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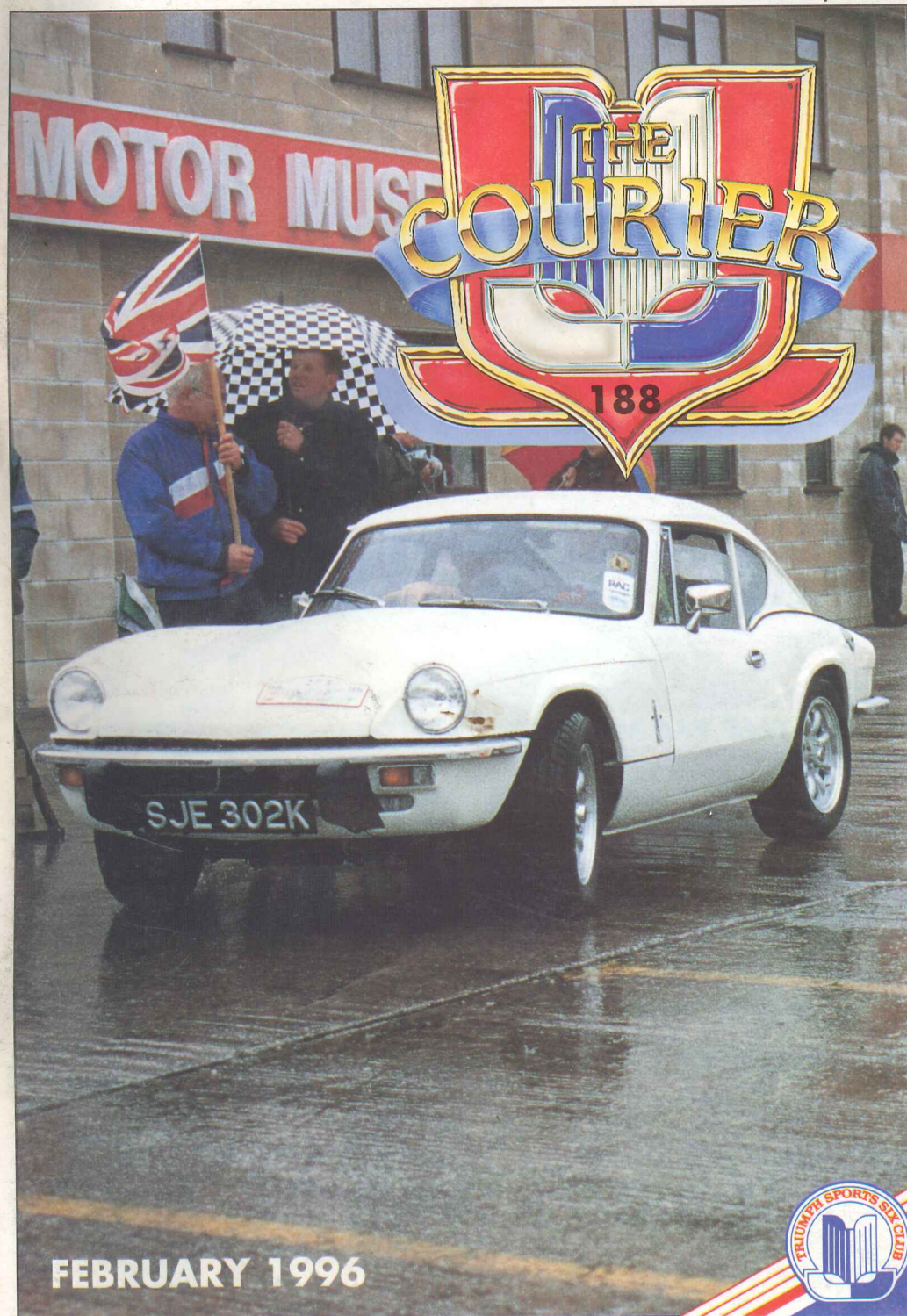
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THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 16. No.188. February 1996.
Price £1.75 Free to Club Members.

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9.00am - 1.00pm Saturday

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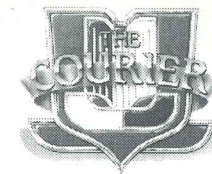
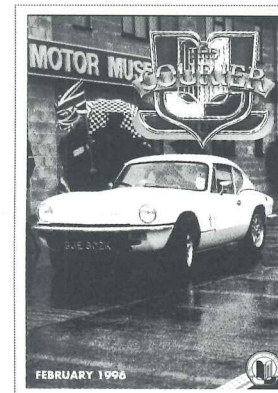
COUNCIL MEMBERS 1996

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 CLUB LTD 1996



Cover Photo:
Haynes Rally
GT6 III driven by Phil Lindsay.
Photo:
John L.E. Gaisford.

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Plus Area News Review/ Classified Newspaper.

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

T.S.S.C. EVENTS CALENDAR

This is the official TSSC Events Calendar for 1996 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

FEBRUARY

SUN 18th INTERNATIONAL TRIUMPH SHOW & SPARES DAY, Stoneleigh, Nr. Coventry.

MAY

FRI/SUN 3rd-5th 7th ISLE OF WIGHT CAMPING WEEKEND. Contact Garth Jupp, 01983 617159.

SAT/SUN 11th - 12th SOUTH OF ENGLAND MEET, Leatherhead Leisure Centre, Surrey. Contact: Mike Crewes.

SAT/SUN 11th - 12th SHETLAND CLASSIC MOTOR SHOW, Clickmin Leisure Centre, Lerwick, Shetland. Contact: Rob Jenner 01595 890204. Mobile: 0374 282847

JUNE

FRI/SUN 7th-9th LAKES TRIUMPH WEEKEND, Pooley Bridge, Ullswater, Cumbria. Contact: Shirley 01946 832080.

SUN 16th CENTENARY OF THE TRIUMPH RALLY, Coombe Abbey, Coventry. Contact: Ray Gilkes, Day - 01203 886229, Eves - 01203 544371.

JULY

SAT/SUN 13th/14th TSSC INTERNATIONAL WEEKEND, Stafford County Showground. Please Contact Club H.Q.

AUGUST

SAT 10th 2nd TOTALLY TRIUMPH CLASSIC CAR SHOW, Cooke Rugby Club, Belfast, Northern Ireland.

SEPTEMBER

SUN 15th TAC 96 Supporting County Air Abundance Service, Hatton Country World, Warks.

NATIONAL & LOCAL TSSC INVITED

FEBRUARY

SAT/SUN 3rd/4th THE BRISTOL CLASSIC CAR SHOW, Cannons Marsh, Bristol. Tel: 01179 701370

FRI/SUN 19/20/21st THE ROADRUNNER CLUB PRESENTS: The 5th London to Edinburgh Trial. Contact: 01423 523 774.

SAT 27th THE NOTTINGHAM AUTOJUMBLE, John Player Sports Centre, Aspley Lane, Nottingham.

MARCH

SAT/SUN 16th/17th THE LONDON CLASSIC MOTOR SHOW, Alexandra Palace, London.

SAT/SUN 16th/17th 10th SPORTS & REPLICA SHOW & 3rd CAR BUILDER & RESTORATION SHOW, Bingley Hall, Stafford Showground.

APRIL

SAT/SUN 27th/28th HAYNES PUBLISHING RACMSA 2 DAY CLASSIC, Wales & West of England.

MAY

SUNDAY 5th MILLENNIUM PROJECT PRESENTS THE BIG RUN - 96. £25 per car and occupants. 6 UK starting points, grand finish at NEC Birmingham during Classic & Sportscar Show.

SAT/MON 11-13th TRIUMPH 'CONTINENTAL' TO FRANCE. Weekend in Laon. Tel: 01304 380244

TUES/SAT 14th-19th THE FRENCH CHALLENGE 5 DAY TOUR, Through Brittany/Normandy/Loire. Contact: Trudi, TSSC HQ.

FRI/SUN 24th - 26th THE NORWICH UNION RAC CLASSIC 1996.

JUNE

SUN 9th THE LONDON TO BRIGHTON CLASSIC CAR RUN

JUNE Continued.

SUN 9th DAIMLER & LANCHESTER OWNERS CLUB INTERNATIONAL CENTENARY RALLY, Coombe Abbey Country Park - 10 Triumphs Regd.

SAT/SUN 15th/16th 4th GREAT YORKSHIRE VINTAGE & CLASSIC VEHICLE RALLY.

SUN 16th BRISTOL MOTOR SHOW & HISTORIC TRANSPORT PAGEANT, Ashton Court, Bristol.

JULY

SUNDAY 7th THE GREAT NORTH WEST MANCHESTER - BLACKPOOL CLASSIC CAR RUN. Pre 1979 Cars £50 per vehicle.

SAT/SUN 13th/14th TRIUMPH CLUB OF SWEDEN, INTERNATIONAL SUMMER WEEKEND, 60km South East of Stockholm.

AUGUST

FRI/SUN 2nd/3rd/4th COYS INTERNATIONAL HISTORIC FESTIVAL, Silverstone, Northants. Advance Bookings before 31/5/96.

SAT/MON 24th - 26th HEALEY INTERNATIONAL SPORTSCAR WEEKEND, Royal Agricultural College, Cirencester, Glos.

SEPTEMBER

SUN 29th THE LONDON CLASSIC CAR SHOW INCORP. THE GRAND LONDON AUTOJUMBLE, Kempton Park Racecourse.

OCTOBER

THURS/SUN 17th- 20th RALLY DES 4 COULERS, LE PERIGORD POURPRE 'WINE RUN', Dordogne Area. Contact: Guy Painchaud Phone/Fax: 0033 14602 9412 or Club H.Q.

NOVEMBER

SAT/SUN 23th/24th THE NATIONAL CLASSIC MOTOR SHOW, NEC, Birmingham.

WOULD ALL SHOW/EVENT ORGANISERS PLEASE NOTIFY TRUDI OF DATES FOR THE 1996 CALENDAR AS SOON AS THEY BECOME AVAILABLE. TELEPHONE TRUDI: 01858 434424

"COMMENT"

Bill Sunderland

READY STEADY GO!

Relieve those winter blues and join the TSSC at the 2nd All Triumph Show on Sunday, 18th February in Stoneleigh, Warwickshire. For members further afield this is not practical? Or is it? I was amazed last year at the content of the show, the sheer volume of stalls and the selection and quality of parts on sale.

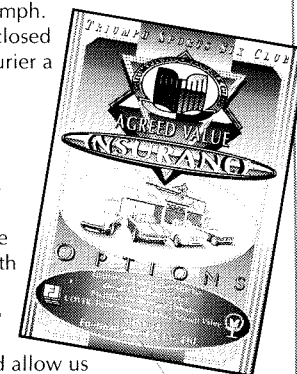
This is a parts driven show close to the town where the cars were originally built. Our Club stand will be a refuge from the crowds and yes, it's crowds we expect. What a good way to start 1996 and many will go home inspired, impressed and enthused. See you there and YES my Vitesse, which I have owned for over twenty years, will be on display as I feel another good summer is on the way and February is the time to get the car on the road. So inviting my own car onto the Club stand will get my motivation up and raring to face the year ahead. Many members may remember its last stand appearance in Brighton, November 1985. Not too much about the car has changed, but just look at the driver!

THE CLUB'S HEADQUARTERS SHOULD BE ON YOUR AGENDA!

TSSC life is of great interest to the Press as we still have much to look forward to. The Club is determined to improve on the historical side with hopefully the purchase of more cars and memorabilia from the heyday of the era. All members can share in this whether from the UK, Australia or any point around the world. When travelling within or to the UK, the Club's Headquarters should be on your agenda. The facilities and displays at the HQ are continually evolving with you the visiting member in mind and we're always looking for new items of interest to make your visit more enjoyable. This is the battle cry. Do look

for relevant items, no matter how small as we intend the TSSC HQ to encompass the life and times of the Herald chassised cars. In 1996 we hope and expect some 1000 members to visit the HQ so give me a ring if you find something that you think would complement our growing cars and memorabilia inventory.

Traditionally, this is the time to wake the sleeping Triumph. We have enclosed with this Courier a copy of the Club's latest Classic Car Insurance Scheme proposal form. As a Club we expect growth within TSSC Insurance so please give us a ring and allow us to quote if at present you insure elsewhere. The success of the Club depends on the involvement of Club members and taking out Club Insurance helps to keep the Club in the black and benefits you in what we believe represents to be the best agreed value insurance scheme around at the best price.



PS Whilst sitting in the coffee bar at TSSC HQ, having a coffee alongside ADU 2B and watching the video of the car in action in the practice and racing sessions at Macau you might like to browse through a copy of the latest edition of Triumph World magazine now stocked by the Club. See you here!

NEWS REVIEW

The International Triumph Show and Spares Day

**STONELEIGH
SUNDAY 18TH
FEBRUARY
1996**

THE TSSC OFFERS & REGALIA DEPARTMENT WILL BE AT THE ABOVE SHOW:- ORDERS ARE NOW BEING TAKEN FOR COLLECTION AT THE SHOW, ALL ORDERS PLACED BEFORE SATURDAY 17TH WILL BE AVAILABLE FOR COLLECTION.

**SHOW ORDERS
HOTLINE
01858 434424**

COLOURED MOULDED CARPETS

The TSSC has been approached by the countries leading Triumph trim manufacturer to see if there would be a large enough demand for coloured moulded carpets for club cars.

If the demand is great enough there is every chance that the above carpet sets will be manu-

factured in Matador Red, Grey and Tan. If you are seriously interested in obtaining the above carpets for your club car please contact **John Muggleton** at TSSC HQ, 01858 434424 for further details. He will be pleased to hear from you.

Refund of Vehicle Excise Duty

You will be aware that following the Chancellor of the Exchequer's announcement to exempt certain vehicles over 25 years of age, the Agency has been arranging to refund outstanding vehicle excise duty, using the newly introduced V14/AR.

However, due to a minor technical problem, a small number of the forms show the amount of duty to be repaid as one month short. You will be pleased to learn that in order to overcome this problem, the Agency has written to all those concerned and, where the rebate application has yet to be paid, ensured that the payment is made in full. Where the payment has already been made, we have asked people to let us know and we will repay the outstanding balance.

I hope this will be helpful if you are contacted by your members.

Driver and Vehicle Licensing Agency

Coys International Historic Festival

The prestigious Coys International Historic Festival attracts a growing number of enthusiasts and their families, and opportunities for direct participation by Clubs and Club members have been further enhanced for 1996.

The special offer to CLUB MEMBERS booking in advance is a 3 day WEEKEND ADMISSION TICKET for just £16! - BUT the offer ends on 31st May 1996.

CLUBS will receive £1 for every such ticket purchased by a member, provided that the name of the Club and membership number are quoted, and at least 150 tickets are sold in this way.

An Advance Ticket Booking Form (Club version) is available from TSSC HQ from which you will see there is an additional offer to Club members of a Video of the 1995 Festival at a very special launch price. What about a Club presence at the Festival? - an outing, a social gathering, a party at the 'Scarf & Goggles' Barbecue on Saturday evening; organise a team for the RetroRun - whatever! - Just let us know and we shall be pleased to discuss your ideas.

Contact: Mervyn Garton, Historic Events Organiser.
Silverstone Circuits Ltd. Silverstone, Towcester, Northants. NN12 8TN.
Tel: 01327 857271. Bookings 01327 857273. Fax: 01327 857663.

DIENNE TRAVEL

As travel agents specialising in all forms of motor racing travel, we are pleased to be able to offer our special rates to all you club members on Hoverspeed services to the continent for 1996.

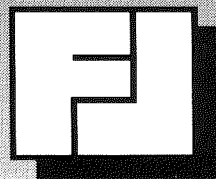
Rates will vary according to the date and time of crossing, but savings can be as much as 25%. This, we feel, will be at least as competitive as the ferries, but the Dover-Calais crossing time will be much shorter at a mere 35 minutes per trip.

We also offer a full travel service to business customers, and would be pleased to quote for flights, accommodation, car hire, etc.
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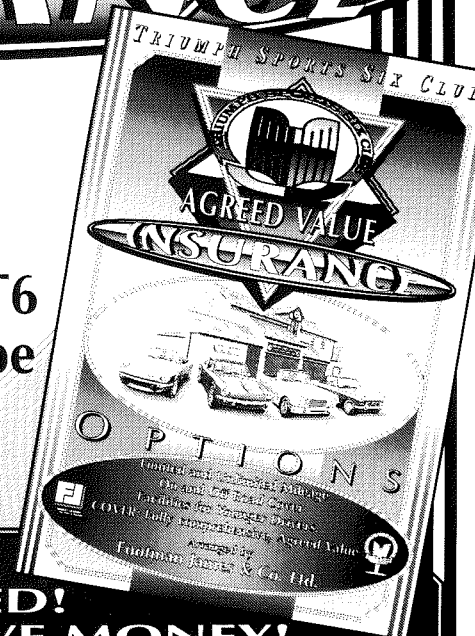
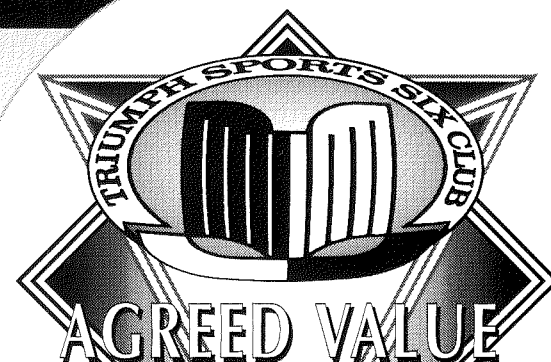


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NEW BOOKS NEW BOOKS

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Triumph Spitfire Restoration Full Restoration Practical Classics	£14.95
Triumph 2000 & 2.5PI The Complete Story Graham Robson	£23.95
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Guide to Purchase & D.I.Y. Restoration SPITFIRE, GT6, VITESSE & HERALD - L. Porter & P. Williams 312 Pages (superb)	£20.95
Triumph Cars - The Complete History - Robson/Langworth	£24.00
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BELT UP!

Some time ago I received a few letters on Child and Baby seats, then I saw a BBC Top Gear programme on the subject.

After the programme I sent off for the Safety Guide that went with it. The Guide is very good and I have decided to publish it again in these pages with thanks to the BBC for their permission.

Introduction

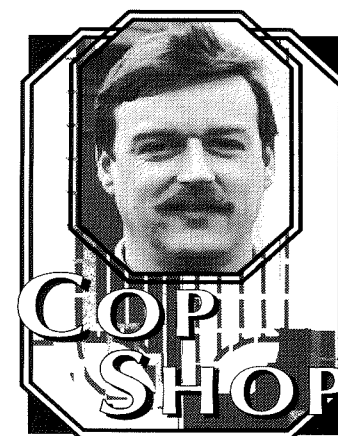
9,000 children are killed or seriously injured each year when travelling in cars. They fall into two categories. Firstly, those travelling completely unrestrained and secondly, those who are in the wrong type of seat for their age and weight. An unrestrained child in the front seat of the car can be thrown forward against the dashboard or through the windscreen out of the car and end up under the wheels of another vehicle; or be thrown around inside and sustain horrific injuries; the force will cause a normal baby to weigh thirty times its own weight - like a baby elephant. it would be impossible for you to hold onto your baby safely - even if you were wearing a seat belt yourself.

Of these deaths and injuries about two thirds could have been prevented by the proper use of child restraints. Nevertheless, the British Standards Institute found that over 80% of child seats are incorrectly fitted.

The Law

In February 1993 new legislation was introduced. Seat belts MUST be used in a front or rear seat, if they are available:

- Children **MUST** be restrained when carried in the front seat of any vehicle - otherwise you are braking the law.
- Children under three years of age travelling in the front seat **MUST** be carried in an appropriate child restraint.
- If a child seat is fitted in the front, but not in the rear, children under the age of three **MUST** use that restraint.
- If an appropriate child seat or seat belt is available in the front, but not in the rear, it **MUST** be used by children aged between 3 and 11 years (and under 1.5 metres in height).
- Each individual is legally responsible for wearing a seat belt and can be prosecuted for breaking the law. For children under the age of 14 years, the **DRIVER** is responsible.



Most manufacturers make seats to ECE R 44 as this allows them to sell their seats throughout Europe. A seat approved to ECE R 44 will have an 'E' mark on it and a number referring to the original the country where the seat was tested.

Next month Choosing the Right Seat for your Child.

Summary

Children under 3 years of age.

Children between 3 and 11 years of age and under 1.5 metres in height.

Children between 12 and 13 years of age or younger child 1.5 metres or more in height.

Approved Standards

Approved child restraints carry the

BS AU202 or 202a

BS AU 186 or 186a

BS AU185

BS 3254 or BS 3254-P111 1988

ECE R 44.02

RONT SEAT

Appropriate child restraint must be used.

Appropriate child restraint must be used if available. If not an adult seat belt must be worn.

Adult seat belt must be worn if available.



BS Kitemark

REAR SEAT

Appropriate child restraint must be used if available.

Appropriate child restraint must be used if available. If not an adult seat belt must be worn.

Adult seat belt must be worn if available.

or European E Mark

Rearward facing infant carriers for children up to 10kg (approximately 9 months old).

Carrycot restraints.

Booster cushions for children between 15 and 36kgs (approximately 3-4 years to 11 years old).

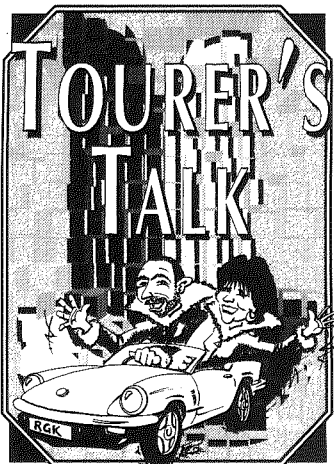
Seat belt assemblies, including seat belts, harnesses and child restraints for children 9 to 18 months old.

Child restraints: four categories covering children weighing up to 36kgs (approximately up to 11 years old).

- If no child restraint is available for children under the age of 3 years, it is generally safer for them to wear an adult seat belt in the back seat, rather than no restraint at all.

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. ★

MIKE CREWES



CLUB CARS TOWING CARAVANS

Part 2

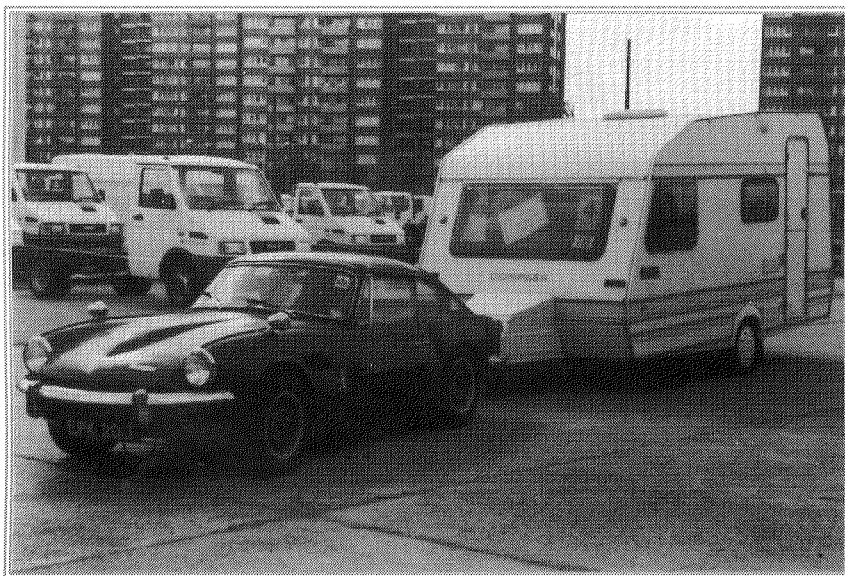
Using the equation I gave you last month I had worked out that we could tow a maximum of 14.45cwt (formula weight being less than that of mgtl) with nose-weight of 841lbs maximum with the GT6.

The Spitfire's maximum towing limit I worked out to 12cwt (mgtl being less than formula weight) with nose-weight of 671lbs maximum.

Armed with this information we presented ourselves at United Britain Caravans of Heathrow last August to put the cars through their paces. Obviously the caravans we towed were empty and if I had been looking as a potential customer I would have considered taking a suitcase or two full of clothes along to place in the van. If there were no problems then when I towed for real with the weight of the car brought up by holiday luggage I would know that the combination, stability wise would be even better.

The caravans which I selected from the previously used stock (U.B.C. don't like the term second hand) were: 1. For the GT6, a 1985 Compass Omega 430GT 4 berth. Length 13ft 9in, 6ft 3in headroom. Plated ex-works or delivered weight of 12.8cwt and max gross or loaded weight 16.7cwt. The caravan was in A2

The two featured tow-cars are a GT6 MkII EPK 20J owned and driven by Michael Titchen of South East London area and a Spitfire 1500 RGV 3V owned and driven by myself.



condition more or less and U.B.C. were asking £2295, cost new in 1985 was £4175 for this model.

2. For the Spitfire, a 1986 Sprite Alpine 4 berth. Length 11ft 10in, 6ft 4in headroom. Plated ex-works or delivered weight of 10.8cwt and max gross or loaded weight of 14.7cwt. The caravan was again more or less in A2 condition and U.B.C. were asking £2250, cost new in 1986 was £3085.

You will have noticed that mgw on both these caravans exceed the towing limit I have given for the cars, but of course as stated the caravans were empty and to have limited ourselves to a mgw less than the towing limit would have meant an actual (delivered) weight that would not have been testing the cars anywhere near their limit. Nose-weight did not present any problems in either case.

Both cars towed the caravans over a distance of 13.5 miles which included town driving, 'A' roads and motorway. During the test tow we visited a weigh-bridge that produced the following interesting results:

GT6. With virtually no fuel in tank but with driver on board weighed in at 2248lbs. This is 344lbs heavier than it was supposed to weigh.

While I don't know how heavy Mike is, I'm fairly sure it's less than 344lbs.

Spitfire. With quarter tank of fuel and driver on board weighed in at 2028lbs. This is 278lbs more than it was supposed to weigh and I know that I'm less than 278lbs.

The reason for the difference or reasons are roll-over bars, stainless steel exhausts, servo brakes, car alarms and the like. Hands up all those with non standard cars. For stability when towing the heavier the car the better, so this is all to the good.

Compass Omega caravan (empty) weighed in at 1543lbs. This is 109 lbs more than it was supposed to be.

Sprite Alpine caravan (empty) weighed in at 1388lbs. This is 178lbs more than it was supposed to be.



I do not know what the reason for the difference is, perhaps they have had equipment fitted that was not original, but bear in mind my comments under the heading Formula weight last month. What this means in actual weight is that both cars towed caravans which were 68.5% of their own weight including driver. A fair test of their capabilities as tow cars I think and these are the findings.

	GT6	SPITFIRE
0-50mph	16.17 sec s.	22.8 secs.
rpm & 50mph towing	2300 in 4th	2400 in 4th overdrive
rpm & 50mph	2100 in 4th	2200 in 4th overdrive
mpg towing	expect about 20% increase in any club car	
snaking	nil at 57mph induced at between 58-60mph	nil
pitching	nil	very minor

Snaking is a serpentine movement of the whole outfit which is started by the lateral swaying of a caravan behind the car, if allowed to continue unchecked it will act as a swinging pendulum until it assumes sufficient proportions to react on the tow car. Reducing speed gently is usually enough to check the movement. As Mike's passenger at the time I'm happy to report that he knew this.

Pitching is quite literally the pitching up and down of the caravan against the tow car and can be cured by loading the caravan differently, as my caravan was devoid of load I suppose I would have quite a bit of scope.

We did not do a hill start with either unit as we did not wish to inconvenience other road users, however the circuit included joining a main road with a 1 in 8 incline from a side road at about 5mph. It was necessary to hold low gears for longer than normal in both cars, but both cars crested the hill without any problem or undue delay.

Maximum motorway speed in both cases was 60mph, although I did not experience any snaking with the Spit I did have some minor weave on the caravan when passed by an artic and we both agreed that we felt very comfortable at 50mph for sustained motorway towing. I am sure that this comfort speed could be increased by fitting a stabiliser (sort of a big spring between car and caravan which inhibits snaking).

We also both agreed that mirror extensions would be an absolute must, because of the caravans' width we found ourselves doing lane changes on trust, not recommended.

Due to the overrun braking system fitted to both caravans braking with an extra 13 odd cwt behind made almost no difference to the normal braking characteristics of the two cars. Every trailer over 2cwt unladen must by law have its own braking system, so this should be the same with any caravan you

might tow. Around town it was necessary to drag the gears quite a bit with the Spit but with the GT6 it was a different story, acceleration was excellent and Mike did not really have to drag the low gears at all, as he said 'You know it's on the back 'cos you can see it in the mirrors'.

In essence as a caravan towcar the Spitfire 1500 is adequate, the GT6 is impressive. This was a 13.5 mile test tow. Would we tow a caravan 200 miles on holiday? With mirror extensions and maybe stabilisers the answer from both of us is YES.

My sincere thanks to Mike for bringing along his car, his camera (see pics) and himself. My thanks also to Andy at United British Caravans for the use of his stock and to the staff of Iveco Ford at Langley for allowing me the use of their weigh-bridge. Without their support this report would not have been possible.

Finally, at the time of writing I have just bought a Mkl 2 Litre Vitesse, hopefully when this is published she will be completed and ready for the road with towbar. I shall then borrow a caravan from either Andy or Mike of Michael Jones Caravans, both excellent chaps who I would recommend without hesitation if you are thinking of buying a caravan, and take it away for a week or weekend. Report to follow.

Please send all articles etc to:
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ANGLIAN TRIUMPH SERVICES - KEEPING YOUR TRIUMPH ON THE ROAD



I would like to congratulate the 'Courier' editorial team for getting the January edition out not merely before the New Year, but 6 whole days before Christmas. This must be some kind of record. I must, on the other hand, apologise for not having enough time to include the latest instalment on Herald servicing this month due to total over-commitment in the Christmas/New Year period. However, I'll try to make up for it next month with a double helping (groan!).



First up this month is Carl Gunns' Wedgwood blue saloon, WBC129J, which had only covered 48,000 miles from new when he bought it. It had been advertised as 'mint' but, as usual, the description was not quite true. With a lot of elbow grease it now looks to me to be rather a stunner and Carl reports that it certainly turns a few heads. He actually says in his letter that the car is lots better than it looks in the picture but the only fault I can see is that it's slightly out of focus! The previous owner had spent several thousand pounds on the car after the first owner had stored it in the open for seven years. In the photo it is parked alongside Carl's 1500 Spitfire which shows quite clearly that he is a real enthusiast for 'our cars'.

The second car is another saloon, but of unknown ownership, which I spotted at the Duxford show in October. It sports Spitfire-type wire wheels with the eared type of knock-off spinners. Coupled with the absence of the white rubber bumpers, I feel that the car has quite a sporty look but I've no idea whether what's under the bonnet lives up to expectations! Thinking of Duxford, I am reminded of an incident that day when I had been trying to demonstrate to a member that older Heralds have front sidelights with the pointed lenses, and later ones have the flatter variety. In fact, there did not seem to be a particularly consistent pattern among the cars on display and the theory fell apart completely when we found one car with one of each type fitted!!

To say that the present state of the fuel supply market is confused is a bit of an understatement if this following snippet is anything to go by. It was published in The Times towards the end of last year and is information from the AA regarding some of the newer types of petrol available in the UK. It is relevant to all TSSC cars whether you've

converted your engine to unleaded spec or not, but I leave it to you to interpret with regard to your particular situation:

"LRG (Lead Replacement Gasoline)"

Being promoted by ASDA, this is basically a super unleaded fuel, pepped up with aromatics and a valve seat recession additive to achieve the octane equivalent of leaded 4-star. In some places it has been badged

as 4-star, but it could be damaging to use it in engines which are only designed to take leaded petrol.

"Tesco Low Benzene Unleaded"

This fuel has been specially created to be environmentally-friendly with low levels of benzene (a cancer-causing chemical in high doses) and reduced sulphur and aromatics contents and can be used by all cars that normally run on unleaded petrol.

"Shell Low Lead 4-star"

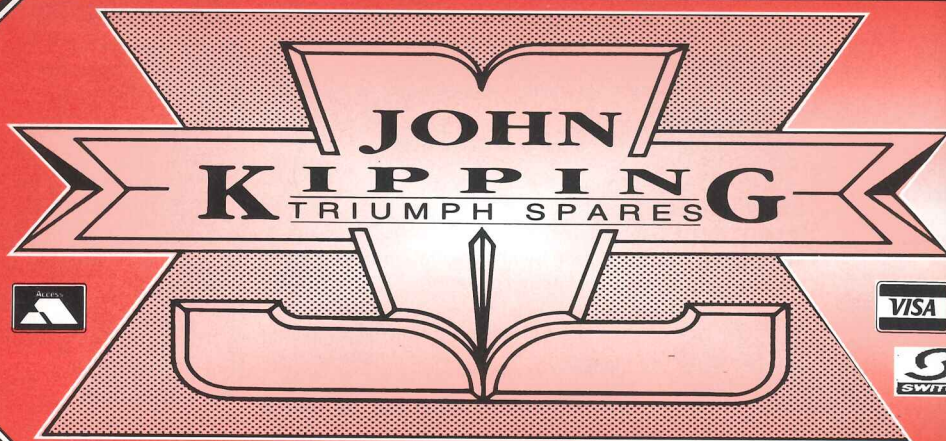
As the name suggests, the normal lead content has been halved in this petrol but it still provides adequate protection for those engines with soft valve seats like the Rover A-series. It can be used by all cars that normally run on 4-star, but not those with catalytic converters.

The AA add the following advice for all motorists:

- * If you can, always use ordinary premium unleaded petrol.
- * If you need to use 4-star, then do so or use low-lead 4-star.
- * If you use a diesel in town or city, consider using low sulphur or city diesel.
- * Always use petrol with detergent additives. These fuels are becoming increasingly common, even at the cut-price supermarkets, which advertise them clearly. If you cannot see any indications that the petrol contains additives, then assume it does not."

That's it for this month, I'm afraid. I've now got two sets of annual accounts to prepare amongst other exciting things.... Why do I do it? For love, I suppose. ★





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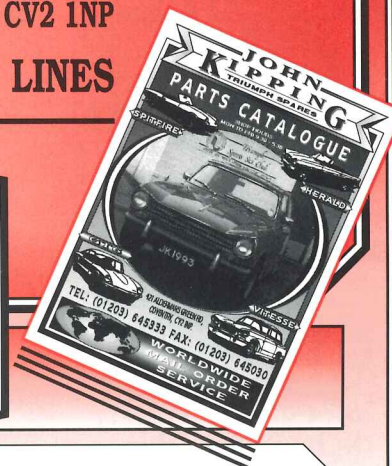
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HERALD VITESSE SPITFIRE GT6

SPECIALS REGISTER

This month it gives me great pleasure (doesn't it always?) to hand over this column lock, stock and barrel to Andy Joslin with his story of how he and a small team put together the Special that was officially TSSC Best Special 1995, and it's even got a name. Take it away Andy:

Like a lot of good projects, this one has its roots firmly planted in the local pub. Sitting around an open log fire sipping a pint of Christmas ale, Miss Genevieve was conceived. The birth, however, was to prove long and painful.

I have always had an interest in old cars which has sometimes been more active than others. Nick, my long suffering friend, on the other hand has an undying love for what my

MISS GENEVIEVE

uncle jokingly calls "the invention of the devil", usually when the current repair was not going according to plan.

So there we have it, the two people who have had the most influence on me and motor cars. My uncle, who is an amateur mechanic, and, if I had to paint a picture, would be the person walking out of the garage of the village petrol station dressed in blue overalls, wiping his hands on a piece of oily cloth to serve you petrol, a Knight of the Road. Nick, on the other hand, came on to the scene much later and I suppose resurrected my interests having served as an apprentice panel beater in a local garage whose characteristics were not much different to those previously mentioned.

After a few pints the conversation, having traversed a few topics, usually settled on cars. Not cars in general but more often than not Nick's Mayflower which he had so lovingly restored. On this particular evening, however, we had been talking about the incredible speeds our forebears had achieved and the standard of materials they had to work with when the MGs popped into the conversation, it wasn't long before we both discovered our mutual love of the MG TC.

"I reckon you could make one of them" says he. "Really?" I said quite believing he had had one too many. "It would fit on a Triumph Herald, use the running gear and build a new body." "Huh! Just like that". "Eric has got one tucked away in his fruit farm, I'm sure he'd sell it if I asked" says Nick.

Now I am not sure about the next bit but somehow there we were

one bright, cold, misty morning back in February 1992 looking at this poor wreck of an early Herald Estate. Long grass for many years had grown around it and the rims had sunk deeply into the soft ground. After trying in vain for about half an hour to pull it out with my Vauxhall Carlton the cavalry appeared over the hill in the form of Eric on his tractor and after a short time we had released it from what would have been its final resting place. With willing pairs of hands the body was removed over the next couple of days and formally laid to rest. What was left was destined for spare part surgery - and how!

I have a fairly sound engineering background and I needed to have some evidence that the task in hand could be completed as intended. So I set to work drawing a plan and side elevations of the Triumph chassis. When it came to drawing the detail required around the suspension I balked at the time it was going to take. Then, one

evening looking through an old Haynes Manual I had picked up at an auto jumble, I noticed some very detailed drawings of just what I wanted but obviously not the right size. Enter the office photocopier which could enlarge in steps of 1 per cent and after one or two attempts I managed to get exactly the right scale and paste them onto the rest of the drawing. Now, drawing what existed was one thing but I now had to transpose the shape of the TC body onto the Herald chassis. It is amazing what you

can do with a plastic kit and a set of scale rules; unorthodox it may be but it worked and I ended up with an outline which I could shuffle round on the chassis to get what I believe is commonly called "best fit". Bonnet line was most important and I suddenly found fitting one piece of jigsaw relied on knowing what the next bit was going to look like. As I moved the engine towards the back of the car so the whole gearbox and engine rose upward because of the narrowing chassis rails; a satisfactory compromise was eventually found.

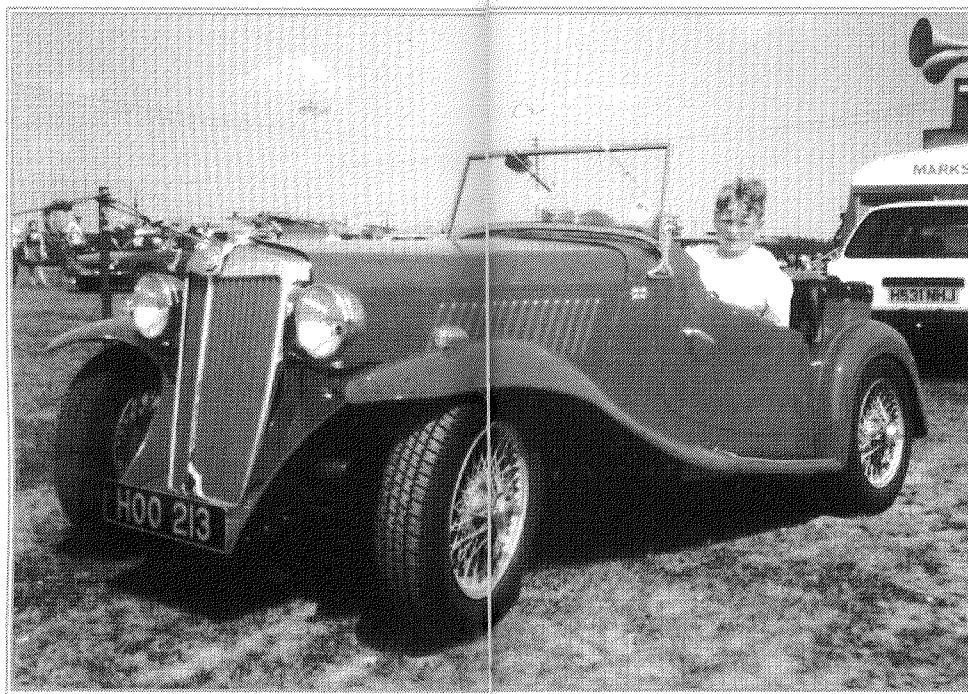
By now we were into the summer months of 1992 and the car shows were in full swing. Nick and I were frequent visitors taking as many pictures of TCs as we could. These were to prove an invaluable reference in the future. Back on the labour camp I had now passed

the point of no return, having splashed out on a set of wire wheels. It was a case of finishing what I had started. There was definitely strong union job demarcation. If Nick so much as looked at one of my wood chisels bolts of lightning came from the heavens. Similarly I was not allowed to get my hands on any metal. The first thing to do was weld up the chassis and replace all the worn steering components, basically all the rubber and nylon bushes and shock absorbers etc..

On stripping the engine down I found the mains had worn through and damaged the crank. It had to be refinished and new shells and rings fitted. All the other engine components were inspected for wear and found to be in pretty good order so the whole lot was reassembled and painted with red engine enamel.

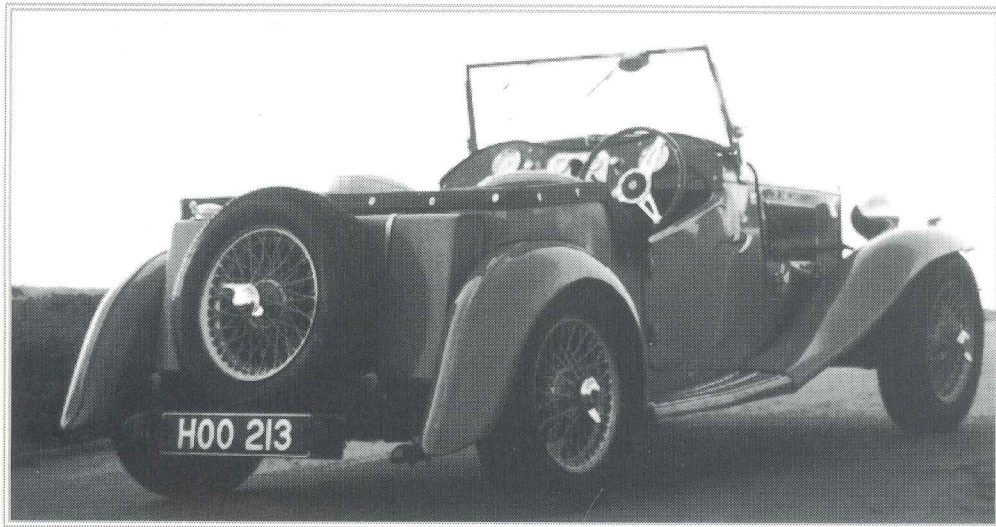
When I started the project I vowed that I was not going to tell anyone in the village, mainly I suppose because I was still not convinced it would fly! However, villages being what they are it wasn't long before inquisitive eyes were peering in at the gate. It also probably had something to do with the fact that I enjoyed working outside during the long summer evenings.

One thing that I really wanted to try and achieve was the lovely curves in the TC's shape even in the knowledge I would have to clad it in aluminium later. After all the work on the chassis had been completed the main right angle side rails were bolted onto the chassis outriggers, these were to form the basis of the curved body tub. The excess outrigger was then cut off. On two eight by four sheets of 12mm exterior ply I worked out the body shape and cut them out. The insides



were relieved with vertical saw cuts to enable them to be bolted to the side rails and form the curved shape more easily. Of course the body side needed to be about one and a quarter

February 1993 found all the cracks in the garage. Amid continual moans about how cold the metal was (I didn't have a problem!), milestones were passed on a regular basis. Looking back our initial thoughts were to have it on the road at least by the spring. Hindsight being such a perfect science it is now easy to see just how crazy we were.



inches thick so successive layers of 3mm ply were then glued to the inside. Ultimately, when the door was cut out, it retained its curved shape. Internal bulkheads were added and the shape started to obtain some rigidity. The front bulkhead was then constructed with careful attention to the footwell, by the time the gearbox had been moved back and the tapered sides were in position there was not much room for three pedals.

Manufacturing the wings was an interesting project in itself. From the drawing I took slices through it and produced a series of shaped formers which were then placed in their corresponding places on the real wing. Longerons were then put in place to hold them upright and form a solid frame for the metal to be formed onto.

A whole year had flown by and the cold easterly winds of

One side was now complete with the front wing, running board and rear wing bolted in place it was all too easy to waste time looking and dreaming. Meanwhile I turned my attention to the interior, namely the tunnel from the front bulkhead through to the rear bulkhead. The part where the handbrake was fitted was easy to fabricate as it was just a tunnel shape with a flange all around to fix it to the bodywork. Where it opened up to cover the gearbox and bellhousing was a different matter. I cut out wooden formers where it was to be attached to the bodywork and covered the space with chicken wire, this allowed me to get a rigid shape which was as close to the gearbox as possible. It was then covered in tinfoil to allow its ultimate release from the fibreglass covering that was put over it.

As all the body's woodwork had been finished it was now time to start cladding it in aluminium. The first bit was a door, well I thought if I managed that the rest would be plain sailing! As I mentioned previously I had not held back when it came to shaping and putting curves into the body line and I found the best way to mark out the aluminium was to first stick a large sheet of brown paper on to the door using a glue that would allow the paper to be easily removed, then forming it around the curves and removing any excess material. The paper template was then transferred to aluminium and the pattern cut out. When glued and finally pinned to the door it made an excellent job.

When I started the project I made the decision to use as many authentic looking parts as possible. This was to stretch the grey matter considerably. For the windscreen I had chosen to buy a pair of original supports but found that the body radius where these were to fit did not



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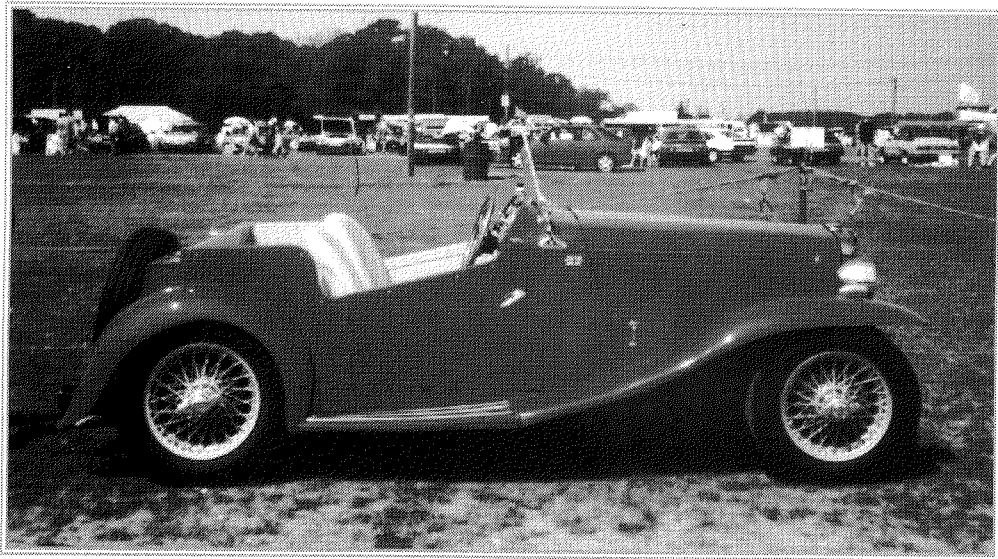
ARCH 197, PREBEND GARDENS
CHISWICK, LONDON W4 1TN

10% discount to Club members. Close to buses and tubes. 10 mins from Junction 2 of M4

match the casting. In fact, when they were placed flush to the body the uprights pointed up like a couple of crossed swords. A moulding had to be made to make up the difference between the curved surfaces and I felt it should be rubber. To get to this end result a pattern had to be produced so a wooden windscreen assembly was screwed into place, and yes you can imagine the comments about that! Next I purloined some of my daughter's modelling clay and made the pattern. From this a plaster mould was made and subsequently the rubber moulding. Without going into too much detail, I reckon this paragraph took about two months.

Time was, as always, relentlessly marching on. December 1993 was upon us and Nick had now finished his work on the wings. A final fit up was done to make sure everything touched where it was supposed to and did not where it wasn't. Nick was impatient to spray during the Christmas break and so, after the festivities, a friend's trailer was borrowed and the parts loaded on and taken to Nick's workshop. Many gallons of tea, paint and thinners later all the body components were taken back and the long build started. It would take from December 1993 to late November 1994 to assemble all the parts into a finished car. It amazed me that the detailed small parts and jobs took as long to complete as larger components. I spent hours on my computer generating the graphics of the original clock faces which would ultimately be silk screened onto new instruments. Headlamp brackets fashioned from body filler later to be cast in gun metal also formed the wing support.

The next major task was the wiring. As an electronics engineer this was probably the part that needed the least brain power on my part.



I first drew up the schematic and decided the route the cables would take. I then fed string around to all the components that needed power. The string loom was then nailed to an eight by four sheet of chip board which allowed an easy method of creating a wiring loom of correct dimensions.

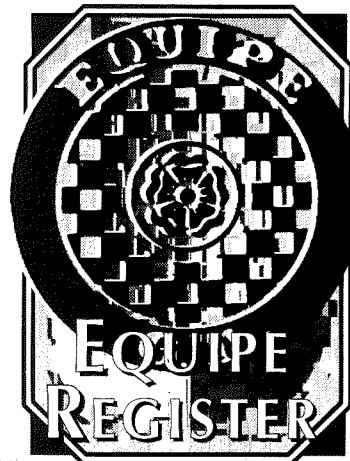
Bucket seats were made of sheet steel edged with quarter inch steel rod for strength and these, together with the interior trim panels, were finished in champagne leather. The dash panel was finished with a walnut burr laminate and to capture the authenticity a central aluminium instrument bezel was made and engine turned using a piece of wire wool in an electric drill, the effect was great. One of the more trying jobs was to bend the H-section windscreen channel to match the body curve and cut mitred corners with precision using a junior hacksaw.

Finally, everything was complete, a hand built replica of an MG TC which has now been to several shows around East Anglia.

Thanks Andy. Andy has given us just a flavour in 2000 words of the effort involved in a project such as this. It took

him the best part of three years to complete but I suspect he now thinks it was well worth it; I wouldn't disagree for a moment. ★

Too Much Of a Good Thing?



David Mercer wrote to me recently and wonders if he has 'too much of a good thing' being the owner of two Equipe 2 Litre cars, one a GT6 MkII, the other a convertible and both the same colour of paint – bright red.

David admits to having fallen for the sleek shape of the Equipe during the 1960s, but the 'old' insurance rating proved a major obstacle to purchase on one of these individualistic cars then. The first car, christened 'James', was bought during 1989 in a well restored condition, but apparently having the propshaft balanced transformed the car which has since lead a pampered life being treated to many new parts and almost bathing in Waxoyl! (Steady

bought in 1994 and was christened 'Cynthia' due to the registration number.

It seems that this car was not in such good shape as the GT and has received a rebuilt bulkhead, replacement transmission and



on Dave, it sounds as though you might end up with a car like a spoilt child!). A convertible was purchased in 1991, Dave suffered but a bout of common sense (it happens to us all now and then) and he sold it. The second car in the photograph (the convertible) was

stainless steel exhaust, not to mention other numerous parts.

The convertible is fitted with a GT6 differential (though David

BRUCE PILBROUGH

Too Much Of a Good Thing?

doesn't mention which one) whilst the GT has an overdrive. I have heard him threaten to buy a GT4S as well (Equiptus strikes again!).

Did you spot last months deliberate mistake? Patrick Rinderknecht's car is in fact the two tone GT, not the convertible - see last months pictures.

Sadly the response to last months mention of NEW (old stock?) 2 Litre GT rear windows has been underwhelming, all of you out there with GTs must have lots of spare glass, or are you living in the hope that when you need one, you'll be able to find one?

A story comes to mind of a 1930s Talbot that I know was scrapped during the late 1950s because the wheel nuts (which were metric, and an odd size at that) were damaged, and unobtainable. It may sound far fetched, but I can assure you that it happened. I don't wish to seem alarmist (yes alright I do want to shock you), but the same fate could await YOUR 2 Litre GT at some time in the perhaps not too distant future, and all for the lack of a replacement rear screen.

Since my last article, I've noticed a two or three fold increase in the number of classic cars I see in regular use. Bear in mind that this is during the very bad

weather, all that snow (and SALT!). I have also heard that several classic car owners who have used their cars on an every-day basis for a considerable time are now getting a lot of 'flak' and ill feeling from their work colleagues who run more modern cars, which are not exempt from Road Tax.

In view of this, I have started to think that this may be part of a devious plot to encourage the greater use of classics through the winter, resulting in the reduction in the numbers of classic cars surviving and discouraging classic car ownership through peer pressure, but then I am a born cynic.

But since I am also a bit unconventional and a rebel, I will continue to own my Equipes and eventually (honest) use them regularly. ★

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Front Trunnion kit, all models.....	£3.51	
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Anti roll bar links.....	£8.16	
Front shock absorbers, state model.....	£21.09	
Steering rack, exchange.....	£35.19	
REAR SUSPENSION (NON ROTOFLEX)		
Rear leaf spring, Spit MkI, II, III, GT6 MkI.....	£49.95	
Rear leaf spring, Spit MkIV/1500, GT6 Mk II.....	£69.31	
Rear shock absorber, state model.....	£15.21	
Rear trunnion bush kit, per side.....	£3.51	
Rear bearing kit (bearings, seals, hub nut and gasket).....	£13.51	
Rear driveshaft Her/ Spit/ GT6 (SHORT).....	£64.62	
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ROTOFLEX SUSPENSION		
214623 Inner Driveshaft.....	£88.12	
152273 Rotoflex Coupling.....	£32.31	
149051 Rear Hub.....	£58.69	
212867 Inner Flange.....	£25.26	
214514 Outer Flange.....	£58.69	
Rear Bearing Kit.....	£14.04	
149769 or 149770 Wishbone.....	£24.95	
308437 or 308436 Rear Vertical Link.....	£41.12	
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68939A Spring Eye Bush.....	£3.23	
WE WILL BEAT ANY PRICE ON THE ABOVE ROTOFLEX PARTS FROM ANY OTHER TRADER. YOU WON'T BUY CHEAPER!!!!!!		
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Brake discs, Her/Spit.....	£14.04	
Brake discs, Vti/ GT6.....	£16.39	
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Brake shoes Vti/ GT6.....	£7.95	
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Copper brake pipe kits from.....	£23.44	
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We ONLY sell the best body panels currently available. Before you buy inferior panels elsewhere please call us for an honest opinion of what does and does not fit. Remember we fit our own panels in our workshop!		
Spit/ GT6 outer sill.....	£23.44	
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Spit/ GT6 floor pan.....	£44.59	
Spit/ GT6 Front Floor.....	£17.56	
Spit/ GT6 Rear Floor.....	£23.44	
Spit/ GT6 Door Skin.....	£20.56	
Spit/ GT6 Front Wing B.L.....	£23.44	
Herald 13/60 LH Front Wing.....	£67.56	
Herald 13/60 RH Front Wing.....	£67.56	
Rear Valance MkIV / 1500.....	£35.19	
Rear Valance Spit I, II, III.....	£35.19	
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Herald hood frames.....	£88.12	
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Spitfire MkIV/1500 front bumpers.....	£88.12	
Spitfire MkIV/1500 rear bumpers.....	£88.12	
Spitfire MkIV/1500 rear lights.....	£15.00	
Spitfire MkIV/1500 quarter valances.....	£34.66	
Herald doors, few only.....	£117.50	
GT6 rear hatches.....	£88.12	
Spitfire body tub (MkIV/1500) perfect.....	£1399.00	
Spitfire doors, all types.....	£88.12	
MkIV bootlids.....	£88.12	
MkIII bonnets.....	£440.00	
MkIV/1500 bonnets.....	£346.62	
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Screen frames Spitfire MkI, II, III.....	£99.87	
GT6 MkI, II.....	£99.87	
SOME OF THE ABOVE PANELS HAVE SOME DAMAGE AND WILL BE SOLD UP TO 40% OFF!!!!!!		
RADIATORS AND COOLING		
Full width high cooling specification, Spitfire.....	£99.87	
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Kenlowe fan kit for the power hungry.....	£88.12	
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Windscreen seal, Herald/Vitesse.....	£18.80	
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Outer door glass seal, all cars.....	£5.81	
Inner door glass strip.....	£4.11	
Boot seals from only.....	£13.47	
'T' pedal rubbers.....	£2.34	
Herald rubber bumper set (6 parts).....	£99.87	
EXHAUST SYSTEMS (MILD STEEL)		
Mild steel Herald down pipe from.....	£17.62	
Herald rear box, all models.....	£23.44	
Spitfire rear box, mild steel, MkIV/1500.....	£42.24	
ALL OTHER PARTS STOCKED INCLUDING ALL VITESSE AND GT6 SYSTEMS		
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Spitfire MkI, II without front pipe.....	£89.99	
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Spitfire MkIV complete system.....	£99.00	
Spitfire 1500 complete system.....	£115.00	
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Wool mix carpet sets, beautiful quality with fully bound edges, choice of colours		
Spitfire MkI-IV.....	£69.95	
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Herald/Vitesse.....	£82.19	
GT6, state model.....	£93.94	
Spitfire door panels, pairs only.....	£42.24	
Seat cover kit, Spitfire.....	£105.69	
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HIGH SPEC. ROLL OVER BARS FOR SPITFIRES, HERALD AND VITESSE. ALL ONE PRICE. £49.95 ALL COME COMPLETE IN BLACK PRIMER WITH ALL FITTINGS.		

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GT6 Mk3, O/Drive, late series, very attractive in British Racing Green.....£3950
Spitfire 1500, very sound condition.....£2500
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ALWAYS A SELECTION OF CARS REQUIRING WORK FROM.....£495

**WANTED - TOP CONDITION CARS
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WE PAY FAIR PRICES AND CAN COLLECT
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Good chassis, from.....£75

WHEELS

Set of four, bolt-on wire wheels.....£145
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BONNETS

Spitfire Mk4/1500, almost new.....£450
Spitfire Mk4/1500, fair condition.....£150
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Not a lot to report so soon after Christmas and the New Year, so please keep those letters and photos coming in.

I was looking through a couple of very old magazines and found a few snippets that might interest you. First is an advertisement for Ashley in Hot Car of 1972. I think the writing will be too small for you to read, it goes on to say:-

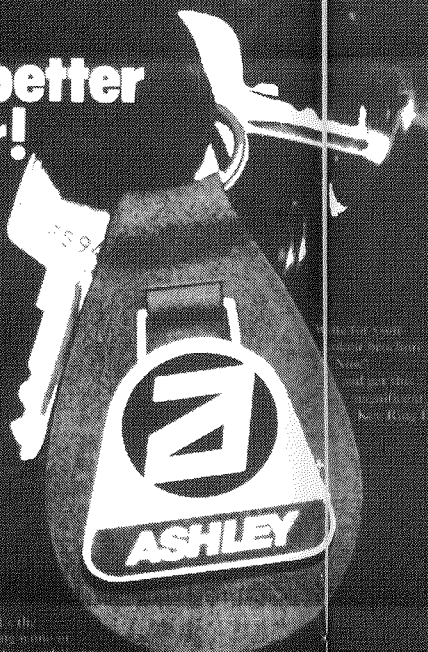
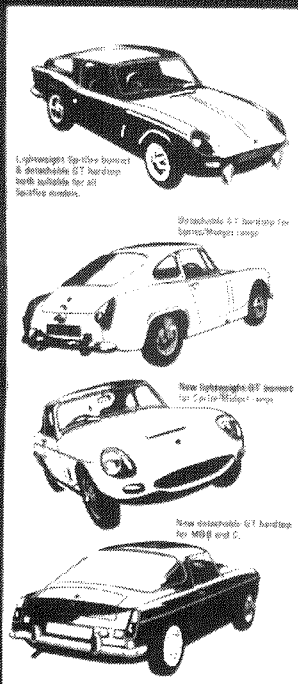
'What's the leading name in hard tops and bonnets been up to over the past few months? Well you might ask. For we have been pretty quiet. Fact is there's been a changeover. Ashley Auto Improvements as the company was previously known has now ceased to exist. Its complete manufacturing capability was subsequently acquired by Engineering Glass Fibre Developments Limited of Nelson, Lancs. (that's us) and is now fully operational under the name of Ashley Units Limited.

This means nothing but good news for every motoring enthusiast. The original high standards set by Ashley will be rigorously maintained and improved on.

Now all you need to know is that the biggest, most reliable name in car improvements is back and looking better than ever. Look out

Ashley Hardtops and Bonnets are back

and looking better than ever!



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for our new distinctive symbol – proud Ashley owners will be sporting it everywhere.

Write for your colour brochure now and get this magnificent key ring free!

So where are the moulds now? And where can I get one of those key rings?

The second snippet is from Car Mechanics of 1974, titled Spit and Polish:

A heap of rusty, mangled metal, festering unloved behind a garage in Cheshire was transformed into a very smart sports car by CM reader K. G. Weaver of Stockport.

The Spitfire had been dumped behind the garage after a severe back-end shunt because it was considered uneconomical to repair it. Within weeks local children had reduced the car to a wreck, as the bottom picture shows, with all the seats, windows, instruments, trim and hood either ripped out or smashed. Many of the other parts, including several of the wheels, were missing.

Then along came our hero who fell instantly in love with the forlorn beast and he set about repairing it.

Nine months, two hundred quid and a lot of sweating and cursing later he had a pretty little car ready for his wife to run about in.

Young Weaver started by stripping the shell, engine and ancillaries from the chassis, which, to his delight, he found was undamaged. It was carefully cleaned and sprayed black and the main section filled with anti-rust lubricant for good measure.

The engine was then stripped down and found to be in reasonable condition for its 60,000 odd miles, so after a top end overhaul, it was sprayed red and put back together.

Next came the problem of repairing the damaged bodywork and after numerous phone calls a new shell, in good condition, was brought in Bristol, taken back north on a borrowed trailer and new sills fitted.

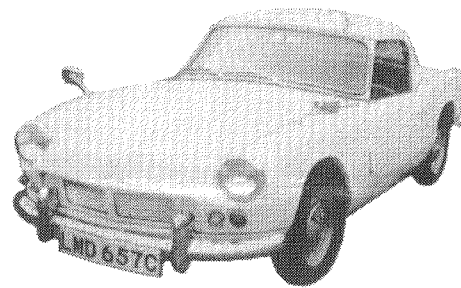
The bonnet posed quite a problem as the charming local children near the garage had apparently amused themselves by heaving half bricks at the poor car, but a lot of filler and sandpaper work at last put the damage to rights.

The car was now nearing completion. The instruments were professionally repaired and new doors, boot lid, seats and steering wheel fitted before the car was taken to a garage for a professional spray in white.

Apart from the brakes, steering wheel and door sills all the parts used were either second hand or on the car originally.

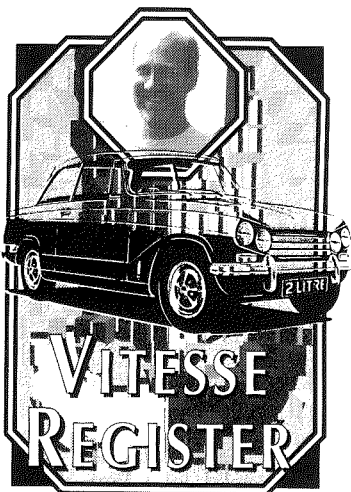
The Spit is almost as good as new and according to our spies looks a lot better than when it was unearthed behind that garage. Mrs. Weaver uses the car daily and so far it has given no trouble at all so it shows what can be done with luck, a lot of patience and a good deal of spit and polish ★

CUSTOM CAR



Spit'n Polish!





Well . . . this is it!
 . . . my move into
 technology . . . !!
 I am writing this
 on a word processor
 . . . (No I will
 never give up my
 old typewriter . . .
 back up and all
 that! . . .) . . .
 and since I have
 only had a few
 'sessions' on this
 thingy it's still in
 control of me . . .
 and not me it!
 If you know what
 I mean? . . .

Anyway it's not new and by
 sheer luck (being in the right
 place at the right time) it was
 given to me in return of a favour
 I did for a neighbour . . . so
 here I am . . . once I get the
 bug . . . I can feel it coming
 on . . . 'E' mail . . . Internet
 . . . so much jargon . . .
 WOW! . . .


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June 1965

22nd.	To.				
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	Purchase Tax.	131	7	1	
	Delivery ex works to Alresford.	9	10	-	
	Number plates.	1	15	-	
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	Licence for One year.	17	10	-	
		£821	9	7	
	By Allowance for 1963 Triumph Herald 12/50 Saloon, Registration No. 33 JHO	471	9	7	
		£350			
	Registration No. CAA 7 C				
	Chassis No. HB-21380 DL				
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	Boot & Cupboard Key No. SS 215 (STREBOR)				
					
	<small>Customers' Cars sent to us for any purpose are only Received and Driven at Owners' Risk and we accept No Responsibility for Loss or Damage to same arising from Fire or any other cause.</small>				

So before I continue (start!) this months register I will apologise for the shortness of it . . . (several reasons, a) I don't trust this machine! b) I'm all behind as usual . . . writing this on Boxing Day! c) inspiration fails me, due to the fact that I'm in (mild) pain) . . . did I mention in an earlier register that I came off my motorbike? . . . anyway I broke my knee cap . . . and since then I've displaced a disc in my back . . . so I'm actually falling to pieces!!!!!! OK, sympathy bit over!) . . .

The first featured Vitesse this month belongs to (actually that should read Vitesse's) . . . Adrian Sampson (Eastbourne) . . . who is rather fortunate to own both a 1967 Mkl saloon finished in white ('Moly') registration OFD 972F . . . and a 1965 saloon finished in gun metal with a white stripe registration KYV 68C (although this Vitesse's registration was originally CAA 7C . . . I assume that at some stage in her life this was sold on or kept by a previous owner!) . . . I'm afraid that I have rather 'pruned' or 'edited' Adrian's letter rather severely due to space (or lack of it!) . . . (apologies Adrian . . . but there are several interesting comments to note . . . 'Moly' the Mkl saloon was taken to the south of France on holiday earlier this year . . . where temperatures of over 100 degrees were not uncommon . . . Adrian points out one of Triumph's design flaws! . . . the PVC seats, and says that at the time he felt as though he



were melting into the seat itself (having no heater valve to turn off the heater also played a part in your personal overheating I suspect!!) . . . Moly also has what I would call a rather nice original period radio fitting kit . . . complete with the wide alloy radio surround (see photo . . . that's the one in my Vitesse actually) . . . the 1965 saloon has only completed 64,000 miles . . . and came with the original bill of sale . . . interesting to note the extra prices paid for such things as sliding roof, wing mirrors and underseal! . . . Adrian also . . . many moons ago, owned a Vitesse estate! registration 492 TTT (as far as he can remember it was a 1962 . . . and the bodywork was poor then) . . . anyone know anything of this estate today . . . has she gone to meet her maker? . . . AHHHHH, yes, a quick thanks here . . . several of you more caring Vitesse owners actually do write and tell me when a Vitesse has had to go to the scrap yard, or become a donor vehicle . . . thanks for your information . . . it all helps to build up a complete picture of how many Vitesse's are remaining . . . none of us like to learn of a Vitesse that has 'died' but I do realise that sometimes in life they do sadly get to a 'point of no return' . . .

The second featured Vitesse belongs to Ian and Lyn Hartley (Stockport) . . . 'Victor' . . . (OMB 718H) is finished in damson . . . and has been in their family since new! . . . originally purchased by Great Uncle George from Hollingdrakes of Stockport in 1970 . . . (when he was 70!). The ownership was transferred to Lyn's father in 1981 . . . who decided (after it was stored in a Portacabin and forgotten for over two years) . . . to have it professionally restored in 1990 . . . Lyn was then presented (totally out of the blue!) with 'Victor' . . . Ian and Lynn joined the TSSC in 1991 . . . entered the concours at Stafford in 1993 . . . and came third (in the OV

category) . . . but as Ian and Lyn say, Great Uncle George had the car 'undersealed from new' so he will never compete against a ground-up rebuild which in fact means that he is used regularly and without 'kid gloves' . . . Victor Vitesse is shown (in the photograph) next to his brother 'George' . . . a 13/60 saloon bought a year ago to provide more regular 'Triumph' transport for their increasing in age offsprings . . . so they can now have their own private 'convoy' runs . . . wonderful!

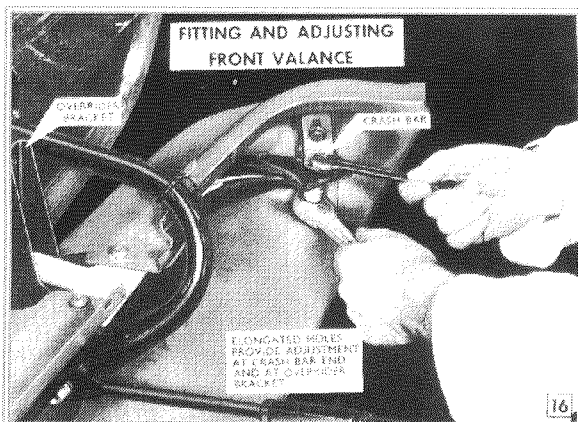
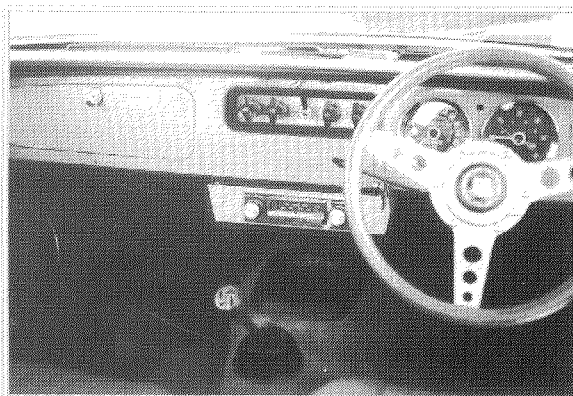
. . . Continuing on now with the fitting of body sections . . . a nice easy one this month . . . 'the front valance' . . .





it actually makes no mention of it in the reference book but this has to be done with the overriders 'off' . . . the book continues . . . 'the front valance is attached to the frame by two adjustable brackets located behind the overrider bracket with tolerance holes for up and down adjustment.

The ends of the valance are mounted to 'L' shaped brackets with slotted holes, these slotted holes allow an all-round adjustment to conform to bonnet shape' . . . in other words you have plenty of scope to adjust every which way to get the correct (or at least all the same) gaps all round between valance and bonnet . . . this is one of those strange things that can be quite annoying if they are not right . . . more so on a 'light' coloured car where the gaps are more noticeable! . . . after judging at Stafford for quite a few years I must admit that this is one area that my eyes are 'drawn' to . . . also if the adjustment is incorrect you will find that when you open the bonnet it will foul on the centre section of the front bumper . . . (causing scratching!) . . . a small additional note here for those of you perhaps



looking for replacement (better . . . improved!) front overriders . . . do remember that they are handed . . . it's difficult to explain in words the differences between the left/right hand . . . but beware! . . . they are different!! . . .

So that's just about if for this month . . . I suppose I should apologise for the non-standard steering wheel in the photograph of the radio console . . . but I did purchase it back in 1970! (Saturday 25th April) at a price of £8.5.0 . . . (in those crazy days when my weekly wage was a mere £11 per week) . . . so you can see it was an

expensive wheel even back then! . . . looking back through my old diaries, it's quite interesting . . . Herald bumper caps were 8 shillings (40p) . . . excuse my ramblings . . . but I've always been one to write and record the most trivial/useless information . . .

With a note of self derision . . . I'll say . . . thanks . . . take care . . . cheers . . .

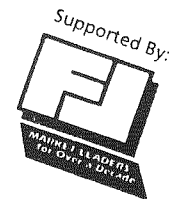
PS . . . I bet that you are impressed Phil (Wilson) . . . ???

PPS . . . thanks to one and all who sent me Christmas cards . . . excellent!!!! . . . ★

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"I reckon I've saved myself near enough £350 on shop prices by coming here today" said Graham Downy from Northcliffe. "It was certainly well worth the trip." Graham said he was a little concerned about the £4.00 entrance fee. "But once I got in and started spending it seems like very good value for money - after all I spent £4 to save a heck of a lot more. Next year I'll buy an advance ticket."

Club organisers also gave the show the thumbs up. "This is definitely the way to go for us" said one. "We are a Triumph club meeting 1,000's of

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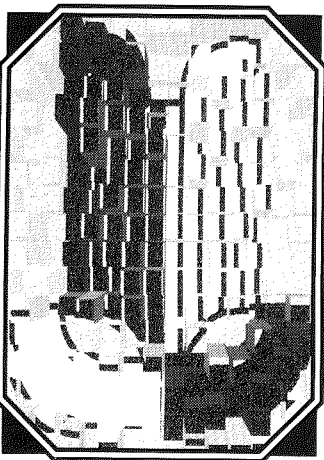
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Poetry in Motion

Part 1

Poet, novelist and radio writer Roger Harvey has owned his Triumph Spitfire 1500 from new since 1980, and joined the TSSC in 1985. In the first of two articles he traces the history of his long relationship with this beautiful car.

It was the winter of 1980 and the Beetle would have to go. Every morning my trusty Volkswagen – four years old but looking as good as new in its gleaming shell of Phoenix Red lacquer – was taking me across Newcastle to my new job as radio scriptwriter, and every evening it was taking me home again, as well as providing weekend transport on many a happy Sunday in Northumberland and on longer journeys for those special days out in Scotland, Yorkshire and the Lake District which were then and still are an important part of my life. But just when it seemed the lovable

Beetle might chug on forever, I read somewhere that British Leyland were to discontinue production of the very car I had wanted to own since I first gained my licence in 1971, the car which had haunted my imagination with its curvaceous lines and the promise of cruising sweetly through country lanes or sweeping down highways, the car which managed to look pretty and dashing at the same time and which seemed to embody a great tradition of British motoring: the Triumph Spitfire.

These were the last years of the Spitfire's production (although certainly not of its glory) and they seemed to me to have given us a car of exceptional beauty. The final incarnation of Michelotti's design is not every Triumph enthusiast's favourite, but it is certainly mine. What might have been lost in the raw sportiness of earlier models was regained in a cool sophistication. The vast and seamless bonnet was a refined and beautiful piece of sculpture, wisely retaining those distinctive set back headlights, the rake of the windscreen was in perfect tune with the feminine curves of the streamlining, and the neat tail with its pointed light clusters an inspired finish. And where else – for this kind of money – could be found a wooden dashboard? I was determined to buy a Spitfire from new, to avoid the ravages or carelessness of a previous owner but they were becoming very scarce in British Leyland dealers' showrooms. I would have to be quick.

My daily journey across Newcastle took me past the windows of Heron, the British Leyland dealer which had taken over the much respected local firm of Rossleigh's, suppliers throughout the 'Sixties of Jaguar, MG, Triumph and other marques of distinction. One day, the unmistakable nose of a Spitfire 1500 appeared in the upper showroom window, the car looking particularly luscious in its unusual coat of Russet Brown – but beautiful, new, and available as it obviously was, I hesitated to go for it. I especially wanted my new Triumph in dark green. But it seemed such a car couldn't be found in the north. Months went by. All local dealers were contacted. No green Spitfires. My father

and I went to Heron, saw the brown Spitfire in close up (it did look particularly beautiful under the showroom lights, the rich brown paintwork holding a perfect polish, the hood rolled neatly into its tan coloured hodgepodge revealing the cream and tan interior) – no green Spitfires. Fewer and fewer were coming off the production line, we were told, and – so far as could be discovered – none in dark green. More weeks went by, the brown Spitfire still tantalisingly unsold in Heron's window, the spring coming, car sales brightening

graceful curves. In a final inspection of what was available, we went down to 'the line': a cold and noisy concrete hall where new cars were delivered to the showroom. We were confronted by a nose-to-tail row of what the British car industry had to offer – including two Spitfires still in 'candlegrease'. One was in brash blue, which didn't look as if it would hold much polish, the other in red. I just didn't want a red sports-car – it seemed too obvious, and the black interior didn't have the chic of the tan. Both had overdrive, which put the prices up as well . . . so it was back upstairs to the brown one, hands were shaken, and – relieved of just over £4000 in a credit deal – I at last became the owner of a Triumph Spitfire.

The excellent Beetle was put up for sale and went – astonishingly, at a slight profit – to a family of VW enthusiasts in Durham: a 'good home' if ever there was one. The new Triumph was eventually made ready for delivery on a day I couldn't collect it owing to pressure of work, so my father took it on its first drive across Newcastle to our

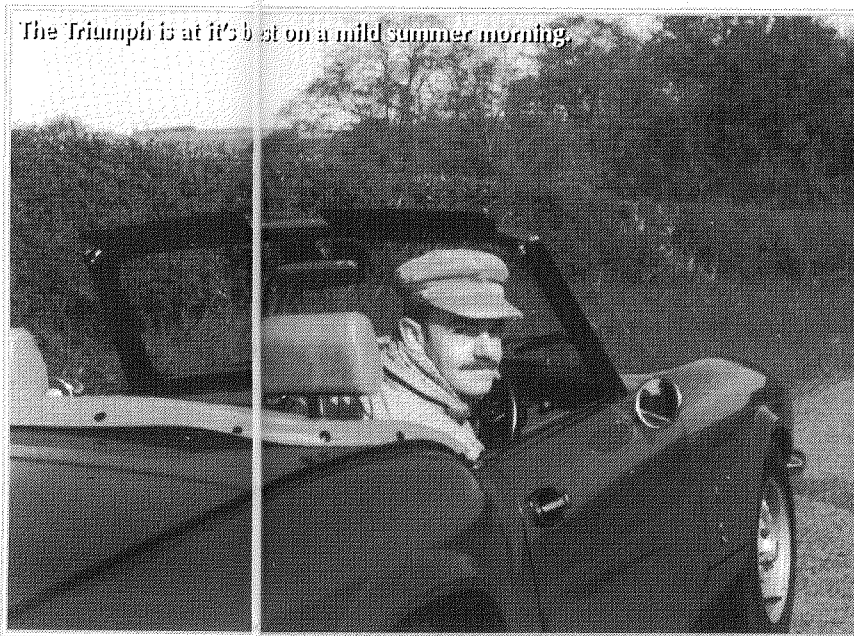
house. He pronounced it stiff, sluggish, uncomfortable and flimsy, thinking it a bad choice after the sturdy Beetle. I'm still sorry he didn't live to learn better. He died soon afterwards of a short but brutal illness, this after a life of rude health and many adventures – and for all his years in a successful car business and his affinity with many great pre- and post-war marques, he didn't know his Triumphs. My mother and I still reflect with sadness that he has not been able to share in the great and largely trouble free pleasures the car had given his wife and son.

The newly rustproofed car looked slender in our garage, filling it with a shockingly low profile and delicious 'new car' smells. Before taking it out in any wet weather I oiled and Waxoyled wherever I could, and there was still more money to find! I was under 30 and worked as a writer. As far as my insurance broker was concerned, that was a dangerous mixture of youth and show-business, and when I told him I had changed from a Beetle to a Spitfire he winced and said: 'Why the XXXX did you have to go for

one of those?' A good record and a conservationist's attitude towards running a Triumph made no difference at all and he duly presented me a whacking bill. It wasn't until I joined the TSSC that I began to enjoy sensible insurance costs, thanks to the excellent Agreed Value scheme from Footman James. The only modifications I made were to fit my father's old cherished car compass above the passenger side glove compartment and strip the black paint from the top of the radiator to polish the newly exposed brasswork. I wonder how many Triumph enthusiasts realise what a dramatic improvement this makes when the bonnet goes up? I flushed out the radiator, getting rid of some nasty looking swarf, after a few short runs drained the sump and refilled with Duckhams Q20-50 (now I use the excellent Duckhams Hypergrade); and dosed the tank with Redex, the only additive I

Back at Heron, the brown car looked prettier than ever, especially between the two TR7s which now flanked it. These – the undignified last offerings of the once-great TR series – seemed an abomination of design against the Spitfire's

The Triumph is at its best on a mild summer morning.



would ever contemplate (it has kept generations of cars running 'clean' in my family).

So, great motoring years began. One of our first long trips was a holiday in Edinburgh (where we woke one morning to find the car completely cocooned in ice, the hood so brittle it could easily have been cracked and ruined for life!). Swishing down the long pass of Carter Bar, my mother at the wheel as we rolled back into green

High summer in Northumberland.



Northumberland, we knew we had secured a piece of motoring heritage, and that in a car like this, every drive could be an adventure.

Throughout the early 1980s I was developing my career as a poet, travelling to arts festivals all over Britain to give readings wherever I could. The Spitfire came in for some very long motorway trips, with no more than a fractured manifold gasket (yes, that HORRIBLE joint!) and a broken fan belt to tell of its adventures. A new set of tyres went on, and we were buying new clothes to cope with exhilarating but very chilly

topless motoring. Then in 1983 I had a wonderful 'break' in being invited to do a poetry reading tour coast-to-coast across America. The Triumph was 'laid-up' for months at home while I worked a theatre in the Bronx, spent a night under lock and key as the only male guest in an all-girl college, baked in the Nevada desert, stayed with real cowboys, rode Appaloosa horses, told jokes on day-time TV, and read English poetry in Disneyland while somebody walked around outside dressed as Mickey Mouse. It's a funny old world and a funnier New one.

Back home after all that, with some foul winters to drive through, I began to seriously contemplate a rolling restoration of the Triumph – if I could somehow afford a second car 'for the dirty work'. There was plenty of it to do, and it seemed a sin to flog the elegant Spitfire through its daily grind. There had already been some minor tragedies. Making

a grave error of judgement on an urban motorway I drove into the back of a parked car, denting that lovely bonnet right on the nose. It came back pristine from the repairers, but it was a very traumatic way to cure those little crops of front end paint chips. Jostling for a space in the radio station car park, the Triumph met with a seriously scratched door, no thanks to a careless parker. £60 worse off, I took to parking

at the back of the radio station. Unfortunately this was directly under the newsroom window, from which the cigar chewing News Editor would regularly throw his glowing stubs, so it was back to the main car park and a sickening repetition of the door damage. There was also a coal transfer plant opposite the radio station and the slightest wind would deposit a coarse and abrasive black dust in every seam of the bodywork and upholstery, even with the hood up and the windows closed, but the deterioration most difficult to combat was the daily wear and tear caused by driving to and from work in all weathers. At last I was able to afford an old Citroen 2CV . . . and full of Garlic charm it was too with its cobble-softening suspension, whining engine note and gear knob like an onion on the end of an umbrella, which only a French-man could have invented. Now I joined the TSSC, saved money on insurance, picked up some useful knowledge about 'our' cars, discovered sincere allies at Triumph hscene in Darlington for jobs I couldn't tackle myself, and started to clean up the engine. The rolling restoration was under way.

In part two of Poetry in Motion, Roger Harvey describes the restoration work done on his Spitfire 1500 and shares some tips on how to maintain a working Triumph in concours condition. ★

This month's photo was sent in by Paul Smith of Telford, Shropshire, who owns a U.S. Federal spec.1500. The car was manufactured in October 1978 but not registered until 1979, spending its early life on the south coast – the south coast of England, not the U.S. Paul hastens to add!

The car had been converted to RHD but still sports the U.S. rubber bumpers. The single carb, catalytic converter and carbon canister etc, have been removed to make the car 'run properly' as Paul puts it, but the inclined radiator, electric fan and evaporation canisters are still very much in evidence.

Paul relates that three weeks after purchasing the car, his wife Jayne went into labour. As the family car, a Mazda 323 wouldn't start (one of those reliable Japanese cars!), they

travelled the 15 miles to the hospital in the Spitfire. Paul's not sure if its the sagging rear spring or the 'white knuckle ride' which ensured that their son was born very soon after arriving at the hospital.

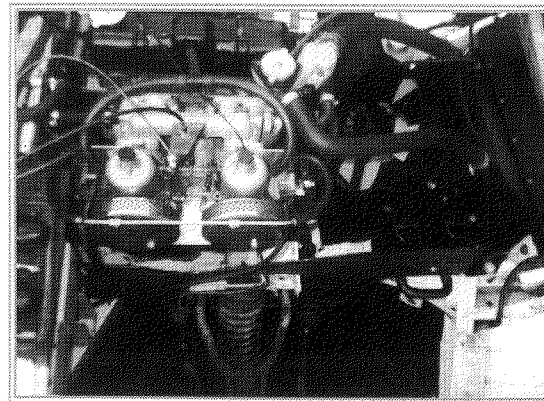
Happy New Year to you all! Thanks to all those of you who sent Christmas Cards – most kind. I hope you all had a good Christmas. A rather short article this month, pressure of work – or is that just recovering from Christmas! Which reminds me, how many of you have sampled the delights of that rather nice brew, Spitfire Ale from Shepherd and Neam?, quite a few of you I should think judging by the empty shelves at Sainsburys and Asda etc!!

There were numerous replies to last months photo quiz, even from as far as Canada, sent in by WAYNE BURTON, well done.

However there can only be one winner and all the correct answers were sent in by Mr and Mrs McGowan. To put you out of your misery, here are the answers:-



- 1, front spoiler,
- 2, front bonnet edge,
- 3, seat slide catch,
- 4, seat belt catch bracket,
- 5, top of heater valve,
- 6, electric screen wash pump,
- 7, MkIV tacho drive cable,
- 8, rear lower wheelarch,
- 9, 1500 prop shaft end,
- 10, bonnet reinforcement bar and reflection,
- 11, starter solenoid,
- 12, boot stay,
- 13, front inner wheelarch bracket,
- 14, wiper motor,
- 15, 1-1/2 inch SU top,
- 16 DOOR catch,
- 17, tread plate,
- 18, door pull,
- 19, top front cover of door trim,
- 20, rear number plate plinth. ★





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The 1995 Race Season consisted of mixed fortunes for members of the section. During the season we had seen the championship gain a few and lose a few competitors who together with the stalwarts, and those who had cars which could just not hack the pace, their drivers wishing to go out and play, but their cars having different ideas!

Although the number of competitors for the 1995 season was a little down on previous years, a good time was had by all. The season started in March with the first of our nine rounds at Mallory Park, followed with Pembrey one month later and then onto Cadwell Park in May.

Here we were pleased to welcome for his first race Dave Beardsley.

Oulton Park in June was listed as a 'Double Header' event, where we are lucky enough to receive two races for the price of one. These meetings are good value for money although they can be a little hectic. Lydden Hill at the end of June saw the return of Mark Field, having blown his engine at Mallory in March, but was to be the undoing of Dave Beardsley when he 'flew' across the rally-cross track before hitting the ground with some force and injuring his back. We are pleased to report that all is well with Dave and we look forward to welcoming him back for the '96 season.

At Cadwell in July we were pleased to welcome another new driver to our ranks. Steve Crane, with his Spitfire, this car being familiar to some, as it had previously belonged to Dave Barnes.

The season continued with visits to Snetterton and finally Brands Hatch, this last meeting of the season had to be the wettest, it certainly gave a new meaning to 'a damp racing line', it was more like swimming than racing!

The season saw consistent finishes from Kevin Ginger, Paul Lucas, Jon Wolfe and Martyn Adams, with the end of season results showing that a finish gets the points and subsequently the championship title.

However for John Davies, his second season, was not to prove to be his best, with his finishes not corresponding to the number of races entered or his mileage travelled to enter the races. Better luck next year John.

The final positions for the 1995 Championship as follows:-

On behalf of all the drivers and their supporters who took part in the 1995 Championships I would like to express our thanks for your support during the season and we look forward to seeing you during the coming year.

If you are interested in joining us, please do not hesitate to contact me, and I will do my best to give you information as requested or at least pass your enquiry onto those who can help. ★

CLASS A	POINTS
1st Kevin Ginger	112
2nd Paul Lucas	85
3rd Jon Wolfe	159
4th Martyn Adams	46.5
5th Pete Whiteman	28.5
6th Dave Beardsley	18
7th Mark Field	9
8th Steve Crane	8

CLASS B	
1st John Sadler	75
2nd Colin Elstrop	42
3rd John Danes	21

GUEST CLASS	
1st Russell Nunn	30
2nd John Sadler (TRV8)	12

JOHN DAVIES

JO FIELD

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SEALS — HERALD/VITESSE

Front windscreen seal	£17.92
Bonnet scuttle/bulkhead seal	£4.70
P seal on windscreen frame	£3.82
Saloon roof to header w/screen frame seal	£9.99
Hood header rail seal, front	£6.46
Hood fronter outer finisher/seal (white only) original	£9.40
Front quarter light rubbers per pair	£29.96
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.41
Wheel arch to dash seal (small mud flap)	£2.70
Door aperture seal, convertible	£11.16
Chrome door aperture seal cappings	£9.99
Door aperture seal, saloon	£14.04
Front valance seal	£1.18
Door check link seal	£2.29
Gear lever gaitor	£6.46
Handbrake gaitor	£7.64
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boot	£3.82
Boot seal — as original	£18.80
Boot seal (non original)	£9.99
Estate rear tailgate glass seal — original	£23.50
Rear quarter window seal, saloon	£19.98
Rear windscreen rubber, saloon	£22.27
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£9.99
Petrol tank filler neck seal	£4.11
7" Headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.35
Petrol tank sender unit cover	£5.29
Petrol tank drain neck seal, sponge	£4.70

SEALS — SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£19.98
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£19.92
Hood header rail/hard top seal, front, SPITFIRE	£6.46
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.29
Door aperture seal (Furlex) SPITFIRE	£14.10
Door aperture seal (Furlex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaitor, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaitor, SPITFIRE I, II, III, IV	£7.64
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boot	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£3.53
7" Headlamp seal SPITFIRE/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING.

CHROME/LOCKS/BRIGHTWORK/BUMPERS

Front w/screen insert, HERALD, VITESSE, SPITFIRE I, II, III, GT6 I, II	£5.88
Tailgate rubber insert GT6 III/III	£5.88
Cover clip for inserts	£1.18
Door handle l/h HERALD, VITESSE	£14.10
Barrel and keys, right hand, HERALD, VITESSE	£6.46
Door cam lock R/H HERALD/VITESSE	£32.90
Outer door handle ass. SPITFIRE III/III, GT6 III	£14.04
Outer door handles (matched pair) black or chrome, SPITFIRE IV/1500, GT6 III (includes lock barrels)	£72.85
Matched pair of door lock barrels, SPITFIRE III/III, GT6 III	£14.04
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.04
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£4.11
Window winder handles and inner door opening handles all other models — please state model	£5.88
'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HERALD, VITESSE, SPITFIRE III/III	£19.98
B post strikers, less slider, HERALD/VITESSE, pair	£23.50
Boot 'T' handle and keys HERALD, VITESSE, SPITFIRE III/III	£12.93
Boot lock assembly SPITFIRE IV/1500	£14.10
Tailgate handle, and lock assembly GT6 III	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Boot latch/striker assy SPITFIRE IV/1500, GT6 all	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£23.50
Lock barrel and keys for GT6 petrol cap	£8.17
Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£7.64
Chrome wiper arm assembly all models	£7.64
Stainless wiper blade all models	£6.95
Bonnet mirror (head & stem), HERALD, VITESSE, ORIGINAL from Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£18.80
Bonnet lock kit (pairs) all models	£14.10
Bonnet catch assy all models	£11.75
Steering column lock assy SPITFIRE IV/1500, GT6 III	£20.50
Ignition barrel and keys SPITFIRE III/III, HERALD, VITESSE, GT6 I	£35.19
Ignition barrel and keys as above HIGHER SECURITY	£4.99
Matched lock set GT6 III, door, tailgate & ignition locks	£8.52
Full lock set as above with paired bonnet locks	£21.15
Matched lock set SPITFIRE I, door boot & ignition locks	£29.38
Full lock set as above with paired bonnet locks	£16.45
Matched lock set, SPITFIRE III/III, door, boot & ignition locks	£22.50
Full lock set as above with paired bonnet locks	£23.33
Matched lock set, HER/VIT, door, boot, ign., c/box locks	£22.38
Full lock set as above with paired bonnet locks	£19.98
Cubby box lock assy, HERALD, VITESSE	£29.38
Rear overrider HERALD, VITESSE, fully pressed (each)	£7.64
Front overrider, HERALD 948/1200, original (each)	£32.90
B post capping SPITFIRE IV/1500	£34.66
Chrome w/screen washer jet, complete ass., original, SPITFIRE/GT6	£4.99
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.11
Rear number plate light aluminium cowl, orig. HER 13/60	£4.64
Windscreen frame ally capping	£8.23
Rubber bumper set HERALD	£105.75
Bumper end cap aluminium HERALD	£105.75
Front bumper, SPITFIRE IV/GT6-III (EXCHANGE)	£8.52
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
Bonnet D plate, HERALD, VITESSE	£9.99
Front wing HERALD 13/60 ORIGINAL PRESSING	£61.69
Front wing VITESSE	£82.25
Front wing-HERALD 1200	£88.13
Front wing arch repair	£12.93
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£41.13
Door under section repair panel, HERALD, VITESSE	£15.28
Door step/tread panel (not aluminium finisher) as original	£7.05
Rear wing, HERALD, VITESSE	£66.98
Rear wing arch repair	£12.93
Rear quarter valance, steel (with or without bumper strip)	£17.63
Rear centre valance, VITESSE, original pressing	£42.30
Rear centre valance, HERALD, original pressing	£45.83

PANELS — SPITFIRE/GT6

Battery box	£12.93
Front valance, original SPITFIRE I, II, III, GT6 I, II, Steel	£94.00
Front quarter valance, SPITFIRE IV/1500, GT6 III steel, original	£52.88
Front quarter valance, SPITFIRE IV/1500, GT6 III fibreglass	£24.09
Front wing, original, SPITFIRE I, II, III, GT6 I	£61.69
Front wing, original, GT6 II	£84.60
Front wing, SPITFIRE IV/1500, GT6 III (GENUINE)	£32.90
Front inner wheelarch, outer section, IV/1500, GT6 III	£25.50
Sill, all SPITFIRE, GT6, as original	£17.63
Door skin, SPITFIRE I, II, III, GT6 I, II	£19.98
Door skin, SPITFIRE IV/1500, GT6 III	£19.98
Full floor, ONE SIDE, front to rear, new improved	£49.94
Heelboard panel	£18.80
Heelboard bracket for radius arm	£18.80
Rear wing, SPITFIRE I, II, III, GT6 I, II, original	£76.38
Rear wing, SPITFIRE IV/1500, GT6 III, original	£111.63
Rear inner wheelarch, outer section, IV/1500, GT6 III	£35.25
Rear valance, SPITFIRE I, II, III, GT6 I, II	£40.54
Rear valance, SPITFIRE IV/1500, GT6 III	£30.55
Boot floor, all models	£58.75

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front transion/swivel ORIGINAL STANPART	£13.98
Front lower wishbone assy. inc. bushes, all models	£44.65
Adjustment shims for above	£1.18
Front wishbone bushes	£1.18
Steering rack exchange	£35.25
Steering rack rubber mounting	£2.94
Driveshaft all models non rototex	£58.75
UJ flange to diff, small or large	£15.28
NEW propshafts from	£88.13
Front vertical link VITESSE, GT6, original	£44.65
Front vertical link HERALD, SPITFIRE, original	£44.65
Front wheel bearing kit (inc. hub felt)	£12.93
Top ball joint all models	£11.16
Track rod end all models	£7.64
Universal joint, all models	£6.46
Front suspension bolt/nut kit, all models	£14.10
Rear suspension, non roto, bolt/nut kit, all models	£14.69
Front coil spring STANDARD, state model	£14.69
Front coil spring HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes), all models	£21.15
Rear shock absorbers (inc. bushes), all models	£19.95
Rear full wheel bearing kit rototex models	£16.45
Rear full wheel bearing kit non rototex models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late NEW	£68.15
Rear leaf spring SPITFIRE III/III NEW	£58.75
Rear leaf spring GT6 III/III, rototex NEW	£58.75
Rear leaf spring HERALD, NEW	£68.15
Rear leaf spring VITESSE 1600i NEW	£68.15
Rear leaf spring VITESSE II NEW	£70.50

FUEL SYSTEMS & CARBS

Petrol tank sender unit HERALD, VITESSE	£26.44
Petrol tank sender unit SPITFIRE	£27.90
Fuel pump HERALD, SPITFIRE	£17.63
Fuel pump VITESSE, GT6	£23.38
Carb repair kit (Stromberg) inc. needle valve	£12.93
Carb repair kit (S.U.'s) inc. jet	£15.28

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

BRAKES ETC.

Brake master cyl, SPITFIRE IV/1500 single line	£49.35
Brake disc 4 cyl models	£14.39
Brake discs 6 cyl models	£16.39
Brake drum, late GT6 MkIII (ORIGINAL)	£24.68
Wheel cylinders — state model	£8.81
Brake hoses front/rear — state model	£8.52

MOUNTS & BUSHES

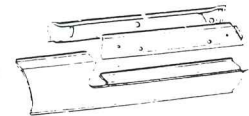
Engine mounts 4 cylinder	£4.70
Engine mounts 6 cylinder	£6.46
Overdrive gear box mounting	£16.39
Standard gear box mounting	£1.88
Steering column bushes (excluding late 1500)	£4.99
Bump stop rototex suspension	£4.99
Rear inner wishbone bush rototex models	£6.46
Rear spring eye bush, all models	£5.88

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

FEBRUARY SPECIALS 3 PIECE SILL KIT, ALL SPITFIRE GT6 — Outer as OE, diaphragm

inner
£26.44
6 piece sill
(both sides) **£49.95**



HOODS, CARPET SETS AND INTERIOR TRIM

Hoods HERALD, VITESSE — original quality	£88.13
Hoods, SPITFIRE zip rear window — original quality	£88.13
Hoods, HERALD/VITESSE — double duck/canvas	£164.50
Hoods, SPITFIRE — double duck/canvas	£152.75
Headlining, HERALD/VITESSE, saloon, Coupé	£44.65
Pair of front seat recovering kits HERALD/VITESSE	£123.38
Rear seat covering kit HERALD/VITESSE	£123.38
Pair of door trim panels, HERALD	£47.00
Pair of door trim panels, VITESSE	£51.70
Pair of rear quarter trim panels, convertible HER/VIT	£56.40
Front scuttle side panel, HERALD/VITESSE	£9.99
As above, left hand for VITESSE, with pocket	£17.63
Under dash mill board panel HERALD/VITESSE	£17.63
Seat base diaphragm HERALD/VITESSE	£15.28
Moulded carpet set, HERALD/VITESSE	£116.33
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£158.63
Moulded carpet set, GT6 (state model)	£179.78
Car seat recovering kit SPITFIRE IV/1500 black (car set)	£94.00
Door trim panel SPITFIRE IV/1500 black	£24.68
NEW, SPITFIRE IV/1500, GT6 III, dash top cover	£29.38
Door trim panel GT6 — state model	£24.68
Glove box SPITFIRE, GT6 each	£15.28
Pair of sun visors SPITFIRE IV/1500, GT6 III	£29.38
Rad cowl GT6	£13.51
Rad cowl SPITFIRE	£11.69

ALL OTHER INTERIOR TRIM STOCKED

LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, Spit III, IV/1500, GT6 III/III	£17.04
Halogen headlight conversion set HERALD, SPITFIRE & GT6	£34.66
Wood rim steering wheel all models	£49.35
Leather rim steering wheel all models	£32.90
Fibreglass tunnel covers, state model	£31.67
Overdrive column switch cowl	£17.63
Alloy rocker cover, 6 cylinder	£56.40
Alloy rocker cover, 4 cylinder	£42.30

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

PLEASE TELEPHONE FOR POST AND
PACKING CHARGES
PRICES INCLUDE VAT

**Humming tires.
Snarling engine.
Whistling wind.**

TRIUMPH GT6



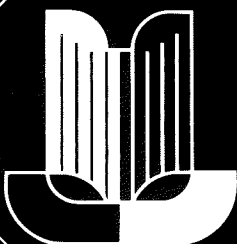
This is it. The new one. The hot one. The fastback sports car that offers more than just a sloping rear. This is the 6-cylinder Triumph GT 6.

From its sleek-bodied Grand Prix racing prototype, we retained the proven performance of four forward synchromesh gears. Rack-and-pinion steering. 4-wheel independent suspension. Disc brakes. Radial ply tires.

(Performance/safety features that helped GT 6 prototypes finish 1-2 in their class after 24 hours at Le Mans.)

Next we added certain luxury refinements. To name just a few: fully-instrumented walnut dash. Pile carpeting. Roomy bucket seats. Leather-covered steering wheel. Easy entry to luggage compartment through large rear door. Wire wheels. Back-up lights.

So, you see, the new Triumph GT 6 is not just a fastback. It's the fastback.





POWER TOOLS



THE TSSC OFFERS DEPARTMENT IN ASSOCIATION WITH BOSCH PRESENT THE FOLLOWING RANGE OF HIGH QUALITY POWER TOOLS AT A FRACTION OF NORMAL RETAIL PRICES

CORDLESS HAMMER DRILL/SCREWDRIVER WITH KEYLESS CHUCK



PBM 7.2VES-1
7.2V 0-320/ 650 RPM

1. Quick-fit drill chuck and automatic spindle lock for changing tools without using a key.
2. Mechanical 2-speed gearbox.
3. Clockwise/ anti-clockwise rotation.
4. Bosch electronic control.
5. Coasting brake for rapid series screwdriving.
6. Toggle strap.
7. Quick-change, voltage-coded power pack.
8. Enclosed handle acts as a hand-protector guard.
9. One hour rapid charger.
10. Screwdriver bit-track on the casing.

★ SPECIAL OFFER ★

ALL CORDLESS DRILLS/SCREWDRIVERS WILL BE SUPPLIED WITH A FREE 10 - PIECE SCREWDRIVER SET & HOLDER.

NORMAL R.R.P. - £10.89



NORMAL LIST PRICE - £107.95
TSSC MEMBERS PRICE - £69.95
 MEMBERS SAVING - £38.00

HAMMER DRILL WITH 1/2 INCH CHUCK



CSB 550-2

1. Slimline design.
2. Bosch constant electronics, with extra in the control range and infinitely variable speed control.
3. Clockwise/ anti-clockwise rotation.
4. 2-speed gearbox.
5. Drilling depth limit stop.

★ SPECIAL OFFER ★

ALL HAMMER DRILLS WILL BE SUPPLIED WITH A FREE 9-PIECE DRILL BIT SET AND HOLDER.

NORMAL R.R.P. - £9.99



NORMAL LIST PRICE - £93.55
TSSC MEMBERS PRICE - £59.95
 MEMBERS SAVING - £33.60

MULTI-SANDER



400W 4,500 - 13,000 R.P.M.

BOSCH
Power Tools

NORMAL LIST PRICE - £109.35
TSSC MEMBERS PRICE - £69.95
 MEMBERS SAVING - £39.40

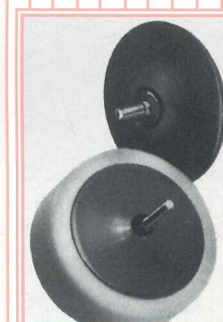
The Bosch eccentric sander is the ideal tool for sanding down wood, metal, painted filler or varnished surfaces. It offers high abrasion levels, superfine sanding and optimum polishing results, applying minimal pressure. The tried and tested PEX principle, eccentric movement plus the rotation of the sanding sheet.

★ SPECIAL OFFER ★

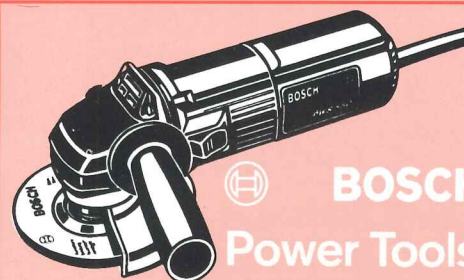
ALL MULTI SANDERS WILL BE SUPPLIED WITH A FREE SANDING POLISHING KIT -

NORMAL R.R.P. - £6.50

INCLUDES MIXED SANDING SHEETS - POLISHING BONNET AND POLISHING SPONGE.



ANGLE GRINDER



PWS 550

**550W 4 1/2" disc
11000 R.P.M.**

BOSCH
Power Tools

NORMAL LIST PRICE - £87.75
TSSC MEMBERS PRICE - £57.95
 MEMBERS SAVING - £29.80

Quick, accurate abrasive cutting.

Cutting metal - the Bosch angle grinder is just the ticket.

Hard work made easy.

Bosch angle grinders are second-to-none when it comes to tackling rough jobs like smoothing weld seams. Say goodbye to rust.

De-rusting.

This is another of the Bosch angle grinder's strengths. The Bosch range of accessories includes wire cup brushes and other attachments for tackling this sort of job.

ALL TOOLS SUPPLIED HAVE A BOSCH 12 MONTH WARRANTY AND ARE SUPPLIED WITH A PLUG.
CARRIAGE CHARGE FOR TOOLS: £5.95





STOP IT!!

BRAKE PIPE, HOSES AND ACCESSORIES FOR CLUB CARS

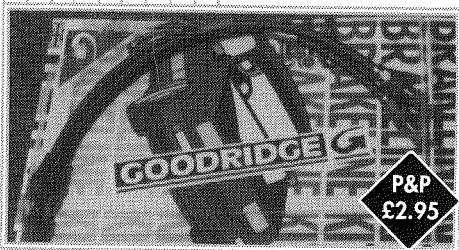
AUTOMEC COPPER BRAKE PIPE KITS



P&P
£4.95

Copper pipe kits include all pipes needed for renewal of brake or fuel lines. All kits come tailor-made to length and complete with male/ female connections. Very easy DIY fitting and remember - copper doesn't rust!

GOODRIDGE STAINLESS STEEL BRAKE HOSES



P&P
£2.95

These kits not only provide the reliability & safety demanded, but also eliminate spongy pedal feel and improve the appearance of your car.

ORDER CODE		TSSC PRICE
G0090	PAIR FRONT	£18.50
G0091	PAIR REAR	£18.50
G0092	FULL SET (4)	£35.00

PLEASE STATE MODEL & YEAR WHEN ORDERING

ORDER CODE	CAR MODEL	TSSC PRICE
GB201	HERALD 948 up to 1961	£31.50
GB202	HERALD 948 from 1961	£31.50
GB203	HERALD 1200 DRUM	£31.50
GB204	HERALD 1200-12/50 DISC	£26.00
GB205	HERALD ESTATE	£26.00
GB216	HERALD 13/60	£26.00
GB208	VITESSE 6	£31.50
GB207	VITESSE Mk I	£31.50
GB210	VITESSE Mk II	£34.00
GB221	SPITFIRE Mk I,II,III	£26.00
GB222	SPITFIRE Mk IV/1500	£31.50
GB226	SPITFIRE 1500 DUAL CIRCUIT	£42.00
GB223	GT6 Mk I	£31.50
GB224	GT6 Mk II,III ROTO	£34.00
GB225	GT6 Mk III NON ROTO	£42.00

SILICONE BRAKE-FLUID



P&P
£3.95

No more rusty bulkheads or stripped paint!

GB253
1/2 litre
£10.95
GB254
1 litre
£19.95

BRASS BLEED SCREWS
GBE10 - SET 4 - £5.95 + £1 p&p

THREE PIECE UNION KIT
(BRASS 4 WAY, 3 WAY, & IN LINE)
GU100 - £12.95 + £1 p&p

BRAKE HOSE CLAMP
(ONLY SUITABLE FOR RUBBER HOSES)
BC001 - £8.95 + £1 p&p



KEY FOBS AND BADGES

DEALERSHIP KEYFOBS



£3.75

R110 HERALD
R108 VITESSE
R107 SPITFIRE
R109 GT6
R114 TRIUMPH

TSSC KEYFOBS



£2.25

R066
TSSC LOGO 2
COLOUR
LEATHER FOB

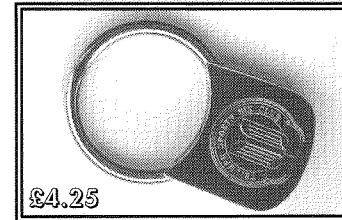
ENAMEL KEYFOBS



£3.50

R076 HERALD
R077 VITESSE
R074 SPITFIRE
R075 GT6
R115 GLOBE

NEW SOLID BRASS PADLOCK KEYRING



£4.25

R099
ENGRAVED
CLUB
LOGO

LAPEL BADGES

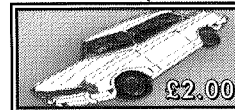
GT6 III



£2.00

R120
SIGNAL RED & GREEN
SPITFIRE

Herald 13/60 Sal



£2.00

R119
WHITE
CLUB

Herald 1200 Conv



£2.00

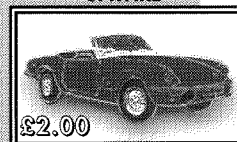
R117
WHITE & SIGNAL RED
TRIUMPH WORLD

Vitesse Mk 2 Conv



£2.00

R118
WHITE- VALENCIA BLUE- DAMSON
WING BADGE



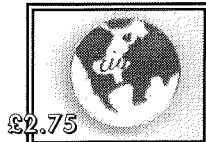
£2.00

R106
RED - GREEN - BLUE- WHITE - YELLOW



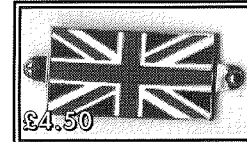
£1.95

R069
CLUB LAPEL



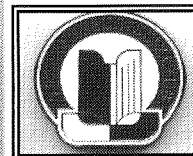
£2.75

R115
WORLD LAPEL



£4.50

R113
FULL COLOUR ENAMEL U/JACK



CLUB GRILLE BADGE
Very high quality. Full colour enamel on chrome, supplied with fixings.

R043 - £21.95

ALL PRICES INCLUDE P&P AND VAT.



ALL PRICES INCLUDE VAT



READER'S RESTORATIONS

This car is a birthday, Christmas and wedding anniversary because over the last six years my husband bought all the new parts listed here except for the paint and battery.



I would also like to say my husband renewed the dash in burr walnut and as you can see from the pictures, fitted a roll over cage and rear seat belts for our grand-children's safety. There is also a car stereo, electric aerial and rev counter fitted now.

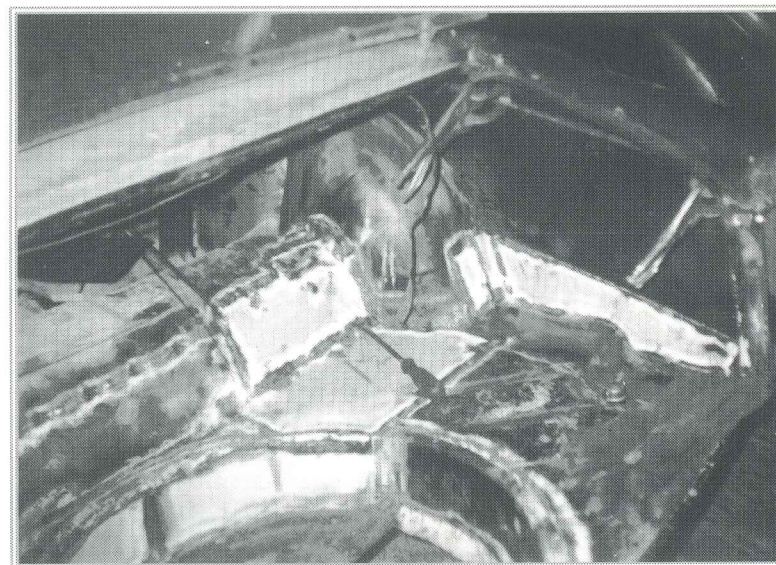
I re-upholstered the seats in real coloured hide leather and had an electrical windscreen washer fitted along with a Moss car alarm.

When the car went for an MoT the chap commented on the underside of the car. My husband told him that it was completely covered in body schultz, then sprayed with black chassis paint. He replied it would be easier for you to tell me what you have not done. He has also fitted extra, two banks of fuses, 12 in all,

behind the battery for safety.

As you can see from the pictures the only serious problem was the hood top rail, both ends required extensive welding. That was no problem, but my husband had difficulty in lining it up. This took a great deal of time as the hinges had to be re-adjusted several times to allow the seals for the door windows to fit. The only other problem was the usual lining up of the bonnet and doors.

The car will be used and driven as a car and not put in a glass cage although we will not drive it on the salty roads.



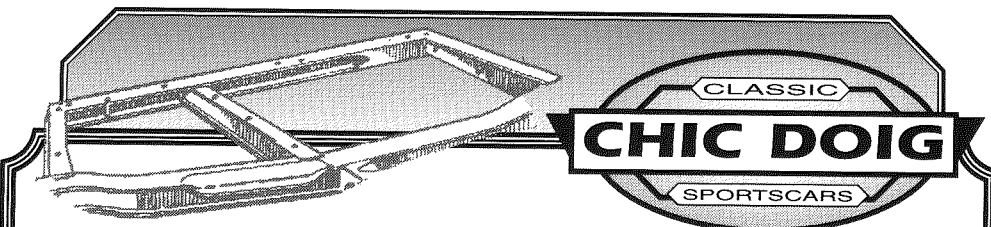
in fact we now call the car 'good luck' although our grandchildren call it 'grannies taxi'.

I must thank Mark for the hire of the hub puller. I had tried 3 pullers on the rear hub and it was only when Jim tried the Triumph club puller that it actually moved, Jim reckoned he had over 150 PPSI on it easy. Believe it or not the car was booked into Doune Classic Weekend (who was kidding who), well we went back there but this time with the car and we took some nice autumn pictures on the 7th December. Mind you it was a bit colder so I will just put the car back in the garage over the winter and finish all those wee future nick nack bits. ★



We hope to be at several Triumph shows as well as others in the New Year. I tax the car in mid November and just recently received a rebate form back. Well, if that's not good luck I don't know what is,





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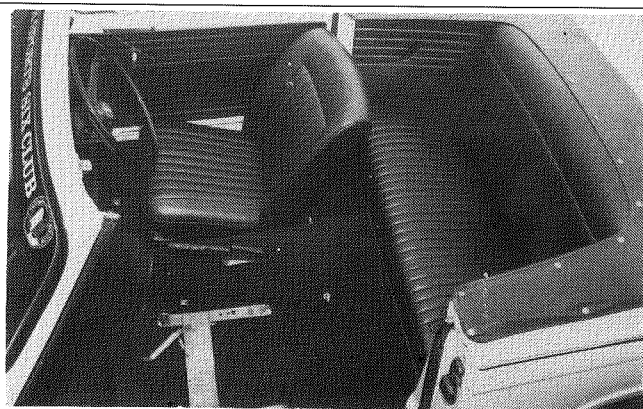
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SHETLAND CLASSIC SHOW...

Anyone who saw the Shetland Classic Motor Show piece on page 55 of last month's Courier will by now have spotted the deliberate mistake – no date – well, it's Saturday and Sunday May 11th and 12th, 1996.

Hopefully Trudi will put this in the TSSC Events Calendar. Also the show will be opened by BBC Top Gears' Steve BERRY (not Berd).

One day I guess the Courier will get my address correct, it's 'The Knowes' (pronounced NOSE), strange I know, but there it is!!

That's the gripes off my chest, now let's reflect on 1995 and the high points.

The budget, brilliant, my 948 saloon, 1200 Mkl coupe and MkII Vitesse convertible all became exempt from VED, but my GT6 MkIII will have to wait 25 years, 364 days as it was registered on 1/1/73, still a small prize to pay.

The collection, well, this grew again in 1995, with the addition of a 1962 Mkl 1200 coupe, one of only 5 known (?) to the TSSC, currently away in the neighbouring islands of Orkney, having new wings, door skins and respray in cellulose, believe it or not no one in Shetland would respray it in cellulose so it was an 8 hour boat trip to Stromness, Orkney. Watch out for 556 TTK at Stafford 1996, Signal Red and wire wheels. Whilst in Orkney delivering the coupe I bought a V12 Jaguar to add to the collection, but that's another story as is the 4.2 XJ6, 1500TC FWD, 1500 Dolomite and 4 door Toledo, all rescued from various parts of Shetland.

Stafford 1995, memorable again, especially finding so many genuine parts for my early Heralds, and meeting so many old friends.

1996 looks set to be a 'classic' year again, Stafford, in my coupe, ferries already booked and paid for, our own show in Shetland looks set to be the biggest and best yet, so come on all you intrepid TSSC members, make the trip north to see us, it makes 'Le Jog' look like a Sunday day out. P.S. The Shetland hospitality is legendary (HIC!!).

Rob Jenner

RECOMMENDATION

In answer to Colin Blackburn's plea in the January letters column, I would suggest he get in touch with Lancaster Vintage and Classic Spares in Morecambe, tel 01524 423453 (FAX 01524 831953).

They are always very friendly and helpful and last year completely restored the steering wheel of my 1936 Morris 10cwt truck which was in a perilous state.

It involved completely dismantling the wheel, re-chroming the spokes and centre, re-assembly and re-coating the rim. The end result, although not particularly cheap (just over £100) is beautiful beyond description and almost too good to use – all I need now is to finish restoring the rest of the truck!

Dave May



PAW TO PAPER...

James Paddock Sportscars

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A BACK ISSUE

Having only joined your fine organisation in December, I badly missed the article mentioned in Courier 'Cop Shop' (January) regarding the fitment of a rear seat to a Spitfire.

I was therefore wondering if it is possible to buy a copy of this article? (*All back issues, tel: 01858 434424, Ed*). While I appreciate your advice to 'buy a Vitesse'. I would prefer to retain my Spitfire (AGK 9S, 1977, Inca 1500, anyone known it?) as I have spent many hours whirling spanners and slaving over a hot MIG to bring my car to it's present condition, and would be very reluctant to let it go.

The reason for wanting this rear seat was brought on recently by my wife thoughtlessly giving birth (knowing very well the Spitfire has only two seats!), luckily this has not put the Triumph in immediate danger as we have a Honda as every-day transport (call that lucky!). But it is quite inconvenient

having to find a baby sitter every time we fancy a bit of a blast out in the Spitfire. Would this rear seat safely accommodate a baby seat?

Finally, if you are fitting an alarm system to your Spitfire and like myself are in a bit of a dilemma as to how to mount your red 'armed' LED without drilling that fine dashboard, you could do what I did to my car.

I found very little need for the 'FASTEN SEATBELTS' warning light in the centre of the dash, so after removing this from the dashboard, I discovered that with very little persuasion, the clear plastic face can be prised out, followed by the 'FASTEN SEATBELTS' outline, followed by a red translucent piece. This leaves a neat LED sized hole!

After making safe the redundant seatbelt light wiring and neatly pressing the LED into the hole in the plastic housing, the clear plastic face can be replaced, leaving an LED behind glass, that looks almost as if it was fitted from new! with the bonus that the pedantic purist can revert to standard with a small screwdriver and ten minutes to spare!

Best wishes to everyone for 1996.

Marc Pickersgill

WEDDING HERALDS

You may remember in July, I mentioned that my daughter, Beth, was getting married on 29.7.95 and was going to use three 13/60s as her wedding cars.

Well, all went according to plan (nearly). The bride looked wonderful, no words in the language (I'm biased), the weather was perfect and all my family and over half the village were outside or in the church.



Beth and Mark have both lived in the village all their lives, so you can imagine the local interest.

Now for the cars, Beth has always had Heralds, first a brown (paint and rust) 13/60 saloon which took her back and forth to college, but it was near the end of its life so it moved house after a small 'ad' in the local paper. Then we bought a pale blue 1200 from a Vauxhall agent



– taken as part exchange for a new Astra – they would not even put it on the forecourt - SHAME. This was a one owner, 44,000 genuine and it has given great service. She loves it.

I gave it a face lift, new sills etc, and a very good two pack job whilst Beth was on her honeymoon and it looked almost concours! Then disaster struck, three weeks after completion and before Agreed Value was signed up (a lesson to me – take note!), Beth on her way home from school, stopped in a line of traffic and a VOLVO estate didn't! But the car in front of her and the Volvo had to leave on transporters – Beth drove home although it was badly bent and looked very sad.

In view of her fondness for the Herald it just had to be 'THE car' for the wedding. My blue 'J' reg, just finished in time, my son's red one and a Rotary colleagues Mustard one made a wonderful sight. Who wants a Roller?

We had one slight problem, my 13/60 ground to a halt 300

yards from the reception and had to be helped on its way by 'usher power'. The cause turned out to be a kinked pipe at the top of the petrol tank.

I am just about to start to repair the 1200 for Beth, who is expecting a family next July and is insistent that the 1200 will be her personal family transport.

In connection with this project, can you help me. I wish to obtain either a heated rear window or a stick-on element. Are they available? . . .

also advice on fitting recoil seat belts to front and rear seats and finally as both suffered whip lash in the shunt, advice on a head restraint for the driver's seat only.

David Bovies

GRANDMA'S CAR

As a 74 year old member it is my guess that two delightful articles in the January Courier, 'Grandmas Car' and Pen to Paper's 'One-Owner Club', will develop into some fun.

May I start the ball rolling by claiming I can beat them both?

'Grandmas Car.'

In November, 1995 'Grandma' Seward became 73. Sorry Mrs Seward, I had already become 74 in July 1995.

In June, 1995, the Swards' Vitesse was 24. In the same month my Herald 12/50 was 31. Like 'Grandma' I passed my driving test first go, but in the Manchester area in 1948. Unlike Grandma, I rally my car.

One owner club.

In August, 1969, Brian Whitworth became a one-owner with the purchase of his new Spitfire.

Sorry Brian, I bought my new two tone blue Herald 12/50 in June 1964. Like Brian's my car's name has to do with his colour, his 'Prim', mine 'Biddy Blue.'

And even more .

If I were to include my previous cars, I have been a one-owner for 42 years. In 1953 I bought a pre-war Morris 8 to get me to and from my country school. (That was Maggie, as its registration was EWE it soon became Maggie the lamb that followed Mary to school).

In 1954 I treated myself to a de-luxe version of the newly introduced Standard 8. (Biddy, the pet name of Lady Britemart, seemed appropriate for my aristocrat).

Then in 1964 I progressed to a superb two tone blue Herald 12/50. Anyone remember the advert? A Triumph by any Standard!

Amazingly, the 12/50s registration number was **ABT 264B**.

A BritomarT 2nd 1964 Blue

There was only one possible name, 'Biddy Blue'.

Continuing Triumphantly.

A gem to drive, both for manoeuvrability and pick up to 70, Biddy Blue and I worked, served and pleased together for 20 years after which, due to arthritis, manual driving gradually petered out.

But in 1994, for Biddy Blue's 30th birthday, I had the lower panels replaced, had a new starter motor and clutch cylinder fitted. Joined the TSSC, and with a friend acting as chauffeur, once again we were off!

In September 1995 we took my shining 12/50 to the North Yorks 14th Annual Convoy and Concours where she won first prize in the class of Heralds. Any advance on any of that?

In the photograph.

The car wears her red rosette. I am propped up between the driver's door and the driver.

Mary Simpson

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SPECIAL REPORT

**"YES THAT HUGH ROBERTS"
by his long suffering wife.**

Over the past few months these comments have been uttered many times and each time I hear it, it still gives me a lovely warm feeling to hear the appreciation of almost 10 years hard work coming to such a nice man.

Mind you I do feel I can take some of the credit as well – a comment made at the International Weekend that he escaped to the workshop to get AWAY from the nagging wife inside, (it's not true I say, well maybe just a little – that is why he got so much work done!!

"Kodfish" as KOD 257F is affectionately known as, was found over a pint in a lovely little pub in Plymouth. I wanted a little Herald and Hugh bought me a Viva, so I was going on just

KOD 257F "THAT" VITESSE AND HUGH ROBERTS

a little to the barmaid (who was I add, a friend of ours) who listened and then announced that she knew someone who had a convertible "for sale". Need I say more, I think Hugh by the end of the evening had had enough so we got the address and arranged to see her (the car). The owner was a young policeman and his wife used to drive it. He drove a hard deal but we finally settled at £50!!! But what a wreck she was, little did I know that it would take so long to get her restored and on the road.

Our real interest in the TSSC and I do mention the Club rather than the car came when I first met Hugh and he showed me his pride and joy and how he was going to restore it, and would I help? This was I think a GT6,



there were so many holes you really couldn't tell, the metal held the holes together!. But being in love, I agreed – many hard months later most days 8.00/9.00am to as late as 11pm we worked on Maggie as she became. Many happy memories and also the rows produced a beautifully restored car, some of you may remember Hugh's blue GT6. I think of all the cars she is one of the prettiest designs in the Club. I also remember when we got to the painting stage how Hugh was going to get someone to do the work, but I managed to convince him that he should try himself, after all if it didn't work it was ONLY a can of paint to remove, it did and by the time he'd completed Maggie he had become quite a dab hand at painting. It wasn't as easy as it sounds, Hugh has just so much patience, if it's not right, he just starts again until he is satisfied, and believe me there were many restarts. So with Maggie complete, we went on holiday to Scotland and called in to the International Weekend at Cranfield and so our interest in Triumphs really started and my wanting a Herald, and getting 'Kodfish' began.

Hugh was going to teach me how to restore the car myself, he felt I would then understand more about the car this way. So work started on her, we started to look for parts, which wasn't so easy, 'Kodfish' was really in a bad state and needed mega surgery! Just as I had got every greasy and rusted bolt out of the engine bay and removed everything else and painted the chassis (front end only), we came across a load of original parts. This got Hugh very excited as he announced he WAS going to rebuild

her himself for the then Benson and Hedges Concours a completely original Vitesse. Little did we know it would take so long, years and years. I don't think anyone really believed that he would do it, for so long he'd been talking about it, but still no sign of anything, then eventually he had enough and work started in January 1994, by this stage we'd moved twice and the workshop wasn't held together with plastic pieces like Maggies rebuild but a garden shed Hugh has put together 40ft x 50ft, it is still a bit rotten but a great improvement and has room to swing at least two cats!!

It was amazing to see how quickly things moved on from there and how many times I saw the pieces put together like a jigsaw puzzle and taken apart, all this just to see if everything fitted, and the holes how they were replaced or repaired. Even though Hugh found brand new panels and parts, some could

P. H. Sportscars

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not be used as they were, only because some of them looked awful and needed such a lot of work to be done before they could be used, others had terminal rust worm.

It was super watching him work but also frustrating.

I am a perfectionist but Hugh has this amazing patience that keeps him going until it's right, I found it drove me mad watching him sometimes.

Do you know he took 2 days just to get the jack the way

shape, very slowly at first then before I realised it there was this beautiful little car just waiting for a hood. Would you believe that was one of the hardest things to come by, and one of the few things that Hugh actually didn't do himself. He has

over the years taught himself so much, welding, fabrication, painting (and even upholstery, but that was on Maggie), he did all the panels, but Newton Commercial did the seats which were brilliant. He even dyed some of the carpets in an old boiler we bought at a car boot sale and moulded a gearbox tunnel carpet. He certainly was keen, it was also starting to get very exciting as Hugh had by this time entered in the Auto-Glym Concours de Elegance, and time was starting to get a bit tight. He completed 'Kodfish' one and a half



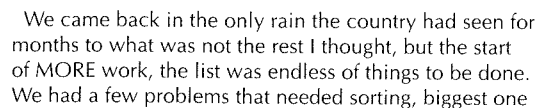
that he wanted it.

Hugh was lucky, that time was one thing he had, in Cornwall there isn't a lot of work available, so 'Kodfish' was luckily his project. Hugh during this time still continued to buy parts and go to all the auto jumbles making some super friends who have been so supportive and helped make 'Kodfish' what she is, and a lot who had no idea what he was trying to do, so were not much help at all.

Gradually she started to take

hours before he was to leave for his first round which was Bromley in Kent - I couldn't go as I teach and it was my last week at college and we also have animals and couldn't get anyone to sit for us, so I had to stay at home. That was AWFUL as I wanted to support and be with them both (man and car) this was Hugh's first attempt at top concours.

The results I had to wait ages for, as Hugh couldn't get through to me, I was ready to !!!!!!! when he finally rang, I couldn't believe it, he had won not only his class but Car of the Show and was into the finals, he had done it, all the hard work had been worth it. Hugh had driven up to Kent and was also entered in another round the following weekend so Leon Guyot very kindly offered



was getting a suitable hood, Hugh still hadn't got the one he wanted and was putting the old one back on two days before we left for the NEC. I don't think the suppliers realised how good the car was, we also had problems with the bumpers again, those were being fitted the day before we left for the NEC, time was really running out for him, but he made it. We were lucky that this time he could trailer the car. You would think that would be problem free, it probably would have but for the rain, my God did it rain, 6-7 hours of it!!

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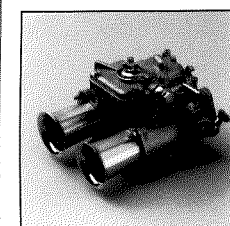
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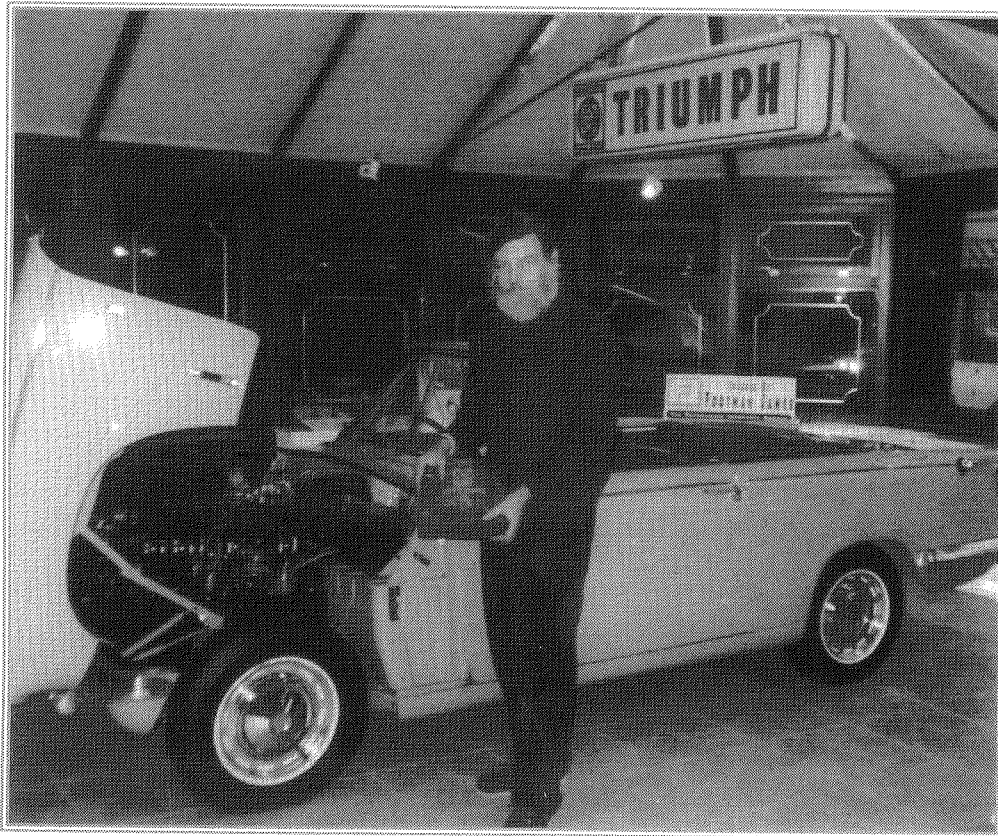
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We eventually arrived and got down to preparing 'Kodfish' for the much awaited final. I can't say it was all fun as some of that had been taken away by some events and comments that got back, still Hugh was only there to enjoy the experience and that he did. The two days before the results were announced were exciting. To us, the very inexperienced as we had

Vitesse, he certainly did well. I believe there were only a few marks separating first and third. One of the Master-class winners said the competition has never been so close between the top three cars. One of the judges told Hugh he'd done incredibly well to get into the finals in his first year, to get placed was a feat in itself. It was wonderful. I was so pleased for him and very proud.

We toasted Hugh with bubbly when he eventually got back and had a small party with some close friends, both Angie and Ian a big thank you for being there that weekend, Ian came all the way from Edinburgh.



never been in anything like this before and the Club were super and it was like going back to mother just to know they were there in your corner, a big thank you for all your support and encouragement.

When the results were announced it was amazing, Hugh came third with his

We left the hotel on Monday and made our way to HQ where we left 'Kodfish' in very good hands. I thought she looked great in the NEC but in the TSSC 'Museum' she looked at home, a wonderful end to the most amazing weekend.

I would just like to say how it is possible to build a car out of rusty bits, 10 years ago I would have had my doubts, not any more. Well done Hugh and thank you Steve, Chris, Leon, Bob, Bill, Mick and everyone who helped Hugh make his dream come true. ★

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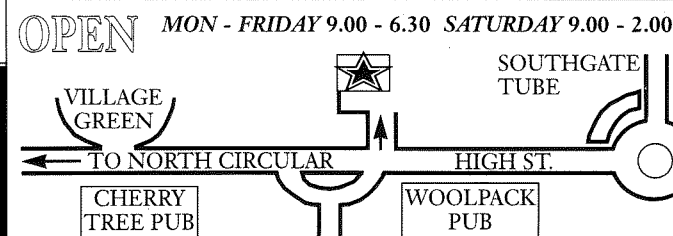
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Hello gang! Here we are in 1996 – I don't know how many of you have broken your New Years resolution yet, but mine is exactly the same as it has been for the last several years: ie: finish my Vitesse!

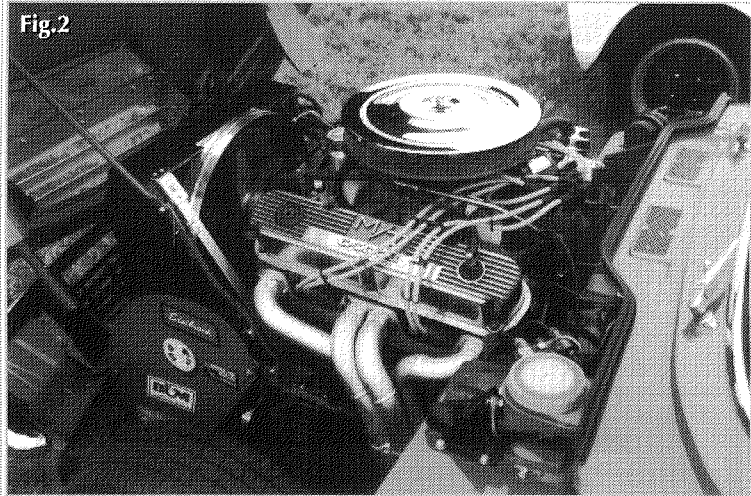


Fig.2

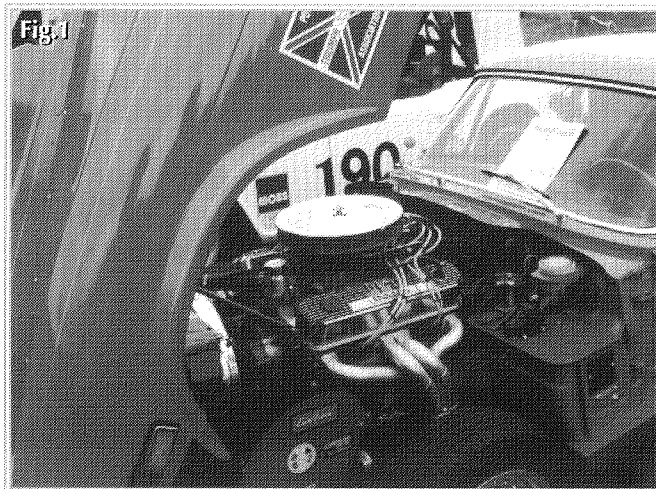


Fig.1

This time, however, things are rather different, since my Vitesse is away in a workshop receiving expert and enthusiastic attention, it has made more progress in the past five weeks than in the last five years! – Yes of course it is costing money, but then if a thing is worth doing, then it's worth doing well, and as they say, a thing of beauty is a joy forever.

Unfortunately, my present state of enforced penury means that I have to deny myself any excursions abroad for the foreseeable future, never mind, if you want to judge for yourself if my sacrifice is worth it, you'll just have to come along to the Stafford International meeting in July – because I aim to complete this 12 year (1/3rd of my lifetime!) project car by then.

Now I'll make a prediction for the new year, which is that this will be one of the very best years for classic cars, and shows, that we have ever seen, or indeed are ever likely to see again. Why? Road Tax, or

to be more precise, NO Road Tax. How do I come to this conclusion? Simple, on New Year's Day, I went to the Vintage Sports Car Club meet which has taken place at the same venue since the 1930s (I'm told), and the turn out was among the best for many years, with cars from 1904 (Siddeley) up to 1994 (MGRV8), it was noticeable that many of them had the new NIL Tax discs, and some even had No Tax Discs, and in

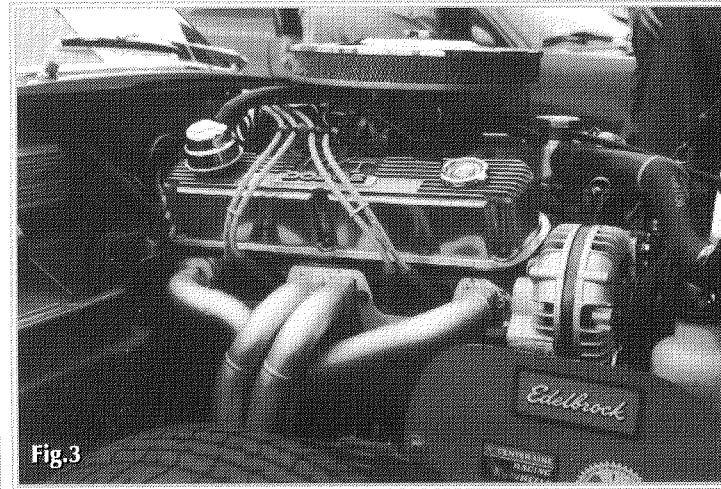


Fig.3

my opinion, many of those cars would not have been out in the winter-time, if it had not been for the abolition of the VED, and if that's the winter, then what's the summer going to be like?

OK, that's enough of my ramblings, now it's your turn, thanks very much to the few of you who have contacted me with interesting, no, fascinating "stuff" to fill these pages, especially Dave Bayliss, who went to some considerable trouble to bring me photos from several years American VTR (Vintage Triumph Register) conventions – which will be filling out these pages in the fullness of time.

Talking of America, I've sent a copy of Courier 185, pages 64-65 (Nov. 95) off to Frank Wuszin Portland, Oregon, so he may see his stunning 'Hot Rod' GT8 in our magazine, unfortunately he isn't a TSSC member yet – but he's very welcome to join us – in fact to encourage him, I'll correct a couple of details that I put in that report.

Apparently, Carrera Coil-over shock absorbers are nothing to do with Porsche, but instead are supplied by an American suspension tuning company going by the name of Carrera (thanks Scott!), Oh, and whilst I'm correcting my mistakes, I'm told that a Mazda Miata is an MX5 over here, not an MX3 (how

could I possibly have forgotten that?). Anyway, just to wind up you originality freaks, here are some splendid photos, supplied by Dave Bayliss of Frank's stunning GT8, under-bonnet this time! (Thanks again Dave, and just for once, I'm left speechless by these photos!).

Well Frank, that's eight photos of your very own GT8 in our magazine, so your car has been seen all around the world in 26+ countries by 18,000 TSSC members – if I send you a

copy of this magazine – I shall fully expect you to join the TSSC – you do realise that don't you!

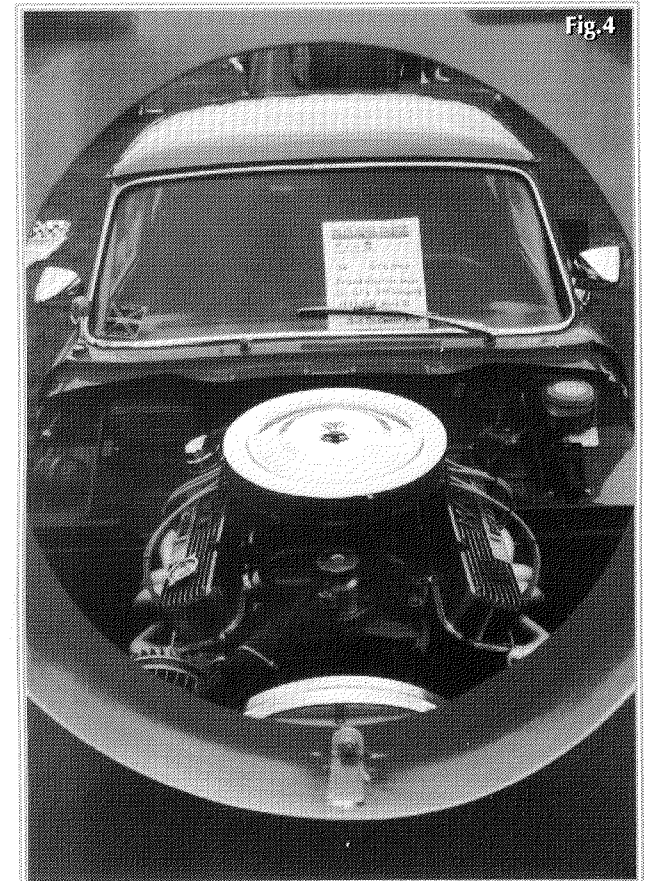


Fig.4

Fig.5



Staying in the U.S.A., in fact staying in Portland, Oregon (it must be something in the water up there). Here is a photo of ex pat, Pat Boundy (TSSC member and Portland Triumph Owners Association member!) with his incredible Triumph 2000 Mk1 saloon in black (limousine more like) (Fig.5). Hey, do these guys, and girls, love their English Iron or what?

OK, so this article is turning into a PTOA benefit, but I don't care, they are fine Triumph people and all their cars are worth a second or indeed, third look – so if you've been in the TSSC a little while,



MERRY
CHRISTMAS

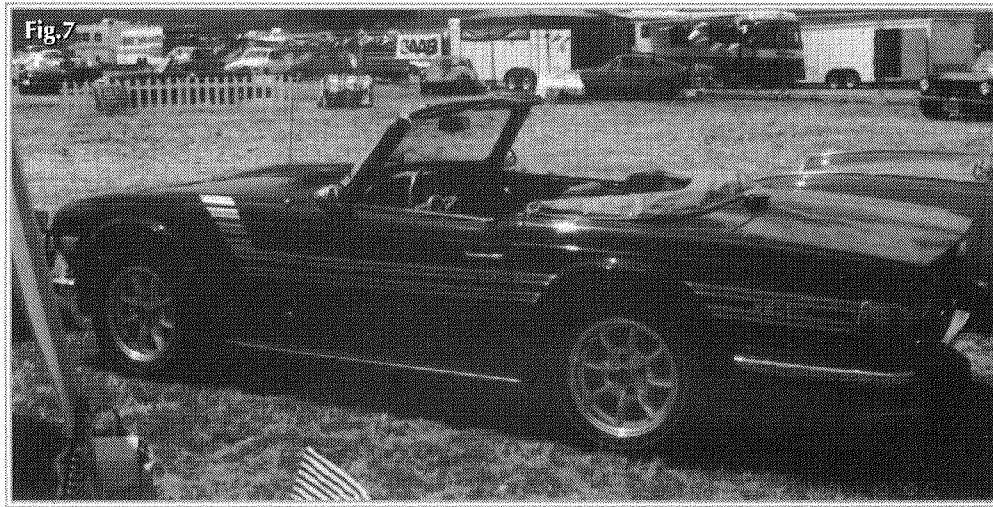
Great Triumph
motoring in 1996
from
Pat & Ian Boundy
(Portland Triumph Club)

you might recall PTOA and erstwhile TSSC member Sharon Gronli's lovely Spitfire MkIII ('Lil Car'), back in my Nov. 93 report (page 53) – well Sharon is a very determined lady, and Steve, her husband is a very talented panel beater and sprayer – what might just be described as the ultimate

Fig.6



Fig.7



concours winning team!

'Lil Car' has had its share of concours wins, more of which should follow if only GT6s and Spitfires cease to be 'lumped together' in the same concours class by the somewhat TR oriented show organisers over there!

However, in the interim, not to be outdone – and no doubt following the old maxim "if you can't beat them, join them", Steve and Sharon have restored a TR6 (Fig.6,7,8) to concours standard, and as you can see, this car is called 'BIG SIX'. The black and white rendition of these pages cannot, sadly, do justice to the Metallic Midnight Blue paintwork, nor the 'red line tyres', grey leather interior, nor the beautifully finished Burr Walnut dashboard (by Randy Keller of Prestige Autowood, Campbell, California, just south of San Francisco).

I believe that 'BIG SIX' hit the show circuit around May 95, taking first

Fig.8

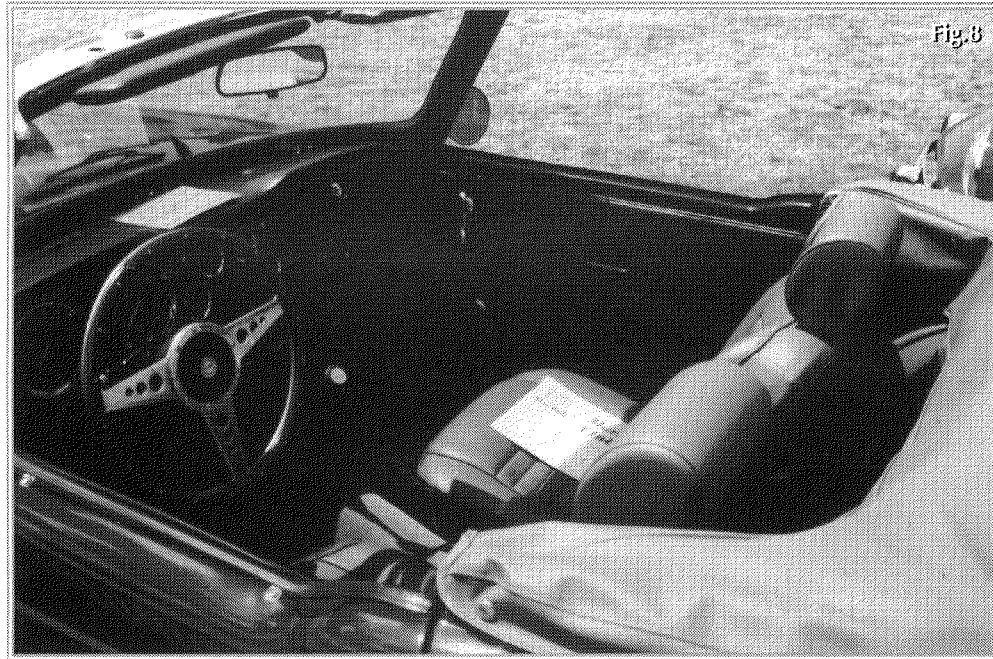


Fig.9



prize / awards, just about everywhere it put in an appearance! – Well done and long may you and your Triumphs' admirers, continue to enjoy what is quite obviously a beautiful Triumph. Are we jealous or what?

Tearing myself away from American Triumphs, we return, yet again, to a story connected with the first Totally Triumph Show up in Belfast, last August (see Courier 187, pages 57-58). I received a nice Christmas card from Dutch Triumph Spitfire Club members Peter en Trees van Heemskerck of Hedel in the Netherlands, who, by driving all the way to Belfast from Holland in their very nice Saffron Spitfire MkIV took the distance award that otherwise would have been mine! Thanks to you both and don't bother coming again! (unless you've

Fig.10



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Fig. 11

joined the TSSC!). However, to show that I've no hard feelings, NOT, here I reproduce the photos that you kindly sent me of your fine car, and to conclude, here is a photo of your 5 1/2 Jx13 alloy wheel:- which was made in England (Fig. 12). Peter and Trees would very much like to know what it is, so if anyone knows, then please tell Leon, who will pass the answer on to them.

I do hope you all enjoyed my last two months reports which included a section on the factory rallying Spitfires: - a format which I am able to continue this month with a short story written by Graham Robson, and originally printed in the Triumph factory publication, 'Standard-Triumph Review' dated September, 1962, and entitled 'Following the Alpine Rally - with a Triumph Vitesse' - reprinted here with the kind permission of Graham, whom I thank.

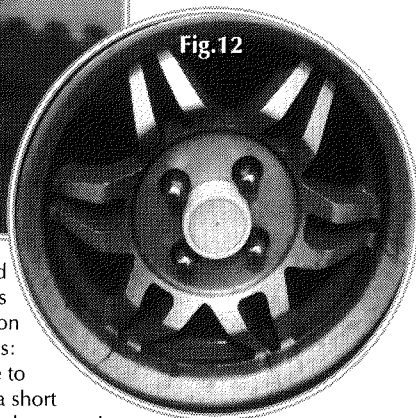
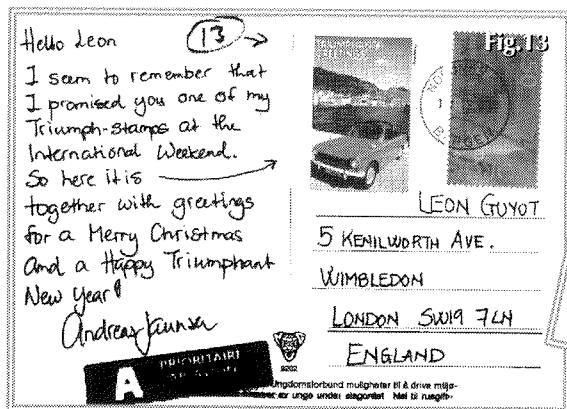


Fig. 12



To complete my scribbles, here for you to see, is a facsimile of a 'postage stamp' sent over from Norway by our Norwegian Area Organiser, Andreas S. Jaansen, it depicts his very own Tristan Herald 13/60 (PC38844), in full colour, and I think you'll agree that although it has no actual value, it's a bit of fun for correspondences between we sufferers of acute 'Triumphitus Fatalis' (Fig 13).

'I hope I never see another hairpin bend this year!' grumbled my passenger as the shining new Triumph Vitesse 6 Saloon (407VC) slid neatly round a gravel corner on the wickedly dangerous Col de Pennes on its way to Die for a rendezvous with the Alpine Rally competitors. This, by the way, was on the first afternoon of the rally, 2,000 hard miles and four days still to go!

We had chosen a new Vitesse saloon as one of the service cars to follow the factory TR4s for two reasons, both because we felt that it would be a fast and nimble mount, just suited to thrashing round the narrowest, steepest, roughest Cols imaginable, and also to assess its possible future use as a rally car. It is very pleasing to be able to report that we were delighted with its performances over a tour which amassed 3,700 miles in two weeks, and we are now looking forward to the time when this car can prove itself in competition.

We left Coventry on a Saturday morning with a Vitesse which appeared grossly overloaded, as it was carrying over 2cwt of spares for the TR4s besides all our incidental baggage and two large people, but almost at once it began to surprise us by settling down to cruise happily at an indicated 95 mph (pre speed limit days), in overdrive on the M1, with the result that we arrived at Dover Harbour terminal much earlier than expected! Our first objective was to reach the Marseilles area as quickly as possible, so we had chosen to use the Dover-Boulogne boat, followed by the Boulogne-Lyon Car Ferry train, which would leave us with only about 250 miles to drive to reach the Mediterranean coast - marvellous. It appeared that the Alpine Rally had already started, as the afternoon boat to Boulogne was almost taken over by TR4s, Healey 3000s, Minis, plus all the service cars. Similarly, the exit from the boat to the loading point for the sleeper train reminded us of an early Keystone Cops film (I'm sure we passed the same customs post three times in five minutes!) and to add to the confusion the Vitesse managed to run out of petrol on top of the loading ramp approach, but fortunately its invaluable reserve switch soon got us out of that little trouble.

Thousands of words have already been written about the various sleeper trains, but my overall impression was of how restful a way it is to be able to reach the South of France without wearing out the car, wasting time, or causing high blood pressures to the drivers in the weekend French traffic.

Light relief was provided in the early dawn, when the steward summoned his reluctant passengers to breakfast by walking along the corridor tinkling a bell - one member of our party, thus disturbed from his sleep, growled, "Who let that b y cow on the train?"

After making a leisurely start from Lyon, we decided to do a little exploratory mountaineering on the way south, which led us into the Die area, where we met a few British competitors making some late reconnaissance, so we all congregated at the Hotel des Alpes in the town, after vainly searching for a restaurant with a TV set, so that we could watch the progress of the Monaco Grand Prix. Later in the afternoon the Vitesse was anchor man in a long convoy of British cars down the RN7 near Montelimar, when the leader spotted a TV aerial atop a bar and all progress ceased for a good half hour.

Eventually we arrived at our hotel in La Ciotat Plage quite late in the evening, to find that all the British competitors appeared to be staying in the same place. The next three days were spent in glorious idleness on and around the beach of this delightful resort, while the Vitesse was borrowed by all and sundry, both for Alpine practice, and for pure interest - as it had only been announced to the public the week previously. Thursday saw us dashing off to the foot of Mount Ventoux, in the village of Bedoin, where it seemed that the population of the village were much more interested in cars than in working!, followed by a trek round the mountains to Die, for the second time, where we had time to sample the gastronomic delights of yet another tiny French restaurant before having to work again.

We had become so used to the high performances of the Vitesse by now that some almost unbelievable averages were achieved and allowed us a lot of time for just "sitting and waiting". During the night, my passenger Mick Moore, of our Competition Department, tried to get a few hours sleep in the back seat, with a journalist friend sleeping in the front seat, as I had refused point blank to drive on the Italian autostrada after a full day in the French mountains.

We crossed into Italy via Mount Geneva, where amongst other things we had a snowstorm (in June), and descended to Susa in thick fog!

Early morning coffee at a BP station near Turin was very welcome, after which we took the Autostrada towards Milan, and indulged in a short dice with a Standard Vanguard Estate car



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driven by the Ferodo Competition Manager – and beat it easily (this Vitesse was really fast), after which I retired to the “sleeping berth” and knew no more until we arrived at the outskirts of Brescia. Since my last visit to Italy many of the Northern Autostrada, which used to be of the very dangerous 3 lane type, have been converted to dual carriageway, while the Brescia road has now been extended all the way to Venice. Once again I regret to admit that the Continentals know how to build roads much better and quicker than we do in this country! The following morning saw us arriving bright and early at the Monza race track to watch the rally through before ambling back to Brescia and then away to the Dolomites, with its magnificent scenery, lonely passes and beautifully pure air. Our first half was in Schio, where we tried to sabotage the chances of the Alpine Rally Porsches by enticing their mechanics off to eat with us – we were quite right as the Porsches did need some service on arrival!!

The rest of that misty and drizzly night was spent charging

Fig.14



around the Dolomites, where the 55mph, second gear of the Vitesse was absolutely invaluable (though one would appreciate overdrive on second gear also, which would give a seven speed gearbox, instead of the six provided) and we finished off the night's work by completing the journey from Canazei to Brescia at an average of over 60mph, in pursuit of an ailing TR4, all this from 1600cc in a heavily loaded car.

There followed another day of rest in Brescia, during which we attended a lunch where the Mayor of Brescia made an impassioned speech urging the Italian government to allow the local Auto Club to organise its precious Mille Miglia as a race again. Later in the day we found the insignificant Albergo Horologia in Brescia, which is one of the splendid restaurants recommended by Tommy Wisdom (Motoring Journalist) in his (book) “Touring Abroad” and is certainly well worth a visit. But it is first necessary to find it!

Our next rendezvous was with another service car on the Autostrada near Milan, where we had a delicious breakfast in the equivalent of an M1 service area, before pressing on towards France to our next halt in Almese, where it was market day and fresh strawberries were for sale at almost unbelievable prices. We also came across an English girl trying to sell Hotpoint washing machines in this Italian village, where many of the inhabitants had neither running water or electricity.

During the afternoon we often fell foul of the French delight for damming their rivers in search of hydro-electric power, as on one occasion we were forced to detour several kilometres round a recently flooded valley near Gap, and later were continuously crossing the makings of a huge scheme of barrages and canals in the area around Sisteron and Forqualquier.

Then at last the Vitesse reminded us of its presence by puncturing a rear tyre at a time when we were already delayed. This was very annoying to us as we had to remove all the luggage and spares boxes to get at the spare wheel. But then we could hardly complain as there had been little trouble in the preceding 2000 miles of hard motoring. All we had to do was to fill up with petrol about every 250 miles (the Vitesse has a 9 gallon tank, plus reserve), oil very occasionally and check that no water was being lost.

The next two days in Cannes were an anti-climax to all the activity of last week, but it struck me as being very fitting that a quality car like the Vitesse should be able to rub shoulders as an equal with some of the more exotic cars in Europe in this sun-drenched resort on the Riviera. As a small six cylinder car it can have few, if any equals, and is now certainly one person's idea of perfect long distance transport! (Graham Robson, Sept. 62).

Until next month,
take care *

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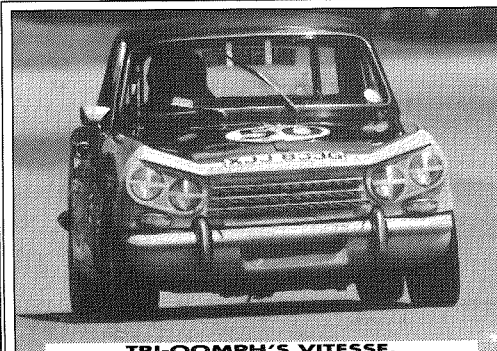
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DISC BRAKE CONVERSION ON YOUR TRIUMPH HERALD

GENTLE WARNING

This technical article has been designed for the "mechanically" minded reader who feels capable of carrying out his own maintenance to this degree. If you have doubts about your ability to cope with the instructions, you are earnestly advised to leave the job in the hands of a Triumph Specialist.

With the ever-increasing number of road users it becomes more important that our brakes should be efficient and reliable. This brings us to a point where we want a brake that is efficient and reliable, which will require the minimum amount of maintenance and service.

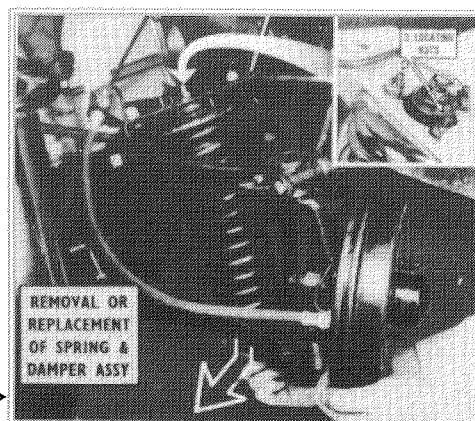
A disc brake conversion kit under the part number S.11045 will contain the necessary parts to convert the front brakes of your 948 c.c. or 1200 Herald to disc brake specification. The 9 in. dia. discs will give a total swept area of 141.2 sq. in. over the two front brakes.

The amount of work involved in this conversion should not be beyond the person who is mechanically minded. No special tools are required and only a small number of spanners etc. which would be included in the average amateur mechanic's kit, should be sufficient to tackle the job.

STRIPPING THE FRONT BRAKE ASSEMBLY.

Disconnect the battery, then jack up the car and place stands under the chassis at the four jacking points. Remove the road wheels on the front of the car. Attach a piece of plastic or rubber tube to one of the front bleed nipples, which is located on the backing plate, and let the tube hang into a clean container. Slacken off the nipple one full turn using a 7/16 in. A.F. O/E spanner. By pumping the foot brake the brake fluid will be pressure drained from the system.

Removing the spring and shock absorber assembly.



Remove both engine side valances which are secured by four bolts each side of the radiator, two bolts to the chassis and one bolt to the front suspension bracket.

Disconnect both Bundy tube pipes feeding the front brakes at the five way connector, which is located on the chassis under the distributor. Remove the flexible hoses connected to the two front backing plates.

Remove the backing plate by unscrewing four bolts; then the nut holding the stub axle. Drive out the stub axle. If the stub axle is very difficult to drive out, it may be advisable to remove the vertical link and

give more support by using a vice to hold the link.

The front spring and shock absorber assembly has to be removed. This is a simple operation which can be done by removing the three 7/16 in. A.F. nuts on the upper spring pan and the single bolt which secures the bottom of the shock absorber between the lower wishbone arms. Support the lower wishbone arm with one hand and withdraw the spring and shock absorber assembly.

It is not necessary to separate the spring from the shock absorber and to attempt this operation would be very dangerous without the correct special tools.

ENGINE SIDE VALANCE.

A section of the engine side valance has to be cut away to allow the new run of the Bundy brake pipe. The illustration in fig. 3 shows the dimension.

FITTING NEW COMPONENTS.

Position the new stub axle into the vertical link with the machined flat facing towards the rear of the vehicle. Secure with the new nylon nut ensuring it is pulled down tight. If a torque wrench is available tighten to 55-60 lb. ft. Fit the new mounting plate so the bosses are facing to the rear of the vehicle. Position the dirt shield with the larger cut out to the rear and the dished part facing away from the centre line of the car. One long and one short 3/8 in. U.N.F. bolt and locking plate will hold the dirt shield and outer track rod steering arm, a nyloc nut will secure the longer bolt. Using a 9/16 in. A.F. socket ensure the bolts are tight (26-28 lb. ft.) then lock up the locking plate

tabs. Two 5/16 in. U.N.F. bolts and spring washer will fit into the upper holes and should be tight (16-18 lb. ft.).

FITTING THE DISC ON TO THE HUB.

Clean and examine the taper roller bearings from the hub assembly which has been removed from the car. If they are in good condition, fit them into the new hub. If signs of wear or pitting are evident on the roller tracks it would be advisable to fit new races. Take the disc and using the four 3/8 in. bolts and spring washers, fit the disc onto the hub with the outstanding dished part facing the hub. Tighten the bolts (32-35 lb. ft.).

Take the seal retainers from the original hubs and fit into the new hub assembly. Pack the hubs with a recommended grease working the grease well into the rollers. Fit the hub assembly onto the stub axle and position the washer over the machined flat followed by the slotted nut.

It is most important that the hub should be adjusted to give the correct end float. An over-tight hub can cause excessive heating and seizure, where a hub with too much end float may affect the efficiency of the disc brakes.

If a torque wrench is available tighten the slotted nut on the stub axle to a torque of 5 lb. ft. then slacken the nut back one flat to give a 0.002 in. - 0.005 in. end float.

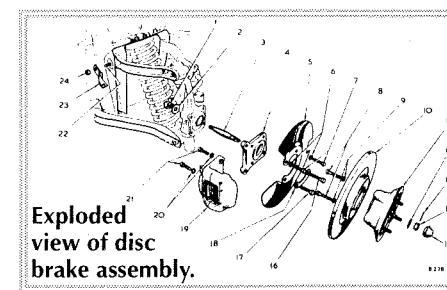
Alternatively fit the road wheel to the hub and tighten the slotted nut until slight resistance is felt when the wheel is being rotated, then slacken the nut back one flat.

Position the nut to the nearest slot that will allow a new split pin to be fitted, bend the end of the split pin over the stub axle. Using a soft hammer, drift on the hub cap supplied in the kit.

FITTING THE CALIPERS.

You may note that the calipers are in two halves, but they have been bolted together by the manufacturer. **Under no circumstances** must these bolts be removed during fitting or service.

Assembly the calliper to the mounting plate ensuring the bleed nipple is facing in towards the centre line of the car and to the top. Using two 7/16 in. U.N.F. bolts and spring washers secure the assembly to the mounting plate (50-55 lb. ft.).



Remove the top wishbone inner fulcrum bolt on the wishbone arm nearest the rear of the car, fit the longer 3/8 in. U.N.F. bolt and assembly onto the bolt the pipe abutment bracket, with the hexagonal seating facing

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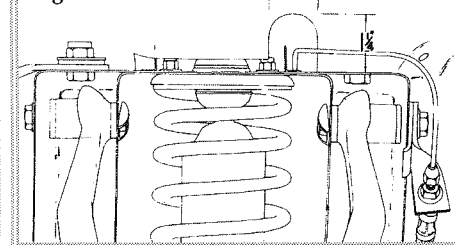
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downwards, secure with the 3/8 in. U.N.F. nyloc nut.

Refit the spring and shock absorber assembly unit to the front suspension, taking care not to damage the threads of the three studs that protrude from the spring pan when passing them through the holes in the front suspension bracket.

Fit a new copper washer to the flexible brake hose and screw this tight into the vertical hole in the calliper nut. The union at the opposite end of the hose fits into the hexagonal portion of the abutment bracket, to ensure the best possible run. Test this by turning the road wheel from lock to lock to see the flexible hose does not foul the road wheel. Secure the union using the original shakeproof washer and nut. Fit the short length of Bundy tube between the five

Details of hole in engine side valance.



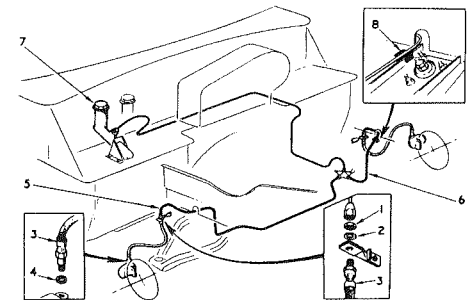
way union and left hand brake hose, and the long tube between the five way union, passing round the front of the engine, to the right hand brake hose. Clips are supplied to hold the tube to the chassis cross-member and front suspension bracket flanges. Carefully lower the bonnet and observe that the inner wheelarch valance will foul the Bundy tubing at the front suspension bracket. Cut approximately 1 in. away from the valance to give clearance when the bonnet is closed.

BRAKE MASTER CYLINDER.

The brake master cylinder has to be changed for the larger capacity one supplied in the kit. Disconnect the old master cylinder by sliding up the rubber dust excluder, remove the clevis

pin securing the push rod to the pedal. Uncouple the hydraulic pipeline from the master cylinder. Remove the two bolts from the master cylinder mounting flange and withdraw the unit from the bulkhead bracket.

Hydraulic pipe layout.



Refit the larger capacity unit using the reverse procedure.

REAR WHEEL BRAKE CYLINDERS.

When disc brakes are fitted, the rear wheel cylinders should be 3/4 in. dia. All Heralds after Commission Numbers G.65719 and GA.15031 and all Herald Estate cars have 3/4 in. dia. rear wheel cylinders fitted in production. Vehicles prior to these commission numbers must change to the 3/4 in. type which are supplied in the kit. To change the wheel cylinders, jack up the rear of the car, remove road wheels, brake drums and brake shoes, disconnect the Bundy tube from the wheel cylinder casting. Remove the retaining clips which hold the wheel cylinders to the backing plate with a screw-driver and withdraw the wheel cylinder. Fit the new 3/4 in. cylinder ensuring the retaining clips are secure. Refit the Bundy tube, brake shoes and drum. Open up the adjusting screw until the brake shoes are tight into the drum.

BLEED THE SYSTEM

Before bleeding the system ensure the brake pads are fitted into the calipers. Using new Girling brake fluid (SAE 70 R3 spec.) from a sealed container, bleed the system, starting with the nipple furthest away from the master cylinder (See Brake and Tyre maintenance No. 4, Vol. 1. 24). Adjust the rear brake shoes, then test the system for fluid leaks by having an assistant apply pressure to the brake pedal, inspect all the hydraulic unions.

Refit the road wheels, lower the vehicle to the ground and road test. *

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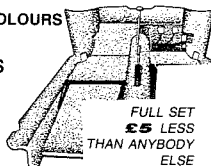
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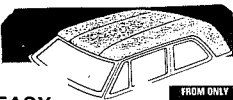
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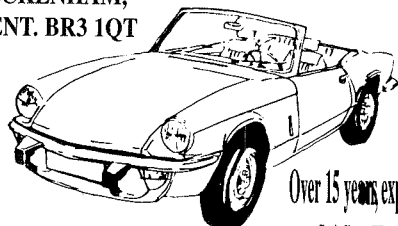


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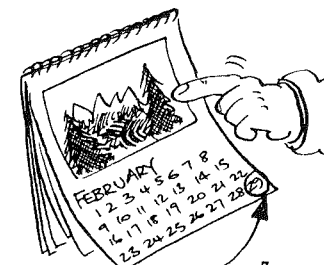
FOR

SPITFIRE HERALD VITESSE GT6

Ring or write to TSSC HQ.

Tommy the Triumph

WELL, FEBRUARY IS HERE...

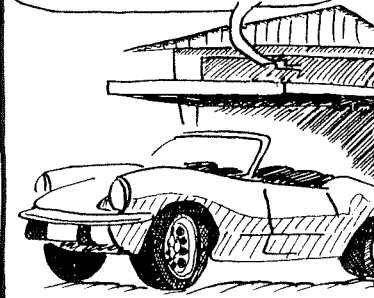


THIS IS A LEAP YEAR!

THE MIDDLE OF A TYPICAL BRITISH WINTER.



BUT I BELIEVE IN USING MY TRIUMPH ALL YEAR ROUND,



NO PONCY WINTER, LAY-UPS FOR MY CAR!



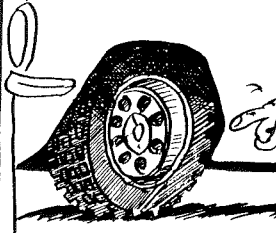
AND I'VE GOT THE SNOW SHOVEL IN THE BOOT...



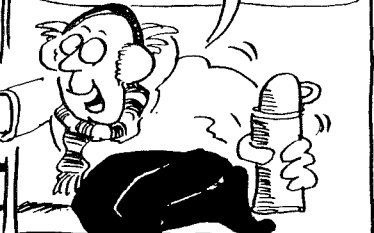
DO YOU REMEMBER THE "STOWAWAY SHOVEL"?

BY CHRIS SHERIDAN

SO, I'VE GOT MY WINTER TYRES ON, CAR FULLY SERVICED,



I'VE GOT ALL MY WARM CLOTHES AND THERMOS FLASKS FULL OF HOT SOUP!



WHAT I NEED IS A BOAT...



STOP PRESS CONGRATULATIONS TO ROBERT FENN (2nd O/A, TRIUMPH HERALD) AND C. HEWITT (BEST NOVICE, TRIUMPH VITESSE) ON JANUARY'S PALLADWR RALLY!!

SERVICES 1996

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RENEWALS.

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TSSC REGALIA MAGAZINE BACK ISSUES

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All magazine material must be received by the 15th of each month prior to the month of publication.

DEFINITION OF DEADLINE - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.

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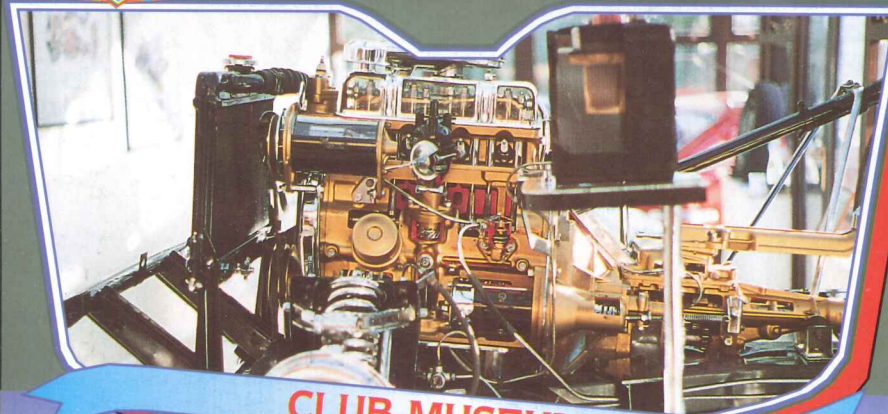
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