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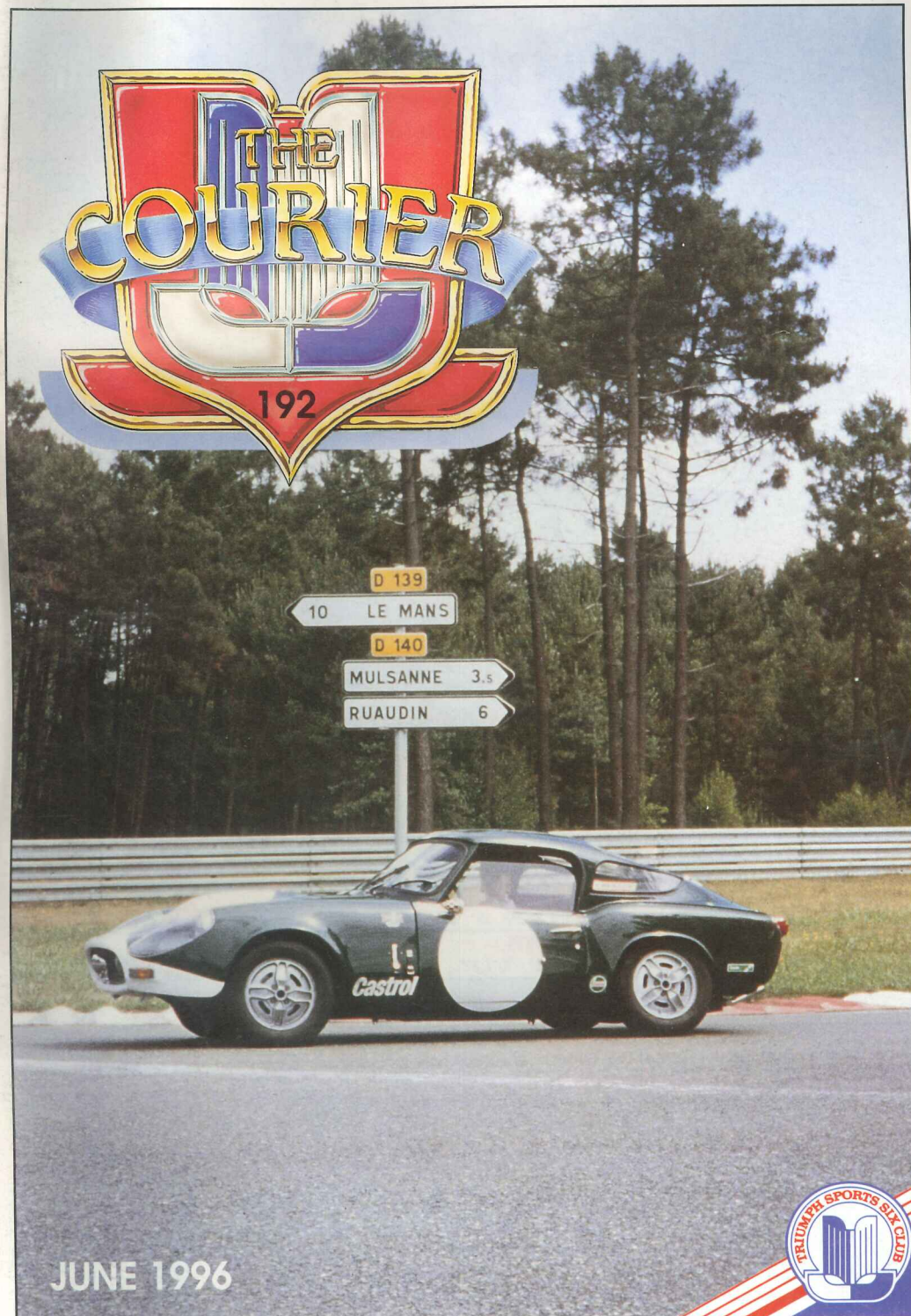
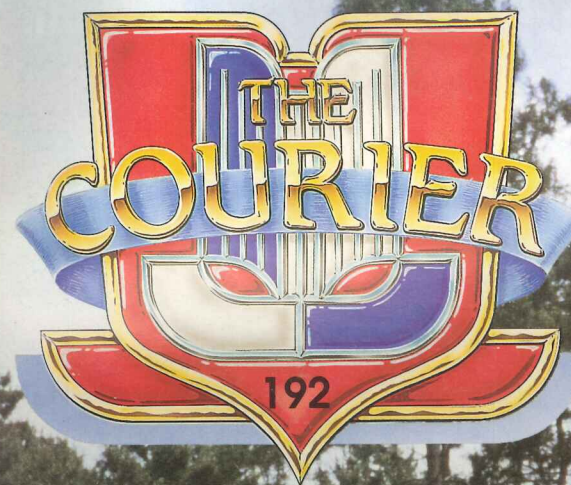
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JUNE 1996



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THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 16. No.192. June 1996.
Price £1.75 Free to Club Members.

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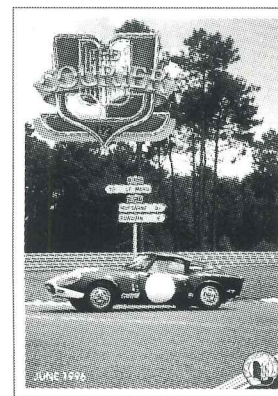
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COUNCIL MEMBERS 1996

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

For a full list of TSSC officials see page 82.

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Cover Photo:
Where else should a Spitfire be in
June? Apal Spitfire at Le Mans.
Photo: Ivan Souverain.

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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

1996

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

JUNE

SAT/SUN 1/2 WESSEX AREA - BREMORE MOTORCADE. Contact Dave: 01202 484421.

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. (MARSHALLS REQUIRED) Contact: Ray Gilkes, Day - 01203 886229, Eves - 01203 544371.

SUN 23rd N.YORKS AREA MIDSUMMER RUN AND EDEN CAMP. Contact: Nigel Penistone 01405 720857

SAT 29th DERWENT VALLEY AREA PRE-PEAK RUN BASH.

SUN 30th DERWENT VALLEY AREA PEAK RUN & CONCOURS Contact: Anthony - 01332 367215.

JULY

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

AUGUST

SUN 4th/14th LEICESTER NATIONAL SUNSHINE RALLY, Stanford Hall, Nr Lutterworth, Leics.

SAT/SUN 10th/11th SOUTH YORKS AREA 1996 CAMPING WEEKEND, Ingberchworth. Contact: Victor & Vivien Thompson 01302 850740

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

FRI/SUN 16th-18th N.EAST AREA BEAMISH CAMPING WEEKEND. Tel: 0191 3711577

SUN 18th (PROVISIONAL) TSSC IT'S A KNOCK OUT Contact: Mark Bland - 01252 316207.

SUN 18th ANGLIA TRIUMPH SHOW Contact: Darren Powell 01223 369144

SAT/SUN 25th/26th WESSEX AREA GREENWOODS BREMORE CLASSIC CAR SHOW. Contact: Dave 01202 484421.

SAT/SUN 31st Aug/1st Sept LINCOLNSHIRE OPEN WEEKEND, The Halfway House, Swindon. Contact: Nick Dawes 01522 790912

SEPTEMBER

SAT/SUN 7th/8th N.YORKS AREA ANNUAL CONCOURS & CONVOY, N.Yorks Moors.

SAT/SUN 7th/8th International Spitfire Weekend, Beekesbergen, Holland.

SUN 8th W.A.C. Avoncroft Museum, Bromsgrove. Contact: Ian Manderson 0152 619622

SUN 15th TAC 96 Supporting County Air Ambulance Service, Hatton Country World, Warks. Contact: Ken Mullah 01926 842739.

SUN 29th N.EAST AREA TAN HILL (3 COUNTIES) RUN. Tel: 0191 3711577

OCTOBER

SUN 6th ESSEX AREA PRESENT 'DUXFORD '96' ALL TRIUMPH DAY Contact: Chris Twigg 01245 442788 or Andy Cook 01277 214184

JANUARY 1997

FRI/SUN 24th-26th TSSC WINTER WEEKEND, Fosse Manor Hotel, Stow on the Wold. Contact Mary: 01621 783143.

NATIONAL & LOCAL TSSC INVITED

JUNE

SUN 2nd BVAC MOTORING EXTRAVAGANZA, Mellerstair House, Kelso, Borders. Contact: Ian Robertson 0131 539 1402

SUN 9th THE LONDON TO BRIGHTON CLASSIC CAR RUN

SUN 9th CLUB TRIUMPH SUMMER PICNIC, Highclere Castle, Nr Newbury, Berks.

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

SAT 15th KILBRONEY 2000 OLD VEHICLE RALLY, Kilbroney Park, Rostrevor, County Down.

SAT 15th MOTOR SPORT CONCOURS D'ELEGANCE, Silverstone Circuit, Northants.

SAT/SUN 15th/16th NEWARK KIT CAR SHOW, Newark & Notts Showground.

SAT/SUN 15th/16th LE MANS 24 Hr RACE, Meeting Point organiser, Pierre North, Tel: 33 40 33 46 09, Fax: +33 40 34 12 86.

SAT 16th ROYAL MILE RUN & OLD TOWN THEME DAY, Royal Mile Edinburgh, Contact: Ian Robertson 0131 539 1402.

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

SAT/SUN 2nd/3rd FIFE HISTORIC VEHICLE CLUB, Dunfermline Civic Week Motoring Cavalcade, Pittencrief Park. Contact: Ian Robertson 0131 539 1402.

SUN 30th BROMLEY PAGEANT OF MOTORING, Norman Park, Bromley, Kent.

SUN 30th AMERICAN DREAM SHOW, Bents Park, South Shields, entry £1 per car.

JULY

WED/FRI 3rd/5th TR DRIVERS CLUB NATIONAL MEETING, Cosgrove Leisure Park, Milton Keynes.

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

SUN 7th PRE-67 FORD OWNERS CLUB SCOTTISH DAY, Doune Motor Museum. Contact: Ian Robertson 0131 539 1402

SUN 14th CLASSIC WHEELS EXTRAVAGANZA, Northwood Stadium, Keeling Rd, Northwood, Hanley, Stoke on Trent.

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

SAT/SUN 20th/21st NORTH YORKS MOORS RAILWAY WEEKEND.

THU-MON 18th-22nd BBC TOP GEAR LIVE, Silverstone, Northants.

SAT/SUN 20th/21st SCOTTISH ASSOCIATION OF VEHICLE ENTHUSIASTS VINTAGE RALLY, Dalmeny House, S. Queensferry. Contact: Ian Robertson 0131 539 1402

AUGUST

SAT/SUN 3rd/4th LOSELEY PARK CLASSIC CAR & COUNTRY SHOW, GUILDFORD SURREY.

SAT/SUN 3rd/4th FIFE ASSOCIATION OF VINTAGE VEHICLE OWNERS, Falkland Rally, Falkland Palace, Fife. Contact: Ian Robertson 0131 539 1402

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

SUN 4th 3RD ANNUAL BMC/BL RALLY & SPARES DAY, Ferry Meadows, Peterborough.

SAT/SUN 10th/11th TRIUMPH WORLD PICNIC, Hickstead Showground, W. Sussex.

SAT/SUN 10th/11th BIGGAR MUSEUM TRUST RALLY, Hopess Croft, North Back Road, Biggar. Contact: Ian Robertson 0131 539 1402

SUN 11th Rushton's 5th Annual CLASSIC CAR SHOW, WILLEN LAKE, MILTON KEYNES.

FRI/SUN 23rd/25th DOUNE CLASSIC WEEKEND, Doune Motor Museum, Nr Stirling. Largest gathering of Club cars in Scotland. Contact: Ian Robertson 0131 539 1402

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

SEPTEMBER

SUN 1st DONINGTON '96 BRITISH MOTORING CENTENARY CAVALCADE, 5 starting points.

SAT 14th RAF LEUCHARS AIRSHOW, RAF Station Leuchars, Fife. Contact: Ian Robertson 0131 539 1402

SAT/SUN 14th/15th 1st SOUTH WEST CLASSIC CAR SHOW, Westpoint Exhibition Centre, Exeter, Devon.

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.

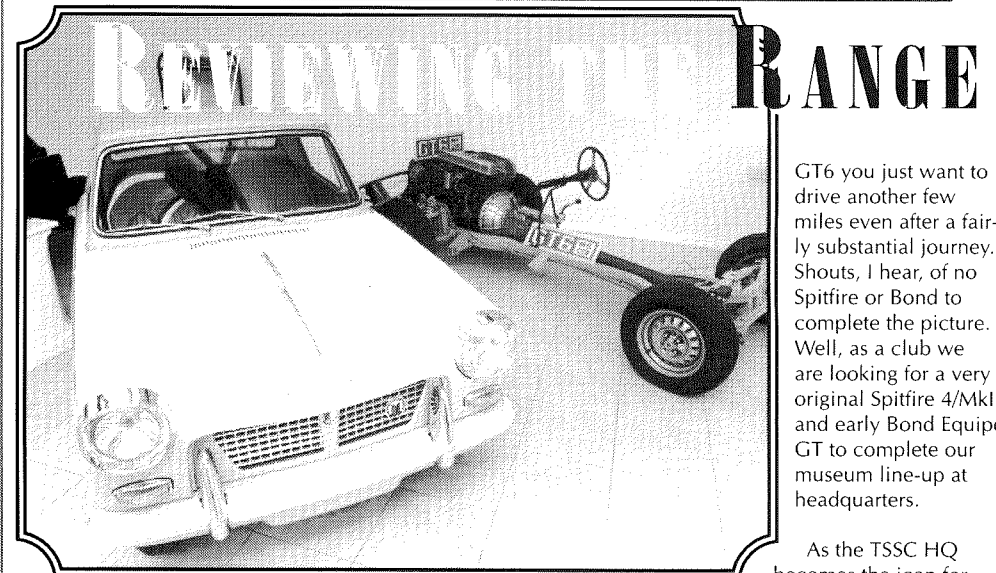
NOVEMBER

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



Sixteen years ago my late father bought for my sister, a 1963 Herald coupé with the view of tidying it for her to learn to drive with.

My sister, on returning from holiday, found the coupé in many pieces as my father had started a rebuild which many of us know starts with the chassis. Not amused, she went out and bought a Morris 1000. Still, she has now got a MkII Spitfire. May 1996 saw the Herald's first MoT since 1979 and I am enjoying the delights of this cracking little car. Rebuilt yes, but that familiar smell and 60's feel remains and for those who know of our one problem, a blocked radiator, but what is life without a little drama, perhaps next time, not 50 miles from base!

For S.E.M. I used my Vitesse convertible on the Saturday and GT6 on the Sunday. Both have their strong points and being unfair to the Vitesse the GT6 was by far the more complete car for fast 'A' roads and motorways. But in its defence, I drove the Vitesse with the hood up and had it been down and warm I would be placing the Vitesse. Now, my point is, what a diverse and interesting range of cars we cater for. All are fun and most satisfying to drive, with the

GT6 you just want to drive another few miles even after a fairly substantial journey. Shouts, I hear, of no Spitfire or Bond to complete the picture. Well, as a club we are looking for a very original Spitfire 4/MkII and early Bond Equipe GT to complete our museum line-up at headquarters.

As the TSSC HQ becomes the icon for small chassis Triumphs, having a near full range of cars is essential to satisfy all members and their aspirations, if you can help, give us a ring.

payments to TSSC

After many years of streamlining TSSC systems, May this year saw the complete re-vamp of TSSC administration, including new details and promotion packs and computer systems to handle the ever more demanding strain on our paperwork. The most interesting part for existing members is the introduction of direct debiting of subscriptions from your bank, which is being implemented immediately. When your renewal becomes due, the opportunities to pay by direct debit will be there. Paperwork can be boring and the club now enjoying a much improved corporate image with better integrated systems will ensure faster service from HQ. Direct debiting makes life easier for everyone once set up, we hope you think so. ★

NEWS REVIEW

Courier Contributors

As has become the norm at this time of year I've recently been re-reading the last volume of Couriers, now all of 16 years' worth, in order to compile what I hope is a comprehensive and useful index of its contents. Over many years, the Courier has been fortunate in that it has rarely been short of contributors but what particularly struck me this year is the absolute commitment shown and quality of articles generated by its regular writers, headed by the marque register secretaries, and specialist columnists. Occasional writers too do of course play a major role in making the Courier what it is (and by no means less the technical team putting it together) but to regularly think about what to write the next month and to produce such high standards of work takes some doing. There is nothing quite like an empty page staring back at you as you struggle to find those few words to get things going.

It's just great for the Club to have such a team on board and on behalf of myself and all members I'd like to offer appreciation to them and indeed to all contributors for making the Courier what it is, without a doubt the best club magazine around.

Peter Williams
General Secretary.

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Enthusiasts of all vehicle types are cordially invited to write, fax, phone or call in for technical advice or for full details of the comprehensive range of specialist services. Please feel free to contact me for any additional information required, or a comprehensive 'Press Pack' is available on request.

Colin Walters
Sales Manager,
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THANKS JOHN.

The AGM this year marked the occasion of John Thorpe's retiring from the Council of Management and it only seems fitting to give a formal thank you from within these pages for his contribution to the Council after serving for over eight years in the role. As many members will know, as well as being an active Council member, John also served as Leicester Area Organiser and was the originator and driving force behind the Leicester Area's annual event at Stanford Hall for a number of years.

John has been and continues to be a great ambassador for the Club and we very much appreciated his contribution. Those at the AGM will know that John marked his formal announcement of his not putting himself forward for re-election to the Council while wearing a rather snazzy waistcoat - only truly appreciated in full colour. Next time I see you in that John I'll be sure to wear my dark glasses. Thanks and best wishes for the future from us all.

Peter Williams
General Secretary

SO YOU THINK YOU ARE A GOOD DRIVER!

After recent law changes and the extended issue of Fixed Penalty Notices, some motorists may feel the need to improve their driving. This has a number of advantages.

Firstly, you are less likely to have an accident, therefore injury and damage for which you may have to pay will be minimised. Secondly, you are less likely to commit an offence and receive the dreaded new tickets. Thirdly, you may qualify for up to 20% discount on your insurance. This discount is not yet enjoyed by the Club Insurance users but we are working on it.

HOW DO I RECEIVE ALL OF THESE BENEFITS?

Simple! You become a member of a motoring organisation such as the Institute of Advanced Motorists. Many of you who have met me at the shows will know that I push leaflets on just about everyone, but I think you will agree, it is a worthwhile cause. Joining is not quite as simple, since you will have to take part in a 1 1/2 hour test with a 1/2 hour debriefing afterwards. The test itself revolves around the Police System of car control which was developed in the 1930's by various experienced drivers including racing drivers. The system has changed little in the last 50 years, which is a testament to the way it was derived.

HOW DO I PREPARE FOR THE TEST?

This is the most important part of

the exercise. If you receive the correct training and raise your standard to the required level, then the test is a piece of cake. Firstly, you contact the Institute of Advanced Motorists and obtain a list of the Associated Groups. This is a list of the addresses nationwide. Each address is of an organiser for the local associated group. Most of the groups give talks, film shows and visits to local places of interest. Many of these are unrelated to driving but of interest to their members. What use is this? I hear you say. What these groups can do, which is of most use, is arrange for you to go out at weekends or evenings in your own car with an Observer sitting next to you. The Observer is a member who is of such a high standard as to be able to give instruction; he is unpaid and does it as a hobby. The Observer will give you all the instruction you will need to become a better driver and capable of passing the Advanced Test. He will be able to tell you when you have reached the required standard. You can also buy one of two books available from good book shops or the I.A.M. 'Roadcraft' and 'Advanced Driving'.

HOW MUCH DOES IT COST?

The test itself costs £39 and this includes the first years subscription, refundable if you should fail the test. Instruction by an Observer costs between £10 and £15 per year for membership and you also have to pay for your own petrol. As you can see, for around £50 you can save yourself 20% insurance discount for the rest of your life. Not only that you will become a better driver with less cost on car damage, fines etc.

There are four different tests to take:

A car test - in your own car

A motorcycle test - on a motorcycle over 200 cc

A commercial vehicle test - in any commercial vehicle

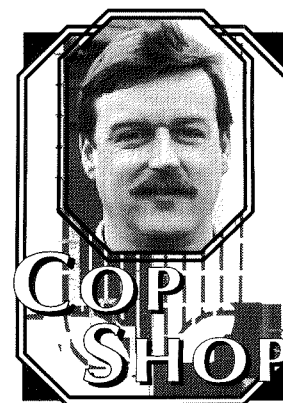
A towing test - in any vehicle with a trailer

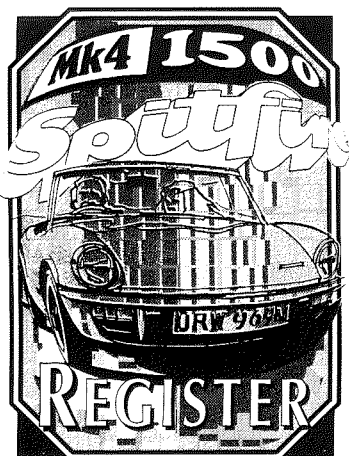
If you want further information or an application form the Institute of Advanced Motorists may be contacted at: **I.A.M. House, 356 High Road, Chiswick, London. W4 4HS. Telephone 081 994 4403.**

UPDATE

In April and May I wrote about the changes to driving licence Categories due on 1st July this year, well the changes in motorcycle Categories will not take place until 1st January 1997, but everything else will change on 1st July as planned. I also forgot to mention unbraked trailers: from 1st July a vehicle may only tow an unbraked trailer whose gross weight is less than half of the unladen weight of the vehicle towing it. This may affect some Club Cars that tow trailer tents, in any event please check the relevant weights. ★

MIKE CREWES





The eagle eyed amongst you may have noticed that unfortunately last months Courier had no Spitfire IV/1500 Register report for the first time in a long time. Pressure at work was a contributing factor but after 6 years I am running out of technical articles I can write about the Spitfire IV/1500 without repeats!

So if you have any ideas let me know. Also I am now dangerously short of good heading photos of your cars, which leads me onto this months heading photo, a rather tatty 1978 Spitfire 1500. How can I say that about someone's car? Easy – it's mine!, a new acquisition.

Not all of 'our cars' are in pristine condition, but many



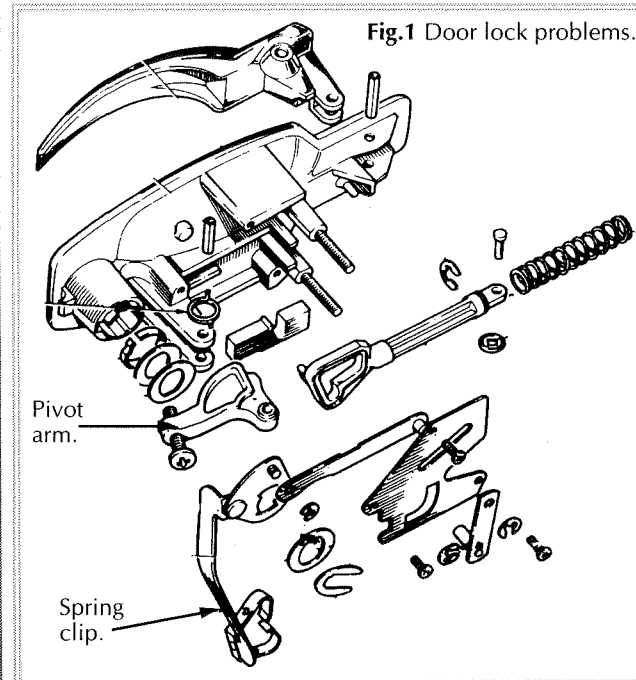
suffer ills and strange noises that are either awaiting the money, time or know-how to put right. It occurred to me that something of a project car, suffering from a multitude of TYPICAL everyday problems, and how they can be put right, may be of interest to members, especially when I've been running out of things to write recently!

OSW fitted the bill perfectly. The poor 'old girl' has obviously had a hard life with 13 previous owners, and is rife with bodes and neglect. However, I didn't pay a lot of money for it, but it was MoT'd and could be used on the road immediately.

There is absolutely no intention in making this car into a concours car with all that it entails (I've already got one of those). Instead I intend having a bit of fun running the car without worrying about the things you do when you have a show car, and report upon the faults/problems that crop up as well as putting right the existing problems, of which there are many!

I think the car was originally Carmine Red, judging by the colour of the chassis under the underseal and body tub. However the bonnet was originally yellow (although new wings have been fitted – one good point), whilst the doors were white and green respectively and the boot lid red. It is all now a sort of Conifer Green with the odd patch of mismatched British Racing Green. The floor pans, sills and foot-wells have all had extensive welding of dubious quality for previous MoTs and yet the door gaps are nearly perfect.

The first obstacle to overcome on my new acquisition was to actually get in, since the driver's door was automatically locking itself each time it was closed. Initially it was thought that the adjusting screw on the pivot arm was out of adjustment or the plastic operating rod in the door handle had broken, both of which effectively make the door handle inoperative (incidentally I see that the operating rod is now being re-manufactured in metal to overcome this common failure of the original plastic item). (Fig. 1). However, removing the door trim panel revealed both to be in working order and the problem was traced



and cured by adjusting the spring clip on the long split pin of the door lock (Fig. 1).

The next job was to get some weather protection. The previous owner had stripped the hood and frame for renovation but hadn't finished it and it was now a pile of pieces in the boot. The quickest solution was to fit my hard top, which looked very well, after spending hours searching for the attachment bolts that had been safely (?) put away (somewhere!) 8 years ago, and then pushing on the wind-screen frame to align the (now found) fixing bolts.

Fitting the hard top revealed another

Fig.1 Door lock problems.

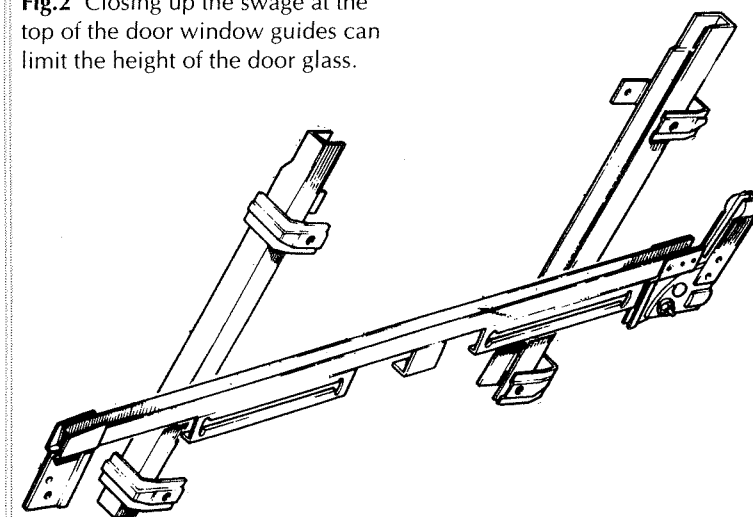
problem in that the door glass was too high and fouled on the hard top when the doors were shut. Immediate thoughts were that the glass was dislodged in the retaining channel of the window winder mechanism – a common problem. However all was well here. In the end, the problem lay with the swaging at the tops of the door window guide channels, which through constant use had opened up and allowed the window guides to travel higher than intended (Fig. 2). Closing up the channel with a pair of pliers until the door glass stopped in the right place was a simple solution. Fitting the hard top also revealed why the fuel cap can't be fitted as shown in Fig. 3. You can't open it fully before hitting the rear window!

Next came the brakes, and a very spongy, no, soggy(!) brake pedal. Since there were no apparent leaks, old brake fluid

was suspected. After thoroughly bleeding the system with new fluid, the pedal feel was better but not ideal and a job for next month is to replace /re-seal the brake master cylinder.

The driving position was also something that had to be sorted out fairly quickly because I couldn't see over the steering wheel! Now a

Fig.2 Closing up the swage at the top of the door window guides can limit the height of the door glass.



Fitting the hard top revealed another



Now a plea for a good home for a car. The youngest known surviving Equipe 2 Litre (the tenth from last made) is available for a very modest sum indeed. I haven't seen the car, but I'm told that it is in need of some restoration and comes with another car to be used as a donor for the spares required. There is a pressing need to arrange the movement of this car, so if you are interested, get in touch with me without delay and I will put you in touch with the owner.

The provisional timetable for the ELEVENTH BOND EQUIPE WEEKEND, which will be held at The Plough at Eaves, Eaves Lane, Woodplumpton, Preston, Lancashire over the weekend of June 8th and 9th is shown below. If you were there last year, it's the same place, so you might remember the way. Just in case you can't remember the way, and for those of you who are making the trip to this event for the first time, if you leave the M55 at junction 1 and turn towards Preston on the A6, you will find signs marking the route. Be sure not to miss the first sign, as it is within a couple of hundred yards of the motorway exit.

If you want written directions, and/or accommodation details, all you need to do is send me a SAE and a request for the information.

We have access to the Barbecue on the Saturday evening and Sunday lunchtime, so you can bring your own grub and cook it until it's as black as you like it, or if you prefer, you can buy nicely cooked and attractively presented food in the pub.

SATURDAY.

For those of you that want to make a weekend of it, you can arrive any time during Saturday.

DEMONSTRATION OF USEFUL TECHNIQUES FOR EQUIPE RESTORERS,
VISIT LOCAL PLACES OF INTEREST IF YOU WISH (Tourist information available)
EVENING BARBECUE - BYO (subject to the weather).

SUNDAY.

SCENIC RUN be there for the briefing at 10.50
..... departure 11.00
..... return approx.12.30

LUNCH (in The Plough, Barbecue your own, or whatever!)

DEMONSTRATION OF USEFUL TECHNIQUES FOR EQUIPE RESTORERS,
(if you missed it on Saturday)

PRIZEGIVING AND RAFFLE DRAW 15.00

FINISH 15.30 to 16.00

Remember, that whilst there are prizes (you vote for the cars yourself), if your car is good enough to get you there, you will be welcome. It may be an ideal opportunity to look at another car just like your own, and chat to someone who has already encountered the same restoration difficulties you are struggling with. ★



I've recently been notified of a couple of GT4S cars nearing completion of extensive restorations, I managed to see one of them (it had just been painted) and promises to be quite a nice car when finished. This particular car is a local one that I have known about for some time, but I never expected it to see the light of day. It now has a new owner who has set about the car with a great deal of enthusiasm, and expects to have the car at our June event even if it isn't quite finished.

Bruce Pilbrough



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Front trunnion kit	£4.00
Rear trunnion kit	£4.50
Steering rack rubber mount	£1.90
Half shaft flange	£15.00
Universal joint	£8.00
Driveshaft long/short	£55.00
Front vertical link Spitfire	£42.00
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Front shock absorber	£22.00
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Rear wheel bearing roto	£16.00
Rear wheel bearing UNIPART	£18.00
Rear leaf spring MkIV/1500	£59.00
Rear leaf spring Spitfire I, II, III	£45.00
Rear leaf spring Herald	£65.00
Rear leaf spring spring Vit MkII	£65.00

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Spitfire front valance Mk I,II,III	£88.50
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Rear quarter valance	£17.50
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Rear wing lip repair	£18.00
Door step repair	£8.00
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Vynide hood Herald/Vitesse	£88.50
Double Duck hood Herald/Vitesse	£145.00
Vynide hood Spitfire	£85.00
Double Duck hood Spitfire	£135.00
Seat covering kit Spitfire/GT6	£105.00
Seat covering kit Herald/Vitesse	£120.00

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Door trim, pair, Spitfire	£46.00
Door trim, pair, GT6	£48.00
Door trim, pair, Herald	£46.00
Door trim, pair, Vitesse	£49.00
Moulded carpet set, Spitfire	£145.00
Moulded carpet set, GT6	£195.00
Moulded carpet set, Herald/Vitesse	£110.00
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GT6 roof seal MkII/II	£18.50
GT6 rear screen seal	£17.00
Lower screen seal Spitfire I,II, III	£12.00
Header rail seal Spitfire	£7.00
Outer weather strip Spitfire/GT6	8.00
Inner weather strip Spitfire/GT6	£3.50
Bonnet scuttle seal	£4.50
Door check strap seal	£2.25
Wheel arch seal kit	£6.00
Spitfire Furlflex seal	£12.00
GT6 Furlflex seal	£19.00
Front valance seal Spitfire III	£1.10
Front quarter valance seal MkIV/1500	£2.20
Triumph pedal rubber	£2.00
Late Triumph pedal rubber	£2.00
Bonnet stop cone	£1.50
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Handbrake gaiter Spitfire I, II, III, IV	£7.50
Master cylinder boot	£2.50

RUBBERS SEALS HERALD/VITESSE

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Rear screen seal Herald/Vitesse	£21.00
Outer weather strip	£6.00
Inner weather strip	£3.50
Pedal rubber	£2.00
Wheel arch seal kit	£6.00
Header rail seal	£6.50
7 in. headlamp seal Herald	£2.95

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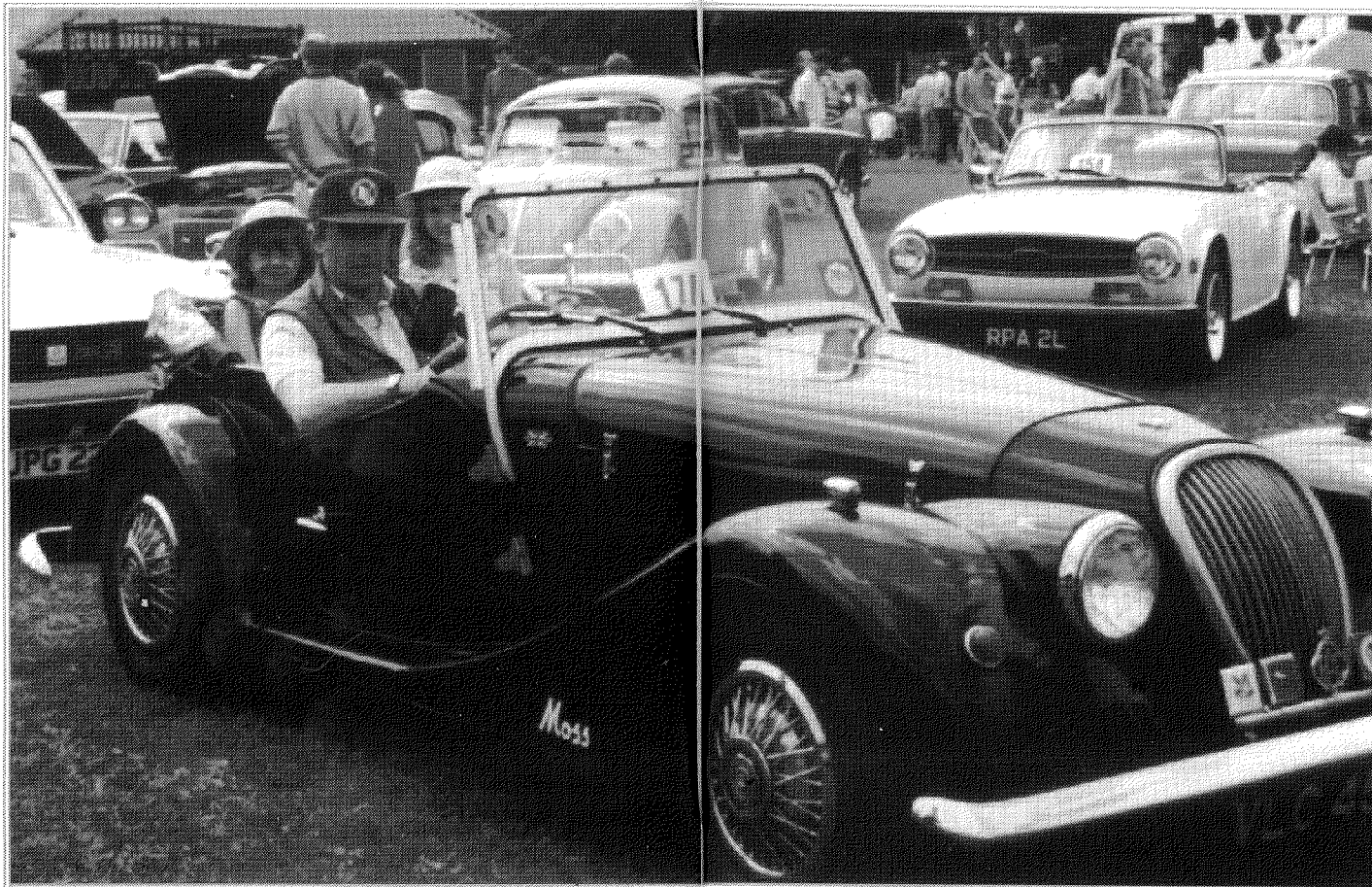
ANGLIAN TRIUMPH SERVICES - KEEPING YOUR TRIUMPH ON THE ROAD

SPECIALS REGISTER

This month's photo shows my good self with offspring parading the summer before last at a local charity motoring cavalcade. Some of you will probably recognise the venue, it is the same field that has hosted the South of England Meet for many years. In the summer the grass here can tolerate a parade a cars unlike in May when we have the SEM - it is usually extremely soggy under foot and tyre.

As you can see by the MkII 2000 and the TR6 in the picture, Triumphs were well represented. This particular event was well organised with all the cars

split by age and type. Throughout the afternoon each group was asked to drive around the parade area and a commentary was given on each car. It all went very well with a good variety of classic cars and bikes. All of us drivers had a great old time but unfortunately the event was not well attended by the general public; perhaps the advertising was not wide ranging enough and it was an overcast day. The organisers didn't bother last year but are having another go in '96 - I hope it goes well, it deserves to.



This photo illustrates a couple of interesting points; force yourself, be interested. Firstly, our kit cars are well received by the classic car fraternity as well as being a talking point with the spectators. Secondly you can see that the Moss Malvern, despite being a sports car, does have a useable rear seat. Granted it's best if you can tailor-make two people to fit. Jackie and I spent five or six years growing two people just the right size to fit the seat, unfortunately I think that this happy situation is only temporary, they just won't stop growing.

ELECTRICAL TIPS

One of the areas of kit car building that seems to cause problems is wiring. An advantage of building a one donor kit is that at least you can start with the original wiring loom, rather than start from scratch. This is what I did. During the dismantling of my donor Herald I carefully removed the complete loom, attaching little labels on all the connectors with their function written on. Mind you, with colour coded wiring and a Haynes manual this is not absolutely essential.

just shortened or lengthened to suit. The extra appliances required a bit more thought but usually meant adding extra cable runs matching a similar circuit already present. Extra care is needed for more powerful stuff such as spot lamps that draw a relatively heavy current, use the correct cable - if in doubt seek expert advice.

There is one very important electrical difference between the Moss and the Herald. The Moss has a plastic body. It's no good just connecting up the live side of things and expecting them to earth through the body. Every item has to be wired to earth. It is possible to use the chassis as an earth return but this is not very convenient. The best thing to do is make a single earth point and wire everything back to this. I bolted a piece of 1/4" stud through the bulkhead so that earth rings could be attached to it from the inside and from the engine compartment (don't forget to connect it to the earth terminal of the battery). For the starter motor circuit the battery earth cable is connected to the engine block - I used a gear-box bellhousing bolt.

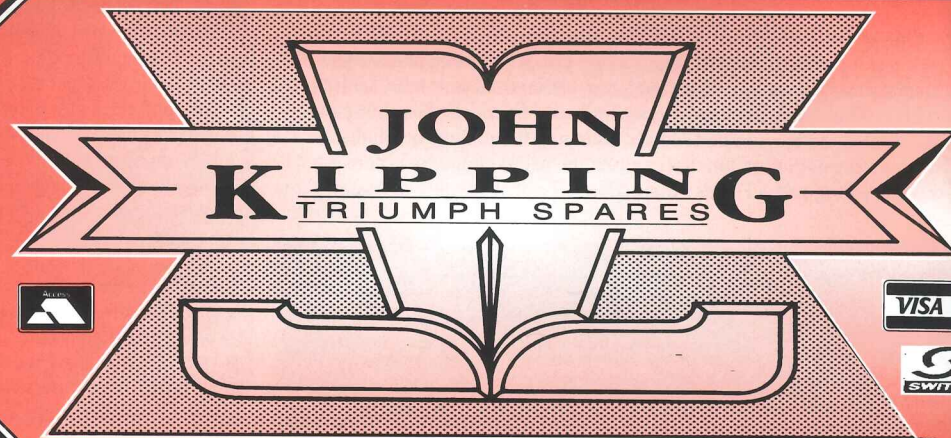
I've been pleased with the wiring in my Moss - hardly anything has failed in 12 years, only the occasional bulb.

A SPECIAL DAY

The good people of Cambridge Area have again offered to host the Triumph Kit Car and Specials Day at their Anglia Triumph Show to be held on Sunday 18th August. The 1995 event was blessed with glorious weather (too hot for me, I was on the verge of heat stroke) so all you Special people - be there! Look out for more details nearer the time. ★

About six months later the loom was put back in the meta-morphosed car - simple as that. It is simple in as far as your new car will have all the electrical bits end up in a slightly different place, things like instruments and switches for example, or when you want to add extra electrical bits. In my case the extras included an electric rev counter, electric oil pressure gauge and alarm.

Wiring up the car involved connecting things back just as they were in the Herald, I even fitted the interior light. When things turned out to be in a different place the relevant wires were



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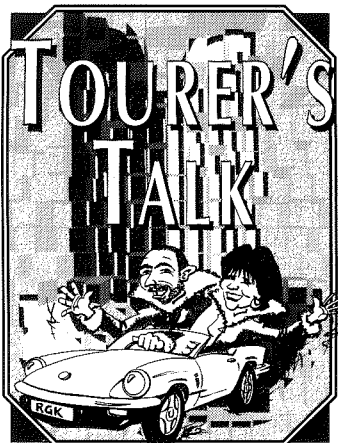
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Due June Spitfire I/II/GT6 I rear overriders £34.50 each

HERALD VITESSE SPITFIRE GT6



Curiously most of the response I had following the 'Club cars towing caravans' article had nothing to do with caravans. Last month I dealt with the towing problems and weights, but the majority of people who had wrote in had been toying with the idea of a trailer tent for some time.

Seemingly what has finally convinced them that Club cars can tow without a problem was the towing feature. It seems that it was a common misconception that Club cars struggle to tow the skin off a rice pudding and I am pleased to have dispelled the idea.

The problem most of you will come up against when looking for a trailer tent is, what is it?

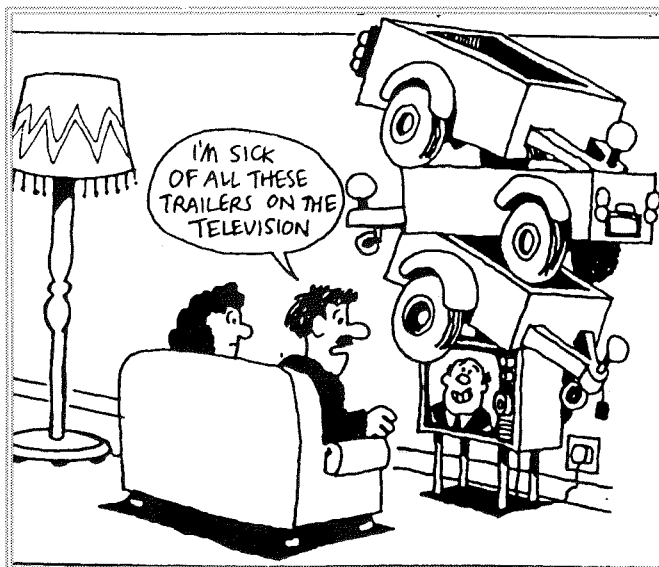
THE Trailer Tent BUYERS GUIDE

When you go to view a car at least you know in your mind what you will be looking at. With a trailer tent you risk asking the vendor to erect the thing, finding after he has spent half an hour putting it up that although it is in superb condition, it is not quite what you are after. Not a good way to make friends.

I have listed the main trailer tent dealers in the U.K. mainland together with the unit's most important features. If you are thinking of buying new then this is all the information you need. If you are looking for a second hand unit then I suggest you contact all the dealers listed for a brochure. Then when you find your bargain in the local rag you will have an idea of what it will

be like from the sales blurb. As for price, you can see what a new one costs, a used one is what you are prepared to pay for it and no more. I paid £400 for my Combi Camp 2002 (Tourer's Talk July '95) which came complete with awning, this model is now marketed as the Sport Plus, cost new £2299 without awning, this is not really a price guide, it just reflects what I was prepared to pay on the day and how much the vendor needed the space/money.

I am mindful that this is a rather dry old subject hopefully the cartoon will brighten up the page a bit. I don't know it's origins but it seems quite appropriate.



Rick Robarts

ALL PRICES ARE IN KGs					PRICES INCLUDE VAT			
Model	Price	Berths	ULW	MGW	Trailer Length	Erected Size	Awning	Kitchen
COMBI CAMP Red Roofs, Chinnor Rs, Thame, Oxon: 01844 214331								
Tiny	£1599	2	160	250	9/8	16/1x4/1	N	N
Handy	£2199	2	180	300	11/1	18/5x4/8	N	N
Handy Plus	£2299	4	180	300	11/1	25/4x4/8	N	N
Sport	£2099	2	200	300	10/11	17/7x4/10	N	N
Sport Plus	£2299	4	200	300	10/11	24/6x4/10	N	N
Easy New Line	£2399	2	225	350	11/5	18/8x5/7	N	N
Easy Plus	£2299	4	225	350	11/5	25/7x5/7	N	N
Family	£2399	4	250	350	12	8/3x11/2	N	N
Line	£2699	4	250	350	12	8/3x18/1	N	N
Family Clan	£2599	6	250	350	12	8/3x11/2	N	N
Family Airtex	£2599	4	250	350	12	8/3x11/2	N	N
Nightrider	£1699	2	160	250	9/8	16/1x4/1	N	N
Combi Camps can be erected without pegs in a matter of seconds, awnings are available for most models at extra price.								
COMANCHE Red Roofs, Chinnor Rd, Thame Oxon: 01844 216754								
Petite	£1569	2	180	250	9/8	12/2x6/9	N	N
Caribe	£2059	4	200	350	11/7	12/2x6/9	Y	N
Lince II	£2399	4	180	395	9/8	13/9x9/9	Y	Y
Lince Special	£2799	4	310	395	9/8	13/9x19/5	Y	Y
Kansas	£2569	4	180	395	9/8	14/9x10/2	Y	Y
Arizona	£2899	4	245	395	10	14/9x10/2	Y	Y
Arizona Deluxe	£3299	6	275	395	10	14/9x16/9	Y	Y
Florida	£3199	8	245	395	10	14/8x14/4	Y	Y
Atlanta	£3345	6	290	420	10/6	16/5x15/1	Y	Y
Tourist	£3299	4	245	395	10	14/11x13/1	Y	Y
Montana	£2799	4	270	395	11/7	11/2x8/2	N	Y
Montana Deluxe	£3199	4	300	395	11/7	11/2x15/9	Y	Y
CONWAY Skull House Ln, Applet Bridge, Wigan: 01257 254535								
Clipper	£1590	6	220	400	9/3	12/8x14/6	Y	N
Clipper Deluxe	£1925	6	268	330	10/8	12/8x14/6	Y	Y
Cambridge 240	£2095	8	264	400	10/8	13/8x15/1	Y	N
Cambridge 300	£2350	8	277	400	10/8	13/8x17/1	Y	N
Cambridge 240 DL	£2430	8	312	425	12	13/8x15/1	Y	Y
Cambridge 300 DL	£2685	8	340	450	12	13/8x17/1	Y	Y
Camberley350DL	£2925	8	340	450	12	13/8x18/7	Y	Y
Cambourne 400DL	£4095	8	350	450	12	14/4x20/3	Y	Y
JAMET Essex French Imports Ltd Leoland, Biddington, Kent: 01622 890000								
Arizona	£2750	8	364	648	10/9	20/6x15/11	Y	Y
Canyon	£2595	8	324	648	10/9	18/5x14/4	Y	Y
Texas	£2020	6	279	448	10/9	18/5x13/2	Y	N
PARADISO Camperlands, Mill Ln, Northenden, Manchester: 0161 998 8523								
Gran Standard	£4500	3	470	700	15/5	15/5x6/5	N	Y
Gran Beach	£5145	3	470	700	15/5	15/5x6/5	N	Y
Royale Std	£4862	5	485	700	15/5	15/5x6/5	N	Y
Royale Beach	£5600	5	485	700	15/5	15/5x6/5	N	Y

ALL PRICES ARE IN KGs					PRICES INCLUDE VAT			
Model	Price	Berths	ULW	MGW	Trailer Length	Erected Size	Awning	Kitchen
RACLET 44 Birchington Rd, London NW6 0171 328 2167								
Minto	£1725	4	200	447	7	13/1x15/5	Y	Y
Corail	£2265	4	228	447	10/5	12/9x14/8	Y	Y
Corail GB	£2469	4	228	447	10/5	12/9x14/8	Y	Y
Herald	£2695	4	260	447	10/5	12/9x17/6	Y	Y
Tribune	£2965	4	300	447	10/5	15/8x20	Y	Y
Lagon	£3995	4	396	492	10/7	16x15/7	Y	Y
Liberty	£2635	4	260	492	10/10	14/8x18	Y	Y
SUNSEEKER Springfield Camping, Denholm Mill, Burnlet Rd, Luddenfoot, Halifax, W.Yorks: 01422 883164								
Classic	£1895	6	202	382	9	16x13	Y	N
Deluxe	£2150	6	212	382	9	16/13	Y	Y
TRANSCAMPER Camperlands, Mill Ln, Northenden, Manchester: 0161 998 8523								
Primero	£3499	6	300	498	10/4	14/2x20/8	Y	Y
Primero Executive	£3974	6	300	498	10/4	14/2x20/8	Y	Y
Everyman Deluxe	£4004	6	300	498	10/4	14/2x20/8	Y	Y
Everyman Executive	£4254	6	315	498	10/4	14/2x27/9	Y	Y
Everyman Supreme	£4276	6	300	498	10/4	14/2x20/8	Y	Y
Commodore	£4760	6	315	498	10/4	14/2x20/8	Y	Y
The Commodore is available as Exec, Elite, EE, EIAC, EEA/C variously priced £5235 to £5933, all are very similar in size and weight.								
TRIGANO Tony Littler Leisure, 12 Ludovic Terrace, Wigan WN1: 01942 44598								
Oceane 240	£1950	5	323	495	11	14/7x13/7	Y	N
Oceane 240 Deluxe	£2090	5	350	495	11	14/7x13/7	Y	Y
Oceane 315 Deluxe	£2130	5	360	495	11	17/1x13/11	Y	Y
Chantilly Deluxe	£2410	5	310	495	11/2	17/1x13/11	Y	Y
Cheverny Deluxe	£2480	5	315	495	11/2	20/1x13/11	Y	Y
Cheverny GL	£2760	5	348	495	11/2	20/1x13/11	Y	Y
Odysee D/L	£2620	5	340	495	11/4	15/9x12/10	Y	Y
CAMP-LET has no stockist in the UK MAINLAND, details are available from Camping (Mid Antrim) Taggart & Co, Broughshane St, Ballymena, Co Antrim, Ireland: 01266 47187.								

So there you have it, if you want ease and speed of erection (of the tent) then it has to be a Combi-Camp. If you want the ultimate luxury under canvas then look at Paradiso or the Transcamper Commodore range. If you fancy a brand new Herald then go for a Raclet.

Lastly although you are probably sick of weights after last month's Tourer's Talk and Cop Shop, articles there is a bit more I must cover in regard to trailer tents and that is concerning the law for towing unbraked trailers. Which of course most trailer tents are.

The total weight of the trailer tent plus anything fitted or loaded on it must not exceed 750kg (14.76cwt) or 50% of the kerb-side weight of the towcar. So be wary if you

are looking at one of heavier trailer tents it may well exceed 50% of the weight of a Club car and must then have it's own braking system.

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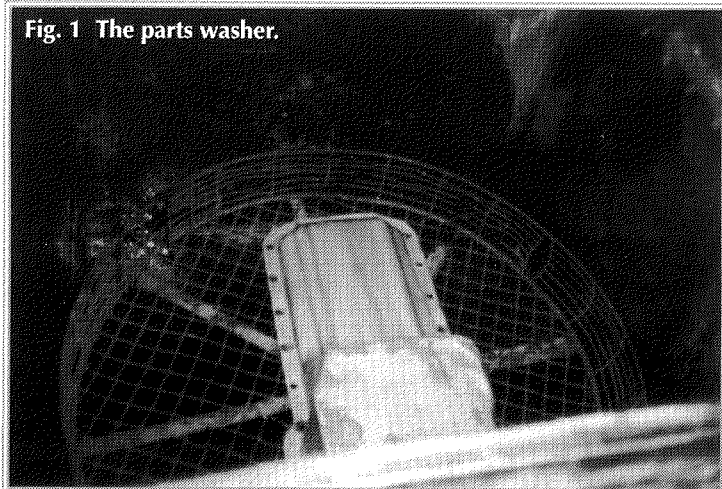
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GT6 REPORT

So your engine has had it, and you know you've got to fit a new one?

If you're one of the lucky ones who can take out the engine and fit the recon one in, you've got a head start. But what about the bit in the middle - what actually goes on during an 'engine rebuild' and what do you get for your money? Why can't we do them ourselves?

Fig. 1 The parts washer.



And the parts washer isn't the YTS student with a bucket of thinners, it's more like a giant dishwasher, with a big stainless steel box about 4ft square with a rotating basket at the bottom. The parts are put into the box on top of the basket and the lid closed. As the basket rotates, jets around the side spray a hot caustic solution over everything. Open the door, hey presto, clean shiny bits emerge!

So after this shock to their systems the parts are all checked to see if they are suitable for machining, and again everything that is past it, is thrown out.

GT6 Engine Rebuild

Well, I recently went to our local engineering company to watch a GT6 Mk II engine being rebuilt, after an oil pump failed and the engine seized. It was a real eye opener, and the machining processes are fascinating, so I took a few photos.

Before we get into details, if you're going in for a rebuild, it's worth taking off your engine everything that the engineers don't need - clutch, fittings, engine mountings, flywheel, etc before you send it into them. The inside of most workshops consists of unbelievable amounts of components and fittings, and spare bits can easily get lost. Also, many suppliers don't actually do the work themselves; they send off the engines in loads to other workshops, and tracing your particular bits and pieces can be fruitless. I remember one member who left some very expensive items attached, only to be told when it came back without them that there was no way they could trace them now, but they could sell him some new ones!

So your engine is on the engineer's bench, and he's got his oily rag at the ready? No, it's not a bit like that; he may look a bit greasy and so may the bench, but everything else shouts PRECISION at you - expensive looking machines, finely honed surfaces, lots of skimmed steel. The first thing he does is to completely strip the whole caboodle into its various sections, i.e. the cylinder head, crankshaft, engine block, camshaft, pistons etc. All the parts that are not going to be re-used, for instance, oil pumps, pistons, timing chains, valves etc. are binned, and the rest are taken to the parts washer for cleaning.

So on to re-boring the block, see Fig. 4 - here the cutting head on the machine drops down onto each bore individually, recutting it to the correct size determined by the engineer who measures the wear and tear on the bore and sets the block borer to cut it slightly bigger than before. Most bores can be recut several times, but if the surfaces are badly worn, he may have to go up more than one size, and obviously eventually there will be no scope left. All the bores are set to the same size at this stage.

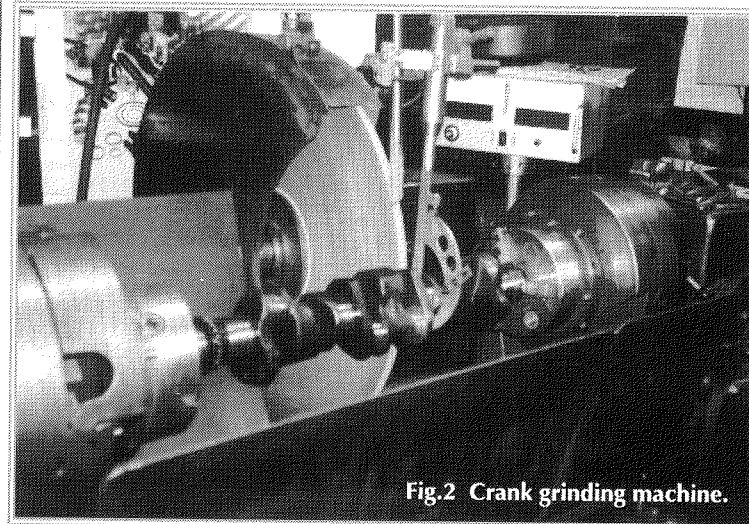


Fig.2 Crank grinding machine.

At this stage, if they discover a cracked cylinder head or a badly damaged crankshaft, you would normally be charged for a replacement, or lose your surcharge if a major item is unusable, but minor minor parts are just replaced.

Now the real machining begins, and the first step is to grind the crankshaft (our photo shows a SEEST Crankshaft Grinder in operation, which cost about £52,000 new). The crankshaft is mounted onto a special kind of lathe, and then a large stone grinding wheel is used to machine the crank to a specific size, which is determined by the inbuilt machining equipment.

The next stage is to remachine the cylinder head. This is done on a head facing machine (photo 2 shows a BERCO machine in this particular workshop). The cylinder head is held in a special clamp, valves facing upwards, and then the machining head passes backwards and forwards across the head to make the surface perfectly smooth (it's what you often hear referred to as 'having the head skimmed'). The valve seats are then recut with a cutting machine and new valves and guides fitted. (Incidentally, some engine rebuilders only replace those valves which are worn, others automatically replace the whole lot, which sometimes accounts for the variations in price). The finished head that I watched was like a work of art, gleaming and smooth as silk.

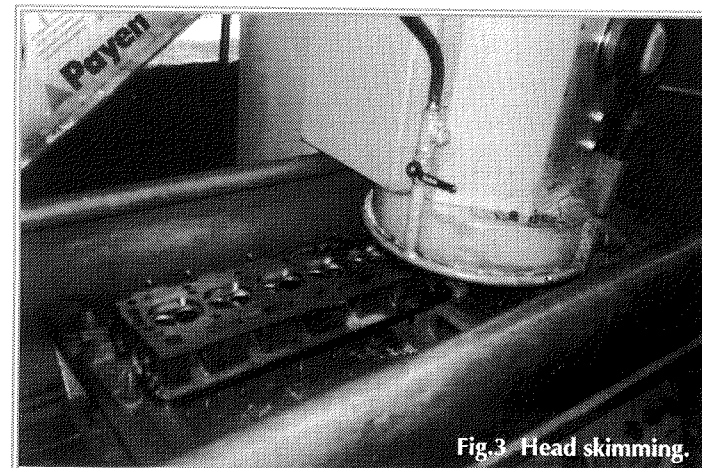


Fig.3 Head skimming.

Finally the conrods, minus the pistons, are checked for straightness and the big and small ends are honed and

checked for a perfectly circular and undistorted surface to the shell housing (see the photo of a SUNNEN conrod honer in action here.

That's all the machining work done, and reassembly can start. The cylinder head and engine block outer surfaces are repainted using engine enamel (this particular company will paint the block any colour the customer wants, but black as usual), the new piston and ring set goes in, matched to the correct bore size, and the conrods using new bearing shells. All the surfaces of these are coated with MPZ engine assembly lubricant, to give the moving parts a bit of lubricant during start-up for the first time. From here on it's straight-forward re-assembly work, using all new gaskets, timing chain, tensioners etc.

Often engineers stick a little heat sensitive tag somewhere on one of the core plugs which will either change colour or drop off if the engine overheats. This way they can invalidate their guarantee should the engine fail due to a cooling system problem such as a radiator or water pump for which they are not liable.

Most rebuilders allow about 500 miles for the 'running-in' period, to get the moving parts 'bedded in', and after this time the cylinder head should be tightened and the tappet clearances checked, oil and filter changed, - AND AWAY YOU GO!

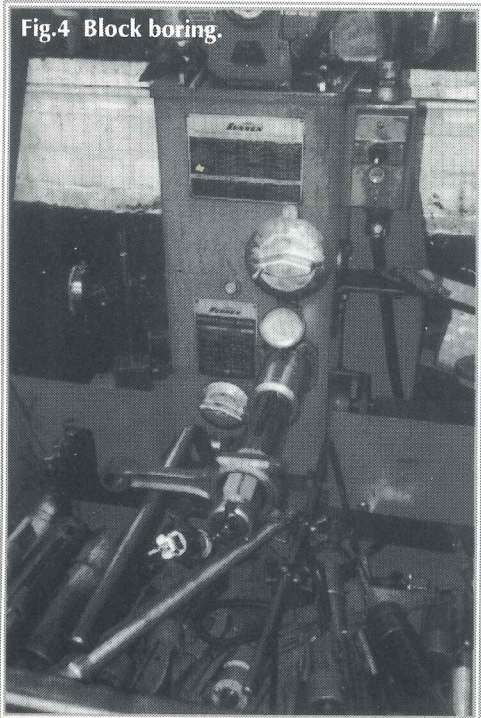


Fig.4 Block boring.

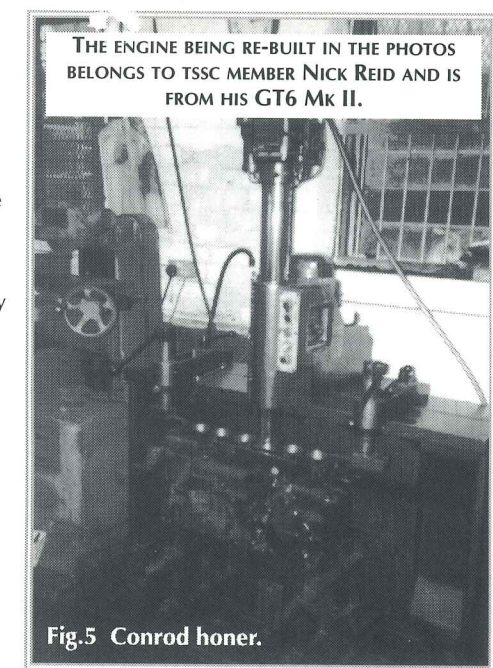


Fig.5 Conrod honer.

On the subject of oil, the design of the GT6 oil filter allows oil to drain out of the filter housing after the engine is turned off, which means that your engine receives no lubrication on initial start-up. A simple remedy is to fit a spin on oil filter conversion, which has a non - return valve fitted, and which is available from most parts suppliers (ask the TSSC office for the best suppliers). The relatively nominal cost of this conversion makes it seem worthwhile if you're fitting a new engine, to protect your investment.

And on the subject of oil, there's been lots of useful information in Courier articles recently concerning various brands - modern synthetic engine oils don't break down or deteriorate like conventional mineral-based oils, and again it would be worth using synthetic oil after the first 500m service. They are a bit more expensive though; most companies seem to be producing their own brand with varying prices, but you could go for gold and treat the engine to a drop of Mobil!

Following last month's GT6 report, it was great to hear some news of the old Mk I PBC 910G - apparently after being sold to Gary Morton of the Essex area, it went to a Dartford member, Tony Lacey in Devon, and was rumoured to have been taken off the road for a complete rebuild. We await further news one of these days! ★

THE ENGINE BEING RE-BUILT IN THE PHOTOS BELONGS TO TSSC MEMBER NICK REID AND IS FROM HIS GT6 Mk II.

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Brake discs, Vit/ GT6	£17.03
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Brake shoes Spit/ Her	£11.69
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Spit/GT6 Door Skin	£20.56
Spit/GT6 Front Wing, high quality	£23.44
Spit/GT6 Front Wing, original	£29.95
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Herald/Vitesse front wheel/arch lip repair	£14.04
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Herald/Vitesse centre valance original pressing	£42.24
Herald/Vitesse rear quarter valance steel	£18.74
Herald/Vitesse rear arch lip repair	£15.21

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Windscreen seal, Herald/Vitesse	£18.80
Rear screen seal, Herald/Vitesse	£25.85
Outer door glass seal, all cars	£5.81
Inner door glass strip	£4.11
Boot seals from only	£13.47
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Spitfire MkIV complete system	£111.56
Spitfire 1500 complete system	£117.44
Extractor manifold, 1500	£117.44
Twin pipe system for above manifold	£125.00
Twin pipe system inc adptr for std manifold	£135.00
GT6 Mk3 complete stainless system	£136.24
Vitesse MkI or II, complete system	£139.95

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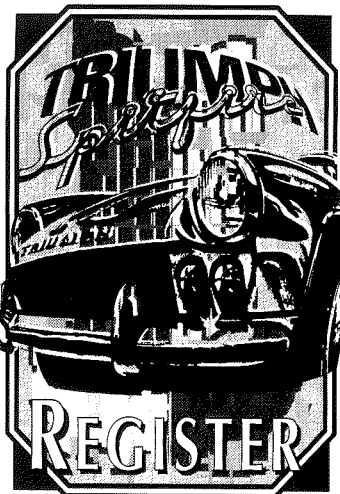
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Spitfire Radiomobile

Did you notice the bonnet fitted to Triomph's racing Spitfire on the front cover of last month's Courier? It is the S.A.H. fibreglass Le Mans bonnet for GT6 Mk 1 & 2.

A couple of months ago the Vitesse Secretary Mac Reynolds did an article on radio fitment. I have always wanted to do the same but I have never been able to find the fixing kit or instructions. I do have the fixing kit and instructions for a late Spitfire so with that and what I know about the early fixing kit I will try to explain what you need to fit a period radio.

There are four major parts that you require. Radio - mounting plate - Aerial and Speaker.



Fig. a U.S. Spec radio and mounting.

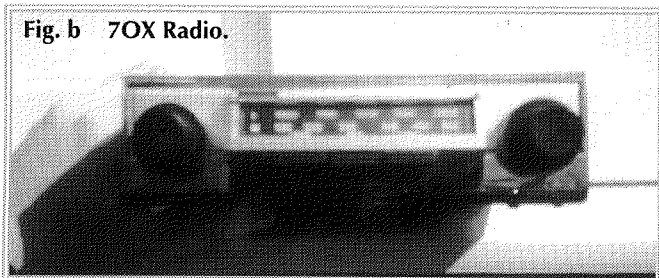


Fig. b 7OX Radio.

Radio (Figs. a & b)

The correct make of radio is Radiomobile, one of the best models to choose from is Radiomobile 7OX. This has a button underneath which can be turned for positive or negative earth.

Aerial (Figs. c & f)

The Aerial for early Spitfires is of the semi-retractable type. The reason for this being that the aerial was mounted on the driver's side bulkhead and not to interfere with the map pocket.

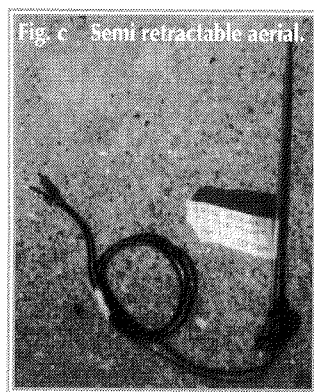


Fig. c Semi retractable aerial.

Mounting Plate (Fig. d)

Some books show the original radio mounting to be cut from the blanking plate. This is only true for American spec Spitfires and Spitfires fitted with a non approved radio.

Radiomobile radios do not use a full face mounting plate, but a radio body mounting plate (see diagram). This plate also has the advantage of receding the radio about 1/2" into the console stopping that knuckle grazing when selecting first gear.

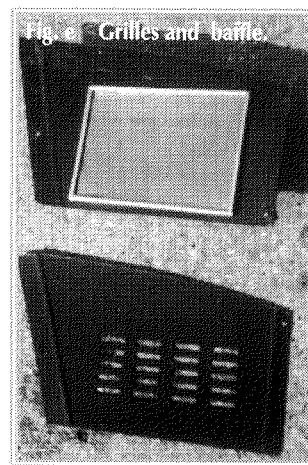


Fig. e Grilles and baffle.

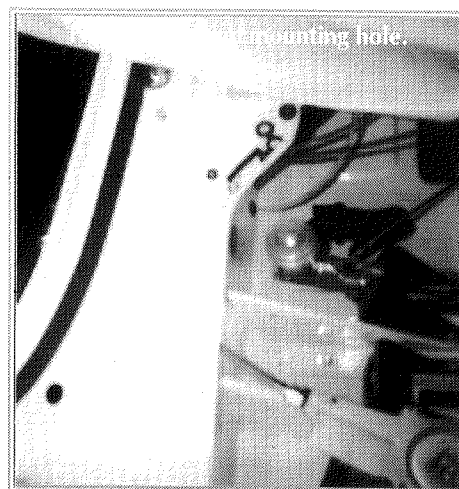
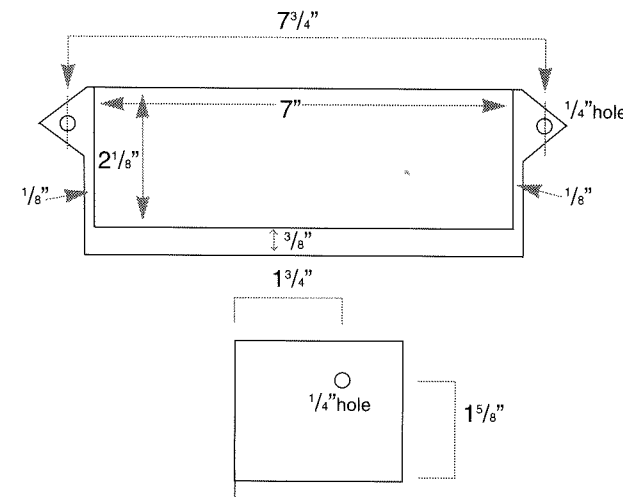


Fig. f Mounting hole.

Fig. d Mounting plate.



Speaker (Fig. d)

The speaker and baffle are the same for all models of Spitfire only the grille changes for make of radio on later Spitfires. Speaker mounting is the same for all models of Spitfire, a further grille and speaker can be fitted in the driver's map pocket from a L/H/D car. Speaker baffles are available from Newton commercial, grille and speakers can be found at Autojumbles etc.

The radio supply wire should be connected to the terminal No.4 on the ignition/starter switch.

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Introduction.

WARNING: Before commencing any installation, disconnect one side of the battery supply. Only reconnect when instructed.

The above RADIOS are suitable for NEGATIVE EARTH vehicles only.

INSTRUCTIONS are for RIGHT HAND drive vehicles.

- Aerial:** Part No. GAE 112. Fully retractable. Mounted on RHS rear wing. An aerial extension lead is required for this installation.
- Speaker:** Mounted in the LHS rear corner of the front parcel shelf.
- Radio:** Mounted in the prepared position in the transmission tunnel console.

CONTENTS

Item	Description	Qty.
1	Speaker	1
2	Speaker grille	1
3	Speaker baffle	1
4	Speaker lead	1
5	Drive screw No.8x $\frac{1}{4}$ " black	2
6	Washer plain No.10 black	2
7	Spire nut No.8 flat	1
8	Mounting plate	1
9	Battery supply lead with fuseholder	1
10	Fuse 1 AMP	1
11	Suppressor capacitor (large terminal)	1
12	Suppressor capacitor (small terminal)	1

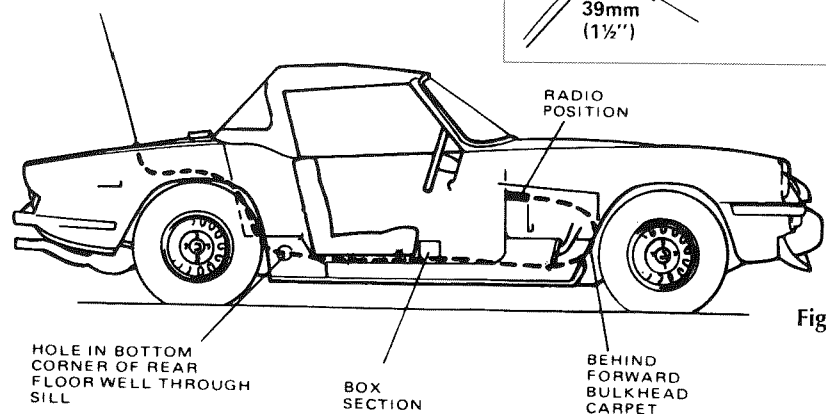


Figure. 2

Aerial Mountings (Figs. 1 and 2)

1. Mark out the position of the Aerial hole as seen in Fig.1.
2. Drill a 22mm (7/8") dia. hole in the position marked. (see installation hints).
3. Scrape around the underside of the hole to reveal bright metal in order to ensure a good earth connection. Failure to do this may result in ariel-borne interference being transmitted to the radio.
4. Mount the aerial to the wing as detailed in the aerial mounting instructions supplied with the aerial.
5. Connect the ariel extension lead to the aerial lead.
6. Route the lead over the wheel arch and behind the rear RHS panel to emerge from an existing hole, as shown in Fig.2. Carefully pull away carpet and remove trim where necessary.
7. Continue routing the lead under the carpets, through the existing holes in the front floor well box section, forward and up under the floor well carpets to emerge at the top of the gear tunnel.
8. Replace carpets and trim where disturbed during routing.

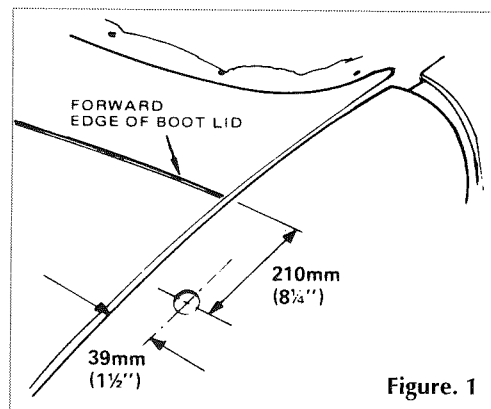


Figure. 1

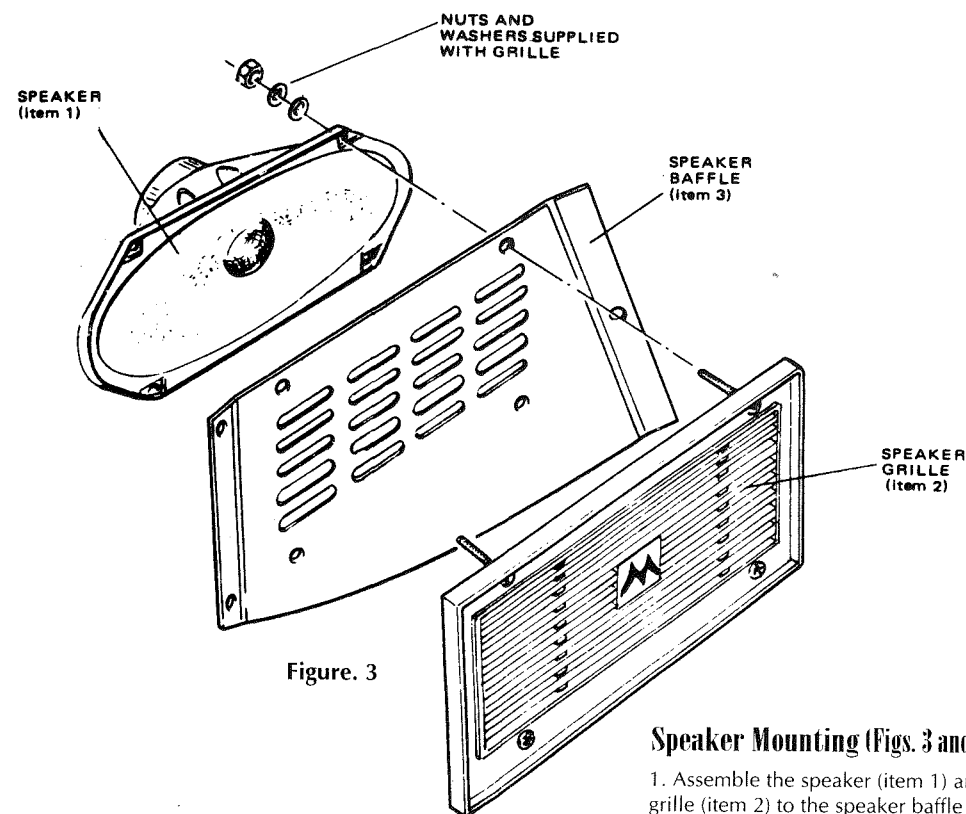


Figure. 3

Speaker Mounting (Figs. 3 and 4)

1. Assemble the speaker (item 1) and grille (item 2) to the speaker baffle (item 3) and secure using the nuts and washers supplied with the grille.
2. Connect the speaker lead (item 4) to the speaker.
3. Remove the screw 'A' securing the parcel shelf, as shown in Fig.4.
4. Place the speaker assembly in position and secure by replacing the screw previously removed.
5. Using the speaker bafflers as a template, mark out and drill two 2mm (5/64") dia. holes in the side of the parcel shelf wall as shown in Fig.4. The lower hole will pierce the metal of the door post.
6. Secure the baffle to the parcel shelf wall using a drive screw, washer and flat spire nut (items 5, 6 and 7) for the top fixing.
7. Route the speaker lead behind the parcel shelf to the radio position.

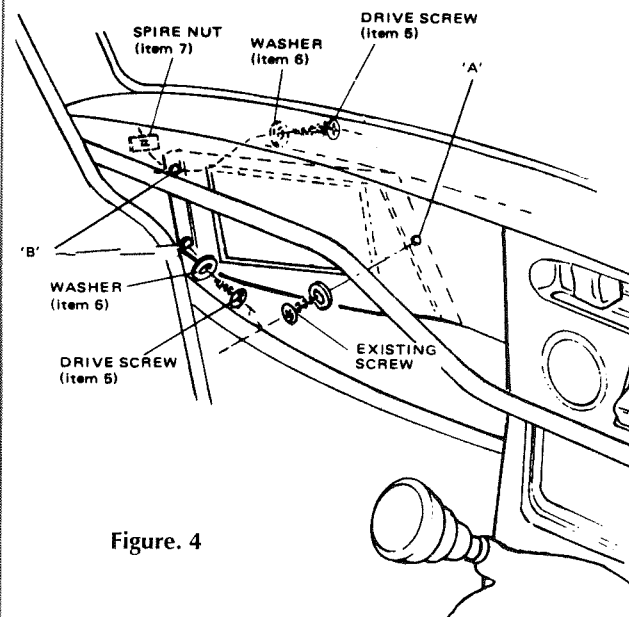
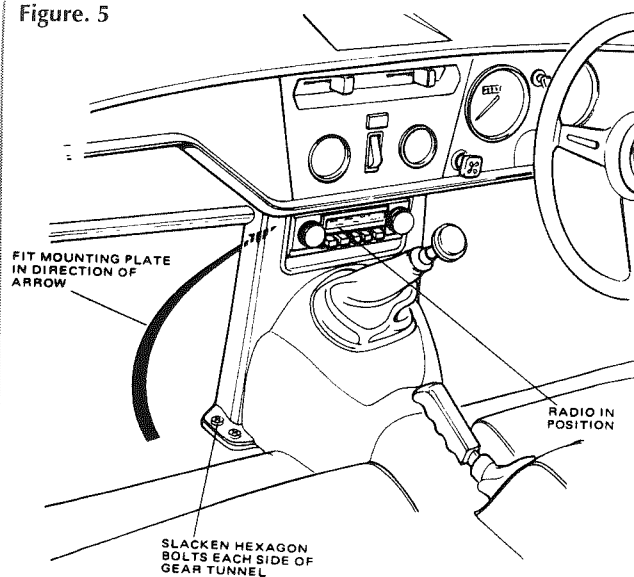


Figure. 4

Figure 5



Radio Mounting (Figs. 5 and 6)

1. Slacken the hexagon bolts, two either side of the transmission tunnel console.
2. Remove and retain the nuts and screws securing the radio blanking plate in position. Discard the radio blanking plate.
3. Carefully ease the top of the console away from the parcel shelf support bracket just sufficiently to place the mounting plate (item 8) between the support bracket and the rear face of the console, ensuring that all the securing holes are aligned, as shown in Fig. 6.

Figure 6

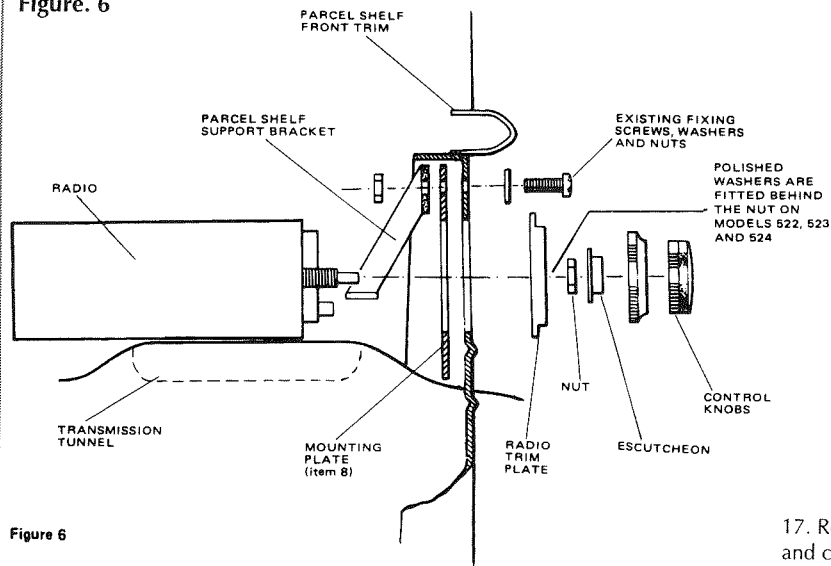


Figure 6

4. Secure the mounting plate in position using the nuts and screws previously removed.
5. Remove the control knobs, escutcheons, nuts and trim plate from the radio.
6. Connect the battery supply lead (item 9) to the existing spare lead coloured white/pink tracer above and behind the radio position. Insert fuse (item 10) into holder and connect to radio.
7. Connect the aerial and speaker leads to the radio.
8. Pass the radio up and under the parcel shelf to rest on the top of the transmission tunnel as shown in fig. 6.
9. Ease the radio forward to clamp against the mounting plate on the rear face of the console.
10. Secure the radio in position with the trim plate and nuts.
11. Tighten the hexagon bolts securing the transmission tunnel console.
12. Temporarily reconnect the battery supply. (See installation hints)
13. Ensure that the aerial is fully extended.
14. Turn ignition switch to the auxiliary position. Switch on the radio and turn the volume control fully clock-wise. Tune to a weak station around 200m, medium wave.

fully clock-wise. Tune to a weak station around 200m, medium wave.

15. Using a small screw-driver, adjust the ariel trimmer to give maximum volume. The ariel trimmer switch is situated adjacent to the tuning control spindle.

16. Disconnect the battery supply.

17. Refit the escutcheons and control knobs.

Suppression

NOTE: It is essential that paint is scraped away to expose bare metal at all points where an earth connection is to be made.

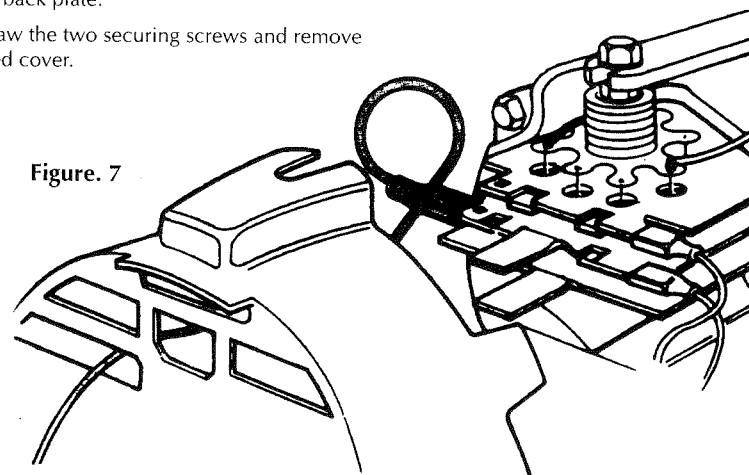
Coil

1. Connect a 1 mfd capacitor (item 11) to the switch (+) terminal on ignition coil. Secure capacitor mounting clip under coil fixing bolt.

Alternator (Fig. 7)

1. Pull off the two plug in connections on the alternator back plate.
2. Withdraw the two securing screws and remove the molded cover.

Figure 7



Installation Hints Cutting Holes for Aerials

Large holes such as those required for aerial mounting can be made in a number of ways.

- a) When a power drill is available, a small rotary saw can be used which cuts the correct size hole.
- b) A special tool (such as trade name Q max) can be used. This requires a small pilot hole which can be drilled using a hand drill. The two parts of the tool are then assembled, one above and one below the wing, and are then drawn together by a screw and allen key until a full size hole is punched in the wing.
- c) If neither of these devices are available, take the rubber insulator from the base of the aerial and using it as a template score the correct size hole onto the wing. Drill a circle of small holes overlap and the centre metal is removed from the hole. Clean up the ragged edge of the hole using a half round file.

If you have a copy of the early Spitfire radio instructions or any parts of the fitting kit for sale please contact me. ★

Speaker Connections

When one speaker only is fitted, it does not matter which way round the leads are connected to the speaker terminals. When two or more speakers are fitted, the connections as given in the installation instructions must be used. Incorrect connections could result in loss of power and/or distortion.

Battery Connections

As a safety measure it is essential that one side of the battery is disconnected before commencing the installation. If during the installation it is necessary to reconnect the battery in order to adjust the radio aerial trimmer, it is only necessary to place the connector on the battery terminal without tightening the connection and remove it as soon as the adjustment has been carried out.

Under these conditions no attempt should be made to start the car.



I am not going to bore you with photos of members' cars this month - I did have an interesting one that I took a few months ago but being a very organised person, I can't find it! Many apologies and I hope to make up for it soon perhaps with pictures from the S.E.M. While on the subject, if any more of you would like to send me images of your cars for inclusion then I'd be pleased to receive them (remember the SAE if you want them returned).

Have you ever listened to an orchestra getting ready to play? In order to be able to play as the

composer intended they have to adjust their instruments and they do this by playing an ancient Chinese folk song called 'Tu Ning'. Well, occasionally you have to adjust your car so that it sounds nice too, and a well tuned Triumph can be music to the ears!

I realise that to cover the process in sufficient detail to help the beginner, which is the main purpose of this mini-series, (or is it fast becoming a soap opera?) will require more than one article. (In fact, the whole thing has turned out to be a bit of an epic considering that the Herald is such a simple car to work on!) I'll start by giving you a bit of background waffle:

Tuning is a job that you can do yourself, if somewhat crudely, with nothing more than a voltmeter or a 12 volt light bulb and a couple of connecting leads but it does help to have a few relatively cheap tools and instruments which will considerably improve the accuracy of your settings. They will eventually pay for themselves in fuel savings or, more quickly, in saved garage bills. However, if you don't feel that this job is for you, there is a large number of small garages and mobile tuning outfits who have professional equipment which, in the right hands, will give you the best set-up possible. I have found that a tune-up should cost somewhere in the region of £30 plus the cost of any parts that need replacing. Personal recommendation is the key here and, unless you live in splendid isolation in the Highlands of Scotland or the Australian Outback (is there a Flying Car Doctor service?), you are almost bound to have a friend or neighbour who can point you in the right direction.

Although Heralds do not need to be tested for emissions under the current MOT requirements (UK), surely you would like your car to return the best fuel consumption possible. In any case, an engine running rich will tend to emit black smoke which could be a failure point if bad enough. Also, with the advent of roadside spot-checks you could still have problems which are best avoided. In any case, most of us have seen smoky old wrecks on the road and where these are of a type that we would call 'classic', it does tend to bring disrepute on our hobby. So let's keep our noses and our emissions clean, eh? Now to get off the soapbox and on with the task before I forget what it was!

There are three main stages to a full tune-up:

1. The mechanical state of the engine paying particular regard to the rocker gear on top of the engine and the cylinder compression pressures.
2. The electrical system is set to produce the best possible spark at just the right moment to fire the air/fuel mixture in the cylinder. Too early, too late or too weak will lead to incomplete combustion and various manifestations of poor performance.
3. Finally, check and adjust the carburettor - which should always be the very last thing to touch.

The first of these is not strictly a 6000 or a 12000 mile service item but should be done as part of a serious tune-up and especially if the valve gear starts to get a bit noisy i.e. there's a lot of tapping noises coming from the top of the engine, or the engine is running rough. On the down side, if the valve adjustment process proves very

difficult and the settings apparently keep changing or you can't get the quiet operation that you expect, then the rocker gear is probably a bit worn. This is not an unusual occurrence since the shaft is the very last thing to receive oil from the pump and the pressure gets less as the engine wears. Triumphtune do a rocker feed kit which is a very simple modification to improve the

before the crankshaft can get it and its needs are far more important for the life of the engine, especially as the engine wears and the pressure drops due to increased clearances in the pump and the bearings. I am unable to come down on either side of this argument, but simply make you aware of the possibilities.

Valve gear first. If you pull off the breather hose and undo the two nuts on top of the rocker cover and pull it off, you will find the rocker gear underneath. Hopefully, the cover will come off easily and cleanly without damaging the cork gasket that seals it to the cylinder head. If, however, this is damaged, has been squashed to a fraction of its original thickness of about $\frac{1}{16}$ " (4 mm or so) or showed signs of leaking oil beforehand, then a new gasket should be obtained.

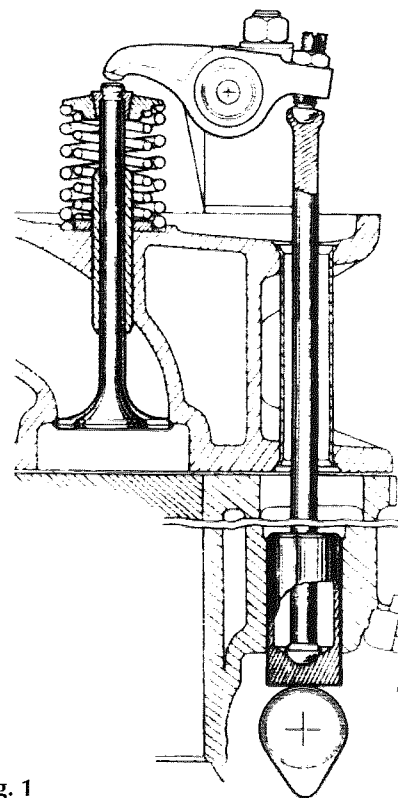


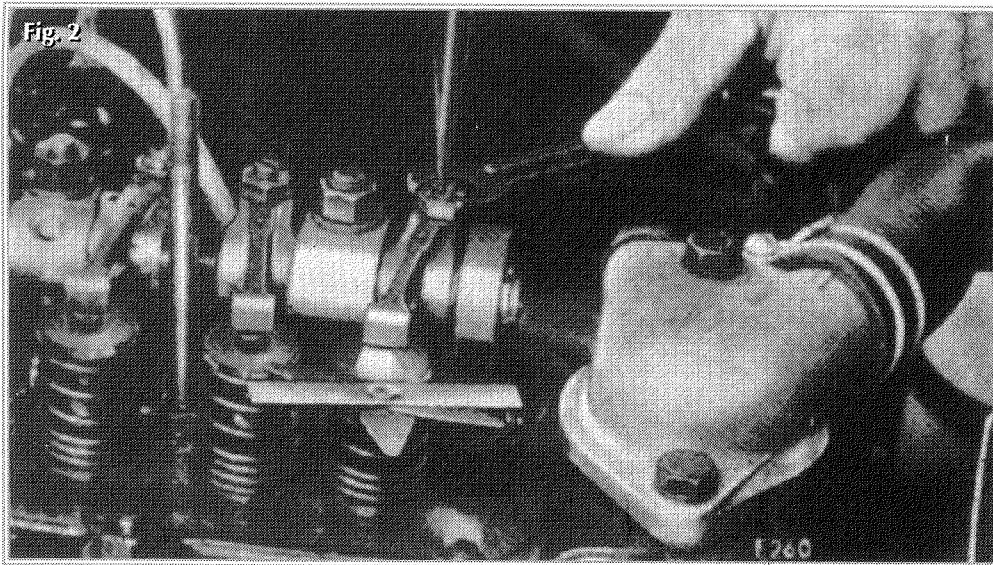
Fig. 1

D 27

If you look closely, you should see that some of the valves are being pressed down while others are released completely such that the associated rocker can be rocked very slightly. The object of this next process is to set this released condition accurately for all valves. It must be done with the engine stone cold since heat expansion will modify the settings. You will need to progressively turn the engine over in order to bring each valve to the position in which it can be set. There are two main methods. One is to get a suitable spanner or socket on the crankshaft pulley and turn it in a clockwise direction. Don't use the fan blades because you are likely to bend them! The other way is probably easier, especially if you have the car on level ground, and that is to put it into top gear and remove the handbrake. Then the simple act of pushing the car forwards or backwards will rotate the engine for you (the reason for not doing it on sloping surface is simply that it can be harder to get the right degree of control over the car). I also believe that it is possible to achieve the same thing by jacking one (not both) of the rear wheels off the ground and turning that by hand but it is not a method I have ever tried so I can't vouch for it - the main disadvantage would be that you cannot watch the valve gear while turning the wheel so you will probably need an assistant. Whichever method you choose, the job is made easier by first removing the spark plugs. (See later).

situation whereby a higher pressure supply is tapped off at the oil pressure switch hole. You have to fit such items with an awareness of the possible side effects: supporters say it's great and reduces tappet noise etc. while detractors will tell you that, to be effective, it is removing oil from the circuit

For the checking and adjustment you will require a $\frac{1}{2}$ " ring spanner, a good $\frac{1}{16}$ " or so flat bladed screwdriver and a 0.010" feeler gauge (they convert to 13mm, 8mm and 0.25mm respectively for all you metric fans). Then slowly turn the engine over until you see two of the valves pushed down to their lowest level - you will see that they don't come down exactly together, but it doesn't matter, it's near enough. Mentally number the valves starting with number 1 at the front of the engine up to 8 at the rear. Let's say the two that are fully open are numbers 6 and 8. Subtract these numbers from 9, which



would give you the answer of 3 and 1 if you went to my school. These new numbers refer to the valves to be checked. This is known as 'the rule of nine' and works for most 4 cylinder engines (but not Hillman Avengers, in case you're interested). To check the setting, insert the feeler gauge between the rocker face and the top of the valve stem and you should find that it is a reasonably tight fit. If too loose or you can't get the blade in at all without using undue force then some adjustment is necessary. To do this, put the ring spanner on the locknut followed by the screwdriver onto the adjuster. Loosen the locknut slightly without allowing the adjuster to turn if possible. Next turn the adjuster clockwise if you want to reduce the gap or anti-clockwise to increase it. Experience will teach you that you want to get a setting that is very slightly on the tight side because, when you retighten the locknut, the gap opens up just a fraction. Once you've done these two valves, you should turn the crankshaft again until the next pair of

valves go down. The actual sequence for adjustment if the crank is turned clockwise (when looking from the front) is as follows:

VALVES OPEN	VALVES TO ADJUST
8 & 6	1 & 3
4 & 7	5 & 2
1 & 3	8 & 6
5 & 2	4 & 7

To check all the valves requires just two turns of the crankshaft but it does no harm to go through the sequence a second time just to check any adjustments you may have made. Now all you have to do is put the rocker cover back on which is straightforward if the gasket is still in good order as described earlier. A smear of grease over it will help it seal better. It should only be necessary to lightly tighten the fixing nuts (the manual says 1.5 lbs.ft which is 2.5 less than even my low-torque wrench can cope with) and they should also be fitted with fibre washers to prevent oil weeping out. Overtightening will distort the cover and if this is already apparent, then the area around the holes should be gently beaten back to the original flat profile using a body hammer or similar against a flat surface such as a piece of wood. If the gasket is k*****d then a new one should be fitted. Carefully clean off all traces of the old gasket using a knife or an old chisel trying to ensure that none of the bits fall into the engine. Smear both faces of the new gasket with grease and lay it on the head as closely as possible to where the old one had been, keeping the long sides as straight as possible. Then replace the cover and look all around under the flange to check that the gasket is correctly placed. If all looks well, fit the washers and nuts and tighten gently as before. Finally, refit the breather hose.

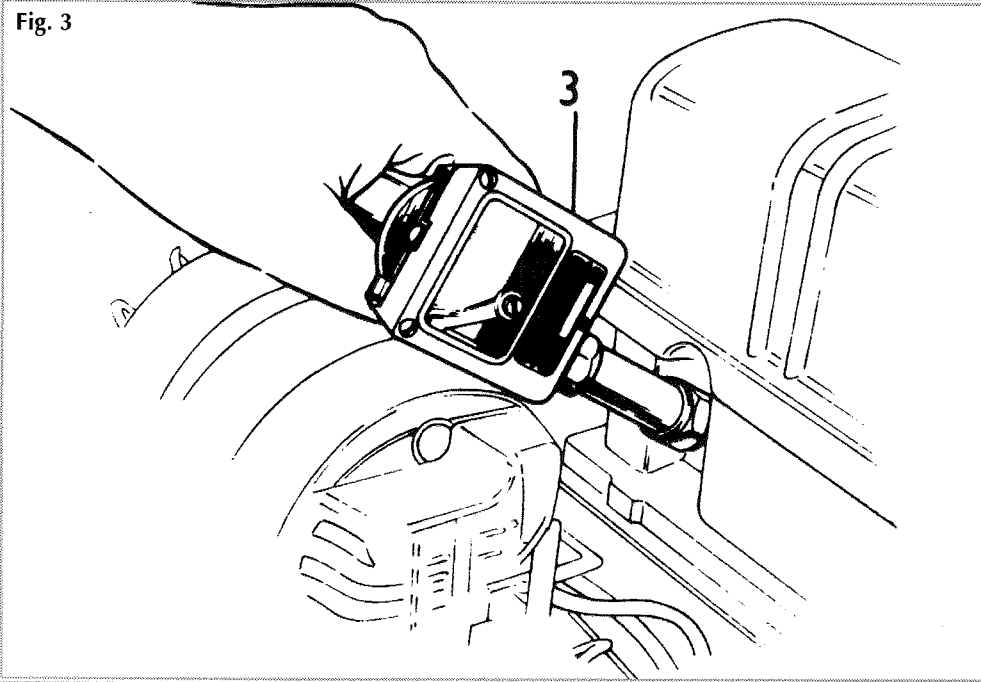
The other main job to check the engine condition is to measure the pressures in the cylinders using a compression tester tool. Again, this would be done if you are going to town on a full tune up. The way you would tell if such a check might actually be necessary is if the engine

is running roughly, as if it's only running on 3 cylinders. Of course, there are several reasons why this could be happening including faulty plugs, plug leads or distributor cap and the checking of these will be covered next month. However, it is relatively easy to check compressions with the correct tool which is basically a pressure gauge. Its actual use depends on the type, so the manufacturer's instructions should be followed. You should remove the spark plugs after having first pulled off the leads, making a note of the order in which they were fitted. Then, using a spark plug spanner, loosen and remove the plugs -

Inserting the tester in each plug hole in turn as per the instructions, turn the engine over about 3 or 4 turns until the pressure reading stabilises at a maximum. The easiest way to turn the engine over is with the button in the centre of the starter solenoid which you should find on the vertical bulkhead just under the ignition coil. The car should be in neutral, of course, and with the ignition off. There may be the odd car for which this does not work where the solenoid has been replaced at some time by a much later type without the button. In this case, the simplest way is to use an assistant to turn the engine on the key but, in this case, the low tension lead to the distributor should be pulled off first so that the ignition system is disabled - this wire is the white one with a black stripe that connects the distributor to one of the coil terminals.

The normal high compression 13/60 engine (suffix E, HE or HEA) should return values of about 139 lbs per square inch (psi) on all four cylinders (the much rarer low compression unit, suffix LE, should give 127 psi). The important thing is that all four pressures are similar. If one is down relative to the others it is worth running the measurement on that one again. A low pressure cylinder will not produce as much power, hence the rough running. The most common cause is a faulty

Fig. 3



use a properly designed spanner which is readily obtainable from an accessory shop or as part of a socket set because it is quite easy to break the insulation on a plug and render it useless.

head gasket, but badly seated or damaged valves do occur. Piston and ring problems are also possible but are less likely in my view.

Assuming all has gone well, you can proceed to the electrical side of the job. This will be covered next month since I've probably taken up more than my fair share of Courier pages anyway. Perhaps I should turn it into a book, but I can't see it being a million seller! ★



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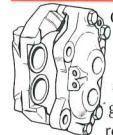
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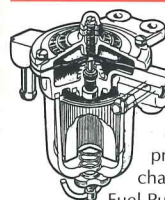
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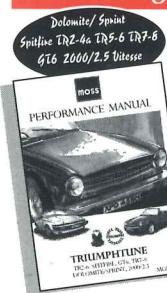
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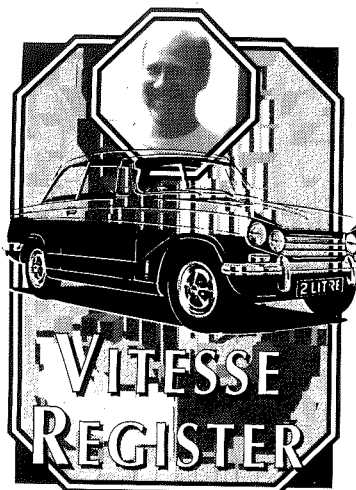
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Hi! Only another month to Stafford... and I'm still all behind (as usual!)... one day I'll be organised... (dream on!)... wait for it... I have started to construct an 'inner sanctum' in my workshop... where my beloved Mk II saloon 'Tessa' will shortly have work starting on her, this is it... "In the beginning... there was a blue wedgewood Vitesse...." Watch this space!!

The first featured Vitesse this month belongs to David Hammond (Ashford, Kent). This is his first Vitesse purchased in July of last year... YLU 565H ran well until last October when

she started doing impressions of a Kettle! This was at a rather inopportune time of the evening and David didn't arrive home until after 3am (after some pleasant conversation with a hotel receptionist!)... Since then YLU has been laid up for remedial work... head off, decoked, new hoses, radiator, electrics re-newed, valves re-ground, etc... but on re-starting YLU all was not well... she still seems to have an overheating problem... and her clutch was stuck on... and her oil drain plug wants to stay in situ!!... I know only too well of these kinds of problems... our Vitesse just hate to be left 'not used'... But as David says... (and echoes my sentiments!!!) "All said and done... I love the car and it can't wait to get out and about amongst those Euroboxes!"... David also asks... "anyone know any history on YLU... please let us know... thanks"... oh!



Also on the whereabouts of a cactus green 12/50 registration ONO 155D... which was owned by his mother in law.....

The second featured Vitesse was also purchased last year... this time by Martin Smith (Barking, Essex) a Mk II Convertible finished in valencia blue... DHN 506H... with only 63,000 miles on the clock... Martin wrote to me in December... so all the little odd jobs that he mentioned should be sorted now... (replacing some missing trim and seals, removing surface rust from the boot and engine bay... performing a complete 12000 mile service... and replacing the dynamo control box!!!)... Martin would also be interested to know of any previous history... (please!!!)... Thanks!!.....

The following is a technical item that 'happened to me'... after fitting my new pistons at the beginning of the year, VPP 533J has been going like the proverbial 'Bomb'... (and using no oil)... but becoming increasingly noisy... the tappets sounding like two sewing machines arguing at full volume!... So another offer from Hugh "Yes! That Hugh Roberts"... to sort things after removing the rocker cover to replace my very worn rocker gear... it was discovered that "Shock, horror (and other expletives) VPP had a valve spring broken!!... But still just holding in there"... so what follows is... "How to change a valve spring without any specialist tools or removing the head" remove the rocker cover (which is self evident really)...

remove the corresponding plug... turn the engine over by hand... (not on the starter!!!) until the piston is down, then through the plug hole feed in as much small rope/cord as is possible, again turn the engine over by hand (not on the starter!!!) until the piston compresses the cord against the valve, then loosen off the rocker gear, but don't undo the nuts completely, then using an open ended spanner as a lever under the rocker gear /on top of the valve spring, the valve spring can be compressed... remove the two collets with a suitably small screwdriver... remembering to place clean rags in all the orifices to prevent the collets from disappearing into the depths of your engine!!... The broken spring can now be removed and replaced... when the new spring is in position turn the engine over again (by hand!!!) to lower the piston to allow you to remove the cord... then give the valve a slight/sharp tap to seat the collets... and there you have it!... Simple or what? I was most impressed... thanks for that Hugh!!! (Yes! That! Hugh! Roberts!!!)... The final outcome is that I now have a very quiet engine, a real joy to drive... It has also been a very interesting learning period, I have gleaned several snippets of information that I was previously unaware of... these will of course be passed on, all in good time... I have to mention here that VPP has indeed had quite a lot of attention thrown her way recently... including a new rear wheel bearing... and a new 'Rotoflex' coupling (yes it can be done without splitting the hub shaft... full report in a forthcoming register... Thanks to Stan at at SW Classics for that!) Oh! and she also acquired a very annoying sclow (is that a word?... It's not in the dictionary... but used frequently here in Cornwall) or dent/scratch along her rear nearside wing... Thanks to some unknown person who parked (not very well it seems!) next to me in a service station, and no they didn't leave a note!! Another problem to be solved...

The next item was a query from Tim Mallalieu (Leeds) who has been experiencing problems with a faulty ignition switch/steering column



lock... he asked if they are the same as used on any other contemporary Triumph/BL cars... well we have a difference of opinion here... contacting my friendly parts department at the once local 'Triumph' dealers... The part number for the said item was given as 216449 which is also apparently used on the Spitfire Mk IV, GT6 Mk III, and the TR6 up to 1974... (Although John Kipping says that this is not the case) so can we all do a little research (as I will continue to do) to sort another of these little mysteries of life... I am particularly interested in this one as my two remaining Mk II saloons, both being late '71's have steering/ignition locks... Anyone know different or had similar problems??...

And finally this month... I'll leave you with a rather sad photograph sent in by Andy Peel (Northallerton, North Yorks) taken while he was on holiday in France he did comment that the absence of the facia and other parts would indicate that it isn't the only Vitesse around in that part of the country! But it was the only one that they saw!... Another one bites the dust... Sadly....

Thanks...Take Care...Cheers... ★

Mac Reynolds



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Outer door handle ass. SPIT I, II, III, GT6 I, II	£14.04
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£72.85
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£14.69
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.10
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£7.05
Window winder handles and inner door opening handles, all models - please state model	£5.88
'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£21.15
B post strikers, less slider, HERALD/VITESSE, pair	£23.50
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£13.51
Boot lock assembly SPITFIRE IV/1500	£14.10
Tailgate handle and lock assembly GT6 I, II	£14.69
Tailgate handle and lock assembly GT6 III	£14.69
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£23.50
Lock barrel and keys for GT6 petrol cap	£9.40
Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£8.23
Chrome wiper arm assembly, all models	£8.23
Stainless wiper blade and holder, all models	£7.05

CHROME/LOCKS/BRIGHTWORK/BUMPERS

Bonnet mirror (head & stem), HERALD, VITESSE, ORIGINAL from	£18.80
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£14.69
Bonnet lock kit (pairs) all models	£12.34
Bonnet catch assy. all models	£20.50
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.88
Ignition barrel and keys as above HIGHER SECURITY	£8.81
Matched lock set GT6 I, II, door, tailgate & ignition locks	£21.15
Full lock set as above with paired bonnet locks	£29.38
Matched lock set SPITFIRE I, door, boot & ignition locks	£16.45
Full lock set as above with paired bonnet locks	£23.50
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£29.38
Matched lock set, HERALD/VITESSE, door, boot, ign., c/box locks	£19.98
Full lock set as above with paired bonnet locks	£29.38
Cubby box lock assy., HERALD, VITESSE	£7.64
Rear overrider HERALD, VITESSE, fully pressed (each)	£32.90
Front overrider, HERALD 948/1200, original (each)	£34.66
B post capping SPITFIRE IV/1500	£4.99
Chrome w/screen washer jet, complete ass., original SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., original, HER/VIT	£4.99
Rear number plate light aluminium cowl, original, HERALD 13/60	£9.40
Windscreen frame ally capping	£35.25
Rubber bumper set HERALD	£105.75
Bumper end cap, aluminium HER	£8.52
Front bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
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	£43.48
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

PANELS - HERALD/VITESSE Cont.

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	£14.10
Front valance, original SPITFIRE I, II, III, GT6 I, II, steel	£94.00
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£52.88
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£24.09
Front wing, original, SPIT I, II, III, GT6 I	£61.69
Front wing, original GT6 II	£84.60
Front wing, SPIT IV/1500, GT6 III (GENUINE)	£32.90
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£27.03

Sill, all SPIT, GT6, as original

Door skin, SPIT I, II, III, GT6 I, II	£19.98
Door skin, SPIT IV/1500, GT6 III	£19.98
Full floor, ONE SIDE, front to rear, new improved	£51.70
Heelboard panel	£18.80
Heelboard bracket for radius arm	£18.80
Rear wing, SPITFIRE I, II, III, GT6 I, original	£79.90
Rear wing, SPITFIRE IV/1500, GT6 III, original	£116.37
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£38.19
Rear valance, SPIT I, II, III, GT6 I, II	£44.65
Rear valance, SPIT IV/1500, GT6 III	£36.43
Boot floor, all models	£65.80

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£13.98
Front lower w/bone assembly, 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 rotoflex	£58.75
W/ flange to diff, small or large	£5.28
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£54.05
Front vertical link, HERALD, SPITFIRE, original	£54.05
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	£15.28
Rear suspension, non roto, bolt/nut kit, all models	£14.69

MECHANICAL/SUSPENSION/STEERING

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, rotoflex models	£17.04
Rear full wheel bearing kit, non rotoflex models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£68.15
Rear leaf spring SPITFIRE I, II, III, NEW	£59.93
Rear leaf spring GT6 II, III, rotoflex, NEW	£59.93
Rear leaf spring HERALD, NEW	£75.20
Rear leaf spring VIT 1600/1, NEW	£75.20
Rear leaf spring VITESSE II, NEW	£72.85

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

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Brake master cyl. SPIT IV/1500 single line	£49.35
Brake disc 4 cyl. models	£14.39
Brake disc 6 cyl. models	£16.39
Brake drum, late GT6 Midl ORGAL	£24.68
Wheel cylinders - state model	£8.81
Brake hoses front/rear - state model	£8.52

MOUNTS & BUSHES

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

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HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£61.69
SPITFIRE 1500	£88.13
VITESSE 2 Litre, GT6 all models	£82.25



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SPITFIRE (5 HOSES)	£11.75
HERALD (4 HOSES)	£11.75
VITESSE (4 HOSES)	£14.10
GT6 (5 HOSES)	£11.75

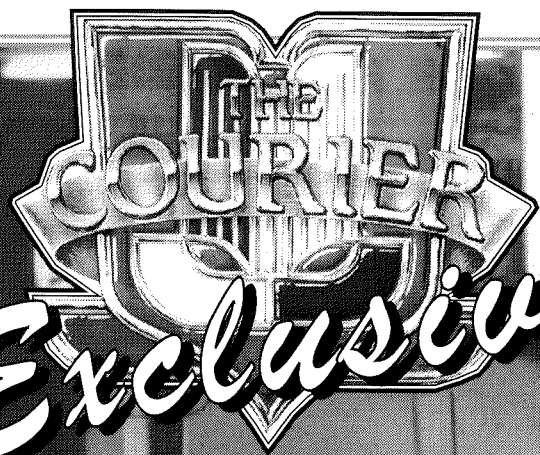


HOODS, CARPET SETS AND INTERIOR TRIM

Hoods, HER, VIT - original quality	£88.13
Hoods, SPITFIRE zip rear window - original quality	£88.13
Hoods, HER/VIT - double duck/canvas	£164.50
Hoods, SPIT - double duck/canvas	£152.75
Headlining, HER/VIT, saloon, coupe	£44.65
Pair of front seat recovering kits HERALD/VITESSE	£123.38
Rear seat covering kit HER/VIT	£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 HERALD/VITESSE	£56.40
Front scuttle side panel, HER/VIT	£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, SPIT 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 SPIT IV/1500, GT6 III	£29.38
Radiator cowl, GT6	£13.51
Radiator cowl, SPITFIRE	£11.69
ALL OTHER INTERIOR TRIM STOCKED	
LIGHTS AND MISCELLANEOUS	
Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 I, III	£17.63
Halogen headlight conversion set, HERALD, SPITFIRE & GT6	£34.66
Halogen conversion kit, Lucas VITESSE	£56.40
Wood rim steering wheel, all models	£49.35
Leather rim steering wheel, all models	£32.90
Fibreglass tunnel covers, state model	£31.67
Overdrive column switch cowl	£17.63
Alloy rocker cover, 6 cylinder	£56.40
Alloy rocker cover, 4 cylinder	£42.30

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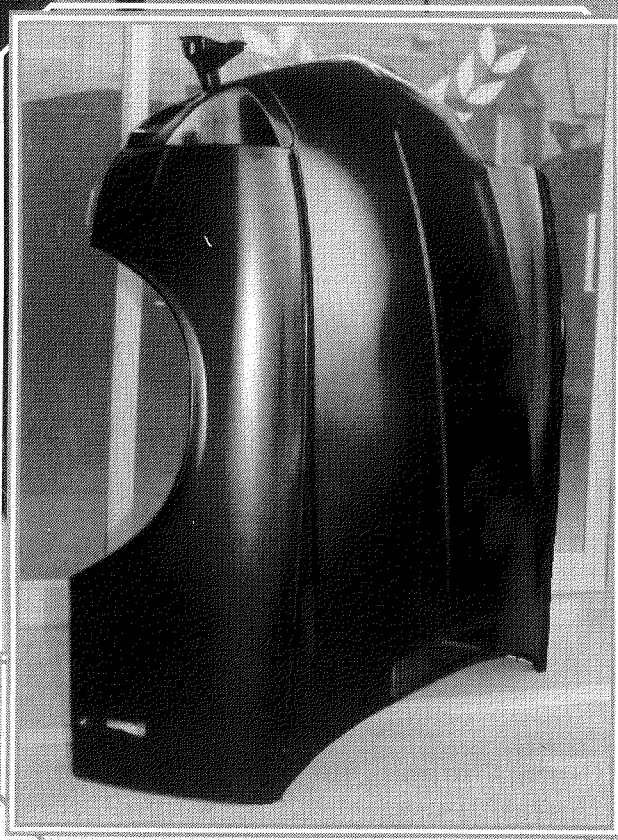


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Spitfire Mk III

COMPLETE
BONNET ASSEMBLIES
RE-MADE TO OE SPEC
BY
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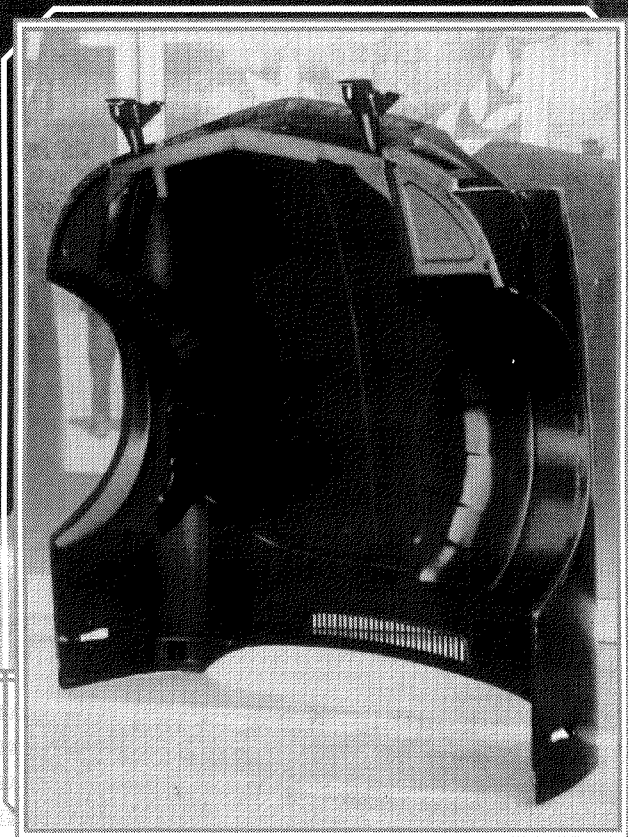
Complete bonnet assemblies for Spitfire Mk III are now available from T.D. Fitchett.

Fitchett's have taken two years and a mountain of money in tooling costs to remanufacture these bonnets to OE spec. Trial fitting reports have been all positive so far. As every panel has been remade they too are obviously available as separate repair panels.

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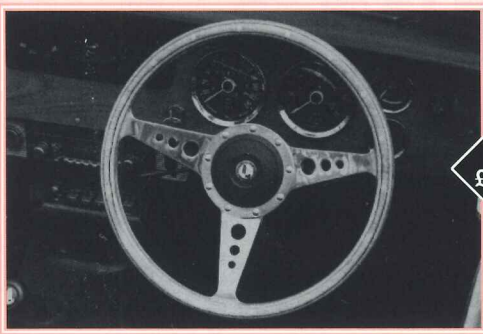
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WH007	SUPASLOTS - POLISHED SILVER - 5 1/2" x 13"	£275.00
WH014	WHEELNUTS - (SET 16) (MUST BE USED WITH ALL THE ABOVE)	£25.00

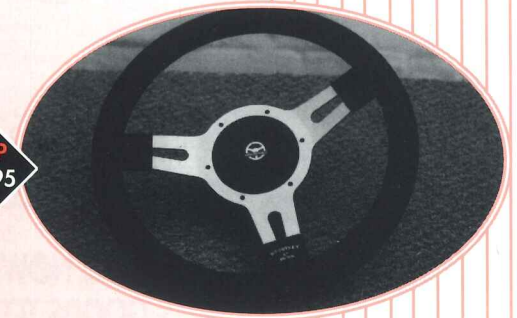
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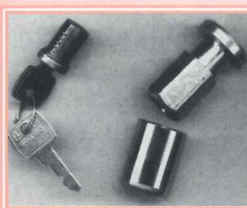
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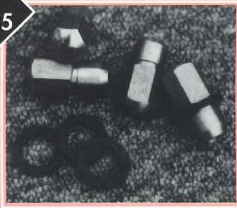
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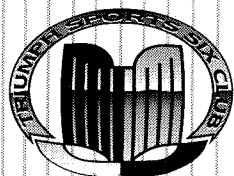
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NEW FOR 1996

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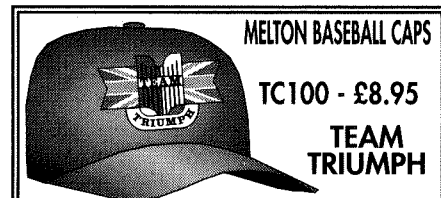
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Front wing D plate 703627	£6.50 each
Boot hinges	£18.00 per pair
1200 front wing L/R 805624/7	£37.50 each
13/60 front wing inc. rear strip 713267/8	£55.00 each
Vitesse front wings	£67.50 each
Herald/Vitesse door skins 901338/9	£35.00 each
Complete door Assy. 902250/7	£150.00
948 Herald/Vitesse rear centre valance	£29.50 each
1200/13/60 rear centre valance	£32.50 each
Sills 803070/803071	£12.50
Pedal rubbers 122289	£2.50 each
Early Vitesse carb. (Solex) front	£29.50
Bonnet catch (chrome) 607463	£26.50 each
Bonnet Corner Moulding 706161/2	£16.00 pair
Tread plates	£6.00 each
Rear overriders 703708/9	£29.50 each
Set of 8 front suspension bushes 119451	£10.00 set
Inlet manifold banjo bolt 145155	£8.00 each
Fuel gauge Vitesse 2L Mki 145100	£50.00
Petrol tank sender 13/60 est. 127814	£14.50
R/H engine bay valance 1200, 13/60 903155	£15.50
Upper rear wing (inner) set 2 706548/9	£45.00
Vitesse inner seat beam light unit GU105	£5.50 pair
Handbrake front cable 121766	£3.00
Rear quarter valance Herald/Vitesse (original)	£17.50
Hoods orig. ICI flame retardant	£130.00 each
Hoods vinyl inc. zip out rear window	£85.00 each
Vitesse 2L Mki head/clip/side/flash switch 147278	£17.50 each
Door hinges 607824	£15.00 each
Door to glass weather strip	£5.75 each
Inner front wheel arch, left hand/right 903 075/6	£25.00 each
Wheel arch to bulkhead R/H 911271/2	£25.00
Set 4 spark plugs, 1200 and 12/50	£2.50 set
Universal joint with grease nipple	£2.50
Windscreen washer/wipers pump switch	£45.00
Herald recon exchange drive shaft Assy. inc shoes	£130 each
Drive shafts 1200 and 12/50	£52.50
All chassis outriggers/side rail/boot extn.	£12.50 each

SPITFIRE MKI & II & III

Spitfire MkIII complete bonnet assembly	£558.12
New overdrive propshaft 210985/218952	£75.00 exchange
Front shock absorbers GSA265	£17.50 each
Left/right hand front outer wheelarch 903137/8	£27.50 each
Left/right hand front inner wheel arch 706548/9	£25.00 each
N/side, O/side front wings 907154/5, 903088/9	£55.00 each
Rear valance lamp panel 569900	£37.50 each
Battery box 806707	£9.00
Rear lamp Assy. 208532/217025	£27.50
Recon. brake caliper 210988/210987	£45.00 exchange
Bonnet catch (chrome) 607463	£20.50 each
Speedo cable GSD165	£9.50
Speedo cable O/D GSD113	£7.00
Vinyl hood MkIII inc. zip window	£85.00
Hood MkIII orig. ICI flame retardant inc. zip window	£130.00
Spitfire MkIII boot lid steel 575787	£129.00
Front competition road springs 209033	£25.00 each
Spitfire I, II, MkII Hard top rear screen 807499	£60.00
Door skins	£25.00
Dash top cover 706569	£25.00
Spitfire III side lamp mounting panel 910157/8	£45.00
Left/right bonnet hinge tubes 911679/811680	£17.50 each

SPITFIRE MKIV & 1500

Universal joint with grease nipple	£6.00
Hard top rear screen 819959/KKC3441	£45.00
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Front bumper	£175.25
Caliper repair kit inc. piston	£15.00
Bonnet hinge pivot box RKC362/3	£23.50
Spitfire rear lamp panel 716182	£75.00
Stainless steel oversill kit	£39.00 kit
Handbrake cable end fork 104749	£2.00 each
Early/late rear drive shaft	£55.00 each
W/screen rubber chrome insert 917248/9	£32.50 per set
Windscreen aperture panel drip channel	£10.00 pair
Water pump 216939/GWP 128	£29.50
Handbrake front cable 121766	£3.00
Wishbone bushes 119451 (set of 8)	£10.00
Brake master cylinder 121766	£35.00 each
Dash top cover 815281	£23.00
Brake caliper offside/nearside 159130/1	£53.00 each

Rear valance 908970	£19.50 each
Nearside/offside sill OE, 903097/8	£27.50 each
Sill reinforcement panel L/H and R/H 806634/5	£6.00 each
Inner sill L/H and R/H 806638/9	£12.50 each
H/lamp support panel ass. L/H & R/H 818871/2	£17.50 each
Bonnet hinge tube R/H 911108	£20.00 each
Rear inner/inner wheelarch L/H & R/H 725563/4	£35.00 each
Front 1/4 valances o/side & n/side 815391/2	£45.00 each
Seat cov. set, black cloth h/booth, material comp. car set OE	£98.50
Seat cov. set, brown cloth h/booth mat. comp. car set OE	£75.00
Knee pad L/R hand 719391/719401	£6.00 each
Steering joint 142140/FAM1718	£16.50 each
Heater valve 724021	£29.50 each
Rear lamps 216932/216933 TKC940	£29.50 each
Front shock absorbers GSA364	£20.00 each
Air filter ass. inc. filters 217822	£30.00 each
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Speedometer 218815 late MkIV	£47.00
Brake disc 208715	£14.50
Stub axle UKC697	£14.50
Steering lock 216449/UKC2719	£32.50
Front wheel arch inner l/hand & r/hand 909797/8	£29.50 each
Front wheel arch outer l/hand & r/hand 909351/2	£27.50 each
Steel boot lid 911327	£150.00 each
Front wings 909663/4	£23.00 each
Door skins	£25.00 each
Sill end plate (front) 706422/3	£4.50
Rear wing rear repair panel	£10.00 each
Rear wing front repair panel	£9.50 each
'A' post lower panel filter, l/hand & r/hand 706288/9	£10.00 each
Half floor l/hand & r/hand	£43.00
Boot floor	£55.00
Door int. release bezel l/hand & r/hand 819803/4	£4.00 each
Exterior door handle l/hand & r/hand chrome 915633/4	£41.00 each
Exterior door handle l/hand & r/hand, black, YKC2837/8	£41.00 each
Window regulator L/H or R/H 911271/2	£29.50 each
Hard top rear screen seal 911040	£25.00 each
Carpet set	£60.00
Hoods original ICI flame retardant inc. zip window	£130.00
Hoods vinyl inc. zip window	£85.00
Suspension top joint GSA156	£13.00
Front wheel bearing kit GHK1021	£12.50
Rear wheel bearing kit GHK 1029	£13.50
Clutch release bearing carrier Assy. 213032	£20.00 each
Window reg. glaz. channel l/h & r/h 706789/90	£35.00 each
Rear outer wheel arch 909661/2	£27.50
Camshaft RKC 3305 REPRO	£35.00 each
Door hinges 607824	£15 each
Distributor cap GDC136	£3.50

GT6

Petrol tank cover board Mki & II 710703	£20.00
Boot floor carpet Mki & II 810841	£17.50
Driver's sun visor MkIII 815384	£8.50
Main carpet early MkIII new tan 819813	£29.50
Main carpet late MkIII new tan 822633	£23.50
Main carpet MkIII black 822631	£29.50
Rear quarter light seal L/H black MkIII 820611	£10.00
Rear quarter light seal L/H new tan MkIII 820613	£8.00
R/H front suspension vertical link 209072	£42.50
Near/Offside front wing Mki 908113/4	£72.50
New crankshaft 308034	£80.00
Front side/indicator lamp Assy. 155466	£20.50
R/hand front overrider GT6 Mki 710717	£25.00 each
Rotoflex coupling 152273	£20.50 each
Front shock absorbers	£20.50 each
Dash veneer set MkIII 820073	£76.50
Clutch pedal and box Assy. 217431	£25.00
Courtesy light switch 627745	£1.75
Rear brake shoes Mki & II & MkIII Roto GBS750 OE	£12.00 set
Set of high performance HT leads	£8.50
Recon EXCHANGE water pump GWP201	£29.50

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

Complete range of overriders built by ex Laycock engineer, POA. Also complete range of coil suspension springs to fit all models £20.50



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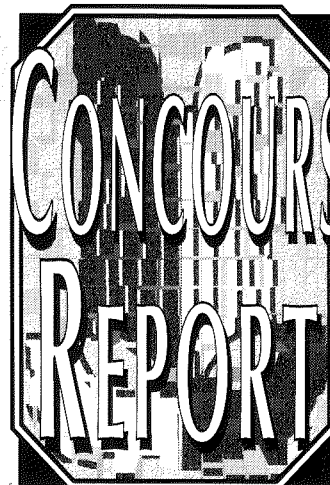
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The International is just over six weeks away, the Trophys are ordered, computer programming checks complete, the Spitfire is packed with N.A.S.A.'s computer as back-up, just in case! Dave did say that 75% of the work is planning, the other 25% is worry as to what has been lost forgotten or is going to go wrong!

I would like to welcome the new sponsors to the competition and thank all existing sponsors for continuing their support of the concours at the International, which is the place to be associated with both the Triumph Sports Six Club and the concours competition.

STAFFORD INTERNATIONAL CONCOURS 1996

The Sponsors for this years competition are as follows:-

MASTERS - RIMMER BROTHERS LTD

ORIGINAL HERALD - JOHN KIPPING

MODIFIED HERALD - N/A

ORIGINAL VITESSE - TRIUMPH WORLD

MODIFIED VITESSE - CHIC DOIG

ORIGINAL SPITFIRE - SIX SPARES

MODIFIED SPITFIRE - BURLIN FUEL SYSTEMS

ORIGINAL GT6 - Q.L.C.

MODIFIED GT6 - ANGLIAN TRIUMPH SPARES

BONDS AND SPECIALS - BELLS SILENCERS

UNRESTORED - JOHN KIPPING

PAINTWORK - MOSS EUROPE LTD

INTERIOR - NEWTON COMMERCIAL

ENGINE BAY - MOSS EUROPE LTD

GUEST - N/A

Finally an appeal to all concours judges past and present, if you have judged an International concours and are willing to continue or have not volunteered your services for whatever reason please call me before the end of this month, as I need to format a team for the day. (Those lucky folk I collared at the A.G.M. need not call as they will be volunteering themselves for any jobs left over anyway.) No! But seriously at the same time I need 3 or 4 willing volunteers to assist with the marshalling of cars into the hall on the morning of the show.

And finally, yes sorry, I would welcome any calls from prospective competitors on any aspect of the competition, the best time to catch me is during the evening from approx 6:00pm to 9:00pm as I am in and out at various times of the day. A fax line is always available if you wish to commit your views etc to paper. The number is on the inside the back cover of The Courier.

And finally - good luck to all the competitors for 1996. ★

Chris Mills

International Concours Rules 1996

- All cars entering must be road legal, taxed, MOT'd and insured.
 - All cars must be driven to the event.
 - All Entrants (with the exception of the guest class) must be current members of the Triumph Sports Six Club. Anyone unable to prove their membership of the TSSC will be required to pay an additional fee of £5 or may enter the guest class.
 - The Concours Organisers decision shall be final, no discussions on the marks awarded will be entered into. Any correspondence should be addressed to the Organiser after the event.
 - For the purposes of this competition, the following definitions will apply:
Original - Cars whose specification is as the cars were originally constructed. This does not mean that the original components are required, but any replacements should be of the same materials and construction as was originally used.
Modified - Any car which is deemed not original, be virtue of modifications not specifically excluded in rule 6.
 - Any car will be considered modified if its specification has been changed from the original. The following exceptions will apply;
 - Radial tyres
 - Stainless Steel exhaust, in the standard pattern
 - Laminated windscreen
 - Seat Belts, where these were not originally fitted.
 - Any factory available option, correct for that model/ year
 - Copper/Cupro-Nickel brake/clutch pipes
 - Rear fog lamps
 - Uprated standard configuration lighting
 - Non-Original paint materials
 - Alarm systems
- In addition, the Concours Organisers maintain the right to accept further modifications into the Original classes at their discretion.
- The order in which cars are judged will be decided by each entrant drawing a number in the range 1 to 20. Cars will be judged in ascending order by marque.
 - For the purposes of these rules, the following will be referred to as the major classes; Original Herald, Modified Herald, Original Vitesse, Modified Vitesse, Original Spitfire, Modified Spitfire, Original GT6, Modified GT6, and Bonds & Specials.
 - Eligibility for the Master Class will comprise Car Of Show and the winners of the major classes from the previous 3 years events. Those cars eligible must make one appearance in the Master Class to be eligible to re-enter the ordinary classes within the 3 years following their initial class win. The winner of the Master Class will be excluded from the competition for a period of 2 years, during which time, they will receive free entry to the International Weekend where they will be invited to display their cars for the benefit of the membership.
 - The Car Of Show award will be selected from all cars, including the Master Class.
 - Paintwork, Interior, and Engine Bay awards will be selected from all cars. A car may be entered in any one

- of these classes specifically, allowing the entrant to concentrate their efforts on that area. Cars so entered will not be marked in any other class.
- No car shall win more than one award. The hierarchy for distribution of the awards will be as follows;
Car Of Show, Master, Major and Unrestored Classes, Paintwork, Interior and Engine Bay.
 - The awards will be as follows;
Car Of ShowWinner
Master ClassWinner & Runner-up
Original HeraldWinner & Runner-up
Modified HeraldWinner & Runner-up
Original VitesseWinner & Runner-up
Modified VitesseWinner & Runner-up
Original SpitfireWinner & Runner-up
Modified SpitfireWinner & Runner-up
Original GT6Winner & Runner-up
Modified GT6Winner & Runner-up
Bonds & SpecialsWinner & Runner-up
UnrestoredWinner & Runner-up
PaintworkWinner
InteriorWinner
Engine BayWinner
GuestWinner
 - Entrants shall display the class indicator, as issued by the Concours Organiser on the windscreen of their car. Failure to do so may result in the car being incorrectly judged. The concours organisers cannot be accept any responsibility for this occurrence.
 - The Unrestored Class will not be formally marked, but will be the selection of the award sponsor or their representative.
 - An unrestored car is one which has not received the benefit of restorative work. The difference between restoration and maintenance shall be the decision of the class sponsor.
 - Entry to the event may be made in advance during the calendar month preceding that in which the event falls. After this period, entry may be made at the International Weekend.
 - Judging will commence at 10.00 and entries will not be accepted after this time. Cars must be available in the Concours arena by 9.30. Once in the arena, cars may not be removed until the end of the event, without the permission of the Concours Organiser.
 - Entrants may be requested to prove that the stated mileage has been covered during the preceding 12 months (to be evidenced by MOT certificates)
 - Unattended cars will score nil for any element of the marking sheet to which the judge cannot gain access to mark.
 - A guest car will be any car which would not qualify for membership of the TSSC under the widely accepted definition.
 - The completed mark sheets will remain the property of the TSSC. Mark sheets will not be returned to competitors. However copies will be available directly after the results and awards are completed. The organisers decision is final (please refer to rule 4)



INTERNATIONAL CONCOURS 1996 STAFFORDSHIRE SHOWGROUND SUNDAY 14TH JULY ADVANCED ENTRY FORM '96

About You	
Name	
Address	
Postcode	
Tel No.	
Membership No.	

The Concours		
Modified	Herald	Bonds & Specials
Original	Vitesse	Unrestored
Circle the appropriate categories.	Spitfire	Masters
	GT6	Guest

About your Car	
Model & Series	
Colour	
Registration No.	
Total Mileage	
Annual Mileage	
Modifications	
Use of the car	Concours only Second car Only car
Organisers use	

If you intend to enter this year's International Concours, you should think about entering in advance. Not only will you save money but you will also save valuable time on the day.

Pay **£6** on the day or send the completed entry form together with a cheque

for **£5.00** payable to TSSC Ltd, to:

Chris Mills, 29 Carisbrooke Ave, High Wycombe, Bucks. HP12 4NL.

Closing date for advanced entry: end of June 1996.

Aknowledgements will be sent out during the first week of July.

N.B. Cars entered in advance must still be available in the main hall by 9.30a.m. on:

Sunday 14th July.

Photocopies accepted.

CONCOURS 96

Preparing for Concours

your engine has only a light film of oil. Use it on the suspension too, particularly around the steering swivels and brake back plates. It helps a great deal if you can raise the car up to do this, on ramps or axle stands, not bricks! On the floor pan, use degreaser where necessary otherwise use strong soapy water and a scrubbing brush (yes you will get filthy and wet).

BASIC CLEANING

Before even thinking about polishing all the shiny bits, the first thing to do is to ensure that the car as a whole is as clean as you can make it. For this reason it is best to start with the grubby parts. These are the engine bay, the suspension and the underside. How you clean these is a matter of personal choice and the facilities available.



Personally, I think steam cleaning is a little too harsh and in certain areas (electrics) it can do more harm than good. Use a good degreaser, applied liberally with a brush. The aerosols and trigger sprays just don't put enough on unless



Once all the cleaning fluids have soaked in, you can rinse them off. A hose pipe is a good idea here, or better still, a power washer such as the one sold through the Club. Rinse everything off thoroughly and then wait for it to dry. Remember that degreaser creeps and will have removed much of the lubrication that is meant to be there. Ensure that all components that need oiling are re-done after the degreasing (steering swivels, carburettor linkages etc).

Now is the time to start the detailed preparation of the individual components. For the purposes of this article, I will assume that the car is being prepared for the original class when referring to colour finishes etc. Modified cars can of course use whatever finishes are required.

ENGINE BAY

The block, head and most of the ancillaries on all of our cars were painted black. The degreasing process may have removed some of this paint, as it was not that well applied. Anything that can be removed, dynamo, starter motor etc, will be best painted off the car. For the exact colours of certain components, rocker box, fan, air filter box, you will need to do some research. Sales brochures are a good source or visit some other shows and look at, and talk to the owners of other cars. Radiators never, ever, had their tops polished. Alloy components can be polished using whichever metal polish you prefer, any staining, caused by petrol etc, can be removed using meths. All rubber hoses, brake or coolant, can be polished up using a proprietary vinyl finish or shoe polish.

WHEELS

These can be removed, rubbed down and repainted in the correct colour, silver or white, front and back.

WHEELS & TYRES

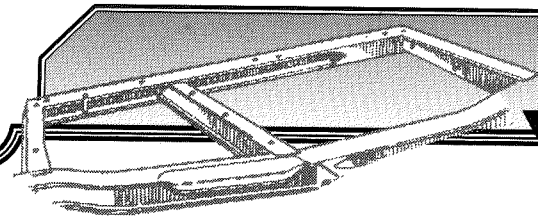
Clean and polish the wheels and trim, again, use chrome cleaner if necessary. For the tyres use nothing more technical than shoe polish. Apply it with a brush and work it into the lettering and other mouldings then buff it up with a soft cloth. Don't forget the spare and the inside faces.

CARPETS

If these are in any way dirty, they should be removed and shampooed. Back in the car, they should be vacuumed, and/or brushed with a stiff handbrush to raise the pile. Any loose edges should be secured, and any fraying should be repaired.

SEATS

These are another set of items that are far easier to clean out of the car. Using a proper upholstery shampoo and a nail brush, clean into all the edges,



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All cars get year released No. plates, no 'Q', ie, 1973 would be 'M' and 1968 'G' etc. We can convert to RHD 'no problem to us'. Full restorations or part, done to your requirements.

CARS FOR SALE

1968 GT6 MkII, RED	£2250.00	1973 GT6 MkIII, BLUE	£1750.00
1971 SPITFIRE, BROWN	£1250.00	1977 SPITFIRE, BLUE	£1750.00
1971 GT6 MkIII, RED	£2000.00	1978 SPITFIRE, GREEN	£1750.00
1971 GT6 MkIII, RED	£1200.00	1979 SPITFIRE, WHITE	£1500.00
1973 SPITFIRE, WHITE	£1750.00	OR WILL BREAK FOR SPARES.	

SPARES

Chassis £195, Bodytubs from £850,
Bonnetts £300, Boots & Tailgates £65,
Doors (pair) from £170, Bumpers £75 each.
Also TR6 rolling shell, 1973, £2000.00.
Also Healey 100/4, 1955, chassis and
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DAIHATSU, STRADA, SCIMITAR,
2 CV, F20, F70, F75, ROCKEY AND
F80.**



including peeling back the piping to remove
any grit that has been trapped. Once clean,
polish using a good vinyl treatment.

DASHBOARD

Before cleaning anything, ensure that all pipes,
wires and trim are tucked away and secured
behind the fascia. Clean all the dial faces and
the chrome retaining rings (if fitted). Any control
where the lettering/symbol has worn away, can
be repaired using a little white paint on a cocktail
stick. Make sure that the ashtrays are empty,
clean and repaint if necessary.

BOOT

Cars with rubber boot mats should have them
removed, scrubbed clean and polished. The
jack should be cleaned and repainted in the
original colour. The screw thread should have
a light application of grease.

LIGHTS

Remove the lenses and wash in warm soapy
water. Use an old toothbrush to clean out all
the mouldings, dry and refit.

So there you have it. No one is saying that you
will win, and even if you don't intend going on or
anywhere near a concours field, your car is now
cleaner, safer and even more of a pleasure to own.

Need help fixing your Triumph?

- We can fix dents,
 - replace rusty panels,
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 - restore sagging sills and sticking doors,
 - respray in original Triumph colours,
 - and generally get your car looking good and going well!

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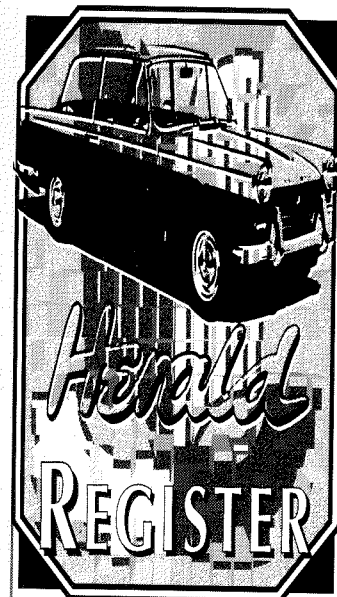
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- ★ Rot free Spitfires always being dismantled for the very best quality used parts. Example prices for Spitfire MkIV / 1500:-
 Bodysell (LHD) excludes doors, bootlid £700 - £950
 Right hand drive conversion to shell (inc. parts) £150
 Bonnet assembly (inc. lights, cowl etc) £275 - £350
 Boot lid £50 - £75
 Doors £50 - £85
 Chassis £125 - £175

STOP PRESS!!!
 30 More Rot-Free Californian Cars/Bodies For April '96
 including: 10 Spitfires, GT6 Mk II, MkIII, 2 Herald 1200
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 Prices are for best quality corrosion free panels.
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 Slightly damaged panels with no rot also available
 with good discount, eg bodysell £400 (OSR damage).
 ★ Tons (literally) of used mechanical, body and trim parts.
 ★ Always dismantling cars for spares / project cars for sale.
 ★ Mail order service - credit cards welcome.



COMMISSION NUMBER BY YEAR

I have been asked by a number of people for commission number information to prove year of registration for exemption of road tax under the 25 year rule.

The commission numbers by year of production are reproduced in the attached table. Bear in mind that these are guidelines and that exemption is based on the end of the year the car was registered.

Although production of 1200's ceased in December 1970, with commission numbers GA 249 873 DL, it is very likely that some cars were not registered until 1971 (exempt 1 Jan 1997) and possibly 1972 (exempt 1 Jan 1998). I would imagine this would only apply to 1200 saloons as 1200 convertible and estate production ceased in September 1968. ★

TYPE	948					12/50	1200				
MODEL	SAL.	'S'-SAL.	COUPE	CONV.	TC-SAL.	SAL	SAL.	COUPE	CONV.	EST.	VAN
COMMISSION NO.	G -	G - SP	Y -	Y - CV	GY-DL	GD - RS	GA-DL	GA-CP	GA-CV	GA-SC	GA-V
1959-JAN											
1959-MAR	1		1								
1959-SEP					1						
1960-JAN	23651		5267		1158						
1960-MAR				5632							
1961-JAN	60024		22098		10184						
1961	64435(3)	(2)60471	23428(6)	23428(6)	11392(6)		(2) 1	(2)609	(2)266	(3) 4414	
1962-JAN		68646					45261	45281	45262	45276	
1963-JAN							97397	971421	97398	97399	(2)45826
1963						(3)1					
1964-JAN		73568				15755	138312	138315	138359	138344	
1964		73571(1)									
1965-JAN						29034	169371	?	169469	169372	
1965								162103(10)			156456(10)
1966-JAN						42716	200235		200234	?	
1967-JAN						51363	222406		222411	222408	
1967						55689(8)					
1968-JAN							?		?	?	
1968									234868(9)	234990(9)	
1969-JAN							244436				
1970-JAN							248226				
1970							249873(12)				

Chris Longhurst

BLAST FROM THE PAST

Take a well designed and well proven popular car like the Triumph Herald, strip it down to its sturdy chassis, build in the 67 bhp Spitfire MkII engine, cover it all with a smart glass fibre GT body shell, and there, basically, you have the Bond Equipe.

The name Bond may conjure up fantasies of sumptuous living, fabulous women, and daring-do, but the Bond Equipe is a different exciting story. It's fact, not fiction.

In the Bond works in Preston, Lancs. to which transporters run almost a scheduled service from Standard-Triumph, Coventry, along the M6 with chassis, Spitfire engines and other components, around 50 Equipes are being turned out every week for sale at home and overseas.

The Equipe is really quite unique in the British motor

UNIQUE ASSOCIATION IS THE BASIS OF THE BOND EQUIPE



industry. It has no close British rival and owes its special niche in the market to a working association between a major manufacturer and a specialist constructor which again, has no true parallel.

What other special-bodied and craftsman built, relatively small production car for instance, has full approval and co-operation of one of the Big Five makers, is distributed and sold through the big company's home and export dealerships, and can enjoy all the larger company's spares and service facilities throughout the world?

The graveyard of British motoring is fairly well covered with the brilliant revolutionary, sometimes too far ahead of their times designs of courageous companies with too few resources. For however successful and famous some of their designs have been they were rarely backed by an adequate sales organisation and efficient service.

Bond Cars were fortunately well aware of this when they felt, four years ago, it was time to spread beyond their three-wheeler Minicar market. They had had many years



experience of designing and laminating glass-fibre bodies with a good finish, and on production of over 100 vehicles a week, and 43 active Bond owners clubs round the country, was good enough testimonial to the robustness of their workmanship.

The well-designed, already well proven Triumph Herald with the rare asset for a modern small car of a tough chassis could not be bettered as the base for Bond's entry into the four-wheeled class.

Bond's managing director, Tom Gratrix, and his engineers should know. They looked closely at just about every model on the market.

What made the prospect more interesting was that no manufacturer, Standard-Triumph included, had considered there was sufficient

potential for their assembly lines in a small, grand tourer of outstanding styling which would combine the comfort and most of the roominess of a saloon, with the handling and performance characteristics and racy appearance of a two seater sports car.

But for Bond's 300 workers, it was an attractive idea. Says Tom Gratrix, 'We knew there were enough keen motorists around, from frustrated family men with sports car inclinations to spirited lassies who wanted to drive in a lively manner without having their hairdos blown

about, who would gladly pay a little extra for a car like the Equipe'.

Bond put the scheme to Arthur Medlock, sales manager of Standard Triumph's Special Products Division. He realised there was a neat slot for such a car in Standard Triumph's own model range, and began to promote it with the management.

There were many details to be hammered out, and Maurice Goymer, at that time Standard Triumph International's senior service executive, John Carpenter, then General Sales Manager and Lyndon Mills, Standard Triumph's home sales manager, became concerned in translating the whole concept into a business-like arrangement.

The result was that after prototype models had been built, evaluated and approved, Bond Cars late in 1963 were given an exclusive three-year licensing agreement.

So the Equipe 2+2 (two adults and two children), with a steeply raked roof coming right down, almost to the rear bumper line and anticipating by a couple of years the advent of the incoming 'Fastback' style, made its debut at the 1963 Earls Court Motor Show.

Doors are always tricky devices to design, and Bond sensibly decided to retain the Herald's own steel doors and window winding mechanism. They also retained the Herald's windscreen and scuttle, and married their glass fibre body successfully to them.

The front bucket seats with plenty of sideways support, and the interior trim, were designed by Bond and have consistently



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earned high praise from motoring journalists who have had the Equipe on test. The intention was to make this a luxury small car.

But as production built up, demand grew for more headroom over the rear seats so that adults could be accommodated. So at the Motor Show a year later, Bond introduced a new version, the Equipe GT4S.

The rear roof line was lifted two inches, and swept down not to the bumper, but to a 'sawn off' tail like a miniature Ferrari's or Triumph own 2000 and 1300 models.

This provided the Equipe with an enormous externally opening boot, and with new twin headlight treatment at the opposite end, gave Equipe sales a rapid fillip.

During 1965 the MkII Spitfire engine was incorporated, and soon afterwards, even though the original licensing agreement was only one-third expired, it was extended for a further three years. 'That's



the best possible indication there could be of the success of our association', said Bond's Tom Gratrix at the time.

With the cancellation of the TSR2 aircraft, many aircraft workers in Preston became redundant and Bond took many of them on to expand the Equipe's production.

Exports grew, until now, Standard-Triumph distributors have sold the Equipe in 26 countries. With a 100 car order from France to open up the market there, Bond exported altogether more than 12% of their 1965 output.

Standard-Triumph's Paris distributor, M. Bernard Lamy of Voitures Paris Monceau, has been running a sales cavalcade of

Triumph models through French cities, and among them had been a Bond Equipe. The Equipe has in fact been driven by 19-year-old Andrew Gray, student son of Bond's chairman, Col. Reg Gray. Andrew's idea was to spend a six months' between studies period, working in France, gaining some sales experience, and helping Bond's sales at the same time. The arrangement seems to have benefited everybody.

Overseas sales in 1966 began with a new order and a new market for our cars for Japan, and managing director, Tom

Gratrix, is confident that this year the Equipe, 'Built by Bond in Association with Standard-Triumph', will be doing better than ever. ★

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If it wasn't for the last minute, nothing would ever get done, or so they say, and they obviously know a thing or two about rebuilding Triumphs. As I write these words, there are precisely 58 short days left before the TSSC International at Stafford – not so very far away!

Work on my Vitesse progresses – one way or another – indeed, I've just taken two days off work to strip off every last piece of trim etc, prior to my car going into the paint shop for its' second respray, this has unfortunately proved necessary due to the very disappointing paintwork flaking off in chunks, so there's nothing else for it, but down to the metal for another go! It should be with the painters for about three weeks, which leaves not a lot of time, to complete it:- but rest assured, if it's humanly possible, it'll be Stafford bound.

Talking of Stafford, this year I fully expect a sizeable entry for the International distance award.



It's really quite painless – just hand over a piece of paper at the control desk, with details of your name, address, your car and the distance you drove your car to get to Stafford. It is FREE to enter and the first prize is a years free membership of the TSSC, and 2nd/3rd prizes of a TSSC sweatshirt of your choice.

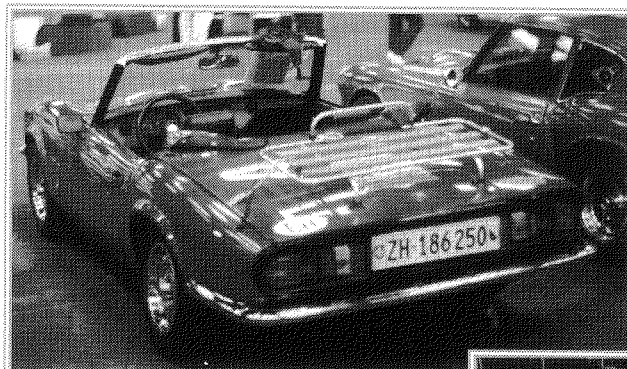
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Léon Guyot

To encourage some of you good people to enter, here are some photos:-

On the Saturday, we look forward to seeing an interesting line-up of non UK registered Triumphs gracing the main hall – NOT left outside in the camp site please. Remember that the condition of your Triumph is NOT important, it is just BEING THERE for all to see and enjoy.



A Swiss Spitfire 1500, all the way from Alpine Zurich.

A German Vitesse over from Berlin, Stafford 94.



A Belgian Vitesse 6 convertible from South Eastern Belgium. Stafford 94.



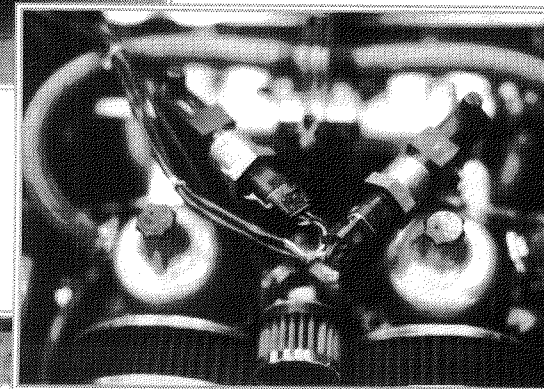
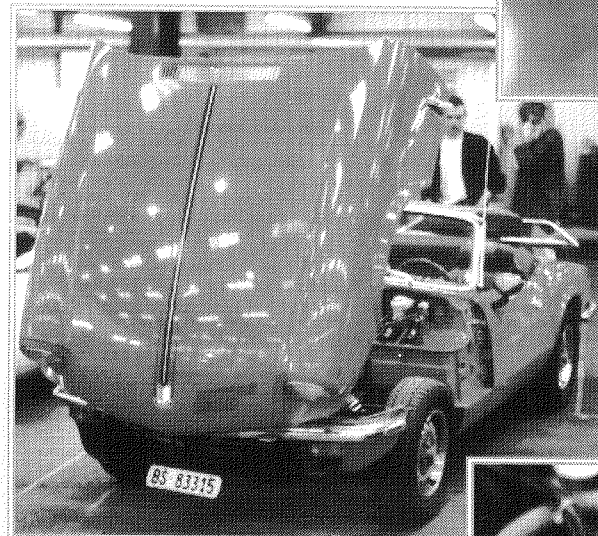
A French Spitfire from Loire Atlantique, Dept.44 at Stafford 95.



Photos were taken at Stafford Showground, TSSC International Weekend 1995 - below.



These shots depict an interesting Swiss Spitfire 1500 mit Katalysator or 'Cat' – required in Switzerland to pass their stringent emission testing – so you see, anything is possible when it comes to keeping your Triumph on the road!



International members DO enter the Concours on the Sunday and some 'areas' exhibit the very best spirit of teamwork, such as TSSC Belgium and Claude Buntinx's Vitesse 21 MkII convertible at Stafford 94 - left.

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Talking of teamwork, see how TSSC Essex members fit a club exhaust to a hapless Spitfire in the Stafford camp site, looks like a bit of a 'bum job' to me - right (Stafford 94).

The Autojumble – the biggest Triumph autojumble! is for many members, the very best part of the show, as you can see in:

'Bob Heath takes a seat' (Leics 94) - below.



Stafford awaits Stanpartians (Mick Dolphin's stand) Stafford July 94 - right.

Well, I hope that little reminder of previous Internationals wets your collective appetites for this years event, and I look forward to meeting as many of you as possible – see you all there!

I've just returned from a splendid South of England Meet, lots of sun (red nose!) lots of shiny cars, and lots of fun:- the coming show season looks promising indeed.

Did you all notice how many club cars are appearing fitted with engines not originally fitted to our cars by messrs Triumph/



I believe this is a growing trend, as the original and increasingly tired Triumph engines are being eschewed in favour of more modern/ reliable/ smoother/ cleaner/ cheaper power units:- I'm not saying that there is anything wrong with Triumph engines, far from it, but I do believe that rebuilding Triumph engines, is becoming increasingly beyond the financial means of many members, the availability of parts is sometimes lacking, but more serious is the continuing hefty increases in the cost of various basic components required for an engine rebuild – some suppliers, I'm afraid do seem to be guilty of jumping on the 'classic car band wagon' and destroying their own market, and livelihood with ever higher prices – a real shame.

At this point, I should say Hi to Paula and Frenchie, new members who drove down from Northampton in their Toyota Twin Cam powered Spitfire 1500, a nice conversion well carried out and a contender in the modified Spitfire class at Stafford!



Members who may have seen me driving (floating?) around in that big black 1970 seven and a half litre Cadillac Fleetwood Convertible needn't worry, I'm not about to swap my Herald for any Yank Tank, I love it too much, but that power steering was something wonderful to behold, and as for that V8 burble – very tasty – now there's a germ of an idea?

See ya – Leon ★



GOLDEN OLDIES

Having owned my current Triumph for about 1 year now I thought it was about time to write to tell you about an interesting day out last summer. I know that it is a long time since then, but I keep delaying putting to paper (or word processor to printer) due to pressures at work demanding my time.

First, some details about the car. It is a Vitesse MkII 2L Convertible in white with a black hood, registration no. VJW 567G first registered 1st January 1969. It has been in the same family since new until I bought it last year and over the past ten years it has only been out for one or two weekends each year, although it has been fully serviced and maintained to a very high standard. The original bill of sale, together with all service documents, repair bills and MoTs were included in the sale which gives a very comprehensive history to the car. Since new the car has only covered 45,000 miles and the care taken by the previous owner is fully reflected in its very good original condition. The carpets are showing signs of wear, but other than that there is little that requires attention at this time other than standard servicing.



I have owned three Triumphs before. The first one was a 1965 Herald 12/50 in cherry and white with black sun roof, registration no. FDT 345C (is it still around?). I owned this in 1970 when I was a student in Buckinghamshire and it took me on many trips from Mansfield to Bucks and back again. I sold that in 1972 and did not buy another Triumph until 1980, when I bought two - a MkII and a MkIII Spitfire. Unfortunately they were in poor condition and following many difficulties with them I sold them both about a year later. At college I always fancied a Vitesse convertible and at long last I decided to rejoin the TSSC early last year and look for a suitable car. I found this one in the first edition of the Courier classified section which arrived and after a trip to Birmingham a price was agreed and I became its new owner. So far I have enjoyed the car a great deal (especially with the wonderful summer last year when the top was hardly ever put up) and I am looking forward to another summer of fun motoring.

At the college where I work there are a number of classic car enthusiasts with interests in different makes and models. One of my colleagues is Ray Newell, who is the secretary of the Morris Minor Owner's Club, and he naturally has a Minor or two. One of his current cars is a 1949 Minor Convertible which has won many prizes at their shows. It was one day last July when Ray asked me if I would like my Vitesse photographed and included in the Morris Minor club calendar for 1996, as the theme for the year was to be 'the Morris Minor and its contemporaries'. Naturally I said yes as it seemed a good opportunity to spread



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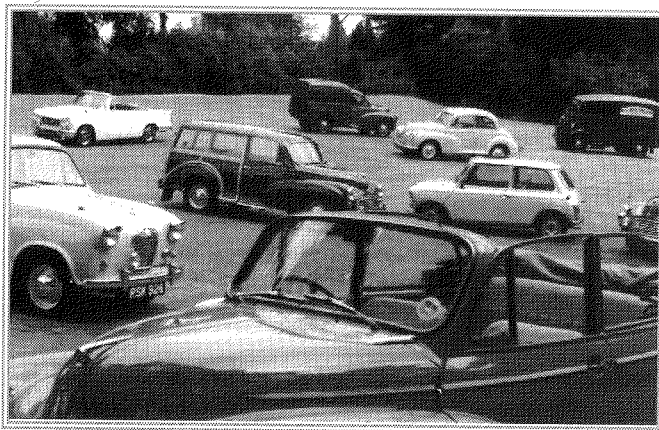
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the Triumph name in the Morris Club! and that it would be nice to see the car featured in a calendar. A very hot Saturday (weren't they all!!) last July was arranged and my wife and I set off from Edwinstone in Nottinghamshire to Breadsall Priory Hotel on the edge of Derby. It was a glorious morning and we had a most pleasant drive with the top down enjoying the early morning sunshine. We arrived at Breadsall and soon were in conversation with the owners of the other vehicles which were also to be included in the calendar. There were several Minors (of course), including saloons, convertibles, travellers, vans, a pick-up and a Minor Million. Other cars included an Austin A55 Cambridge, a Riley RME, a Rover 2000, a Morris Oxford Traveller, a Mini 25, a Morris JB van and last but by no means least, a Herald 13/60 convertible also in white with a black hood.

Following several photographs including one with my Vitesse, the Herald and a Minor convertible tastefully arranged in front of a fountain, we settled down to an excellent lunch, courtesy of the Morris Club at the Priory Hotel, followed by an hour relaxing in the sun and drinking coffee (of course!!). After this all the cars and vans drove in convoy to Broomfield Agricultural College which was about ten minutes drive away. We received some very admiring glances from people as vehicles from the 40s to the 80s went past them. At the College we had a further series of photographs taken and then it was time to head back home having met some very nice people.

I was given a calendar by Ray when they were printed in November and I enclose a print taken of my car which is featured



in May 1996. A photograph of it also appeared on the cover of the February edition of the Morris Minor Owners Club magazine 'Minor Matters'. All in all it was a very enjoyable day out and I was pleased to get the Triumph name featured in a different car club. My thanks to to Ray and the Morris Minor Owners Club for the invitation and the excellent lunch. I hope they have a similar theme next year!!!

On a totally different subject, why do many people insist on giving their cars names, and usually silly names? My car is 'the Vitesse' or 'the Triumph', or occasionally '*&!!&', not Gloria, Gladys, Bert, Connie the convertible or Wobbly etc. and no matter how attached I get to it I will not give it a silly name. Our cars deserve dignity and respect and I feel that to give them silly names is wrong. I realise that this point will probably upset some people but I am proud to be a member of the TSSC and I believe this name theme only gives us a bad image. (Or am I the only member who feels this way, why not ask for comments from other members?).

Nick Eley

MAESTRO PLEASE!

Please, Keith Bryce, et al., stop deriding the poor Maestro!!

Yes, I drive one, and I will admit that it is only since my late lamented Rover gave up the ghost. Not counting the Herald Estate slowly dissolving in my garage, my other car is a pristine GT6 MkIII.

Now, this may seem obvious, but one of these two does the following:-

18 miles to work each day, parks outside the garage, starts first time, runs till it drops, tows a trailer, carries three, four or five people, carries bags of grass, carries bags of wood blocks, runs on unleaded, gets the cheap oil, never sees polish, rarely gets washed, has a sun roof, and cost one fifth the price of the other!

Any guesses? Yes, because I drive a Maestro, I can afford to run the GT6 as well. So, please stop putting them down. They can't all be classics and someone has to do the donkey work.



Incidentally, which of the two do you think will be going to Stafford this year, to bring back all the parts I need for the Herald?

**Colin Lindsey
TSSC N. Ireland**

P.S. Did any of the viewers in the Ulster area see the film of the Amphicar, 6011 JZ, on Belfast Lough? (part of the Stockton's Fling series). Does anyone remember it, or know of it now?

THE HAYNES MOTOR MUSEUM WEST COUNTRY CONCOURS . . .

The Haynes Motor Museum has pleasure in inviting applications from members of the TRIUMPH SPORTS SIX CLUB with their classic cars to enter its premier concours competition. The event will be taking place on Sunday 28th July 1996.

Held in the grounds of one of the largest motor museums in the UK, the event promises to be a major focal point of the car enthusiasts year. Car clubs and individuals will have the opportunity to win prestigious awards and gain new friends and Club members. The event is run by enthusiasts and is intended to be a relaxed day with an informal atmosphere where those who take pride in their cherished vehicles can meet whilst entering a serious but friendly competition.

Categories for the concours will be, Best Overall, Best Open Car, Best Sports & GT Car, Best Saloon, Best Motorcycle, Best Attended Club, Best American Car, Best Modern Classic.

Substantial cups and awards will be presented to grace the mantelpiece of the lucky winners, rosettes will be presented for second and third placed. Judging will be carried out by a panel of independent experts chaired by Mr. J. H. Haynes O.B.E.

The cost of entering one vehicle will be £10 which includes entry to the museum for two people, discounts for entry of accompanying guests to the museum and a certificate of entry into the Haynes Motor Museum West Country Concours.

To obtain regulations and an entry form, simply telephone 01963 440804 during office hours seven days a week. The closing date for applications is 15th July 1996.

WHERE ARE THEY NOW??

After a gap of about twenty years, I recently became the proud owner of a 1973 Triumph GT6 MkIII, reg PAM 718M which has been restored to A1 condition. My son is currently working on a MkI model.

Many years ago, I was the owner of a Spitfire, Reg 9684 VM, which I bought new in 1963 and sold in 1966.

My first GT6, reg XMA 400E was bought in 1968 and sold to an unknown person in 1972, when I went to work abroad. Unfortunately I have no records of chassis or engine numbers.

I often wonder if either of these cars has survived and is owned by a TSSC member. If anyone has any knowledge of the whereabouts or the history of either of these cars since the 60s and 70s, I would be delighted to hear from them.

Tel: 01303 269069
Yours faithfully,

G. L. Gillet

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All of these systems have been custom made using the particular vehicle and the original exhaust system as templates, to ensure a perfect fit. As well as supplying standard systems for all Club cars, we also supply sports exhausts for various models which are more free flowing than the standard system giving an increase in power and a more sporty exhaust note.

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The latest additions to the Bell range are the performance manifolds which are available for Spitfire III/IV/1500 4 cylinder and GT6 Mk I/II/III plus Vitesse Mk I/II 6 cylinder cars.

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Figs. 1, 2 & 3, show the three manifolds that are available.

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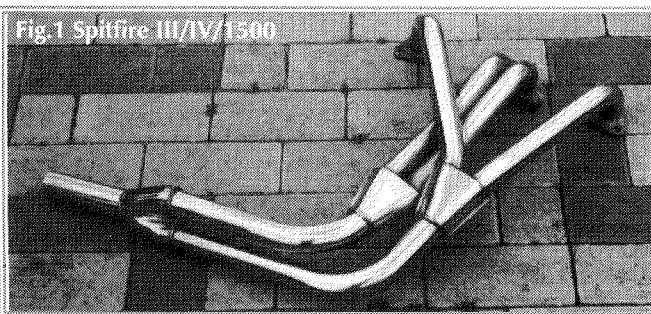


Fig.1 Spitfire III/IV/1500

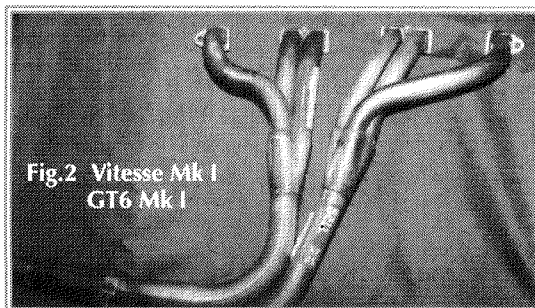


Fig.2 Vitesse Mk I
GT6 Mk I

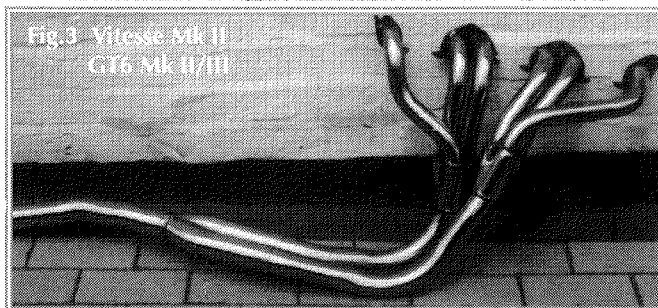


Fig.3 Vitesse Mk II
GT6 Mk II/III

STAINLESS STEEL, STANDARD SYSTEMS

For those who want to change to a stainless steel system but want to keep the car as original as possible THE STANDARD SYSTEM IS IDEAL.

This system is made to the original specification where possible and retains it's original exhaust note. The pipework diameter is compatible with the original system so if a black box is all you require, it will fit to what you have on the car already. Pictured here are three examples of Bell Standard Boxes.

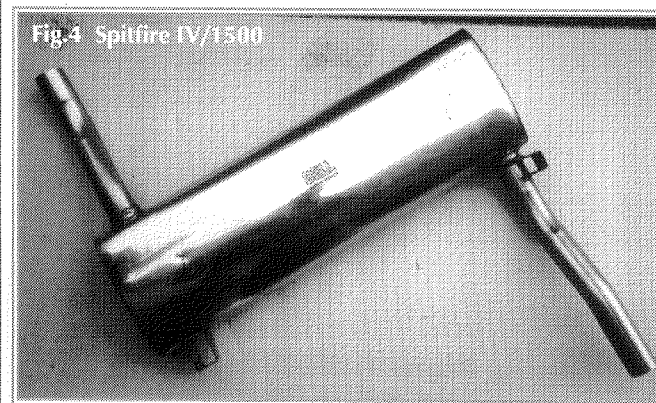


Fig.4 Spitfire IV/1500



Fig.5 GT6 Mk III

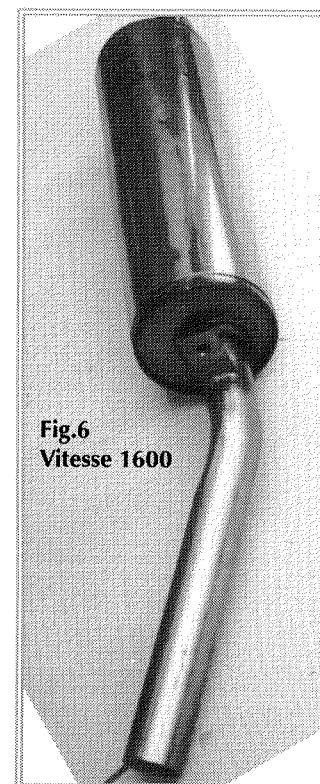


Fig.6
Vitesse 1600

STAINLESS STEEL, SEMI - SPORT SYSTEMS

For those of you who want better looks and a sporty exhaust note without dramatically changing the layout of the system, the Club supply a SEMI-SPORTS SYSTEM, this system comprises of a shortened or larger bore back box, with twin pipes out of a single transverse box for Spitfire and GT6. Plus a single large bore box for Herald and Vitesse to provide a more free flowing system which creates a deeper, more sporty exhaust note. Pictured here are two examples of these boxes.



Fig.8 Herald,
Vitesse

Fig.7 Spitfire IV/1500

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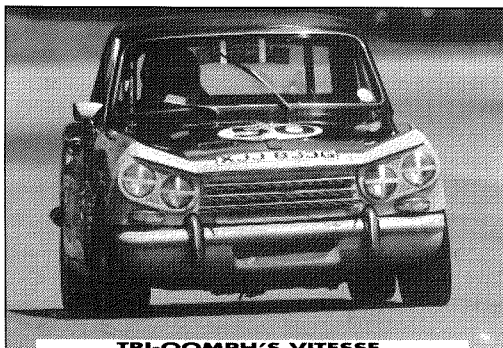
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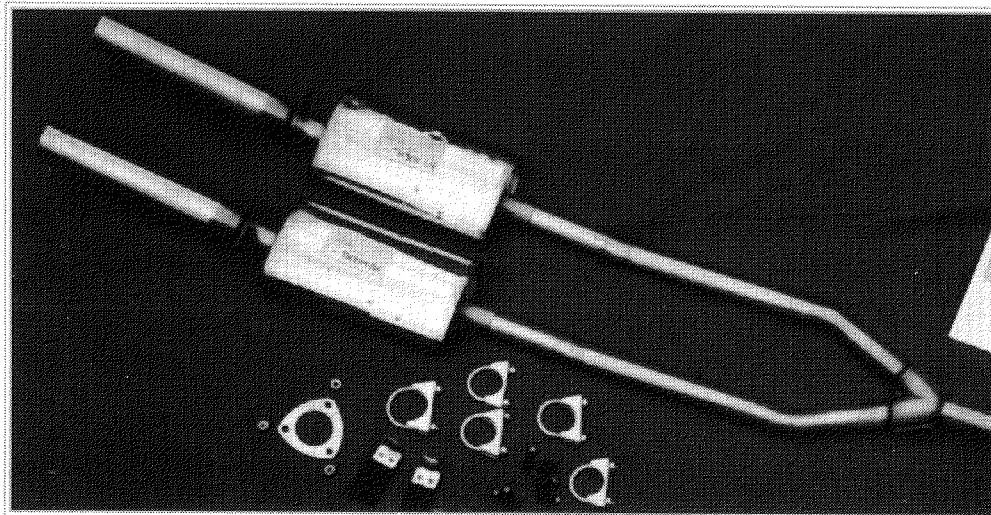
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STAINLESS STEEL, FULL - SPORT SYSTEMS



Finally, a brief explanation of our most popular system, the TWIN BOX FULL SPORT SYSTEM.

This system has a totally different layout, comprising of a central 'Y' pipe which splits into two just before the differential carrier, with two large bore back boxes which protrude centrally from the car.

This system will fit to either a standard manifold or manifolds that the Club offer.

The above system is more free flowing than both the standard and semi sports systems, giving much better performance and a wonderfully deep exhaust note which is really noticeable as the revs increase, but will purr quietly in traffic. These boxes are equipped with full stainless baffles which means the note will remain the same throughout its lifetime.

On similar systems the noise output can sometimes increase over the years, making the system much louder. This can in turn exceed legal limits. With Bells systems you are guaranteed the box quality and your ears won't suffer as a result.



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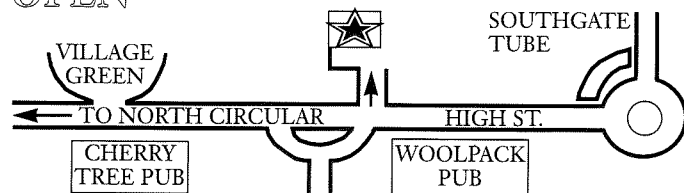
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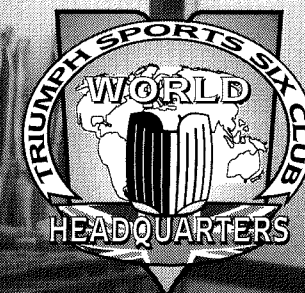
Taking a Spitfire Mk IV for example, fitting a full Sports System and a 4-branch manifold has been shown to give a power increase of around 11% therefore boosting the BHP to the same output as a 1500 Spitfire (ref. Courier 133 July 1991 and 134 August 1991, John Thomason 'Exhausts Exhausted').

Although we have not got any official figures for the 6 cylinder manifold with the full Sports System at the present time many members have expressed that quite a substantial power increase is given, especially mid rev range.

We would also like to point out that all of the manifolds available will fit all three types of systems although they are ideally suited to the Full Sport System. ★



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As a short end note, all of the afore mentioned exhausts and manifolds are always held in stock at TSSC HQ, if your are still uncertain which system will suit your particular car, or have any queries on these systems, please feel free to either pop in to see us or give me a ring, we will be pleased to hear from you.



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FLASHING AND TOOTING AT EVERY OPPORTUNITY
TO SAY "HELLO" — THIS IS COMPULSORY!!



BUT ABOVE ALL, HEY!
REMEMBER — WE DRIVE
ON THE LEFT!!



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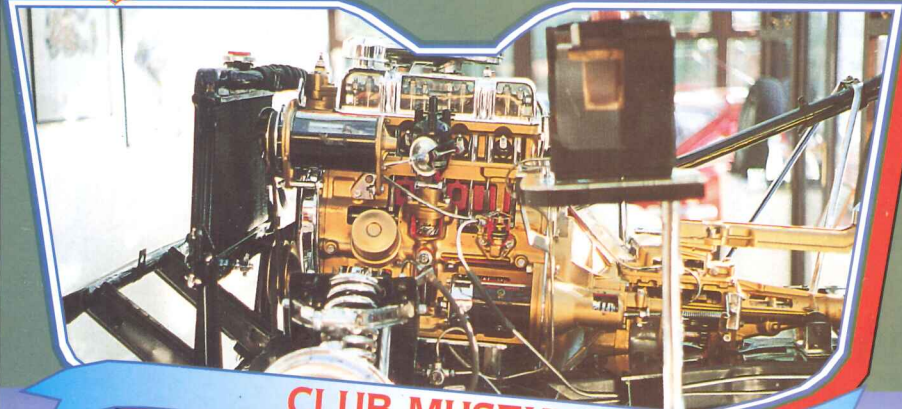
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