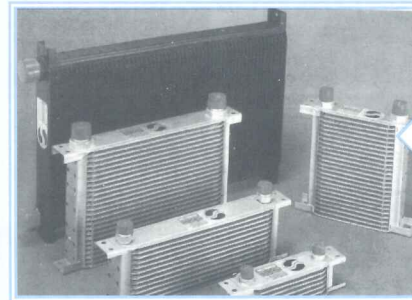
NOTE CAPACITIES :- 4 Cyl Cars - 4.5 - 4.8 Ltrs 6cyl Cars - 6.2 Ltrs



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MA109	IN LINE STAT 6CYL S/STEEL KIT	P.O.A.

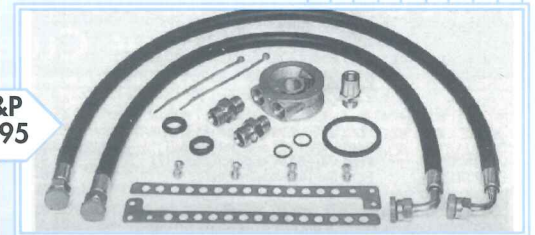
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The standard GT6/VITESSE has one major fault in that once stopped, all oil is allowed to drain out into the sump. Therefore the filter must be refilled before oil is supplied to the crankshaft etc.

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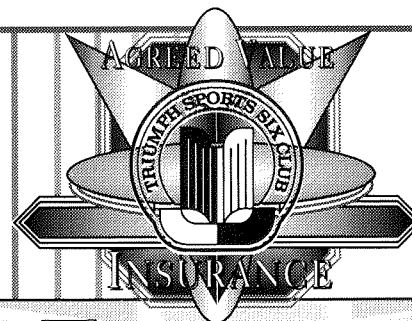
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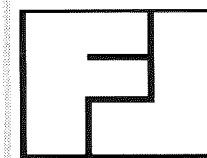
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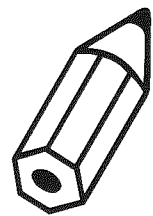


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TAC 95 SHOW



Since its inauguration in 1991 the voluntary County Air Ambulance Service has demonstrated its value to victims of accidents, particularly the motorist. Serving over 6,000 square miles in the heart of England the unit provides Paramedic skills with minimal response time. TAC 95, a one day show for all Triumphs and Classics is being held in support of the service.

A special invitation is extended to all the members of the Triumph Sports Six Club to attend and lend support. The date for your Diary is the 17th September 1995.

Commencing at 9.30 am, the event is being staged in the grounds of that Midland Motor Museum. The Museum is centrally located and on the southern outskirts of Shropshires historic town of Bridgnorth. Positioned just 1 mile from the town centre on the A458 Bridgnorth to Stourbridge Road, the venue is well signed off each of the approach roads. Near to the River Severn and the Seven Valley Steam Railway the locality should prove to be a real family affair.

Entrance to the TAC 95 Show costs £6 per car. Refreshments and a bar-becue will be available and several autojumbler have indicated that they will be in attendance.

The show caters for all Classic Cars and a multiple Class Concours will be held with judging commencing at 11.30 am followed by the Awards presentation at 4 pm.

Concessionary entry to the Bridgnorth Motor Museum will be available. The Museum houses a regularly changing display of exotic exhibits and overnight camping reservations are available by telephoning 01764 761761.

For any further information contact

Ken and Diana Mulhall, Tel 01926 842739.

TOTALLY TRIUMPH SHOW



The TOTALLY TRIUMPH CLASSIC CAR SHOW on the 12th August 1995 will be the first and biggest event of its kind in Northern Ireland.

Organised by the TRIUMPH SPORTS SIX CLUB the venue is Cooke Rugby grounds at Shaws Bridge, Belfast. The event is open to all Triumph owners regardless of the model of car. Members of all Triumph Clubs are welcome. There is, in short, only one qualification needed to enter... bring along a Triumph! In other words, it is going to be the biggest gathering of Triumph cars and enthusiasts ever seen in Northern Ireland.

This will not be just a chance to look at cars (including the oldest Triumph in the world!) and talk to fellow enthusiasts. There will be traders from England and Scotland who will have come over just for this event giving you the chance to meet them face to face! Also Terry Hurrell from TRIUMPH TUNE will be giving talks on how to tune 4, 6 and 8 cylinder Triumph engines for performance. Mr Hurrell's experience with Triumph (including the factory), goes back over 30 years!

In the evening there will be a dinner dance to bring everything to a close. So, be a part of this exciting new event which has been organised by and for Triumph enthusiasts. Complete the Registration Form and return it with the appropriate money NOW. Best wishes,

PAUL ROBINSON
Event Organiser.

ALL ROADS LEAD TO IRELAND



An open letter of thanks for the warmth and hospitality shown to me by Paul Robinson and all the members of the Belfast Area when I joined them for their recently organised 'Circuit or Northern Ireland Run'.

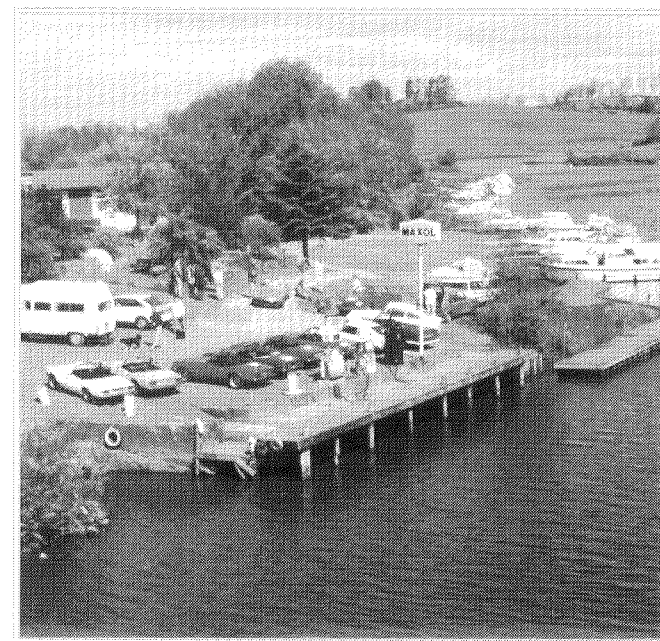
Thursday dawned brightly for my first ever trip to Ireland in my newly rebuilt ex-police GT6 MkII. First question, would I have a car? I had decided weeks before that 'Fools and Children' should not see things half done. So when D & S Bodyworks promised that it would be ready - I had faith - a phone call at 2pm assured me that the front carpets were just going in and the car would not be long!

At last the car I had waited two years for arrived at the office. I was lovely, everything I had expected. Then, after a speedy valuation I set off. A very smooth and uneventful run saw me arrive at Stranraer Friday afternoon. Then a calm crossing to Larne where I was met by my host.

Ireland at last. It really is a beautiful country, so green (well, the rain helps), and it is spectacular. The welcome was quite overwhelming and went on well into the early hours.

The Circuit Run began from the Ulster Museum. I was presented with the police roof sign, as promised, photos for the local paper taken. Then off - my visions beforehand of a leisurely dawdle round the countryside were soon dispelled as eleven cars, a Herald in the lead followed by one Bond, three GT6s and six Spitfires commenced a 350 mile round trip of Northern Ireland.

This year the journey was clock-



wise so it was the Southern Borders on the first day across a very short ferry past the Mountains of Mourne. They would have been incredible if they had not been shrouded in low cloud, but still very impressive and on to a delicious leisurely lunch though I don't know where, I was too busy hanging on to the bumper in front of me to take in many place names!

Then more wonderful scenery and very Irish roads (they certainly tested the tightness of my nuts and bolts), we arrived at a night stop on the waterfront of the Fermanagh lakes area near Enniskillen.

Sunday dawned and we set off again, this time up north through some of the border areas which only a year ago would have been bandit country, it is almost impossible to imagine all I saw was - again - beautiful countryside, fantastic views - not a soldier in sight.

The afternoon journey was the high spot of the weekend. Driving along the Antrim coast is something that must be seen to be believed, the contrast of green and stone is amazing with the road hugging the coast all the way - journeys end and a promise of a return for the first ever Totally Triumph Car Show to be held in Northern Ireland on August 11th. Anybody else thinking of going will be assured of a very warm welcome.

Thanks again to Paul, Norman, Alain, Phillis, Pam, Willie, Collin and everybody else who made me so welcome.

Angie Hill

THANKYOU



May I please through the Courier, thank all the TSSC members who so kindly voted my car, 1960 Triumph Herald F/H Coupe, Best in its Class on the New Forest Run, Sunday May 14, 1995, as I was not able to do so at the time.

Margot Conyers

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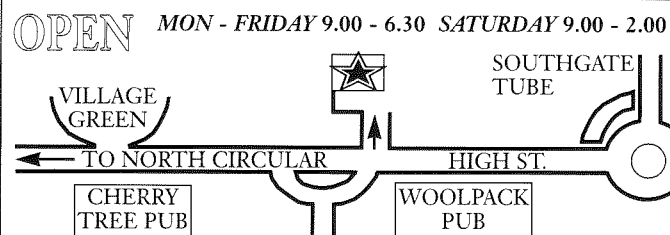
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anything considered.



ALL WIGHT? RIGHT!

Having just returned from the 6th Isle of Wight Camping Weekend we felt we had to write and thank all those who worked so hard in order that the rest of us could have such a marvellous time.

Having been to all six events we have to admit that the thrill of the event hasn't diminished at all. A change of management has added new ideas whilst keeping the best of the old along with the relaxed format.

Thank you Garth Jupp and the members of the Isle of Wight Area who made the weekend so enjoyable, even booking the right type of weather! Will we be going next year? You bet, even if we have to swim across.

Mike Crewes and Tracy

DOING THE TWIST

I would like to thank Andrew Smith for his bold contribution on the subject of Spitfires (LH) sagging suspension and I agree that what happens to 'torque' beyond the engine is significant.

In 'our' cars (in keeping with the majority) the engine generates the power, the transmission conveys this via gearbox and propshaft to the differential. The latter changes its axle movement too so that it can be experienced at the driving wheels.

'Torque' is force applied in a rotary action. It can only come into existence if an equal and opposite force is applied when and where it is generated, at the motor. As the engine is located (approximately) over the front wheels/axle/suspension. This has to be largely countered at this position, particularly AT THE FRONT.

If Andrew Smith has been describing say, a VW Beetle I would agree with his conclusions for the engine/ gearbox/ transmission are all located over the rear axle. I also agree that all cars with rear wheel drive tend to raise at the front when accelerating as a counter to the forward rotation of the driving wheels, and 'dip' for opposite reasons on FWD vehicles.

Cars fail to 'spin over' because the weight acting at its centre of gravity can more than handle this.

I did ask in my original letter whether any LHD Triumphs, of which there are probably more in existence than RHD, 'sag' as a result of solo drivers weight on the corresponding left, which would prove my theory to be at fault once and for all.

David Etheridge

SIERRA SAVIOUR

I am writing in praise of one of your fellow Enthusiasts:

MR MARK SWINGLER of Southern Triumph Services, 11a Stamford Road, Southbourne, Bournemouth.

On route to visit some friends of mine in Swanage, I had the misfortune to snap the fan belt and overheat the engine on my Sierra. I managed to buy an emergency fan belt, and was pondering over the hot engine just how I was going to fit it, as all my spanners were the wrong size and I have as much mechanical aptitude as a hundredweight of plankton, when fate - or maybe just an empty fuel tank - brought Mr Mark Swingler, his very pretty better half, a very old Triumph Estate and an empty car trailer, onto the garage forecourt.

Within minutes he had strolled over, introduced himself and set about sorting my problem out for me. Not only did he get me going again, but

he asked me to follow him to his workshop and he would sort me out with another fan belt; any overheating en route and I was to "flash" him and he would put my car onto his trailer to complete the journey. He had done the job well and in due course we arrived at his workshop. It wasn't long before he had dug me out a new fan belt, fitted it and replaced the alternator bolts, one of which was missing - hence the problem. Once I was roadworthy again, Mark showed me around his workshop. I was truly amazed, he is a craftsman of the highest order. It was a fascinating couple of hours spent in their company and after showing me such kindness they refused any payment from me whatsoever. They made my day and restored my faith in human nature. May their business go from strength to strength - they deserve it.

Martin Wyer

FURORE EXPLAINED

I am one of your younger members and always read the Courier from cover to cover. It's such a brilliant read. In June 95 Pen to Paper, I read a letter from The Devils Advocate and have seen the photograph several times, but I don't understand the other task that Mr Sunderland is performing. Could the task please be repeated with photographs taken from another angle so that we might see the other task.

Thanks you for your co-operation, I hope that you don't think that I am taking the piss because I am not!

Your in admiration,

P Taikre

Dear Master Taikre, due to their sensitive nature I have sent copies of the photos to you (under plain covers). As you can see, Mr Sunderland is merely adjusting the built in tool pouch. Ed

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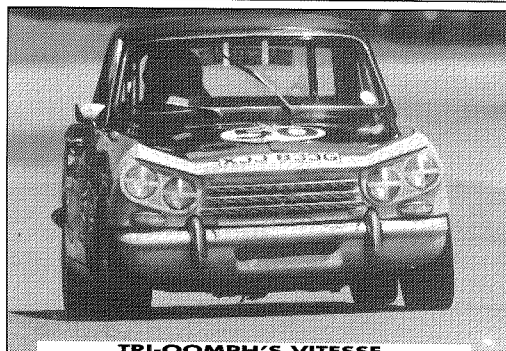
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WE LOOK FORWARD TO SEEING YOU.

PLEASE RING WITH YOUR REQUIREMENTS



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UPDATE ON...

...PROPOSED CONTINUOUS LICENSING AND CHANGES TO VEHICLE REGISTRATION

Thanks to all
of you who
replied to my
May Courier
request for feed-
back regarding the
above.

Although a number of views were expressed, the general feeling was that the changes to vehicle registration proposals were welcomed apart from the old keeper possibly having to check the identity of the new keeper at time of transfer. In contrast, the proposals for continuous licensing were generally given the cold shoulder and thought to be unnecessary. I wrote to the DVLA prior to their 2 June deadline expressing these views.

At a recent meeting of the Federation of British Historic Vehicles Car Clubs a similar view was expressed from the floor though there did appear to be some disagreement within the top level of the Federation's council. An additional topic for which fears were expressed was that of concessionary rates proposed for older vehicles. In a small opening paragraph in the DVLA's proposals the possibility of offering concessionary rates was raised but with no details given other than such a rate may be proposed for pre 1960 cars.

The idea here would be that cars of this period would pay a reduced road licence. Discussions of this proposal have taken place throughout the Classic Car movement and others have suggested possible later cut off dates such as 1970. Obviously a reduced road licence sounds attractive. However, many have voiced the opinion that you don't get something for nothing and that there is a real danger that restrictions of use as suffered by many of our mainland Europe friends may be introduced either at the start of any scheme or sometime later. Make no mistake, this should be seen as a real threat, especially as the sweep to standardise all things within the European Community takes yet more hold over our way of working and possibly how we enjoy our hobbies. Our cars are not unsafe, old bangers polluting the atmosphere or creating a danger to other road users. However, you may depend that there are some extremely powerful lobbyists representing new car manufacturers who would like nothing better than to remove older vehicles from the road by whatever means.

Many classic car owners I've spoken with state the view that with improved registration records more of those evaders which are causing us honest motorists all this hassle may be caught, hence any change in the licensing of our cars should not be required. My view is that a system with improved records, and an increased priority

SPECIAL REPORT

put onto catching the determined evader within the current licensing arrangement would be the most cost effective solution, would be fair to all and would be a scheme which we could all support. I'm also told that there will soon be clampers clamping unlicensed vehicles, yet another deterrent. Currently, any changes to vehicle registration are planned for introduction in 1997 with those for continuous licensing if implemented to take place from 1998. Certainly not long enough a gap to see how any improved registration system helps the situation.

The bottom line is that if you don't learn all you can about these proposals and ...

**...make your views
known to your MPs
now...**

...we may well end up with a system that will cost us all more (everyday and occasional user, owners of old and modern cars alike), and may possibly affect the very way we enjoy our Triumphs. You have been warned.

Apathy is the worst enemy of all.

General Secretary ★

PETE WILLIAMS

SHOW REPORT

SOUTH OF ENGLAND MEET 1995



Eagerly awaiting the concours results.

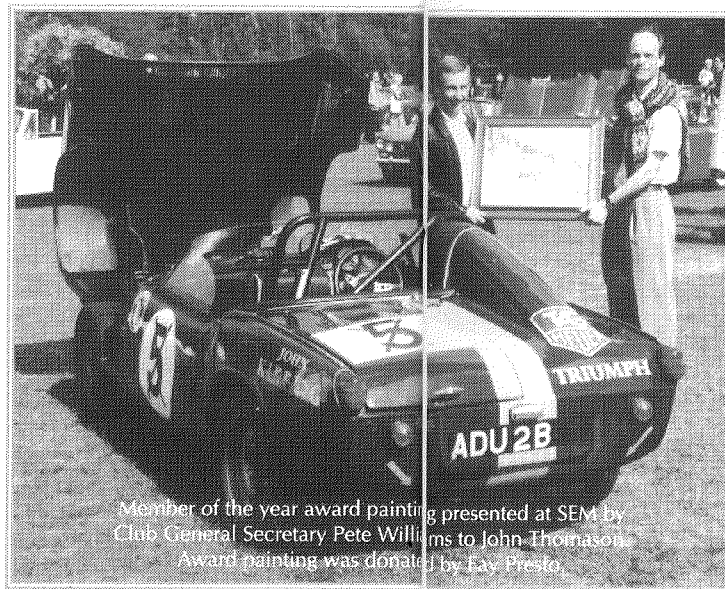
in the freezing cold wondered what we were doing there. It looked bad, demoralising in fact.

On Saturday I was up before dawn, cold and damp, off I went to work leaving Tracy and our trusty

helper Jon to sort things out when members arrived. I returned at about 11.30 am to find things well set up. Most of the traders had arrived, Moss had even set up their marquee in record time, the Club Shop was in full swing and 'Quasi', the Macau Spitfire was lounging menacingly in the sunshine! It was so warm that many people were wearing shorts. Shortly after Kevin Ginger and Paul Lucas brought their Racing Spitfires down and members started arriving in number. The auto-jumble grew and grew. Once the Bar and Barbecue got going everything was in place and the Show settled down to its familiar buzz. A good turn out saw virtually everyone (including the traders) fairly happy. The show was on target for another high turn out.

Camping was down on previous years, probably due to the cold evenings, but the noggin 'n natter was as enjoyable as ever. A chance to catch up with old friends and meet new ones.

Sunday dawned bright and relatively warm, despite the forecast. After a slow start members arrived in even bigger numbers than on the Saturday. Kevin Ginger from the Competition Section very kindly set up a fiendish Autogymkhana (having worked it all out the evening before in the pub) and ran it single handedly. He worked hard all day and never sold a thing from his Radical Stand.



Member of the year award painting presented at SEM by Club General Secretary Pete Williams to John Thomason. Award painting was donated by Fay Presto.

It wasn't long before that familiar buzz and smell of polish was in the air. We waited the arrival of the Concours Judges and we waited and waited! Eventually reality dawned, we didn't have any Judges and a lot of

members were polishing furiously. Time to chat to a few old friends. In about twenty minutes I had persuaded enough experienced people that the Concours could begin, I even judged the Specials myself. I must give a really big thank you to all those that I pushed, cajoled, threatened and generally pressed into service and who gave up quite a bit of their time to wander around the field and judge the cars. So enthusiastic were they that the results were all in bang on time - a first for any SEM I think!

The observation of the day seemed to be the increasingly high standard of our cars. Once the finalists were lined up the task of finding the 'Car of the Show' began. Every year it gets more and more difficult to sort out the best of the best and this year was no exception. Eventually it was a unanimous decision and another newcomer taking home the perpetual shield.

The prizegiving broke with tradition and SEM became Politically Correct. Thanks to Trudi Squibbs, Club Office Manageress, who handed out the trophies, we got the prize giving underway. To put the records in



Yet again another fabulous turnout of club cars.

order see the table at the foot of the page.

The show was another success with one of the highest attendance's (well over 1,000 members) and valuations. I must just thank my loyal help, without whom there would be no SEM; Tracy my right arm, Chris and Tess Childs my left arm, Jon (I'll do that for you) Miller, Kevin (what no Gymkhana) Ginger, the Traders that attended and of course you the members. Every year I say never again, so next years dates are 12th and 13th May. Now where's my diary? ★

Best Herald		
13/60 Convertible	RSS514J	Darren Humpheson
(Last years Car of the Show)		
Runner Up		
13/60 Estate	HBP44H	Clifford Arliss
Best Vitesse		
MkII Convertible	JBP423H	Michael Matthews
Runner Up		
MkII Convertible	AYY343H	Geoff Titler
(A regular and previous Car of the Show winner)		
Best Spitfire		
Red MkIV	YJH312K	John and Yvonne Bloom
Runner Up		
Red MkIV	HVD714N	Mark Luckhurst
Best GT6		
White MkII	LEX478H	Sue Bagshaw
Runner Up		
White MkIII	LUX59K	Kevin Morgan
Best Bond		
6 Cylinder	OAE543F	Ray Attoe
Runner Up		
6 Cylinder	LKX100H	
Best Special		
Red Midge	GDU305D	Alan Furse
Runner Up		
Black Moss	VLC458D	Trevor Collett
Best Guest Car		
2500 S Estate	KPA788P	Derek Barnes
2000/2500/2.5 Register		
Car of the Show		
White GT6 MkII	LEX478H	Sue Bagshaw
(Her surprise and delight made it all worthwhile)		
Autogymkhana Winner		
Alan Free	Herald	FME215J
(Despite Kevin's insistence that Spitfires were the only car to race)		
Runner Up		
Spitfire	RAR452W	(Justice for Kevin?)



OULTON PARK 3rd JUNE '95

finished earlier that morning after its 'incident' at Cadwell two weeks before.

The weather was good and everything seemed to be going well for everyone until, BANG, I had an inlet valve seize in the guide on the very last lap of the second session. Two mad dashes to Totally Triumph in Warrington and an 11.30 head swap by torchlight saw the car repaired but going out on a standard 13/60 head. Thanks to Martyn Adams, John Davies and everyone else who chipped in to get the car sorted.

Race day turned out to be wet, not just wet, but very, very wet. I decided to take practice steady so as not to break the engine again, but still managed a small, but wonderfully delicate spin at Lodge. Poor John Davies (Vitesse) had the mystery non-starting syndrome return in the assembly area and didn't get to practice with us, but was able to practice out of the session with another class later in the morning. Unfortunately, he stuffed the car in to a gravel trap and bent the front end somewhat, more of this later. Paul Lucas (Spitfire III) drove a flyer and set fastest lap in Class A at 1.25.00, with Kevin Ginger (Spitfire IV) 0.7 of a second behind him. Pete Whiteman (Spitfire III), Colin Elstrop (GT6) and Martyn Adams (Spitfire IV) all had fairly uneventful practices and gained good positions, mid grid.

This meeting would be to the new Racing Ahead format which means less practice but more racing, with some of the meetings having 2 races in the day, of which this was one. The idea is to reduce the amount of time that spectators stand around waiting for something to happen so as to make it more interesting. Unfortunately, all of the hanging around now seems to be been transferred to the competitors.

The first race saw the weather clear a little, although it was still raining. John Davies would not be joining us for this race as the damage sustained in his earlier 'off', was still waiting for the glue to dry. And so to the race. I arrived at the first corner, Old Hall to see Paul Lucas driving back towards the track from way out on the grass. As he joined, over the rumble strips, the whole of his front spoiler/valance disintegrated showering the width of the track, and we later learned, his radiator in debris. For a second, I was alongside him, then he put his foot down and other than the fleeting moment when he lapped me later, that was the last I saw of him. As far as I know, there were no other major incidents throughout the race. Kevin won Class A by well over half a minute and actually admitted to backing off for the last few laps (don't you just hate some people!).

Race Two saw all the Triumphs now back in action. At the green light, a Caterham 7 somewhere in the middle of the grid seemed to disintegrate on the start line, bits of wing and nose cone flying everywhere! In

the confusion, I managed to get past Martyn Adams, John Davies also loosing some ground, Kevin, Paul, Colin and Pete were all long gone by now. I must apologise reader, if this account seems one sided, but it's all that I got to see. Your roving reporter can, at times, be roving anything up to a lap and half behind Messrs Ginger and Lucas and trying to type and drive can be difficult. The final results saw Kevin win (Gosh!) with Paul second, managing to keep Dave Broadway's Midget behind by 0.3 of a second. Colin and Pete both got good finishes mid way down the field. John, Martyn and me had our own little scrap at the back, which saw us cross the line, almost side by side.

Final Triumph placings were:			Final results were:		
Kevin Ginger A	11:34:60		Kevin Ginger A	11:14:70	
Paul Lucas A	12:11:10		Paul Lucas A	11:19:20	
Colin Elstrop B	11:17:60	1 lap	Colin Elstrop B	12:17:00	
Pete Whiteman A	11:19:90	1 lap	Pete Whiteman A	10:56:20	1 lap
Martyn Adams A	11:51:80	1 lap	John Davies B	11:38:60	1 lap
Dave Beardsley A	12:12:60	1 lap	Martyn Adams A	11:38:90	1 lap
			Dave Beardsley A	11:39:00	1 lap

If you want to see some of the action for yourself, the next TSSC race will be at Cadwell Park, Lincolnshire on July 23rd.

We hope to have some of the cars on show at Stafford for the International Weekend, so come along and say hello, you may get hooked. ★

A long with a surprisingly large number of other competitors, I had elected to go to the circuit on the Friday to do some more testing on the relatively new car and get to know the circuit as I hadn't raced there before. A statement, which it has to be said, applied to every circuit in the UK except one!

Kevin Ginger and Paul Lucas were also testing in the afternoon, although they arrived late, Kevin's car having its repairs

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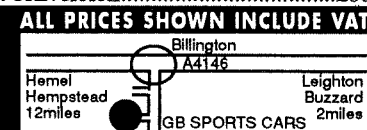
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INTERNATIONAL CONCOURS 1995

Staffordshire Showground Sunday 16th July



LAST MINUTE REMINDERS

Not long now

Advanced entries closed on 30th June, but you can still enter at the weekend. We will be taking entries between 14.00 and 16.00 on Saturday afternoon so if you are there and want to enter, it will save you valuable time for Sunday morning polishing.

REMEMBER,

- * Bring your valid membership card
- * Bring your MoT certificate
- * Cars in the Main Hall by 8.30 Sunday
- * Cars may be left in the Hall overnight but owners must be available by 8.00 the next morning, or we move it!

Let's hope this years event will again build on the success of previous years. See you all there.

Dave Beardsley

N.B. I have heard from no-one interested in taking over the running of this event for 1996.

International Concours 1995

Cars eligible for the 1995 Master Class

Original Herald	Coupe	957 BAB	Michael Hooper & Jeremy Phillips *
Modified Herald	13/60	CAO 444K	Shaun Byrne
Original Herald	13/60	FMM 714J	Jane Mumford
Bonds & Specials	Equipe	JEL 35H	Philip Belt *
Original GT6	MkII	LEX 478H	Sue Bagshaw
Modified Vitesse	MkI	MFJ 520G	Mr Ansell
Bonds & Specials	Equipe	NJA 791G	Keith Dungworth
Modified GT6	MkII	NRC 636E	Nicholas Gorham
Bonds & Specials	Equipe	PDV 929G	Finn Adam Egeland
Bonds & Specials	Marlin	Q407 UOE	Mr Ellis
Modified Herald	Pick-Up	RNU 49G	Mick Maidment *
Modified Spitfire	MkII	SO 67 077	Felix Schonberg
Car of Show	1500	UFX 203X	Stan Robottom
Modified Spitfire	1500	UPO 291T	Raymond Fields
Original Vitesse	MkII	UVO 486G	Howard Jones
Original GT6	MkII	VBL 597G	David Webster
Modified Vitesse	MkII	VHV 814G	Sid Jensen
Original Herald	13/60	WMT 459G	Paul Cobb
Original Spitfire	MkIV	YJH 312K	John & Yvonne Bloom

* Indicates that this is the final year of eligibility

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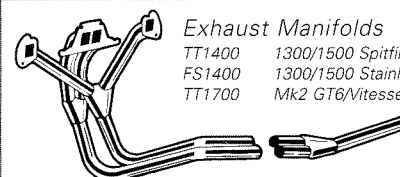
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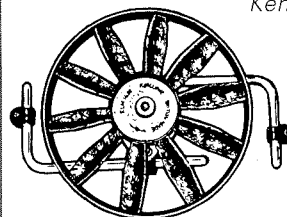


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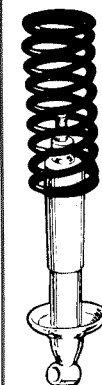
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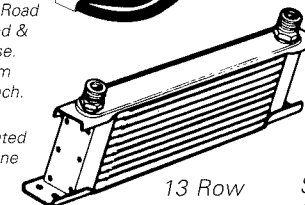
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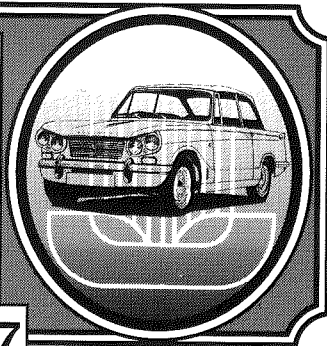
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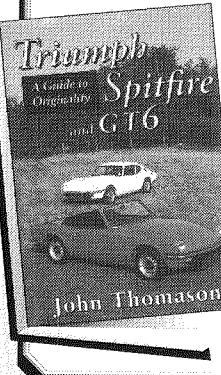


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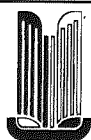
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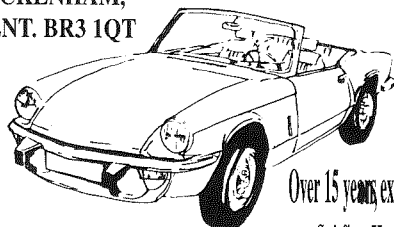
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A fully chromed and motorised 1959 948cc Triumph Herald, Earls Court Motor Show display chassis, which was presented to Ro.S.P.A. at Grosvenor House in London by the Standard Triumph car company after the 1959 Motor Show, it was formally donated to the Triumph Sports Six Club at its World Headquarters at Lubenham on May 19th by its last custodians - the Corporation of London's Road Safety Centre, where the show chassis was on display in the City's Guildhall.

Presenting the unique chassis was chairman, John Henderson, O.B.E., Deputy, Chairman Traffic and Road Safety Sub Committee, from the Road Safety Centre, representatives - Joe Weiss, Assistant

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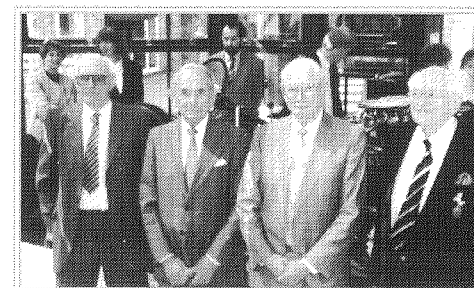
John Henderson hands over to Harry Webster, accepting the Chassis on the Club's behalf

Accepting the chassis on behalf of the club was the 'father' of the Herald, Harry Webster, Chief Design Engineer /Director, who brought with him the Triumph Company's Department heads responsible for the design and manufacture of the chassis at the time. Namely: Jim Parkinson, Chassis Engineer, David Eley, Triumph Engines, Howard Grubb, Body Engineer.



Left to right: Joe Weiss, Derek Ransome, John Henderson, Steve Mountford.

The chassis was accepted after a fanfare by 'Heralds' recorded from the original launch LP record. The chairman handed over the last missing piece of the chassis which was the accelerator pedal. In return Harry Webster presented the corporation with a miniature silver replica of the chassis.



Left to right: Jim Parkinson, David Eley, Harry Webster, Howard Grubb.

This working display chassis is now on permanent display in the Club's museum at Lubenham. ★

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TWIN TONE Hooter TROUBLE SHOOTER

The horn system can be split up into five basic sections:

1. The fuse box.
 2. The horn push.
 3. The horn relay.
 4. The wiring.
 5. The horns
- and defects in these parts can give rise to a host of symptoms such as:

1. No sound at all (electrical circuit not made).
2. A faint clicking from one or both horns (horn needs adjustment or terminally corroded inside).
3. Wrong tone, single instead of twin tone (one horn not working).
4. Intermittent operation (dodgy connection, chaffed wire shorting).
5. Horn sounds and won't stop (horn push or plunger damaged).
6. Rough sounding (internal corrosion or in need of adjustment).
7. Horn sounds when steering wheel turned (contact plunger damaged or casing tube worn).
8. Wrong note (mounting bolts loose or something nearby vibrating in sympathy).

THE CIRCUIT

All club cars are similarly wired with twin horns, some using a relay for horns having a higher operating current. FIGS 1 to 5 show typical wiring diagrams. For Bonds, read the appropriate four and six cylinder Triumphs.

Fig 1 - All Vitesse

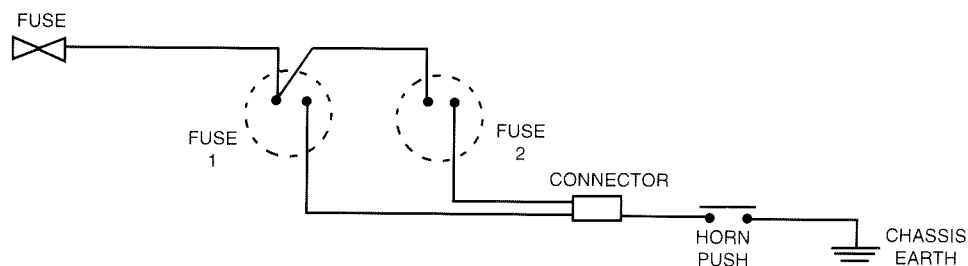


Fig 2 - GT6 Mk II with "6RA" relay

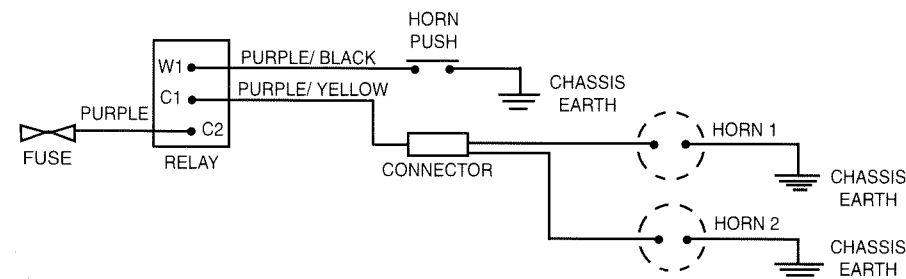


Fig 3 - SPITFIRE 1500I to CHASSIS FH100019

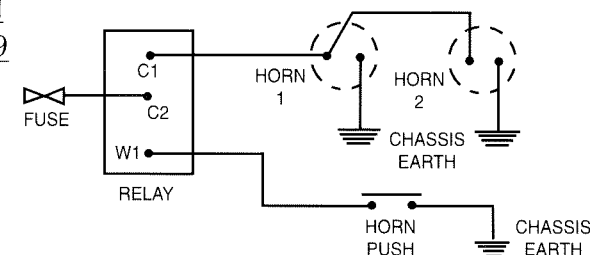


Fig 4 - SPIT 1500 from CHASSIS FH100019

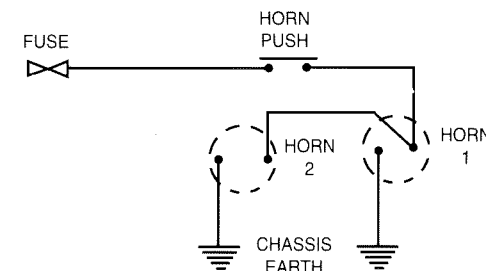
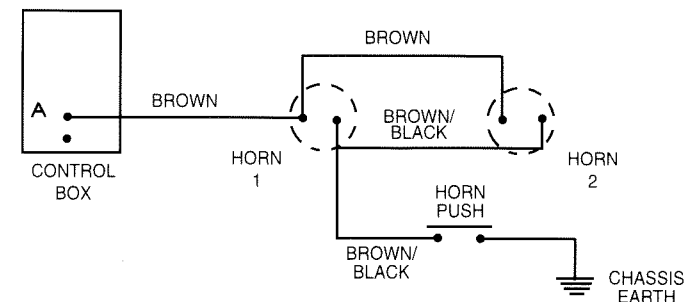
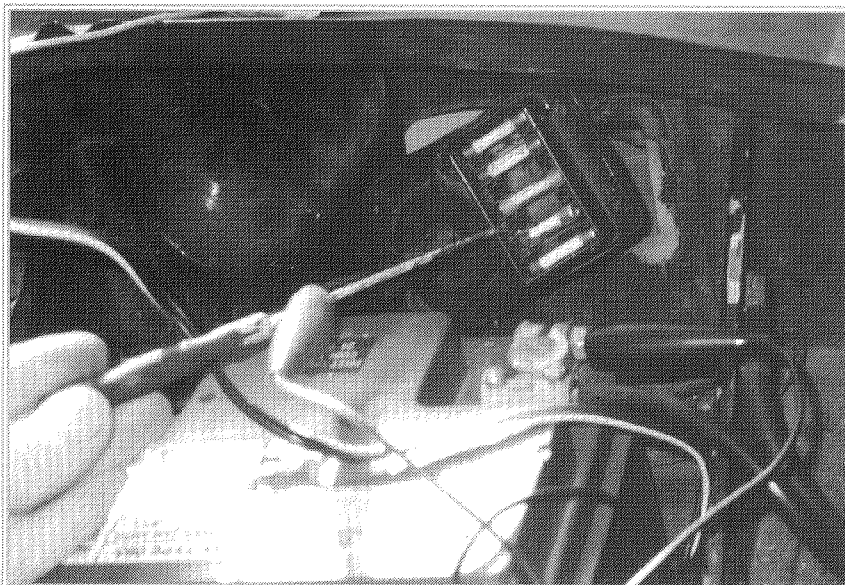


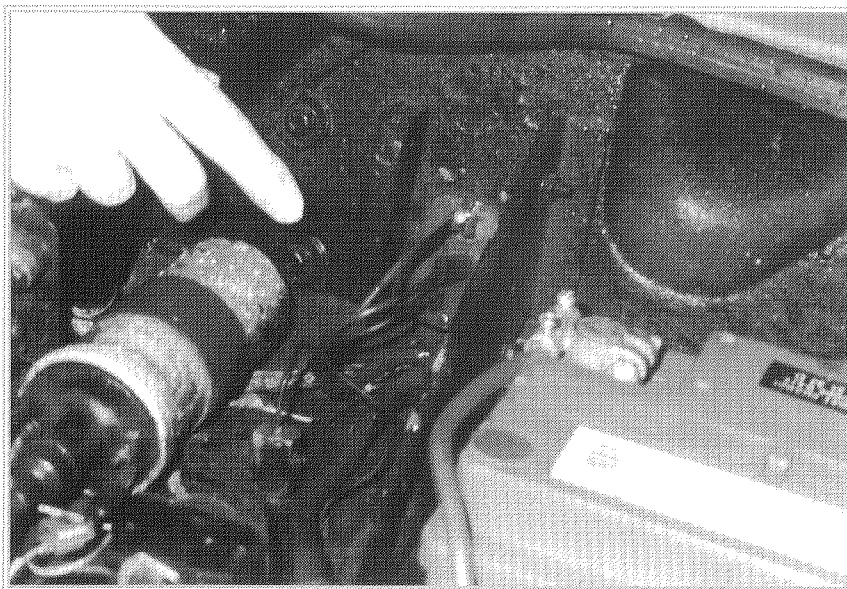
Fig 5 - HERALD 1200/ 13/60 948





THE FUSE BOX

This is an obvious check point but if the fuse is blown it is necessary to go through the circuit to find out why it blew. It's likely that a wire has chafed somewhere and shorted to earth. If the fuse is OK, check that there is voltage either side of the fuse holder using a test lamp or meter since the contacts holding the fuse can corrode (see fig. 6). Scrape them clean and check they have



sufficient spring in them to hold the fuse firmly.

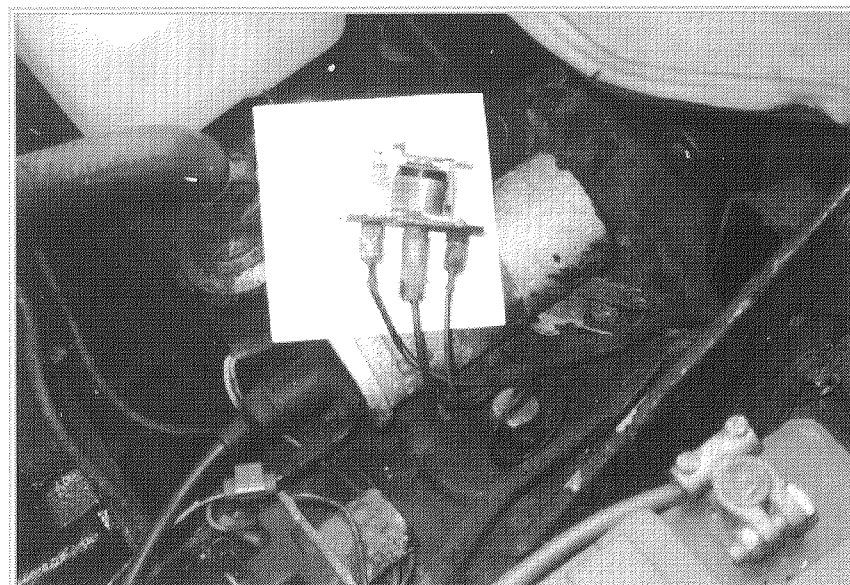
THE RELAY

The idea of a relay is that when the horn is pressed, instead of it completing the circuit and sounding the horns, it instead energises a solenoid in the relay and this solenoid moves a

contact which then completes a separate circuit. (fig. 7.) shows the location of a Spitfire 1500 relay.

Have a look at the relay in fig. 8., where it has been prised out of its casing. You can see the empty casing still on the bulkhead. The solenoid is in the

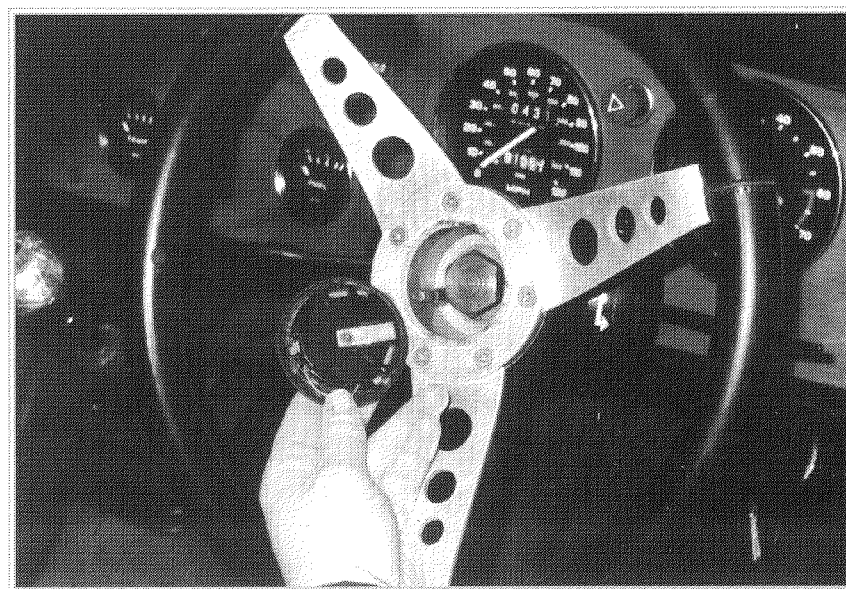
centre and the contacts are on the top left. When activated by the horn push, the solenoid pulls the contact down until it touches the lower contact and power flows to the horns. You can visually check that the solenoid is doing its job simply by watching as a helper presses the horn push. Even if the solenoid pulls the contact down it still may not touch the other – you can carefully bend the contact bar to correct this but ensure it springs back clear. The contacts themselves can corrode and pit but can be cleaned up with fine emery cloth.



THE HORN PUSH

This must be a snug fit in the steering wheel boss in order to keep a good circuit. In fig. 9, the brass wire spring (under thumb) must press against the wheel boss when fitted. The rectangular brass contactor should be clean where it touches the filament and should be secure where rivetted to the centre of the horn push.

Continued next month. ★



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Spiritfire rear lamp panel 716182	£64.00
Stainless steel oversill kit	£39.00 kit
Handbrake cable end fork 104749	£1.25 each
Early/late rear drive shaft	£52.50 each
Windscreens rubber chrome insert 917248/9	£32.50 per set
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Water pump 216939/GWP 128	£23.50 each
Handbrake front cable 121766	£2.50
Wishbone bushes 119451 (set of 8)	£9.00
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Brake caliper offside/nearside 159130/1	£53.00 each
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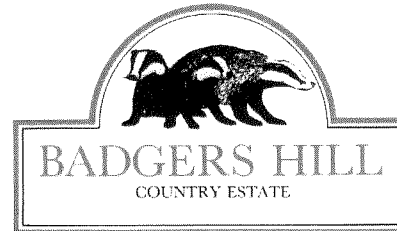
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Sunday 28th May – I was woken up by the sound of heavy rain on the windows. As I ate breakfast my thoughts went back to January 1991 when we purchased a Bond Equipe 2 Litre convertible, the problems getting it home, and then later that year, the start of a total ground up rebuild.

The car had hardly been road tested, certainly not 'run in', 25 years old, and we were going on a 300 miles round trip in the rain!

IMPRESSIONS OF THE **NORWICH UNION CLASSIC RALLY**

I put up the hood and set off to collect my son Keith who was to be co-driver on the run. As we travelled north to the start at Sheffield, the rain stopped and the sun was just breaking through the clouds. We were impressed with the warm welcome and efficiency when we signed on. The scrutineer found a small oil leak from the fuel pump but was not unduly concerned. The instructions suggested that thirty minutes should be allowed before the actual start time, if you want to look round the other cars it's not really long enough.

We folded the hood down and presented ourselves ready for the start. A few words of encouragement from the starter and we were on our way. The route took us south-west to Hathersage and on towards Bakewell, passing through Chatsworth Park. It was a very pleasant drive through the Peak National Park. In a convertible with the top down you get all the smells of the countryside, new mown grass, flowers, silage, farmyard and hot brake pads. Sounds of birds, snatches of conversation in villages and of course the six cylinder exhaust. We saw a few other cars, but most of the time we were on our own.

Soon we arrived at the first check point, Crich Tramway Museum, had the route card stamped, and were shown to a holding car park. We left the car there and walked along to the Tea Rooms. I did not realise that we could actually park in the old street. We sat on the terrace in the warm sunshine drinking our tea and watching the trams and cars. A real sense of

nostalgia! All to soon it was time to leave and head across the moors to the next check point.

Keith took over the driving while I read the route book. Very soon we caught up five E Type Jaguars at a road junction, neither of us could remember seeing as many on the road.

Now we were in the valleys it was very noticeable that it was warmer than up on the moors, no wonder the vegetation is so much greener and healthier. Then we were approaching Burton on Trent and check point 2, the Bass Museum. We were able to park right outside the cafe and lost no time in exchanging our complimentary vouchers for a leisurely cup of tea.

Back into the car to head towards Nuneaton mainly on minor roads, passing through several picturesque villages, a mile or so of main road and we turned left into check point 3, MIRA.

Here was a chance to try out the car on the proving ground handling circuit. A first cautious lap, back to the waiting area where we found we could drive as many laps as we wanted, we stiffened up the Spax by several clicks and did a couple more laps each, and reluctantly decided that we had better leave while we still had tread on the tyres.

A short drive and we were at check point 4, Bruntingthorpe Proving Ground. We were offered the opportunity to drive down the two mile straight,

which we declined, the rebuilt engine had done less than 400 miles and I did not want to risk damaging it. Another short pleasant drive through rural Leicestershire through more charming villages and we arrived at check point 5, Stanford Hall. We used more of our refreshment vouchers for a late lunch. While we ate we watched some of the Hovercraft competing in the National Finals being held there. I have not seen hovercraft racing, it looks wet, noisy, and lots of fun!

Feeling quietly confident of reaching the finish, we headed off towards Silverstone. The first part of the route was on quiet Northamptonshire roads, as we neared the finish the roads

became busier as participants from other start points converged on the route. On arrival at Silverstone, we had the route card stamped for the



final time, and were waved through the finishing arch, and presented with our medals, almost before we could take it all in we found ourselves on a very busy race circuit. A rather nervous first lap for Keith the second was more fun. In for a driver change and

time for me to take over, for two laps and then in to look around some of the other cars. As we parked the Bond, one of the first people we saw was the starter from Sheffield, who recognised us straight away and congratulated us on finishing.

The car behaved perfectly, our initial fear of rain was unfounded, and we completed the whole event with the hood down. The route was easy to follow and very accurate. The route itself took us through several places that we would like to return to and spend more time there. The overall feeling of the event was one of superb organisation and a friendly relaxed atmosphere. This was our first event, hopefully of many. ★



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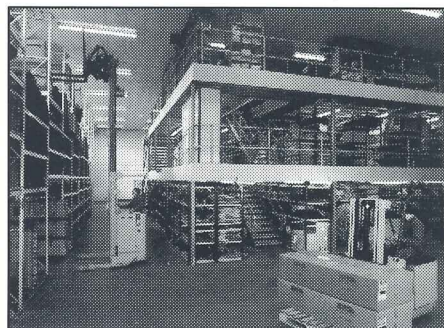


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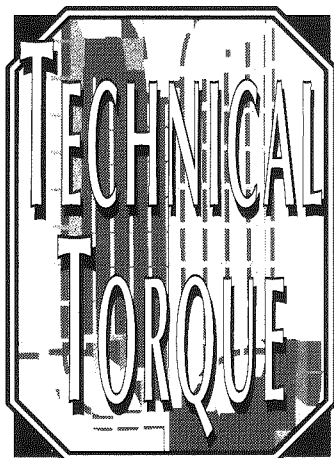
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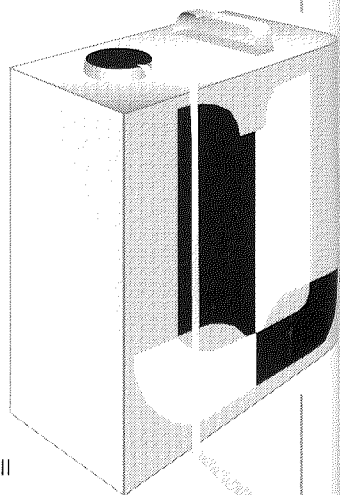
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COMPREHENSIVE OIL



Sounds like dead dinosaurs do the job just fine.

Has anyone tried Kendall Oils? My father swears by them, claiming the other brands spend their money (and hence your cost) on advertising, whereas Kendall oil is just higher quality.

From what I understand, Castrol uses the best additive package of all dead dinosaur oils, so that's what I use. Kendall is commonly used by dealership service departments, which I don't trust to do anything except maximise their profits, so I don't respect their choice of oil. That, of course, is nothing but my own personal bias. I don't believe in miracles, the Easter Bunny or brand names. I do tend to believe research chemist motorheads. I use Castrol GTX 20W50, and change the oil every 2500 miles.

I will answer a couple of questions asked by another. Yes, it is OK to mix mineral and synthetic oils. One of the early synthetics used was a Polyalkylene Glycol. This was totally incompatible and would gel when mixed. This has not been used for years for automotive lubrication. All common synthetics used for engine lubrication nowadays Polyalphaolefin (Mobil 1) or a Dibasic Organic Ester type (AMSOIL). These are fully compatible with conventional oils. In fact Golden Spectro and AGIP Sint 2000 are mixtures of mineral and synthetic oils. It is always best to mix oils with the same rating (SG). This insures that the additive packages are compatible and will maintain their effectiveness.

All engine oils use an organic Zinc compound as an extreme pressure/anti wear additive. Spectro adds more to their Motorcycle oil than to the car oil because Zinc is a poison to catalytic converters. You will see that some "car" oils contain more than their motorcycle oil. The difference in zinc content between .11% and .16% is insignificant to the converter. The little data I saw on the oils packaged by the motorcycle

Addressing the original question, which is better Castrol GTX changed every 3000 miles or a synthetic oil changed at 3000 or 5000 or 7000? When it comes down to it, the extra cost (about \$7/4 quarts vs \$16/4 quarts) would be worth it, if there was a difference.

If you're operating under severe conditions, eg racing, then it might be worth it. All that I have heard from people who have torn down motors beyond 80K is that if you change the oil and filter every 3K, then the crosshatch from the original factory cylinder honing will still be visible in the cylinder bores.

manufactures indicated that they were no better than the top automotive oils. Whilst most were good, they didn't offer anything the cheaper oils do. (They are in reality just re-packaged and in some cases slightly re-formulated top grade auto oils).

Choosing the best motor oil is a topic that comes up frequently in discussions between motorheads, whether they are talking about motorcycles or cars. The following article is intended to help you make a choice based on more than the advertising hype.

Oil companies provide data on their oils most often referred to as "typical inspection data". This is an average of the actual physical and a few common chemical properties of their oils. This information is available to the public through their distributors or by writing or calling the company directly, have compiled a list of the most popular, premium oils so that a ready comparison can be made. If your favourite oil is not on the list get the data from the distributor and use what I have as a database.

This article is going to look at the six most important properties of a motor oil readily available to the public: viscosity, viscosity index (VI), flash point, pour point, % sulfated ash, and % zinc.

VISCOSITY is the measure of how thick an oil is. This is the most important property for an engine. An oil with too low a viscosity can shear and lose film strength at high temperatures. An oil with too high a viscosity may not pump to the proper parts at low temperatures and the film may tear at high rpm.

The weights given on oils are arbitrary numbers assigned by the S.A.E. (Society of Automotive Engineers). These numbers correspond to "real" viscosity, as measured by several accepted techniques. These measurements are taken at specific temperatures. Oils that fall into a certain range are designated 5, 10, 20, 30, 40, 50 by the S.A.E. The W means the oil meets specifications for

viscosity at 0 F and is therefore suitable for winter use.

The following chart shows the relationship of "real" viscosity to their S.A.E. assigned numbers. The relationship of gear oils to engine oils is also shown.

Multi viscosity oils work like this: Polymers are added to a light base (5W, 10W, 20W), which prevent the oil from thinning as much as it warms up. At cold temperatures the polymers are coiled up and allow the oil to flow as their numbers indicate.

As the oil warms up the polymers begin to unwind into long chains that prevent the oil from thinning as much as it normally would. The result is that at 100 degrees C the oil has thinned only as much as the higher viscosity number indicates. Another way

of looking at multi-vis oils is to think of a 20W-50 as a 20 weight oil that will not thin more than a 50 weight would when hot.

Multi-viscosity oils are one of the great improvements in oils, but they should be chosen wisely. Always use a multi grade with the narrowest span of viscosity that is appropriate for the temperature you are going to encounter. The polymers can shear and burn forming deposits that can cause ring sticking and other problems. 10W-40 and 5W-30 require a lot of polymers (synthetics excluded) to achieve that range.

This has caused problems in diesel engines, but fewer polymers are better for all engines. The wide viscosity range oils, in general, are more prone to viscosity and thermal breakdowns due to the high polymer content. Very few manufacturers re-commend 10W-40 any more, and some threaten to void warranties if it is used. It was not included in this article for that reason. 20W-50 is the same 30 point spread, but because it starts with a heavier base it requires less viscosity index improvers (polymers) to do the job. AMSOIL can formulate their 10W-30 and 15W-40 with no viscosity index improvers, but uses some in the 10W-40 and 5W-30, and I assume the new 10W-30. Follow your manufacturer's recommendations as to which weights are appropriate for your vehicle.

VISCOSITY INDEX is an empirical number indicating the rate of change in viscosity of an oil within a given temperature range. Higher numbers indicate a low change, lower numbers indicate a relatively large change. The higher the number the better. This is one major property of an oil that keeps your



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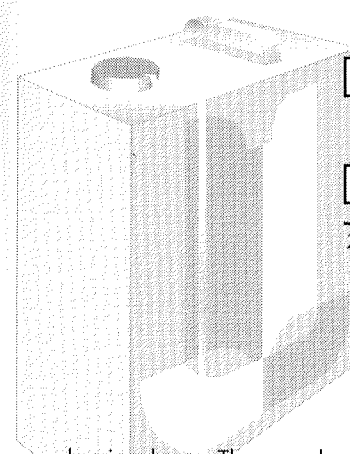
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bearings happy. These numbers can only be compared within a viscosity range. It is not an indication of how well the oil resists thermal breakdown.

FLASH POINT is the temperature at which an oil gives off vapours that can be ignited with a flame held over the oil. The lower the flash point the greater tendency for the oil to suffer vaporisation loss at high temperatures and to burn off on hot cylinder walls and pistons. The flash point can be an indicator of the quality of the base stock used. The higher the flash point the better. 400F is the minimum to prevent possible high consumption. Flash point is in degrees F.

POUR POINT is 5 degrees F above the point at which a chilled oil shows no movement at the surface for 5 seconds when inclined. This measurement is especially important for oils used in the winter. A borderline pumping temperature is given by some manufacturers. This is the temperature at which the oil will pump and maintain adequate oil pressure. This was not given by a lot of the manufacturers, but seems to be about 20 degrees F above the pour point. The lower the pour point the better. Pour point is in degrees F.

SAE Gear Viscosity Number

75W	80W	85W	90	140
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SAE Crank Case Viscosity Number

10	20	30	40	50
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2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42

viscosity cSt @ 200 degrees C

% SULFATED ASH is how much solid material is left when the oil burns. A high ash content will tend to form more sludge and deposits in the engine. Low ash content also seems to promote long valve life. Look for oils with a low ash content.

% ZINC is the amount of zinc used as an extreme pressure, anti-wear additive. The zinc is only used when there is actual metal to metal contact in the engine. Hopefully the oil will do its job and this will rarely occur, but if it does, the zinc compounds react with the metal to prevent scuffing and wear. A level of .11% is enough to protect an automobile engine for the extended oil drain interval, under normal use. Those of you with high revving, air cooled motorcycles or turbo charged cars or bikes might want to look at the oils with the higher zinc content. More doesn't give you better protection, it gives you longer protection if the rate of metal to metal contact is abnormally high. High zinc content can lead to deposit formation and plug fouling.

The data: Listed alphabetically

— indicates the data was not available

Brand	VI	Flash	Pour	%Ash	%Zinc
20W-50					
AMSOIL	136	482	.38	>.5	—
Castrol GTX	122	440	.15	.85	.12
Exxon High Perf	119	419	.13	.70	.11
Havoline Formula 3	125	465	.30	1.0	—
Kendall GT-1	129	390	.25	1.0	.16
Pennzoil GT Perf	120	460	.10	.9	—
Quaker State Dix.	155	430	.25	.9	—
Shell Truck Guard	130	450	.15	1.0	.15
Spectro Golden 4	174	440	.35	—	.15
Spectro Golden M.G.	174	440	.35	—	.13
Unocal	121	432	.11	.74	.12
Valvoline All Climate	125	430	.10	1.0	.11
Valvoline Turbo	140	440	.10	.99	.13
Valvoline Race	140	425	.10	1.2	.20
20W-40					
Castrol Multi-Grade	110	440	.15	.85	.12
Quaker State	121	415	.15	.9	—

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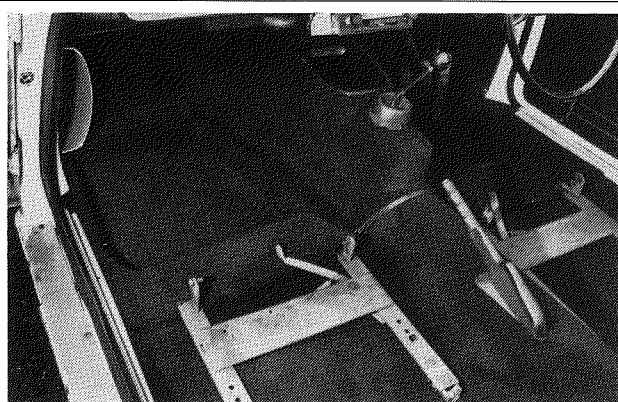
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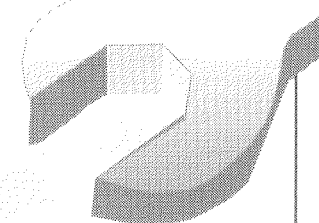
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Brand	VI	Flash	Pour	%Ash	%Zinc
15W-50					
Chevron	204	415	.18	.96	.11
Mobil 1	180	430	.55	—	—
Mystic JT8	144	420	.20	1.7	.15
15W-40					
AMSOIL	135	460	.38	<.5	—
Castrol	134	415	.38	<.5	—
Chevron Delo 400	136	421	.27	1.0	—
Exxon XD3	—	417	.11	.9	.14
Exxon XD3 Extra	135	399	.11	.95	.13
Kendall GT-1	135	410	.25	1.0	.16
Mystic JT8	142	440	.20	1.7	.15
Shell Rotella w/XLA	146	410	.25	1.0	.13
Valvoline All Fleet	140	—	.10	1.0	.15
Valvoline Turbo	140	420	.10	.99	.13
10W-30					
AMSOIL	142	480	.70	<.5	—
Castrol GTX	140	415	.33	.85	.12
Chevron Supreme	150	401	.26	.96	.11
Exxon Superflo Hi Perf	135	392	.22	.70	.11
Exxon Superflo Supreme	133	400	.31	.85	.13
Havoline Formula 3	139	430	.30	1.0	—
Kendall GT-1	139	390	.25	1.0	.16
Mobil 1	—	430	.60	—	—
Pennzoil PLZ Turbo	140	410	.27	1.0	—
Quaker State	156	410	.30	.9	—
Shell Fire and Ice	155	410	.35	.9	.12
Shell Super 2000	155	410	.35	1.0	.13
Shell Truck Guard	155	405	.35	1.0	.15
Spectro Golden M.G.	175	405	.40	—	—
Unocal Super	153	428	.33	.92	.12
Valvoline All Climate	130	410	.26	1.0	.11
Valvoline Turbo	135	410	.26	.99	.13
Valvoline Race	130	410	.26	1.2	.20
5W-30					
AMSOIL	168	480	.76	<.5	—
Castrol GTX	156	400	.35	.80	.12
Chevron Supreme	202?	354	.46	.96	.11
Exxon Superflow HP	148	392	.22	.70	.11
Havoline Formula 3	158	420	.40	1.0	—
Mobil 1	150	430	.65	—	—
Mystic JT8	161	390	.25	.95	.1
Quaker State	165	405	.35	.9	—
Shell Fire and Ice	167	405	.35	.9	.12
Unocal	151	414	.33	.81	.12
Valvoline	135	405	.40	1.0	.11
Valvoline Turbo	158	405	.40	.99	.13

All of the oils above meet current SG/CD ratings and all vehicle manufacturer's warranty requirements in the proper viscosity. All are "good enough", but those with the better numbers are icing on the cake. The more expensive synthetics, AMSOIL, Mobil 1, and Spectro offer the only truly significant differences, due to their superior high temperature oxidation resistance, high film strengths, very low tendency to form deposits, stable viscosity base, and low temperature flow characteristics. Synthetics are superior lubricants compared to traditional petroleum oils. You will have to decide if their high cost is justified in your application.

The extended oil drain intervals given by the vehicle manufacturers (typically 7500 miles) and synthetic oil companies (up to 25,000 miles) are for what is called normal service.

Normal service is defined as the engine at normal operating temperatures, at highway speeds, and in a dust free environment. Stop and go, city driving, trips of less than 10 miles, or extreme heat or cold puts the oil change interval into the severe service category, which is 3000 miles for most vehicles. Synthetics can be run two to three times the mileage of petroleum oils with no problems. ★



Tommy the Triumph

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Y'SEE — I ALWAYS
THOUGHT THAT WE
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CALLED DENTISTS AS
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IT IS ALSO USED AS A
GO-FASTER FUEL FOR
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DEATH/ARTIST BY GILES GIBSON © 1995

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