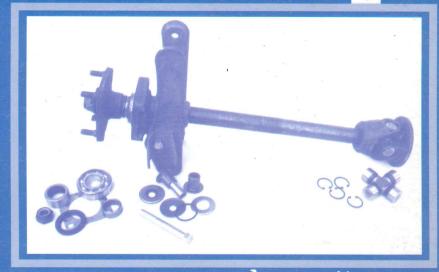


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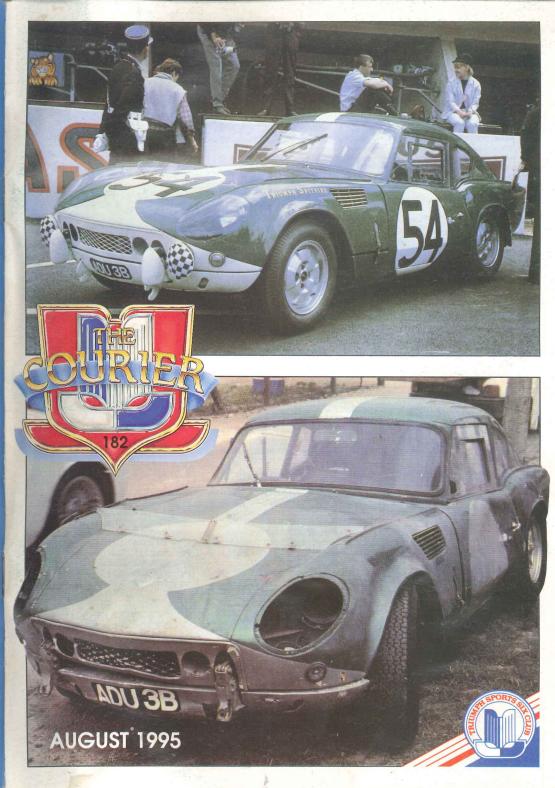
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THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 16. No.182. August 1995.
Price £1.75 Free to Club Members.

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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.

(*) TRIUMPH SPORTS SIX (LUB LTD 1995





Cover photo:
ADU 3B Before the race and as found a few years ago, fancy finding this in a Barn?...
...Dream On!
Photo Ivan Souverain

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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 958

his 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

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

SUN 6thGATWICK AREA ANNUAL REDHILL STEAM & COUNTY SHOW Telephone: 01737 766589

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 BARNSLEY BILL'S CAMPING SPECTACULAR. Nostell Priory, Contact V.Thompson 01302 850740

SUN 20th STAFFORDSHIRE AREA TREASURE HUNT. Contact lan 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 KIWI'S SPITFIRE CONTINENTAL CAVALCADE, France Germany, Holland. Kiwi 01453 886070

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

SEPTEMBER

SAT/SUN 2nd/3rd NORTH YORKS MOORS CONCOURS & CONVOY Rosedale Abbey. Contact (York)656095

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 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 ChrisTwigg 01245 442788, Andy Cook 01227 214184.

NOVEMBER

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

NATIONAL & LOCAL TSSC INVITED

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. lan 0131 539 1 402.

SUN 6th RUSHTONS CLASSIC CAR SHOW, Willen Lake, Brickhill St, Milton Keynes

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

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

SAT/SUN 12/13th INTERNATIONAL RALLY CAR DAY '95' Hatton Country World, Hatton, Warks.

SUN 13th TRENTHAM GARDENS TRANSPORT FESTIVAL, Stoke on Trent

SAT/SUN 19/20 DUNDEE RALLY, Camperdown Park, Dundee, 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.

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

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

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

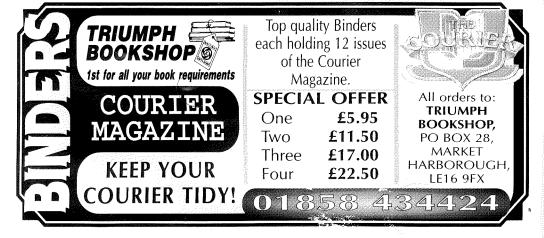
SUN 24th THE LONDON CLASSIC CAR SHOW, Kempton Park Racecourse

OCTOBER

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

NOVEMBER

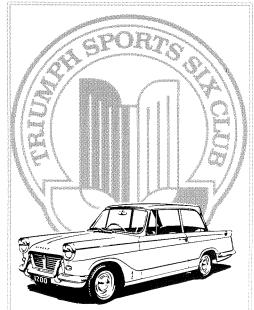
SAT/SUN 11/12TH NATIONAL CLASSIC CAR SHOW, NEC. Birmingham.



COMMENT^{II} Bill Sunderland

ON THE UP!

Weekend, phones red hot, members and staff everywhere getting ready. As you read this it will be all over and from where I'm standing now, I think all of us at HQ will be well pleased.



Preparations always take many months and TSSC events have traditionally grown in size but also in complexity. Each year striving to give all you members more. Take a minute to reflect that virtually all the work on TSSC events is carried out by voluntary members. If you would like to get involved on any area level or national level, let us know and we will gratefully point you in the right direction.

It may be a long playing record, but the strength of popularity 'our cars' has achieved is not a mean feat and goes further than just the cars. Members' never ending enthusiasm be it on the race track or in the workshop continues to take the TSSC to new heights.

Our race team have had superb results, with Spitfires now reliably revving past 9000rpm, TSSC car values have risen due to the workshop hours spent bringing club cars back to showroom condition. On the concours front, in the National Autoglym competition, we are taking a clean sweep with the McGowan's GT6 MkIII and Hugh Roberts' Vitesse.

Good news for members representing the Triumph Sports Six Club in and outside Club

circles, keeping our cars at the forefront of interest. This in turn keeping every classic car magazine turning out articles on a near monthly basis, realising the Triumph audience and this finally gives us the biggest boost yet, trade involvement because the greater the spotlight placed on our cars, the better chance of further development and re-manufacture of parts. Only this month did John Kipping release an updated parts_catalogue, T. D. Fitchett has imminent news of two major re-manufactured panels and Rimmer Brothers are now seriously looking at parts supply for early Club cars.

All in all, not bad for a Club that has the car that saved Standard Triumph from bankruptcy, long live the Triumph Herald.



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Heritage Motor Parts, the trading division of British Motor Heritage, has produced original equipment sun visors for some Triumph models. Prices include VAT.

Part No.	Description	RRP
823381	Drivers side, black, LHD & RHD (can be retro-fitted to GT6 cars) Triumph Spitfire MkIV and 1500	£10.01

XKC2949PA Passengers side, black, LHD cars

(can be retro-fitted to GT6 cars). Triumph Spitfire MkIV and 1500

£14.00

These parts are available from the appropriate marque Approved Heritage Specialist. A full list can be obtained from the Heritage office on **01865 383510**.

THANKYOU!

On September 1st last year, 'Vicky' my 1600 Vitesse convertible was stolen. When I came back from holiday on the Isle of Wight to this news I was distraught but got down to publicising the fact that 'Vicky' had gone. For a long while after that the phone did not stop ringing with offers of help and condolences from all over the country. Svein Johannessen even phoned me from Norway.

An insurance claim went in to Footman James who were very prompt in settling the 'Agreed Value' but as most TSSC members will know, this does not make up for the loss of 'your car' however much is paid out.

By now I had resigned myself (almost) to the fact that I would not see 'Vicky' again, she had either gone abroad or had been broken down for spare parts.

Imagine my surprise when I came back from holiday after Le Mans this year to find a letter waiting for me (already a fortnight old now) to say that 'Vicky' had been found. That first week back at work was frantic,



making phone calls trying to find out where 'Vicky' was and organising to see her (did I in fact want to see her, what sort of condition was she in?), anyway to cut a long story short, as short as possible, I saw 'Vicky' in a salvage yard looking very sorry for herself on the Wednesday and then contacted the Dominion Insurance Co. who were very helpful and after some heavy negotiating we settled on a price and I have been able to buy 'Vicky' back.

The good news is getting around already and phone calls of congratulations are flooding in including some offering financial help to re-purchase 'Vicky' should it be needed.

What I would really like to say is a A VERY BIG THANK YOU TO EVERYONE both inside and outside the TSSC who have helped me through the ordeal including Footman James and the Dominion and my long suffering and understanding boss Dave Kipping.

Soon, hopefully, following some repair work 'Vicky' will be back in circulation and on the club scene again where she belongs,

. . . thank you again,

Jon Beeston and Vicky Mid Kent AO



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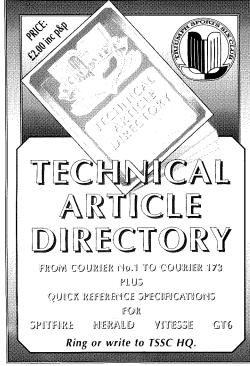
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Never Raced or Rallied

ecently I received a letter ackslashabout a member who sold a Club car on behalf of a friend. The member was later prosecuted for selling the vehicle in an unroadworthy condition.

Since we all sell cars from time to time, my correspondent suggested that it might be a good idea if we all knew the law relating to the selling of unroadworthy vehicles. So here it is.

The subject is dealt with under Section 75 Road Traffic Act 1988 (as amended by Sec. 16 R.T.A. 1991).

Sec 75 (1) Subject to the provisions of this section no person shall supply a motor vehicle or trailer in an unroadworthy condition

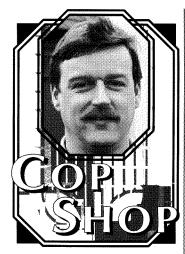
- (2) Supply includes selling, offer for sale or supply and expose for sale.
- (3) For the purposes of subsection (1) above a motor vehicle or trailer is in an unroadworthy condition if it is in such a condition that the use of it on a road in that condition would be unlawful by virtue of any provision made by regulations under

GIIV!

section 41 of this Act (this enacts the Motor Vehicles (Construction and Use) Regulations) as respects -(i) Brakes, steering gear or tyres, or (ii) the construction, weight or equipment of the vehicle.

- (4) Subject to the provisions of this section no person shall alter a motor vehicle or trailer so as to render its condition such that the use of it on a road in that condition (a) would be unlawful by virtue of regulations under section 41, or (b) would involve danger of injury to any person.
- (5) A person who supplies or alters a motor vehicle or trailer in contravention of this section, or causes or permits it to be so supplied or altered, is guilty of an offence.
- (6) A person shall not be convicted of an offense under this section in respect of supply or alteration of a motor vehicle or trailer if he proves (a) that it was supplied or altered, as the case may be, for export from Great Britain, or
- (b) that he had reasonable cause to believe that the vehicle or trailer would not be used on a road in Great Britain, or would not be so used until it had been put into a condition in which it might lawfully be so used.

(6A) Paragraph (b) of subsection (6) above shall not apply in rela-



tion to a person who, in the course of a trade or business (a) exposes a vehicle or trailer for sale, unless he also proves that he took all reasonable steps to ensure that any prospective purchaser would be aware that its use in its current condition on a road in Great Britain would be unlawful, or (b) offers for sale a vehicle or trailer, unless he also proves that he took all reasonable steps to ensure that the person to whom the offer was made was aware of the fact.

Well that's the legislation virtually verbatim. I tried to simplify it, but found the original was easier to understand. Put simply: if you advertise a car for sale and don't tell a prospective buyer of any faults that would make it unroadworthy, you could be prosecuted for the sale of the vehicle. If you buy a vehicle and subsequently find it is unroadworthy, you have some recourse in criminal law and perhaps some recourse in civil law to reclaim your losses.

If you have a query or topic on Road Traffic Legislation why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN enclosing a stamped, addressed envelope.

his month's photo comes from my archives and was taken in 1988. I suspect a lot of you don't recognise this particular Herald based kit car. I don't think I've featured this model before, they are Moss Mambas. The Mamba was, like the rest of the Moss range, Roadster, Malvern and Monaco, a creation of John

The model was first introduced to the kit car buying public in 1983

10

Cowperthwaite.

Yes, people were actually buying kit cars in those days.

At that time John Cowperthwaite and Moss Motors Ltd were operating out of slightly strange premises in Store Street, Sheffield. I can be sure of this because it was during 1983 that Jackie and I drove up to Sheffield in our trusty Herald to check out the company and see a complete Moss

Malvern before parting with a deposit. During that visit I was shown a fibreglass body that had just arrived from the boat builders John was employing to do the GRP work. That body was the first Mamba and was soon built up to be the company demonstrator.

Some of you may recognise the styling influences – an Alfa Romeo model of the fifties, which made a refreshing change form the more usual offerings available from kit car manufacturers at the time. I don't have any idea how many Mamba kits were sold, at least four, these two and two more on my register, but I'm certain that

they never matched the sales of the Roadster or Malvern models. During the second half of the eighties the Moss range changed hands and at one stage the Mamba model split from the rest of the range but was not actively marketed for very long. So the Moss Mamba

remains a pretty exclusive car. Anyone out there got one? or used to have one?

Talking about Moss Mambas makes me think of another, even more obscure Herald based kit car, the AKS Continental. This was a body supplied by a company called Auto Kraft Shells during the fifties and early sixties. They were intended to use Ford 10 mechanicals but they also found their way onto Buckler chassis and our very own Herald chassis. The connection with the

know of one? Send me all the info and pictures you have on Mambas or AKS

Continentals. In fact, send me pictures and news of all your club kit cars and Specials, bring your pride and joy to a wider audience.

NATIONAL SPECIALS AND KIT CAR DAY

The 1995 National Specials and Kit Car Day is almost upon us. You have absolutely no excuse for not knowing that the event takes place on Sunday 20th August at the Shelford Rugby Club in Cambridge. The show is combined with the Anglia Triumph Show organised by our Cambridge Area and for details of all that is going to happen, see the ad-

> elsewhere in this issue. Don't forget there is an award on offer for the best Special or Kit so set your direction finders to just right of middle and ioin the fray. The competition will be very friendly I promise. If you can't make it I want a note from your mum. Before I close I must tell you this, the other day, Abby, daughter number two and I went out into the country for some nature study. The

4OSS MAMBAS - Snake eyes?

Mamba is simply the shape, they are very similar, almost twins. I have just one record of a Herald based AKS Continental and no photograph to show you. Anyone

National Trust car park had a map fixed to a tree stump and Abby, who is six by the way, asked me where we were on it. Loointed to the words, 'You are here'. She read, thought and said 'How do they know that?'. Well, I was stumped, what was I supposed to say to that? *



s those of you with 1200 Heralds know, the white bumpers deteriorate with age. This leads to a cracked/crazed powdery surface - the usual consequence is white lines on vour trousers after brushing against the bumpers.

The deterioration is mainly due to UV breakdown of the rubber over the years, just as tyres and windscreen seals break down.

The 'ultimate' solution is to replace the bumpers with new ones which are available from Triumph specialists. This is easier said than done, if the valances are less than perfect fitting it's difficult. Rusty valances and fitting flanges interfere with the

sliding on of the new bumpers. If your valances are past their best it is well worth investingin a new set of valances as well as bumpers.

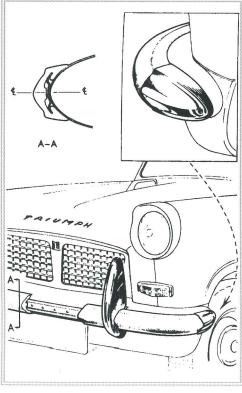
When fitting the new bumpers liberally apply Waxovl or similar to the metal attachment flange - this is a notorious rust point and such treatments applied afterwards usually stain the bumpers.

I have tried rubbing down old bumpers to

remove the powdering but with little success. The deterioration can go down deeply on old cars and a great deal of bumper is removed. It is also difficult to preserve the bumper profile!

The best solution I have found is a light rubbing down with medium wet and dry. The bumpers should be well washed with water and allowed to dry. I then paint with whitewall tyre paint. This is quite expensive but fortunately a little goes a long way!

The result is not perfect, a slight crazing can be seen on the bumpers but they no longer transfer white powder to your trousers! *



CHRIS LONGHURST



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Side rail, Herald/Vitesse	£13.00	Front scuttle plain	£9.50
Outrigger, boot, Herald/Vitesse	£15.00	Pair Herald door trims	£44.00
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Rear valance, Herald	£39.00	SUSPENSION/STEERING	
Herald/Vitesse sills	£15.00		£32.00
Bonnet D plate, Herald/Vitesse	£9.00	B.S.R.E. steering rack (exchange) STANPART trunnion	£32.00 £13.00
RUBBER SEALS, HERALD/VITES	SE	STANPART trunnion	£13.00
		Top oil seal	£13.00 £1.50
Quarter light seal, pair Rear screen seal, Herald/Vitesse	£32.00 £17.00	Trunnion bush kit	£4.00
Windscreen seal	£17.00 £17.00	Rear trunnion bush kit	£4.50
Gear lever gaitor, Herald/Vitesse	£17.00	Anti roll bar links each	£9.50
Handbrake rubber gaitor	£7.50	Top ball joint	£9.50
Petrol tank filler neck seal	£4.50	Track rod end	£9.50
Header rail, convertible	£7.50	Unipart rear wheel bearing	£16.00
	27.00		th £39.00
MOUNTS AND BUSHES		Disc, Vitesse/GT6 each	£16.00
Engine mounts, 4 cylinder	£4.50	Disc, Spitfire/Herald	£14.00
Engine mounts, 6 cylinder	£6.50	Rear shocks (non Roto)	£17.00
Overdrive gearbox mount	£15.00	Front shocks (all models)	£19.00
Non overdrive gearbox mount	£2.00	Rear leaf spring 1500	£59.00
Steering column bush (not 1500)	£4.95 £4.95	Rear leaf spring MkIII	£59.00
Bump stops (roto suspension) Wishbone bushes	£4.95 £1.00	Rear leaf spring Roto GT6	£59.00
Rear spring eve bushes	£4.00	Universal joint	£7.00
Shock absorber bush rear	£0.65	CHROME & LOCKS etc.	
	20.00	Boot handle assy. Spitfire IV/1500	£15.00
CLUTCHES & MISCELLANEOUS		Tailgate handle GT6 I-II	£15.00
Spitfire III/Herald 13/60	£41.00	Tailgate handle GT6 III	£15.00
Spitfire IV	£41.00	Boot handle Spitfire I, II, III T.R.I.U.M.P.H. letter set	£15.00 £11.00
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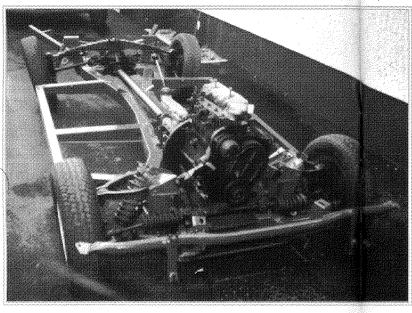


s promised last month, Stewart McEwan's soonto-be-concours 13/60 saloon makes its appearance on these pages. Stewart bought the car in southern England and took it back to Ulster for restoration.

It had led a remarkably sheltered life having had 2 previous owners, one lady who drove 19,000 miles in 21 years and an elderly gent who never exceeded 40 mph. Not surprisingly, it was in exceedingly good condition but, not to be put off by this, Stewart has done a full body-off rebuild to what appears to be a very high standard indeed. The car, 'Honey' to its friends, has been



painted in its original Cherry Red, but in a more durable two-pack paint, by Alderdice Classic Cars, Kilkeel. Beautiful! Last month you may remember that I made a request on Stewart's behalf: Does anyone have one of the original venetian blind kits available? He would also like a pair of 'correct' 1967 wing mirrors. If someone has either of these



items in mint or near mint condition please contact me.

For those of you who live in my neck of the woods and have trans-mission trouble; I would like to recommend you to: J.W.Engineering, 7-9 Barnehurst Rd, Barnehurst, Kent (near Bexleyheath), tel: 01322 556554/559852. They are extremely friendly and helpful

tackle just about any work on gearboxes, propshafts, driveshafts, differentials and so on. I recently had my 2.5 prop balanced there and they

and can

did an excellent job. From my discussions with them, it is surprising just what can be repaired. For example, I was under the impression that propshafts with worn out sliding joints should be scrapped, but it appears that proper replacement parts are to hand and such repairs are routine.

Not much else to report this month due to a mega lack of time. Only to say Hi! to all the members that I've 'spoken to' on the Internet. For those

with WWW connections, here are a few URL's to look at if you don't know them already

(this includes my own Homepage which is currently under construction):

http://www.team.net/triumphs/hypermail/index.html

(for general Triumph info)

http//www.octacon.co.uk/ext/tssc/home.html

(a trial page for the TSSC)

http://www.sanders.com/vtr/vtr.html

(Vintage Triumph Register, USA)

http://www.oslonett.no/home/egilk/t2000.html (2000/2500/2.5)

http://www.mit.edu:8001/afs/athena.mit.edu/user/z/i/zimerman/www/tr 6.html (TR6)

http://triumph.cs.utah.edu/TR8/TR8.html (TR7 and 8)

Last and definitely least:

http//www.elec.qmw.ac.uk/~philw/homepage.html (my own effort)

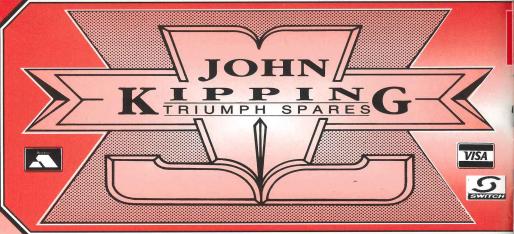
To finish, here's a recent exchange from the triumphs@autox.net: Ouestion: "Anyone know why my '75 Spitfire steering wheel feels like it's gonnna come off?! There is about 1/4" play in it along the steering shaft, causing it to move in toward the dash and out toward the driver."



Yours truly supplied a sensible answer, but the following reply also appeared ('LBC' refers to British classic cars, the L referring to Lucas, I believe - it's an 'in' joke amongst our American friends.): Answer: "Now there's a fallacy here.

"Stay loose" is a byword of all LBCs. Tightening them up just makes them, well, uptight. Too much tension in your LBC just gives it high oil pressure, hypertension in the electrical system and cylinder headaches. It'll wake up sore and grumpy and you'll spend your weekends giving it carnuba rubdowns. Torque specifications in particular are bad. If a bolt doesn't wiggle, it's too tight. Doors should flap freely, there should be lots of judder on takeoff, and all those buzzes and rattles just mean it's happy.

Now, how did this guy know about my Herald?



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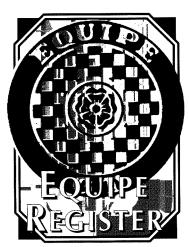
121269 Starter solenoid (round type) with push button \$20.00

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HERALD VITESSE SPITFIRE GT6



anity and order are slowly returning to my house once again now that the TENTH BOND EQUIPE WEEKEND is over.

The week immediately prior to the Bond Equipe Weekend had been a miserable wet week, but Friday saw a break in the weather which brought the promise of a dry weekend. I arrived at the venue for the event at lunchtime on Friday to oversee the arrival of the marquee, to find that the grass had not been cut (as had been promised by the licensee). The pub's own mower was brought into action, but with grass at knee height it was hardly up to the job. Struggling with this mower, enough of the grass was cut to provide an area to put the marquee on. The licensee promised the grass would be cut later in the day. I returned later after installing the route signs, to

ANOTHER ONE IN THE BAGY

find the grass was still high enough to loose several Bond Equipes, it seemed that the break in the weather had taken everyone with heavy duty grass cutting machinery into the fields cutting grass for hay. A short telephone call arranged a mini tractor/mower, which soon arrived and within the next hour the grass was cut.

Saturday morning was a little less hectic than previous years, as I had decided not to trailer my own Equipe 2+2 (yes, it's still off the road!).

This year, there were again tales of epic journeys to the event. One intrepid Equipe Weekender had fallen foul of a temporary closure of the M6. The diversion took him off the motorway south of Preston and back on the M6 just past the point where the published directions started. The result was a 30 mile detour.



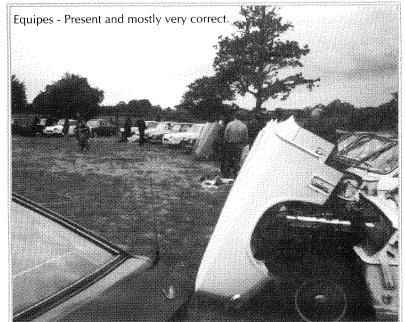
The Smith family travelled from Lock Gilphead in Scotland (did you know that 'gilp' is Gaelic for thumb, no neither did I before the Bond Equipe Weekend). Their Equipe GT4S suffered a broken fan belt and overheating problems during the journey.

A wise precaution of keeping the speed down to a cautionary 45MPH meant a 12 hour trip.

Ray Lomax travelled from Bridgewater on Saturday, went back to Stoke-on-Trent on Saturday afternoon (to visit a relative in hospital) then returned on Sunday. Is that keen or is it keen?

By Saturday evening the Equipes were still in single figures







(about normal), bearing in mind that it is made into a two-

day event so that people who travel a long way don't have

The planned GRP repair demonstration unfortunately had

to make the round trip in a day if they don't want to.

to be cancelled. Bob Reak, whose task this was, had to

injured in a boating accident.

travel to Scotland where his daughter had been seriously

There were new faces in cars not seen before this event

in familiar cars (which had changed hands recently), and

(some of them fresh from long term restorations), new faces

which they had bought since last year. Sadly one or two of the past their circumstances change, perhaps they will buy another Equipe.

enjoyed a pleasant evening in the Plough socialising. that soon gave way

regulars have had to sell their cars. When the time is right and Several of us

Early Sunday saw a few spots of rain, but to what became a fine warm day.

the 2 Litre GTs, the 'sweep car' being a 2 Litre convertible. They wound their way through the Lancashire countryside to Beacon Fell (a local beauty spot with excellent views). There was enough space for all cars to park together, and they proved a considerable distraction for walkers and other visitors to the fell. After time to take in the views and take a few photographs, the cars then set off for the return leg of their scenic run.

By the time the cars returned from the run, more Equipes had arrived. The final tally being made as follows:

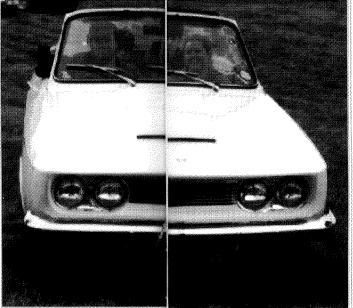
Yet again the general standard of the cars had improved. I wasn't the only one to be pleasantly surprised by the quality of the cars.

Jamie Smith's winning

drawing competition entry.

Seeing two 2+2s (both fresh from full restorations) in the same place was a delight (yes I know I'm biased 'cos I've got one), but they are very rare these days. I had seen photographs of one of these cars last year and had thought the restoration a very ambitious one. Here was the result of a great many hours work, in a nice dark green (Conifer?) and with wire wheels that just suited the car. For one of the GT4S cars this year was the first time it had been on the road in thirteen years.

Those seventeen cars travelled a total of 2325 miles to reach the event, making an average of 137 miles. So if you live within that distance and you weren't there,

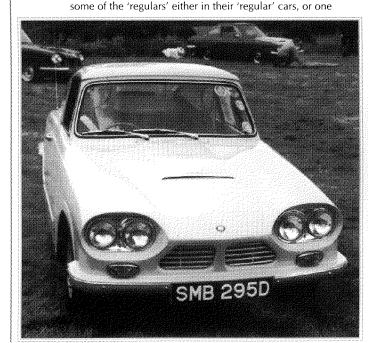


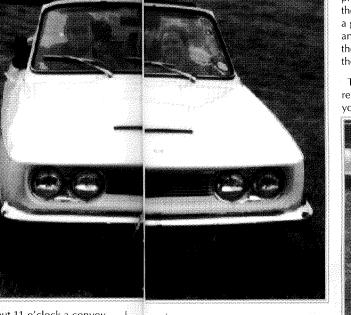
At about 11 o'clock a convoy of nine Bond Equipes took to the road for the 25 mile 'scenic run' through Lancashire countryside led by a very nicely restored Equipe 2+2. Bill Pounds did an excellent job of leading the run, having been 'press ganged' into it. The GT4Ss were next followed by

2+2 GT4S 2 Litre GT 2 Litre Convertibles 2

TOTAL

Cars attending BEW '95 by type.





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WHY NOT? Seriously, if there's something I can change that would attract you to next years event, let me know.

I managed to borrow a (de-activated) ejector seat, and having seen it, it became obvious why Bond Cars Limited stated in one of their brochures, 'Sorry no ejector seat'. It simply wouldn't fit in the car.

Another Equipe enthusiast from Eastbourne, who owns a 2+2, attended the event. He had the opportunity to look at another car like his own for the first time. His intention is to be back next year in the Equipe.

The voting for the prizes was very close indeed this year probably because the standard of the cars was so high.

RESILTS

The results this year were as follows:-

Choice Equipe 6 Cyl. winner	PVT 948F	Peter Shawcross
Choice Equipe 6 Cyl. runner up	NJA 791G	Keith Dungworth
Choice Equipe 4 Cyl. winner	SMB 295D	Philip Johnson
Choice Equipe 4 Cyr. Willier	3MID 293D	i iliip joilisoii
Choice Equipe 4 Cyl. runner up	52 FMO	Paul & Nicky Bower
Choice Equipe overall winner	SMB 295D	Philip Johnson
Autosculpt Trophy		
(best overall condition)	YRF 808H	M Sutton
UK Distance Award (300 miles)	FUM 150D	Ray Lomax
Special Award	BCK 758C	Gordon Smith
Guess the mileage winner	Sabena Barth	olomew
Drawing competition	Jamie Smith	

Philip Johnson took the Choice Equipe shield away again and becomes only the second person to have their name on the shield twice.

lamie Smith won the children's drawing competition with a drawing of his own family's Equipe (naturally), from his drawing he was obviously impressed by the wire wheels fitted to some of the cars. I doubt that his dad would be impressed with the prospect of keeping them clean.

SUCCESS

Well, was it a success? OF COURSE IT WAS, those of you who were there made it a success by being there. It is only at events such as this that fellow Equipe enthusiasts have the chance to chat to each other, unless you happen to have an Equipe enthusiast 'cluster' (what do you call a group of Equipe enthusiasts?) in your area. Lots of people chatted at length to lots of other people, and the good turnout made all the hard work worthwhile. Thank you.

NEXT YEAR

What about next year, there is the prospect of more cars next year. In particular there could be four 2+2s including the first production car (that would be a nice sight). Don't be put off attending if you might not be as 'good' as some of the others, bring it, join in, and enjoy the social aspect of the event.

Maybe a change of venue? If you feel insane enough to offer to organise this event in your locale, find a suitable venue, find someone to help you organise it (you can't do everything yourself), put a proposal for the event together and let me know, I would be very pleased to let someone else stand the expense. As I am preparing this article I have heard that Bob Read's daughter is making tremendous progress recovering from her accident. She is now walking again after having suffered a broken back.

News of another Equipe based event, Robert Buckby is repeating the 'Essentially Equipes'. This will take place in September in the Milton Kevnes area. For more details contact Robert on:

01908 612005. *

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Hood frame, MkIV, 1500 £45.00	inner trim, from Wheels, all models and Herald, ONLY Wheel trims, MkIV, 1500, GT6 III black and silver, EACH Starter motor, all models, TO CLEAR Alternator, MkIV, 1500, GTG6 III. Dynamo, MkI, II, III, Herald & early GT6, TO CLEAR Calipers, all models and Herald Wiring looms, all models, complete Dash support bracket, all models Bumpers, MkIV, 1500, GT6 III, from	£25.00 £5.00 £5.00 £5.00 £12.00 £15.00 £25.00 £25.00 £35.00
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٦.	*

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Front shock absorbers, state model	£21.0
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Rear leaf spring, Spit Mkl, II, III,GT6 Mkl	£49.95
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Rear shock absorber, state model	
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(bearings, seals, hub nut and gasket)	£13.51
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l	Complete Bolt / Bush Kit	£23.4
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	WE WILL BEAT ANY PRICE ON THE	
	ROTOFLEX PARTS FROM ANY OTHER T	RADE
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any Herald or Spitfire	£468.82
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Spit/GT6 Rear Floor	£23.44	Spitfire Mkl, II without front pip
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Herald 13/60 LH Front Wing	£67.56	Extractor manifold, 1500
Herald 13/60 RH Front Wing	£67.56	Twin pipe system for above
Rear Valance MkIV / 1500	£35.19	INTERIOR TRIM AND CARPE
Rear Valance Spit I, II, III	£35.19	Wool mix carpet sets, beauti
	222	fully become admon aboles of

RUST FREE BODY PANELS FROM CALIFORNIA (SECOND HAND)

	Spittire hood frames	£88.1
	Herald hood frames	£88.1
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	Spitfire MkIV/1500 rear bumpers	£88.1
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•	Spitfire MkIV/1500 quarter valances	£34.6
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	SOME OF THE ABOVE PANELS HAVE	
	DAMAGE AND WILL BE SOLD UP TO 40%	OFF!!!!!!

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Full width high cooling specification,	
Spitfire	£99.87
Standard Herald and Spitfire ex	£76.37
4 row, high spec for all GT6/Vitesse,	
no Kenlowe required, ex	£105.69
Kenlowe fan kit for the power hungry	£88.12
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Windscreen seal, Herald/Vitesse	£18.80
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	£4.11
	£13.47
	£2.34
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EXHAUST SYSTEMS (MILD STEEL) Mild steel Herald down pipe from.. Herald rear box, all models... Spitfire rear box, mild steel, MkIV/1500 £42.24 ALL OTHER PARTS STOCKED INCLUDING ALL

VITESSE AND GT6 SYSTEMS

EXHAUST SYSTEMS (STAINLESS STEEL) Spitfire Mkl, II without front pipe... Spitfire MkIII full system.. Spitfire MkIV complete system..... £99.00 Spitfire 1500 complete system..... £115.00 .56 Extractor manifold, 1500...... £120.00

£120.00

119 INTERIOR TRIM AND CARPETS

	INTERIOR TRIM AND CARPETS	
	Wool mix carpet sets, beautiful qu	
	fully bound edges, choice of colo	urs
	Spitfire MkI-IV	£69.95
	Spitfire 1500	£69.95
	Herald/Vitesse	£82.19
	GT6. state model	£93.94
•	Spitfire door panels, pairs only	£42.24
,	Seat cover kit, Spitfire	£105.69
,	Roll of underfelt	£11.69
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'	Boot mat, Herald/Vitesse	£23.44
•	Spitfire spare wheel cover	£18.74
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	Herald or Vitesse seat covers	£140.94
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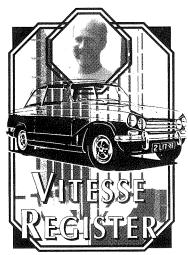
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returned home one afternoon to find such a message on my answer machine, a phone call later and a mutual time was arranged with her owner.

I arrived early evening at a beautifully situated, pretty Cornish cottage . . . I was taken through a small yard full of ducks and what looked to be fierce guard geese! The doors of the barn where thrown open . . . and in the summer evening sunlight, there she was ! . . .

A 1967 Dolphin Grey convertible, no number plates . . . no holes had yet been drilled. And the wheel trims / nave plates where still wrapped (brand spanking new) in the boot!

Wow! What a machine... I had the opportunity to inspect her over a nearby handy pit ... Every nut, bolt, screw exactly as

BRAD DE VILSE DISCORDE LA CORNISH BARN!

she left the factory, sparkling!

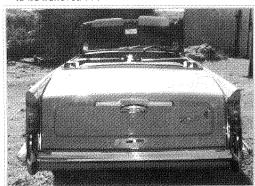
Untouched, perfect in every way, not a blemish . . . chrome trim, bumpers and badges . . . as if they had all just been unwrapped from their packaging and fixed onto the Dolphin Grey paint work. . .



She instantly reminded me of a sophisticated lady wearing her most expensive gown, bedecked with her finest jewellery . . . awaiting to be taken out for the evening . . .

Actually I believe her to be better than new . . . for with a new car there is always some small fault, . . . but this Vitesse is faultless . . . and being truthful . . . she isn't new from the factory . . . but "new" from the workshop of Hugh Roberts (many in the Triumph circles will know or have heard of Hugh) . . . He has quite amazingly created this Vitesse from all new (original Stanpart) parts . . . the sourcing of the parts took somewhere in the region of seven years . . . to manage to search out, find, acquire, beg borrow or steal (maybe not the last one!) all the parts required.

Then the work to build her began . . . that was some 2000 plus hours ago, all meticulously carried out . . . although knowing Hugh, it probably took him another 2000 hours planning, and methodically thinking out each problem as it presented itself . . . the end result is a Vitesse that I have never seen the like of before . . . It has to be seen to be believed . . .

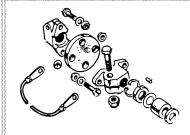


Hugh I take my hat off to you . . . you are a genius! (Rather eccentric!! . . . but that's a compliment!) . . .

I know that Hugh has built her specifically as an entry for the Auto-Glym Concours at Bromley to prove that a Vitesse is a car to be taken notice of . . . Best of luck Hugh!

On to other things . . . One

of the most annoying faults of the Vitesse / Herald range is the unreliability of the horn (over the years I have had many Triumphs and they have all at some time in their life. given me problems with their tooters!) This recently raised it's head again with VPP . . . it was eventually traced to a 'no earth' situation . . . you can easily check this by removing the horn push (actually it's just as easy to remove the steering wheel as well . . . a 1/16" socket is required or 22mm will do) ... once removed just put a testing wire (a bulb with two connections will suffice) from the copper slip ring to earth, the door handle is normally a good one . . . and close to hand . . . if the horn works . . . which it will ... have faith! Then that's it ... No earth, you can also test the no earth problem by getting a friend to sit in the car and operate the horn, whilst you put an earth wire from the steering



simpler . . . Remember not to make the earth wire too long or it could snag on the nearby chassis . . . this earth problem is mentioned in John Kipping's catalogue . . . it has also 'unearthed' another anomaly . . in the fact that some manuals show an earth wire (all be it soldered) and others seem to omit it . . . strange . . . see diagram (with) . . . when

fitted your horn should now work perfectly . . . mine did!

Still on the subject of testing things (and VPP) another item that was defunct after her lay-up was her petrol sender unit in the tank . . . again such a simple operation to remove. All is required is a flat tool of some sort to twist open the locking ring . . . remembering to drain the tank first . . . it's such an easy job to drain the whole tank . . . I did it that way to enable myself to spray behind the tank with wax-oil (the drain plugs are normally always rusted solid) replacement units are readily available at around £25 (expensive) the locking ring at £2 and the seal at $50p \dots$ if using a second hand unit it can be tested quite simply by connecting the wires prior to insertion into the tank and just raising and lowering the float with your finger . . . the gauge should go up and down in unison . . . (if it's okay).

Out of interest . . . my unit had rusted solid . . . obviously left stored with little petrol in the tank . . . and the old enemy condensation getting to work . . . an expensive lesson . . .

Finally a photograph of my present everyday Vitesse . . . VPP 533J . . . she was rebuilt in 1988 by Stan and his men at S.W. Classics (with no expense spared I may add!!) She went on to win the modified class at Stafford in 1989 . . . and returning in 1990 to get second place . . .

(against another S.W. Classics rebuild . . . 1

didn't stand a chance!) . . .

I used her regularly until in the winter of 1991, I decided she was too good to use . . . bad move . . . she was put away . . . (I then bought NCO to use everyday) . . . every year I struggled and toyed with the idea to put her back on the road until this June when the decision was made and to cut a long story short . . . it's great to have her up and running again . . . a real lesson has been learnt . . . never ever stop using a Vitesse . . . on that note I'll say . . . Stafford report next month . . .

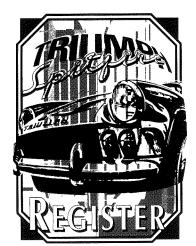


column to a suitable point . . . this should also make the horn spring back to life . . . This problem is due to the lower steering column coupling requiring an earth . . . All it takes is to connect the two clamping bolts with an earth wire . . . Nothing could be

STOP PRESS! STOP PRESS!

Writing this on the 26th June . . . I have just phoned Hugh to see how he fared with his "new" Vitesse MkI convertible . . . he was still at Bromley . . . (his good lady) was the bearer of good (nay excellent!) tidings . . . not only did Hugh's Vitesse win it's class but was also voted Car of the Show! . . So congratulations Hugh . . . only you could have done it! . .

Thanks...take care...cheers... *



ands up those of you who would, or have, fitted glass fibre panels to their Spitfire?

I don't think I would see many hands showing, do you? I personally have no problems whatsoever with the dreaded material. In the world of the Big Bad Buses where I work we fit and repair glass fibre panels all day, 99% of buses running today have complete backs and fronts made of glass fibre including the roof domes. Some of the smaller single decker buses have complete lower halves below the side windows made of the stuff.

There are several reasons why it is used to widely on buses. It is cheap and easy to manufacture (once you have a mould), it is easy to repair time and time again, it is very light but strong and it does not rust.

Some, if not all of these reasons can be used in justifying using glassfibre panels on your Spitfire.

So if you are contemplating a Spitfire rebuild and you don't have an open cheque book, think about it. Spend your money on the body shell using good quality steel panels for sills, floor and bulkhead panels etc, for your own safety if nothing else. Then, for the other panels such as bonnet, boot lid, even rear wings and doors, use cheaper longer lasting glass fibre.

If you are thinking of racing a Spitfire then these lightweight panels are a must to be competitive. If the glassfibre panels are fitted, repaired and sprayed properly it is very difficult to tell the difference from a steel panel. I wish to make it clear though that fitting a lightweight bonnet is not an easy task, but if you use the old steel bonnet as a reference and have a friend give you a helping hand, all should be well.

So you are restoring a Spitfire on a tight budget and what I have been saying seems to be making sense. Where can I get those panels and how much do they cost? Well, before I can answer that question we are going to have to make a trip back in time to about 1965 when Spitfires and glass fibre panels were very fashionable.

This is the age of being trendy, being hip. If you were a car owner and you wanted something different, instead of changing your car, you just threw away a couple of panels and fitted some racing style fibre glass panels instead. There was quite a variety available for the Spitfire, being an open top sports car, this lead to a number of alternative hard tops being made in glass fibre.

There were quite a few different manufacturers of these panels each copying one another apart from minor details to stop copyright infringement.

The most famous for Spitfire panels are Ashley, Lenham and S.A.H. but there were others like Williams and Pritchard Ltd., D.J. Sportscars and Classic apart from a couple of foreign companies as well.

Bonnets, hard tops, boot lids etc, were all made in standard shapes but they also made panels in racing styles. Most of the bonnets had recessed headlights with perspex or glass covers over them.

Similar to the works Spitfires raced at Le Mans etc, the Lenham bonnet also had the front valance moulded into the bonnet to very good effect indeed. I've seen one of these fitted to a 1500 Spitfire and it looked superb. As you can see from the photos all the bonnets look good fitted to a car.

Fastback hard tops were the in thing. Having removed your boot lid, the hard top could be fitted in minutes, giving you perfect weathersealing. Good all-round vision and vastly improved boot space area. As you can see from the adverts there was a big choice, some early versions had restricted

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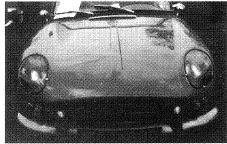


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and the same of	REAR WING	-	£28.00 EACH
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No drilling required and all mountings supplied.

New petrol filler extension hose supplied New boot hinges and locking handle.

Improved heat insulation, non-drumming and non-rusting.



Standard interior finishs either beige rayon fibres or whole, beige imitation leather point finish. This leather finish can also be supplied for exterior use at extra cost. The fastback hard-top can also be supplied with the SAH

skylight panels as per other harktop leaflet and also as listed in main catalogue. See main catalogue for all part numbers

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No allowance can be made against old metal bonnet

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Note: Depicted in the above illustration are the Magnasium Wheels and also the S.A.H. "Roll-over." Crash Bar.

petrol filling, these versions can be identified by the filler cap being fitted to the left hand side of the hard top instead of the centre.

Standard looking hard tops were also available and for £8 extra, coloured skylights could be fitted, this included fastback styles as well. There were a few more designs one being the Bermuda by Classic and the Torado by Lenham. Also by Lenham was a boot lid with a rear spoiler?

So if you like the idea of making your Spitfire look different and the same time saving money and putting it to good use on other parts of your rebuild. All are available second hand but condition will be the main factor. So what is available new, well, surprise surprise, all the bonnets are available. Both four and six cylinder S.A.H. bonnets are now sold by Honeybourne Mouldings including the Sebring-Spitfire bonnet by the now defunct Windmill Plastics. But this mould needs repair and will be done when there is a slack week. The Lenham bonnet, well, there is still one inside the mould from twenty five years ago, the asking price £425! and only the early ones had perspex headlamp cowls.

You can't get any fastback hard tops new now, and the Lenham boot lid might be available if the mould can be found. All production panels are sold by Honeybourne. See price list.

If you want to make a Le Mans Replica Spitfire, the best panels to use are Sebring-Spitfire bonnet with a Fibrepair hard top or make a mould from a GT6. Can anybody tell me about Fibrepair, are they still about? If you know of any other types or make, please let me know.

One last thing. Did you see the Cosmic Alloy wheel in the JPC advertisement. This is almost identical to the Le Mans Spitfire Alloy wheel as seen on the June Courier front cover.

his month's photo is sent in by Keith Inson of Pontypridd, Mid Glamorgan and features his immaculate low mileage 1981 Spitfire 1500 in Leyland White. Keith has the full history of the car, which was originally bought from the BL main dealer in Colwyn Bay, Braid Bros Ltd., on 2nd February 1981 by a Dr Jackson.

Dr Jackson who had recently retired, bought the car to re-capture some of his youth and apparently he was a familiar sight driving his gleaming white Spitfire around the island of Anglesey in the early 1980s.





JOHN THOMASON

Sadly in 1987 Dr Jackson died and the Spitfire was advertised for sale, and was spotted by Howard Davies of Pontypridd, Mid Glamorgan whilst browsing through magazines in W. H. Smiths. He noted the advert but didn't even buy the magazine. Howard quickly became the second owner of the Spitfire, which was, although six years old, still only had 6,413 miles on the clock.

Howard maintained the car to the highest of standards and was a regular visitor to Classic Car Shows in South Wales.

Upon retirement from his job as South Wales Police Inspector, the Spitfire was used less and less as Howard's interests moved into horse breeding and the '4x4 scene'. Eventually the car was advertised for sale in the Courier and Keith became the current owner in October 1984. The car remains in immaculate condition with only 19,661 recorded miles on the clock!

A SPITFIRE TOOL KIT?



How many of you carry a tool kit in the boot/ And how many have found that the only time the you need it is when it's buried under a full boot!

Well the following may be one solution and is something I looked into doing a number of years ago now, but have never got around to

Fig 1. ▲
The boot lid
reinforcement provides a
recess in which the tools
could be stored.

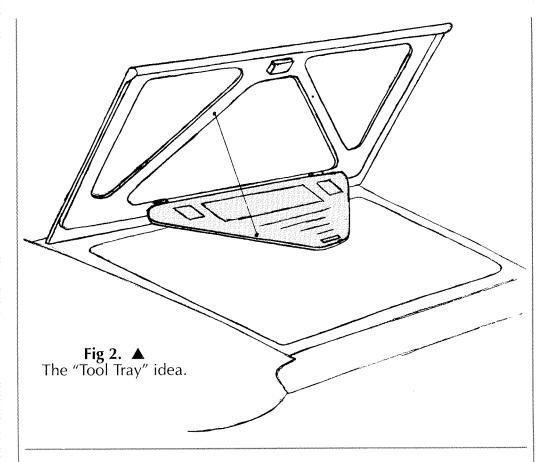
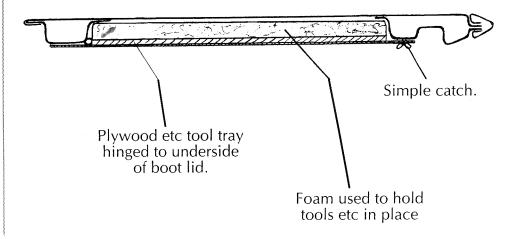


Fig 3. ▼ Cross section of the boot lid with tool tray located in recess.





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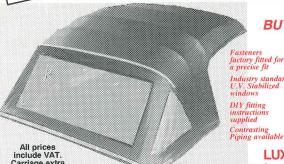
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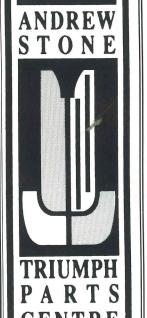
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Due to other business commitments Andrew Stone Triumph Centre regret to announce that as from the 30th lune 1995 they will no longer be dealing in Triumph spares.

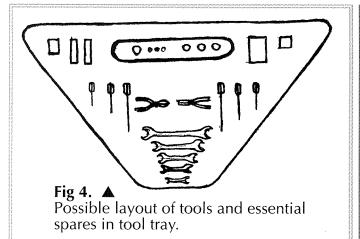
We are however pleased to announce that our business has been acquired by John Kipping **Triumph Spares of Coventry.**

John is one of the longest established Triumph dealers, is very knowledgeable, and we would recommend without hesitation that our customers use him for their future requirements.

I would, on a personal note, like to take this opportunity to thank all our past customers for their support and wish them well for the future.

> Andrew J. Stone Proprietor.

The following sketches hopefully illustrate the idea, in which a thin 'tool tray' is fitted to the underside of the boot lid, flush with the approximately one inch deep triangular recess created by the boot lid reinforcement. The tray hinges down to gain access to the tools, a pair of wire/cable stays holding it horizontal. A simple catch holds it in place when folded up into the recess in the boot lid. The tray could be made out of thin ply etc., with the hinges secured in the back of the boot lid reinforcement panel without damaging the boot lid top panel.



A lip around the ply tray, closing into the revised boot lid reinforcement would prevent the tool box tray closing onto and denting the boot lid top panel, as well as preventing items in an overly full boot pushing up and denting the boot lid when it is closed.

Tools could be secured to the ply tray either by elasticated ties etc, or held in place in slots cut in three guarter inch black? (no it doesn't show oily finger marks!) foam. Figure 4 shows a suggested layout of tools as well as some

Fig 5. ▼

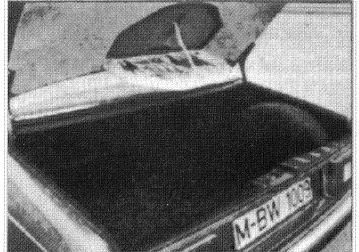
To add credibility to the idea, the BMW 7 - Series in the late 70's fitted such a tool tray as standard!

essential spares such as points, plugs, fan belt and bulbs etc.

Provided only these items are stowed they should not chafe on the underside of the boot lid, although a 1-2mm thin layer of foam could be laid in over the tools or stuck to the underside of the boot lid to be extra sure.

The underside of the tray could be covered with black vinvl or carpet etc, to provide an attractive appearance when

> closed into the boot lid. Of course, the ideal way to make the tool tray would be to VAC form it in a tough durable black plastic, the whole tray being made in a single piece with preshaped spaces for the tools etc. and the underside treated to a grain finish. Anyone out there with manufacturing connections? TSSC Offers? *



...But what are you Twisting?

There seems to be some debate regarding the correct application of Newton's Law to our cars ('Doing the Twist', Courier 181, p51 and previous). Dr. Smith has clearly understood his physics slightly better than Mr. Etheridge. but it seems his explanation was not clear enough.

When the engine develops torque it does so between the block and the crankshaft, as both parties are agreed. In total isolation, the block would rotate the opposite way. At a steady speed in neutral (no significant load on the crankshaft) there is no significant force on the block since the only forces needed to maintain crankshaft inertia are internal to the engine.

As the engine is revved in neutral, torque must be applied to accelerate the crankshaft, and thus a reaction torque is applied through the engine mounts to the chassis. Observe the effect when this is done on a Range Rover (big engine, very heavy flywheel, very compliant suspension) the vehicle will tilt momentarily to the right. On a Spitfire, however, the flywheel inertia is insignificant.

We must now consider the engine under load, ie, while driving. The torque from the engine is fed through the gearbox and multiplied up (we will onsider first gear as it is the worst case) by a factor of around 3. This torque is applied to the propshaft and the reaction force is applied to the engine/gearbox mountings. These are, as Mr. Etheridge points out, attached to the chassis. Now observe the effect on a Triumph Dolomite under these conditions - the vehicle tilts to the right, since the torque transmitted through the propshaft is being applied to a solid axle resting on the ground. On Club cars however, this is NOT the case. The torque is applied to a differential mounted (almost) solidly to the

rear of the chassis.

Mr. Etheridge goes adrift when he states that the torque 'is applied at the motor. As the engine is located . . .' since the location of the engine is irrelevant. The torque reaction on the engine is applied to the chassis, and only then to the suspension. Unless his car is in very poor state, the torsional strength of the chassis will spread this force along the length of the car, just as it will the opposite torque reaction from the differential.

In fairness to Mr. Etheridge, the differential's torque reaction is a very complex issue, and I would appreciate the input of a really good physicist or mechanical engineer to explain it. All I can say for certain is that there definitely is a longitudinal torque reaction, which will I think oppose the effects of the engine's torque reaction.

As to the accusation that Dr. Smith concluded the engine was at the rear, I can see no basis for this. Also the front/rear lift/dip of front/rear wheel drive is due to suspension geometry and not 'weight transfer'. This is why most rear drive vehicles actually dip at the rear, whereas most front wheel drive vehicles lift at the front-weight transfer would cause both these effects equally on all cars.

In respect of the original question, I have no left hand drive cars to compare, but none of my Dolomites (which really do get the torque effects Mr. Etheridge expects) have always had permanent right hand sag.

What we should all remember is that any engine torque effects apply under hard acceleration ONLY. At steady speeds the engine torque is minimal and fully balanced through the chassis. Under engine braking the torque applies in the opposite direction. The driver's weight, however, is applied always on the same side, and all the time he is in the car.

Robert Pearce



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From Petron Petr	ol tank filler neck seal. Iteadlamp seal HERALD It side/indicator lamp rubber seal. It side seal. It seal. It side seal. I	E4.11 E3.53 E4.35 E5.29 E4.70 E11.98 E17.04 E3.82 E19.92 E3.23 E4.70 E2.29 E14.10 E2.29 E11.63 E11.18
From Petron Petr	ol tank filler neck seal. Iteadlamp seal HERALD It side/indicator lamp rubber seal. It side seal. It seal. It side seal. I	E4.11 E3.53 E4.35 E5.29 E4.70 E11.98 E17.04 E3.82 E19.92 E3.23 E4.70 E2.29 E14.10 E2.29 E11.63 E11.18
From Petron Petr	ol tank filler neck seal. Iteadlamp seal HERALD It side/indicator lamp rubber seal. It side seal. It seal. It side seal. I	E4.11 E3.53 E4.35 E5.29 E4.70 E11.98 E17.04 E3.82 E19.92 E3.23 E4.70 E2.29 E14.10 E2.29 E11.63 E11.18
Froi Petro SEA Fron Fron Pron Doo Doo Boni Whie Doo Doo Fron Fron Fron	Il tank filler neck seal. Il tank filler neck seal. Il tank sender unit cover ool tank sender unit cover ool tank sender unit cover ool tank drain neck seal, sponge LS — SPITFIRE/GT6 It windscreen seal, SPITFIRE I, II, III, GT6 I, II. twindscreen seal, SPITFIRE I/VI 500, GT6 III. Il on windscreen frame to windscreen top seal, GT6 I, II. dheader rail/hard top seal, front, SPITFIRE skin to door glass outer weatherstrip glass glazing seal seal seal seal seal seal seal seal	E4.11 E3.53 E5.29 E4.70 E119.98 E17.04 E3.82 E19.92 E3.82 E4.70 E2.29 E14.10 E17.63 E11.8 E2.35 E4.70 E2.79 E17.63 E1.18 E2.35 E4.70 E2.79 E17.64 E2.86 E2.86 E2.86 E1.86 E2.86 E1.86 E2.86 E1.86 E2.86 E2.86 E2.86 E1.86 E2.86 E1.86 E2.86 E2.86 E2.86 E1.86 E2.86 E2.86 E2.86 E2.86 E1.86 E2.86 E1.86 E2.86 E1.86 E2.86 E2.86 E1.86 E2.86 E1.86 E2.86 E1.86 E2.86 E1.86 E2.8
Froi Petro SEA Fron Fron Pron Doo Doo Boni Whie Doo Doo Fron Fron Fron	Il tank filler neck seal. Il tank filler neck seal. Il tank sender unit cover ool tank sender unit cover ool tank sender unit cover ool tank drain neck seal, sponge LS — SPITFIRE/GT6 It windscreen seal, SPITFIRE I, II, III, GT6 I, II. twindscreen seal, SPITFIRE I/VI 500, GT6 III. Il on windscreen frame to windscreen top seal, GT6 I, II. dheader rail/hard top seal, front, SPITFIRE skin to door glass outer weatherstrip glass glazing seal seal seal seal seal seal seal seal	E4.11 E3.53 E5.29 E4.70 E119.98 E17.04 E3.82 E19.92 E3.82 E4.70 E2.29 E14.10 E17.63 E11.8 E2.35 E4.70 E2.79 E17.63 E1.18 E2.35 E4.70 E2.79 E17.64 E2.86 E2.86 E2.86 E1.86 E2.86 E1.86 E2.86 E1.86 E2.86 E2.86 E2.86 E1.86 E2.86 E1.86 E2.86 E2.86 E2.86 E1.86 E2.86 E2.86 E2.86 E2.86 E1.86 E2.86 E1.86 E2.86 E1.86 E2.86 E2.86 E1.86 E2.86 E1.86 E2.86 E1.86 E2.86 E1.86 E2.8
Froi Petro SEA Fron Fron P see Roof Hoo Doo Doo Doo Fron Fron Gea Har Triur Boni Mass	Il tank filler neck seal Iteadlamp seal HERALD It side/indicator lamp rubber seal	£4.11 £3.53 £5.29 £4.70 £19.98 £19.92 £19.92 £3.82 £19.92 £3.83 £4.70 £2.35 £4.70 £1.18 £1.16 £1.16 £1.16 £1.18 £2.35 £8.81 £2.35 £9.99 £1.29 £1.29 £2.35 £3.33 £4.70 £2.75 £3.82 £4.70 £2.75 £3.82 £4.70 £4.70 £7.76 £
Froi Petri SEA Fron P se Roof Hoo Doo Doo Doo Doo Fron Fron Gea Har Triur Mass Boot	ol tank filler neck seal. iteadlamp seal HERALD it side/indicator lamp rubber seal	£4.11 £3.53 £4.529 £4.70 £19.98 £17.04 £3.82 £19.92 £3.23 £4.70 £2.59 £3.23 £4.70 £2.29 £1.18 £1.16 £1.16 £1.18 £2.35 £3.82 £1.19 £2.35 £3.92 £3.93 £4.70 £2.29 £3.23 £4.70 £3.82 £4.70 £3.82 £4.70 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £5.99 £5.99 £5.99 £5.99 £5.99 £6.99 £6.99 £7.90
Froi Petri SEA Fron P se Roof Hoo Doo Doo Doo Doo Fron Fron Gea Har Triur Mass Boot	ol tank filler neck seal. iteadlamp seal HERALD it side/indicator lamp rubber seal	£4.11 £3.53 £4.529 £4.70 £19.98 £17.04 £3.82 £19.92 £3.23 £4.70 £2.59 £3.23 £4.70 £2.29 £1.18 £1.16 £1.16 £1.18 £2.35 £3.82 £1.19 £2.35 £3.92 £3.93 £4.70 £2.29 £3.23 £4.70 £3.82 £4.70 £3.82 £4.70 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £3.23 £4.70 £5.99 £5.99 £5.99 £5.99 £5.99 £5.99 £6.99 £6.99 £7.90
Froi Petri SEA Fron Fron Fron P se Roof Hoo Doo Doo Bon Whe Doo Doo Fron Gea Han Trilur Mass Boot Tailg	Il tank filler neck seal	
Froi Petri SEA Fron Fron Fron P se Roof Hoo Doo Doo Bon Whe Doo Doo Fron Gea Han Trilur Mass Boot Tailg	Il tank filler neck seal	
Froi Petri SEA Fron Fron Fron P se Roof Hoo Doo Doo Bon Whe Doo Doo Fron Gea Han Trilur Mass Boot Tailg	ol tank filler neck seal. iteadlamp seal HERALD it side/indicator lamp rubber seal	£4.11 £3.53 £4.70 £1.98 £1.70 £1.99 £1.99 £1.99 £3.82 £3.83 £4.70 £2.35 £1.18 £1.18 £2.35 £1.18 £2.35 £3.82 £1.18 £2.35 £3.82 £1.18 £2.35 £3.82 £3.83 £4.70 £2.25 £3.83 £4.70 £2.25 £3.83 £4.70 £2.25 £3.83 £4.70 £2.25 £3.83 £4.70 £2.25 £3.83 £4.70 £2.25 £3.83 £4.70 £2.25 £3.83 £4.70 £2.25 £3.83 £4.70 £2.25 £3.83 £4.70 £2.25 £3.83 £4.70 £2.25 £3.83

CHROME/LOCKS/BRIGHTWORK/BUMPERS
Front wiscreen insert, HERALD, VITESSE, SPITFIRE I,
II, III, GT6 I, II
Tailgate rubber insert GT6 I/II/III
Cover clip for inserts£1.18
Door handle I/h HERALD, VITESSE £14.10
Barrel and keys, right hand, HERALD, VITESSE £6.46
Door cam lock R/H HERALD/VITESSE
Outer door handle ass. SPITFIRE I/II/III, GT6 I/II £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 II/III, GT6 I/II £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
'B' post striker catch SPITFIRE, GT6
Boot hinges (pairs) HERALD, VITESSE, SPITFIRE I/II/III £19.98
B post strikers, less slider, HERALD/VITESSE, pair £23.50
Boot 'T' handle and keys HERALD, VITESSE, SPITFIRE I/II/III £12.93
Boot lock assembly SPITFIRE IV/1500
Tailgate handle, and lock assembly GT6 I/II
Tailgate handle, and lock assembly GT6 III
Boot latch/striker assy SPITFIRE IV/1500, GT6 all
Chrome flip top petrol cap SPITFIRE IV/1500
Lock barrel and keys for GT6 petrol cap
Locking petrol cap, SPITFIRE, chrome
Locking petrol cap, HERALD, VITESSE, chrome,
Chrome wiper arm assembly all models
Stainless wiper blade all models
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
Bonnet catch assy all models£20.50
Steering column lock assy SPITFIRE IV/1500, GT6 III £35.19
Ignition barrel and keys SPITFIRE I/II/III, HERALD, VITESSE, GT6 I £4.99
Ignition barrel and keys as above HIGHER SECURITY £8.52
Matched lock set GT6 I/II, 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
Matched lock set, SPITFIRE II/III, door, boot & ignition locks £22.33
Full lock set as above with paired bonnet locks
Full lock set as above with paired bonnet locks
Rear overrider HERALD, VITESSE, fully pressed (each) £29.95
Front overrider, HERALD 948/1200, original (each) £34.66
B post capping SPITFIRE IV/1500
Chrome w/screen washer jet, complete ass.,
original, SPITFIRE/GT6 £4.11
Chrome w/screen washer jet, complete ass., origi., 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
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 DECALS & COMMISSION PLATES STOCKED — PLEASE RING

PANELS — HERALD/VITESSE	
Front valance quality fibreglass	£32.90 E
Bonnet D plate, HERALD, VITESSE	. £9.99 E
Front wing HERALD 13/60 ORIGINAL PRESSING	£61.69 E
Front wing VITESSE	£82.25 E
Front Wing arch repair	£12.93 E
Sill, HERALD, VITESSE	£18.80 F
Door skin, ORIGINAL PRESSING	£41.13 E
Door under section repair panel, HERALD, VITESSE	£15.28 E
Door step/tread panel (not aluminium finisher) as original	. £7.05
Rear wing, HERALD, VITESSE	
Rear wing arch repair	£12.93 S
Rear quarter valance, steel (with or without bumper strip)	L17.05
Rear centre valance, VITESSE, original pressing	LTZ.30
Rear centre valance, HERALD, original pressing	145.83
PANELS — SPITFIRE/GT6	H
Pattery, how	51202
Battery box Front valance, original SPITFIRE I, II, III, GT6 I, II, Steel	E94.00
Front quarter valance, SPITFIRE IV/1500, GT6 III steel, original	557.88
Front quarter valance, SPITFIRE IV/1500, GT6 III fibreglass	£24.09
Front wing, original, SPITFIRE I, II, III, GT6 I	
Front wing, original, GT6 II	
Front wing, SPITFIRE IV/1500, GT6 III (GENUINE)	
Front inner wheelarch, outer section, IV/1500, GT6 III	£25.50
Sill, all SPITFIRE, GT6, as original	E17.63
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	
Heelboard panel	
Heelboard bracket for radius arm	
Rear wing, SPITFIRE I, II, III, GT6 I, II, original	
Rear wing, SPITFIRE IV/1500, GT6 III, original	
Rear inner wheelarch, outer section, IV/1500, GT6 III	£35.25
Rear valance, SPITFIRE I, II, III, GT6 I, II	£30.55
Boot floor, all models	£58.75 •
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PANELS STOCKED	R - -
PANELS STOCKED PLEASE RING	R
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING	} } }
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART	£13.98
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models	£13.98 F
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models	£13.98
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models	£13.98 .£44.65 £1.18 . £1.18 £35.25
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models Adjustment shims for above	£13.98
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models	£13.98
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models Adjustment shims for above Front wishbone bushes Steering rack exchange Steering rack rubber mounting Driveshaft all models non rotoflex UJ flange to diff, small or large	£13.98 £44.65 £1.18 £1.18 £35.25 £2.94 £58.75 £15.28
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW prosphafts from	£13.98 £44.65 £1.18 £1.18 £35.25 £2.94 £58.75 £15.28 £88.13
PANELS STOCKED PLEASE RING MECHANICALISUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models	£13.98 £44.65 £1.18 £35.25 £2.94 £58.75 £15.28 £88.13 £44.65
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models	£13.98
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link HERALD, SPITFIRE, original. Front vertical link HERALD, SPITFIRE, original. Front wheel bearing kit (Inc. hub felt)	£13.98
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original. Front wheel bearing kit (inc. hub felt) Top ball joint all models	£13.98 £44.65 £1.18 £1.18 £35.25 £2.94 £58.75 £15.28 £88.13 £44.65 £11.75 £11.76 £11.76
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower Wibone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange. Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original Front wheel bearing kit (Inc. hub felt) Top ball joint all models Universal joint, all models Universal joint, all models.	E13.98
PANELS STOCKED PLEASE RING MECHANICALISUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models	£13.98 [.£44.65 [£1.18] £35.25]£2.94 £58.75 [£8.18] £44.65 £44.65 £41.75 [£11.75] £11.16£7.64 [£6.46]
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original. Front wheel bearing kit (inc. hub felt) Top ball joint all models Universal joint, all models Universal joint, all models Front suspension non roto, bolt/nut kit, all models	£13.98
MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange. Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original. Front vertical link HERALD, SPITFIRE, original. Front wheel bearing hit (Inc. hub felt) Top ball joint all models. Track rod end all models. Front suspension bolt/nut kit, all models. Front suspension, non roto, bolt/nut kit, all models. Front coil spring STANDARD, state model.	£13.98
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models	£13.98
PANELS STOCKED PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack rushber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original Front vertical link HERALD, SPITFIRE, original Front wheel bearing kit (inc. hub felt) Top ball joint all models Universal joint, all models Universal joint, all models Front coil spring STANDARD, state model Front coil spring STANDARD, state model Front shock absorbers (inc. bushes), all models	£13.98
MECHANICAL/SUSPENSION/STEERING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link VITESSE, GT6, original Front wheel bearing kit (Inc. hub felt) Top ball joint all models Track rod end all models Front suspension bolt/nut kit, all models Rear suspension, non roto, bolt/nut kit, all models Front coil spring STANDARD, state model Front coil spring STANDARD, state model Front shock absorbers (inc. bushes), all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit rotoflex models Rear slock absorbers (inc. bushes), all models Rear slock absorbers (inc. bushes), all models	£13.98
MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower Wibone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange. Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original. Front vertical link HERALD, SPITFIRE, original. Front wheel bearing kit (Inc. hub felt) Top ball joint all models Universal joint, all models Front suspension bolt/nut kit, all models Front coil spring STANDARD, state model Front coil spring HEAVY DUTY, state model Rear shock absorbers (inc. bushes), all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit rotoflex models Rear full wheel bearing kit rotoflex models	£13.98
MECHANICALISUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange. Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link HERALD, SPITFIRE, original. Front vertical link HERALD, SPITFIRE, original. Front veheel bearing kit (inc. hub felt) Top ball joint all models. Track rod end all models. Front suspension bolt/nut kit, all models. Front suspension, non roto, bolt/nut kit, all models. Front coil spring STANDARD, state model. Front coil spring HEAVY DUTY, state model. Front shock absorbers (inc. bushes), all models. Rear shock absorbers (inc. bushes), all models. Rear full wheel bearing kit rotoflex models.	£13.98
MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack rushber mounting Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original Front vertical link HERALD, SPITFIRE, original Front suspension holt/nut kit, all models Universal joint, all models Universal joint, all models Front coil spring STANDARD, state model Front coil spring HEAVY DUTY, state model Front shock absorbers (inc. bushes), all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit non rotoflex models Rear full wheel bearing kit non rotoflex models Rear leaf spring SPITFIRE IVI/III NEW	£13.98
MECHANICALISUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower Wibone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange. Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original. Front vertical link HERALD, SPITFIRE, original. Front wheel bearing kit (Inc. hub felt) Top ball joint all models. Universal joint, all models. Front suspension bolt/nut kit, all models. Front coil spring STANDARD, state model. Front coil spring HEAVY DUTY, state model Front shock absorbers (inc. bushes), all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit rotoflex models Rear leaf spring SPITFIRE IV/I1500, GT6 III late NEW Rear leaf spring SPITFIRE IV/I1500, GT6 III late NEW Rear leaf spring SPITFIRE III/IIII NEW. Rear leaf spring SPITFIRE III/IIII NEW	E13.98 F.E44.65 F.E1.18 E35.25 F.E1.18 E35.25 F.E1.28 E44.65 E44.65 E44.65 E44.65 E44.65 E14.10 E14.69 F.E15.28 E14.69 F.E15.28 E14.69 F.E15.28 E14.69 F.E15.28 E14.69 F.E15.28 E14.69 F.E15.28 E16.45 E16
MECHANICALISUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower Wibone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange. Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original. Front vertical link HERALD, SPITFIRE, original. Front wheel bearing kit (Inc. hub felt) Top ball joint all models. Universal joint, all models. Front suspension bolt/nut kit, all models. Front coil spring STANDARD, state model. Front coil spring HEAVY DUTY, state model Front shock absorbers (inc. bushes), all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit rotoflex models Rear leaf spring SPITFIRE IV/I1500, GT6 III late NEW Rear leaf spring SPITFIRE IV/I1500, GT6 III late NEW Rear leaf spring SPITFIRE III/IIII NEW. Rear leaf spring SPITFIRE III/IIII NEW	E13.98 F.E44.65 F.E1.18 E35.25 F.E1.18 E35.25 F.E1.28 E44.65 E44.65 E44.65 E44.65 E44.65 E14.10 E14.69 F.E15.28 E14.69 F.E15.28 E14.69 F.E15.28 E14.69 F.E15.28 E14.69 F.E15.28 E14.69 F.E15.28 E16.45 E16
MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack rushber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original Front vertical link HERALD, SPITFIRE, original Front suspension non roto, bothrut kit, all models Universal joint, all models Universal joint, all models Front suspension non roto, bothrut kit, all models Front coil spring STANDARD, state model Front sook absorbers (inc. bushes), all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit rotoflex models Rear full wheel bearing kit non rotoflex models Rear leaf spring SPITFIRE IIIIIII NEW Rear leaf spring GT6 IIIII, rotoflex NEW Rear leaf spring GT6 IIIIII, rotoflex NEW Rear leaf spring HERALD, NEW Rear leaf spring HERALD, NEW Rear leaf spring VITESSE 1600I NEW	£13.98
MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack rushber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW prosphafts from Front vertical link VITESSE, GT6, original. Front vertical link HERALD, SPITFIRE, original. Front vertical link HERALD, SPITFIRE, original. Front wheel bearing kit (Inc. hub felt) Top ball joint all models Universal joint, all models Universal joint, all models Front suspension non roto, bolt/nut kit, all models Front coil spring STANDARD, state model Front coil spring STANDARD, state model Front shock absorbers (inc. bushes), all models Rear suspension non roto, bolt/nut kit, all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit rotoflex models Rear leaf spring SPITFIRE IVIIII NEW Rear leaf spring GT6 IVIII, rotoflex NEW Rear leaf spring GT6 IVIIII, rotoflex NEW Rear leaf spring HERALD, NEW Rear leaf spring VITESSE I 600/I NEW Rear leaf spring VITESSE II NEW	£13.98
MECHANICALISUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange. Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original Front wheel bearing kit (Inc. hub felt) Top ball joint all models Universal joint, all models Front suspension bolt/nut kit, all models Front coil spring STANDARD, state model Front coil spring HEAVY DUTY, state model Front shock absorbers (inc. bushes), all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit rotoflex models Rear leaf spring SPITFIRE IVI1500, GT6 III late NEW Rear leaf spring SPITFIRE IVI1500, GT6 III late NEW Rear leaf spring SPITFIRE IVIIIII NEW Rear leaf spring HERALD, NEW Rear leaf spring HERALD, NEW Rear leaf spring VITESSE I 600/I NEW Rear leaf spring VITESSE II NEW FUEL SYSTEMS & CARBS	E13.98 F.E44.65 F.E1.18 E35.25 F.E58.75 E44.65 E44.65 E44.65 E44.65 E11.75 E11.16 E14.69 F.E15.28 E16.45 E16.65 E1
MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link VITESSE, GT6, original Front vertical link IREALD, SPITFIRE, original. Front were dead in models Track rode end all models Universal joint, all models Front suspension, non roto, bolt/nut kit, all models Front coil spring STANDARD, state model Front coil spring STANDARD, state model Front coil spring HEAVY DUTY, state model Front shock absorbers (inc. bushes), all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit non rotoflex models Rear full wheel bearing kit non rotoflex models Rear leaf spring SPITFIRE IV/I1500, GT6 III late NEW Rear leaf spring STFIFIRE IV/I1500, GT6 III late NEW Rear leaf spring GT6 IIIIII, rotoflex NEW Rear leaf spring VITESSE I 600/I NEW Rear leaf spring VITESSE I 100/I NEW Rear leaf spring VITESSE I 100/I NEW Puet SYSTEMS & CARBS Petrol tank sender unit HERALD, VITESSE	£13.98
MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack rushber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW prosphafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original Front vertical link HERALD, SPITFIRE, original Front whele bearing kit (inc. hub felt) Top ball joint all models Universal joint, all models Universal joint, all models Front suspension non roto, bolt/nut kit, all models Front coil spring STANDARD, state model Front coil spring STANDARD, state model Front shock absorbers (inc. bushes), all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit rotoflex models Rear full wheel bearing kit non rotoflex models Rear leaf spring SPITFIRE IVIIII NEW Rear leaf spring GT6 II/III, rotoflex NEW Rear leaf spring GT6 II/III, rotoflex NEW Rear leaf spring VITESSE I 600I NEW Rear leaf spring VITESSE I 1 NEW FUEL SYSTEMS & CARBS Petrol tank sender unit SPITFIRE Petrol tank sender unit SPITFIRE PETROL TANKED PETROL TANKED	£13.98
MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack rushber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original Front vertical link HERALD, SPITFIRE, original Front suspension bolt/nut kit, all models Universal joint, all models Universal joint, all models Front coil spring STANDARD, state model Front coil spring HEAVY DUTY, state model Front suspension, non roto, bolt/nut kit, all models Rear suspension, non foto, bolt/nut kit, all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit non rotoflex models Rear full wheel bearing kit non rotoflex models Rear leaf spring SPITFIRE Illilli NEW Rear leaf spring GT6 Illill, rotoflex NEW Rear leaf spring VITESSE I NEW FUEL SYSTEMS & CARBS Petrol tank sender unit HERALD, VITESSE Petrol tank sender unit SPITFIRE Fuel pump HERALD, SPITFIRE Fuel pump VITESSE [GT6.	£13.98
MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack rushber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original Front vertical link HERALD, SPITFIRE, original Front suspension bolt/nut kit, all models Universal joint, all models Universal joint, all models Front coil spring STANDARD, state model Front coil spring HEAVY DUTY, state model Front suspension, non roto, bolt/nut kit, all models Rear suspension, non foto, bolt/nut kit, all models Rear shock absorbers (inc. bushes), all models Rear full wheel bearing kit non rotoflex models Rear full wheel bearing kit non rotoflex models Rear leaf spring SPITFIRE Illilli NEW Rear leaf spring GT6 Illill, rotoflex NEW Rear leaf spring VITESSE I NEW FUEL SYSTEMS & CARBS Petrol tank sender unit HERALD, VITESSE Petrol tank sender unit SPITFIRE Fuel pump HERALD, SPITFIRE Fuel pump VITESSE [GT6.	£13.98
MECHANICALISUSPENSION/STEERING MECHANICALISUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange. Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original. Front vertical link HERALD, SPITFIRE, original. Front vertheel bearing kit (Inc. hub felt) Top ball joint all models. Track rod end all models. Track rod end all models. Front suspension bolt/nut kit, all models. Rear suspension, non roto, bolt/nut kit, all models. Front coil spring STANDARD, state model. Front coil spring HEAYY DUTY, state model. Front shock absorbers (inc. bushes), all models. Rear full wheel bearing kit rotoflex models. Rear leaf spring SPITFIRE II/IIII NEW. Rear leaf spring SPITFIRE II/IIII NEW. Rear leaf spring SPITFIRE II/IIII NEW. Rear leaf spring HERALD, NEW. Rear leaf spring HERALD, NEW. FUEL SYSTEMS & CARBS Petrol tank sender unit HERALD, VITESSE. Petrol tank sender unit SPITFIRE.	£13.98

Front valance quality fibreglass		Brake master cyl, SPITFIRE IV/1500 single line
Bonnet D plate, HERALD, VITESSE		Brake disc 4 cyl models
Front wing HERALD 13/60 ORIGINAL PRESSING		Brake discs 6 cyl models
Front wing VITESSE	£82.25	Brake drum, late GT6 MkIII (ORIGINAL)
Front wing HERALD 1200Front wing arch repair		Wheel cylinders — state model
Sill, HERALD, VITESSE	£18.80	MOUNTS & BUSHES
Door skin, ORIGINAL PRESSING	£41.13	Engine mounts 4 cylinder
Door under section repair panel, HERALD, VITESSE		Engine mounts 6 cylinder Overdrive gear box mounting
Door step/tread panel (not aluminium finisher) as original		Overdrive gear box mounting
Rear wing, HERALD, VITESSE		Standard gear box mounting
Rear wing arch repair		Bump stop rotoflex suspension
Rear quarter valance, steel (with or without bumper strip) Rear centre valance, VITESSE, original pressing		Rear inner wishbone bush rotoflex models
Rear centre valance, HERALD, original pressing		Rear spring eye bush, all models
ween certific valuation, Flexivity, original pressing	213.03	CLUTCHES BORG & BECK 2 YEAR GUARANTEE
PANELS — SPITFIRE/GT6		HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAG
Battery box	£17 02	SPIT 1500
Front valance, original SPITFIRE I, II, III, GT6 I, II, Steel		VIT 2 Litre, GT6 all models
Front quarter valance, SPITFIRE IV/1500, GT6 III steel, original		ALIGUIAN ANNALAL
Front guarter valance, SPITFIRE IV/1500, GT6 III fibreglass		AUGUST SPECIAL
Front wing, original, SPITFIRE I, II, III, GT6 I		AUGUST SPECIAL BOOT RACKS All complete with fitting kit.
Front wing, original, GT6 II	£84.60	DAAD DAAVA (E 123
Front wing, SPITFIRE IV/1500, GT6 III (GENUINE)		ROOT RACKS
Front inner wheelarch, outer section, IV/1500, GT6 III		
Sill, all SPITFIRE, GT6, as original		All complete
Door skin, SPITFIRE I, II, III, GT6 I, II		All complete
Door skin, SPITFIRE IV/1500, GT6 III Full floor, ONE SIDE, front to rear, new improved		
Heelboard panel		Aluminium with wood slats.
Heelboard bracket for radius arm		Chrome with wood slats
Rear wing, SPITFIRE I, II, III, GT6 I, II, original		Petrone and appropriate and the second of th
Rear wing, SPITFIRE IV/1500, GT6 III, original		Stainless with wood slats
Rear inner wheelarch, outer section, IV/1500, GT6 III		Stainless with stainless slats.
Rear valance, SPITFIRE I, II, III, GT6 I, II	£40.54	Stemmess With Stemmess Sietes.
Rear valance, SPITFIRE IV/1500, GT6 III		
Boot floor, all models		HOODS, CARPET SETS AND INTERIOR TRIM
ALL CHASSIS AND OTHE	14	Hoods HERALD, VITESSE — original quality Hoods, SPITFIRE zip rear window — original quality
PANELS STOCKED		
PANELS STOCKED		Hoods HERALD/VITESSE — double duck/canyas
PLEASE RING		Hoods, HERALD/VITESSE — double duck/canvas Hoods, SPITFIRE — double duck/canvas
PLEASE RING MECHANICAL/SUSPENSION/STEERING		Hoods, HERALD/VITESSE — double duck/canvas Hoods, SPITFIRE — double duck/canvas Headlining, HERALD/VITESSE, saloon, Coupe
PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART		Hoods, HERALD/VITESSE — double duck/canvas Hoods, SPITFIRE — double duck/canvas Headlining, HERALD/VITESSE, saloon, Coup Pair of front seat recovering kits HERALD/VITESSE
PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models	.£44.65	Hoods, HERALD/VİTESSE — double duckkcanvas Hoods, SPITFIRE — double duckkcanvas Headlining, HERALD/VITESSE, saloon, Coup Pair of front seat recovering kits HERALD/VITESSE Rear seat covering kit HERALD/VITESSE
PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models	£44.65 £1.18	Hoods, HERALD/VITESSE — double duck/canvas Hoods, SPITFIRE — double duck/canvas Headlining, HERALD/VITESSE, saloon, Coup Pair of front seat recovering kits HERALD/VITESSE Rear seat covering kit HERALD/VITESSE Pair of door trim panels, HERALD Pair of door trim panels, VITESSE
PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower wibone assy, inc. bushes, all models	£44.65 £1.18 £1.18	Hoods, HERALDIVITESSE — double duckicanvas. Hoods, SPITFIRE — double duckicanvas. Headlining, HERALDIVITESSE, saloon, Coup Pair of front seat recovering kits HERALDIVITESSE. Rear seat covering kit HERALDIVITESSE Pair of door trim panels, HERALD Pair of door trim panels, VITESSE Pair of rear quarter trim panels, convertible HERIVI
PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunion/swivel ORIGINAL STANPART Front lower w/bone assy, inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange.	£44.65 £1.18 £1.18 . £35.25	Hoods, HERALD/VITESSE — double duck/canvas
PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models Adjustment shims for above Front wishbone bushes Steering rack exchange Steering rack rubber mounting Driveshaft all models non rotoflex	£44.65 £1.18 £1.18 .£35.25 £2.94 .£58.75	Hoods, HERALD/VITESSE — double duck/canvas
MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models. Adjustment shims for above Front w/shbone bushes Steering rack exchange Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large	£44.65 £1.18 £1.18 . £35.25 £2.94 . £58.75 £15.28	Hoods, HERALD/VITESSE — double duck/canvas
PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange Steering rack rubber mounting Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from	£44.65 £1.18 £1.18 £35.25 £2.94 £58.75 £15.28 £88.13	Hoods, HERALD/VITESSE — double duck/canvas. Hoods, SPITFIRE — double duck/canvas. Headlining, HERALD/VITESSE, saloon, Coup. Pair of front seat recovering kits HERALD/VITESSE. Pair of door trim panels, HERALD. Pair of door trim panels, HERALD. Pair of door trim panels, VITESSE Pair of rear quarter trim panels, convertible HER/VITESSE. As above, left hand for VITESSE, with pocket. Under dash mill board panel HERALD/VITESSE. Seat base diaphragm HERALD/VITESSE. Moulded carpet set, HERALD/VITESSE.
PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models	£44.65 £1.18 £1.18 £35.25 £2.94 £58.75 £15.28 £88.13 £44.65	Hoods, HERALD/VITESSE — double duckicanvas Hoods, SPITFIRE — double duckicanvas Headlining, HERALD/VITESSE, saloon, Coup Pair of front seat recovering kits HERALD/VITESSE Pair of door trim panels, HERALD — Pair of door trim panels, HERALD — Pair of door trim panels, Convertible HER/VITESSE — Pair of fair quarter trim panels, convertible HER/VITESSE — As above, left hand for VITESSE — As above, left hand for VITESSE, with pocket — Under dash mill board panel HERALD/VITESSE — Seat base diaphragm HERALD/VITESSE — Moulded carpet set, HERALD/VITESSE — Moulded carpet set, HERALD/VITESSE — Carpet set, SPITFIRE, tufted and bound — —
MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original. Front vertical link HERALD, SPITFIRE, original.	£44.65 £1.18 £1.18 £35.25 £2.94 £58.75 £15.28 £88.13 £44.65	Hoods, HERALDIVITESSE — double duckicanvas Hoods, SPITFIRE — double duckicanvas Headlining, HERALDIVITESSE, saloon, Coup Pair of front seat recovering kits HERALDIVITESSE Pair of door trim panels, HERALD Pair of door trim panels, VITESSE Pair of rear quarter trim panels, convertible HERIVI Front scuttle side panel, HERALDIVITESSE As above, left hand for VITESSE, with pocket Under dash mill board panel HERALDIVITESSE Seat base diaphragm HERALDIVITESSE Moulded carpet set, HERALDIVITESSE Moulded carpet set, SPITFIRE, tufted and bound Moulded carpet set, SPITFIRE
PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange Steering rack rubber mounting Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original Front wheel bearing kit (inc. hub felt)	£44.65 £1.18 £1.18 £35.25 £2.94 £58.75 £15.28 £88.13 £44.65 £44.65	Hoods, HERALDIVITESSE — double duckicanvas Hoods, SPITFIRE — double duckicanvas Headlining, HERALDIVITESSE, saloon, Coup Pair of front seat recovering kits HERALDIVITESSE Rear seat covering kit HERALDIVITESSE Pair of door trim panels, HERALD Pair of door trim panels, HERALD Pair of rear quarter trim panels, convertible HERIVI Front scuttle side panel, HERALDIVITESSE As above, left hand for VITESSE, with pocket Under dash mill board panel HERALDIVITESSE Seat base diaphragm HERALDIVITESSE Moulded carpet set, HERALDIVITESSE Carpet set, SPITFIRE, tufted and bound Moulded carpet set, SPITFIRE Moulded carpet set, GT6 (state model)
PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange Steering rack exchange Steering rack rubber mounting Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original Front wheel bearing kit (Inc. hub felt) Top ball joint all models Track rod end all models	£44.65 £1.18 £1.18 £35.25 £2.94 £58.75 £15.28 £88.13 £44.65 £44.65 £11.75 £11.16	Hoods, HERALD/VITESSE — double duck/canvas — Hoods, SPITFIRE — double duck/canvas — Headlining, HERALD/VITESSE, saloon, Coup Pair of front seat recovering kits HERALD/VITESSE — Rear seat covering kit HERALD/VITESSE — Pair of door trim panels, HERALD — Pair of door trim panels, HERALD — Pair of door trim panels, Convertible HERIV/ITESSE — Pair of rear quarter trim panels, convertible HERIV/ITESSE — As above, left hand for VITESSE, with pocket — Under dash mill board panel HERALD/VITESSE — Seat base diaphragm HERALD/VITESSE — Moulded carpet set, HERALD/VITESSE — Moulded carpet set, SPITFIRE , tufted and bound — Moulded carpet set, SPITFIRE — Moulded carpet set, GT6 [state model] — Car seat recovering kit SPITFIRE IV/I 500 black [car set in the control of the cont
FLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models Adjustment shims for above Front wishbone bushes Steering rack rubber mounting Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link HERALD, SPITFIRE, original. Front vertical link HERALD, SPITFIRE, original. Trop ball joint all models Track rod end all models Track rod end all models Universal joint, all models	£44.65 £1.18 £1.18 £35.25 £2.94 £58.75 £15.28 £88.13 £44.65 £44.65 £11.75 £11.16	Hoods, HERALDIVITESSE — double duckicanvas Hoods, SPITFIRE — double duckicanvas Headlining, HERALDIVITESSE, saloon, Coup Pair of front seat recovering kits HERALDIVITESSE Rear seat covering kit HERALDIVITESSE Pair of door trim panels, HERALD Pair of door trim panels, HERALD Pair of rear quarter trim panels, convertible HERIVI Front scuttle side panel, HERALDIVITESSE As above, left hand for VITESSE, with pocket Under dash mill board panel HERALDIVITESSE Seat base diaphragm HERALDIVITESSE Moulded carpet set, HERALDIVITESSE Carpet set, SPITFIRE, tufted and bound Moulded carpet set, SPITFIRE Moulded carpet set, GT6 (state model)
FLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange	£44.65 £1.18 .£35.25 £2.94 .£58.75 £15.28 .£88.13 .£44.65 .£44.65 .£11.16 £7.64 £6.46	Hoods, HERALDIVITESSE — double duckicanvas Hoods, SPITFIRE — double duckicanvas Headlining, HERALDIVITESSE, saloon, Coup Pair of front seat recovering kits HERALDIVITESSE Pair of foot strim panels, HERALD Pair of door trim panels, HERALD Pair of door trim panels, VITESSE Pair of rear quarter trim panels, convertible HERIVI Front scuttle side panel, HERALDIVITESSE As above, left hand for VITESSE, with pocket Under dash mill board panel HERALDIVITESSE Seat base diaphragm HERALDIVITESSE Moulded carpet set, PITFIRE Moulded carpet set, SPITFIRE Moulded Door trim panel SITFIRE Door trim panel SITFIRE Door trim panel SITE NEW. SPITFIRE IV/1500 Door trim panel SITE STATE NEW. SPITFIRE IV/1500 Door trim panel SITE STATE S
PLEASE RING MECHANICAL/SUSPENSION/STEERING Front trunnion/swivel ORIGINAL STANPART Front lower w/bone assy. inc. bushes, all models. Adjustment shims for above Front wishbone bushes Steering rack exchange Steering rack rubber mounting. Driveshaft all models non rotoflex UJ flange to diff, small or large NEW propshafts from Front vertical link VITESSE, GT6, original Front vertical link VITESSE, GT6, original Front wheel bearing kit (Inc. hub felt) Top ball joint all models Universal joint, all models Front suspension bolt/nut kit, all models Rear suspension, non roto, bolt/nut kit, all models	£44.65 £1.18 £1.18 £35.25 £2.94 £58.75 £15.28 £88.13 £44.65 £44.65 £11.75 £11.16 £7.64 £6.46	Hoods, HERALDIVITESSE — double duckicanvas Hoods, SPITFIRE — double duckicanvas Headlining, HERALDIVITESSE, saloon, Coup Pair of front seat recovering kits HERALDIVITESSE Pair of foot strim panels, HERALD Pair of door trim panels, HERALD Pair of door trim panels, VITESSE Pair of rear quarter trim panels, convertible HERIVI Front scuttle side panel, HERALDIVITESSE As above, left hand for VITESSE, with pocket Under dash mill board panel HERALDIVITESSE Seat base diaphragm HERALDIVITESSE Moulded carpet set, PITFIRE Moulded carpet set, SPITFIRE Moulded Door trim panel SITFIRE Door trim panel SITFIRE Door trim panel SITE NEW. SPITFIRE IV/1500 Door trim panel SITE STATE NEW. SPITFIRE IV/1500 Door trim panel SITE STATE S
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	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
ij.	MOUNTS & BUSHES	
	Engine mounts 4 cylinder	£4.70
	Engine mounts 6 cylinder	
	Overdrive gear box mounting	£16.39
	Standard gear box mounting	£1.88
	Steering column bushes (excluding late 1500)	
	Bump stop rotoflex suspension	£4.99
	Rear inner wishbone bush rotoflex 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	£82.25
	VIT 2 Litre, GT6 all models	£82.25



Hoods HERALD, VITESSE — original quality	
Hoods, SPITFIRE zip rear window — original quality	
Hoods, HERALD/VITESSE — double duck/canvas	. £164.50
Hoods, SPITFIRE — double duck/canvas	
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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	
Front scuttle side panel, HERALD/VITESSE	£9.99
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Seat base diaphragm HERALD/VITESSE	£15.28
Moulded carpet set, HERALD/VITESSE	£116.33
Moulded carpet set, HERALD/VITESSE Carpet set, SPITFIRE, tufted and bound	£116.33
	£116.33 £70.50
Carpet set, SPITFIRE, tufted and bound	£116.33 £70.50 £158.63
Carpet set, SPITFIRE, tufted and bound	£116.33 £70.50 £158.63 £179.78
Carpet set, SPITFIRE, tufted and bound	£116.33 £70.50 . £158.63 . £179.78 £94.00
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Carpet set, SPITFIRE, tufted and bound Moulded carpet set, SPITFIRE Moulded carpet set, GT6 (state model). Car seat recovering kit SPITFIRE IV/1500 black (car set) Door trim panel SPITFIRE IV/1500 black NEW. SPITFIRE IV/1500, GT6 III, dash top cover Door trim panel GT6 — state model	£116.33 £70.50 £158.63 £179.78 £94.00 £24.68 £29.38 £15.28 £29.38 £13.51
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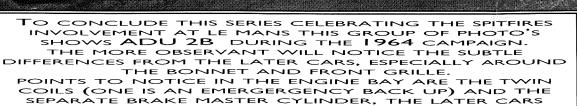
IGHTS AND MISCELLANEOUS ide/Indicator light unit, Spit III, IV/1500, GT6 II/III Halogen headlight conversion set HERALD, SPITFIRE & GT6 E34.08 Wood rim steering wheel all models. £49.35 eather rim steering wheel all models £32.90 ibreglass tunnel covers, state model £31.67 Overdrive column switch cowl F17 63 Alloy rocker cover, 6 cylinder F56 40 Alloy rocker cover, 4 cylinder

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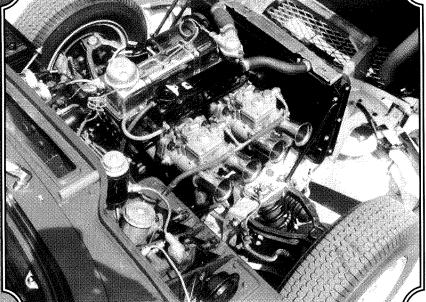
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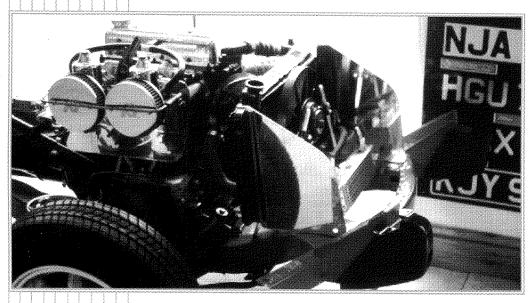








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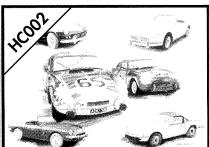






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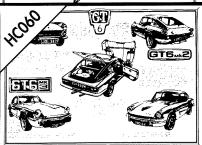
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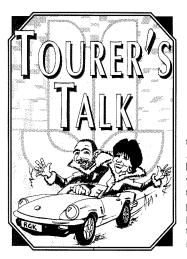
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f your camping equipment is filling the car to overflowing, you may be considering a trailer to carry it in, or a trailer tent.

If this is the case, then you will need to find a way to attach it to the back of the car. There is only one really good option and that is to fit a towbar, as you will find that a good strong bungee will be somewhat frowned upon by the authorities, other road users and indeed anybody else not actually certifiably insane.

Towing equipment for a car consists of three separate bits of kit, firstly the tow ball, secondly the towbar and finally, electrics.

With the exception of military and heavy commercial trailers, all trailers have a towing hitch at the end of the drawbar which is designed to drop over and lock onto a 50mm ball so it figures

TOW BAR OR NOT TOW BAR THAT IS THE QUESTION

that the first thing you need is a 50mm ball. This will need to be bolted in some way to the rear of your car, you could try fixing it to the bumper but unless you find the prospect of the trailer and bumper parting company from the rest of the car 'en route' appealing, this method has some drawbacks.

So the next thing you need is something for the ball to bolt onto, this will be the towbar. The bar is actually a steel framework which

rear and as the trailer will obscure these from other road users they need to be duplicated at the rear of the trailer. Basically it consists of a set of wires from your indicators, brake lights, side lights and fog lights, if fitted, which runs to one or two seven pin female sockets positioned on the car next to the tow ball. These are known as 12N & 12S. The reason there are one or two is that once upon a time cars did not have to have fog lights fitted



bolts securely to the underbody or chassis or the car. Our cars all have a strong chassis which is really the best and safest fixing point. Imagine the problems in fixing towing equipment to a Mini with its subframes. Aren't we lucky?

Finally, although you can now tow, you do need one more thing unless you intend to tow only offroad, and that is some electrics.

All cars have running lights at the

and one socket sufficed for all road lights and also one constant live pin for internal electrics on caravans, ideal for those folks going on a long journey who wished to power their 12V fridges.

When legislation was passed for all cars to be fitted for fog lights this presented the industry with a problem as the existing 12N socket had no spare pin to carry the old fog light power supply. The solution was to power the

fogs on the old internal electric pin and fit another socket, the 12S for caravan internal electrics.

The only reason I mention this is so you can amaze your friends at dinner partys with an explanation as to why you can sometimes see trailers being towed along with fog lights illuminated when no lights on the car are switched on. For the type of things you are likely to tow with a club car all you will need is the single socket set-up. The trailer itself of course will be fitted with a male 12N plug.

Fitting a towbar/bracket can be done by a competent DIY person with a small number of basic tools, eg set of spanners up to 24mm, half inch drive socket set, an electric drill to 12mm capacity, screwdrivers flat and cross point, pliers.

If in doubt, an average cost of fitting by a specialist towbar supplier is about £30.

And so to you, the suppliers. If you own a Eurobox with towing equipment fitted then the chances are it will be a Witter who are the largest manufacturers/suppliers in the UK. It follows then that if you wish to fit a towbar to a modern car, it will be easy peasy lemon squeezy to find a supplier. However, it's not quite so straightforward with a club car. I know of two companies who can help.

Watling Engineers of St. Albans,

Herts are a small company which specialise in the manufacture of towbars for those vehicles which are not high volume and classic cars, in other words a corner of the market not covered by the likes of Witter.

I don't know how many companies deal in their products but no doubt they would be happy to supply details if approached.

Tow-Rite of High Wycombe, Bucks was founded by John Munt who worked for Watling Engineers when they first started in business designing towbars. John has now been in the trailer business for about 20 years.

Tow-Rite as a company knows towbars inside out from flat pieces of steel to the finished product. John has stayed on good terms with Watling Engineers and retails their products listed below.

Bond, Herald and Vitesse tow-

FITTED 12N FITTED 2S DIY 12N MODEL **DIY 12S** Spitfire £74.90 £98.90 MkI, II, III £138.00 £96.00 MkIV/1500 £106.00 £148.00 £84.00 £107.90 £74.90 GT6 MkI £96.00 £138.00 £98.00 MkII & III £106.00 £148.00 £84.90 £107.90 All prices are subject to VAT at 17.5%



bars can be fabricated specially at the High Wycombe premises with prices on request.

In my dealings with them I have found Tow-Rite to be first class but there must be some other companies out there who can supply and fit towing equipment for the club cars. Who are they? If you know, let me know so I can list them in a future edition of "Tourer's Talk'.

Lastly, I would be the first to admit that a towbar is not the prettiest thing in the world, so one final bit of kit you might consider is a chrome flipper. This is designed to cover the tow ball and look like an overider.

It is shown fitted to my Spitfire RGK. Yes, I know it wouldn't fool anybody but it does (I think) look better than a bare metal towball. It is available from any towing equipment suppliers and retails at (Two-Rite prices) £17.66 plus VAT and is also available in matt black at £13.02 plus VAT.

Please send all articles (with photos if possible) and letters inc SAE to:

Rick Robarts,
55 Shelburne Road, Cressex,
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nner front wheel arch, left hand/right 903 075/6	£25.00 each
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Spitfire MKIII boot lid steel 575787	£125.00
Front competition road springs 209033	

SPITFIRE MKIV & 1500)
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Dash top cover 815281	£23.00
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et .	Half floor I/hand & r/hand	
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CADWELL PARK Short Circuit, Sunday 21st May

clear bright day \\\ greeted the 750 Motor Club at Cadwell including a good turnout of Triumphs for the Roadsports championship, these included new drivers out for their first race of the season David Beardsley with his Spitfire and Russell Munn in his TR7.

Scrutineering was relatively painless for all, but John Davies unfortunately met with a scrutineer who thought he knew about Vitesses, but all was resolved. This however was just the start of John's problem for the day, due to a mechanical problem he was unable to practice, and this resulted in a couple of laps behind the course car to qualify.

Practice however was also going to cause problems for our championship leader, Kevin Ginger, with his outside drive shaft snapping, after frantic efforts to get a replacement unit it was

necessary to take one off Paul Lucas' car so that Kevin could be out in the race.

Our race was scheduled as last but one for the day, so giving us the chance to watch some of the other championships including Formula 4, 750 Formula, Supersports and Road Sports classes E & F, this championship included John Pinkney (ex GT6) now racing a 'K' series Caterham

Race 9 and out went Road Sports classes A-E, for the third round of the TSSC Championship races. A smooth start saw the race underway, but unfortunately for John Davies his car would not re-start having stalled it. Kevin started to push through the field with Jon Wolfe following. At the halfway stage we saw Martyn Adams retire due to an overheating problem, with Dave Beardsley taking it steady whilst nursing an unhappy engine, but determined to finish to get his first points of the season, Russell Munn in his TR7 (first outing) was chasing Jon Wolfe until he was punched in the side at the hairpin by a TVR Griffith. Fortunately Russell got the better of the Griffith having to retire, finishing just behind Jon Wolfe as the only Class B Triumph finisher.

The race however came to an abrupt halt on the last lap when Brian Book's Ginetta experienced mechanical failure and careered into the barrier, returning to the track only to meet Kevin Ginger's Spitfire coming along Park Straight, unfortunately there was no avoiding the collision, with the Ginetta loosing its engine on impact, forcing the car up and



over Kevin, I am pleased to report that Brian climbed from the body shell shaken but unharmed, unlike his car which will require major surgery to put it right. Kevin's car arrived back in the paddock with re-arranged bodywork. The incident however was also to cause damage to Pete Richard's Clan Crusader when he was able to miss the stray engine. Although a number of cars were damaged, all will be able to compete in the future, with repairs taking a little longer for some.

To conclude this report I include the Championship positions after the first three rounds of this years challenge.

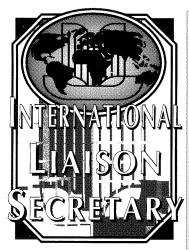
CLASS A

1	Kevin Ginger	46
1st	<u> </u>	
2nd	Jon Wolfe	36
3rd	Paul Lucas	20
4th	Dave Beardsley	10
5th	Pete Whiteman	9
6th Joint	Martyn Adams &	
	Mark Field	Ω

CLASS B

	C MAI BLODY #7	
1st Joint	John Sadler &	
	Russell Munn	15
3rd	John Davies	0

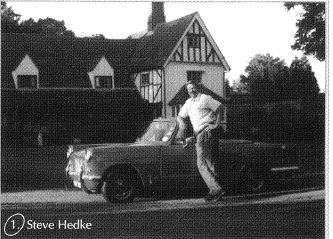
JO FIELD



i folks.
Just a
quick
report this
month.
Everything has
gone crazy
recently,
because even
as I write these
words, the BIG
ONE, Stafford
looms ahead....

I, like-many other members have been frantically spending my every waking moment preparing my Triumph for the show, however this past month has been unusually busy. With visits from U.S. member Steve Hedke over on an all too brief flying business trip from Los Angeles – may we wish him every success in his Land Rover business 'British Pacific; (Photo 1).

Here he is with my Herald near Oxford on the evening I got to meet him. (ps. Steve, it was worn pistons causing the problems this

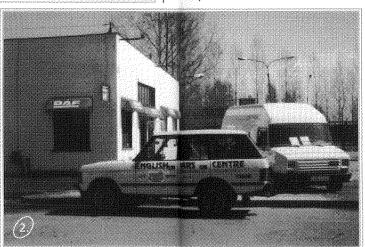


time so I've changed my complete engine since we met!).

I've also had an unexpected visit from our Polish friend Zbigniew Czarnecki over from Gdansk who started out with maintaining his Herald in a rather Heath Robinson style and is now doing rather better for himself in the newly Democratic Poland, trading as 'English Cars Centre' of Gdansk.

(Photo 2)

Hugh Roberts, yes THAT Hugh Roberts, also stayed with us in between his Vitesse winning its class and Car of the Show in round

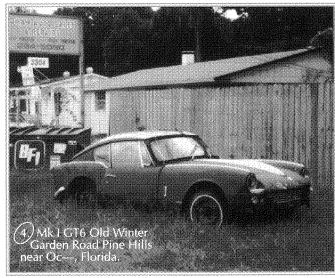


engine rebuild whilst he was staying over, also to Bob Rowland for supplying some important missing parts and helping to find the correct bearings at such short notice etc.

A letter has finally reached me from the U.S.A. via the TSSC HQ, sent in by Maude and Harry Sawdaye and the photo (Photo 4) taken on the old Wintergarden Road, Pinehills, Ococe, Florida, dated August 28th 1994. It says: 'I thought you might like this picture of a GT6 Mkl left abandoned along the roadside,



I must say thank you to Hugh for helping me with my Herald



my husband and I felt very saddened by this seemingly unwanted and unloved marque of British motor history so far from its homeland. After visiting my husband's previous home in England (Mill Hill, London), I knew I was in love with a beautiful car I left behind called a Spitfire, my husband rebuilt many Triumph cars before I met him, something I was totally oblivious of before. We love and are somewhat saddened hearing news of upcoming events

in Great Britain through your newsletters. Thanks for reminding us of memories gone past and those up ahead – working on and driving Triumphs – sincerely'.

All our thanks to Maude and Harry for sharing those thoughts with us.

A short note from Dr. Pierre Didelot (French Herald 13/60 Cv) who recently sent me a





picture taken from L'Auto Journal of January 1968 (Photo 5) showing a British Vitesse 2L MkI Cv bearing the registration number '1 VRE' and of course IVRE means drunk in French!

Recently, my Herald and I were obliged to become photographic models for the Sunday Telegraph magazine complete with lights, tripod, cables, cameras, photographers and costume - due for publication in colour, on Sunday 16th July (Stafford), we shall have to see how it comes out! If that's not enough, I learnt just today (Monday), that Classic and Sportscar want my car and me on Wednesday. all day for a back-to-back article with various other contemporary competition, ie: VW Beetle, Morris Minor, Hillman Super Minx and Peugeot 304, it should prove interesting when published, I don't know when vet, but I'll be sure to let you know.

Here is a picture (Photo 6) sent in by Wessex Area member John Snook back in December 1992 just found at the bottom of my in-trav!

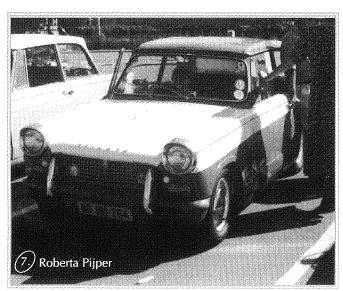
John took it whilst on holiday in Cyprus, he says he didn't ask the price but also espied a number of other Heralds, a few Vitesses and one Spitfire plus quite a few other British models of the 1950s and 1960s, Rootes group cars such as Hillmans, Humbers and Singers predominating. So, if anyone else is going out to Cyprus on their hols, take lots of TSSC joining

forms along.

A couple of shots (Photo 7) depicting Roberta Pijper's early 1959 Herald 948 saloon as mentioned in my previous report, seen here on a TSSC of SA -Durban area Sunday run back on 14th May 1995 and that of recently recruited member Len van der Merwe (Photo 8), his Herald is resplendent in Pink and Purple duotone with a White roof, known as 'The Pink Panther' it grows on you, honestly, it does, no word of a lie! Actually, you really do have to see it to appreciate it.

Last, but by no means least, I've had a nice letter from Thomas L Beaver of Indianapolis (a name to conjure with!).

'Club cars which I own include a 73 GT6 (KF-20461U) and a 64 Sports 6 (HB 4891 LCV). I have owned my GT6 since 1976 and used it for college transportation from 76 to late 79 and then as daily commute car until 1983. It was then put up for a long rest and at the present time is in the latter stage of a full blown restoration. Winters here are hell on British sports cars and their body components such as both





rear fenders, sills (inner and

outer), drivers floor pan, front

fenders and both front valances

was solid and required no repair

except preparation for painting.

Other new cosmetic components

include carpeting, rubber seals,

headliner, wiring harness, seat

covers and foam, chrome and

have been gone through and

new. This car

is or will be

done. There

are a couple of

need and can't

seem to locate

here in the

unit or a

States, I need

a rebuilt servo

rebuilding kit

for the unit

which was fitted on late

(Oct 72 and

on) cars. I am

also looking

for original

battery cables.

items which I

new when

rebuilt if possible or purchased

trim pieces. All mechanical items

The body has been repainted

in original pimento paint.

had to be replaced. The frame

My Sports 6 (Photo's 9&10) is new to me, being acquired in Dec. 94. I found this car through a friend of mine who works for the highway department here in Indiana. He heard of the car through casual conversation at a gas station in Northern Indiana. As it turns out the car had been sitting in this gentleman's garage for nine years and before that in a barn for approximately 12 years as the car has 1973 license plates on

it. The odometer reads just over 46,000 miles. The amazing thing was when we picked the car up it still had solid brake and clutch pedals. Further questioning of the owner determined that they used to drive their grandkids around the farm. The car appears to be completely original. The top won't close due to years of being left down. I had been looking for a Vitesse for many years and when this came to my attention

was to much for me to resist, regardless of the work it obviously needed.

I've seen only five Vitesse models in the 20+ years of following Triumphs here in the states, 2 of them race cars and only one a convertible. They are extremely rare here as the car must not have sold very well. I am somewhat disappointed in the fact I have the smaller 1600 with the twin Solex carbs but I feel fortunate in having one and in such original condition. I will not start on the car until the GT6 is closer to its final stages of completion.



Any help would be appreciated.

You might not care about my other cars but this affliction is very serious, so here goes. I have a 79 TR7 convertible which is totally not original and a 80 TR8 which is totally original and needs work. The 7 is my driver to car shows. conventions, rallies and tours. I've owned numerous Spitfires (64, 74, 79, 80) and a TR4 which was my first Triumph. We hardly ever see any Heralds here, even at all British meets. Where are they? Spitfires and GT6s can still be purchased here for small amounts with most examples needing minor repairs.

Lam President of Indiana Triumph Cars, a Chapter of The Vintage Triumph Register, which is the largest Triumph

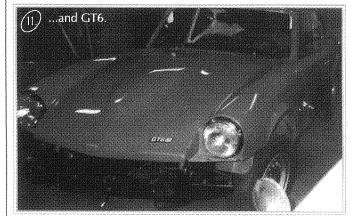


group here in the states. We have approximately 125 members in our Chapter. Car ownership is wide but the TR6, TR3 and Spitfire are the most represented. Most members have more than one and some have

different margues such as the dreaded M car.

I've included pictures of my cars for you to do with what you want. Please look me up if you are ever here in the mid west. I live just north of Indy. If you have a copy of the new publication 'Triumph World', I am on page 70-71 of the initial issue. If I can ever be of any assistance or help with anything here, please let me know. Also, I am interested in total Sports 6/Vitesse export numbers. Can your readers help or maybe this subject has been addressed in back issues. Keep up the good work'.

Until next month . . . all the best. *





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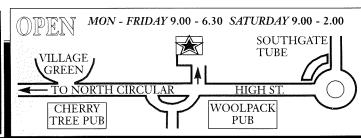
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TROUBLE SHOOTER

Part 2

steering rack to the chassis. Check the strap is in order and if necessary clean the connections at each end, making sure there is bare metal contact to the rack and to the chassis attachments.

The wiring should be checked throughout, cleaning all bullet and other connections and replacing them if suspect. Check for chaffed cables where they vibrate against chassis or body parts including the cable securing clips and renew suspect lengths. Look for wires being occasionally nipped by moving parts such as bonnet hinges and stays.

Fig. 12 shows the ultimate in bad horn systems, messy wiring, one horn missing and one non original.

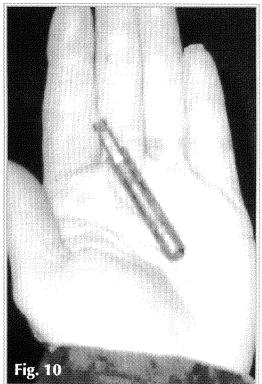
n order to find what can be done to rectify any defects in the Triumph horn system, In part 1, we investigated the Circuit Wirings, Fusebox, Relay and Horn Push. Here are the remaining sections.

THE FILAMENT

Here it is in fig. 10. It comprises a plastic tube with a contact in each end joined by a braided wire and kept apart by a coil spring. The contacts should move freely in and out against the pressure of the spring. Very gently pull the upper contact: if it comes out then obviously the braided wire is broken, but either way check across the contacts with a test light or meter. Again clear any corrosion off the contacts and check the filament drops easily through the steering wheel boss to make contact with the brass disc below the wheel. When replacing the horn push with the side spring correctly located, ensure the rectangular contact is positioned against the filament.

WIRING

The horn push is earthed down through the steering column to the chassis. Since the column is electrically insulated by the rubber mountings, the circuit is completed by a braided earth strap which is seen in fig. 11., which is connected from the





which is fixed. Before adjusting, it may help to replace the fuse with a piece of wire to prevent it blowing, though ensure the fuse is replaced later.

Turn the adjuster clockwise until normal volume is heard, then turn back till

THE HORN ITSELF

The horns fitted to early Heralds are type 725 made by Clearhooters of Warwickshire and all horns on our car are similar.

One horn emits a low frequency sound and the other high, which produces a very effective sound, though individually they are quite inadequate.

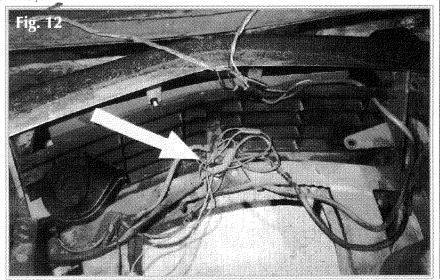
Before attempting to rectify a problem with the horns, disconnect one, then the other to confirm which isn't working. Even if neither work, still disconnect one while you sort the other. The horns

are not meant to be dismantled so don't be tempted to undo the centre screw and locking nut. There is however, an adjuster screw which compensates for wear of the fixed electrical contact inside the horn body. This does not alter the tone

there is no sound and then go clockwise again a quarter of a turn, a little more if necessary. This should be the ideal current setting.

Check that the horn mounting bolt is tight and that the horn is not touching anything since this would affect its output, as would close proximity of say a metal panel or electric cooling fan support which may vibrate with the horn. Where the horn is earthed through its mounting bolt ensure there is a good bare metal contact to the chassis here.

Happy hooting! ★



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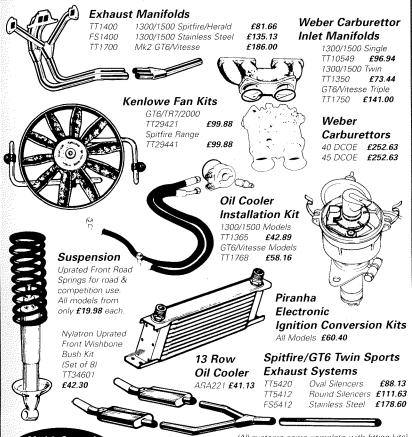
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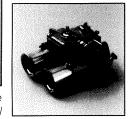
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am writing in response ll to recent articles about the handling of our cars, in particular the tendency to oversteer. I don't pretend to know much about the physics of the swing-axle suspension geometry except what I've read, but there does seem to be one solution that has been

Many cars of the 50s and 60s had a swing axle of one sort or another. This list includes VW,

overlooked.

CAMBER COMPENSATOR

Corvair, Renault, Fiat, Porsche, Simca, Mercedes, NSU as well as Triumph.

It seems that on a swing axle system the weight transfer from inside wheel to outside wheel while cornering is proportional to the height of the centre of gravity and the 'jacking' effect is proportional to the weight transfer. The wheel 'jacking' effect raises the car body on its suspension and therefore the centre of gravity which in turn increases the weight transfer. The car body will continue to rise and violent oversteer occurs because the rear tyres, due to the swing axle, go into unfavourable positive camber.

Bump steer compounds the situation, which swing axles have in large amounts. Bump steer is a change in toe-in or toe-out as the wheel rises over a bump or drops in a dip or in this case under hard cornering the force on the outside rear wheel will cause it to rise up into the wheelarch just as if it had encountered a bump. If the tyre then toes out, the angle of turn will be increased creating roll oversteer.

There were many tuning companies who produced camber compensators for the above cars. These were fitted between the rear axles. I have tried to find out more about them and I am hoping this letter will produce

some answers. But they do seem self-explanatory.

I have read that camber compensators work exactly opposite to an anti-roll bar in that they hold the inside wheel on the ground and help prevent the outside wheel from proceeding too far and too fast towards positive camber. It helps the swing axle to resist its built in jacking tendency.

The Mercedes 230SL had fitted as standard a swing axle with a rear compensating spring. 1967 or later VW Beetle had a swing axle with a factory device known as a Z bar. The tuning company EMPI produce camber compensators which pivot under the transaxle for all swing axle VW.

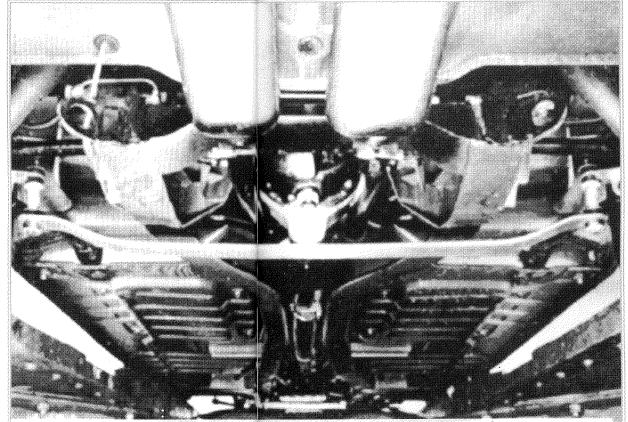
I have included a picture of a Speedwell Camber Compensator fitted to what looks like a Spitfire or GT6 and not a Herald as stated. It's a centrally pivoted bar coupling two swinging arms. Speedwell Conversions was started by Graham Hill amongst others to market tuning kits for a variety of family saloons.

Heritage Garage have taken over the Speedwell name and now produce a number of Speedwell accessories and conversions but not unfortunately for the Herald/ Vitesse. I have spoken to John Adair of Heritage Garage who told me that the original technical drawings of the Herald camber compensator bar may have been lost, but if an original exists it would be possible for him to reproduce. Does anyone know of one?

Now I don't know how it would effect the ride, whether a Vitesse

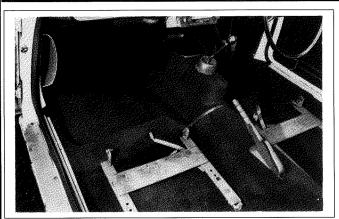
would need a different one to a Herald or whether a thicker front anti roll bar or different dampers would need to be fitted I'll leave that to the engineers. But it does seem a relatively simple and inexpensive piece of kit that has the advantage of bolting straight on and therefore off, without major dismantling of the rear suspension.

In conclusion do they work? Well, in the words of American Kas Kastner (who tuned Triumphs far higher than the factory thought possible) 'We'd worked out how to make the Spitfire handle by using a camber compensator'. *



Rear suspension camber comjensator for the Triumph Spitfire by Speedwell

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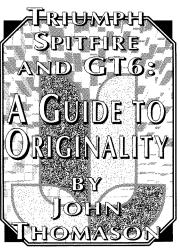
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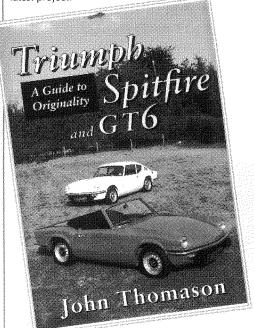
Register Secretary, Spitfire Register Secretary, racing driver and now author are all roles that John Thomason fills well and the book, which is what this short review is all about, is yet another feather in John's cap.

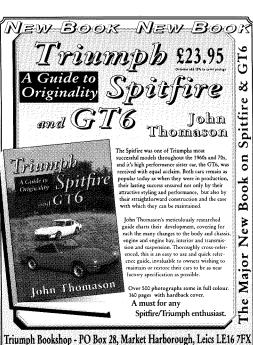
All those out there who are used to reading John's knowledgeable and interesting Spitfire Register articles are sure not to be disappointed with this, his latest project.

Published by The Crowood Press in A4 hardback format, the book is filled with over 500 black and white photographs with accompanying authoritative text showing and telling of every conceivable detail and change in the Spitfire and GT6 from the start of their story in 1958 until the fina car rolled off the production line in August 1980. Whether the change was due to improving the technical specification, to update the style or otherwise due to a rationalisation of the Triumph parts bin they're all there. Included too are centre spread colour plates showing fine examples of each model plus a colour chart showing the available colour schemes. It should be said that with his usual attention to detail, John put in extra work to ensure that the colour paint chart included in the book was absolutely right (at least at the final proof stage) only to see the published version as slightly out. As they say that's show



business. This detail shouldn't of course stop any fans of the Spitfire and GT6 from obtaining a copy as it'll rest well in the their Triumph library taking its place first as an interesting read and then no doubt as their standard reference for the cars. *





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s it is
approaching
that time
of year again,
here is a reminder
for WAC 95 in
the form of the
write-up of WAC
94. Confused?
Then read on.

As usual WAC started on the Saturday evening with the barbecue and one or two drinks, several of us enjoying being smoked out by the smokeless charcoal. I'm not sure whether the barbecue itself was safe to cook on, but in the dark you can't tell. No one has suffered with food poisoning yet so it must be OK.

The Sunday dawned bright and breezy, OK make that very breezy, which made erecting the club stand rather entertaining. Cars

WAC'94



started arriving at 9am. Please, please note that the gates open at 10.30. By arriving early, you are depriving yourself of an hour in bed. Having said that it was good to see so many enthusiastic people.

David from Head Office and Woody from John Hills (freshly returned from the Spitfire Weekend in Holland) turned up with some very nice goodies to sell, fortunately for me, I'd left my wallet behind.

As the morning wore on, the cars kept coming, the wind kept howling – at one point the stand canopy was being ably supported by David's head and frequently blew offits centre supporting pole.



IAN MANDERSON



The quality of the cars lived up to the standard set last year. The GT6 class in particular was very difficult to judge. The first five GT6s were all varying shades of red and all of a very good standard. Normally when judging at WAC it's possible to pick the first three in each category almost at a glance. However I could not separate the GT6s like this, so in what must be a first for WAC, out came the official judging sheets which when completed revealed a ten point gap between 1st-2nd, and 2nd-3rd. The other classes weren't as close, but equally enjoyable to judge. I must thank Adrian and Kiwi for helping me with this.

By the time the presentations started, we had had in the region of 80 cars through the gate, another successful year.

The final concours results were as follows:

Herald:

1st - RSS 514J D. Humpheson 2nd - FYH 8611 D. Siddorn 3rd - BAB 162H L. Dittrich

Vitesse:

1st - TPH 401F P. Boyce 2nd - KXC 202H M. Ward 3rd - DGC 484H D. Coates

Spitfire I-III:

1st - HAE 611D P. Johnson 2nd - DOX 468C T. Hickling 3rd - FNP 6711 I. Manderson

Spitfire IV/1500:

1st - VOG 325S W. Brezezicki 2nd - HHA 53L N. Gregory 3rd - HJW 79W A & J Savage

GT6:

1st - RAC 558M A & A McGowan 2nd - JKK 703L D. Pearson 3rd - DOF 336K N. Horton

Bond:

1st - SMB 295D P. Johnson

Special:

1st - DTX 100E J. Mumford (GT6 convertible)

Master Class: 346 IOT K & D Mulhall

Best Working Car: FRA 873H S. Mather

Best Home Restoration: IIT 808F S. Mills

West Midland Challenge Car: (car brought back from the dead) CHA₁C

Best Visitor: AXC 899F T. Poole (MGC)

Peoples Choice: 346 JOT

Area Choice: XNT 994 L. Perrin (Herald convertible)

And finally, Best Dinky: S. George

Hopefully I have spelt all your names correctly, apologies if not.

Would the owner of CHA 1C, a MkII Spitfire, please get in touch, you left before the prizegiving, and I have still got your trophy.

This just leaves me to thank everyone who helped on the day, without which the show couldn't happen, Woody and David for enticing us to spend money. and Avoncroft Museum for their hospitality.

Don't forget WAC 95 is on Sunday September 10th. Gates open 10.30.

Anyone wanting Autojumble space, please ring me to book. There will be a representative from Head Office with offers/regalia, so order your goodies for collection at WAC SEE YOU AT AVONCROFT MUSEUM, STOKE HEATH, **BROMSGROVE, ON** 10th SEPTEMBER. ★





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or the ¬ Thirteenth year the **Dutch Triumph Spitfire Club is** organising the International Spitfire Weekend from 8 till 10 September 1995.

Attention, this is not the first weekend of September, but the second weekend of September! In this weekend we are expecting more than 700 Spitfires and 3000 visitors in recreation parc 'De Beekse Bergen' in Hilvarenbeek (near Tilburg)

The organisation of the Weekend has reserved this year another main ground. Now we have several small fields next to each other. The camping site is next to this ground. So the campers can camp and park their cars near the ground where everything takes place this year.

On the main ground you can find the spare parts market with sellers from Germany, Belgium, Great Britain and of course Holland. A lot of time has been spent to make the grounds as attractive as possible, for instance by serving draught beer on large out of doors cafes and games in

which teams can challenge each other in a sporting manner.

This year we have for the children several games, a balloon competition and there will be a clown.

STAYING THE NIGHT IS **EXTRA ATTRACTIVE**

The organisation wants to promote that visitors participate the whole weekend That's why the usual programme of Saturday and Sunday is extended with a special technical meeting on Friday evening. For the visitors, who aren't interested in this technical programme, we organise a special Friday evening programme.

For the first 50 participants of the whole weekend we have made special rally shields and we have special prices for them in the raffle.

The guests who will stay for the nights and who pay before July 15th, receive 10 raffle tickets for free.

Activities during the weekend are amongst others on Saturday the market with spare parts, accessories and books by traders of various countries, but also by private persons (boot sale) and an international concours d'elegance of about 30 Spitfires in mint condition. On Saturday evening, after the official welcome, a

fabulous party takes place with live music.

On Sunday, we have the traditional tour through the Dutch countryside, the market, the prize giving and the raffle draw. And we announce which Spitfire is the best or worst car of the weekend.

The farewell supper will take place on Sunday evening and will cost Hfl. 35, = a person.

The organisation expects a total of about 3000 visitors, among which are 1200 guests who will stay for the night. De Beekse Bergen offers camping places, Hfl. 17,50 a person the night. And there are bungalows where you can stay from Friday afternoon till Monday morning for Hfl. 160, = two persons a chamber.

To avoid disappointment we strongly suggest to make early reservations. For information please contact Mike Crewes of the TSSC or Peter van Dongen (tel. 00 31 76 412721).

The entrance fee will be Hfl. 10, = a person a day.

If you have any further questions, you can always contact:-

Erik Brekelmans, Heuvellaan 29, 4702 TN Roosendaal. The Netherlands. Tel: 00 31 1650 43668.



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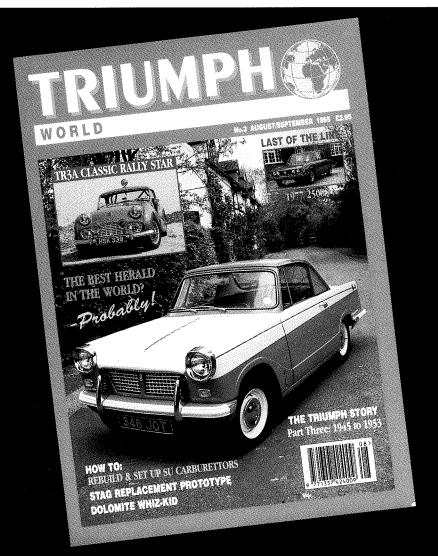


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TRIUMPH WORLD MAGAZINE

The third exciting issue of Triumph World magazine is available now from all good newsagents. Packed with contributions from the very best automotive writers and photographers, Triumph World has something to interest all Triumph owners and enthusiasts. The August/September issue includes:

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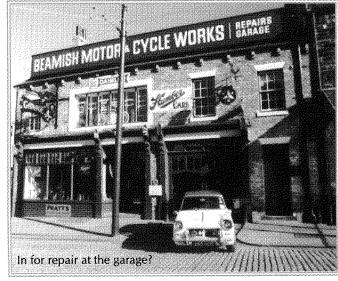
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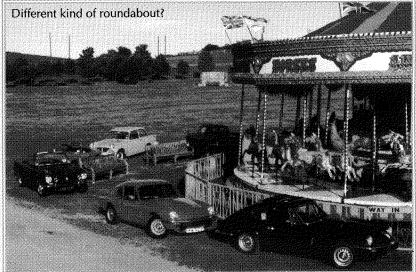




he North
East Area
of the
TSSC have
run camping
weekends for
eight years at
Witton Castle,
Co. Durham,
but members
felt it was time
for a change.

Contact was made with the internationally famous Beamish Industrial Museum, winner of





European Museum of the Year awards. and so our 9th Camping Weekend was set up. This coincides with the museum's Silver Jubilee, and it would seem that such a favourable arrangement has been reached (including the use of the pub) because we will be part of the exhibits!

Accordingly, some of our

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members set off to survey the scene one fine night the other week, taking the opportunity to offers a unique and interesting site for a TSSC weekend – at a bargain price, considering the museum entry fee. If you are interested and have free the weekend of 11th–13th August 1995, write to Bill Brooks (NE



take a few publicity photographs at this time. The results can be seen here.

The conclusions reached by our survey team were that Beamish

Area Treasurer), 62 Larne Crescent, Sheriff Hill, Gateshead, Tyne-Wear. NE9 5RQ. (**Tel: 0191 420 5125**) for further details.

(See Courier advertisement). Don't miss this one!

Photos by G. Dent, S. Walters, G. Holt, *



COMPREHENSIVE CO

manufacturer's claims, your personal experience, and the reputation of the oil among others who use it should help you make an informed choice.

hey do not react to combustion and combustion by-products to the extent that the dead dinosaur juice does. The longer drain intervals possibly help take the bite out of the higher cost of the synthetics.

If your car or bike is still under warranty you will have to stick to the recommended drain intervals. These are set for petroleum oils and the manufacturers make no official allowance for the use of synthetics.

Oil additives should not be used. The oil companies have gone to great lengths to develop an additive passage that meets the vehicle's requirements. Some of these additives are synergistic, that is the effect of two additives together is greater than the effect of each acting separately.

If you add anything to the oil you may upset this balance and prevent the oil from performing to specification.

The numbers quoted last month are not, by any means, all there is to determining what makes a top quality oil. The exact base stock used, the type, quality, and quantities of additives used are very important. The given data combined with the

SLICK 50 AND SIMILAR PRODUCTS SUMMARY

Thanks to all those who responded to my posting about Slick 50 and similar types of products on the market. This appears to be quite a controversial subject. The total tally was 10 votes for these types of products and 19 votes against them. I have tried to compile an objective summary of the results, but you may find it useful in evaluating the summary to know that I decided AGAINST use of any of these types of products.

For those who don't know what these products claim to do – they are basically products that are occasionally added with your oil when you change oil, once every 50,000 miles. The products supposedly coat your engine parts to reduce the wear during cold starts.

ARGUMENTS FOR

Not only did Slick 50 protect my engine, but I'm getting better gas mileage, better acceleration, and more power overall from my engine.

"The most amazing I've seen is one called Durabond. I went up an talked to the guys in Buffalo (who did the unrehearsed info-mercial in their high-performance engine shop) and they swear up and down that the stuff is as good as the info-mercial says it is."

"I am using the engine and manual transmission formulas and have been pleased with the results. The transmission version I tried first. It got me easier shifting, lower noise (maybe psychological) and at least 2 mpg more in the city "

>Rebuttal:

"I often put molybdenum disulphide based "molyslip" into the engine and gearbox when I change the oil, that's not snake oil, so far as I can see; it's a genuine lubricant. The ONLY thing you will hear about Slick 50 are personal testimonials, which are next to worthless."

>Rebuttal:

"While I believe in placebos (and I put Slick 50 in my truck and noticed no difference. I don't use it anymore) there is a product that I've used that I do think works, and I don't think that it's the placebo effect at work.

The product that I'm talking about is called "Engine Restore". It's not supposed to be like Slick 50, but it is supposed to reduce emissions (oil burning) I added the Engine Restore, and after about a week, the puff of oil smoke (and the smell of oil) was gone . . . I don't believe that I'm imagining the effect, either you smell oil, or you don't."

>Rebuttal:

"Some similar products use moly sulfide instead of Teflon, and I once saved an engine having had the foresight to pour in a can:- I doubt that would be the case with moly sulfide, but haven't ever seen a report - what's in the major (Valvoline?) oil that's being touted on TV these days - you know, the advert with dozens of stand-mounted engines, which all expire except the one using the Right Stuff.

"My room-mate is a mechanical engineer for Carrier Corp. and at the university last year, the Mechanical group did some testing with Slick 50 and were very impressed with the results. What the results are, and whether or not one person can notice a difference, I do not know. I would assume the friction losses were significantly less than using regular oil alone."

"I put some in my 1981 Pontiac wagon with 130,000 miles. I had the problem of running extremely hot during the summer and burning oil so bad that I had to change it every 800 miles using 20w50 and oil additive and adding 2 quarts of oil in the time between changes. After I did add it, my engine ran cooler and now I can go 1300 miles between oil changes and I don't have to add any extra oil. It also seems to have improved my gas efficiency slightly."

ARGUMENTS AGAINST

"I know of two mechanics that swear by it, and one that swears that you should not put it in your engine. To be honest, I would rather believe the one that told me not to because he has a lot more knowledge, and much, much more experience than the other two, but I talked to him after I had already put it in".

"As a long time Car & Driver reader, I can tell you this is a sort of FAQ in the magazine. I don't remember their exact reasoning but C&D does not suggest the use of such products. It has to do something with the fact that if these products lived up to their claims, then a major oil company would have latched onto it and they would be advertised up to the hilt."

>Rebuttal:

"I have heard people respond to this by saying that this argument is similar to one that says that high-efficiency engines must be a joke because if they weren't, some car maker would latch onto them and advertise them to the hilt. Seems to me that a major oil company would make more money assuming that every 3 months you put 4 or more quarts of oil (at \$1.50 a quart or so) in your car than saying spend \$30 (or whatever Slick 50 costs) for a one-time protection for 50,000 miles). One thing for sure, the advertising for Slick 50 is very slick.

:-) "Road Rider" magazine, a 'Consumer Reports' type of magazine for motorcycles (product reviews, accepts no advertising) did an extensive investigation of Slick 50 and its cousins. Short answer: do your engine a favour, stay away from the stuff. Quoting from the "Road Rider" article:

The major oil companies are some of the richest, most powerful and aggressive corporations in the world. They own multi-million dollar research facilities manned by some of the best chemical engineers money can buy. It is probably safe to say that any one of them has the capabilities and resources at hand in marketing, distribution, advertising, research and product development to equal to 20 times of that of any of the independent additive companies. It therefore stands to reason that if any of these additive products were actually capable of improving the capabilities of engine lubricants, the major oil companies would have been able to determine that and find some way to cash in on it.

Yet of all the oil additives we found, none carried the name or endorsement of any of the major oil companies. In the case of oil additives, there is a considerable volume of evidence against their effectiveness. This evidence comes from well known and identifiable expert sources, including independent research laboratories, state universities, major engine manufacturers, and even NASA.

Slick 50 contains powdered PTFE (polytetrafloera-ethylene), more commonly known as 'Teflon', a trademark of DuPont Corp. The theory is that the teflon coats the metal parts in your engine, reducing wear during start-up, before the oil has circulated through the engine. That's the theory. In reality, one of the favourite places the teflon ends up coating is the inside of the oil passages, reducing their diameter and restricting oil flow to the engine. The result is oil starvation and 'excessive' wear of the metal in the engine, exactly the opposite of what the additive claims to do!

"DuPont has claimed it is useless in engine oil. Briggs & Stratton, after a thorough, controlled, engineering analysis of Slick 50, found that it caused excessive engine wear, compared to an identical engine run with regular oil. PTFE is freely available (ie, the makers of Slick 50 cannot claim it is some "miracle new technology" they have exclusive rights to), yet NO major oil manufacturers use it or recommend its use as an additive. NO major automobile motorcycle or lawn mower manufacturer recommends its use (which, if it does what it claims, should save them millions in warranty repair work)."

"Independent research laboratories, state universities major engine manufacturers, and NASA have concluded that at 'best' PTFE in engine oil does no harm. Slick 50s makers, while claiming to have extensive test date from independent laboratories, refuse to release the data, or even name the labs. DuPont Corp, a multinational, billion dollar chemical company, who invented the stuff, and trademarked the name 'Teflon' for PTFE, has concluded that it does no good in engine oil, and tried to refuse to sell it to the makers of Slick 50, which a court disallowed on "freedom of trade" grounds.

>Rebuttal:

"I find this odd considering that I believe DuPont actually backs one of these Teflon oil products. Is it T-Base? I'll have to check the next time I'm in a parts store . . . "

"Briggs & Stratton took two identical engines off their assembly line, and set them up for their assembly line, and set them up for bench testing. After break in, one was run on Slick 50, the other on straight motor oil for 20 hours. They were both shut down and the oil drained, then both were started up and run for another 20 hours. Both engines were then completely torn down and inspected by the company's engineers. Both suffered from scored crankpin bearings, but the Slick 50 engine also suffered from heavy cylinder bore damage that was NOT evident on the untreated engine!

The engineers attributed this to oil starvation due to restricted oil flow passages in the treated engine (the PTFE is *supposed* to adhere to the metal, and it does . . . in the interior of oil passages, reducing their diameter, all future oil flow is restricted."

>Rebuttal:

"Wow! We've got data on two Briggs & Stratton engines that show severe wear after only 20 hours of running on Slick 50. I expected something of more statistical significance from a man who takes his laboratory data so seriously. This Slick 50 scare (if real) would result in a multi-million dollar class action suit against its manufacturer."

"The University of Nevada Desert Research Centre, DuPont Chemical Company, Avco Lycoming (aircraft engine manufacturers), North Dakota State University of Utah Engineering Experimental Station, California State Polytechnic College and NASA's Lewis Research Centre had ALL studied Slick 50, and NONE of them have found ANY evidence of its effectiveness."

"Also, a good argument is made for not mixing the stuff with oil that is already carefully blended with additives, etc."

"By far the most damming testimonial against these products originally came from the DuPont Chemical Corporation, inventor of PTFE and holder of the patents and trademarks for Teflon. In a statement issued about ten years ago, DuPont's Fluoropolymers Division Produce Specialist, J. F. Imbaizano said: "Teflon is not useful as an ingredient in oil additives or oils used for internal combustion engines."

"Additive manufacturers will claim that they use "sub-micron" sized particles that will pass through your oil filter. The only problem is that, "PTFE expands radically when exposed to heat". So when your engine reaches normal operating temperatures, the particles may not longer pass through your filter, but instead will clog it!"

