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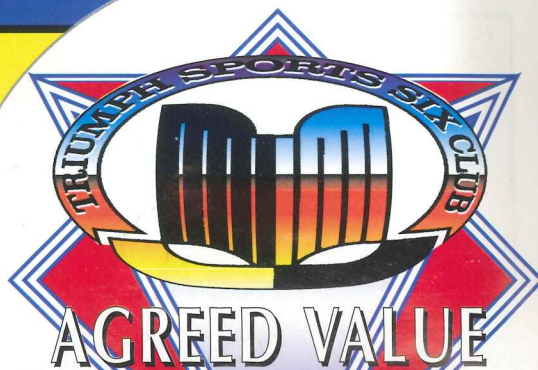
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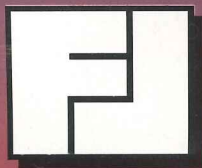


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THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 17. No.193. July 1996.
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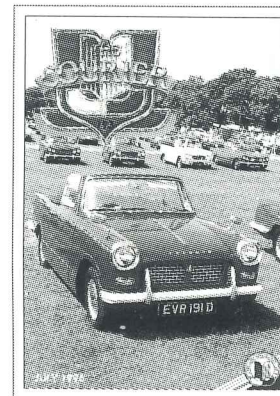
Chris Mills, Stewart Newbould,

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:
International Weekend
1200 Convertible.
Photo: Peter Williams.

CONTENTS july 1996

Events calendar	4
Comment	5
News Review	7
Cop shop	9
Tourer's Talk	10
Specials Register	14
Amphicar Register	18
13/60 Register	22
Vitesse Register	26
IVR Trial	29
GT6 Report	30
Spitfire IV/1500 Register	32
Spitfire I II III Register	39
SEM 96	42
TSSC Offers	44
Bond Equipe Register	49
Dutch Spit Weekend	50
Pen To Paper	53
Herald 1200 Profile	56
Spotlight on T D Fitchett	63
International Liaison Secretary	65
Lenham Spitfire	70
Barnsley Bill's Camping Spectacular	76
Tommy the Triumph	80
TSSC Officers	82

Plus Area News Review/ Classified Newspaper.

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

T.S.S.C.



CALENDAR

This is the official TSSC Events Calendar for 1996 containing details of all TSSC organised events and National and Local events to which the club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors or changes due to unforeseen circumstances. For additions and amendments contact the Club Headquarters.

Tel: (01859) 434424. Fax (01859) 431936

TSSC ORGANISED EVENTS '96

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 ANGLIA TRIUMPH SHOW, Shelford Rugby Club, Cambridge. Contact: Darren Powell 01223 369144

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

SAT/SUN 31st Aug/1st Sept LINCOLNSHIRE OPEN WEEKEND, The Halfway House, Sinderby. 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 Mullahall 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, Slough on the Wold. Contact Mary: 01621 783143.

NATIONAL & LOCAL TSSC INVITED '96

JULY

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

SAT/SUN 6th/7th AUTORAMA 96. Somerhill Park, Tonbridge, Kent.

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, GUILLDFORD 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.

FRI-SUN 6th/8th THE GREAT BRITISH HAMPER HUNT. York to Exeter.

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.

SAT/TUES 21st/24th 1996 RACSMA EURO CLASSIC RUN. Start Dover Castle finish Nurburgring.

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

STAFFORD 1996



HERE WE COME!

Summer has finally kicked off and all attention is now focused on our 19th International Weekend.

Trade bookings are at a record high and interest is as great as ever. Although we can't guarantee the weather, past years have treated us well, remembering for members who have not been before, we have full indoor and outdoor facilities, so the show goes on whatever the weather.

"OUR CARS" fit the bill and more

Interest in club cars continues to rise as more people look for an easy to maintain Classic Car. 'Our Cars' fit the bill and more, no longer are Heralds being broken in vast numbers and there really is no valid reason for any further Club cars to meet that particular sticky end.

Why, well the trade continue to re-manufacture parts for Triumphs, the Spitfire/GT6 both have further major panels being remanufactured to original standards. Herald/Vitesse are now enjoying a far greater pool of parts remanufacture, and as you will see in this Courier, T. D. Fitchett of Telford really are pushing the boat out and the TSSC readily applauds their contribution to our Club and 'Our' cars.

I may be banging the the same old drum but the Triumph Sports Six Club was set up to promote and preserve Herald based cars, and that along with our many friends is what we are doing.

Make the trip to Stafford, have a great time and relish what only you the membership can do, keeping the Triumph flag flying, not at half mast, but at the top.

We look forward to your support. ★

Silverstone 18-22 July 1996



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JULY '96 will see one of this years biggest motoring festivals – the BBC Top Gear Live.

Coys of Kensington are proud to announce their involvement with this five day event, which promises to be a truly memorable occasion attracting motoring enthusiasts from all over the world.

Coys of Kensington are to hold two full days of auctions featuring the more 'accessible' classics. We will be providing the enthusiast with the rare opportunity to buy or sell popular and contemporary classics at an affordable cost, whilst combining all the attractions of an international motoring festival.

If you are considering buying or selling and would like more information about these auctions please contact Cameron Brownlee at Coys Auction Department.

Entries are now invited for these auctions.



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GT6 Register Secretary.

As regular readers will have noticed the Club has been without a GT6 secretary for a little while. Following a false start with a new secretary last year, Mike Wilkinson kindly stepped in and has written some very interesting and informative articles which I'm pleased to say he is happy to continue doing on an informal basis. However, to promote continuity and to provide the best of service to all GT6 enthusiasts we would like to fill the the formal position of GT6 Secretary.

Briefly, the job of a Register Secretary entails both a commitment to produce a regular column in the Courier (not necessarily every month) and to answer members' enquiries. You don't need to know all the answers but must be prepared to find them out. In order to allow members to put their questions and have them answered promptly, we would prefer that the successful candidate allows his or her telephone number to be included in the Courier, Club Officers' listing. There may also be a possibility of filling the position with joint register secretaries as has happened successfully in the past should suitably matching candidates come forward. For more details I would be grateful if prospective applicants could please give me a call.

Needless to say some hard work is involved but all who have taken on the role have found it a rewarding and enjoyable experience. For further details, please contact Peter Williams, General Secretary, address and telephone number as on page 3 of the Courier.

Register Secretaries

Whilst not wishing to put prospective candidates for the GT6 position off, I would like to remind all members that those filling the register posts do so totally voluntarily, for the benefit of the Club, and with no other reward other than the satisfaction of knowing that they're helping out a fellow Triumph enthusiast. It is only fair therefore that any contact made to register secretaries by members is done so at reasonable hours and with proper respect paid to both the secretaries themselves and to other members of their families who often take calls on their behalf. I'm afraid it appears that one or two members seem to have forgotten such niceties when picking up the phone and hence are totally undeserving of the services offered by register secretaries.

Those members we can happily do without.

Peter Williams, General Secretary.

SPONSORSHIP FOR TAC 96

MER Products have kindly agreed to sponsor the TSSC's 3rd Triumph and Classics Show, TAC 96, being organised by Ken and Diana Mulhall, MER, The Ultimate Car Protectant, is the polish used by the majority of the countries' top contenders in National Concours Competitions. So if you want a clean and shining car like you see winning at the major shows, you now know what to use. The MER Car Care products, in their famous gold capped blue containers, are available at Shows, Exhibitions or by Telephoning **0181 763 2480** for the details of your nearest stockist.

The Show has also been selected as one of the events in the calendar of the Motoring Centenary Trust set up by the Midland Bank and the Coventry Telegraph Newspaper Group. **TAC 96** is being held on **September 15th at Hatton Country World**, now Britain's largest Craft Village and is in support of the Air Ambulance Service. More details



will be published nearer the date but in the meantime, these may be obtained by calling Ken or Diana on **01926 842739**.

Topless Tanning

Summer has finally arrived here in the UK and convertible owners are at last going topless. It is worth remembering, though, that you should be taking all the normal precautions to protect yourself from the sun's harmful rays. The weather forecasts give out maximum unprotected exposure times which are sometimes less than 30 minutes and these should be heeded. You may feel perfectly cool at 60mph because of the draughts that come at you from all directions but this can give you a sense of false security, the sun is still doing its work on your skin. So don't forget to use the high factor sun lotions before you take to the road, take plenty of fluids and enjoy yourself without the regrets.

It's a no go Knockout!

Many apologies but due to ever increasing work commitments, there will be no **It's a Knockout!** event this year although hopefully it will be back next year.

Mark Bland, Organiser.

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Heaters all models & Herald	£15.00
Chassis all models and good	£85.00
Water pumps, all models & Herald	£10.00
Fans all models & Herald, from	£5.00
Carbs, MkIV per pair	£35.00
Manifolds, all Spitfires, inlet & outlet, from	£10.00
Speedos, Rev Counters, Jaegers & Smiths, each	£8.00
Fuel & Temp, Jaeger & Smiths, each	£5.00
Grill, MkIV/1500, GT6 III, TO CLEAR	£5.00
Steering Wheel, Mk IV/1500, GT6 III	£10.00
Driveshafts, MkII,III, Herald & early Mk IV, complete with hub etc, ready to fit	£35.00
Doors MkIV/1500, some complete with glass, winding gear, handles and inner trim, from	£25.00
Wheel trims, MkIV/1500, GT6 III in black & silver, EACH	£3.00
Starter motor, all models TO CLEAR	£5.00
Alternator, MkIV, 1500, GT6 III	£12.00
Dynamo, MkII,III, Herald & early GT6, TO CLEAR	£5.00
Calipers, all models & Herald	£15.00
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Bumpers, MkIV/1500, GT6 III, from	£35.00
Propshafts, all models, none overdrive	£15.00
Hood Frame, MkIV, 1500	£45.00
Steering Rack, all models, TO CLEAR	£10.00

Springs, all models, from	£10.00
Bonnet, Side catch, all models	£5.00
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BONNETS, we have just bought SIX MkIII Spitfire bonnets so cheap that we can sell to you at bargain prices from £75 to £150.

NEW PARTS AVAILABLE

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If the part you require is not listed here, please ring, I am sure we will have it somewhere amongst our huge stock of used parts. We can deliver next day if required and we accept Access and Visa, or if you prefer to call in, we are just 10 minutes from Junction 11 off the M4, or 10 minutes Junction 4A M3. **PLEASE RING FIRST.**

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MW RESTORATIONS

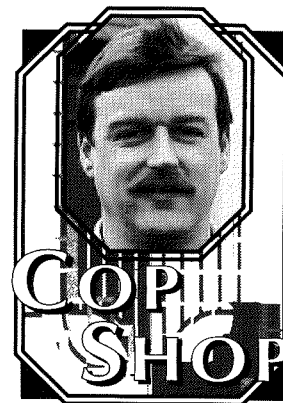
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ESSEX

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RULES AND REGULATIONS



This month I have delved into the Road Vehicles (Construction and Use) Regulations of 1986 and have come across some very interesting bits.

It goes without saying that compliance with these sections is no problem if your car is properly maintained, but I'd be out of a job if all cars were maintained as they certainly should be.

Regulation 36.

1) Every instrument for indicating speed, fitted to a motor vehicle, shall be kept free from any obstruction which might prevent its being easily read and shall, at all material times, be maintained in good working order.

2) In this Regulation 'all material times' means all times when the motor vehicle is used on a road except when;

- a) the vehicle is being used on a journey during which, as a result of a defect, the instrument ceased to be in good working order, or
- b) as a result of a defect the instrument ceased to be in good working order and steps have been taken to have the vehicle equipped with all reasonable expedition, by means of repair or replacement, with an instrument which is in good working order.

Under Regulation 35 the speedometer fitted to a vehicle first used on or after 1st April, 1984 must be capable of indicating speed in both miles per hour and kilometres per hour.

Regulation 37.

1) Every motor vehicle which has a maximum speed of more than 20 miles per hour shall be fitted with a horn, not being a reversing alarm or a two tone horn.

2) to 7) deals with exemptions, reversing alarms, two tone horns, etc.

8) Every bell, gong or siren fitted to a vehicle by virtue of paragraph 7) a) (theft alarms), and every device fitted to a motor vehicle first used on or after 1st October, 1982, so as to cause a horn to sound for the purposes mentioned in paragraph 7) a), shall be fitted with a device designed to stop the bell, gong siren or horn emitting noise for a continuous period of more than five minutes; and every device shall at all times be maintained in good working order. Basically, your alarm should cut out or rest itself automatically after five minutes.

9) and 10) deal with EEC Directives and definitions.

Regulations 89.

No person in charge of a motor vehicle, or trailer drawn thereby, shall case, or permit such trailer to stand on a road when detached from the drawing vehicle, unless at least one of the wheels of the trailer is prevented from revolving by the setting of the brakes or the use of a chain, chock or other efficient device.

Regulation 90.

1) No person shall use, or cause, or permit to be used, on a road any trailer for the carriage of a passenger for hire or reward.

2) Deals with exemptions, these being a trailer drawn at less than 30 miles per hour and broken down buses towed by rigid bars.

3) No person shall use, or cause, or permit to be used, on a road a wheeled trailer in which any person is carried and which is a living van (i.e. caravan) having either:

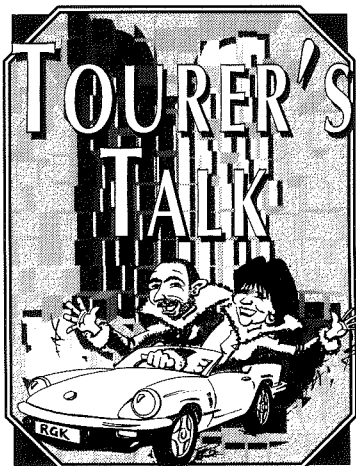
- a) less than four wheels, or
- b) four wheels consisting of two close coupled wheels on either side.

4) Deals with exemptions for testing.

As an aside, did you know that all petrol vehicles first used on or after 1st April, 1991 have to be capable of running on either unleaded petrol alone or be capable of running on unleaded petrol. It is all contained within Regulation 39A, which also makes it an offence for a person to deliberately alter or adjust the engine so that it will not run on unleaded petrol.

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

MIKE CREWES



People, people
who like
people, are
the luckiest people
in the world.

Since I started this column just over a year ago, each month we've looked at the equipment that we use for our touring holidays.



PEOPLE

This month I intend to look at the subject from a completely different angle and that is us, the people.

As I always try to impress on new faces at the area meet it is not important to bring a pristine or indeed any club car to the meets, the essential thing to take along is you, the person.

It is not the cars that join the TSSC, it is their owners, we are a club for people and that is reflected in this month's Tourers' Talk.

People Part II will be published in July 1997 ready for next year's Stafford (how's that for forward planning) so you know where to send your anecdotes, show no mercy).

Firstly congratulations to Mr and Mrs Irving on their recent nuptials and well done Robert on the special touring report 'Midnight Sun Honeymoon' published in April's Courier. I tend to write Tourers' Talk quite a bit in advance so I haven't had a chance to comment on it until now.

I thought the trip sounded brilliant and Norway looks spectacular, if you think of doing the trip again Robert why not organise it through the club, I'm sure I wouldn't be alone in being interested.



Photos this month are of the Irving's Spitfire in the snow, shot from a different angle from that which you saw in April. I think this one really exudes the ideal of touring. The sky by the way is a brilliant blue. The second photo is of the things without which Robert's report would not have been possible, the Irvings, people.

The only worrying thing is having read a comprehensive report, I now know all the details of the tour, but still don't know the bride's name, hmmm, only a small detail I suppose and it's really nice to know that Carol and I aren't the only oddballs to have spent our honeymoon touring in a Spitfire.

Secondly of course, Stafford. Elsewhere in the magazine I'm sure the total attendance figures for last year will be mentioned, what I can give you in addition are the camping totals. 30 caravans, 31 if you include Andrew Webb's Heravan.

22 trailer tents, this included 4 Combi Camps the same as my outfit which would seem to make them the most popular choice for TSSC members. 399 tents. 7 campervans, 1 plastic bag attached to a club car (with occupants).

Gate duty can be pretty tedious at four in the morning and it makes a change from counting sheep. I hope I didn't wake anybody stumbling around.

A lot of you brought your families to the International of course but if we work on an average of two for each outfit that's 932, a lot of people for any camp-site to cope with. Five, yes five showers were provided in the gents, presumably the same in

the ladies. That works out at roughly 93 people to each shower, mind you I found there was no queue at all at 4am after my wander about. However, be of stout heart, I understand that the facilities are to be much improved this year.

So what did around a thousand or so of us get up to? The following relates mainly to Stafford '95 but also a few other events if it amused me Reminiscence and enjoy.

Being volunteered for gate duty through Saturday night wasn't too bad, a tribute to the excessive water content of the beer. South Bucks.

I must just thank Hew and the boys for their magnificent demonstration, was it an outside satellite dish, was it a new form of car cover, was it for putting sheep in, no, it was a tent, eventually. Cornwall. One guy had me in stitches when he introduces himself as 'head

of the escape committee' and told me he'd started a tunnel to dodge Commandant Crewes and the rest of the camp guards. Derwent & Derby.

Before I knew what was happening Colin and I were rapidly running out of beer and I was finishing someone else's drinks off, a pint of lager with cider, port and bitter in it. Finished it though. Incredibly big mistake. Not sure what happened after that but I do remember Garth falling asleep on the steps into the trailer tent. Mid Kent.

Carol's Saturday night wine cocktail took its toll for pretty much the best part of Sunday. Lincolnshire.

Afterwards we returned to the camp-site to try a navigational scatter in the dark. Scotland Central West.

Clive took the caravan as he is getting on a bit in age. East Sussex.

We discovered Derricks heroic side as he bravely fought off a kidnap attempt on Ethel the area mascot. North Wales.

In the meantime Mark tried to set Allison's tent on fire with his paraffin lamp, which was completely disguised as a flamethrower. Wales South West.

There was plenty of entertainment including how to wreck a large Scammell truck by having a tug of war. Canterbury.

The following day we came across a big dyke to the north of Holland. Essex.

During Saturday we visited the show and also the Kiddies' Playground where Liz got into

the pen and annoyed the goats before being tortured on the mouse wheel. Essex.

On the way back the party train was halted in the tunnel as Kiwi was being escorted by two uniformed men. Essex.

This has the potential of being a bit of a laugh but on the Friday night the toilets burned down. Isle of Wight.

Apparently I then fell asleep on the metal step. Isle of Wight.

Then proceeded to give Karen a fireman's lift nearly taking our tent down in the process. Isle of Wight. When I surveyed the site around our half dozen tents, there were more empty cans and bottles than anywhere else on the site. Isle of Wight.

Apologies to anyone who tried to find the place and failed, we realise this was a major mistake. South East London.

We had many highlights to the weekend including Jon (Travolta) Beeston doing erotic dancing with the marquee pole. East Sussex.

Inevitably we ended up doing a few stupid things. Leicester. 'Danger Man' Jackson returned for a few more stunts including head butting a plate glass window whilst looking at an Aston Martin, and a test of acrobatics involving a set of stairs and beer. Leicester.

And finally, what do you get if you cross a handful of dead moths, a dried nana skin, some old tea bags and a skinful of beer and company. One doozie of a thick head the next day, that's what. Oxford.

Although the preceding quotes, plucked from the area news and randomly shuffled are all talking about unrelated occurrences you will find they make a crazy sort of sense if read as a report.

This year at Stafford I intend to spend an hour each day on the Technical desk, where I'll be pleased to chat about any aspects of Tourer's Talk, e.g. towing. For those of you who have supplied me with photos over the last year and haven't received them back yet I promise I'll have them with me.

I'd be particularly pleased to see those of you (and you know who you are) who have pledged articles for Tourer's Talk but not yet supplied them, I really am getting desperately short of material for inclusion.

Have a brilliant Stafford, I look forward to meeting old and making new friends.

Please send all articles with photos if possible and letters to: Rick Roberts, 55 Shelburne Road, Cressex, High Wycombe, Bucks. HP12 3NQ. ★



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7 in. headlamp seal Herald	£2.95

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SPECIALS REGISTER

What's your favourite month of the year? How about December? Everyone loves Christmas. Or August? Long, hot hours on the beach. For me, it's May. Spring has sprung, the great awakening, the birds are singing, the South of England Meet. As we all know, the May of '96 broke all records for being cold and miserable, but amazingly the dear old SEM was blessed with good weather. The turnout of cars over the weekend was impressive, probably another record.

On the down side the number of kits and specials available for

the concours on the Sunday was definitely not a record, although slightly up on last year. I was delighted to see Mike Waun's Vitesse based Bugatti look-alike, this car featured in the Courier in March 1995. The car really is impressive in the flesh. One can appreciate the effort and skill that has gone into crafting every piece. While most of the important technical bits are Triumph the car gives a damn good impression of the Type 35 Bugatti, not that I'm

a bit of getting used to. Even the instruments are in French. Mike's car was looking good in my notebook to take the Best Special award but unfortunately Mike had a fair distance to travel so couldn't stay for the final – pity.

There were two Marlin on display, both looking extremely sporting and ready to clear all the cobwebs from here to Naples. The car pictured here, with its justly proud owner in the

I saw the owner of the other Marlin settling into the driving seat, I soon rushed over to have a word. Suffice it to say the promise of a natty shield for the mantlepiece was enough to convince him to stay. I have been promised some words about this Marlin so I won't go into any details now.

Out of the few cars remaining I still had to pick a runner up. After much deliberation I plumped for the Herald belonging to Arthur

sixties by Jack Brabham in his works in Chessington, Surrey (just up the road from the venue of the SEM). The cars featured uprated brakes and the 1147cc engine was replaced with a 1220cc overhead cam Coventry Climax unit. Contemporary road tests were full of praise for the converted cars. Performance figures such as a top speed of 102.2 mph and 0-60 time in 10.8 seconds were quoted. An extract from one piece written in 1960 reads, 'Perhaps the greatest

and I would not be surprised to learn that the success of the Brabham Herald gave them confidence to introduce the Vitesse to the market. I do not know how many of these cars were sold, I think some went to America, or how many survive today. It is possible that Arthur's is the only one left, it's certainly the only one I've heard of, anyone know of any others? This car was the subject of a detailed article in the May edition of Classic Cars Magazine – well worth having in your Herald archive.

SPECIAL EVENTS

I hope all of you within reach of Cambridge are making plans to attend the Anglia Triumph Show on Sunday 18th August which again will incorporate the National Triumph Kit Car and Specials Day 1996. I want a good turnout, the winner of the informal concours will officially be TSSC Best Special for 1996.

I have recently heard about another event that will be of interest to kit and special owners which unfortunately takes place on the same day, funnily enough the venue for this one is near Oxford. Historic Specials Day is organised by the Fairthorpe Sports Car Club and will be held at the Cotswold Wildlife Park at Burford. The event is open to all 50s and 60s period specials, they expect such marques as Fairthorpe, Turner, Rochdale, Tornado, Ashley, EB, Ginetta, Hamblin, Speedex, Watford, Dellow, Buckler, Falcon etc. (bet there's some there you've never heard of). Some of these bodies could have been built on Herald chassis or used Herald, or Standard parts. For details contact Richard Disbrow on 01258 881050. If anyone goes, please tell me about it and take some photos of any 'Triumph' cars. ★

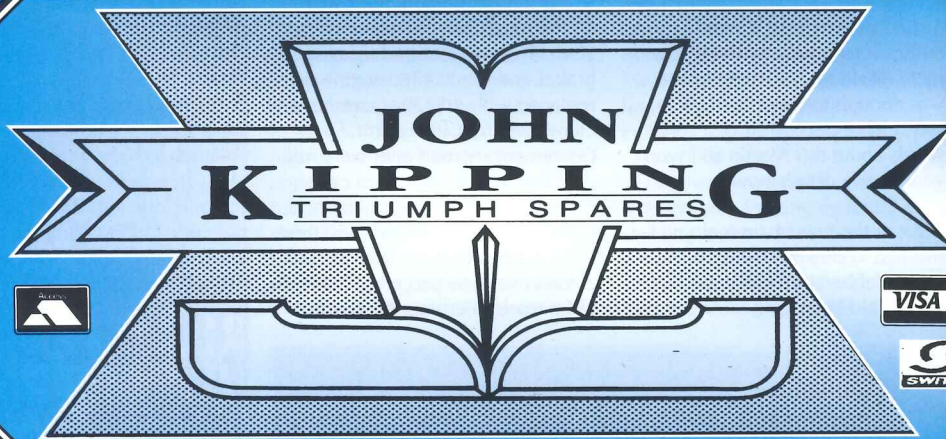


an expert on that particular marque. The classic, but uncomfortable, sit up and beg driving style is replicated. The linkage from the externally mounted gear stick to the Vitesse gearbox is sweet, but I bet it takes

background, was also scoring good concours points in the old notebook but, would you Adam and Eve it, it too had a very important engagement and couldn't stay to the end. I was rapidly running out of competitors.

Stroud, who had driven all the way from Poole in Dorset. How can a Herald win Runner-up Best Special I hear you ask. This is not any old Herald, it is a Brabham Herald – Climax. The Herald - Climax was produced in the early

compliment that one can pay the Triumph Herald is to say that its chassis, in standard form, is easily able to cope with the 83bhp of the Coventry Climax engine.' The conversion obviously had the blessing of Standard Triumph



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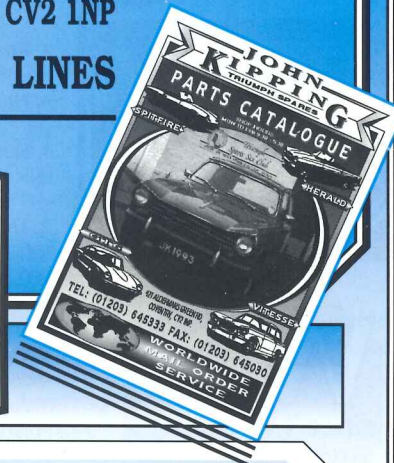


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**Wow is it
really 6
months
since I wrote
anything ?!**

Amphicar hasn't been used much recently. There were no floods in the Worcester area this year (first time for at least 5 years) and another commitment (he is now 10 months old) has been taking up a lot of time!

One thing I have decided in recent months is that I am never going to find time to restore my second Amphicar. I dismantled it a couple of years ago ready for blast cleaning. I've got all the parts to repair it, it just needs some love and attention with a mig welder before they can be bolted on !

At the moment I am putting it back together loosely to ensure that it is all complete. I'll then advertise it for sale, probably be next month, price will be around £2900.

I recently came across an old American sales promotion booklet that was put together by an Amphicar sales agent in 1966.

It is called "60 REASONS WHY I LIKE THE AMPHICAR" some of the reasons are a bit suspect, each is described in more detail in the booklet and in future articles I'll discuss them but for now, here are the 60:

1. Road clearance, 2 inches greater than a Jeep, make it an ideal off-road vehicle; a low first gear also contributes to its off-road capabilities.
2. Rear engined traction for "go" in mud and snow.
3. Handles well even on windy days.
4. Steering is as easy-turning as power steering, 2.5 turns lock to lock.

5. The tyres are even more oversize than other imported cars, tyre life approaching 100,000 miles should not be difficult.

6. Excellent, easy shifting 4-speed transmission made by the makers of the world renowned Porsche transmission.

7. Trunk space is roomy for a rear engined car.

8. The car has a turning circle of 36feet for "U turn ability"

9. Much hand craftsmanship goes into the manufacture of the Amphicar.

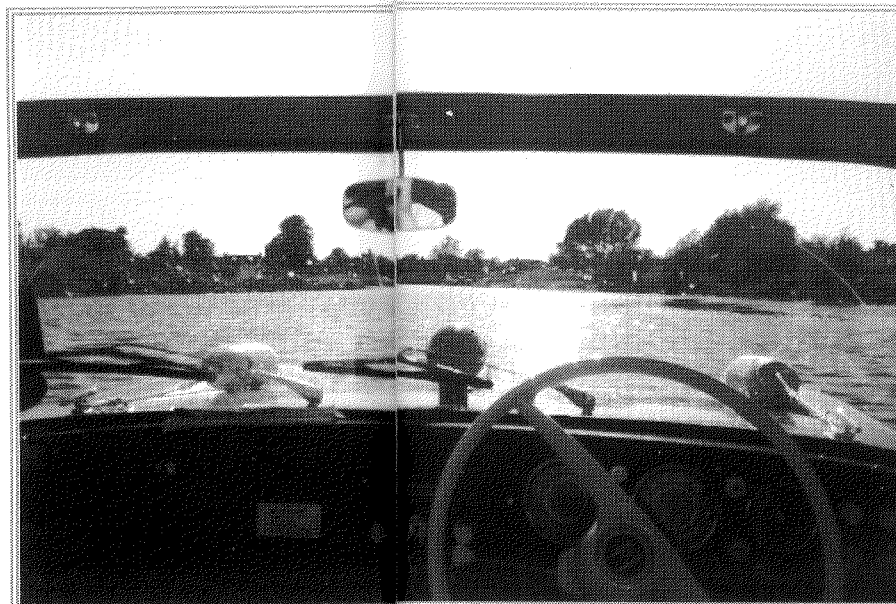
10. The car is truly fabulous in the water and remarkably stable even in 58mph winds on large waters.

11. It takes 18 steps to have a day of boating the conventional way but only 3 steps the Amphicar way.

12. Because the Amphicar is an enclosed car one can go boating in complete comfort 9 or more months per year.

13. One must have a large and expensive boat to get the luxury interior features of the Amphicar.

14. Are you splurging when you buy an Amphicar ? When one looks over the oversize quality features of the Amphicar one quickly realises the answer is "no". The car will save the owner at least \$2000 in 10 years, or if the savings are banked in advance, \$2800. It literally pays for itself !



15. Oversize cooling system.

16. Oversize oil capacity, plus sports car oil cooler.

17. Oversize brakes with special waterproof linings.

18. Oversize horsepower/displacement ratio for longer engine life. Large 70 cu. in. displacement for its 43 hp output size.

19. The Amphicar delivers the fuel economy of a Volkswagen.

23. The car is like one big bumper guard so it offers maximum safety in a collision.

24. Two exclusive door latches on each door instead of just one contribute to it's land and water safety.

25. Unitised body with enclosed frame for safety and freedom from rattles.

26. Gas tank location in rear of trunk is much safer than on other rear engined cars.

27. The engine stays new-car clean as it is in an enclosed compartment.

28. With no grille to clean a car wash takes less time.

29. The entire interior including the upholstery is of waterproof washable material.

30. The upholstery in an imported car is usually of much heavier material than in a US car as the average owner keeps his car longer overseas.

31. No danger of poisonous exhaust fumes entering the passenger compartment as the entire system is in the engine compartment and not under the passenger compartment floor.

32. The muffler should last longer as it is above the engine and cannot be harmed by road salt, dampness, or stones.

33. The car steering tie rods are protected by a steel plate.

34. Pleasing styling without annual styling changes; present styling has been used over 5 years.

35. As bug free as can be - in production for over 5 years, plus many years of pre-production testing.

36. Four Fender visibility from drivers seat for easy manoeuvring in congested places.

37. Completely flat floor, door to door. No transmission or driveshaft hump.

38. The conveniently sized car, just 170 inches long.

39. Top quality 4 coat marine paint finish.

20. Interior is roomy with more stretch-out legroom than that of a Cadillac, Lincoln, or Imperial.

21. The body is the same thickness as the bumpers on many cars; steel heavier than 18 gauge is used, compared to 20-21 gauge on conventional cars.

22. Road salt will have a hard time rusting the double-heavy steel body through. The smooth fender wells and underside have no pockets where salt can accumulate.

40. Numerous extras at no extra cost such as white walls, reversing lights, clock and reclining seats.

41. Comparably equipped, cost surprisingly little more than a Volkswagen convertible.

42. Bumpers look ridiculous but aren't. They match the US bumper heights perfectly front and rear. Bumper guards are available.

43. Ultra-safe as a boat with stability in high winds and waves.

44. A high capacity bilge pump and bilge blower are standard.

45. Navigation lights front and rear.

46. Marine horn on hood.

47. Double seals and double door locks on doors give added water safety.

48. Has four wheel independent coil spring suspension system.

49. A great economy car; when one adds up all the "oversize" features ranging from gasoline economy to body durability.

50. Triumph Herald Engine. An overly durable engine which was used in the Triumph Sedan. Made by Standard Triumph of England, makers of engines for European industrial and automotive use. A Triumph engine to be used in Swedish SAAB soon. Standard Triumph sells more sports cars than any other company in the world.

51. The Amphicar has ample reserve speed above legal speed limits.

52. Reading about Amphicar owners is like reading a "who's who" list. President Johnson has owned 2 Amphicars; his press secretary Salinger also owns one.

53. Unlicensed children can drive the Amphicar - in water that is !

54. Nationwide service network. Increased in size by 123% last year. In addition 570 Triumph dealers can service the car.

55. The Amphicar is no more expensive to maintain than an ordinary economy car when used on land, and slight more when used on water.



56. The Amphicar corporation is a sound company. It owns much of Mercedes Benz, even Mercedes Benz hub caps fit the Amphicar perfectly.

57. The car is guaranteed fully whether used in fresh or salt water, it has a 6 month or 6000 mile warranty.

58. Low licence plate fees

59. Large 13 gallon fuel tank means fewer stops for gasoline, gives an 80 mile range on water.

60. Amphicar costs only \$2700 yet is worth the cost of a \$2000 car and a \$2000 14 foot boat, even better it has the features of a much more expensive 22 foot boat. ★



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So, it's nearly time for the Stafford International again. I hope to see many of you there and I'll be more than happy to help you (if I can) with any 13/60 problems you may be experiencing. If I'm not on the Technical Help Desk, just put out a message on the P.A. by going to the Information point. The only time it might be tricky is if I'm in the middle of concours judging (assuming they ask me to do that small thing).

Serious concours judging is not something that I find particularly easy which is why I enjoy doing the more informal S.E.M. one. This year I was given a break from Heralds and was let loose on the GT6's and the non-TSSC Triumphs

and it certainly made a nice change. That red TR2 was beautiful! The Stafford concours is a different kettle of proverbial fish where we use mark sheets to score on a large number of individual points, all of which were outlined in last month's magazine. In my experience marks are lost some-times unnecessarily, particularly in the Original Herald class. As you will have read, some modifications are allowable without penalty, but the areas that come to mind are heavy layers of gunge on the front suspension arms - they were originally painted black - as well as under the bonnet top panel. Things like wiper motors, rocker covers etc. often appear in non-original colours. Liberal coatings of black paint over all sorts of things seems to be the order of the day, a crime of which I too am guilty, but if you don't want to lose points in concours competitions then attention to detail is important. If my memory serves me correctly, the most original Herald (in my opinion) in the 1995 competition was actually entered in the Modified class because it had polished stainless steel sill panels and a glass sunroof, but everything else was as original as it could be. I don't think the first of these did anything for the appearance of the car and could easily be corrected, so just a few marks would have been lost for the modern sunroof. The converse was to be found in the



Original Herald class entries where one saloon had a Tristan conversion on it so it lost quite a few points on items such as the condition of the headlining and the finish of the roof panel! If any of you have questions about originality then I would be most happy to try to help - sometime on the Saturday would probably be best. Mike Costigan, the author of the most excellent book on the subject, is usually around as well so help will be at hand.

The funny thing is that to this day I don't know which cars won last year because Rob Jenner, my fellow judge, and I submitted our mark sheets without having done any of the difficult adding up! All I do know is that there were some beautiful cars many of which I would have been proud to own myself. To put my cards completely on the table, I must

RULES O.K.?

CONCOURS

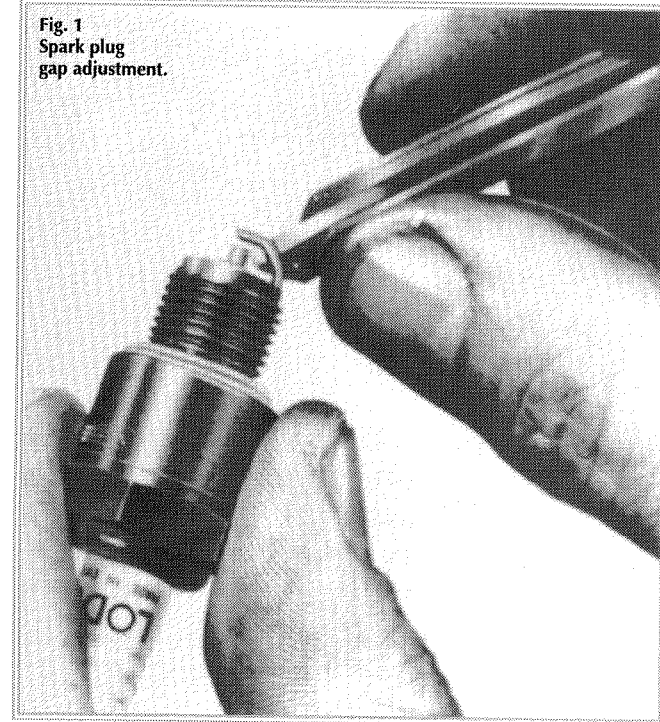
Phil Willson

say that I would never have the patience to be a concours entrant myself. Anyone who knows my car will appreciate that the Heap of the Show award is more in my line, bodywork-wise at least!

This month I promised to go into the electrical part of engine tuning. There are three main areas to go explore: spark plugs, ignition coil and distributor plus the various leads that connect them together. Due to severe time shortage (again) I will leave the distributor until next month - but it's sufficiently complex to occupy a whole article on its own anyway what with adjustments to the points, timing etc.

Starting with the plugs, whose removal I explained last month, these should be replaced at every other major service i.e. every 12,000 miles (20,000km). New ones (Champion N9Y or their equivalent) should already be set to the correct gap of 0.025 inch (25 thou or 0.63 mm) and you should be careful to screw the little terminal nut onto the top before you lose it - I never understand why these things are left loose in the packet rather than put on in the factory because I don't think I've ever come across any application where they are not used. To fit them use the plug spanner, doing them up until they are just hand tight and then turning with just a bit of force so that the washer is slightly compressed and makes a gas-tight seal. Undue force is unnecessary and can cause problems on subsequent removal. At the service between replacements, the plugs should be visually checked one at a time as they are removed since, if there is a sign of a problem, it may be useful to know which cylinder the plug had been fitted (as with the valve rockers cylinders are numbered from the front of

Fig. 1
Spark plug
gap adjustment.



the engine). Plug reading is a useful diagnostic tool so here is a list that may help you:

1. Generally good condition with grey/ brown deposits indicates engine in good state of tune.
2. Excessive black deposits indicates incomplete combustion of the fuel which, if on just one plug could mean a lack of compression (which would confirm the compression test described last month), a faulty plug, a faulty lead or a problem with the distributor cap. The last two will be checked next month and, should the plug be suspect, this can be substituted either with a new or known good one. In nearly 30 years of messing about with cars I can only remember ever coming across one faulty plug and that was a brand new one that failed soon after fitting (and replaced with apologies by Messrs. Champion).

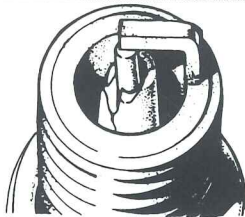
If all plugs are similarly coloured black then either the engine has been run recently on the choke or the air filter is blocked or the carb needs resetting (The air filter was covered some months ago and the carb will be looked at in a couple of months).

3. White plugs and possible burnt electrodes indicate the opposite condition with a mixture that is too lean and again this will be dealt with in a later epistle.

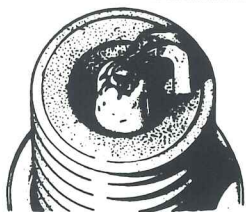
4. Severely burned away electrodes can indicate that the timing is too far advanced but this would also have shown up as



White deposits and damaged porcelain insulation indicating overheating



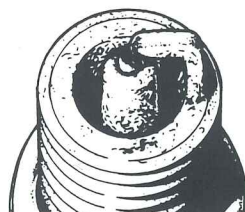
Broken porcelain insulation due to bent central electrode



Electrodes burnt away due to wrong heat value or chronic pre-ignition



Excessive black deposits caused by over-rich mixture or wrong heat value



Mild white deposits and electrode burnt indicating too weak a fuel mixture



Plug in sound condition with light greyish brown deposits

Fig. 2
Reading the plugs.

'pinking' (the loud clicking noises sometimes heard under acceleration) It can also be due to the plugs being of the wrong type or having been on the car since it was built - some people take originality much too far!

5. Heavy white deposits and damaged insulation around the central electrode are a definite sign of overheating.

Inspect the physical condition of the plugs, and if the insulators are cracked or broken then it's best to fit a whole new set. They really don't cost that much and replacing just the odd one or two confuses the issue when the next scheduled service comes around. Look particularly at the insulator around the central electrode. If the plugs are to be re-used then they should be cleaned up and adjusted before refitting. The ideal cleaning method is a low-powered sand or glass bead blasting machine designed for the purpose. However, quite good results can be obtained using a fine wire brush - the one I have is made by Harris and has short, tightly packed gold coloured wires and is obtainable from accessory shops. I'm pretty sure that it is identical to the one also marketed as a suede brush in shoe shops, if that helps. To set the gap, use a 25 thou feeler gauge which should just fit comfortably between the two electrodes. You should find that the gap is slightly large on a 6000 mile plug - not bad when you consider that it has probably been fired over 1 million times! To close the gap I generally just press the tip against a flat surface like a wall with just

enough force to get the setting I want but you could use long-nose pliers or one of the special adjusting tools available to do the job more professionally. Before refitting the plugs, just check that the threads are clean, possibly lubricating them with a small drop of engine oil.

Next you can check the coil. There's not actually much to do here, just clean it around the central terminal where the high voltage lead comes out and then check the mounting and the other connections for tightness.

OK, that's it for July. Just a small request for anyone with experience of fitting a K&N filter to a 13/60: As you will know, there is no provision for connecting up the breather hose from the rocker cover and there seem to be a number of alternative actions that can be taken to get round this. I intend to do some experiments with this on my own car but, in the meantime, do any of you have any ideas that you have already tried? I would be pleased to hear not only about successful ideas but the less successful ones would be interesting as well. Once done, I will write a register article on the subject which can form the basis of a help sheet for new ones when they are supplied by the Club.

So there we are. I hope to meet some of you at Stafford and I hope I haven't wound anybody up too much with my comments on the concours - they are intended to be helpful, honest! ★

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Front wheel bearing set, state model	£11.69
Track rod end	£6.99
Solid rack mount kit	£22.26
STANPART trunnion	£14.04
Front spring, standard OR uprated	£17.04
Top ball joint, all models	£11.69
Front Trunnion kit, all models	£4.64
Front vertical link, state model	£46.94
Anti roll bar links	£11.69
Front shock absorbers, state model	£21.09
Steering rack, exchange	£41.06

Rear wheel cylinder, 1500/ GT6	£7.50
Silicon brake fluid, 1 litre	£19.91
Decoke Sets from	£14.04
Bottom End Sets, all at	£9.34
Fuel Pumps from	£17.56

BODY PANELS

We ONLY sell the best body panels currently available. Before you buy inferior panels elsewhere please call us for an honest opinion of what does and does not fit! Remember we fit our own panels in our workshop!

REAR SUSPENSION (NON ROTOFLEX)

Rear leaf spring, Spit MkI, II, III, GT6 MkI	£69.31
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Rear driveshaft Her/ Spit/ GT6 (SHORT)	£57.57
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214623 Inner Driveshaft	£105.69
152273 Rotoflex Coupling with Bolts origl Unipart	£42.24
149051 Rear Hub	£70.44
212867 Inner Flange	£25.26
214514 Outer Flange	£58.69
Rear Bearing Kit	£14.04
149769 or 149770 Wishbone	£29.32
308437 or 308436 Rear Vertical Link	£41.12
148795 or 148796 Bolt / Bracket	£11.69
Complete Bush Kit	£28.14
68939A Spring Eye Bush	£4.18

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Front brake pads, (type 12 caliper)	£6.99
Engine Mountings 4 cylinder	£4.70
Engine Mountings 6 cylinder	£6.46
Oil Filter Spit/ Herald hi spec Vipac	£3.52
Oil Filter 6 Cyl (Except GT6) hi spec Champion	£2.35
Oil Filter GT6	£6.99
Fully reconditioned Engine, high spec any Herald or Spitfire	£468.82
Gearbox fully reconditioned, exchange	£170.38
Differential, full recon, exchange	£176.25
Front brake pads, other models from	£8.16
Brake discs, Her/ Spit	£15.21
Brake discs, Vii/ GT6	£17.03
Brake shoes Vii/GT6	£7.95
Brake shoes Spit/ Her	£11.69
Brake drums, all models from	£25.85
Copper brake pipe kits from	£23.44
Rear wheel cylinder, Her/ Spit	£7.50

Spit MkIV/1500 rear wing excellent quality	£82.19
Spit/GT6 outer sill	£21.09
Spit/ GT6 quarter valance, f/glass	£23.44
Spit/ GT6 quarter valance, steel	£46.94
Spit/GT6 floor pan	£50.46
Spit/ GT6 Front Floor	£23.44
Spit/GT6 Rear Floor	£25.79
Spit/GT6 Door Skin	£20.56
Spit/GT6 Front Wing, high quality	£23.44
Spit/GT6 Front Wing, original	£29.95
Spit/GT6 Boot Floor steel	£58.69
Spit/1/2/3 Bootlid steel	£135.12
Spit Mk IV/1500 Bootlid steel	£146.81
Rear Valance MkIV / 1500	£35.19
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Her/Vii Front Valance, F/Glass high quality	£28.20
Her 13/60 LH Front Wing	£67.56
Herald 13/60 RH Front Wing	£67.56
Herald/Vitesse sills	£15.21
Herald/Vitesse front wheel/arch lip repair	£14.04
Herald/Vitesse doorskins, original pressing	£44.59
Herald/Vitesse rear quarter valance f/glass	£13.51
Herald/Vitesse rear centre valance f/glass	£22.26
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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Full width high cooling spec Spit	£111.62
Standard Herald and Spitfire ex	£76.37
4 row, high spec for all GT6/Vitesse, no Kenlowe required, ex	£105.69
Kenlowe fan kit for the power hungry	£88.12

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Windscreen seal, Spit 1/2/3 GT6 1/2	£15.21
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
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Herald rubber bumper set (6 parts)	£99.87

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Mild steel Herald down pipe from	£19.38
Herald rear box, all models	£24.61
Spitfire rear box, mild steel, MkIV/1500	£52.81
ALL OTHER PARTS STOCKED INC ALL VITESSE/GT6 SYSTEMS	

EXHAUST SYSTEMS (STAINLESS STEEL)

Herald complete system, state model	£93.95
Spitfire MkI, II without front pipe	£99.87
Spitfire MkIII full system	£105.69
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

HOODS AND TONNEAUS

Standard PVC hoods, all at	£88.06
Vynide hoods, all at	£99.81
Tonneau covers	£57.51
Double duck hoods	£140.94
Mohair hoods	£223.19

Before you buy a cheap hood elsewhere, call us our trimmer only supplies quality products that fit! We also have a lot of ICI original vinyl and can make any hood to order to o.e. spec. We can also supply coloured hoods to order.

LIGHTS FITTINGS, INTERIOR TRIM AND CARPETS

Halogen conversion kit with bulbs (2 lights not Vii)	£24.95
Spitfire Mk III grills, original, new!	£29.95
Wheel hub caps Spit + badge, black	£6.99

WOOL MIX CARPET SETS, BEAUTIFUL QUALITY WITH FULLY BOUND EDGES - CHOICE OF COLOURS.

Spitfire MkI-IV	£70.44
Spitfire 1500	£70.44
Spit overmats hard wearing frnt ft/wells	£18.74
Herald/Vitesse	£82.19
GT6, state model	£93.94
Spitfire door panels, pairs only	£42.24
Seat cover kit, Spitfire	£116.32
Roll of underfelt	£11.69
Boot mat, Spit full size Hardura to O.E. spec	£23.44
Boot mat, Her/Vii full size Hardura	£23.44
Boot mat, Spitfire	£11.16
Boot mat, Herald/Vitesse	£23.44
Spitfire spare wheel cover	£18.74
Pre-cut underfelt kit	£23.44
Herald or Vitesse seat covers	£140.94
Gearbox tunnels, fibreglass, all at	£22.91
Pair sunvisors (passenger no mirror)	£25.73

HIGH SPECIFICATION ROLL-OVER BARS HIGH SPEC. ROLL OVER BARS FOR SPITFIRES, HERALD AND VITESSE. ALL ONE PRICE...£49.95 ALL COME COMPLETE IN BLACK PRIMER WITH ALL FITTINGS.

RUST FREE BODY PANELS FROM CALIFORNIA, LARGE SELECTION PLEASE ENQUIRE. (2nd Hand)

Full workshop facilities at only £17.50 an hour (+VAT)

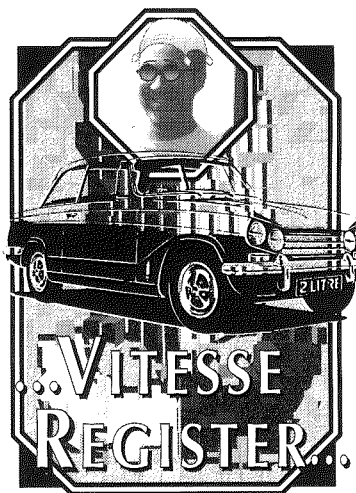
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DO YOU HAVE OUR NEW CATALOGUE?
IT'S FREE JUST PHONE OR FAX.





Hi! ... As you read this I will be feverishly preparing for that once a year visit to Mecca ... Stafford here I come!! So I can make no excuses for the brevity of this letter ... I seem to have so much to sort ... and so little time! (as always).

As I am now back at work ... time is of the essence ... and would you believe it? As soon as I returned to work, the weather suddenly changed ... "sunshine"! ... and you know what that means ... everything springs into life ... including weeds ... and grass ... (I never did get around to having my strimmer serviced!) ... anyway here I am (after much roto-vating, raking, and rolling ... all new seed in ... all lawns cut and looking reasonably respectable ...) So looking forward to the summer and our show season ...

A couple of features this month ... the first (which actually features two in itself!) was sent in by Jon Ryder (Sudbury Town), he has sent in details off his girlfriend Michelle with her Herald 1200 (Gerald) and her Vitesse 21 Mk I (Geraldine) ... the story of the cars is as follows ...

"I had a Vitesse 1600 for 4 years (featured in the register a couple of times) but eventually the chassis gave up the ghost, and without a secure place to store the car until time and funds allowed, I decided to sell her ... time passed, Michele missed the Vitesse! She had set up her own 'Herald Fund' for the purchase of her own car, I hadn't intended to get involved with a rebuild, but now with time available, we decided to purchase 'Gerald' who has been sitting in a back yard for some time (at a price too good to miss). I did the usual stuff, brake rubbers, pipes, tyres, master cylinder rubbers, and also a recon engine purchased through the Courier ... MOT passed, we've gradually improved the car with bits and pieces bought from auto-jumbles ... including door rubbers and a Vitesse steering wheel ... this brought us to Bromley last year ... we walked straight from the winning concours Vitesse into the 'for sale' section ... where 'Geraldine' sat ... restored five years previously, then sat in a garage since whilst her owners went to Australia, the thick coating of dust was testament to that ... obviously affected by the hot weather, we decided to phone 'Just the once - - and were in luck ... we saw the car again that night, and bought it! I went through the same

Fig. 2



process with all the hydraulics, electrics were a pain as the standard Vitesse circuit had an alternator wired straight into it ... clever or what? ... We eventually got the MOT in time for the end of the summer ... and boy what a treat it is to drive the car with the roof down ... I mentioned that both cars are Michele's - they are, as well (Fig. 1). However, guess who it is who gets to roll about on the garage floor! Being master of your own toolbox does have it's compensations though! ...

Thanks for that Jon ... look forward to catching up with you and Michele at Stafford ... that's if you've stopped rolling around on the garage floor !!!

The next featured Vitesse (Fig. 2) belongs to Simon Cooper (Cambridge) ... after owning a herald for some time (we have corresponded a couple of times previously) I was delighted to receive Simon's letter with his good news ... he was now a proud 'Vitesse' owner ... rather interestingly for me also is that Simon's Vitesse has my daughter's initials as it's registration! Anyway, I digress ... last summer Simon decided to drive to a neighbouring village to

look at a 'Vitesse' for sale. After taking a wrong turn he eventually arrived ... and when he pulled up, there staring right at Simon was the unmistakable face of a Mk I Vitesse ... that was it! Love at first sight! He examined the car through rose coloured glasses, and bought it there and then!! Since then he has become besotted with her ... Simon asks, do all Vitesse's do this to people? (The easy answer Simon, is yes!! Well, in my case anyway... Mac) ... with the help of a friend, Simon has learnt to weld and rebuilt the floorpan and repaired the chassis ... at present he is in the process of rebuilding the brakes and suspension ... Simon would like any History information on TAR 388D, registered on the 7th of December 1966, finished in cherry red (with a silver stripe) chassis number HC 1455 DL ... Simon finishes by saying that since he has bought his Vitesse ... he has become a 'fanatic' ... welcome to the club Simon! ...

A couple of old advertisements (Figs. 3&4) from SAH accessories, both interesting in their own right ... if I had a convertible I would rather have liked one of the hard tops ... anyone still have a console??

Also reliving the past, I thought that you might like to see this old group of Vitesse's 'for sale' from the Motor Magazine ... wow!! (Fig. 5).

Fig. 3

SAH CONSOLE PANEL for all HERALDS & VITESSE Models

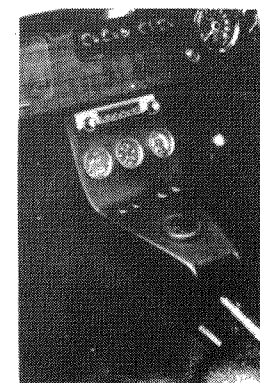


HERALD
SAH Part
No. 1228
VITESSE
SAH Part
No. 1186

This Console is supplied ONLY with Gear-Shift hole ready cut (you then cut your own additional holes as you wish, for Radio/Instruments/Switches etc., to your specification).

With this particular CONSOLE, it is already supplied with ALL Holes cut to YOUR choice, up to a maximum of 1 Radio aperture, 3 Instrument holes. (The illustration shows 3 instruments fitted, but you may of course only have 1 or 2, with or without the Radio.)

PLEASE SPECIFY WHEN ORDERING.



HERALD SAH Part No. 1229
VITESSE SAH Part No. 1227

The SAH CONSOLE is easily installed, requiring only one securing screw at the rear (as shown in illustration). When a Radio is fitted, a supporting bracket (usually supplied in the radio fitting kit) is necessary to mount the rear of the Radio to the Gear-box Tunnel Cover/Dash board.

HV/3/70

Fig. 1



What prices . . . it's a great shame that they weren't advertised with their registrations . . . notice the Vitesse estate (1964) so there were more! . . .

A quick mention now of a piece of kit that I recently had (?) to fit to my Mk II saloon . . . after the replacement of my rocker gear (thanks again Hugh "Yes that Hugh Roberts" Roberts! It was noticed immediately that the afore mentioned rocker gear was in fact not receiving any oil . . . so Hugh made up an 'external oil feed to the rocker gear' . . . basically it consists of a 'T' piece taken off from the oil pressure switch point, a length of suitable pressure tube, a banjo connection bolted to the top nearside corner of the block once the existing bolt has been removed). The new connecting bolt is hollow and drilled to allow the flow of oil.

This actual kit is available from traders such as Triumphtune coming out at around £16.50 . . . it works wonders for your rocker gear, suddenly supplying them with that all important oil that was obviously not getting there due to blocked oilways . . . makes them sound and run so much quieter . . .

Finally this month . . . but most important !! You will (hopefully) read on the next page, it concerns that proverbial old bad penny that keeps cropping up . . . yes you've guessed it . . . the 'IVR' . . .

Fig. 5

TRIUMPH VITESSE

400 MILES ONLY. 1968 (May) Triumph Vitesse saloon, cherry red, black trim, as new, £795.
JACK ALPE (Triumph Retail Dealer), 50 Marylebone High St., London, W.1. (Near Baker Street Station.) Wel 1124. 443-458

1968 TRIUMPH VITESSE CONVERTIBLE. 2,000 miles, white with black trim, overdrive, tonneau cover, G800 tyres, almost as new, £825. Alford and Alder, 68 Newington Causeway, London S.E.1. Phone 01-407 2562. 443-481

AUTOWAYS, THE TRIUMPH PEOPLE. present:-
1963-64-65-66 VITESSE convertibles, saloons, large stock, new Triumphs, highest prices in exchange. 207-209 Twickenham Rd., Isleworth, Middx. Phone 01-560 4226. 443-572

1964 VITESSE ESTATE CAR. supplied and maintained by us, £445. Pinewood Service Car Sales. Iyer Heath 4174. 443-670

1964 VITESSE SALOON. in Wedgwood, blue trim, one owner, 18,000 miles, immaculate, £585.
CHEAM MOTOR DISTRIBUTORS LTD., 9 Ewell Rd., Cheam, Surrey. 01-442 0125. 443-630

1964 VITESSE, sunshade roof, wide rimmed wheels, quite superb, £585.
ELMLEDGE MOTORS LTD., The Broadway, Kingston-by-pass, Tonbridge. 01-399 2254. 443-847

1965 TRIUMPH VITESSE saloon, nominal mileage, owner retiring, consider cash offer or part-exchange to help. Guildford 4882 (evening only). 443-971

ELMSLEIGH AUTOS OF ENFIELD, 23 Lancaster Rd., Enfield, Middx.
1965 (DEC.) TRIUMPH VITESSE, finished in cactus green, 11,600 miles, one owner, fitted radio, twin spot lamps, reversing lamp, Cinturato tyres, immaculate condition, £545. Phone 01-363 3333 (10 lines) 448-1136

Triumph Vitesse Wanted

AUTOWAYS (THE TRIUMPH PEOPLE) Highest cash prices for good Vitesse. 01-560 4226. 443-571

FULLY DETACHABLE GLASS-FIBRE SAH HARDTOP (Part No. 467) for all models HERALD/VITESSE CONVERTIBLES

Fig. 4



This Hardtop can also be supplied with our very popular **SKYLIGHT PANEL** (Perspex, tinted Blue, Amber or Green) gives feeling of light, airy spaciousness. Part No. 468.

ENHANCES THE LINE AND APPEARANCE

Non-Rusting. Anti-Drumming High Quality Glass-Fibre Construction

EASILY FITTED & DETACHED (2 existing front Fasteners and 2 Hook-Bolts at Rear Sides on to Hood/Frame).
EXISTING HOOD FRAME REMAINS IN FOLDED DOWN POSITION, READY FOR RAPID RE-ERECTION WHEN HARDTOP IS REMOVED
FITTED WITH INTERIOR ROOF LIGHT
FIRM & RIGID CONSTRUCTION
EXTREMELY LARGE MOULDED PERSPEX WRAP
AROUND REAR & 2 SIDE WINDOWS
GIVING EXCELLENT ALL ROUND VISIBILITY
RAYON LUSTRE FIBRE (BEIGE COLOURED)
INTERIOR LINING

Designed to give extra Headroom to Rear-Seat Passengers

14/11/70

It all started after many, many pleas from myself, mostly to no avail (eternal thanks to those of you that have completed your IVRs and sent them on in) . . . Then I received a letter from Dick (Plumridge) with a rough draft entitled 'Dick's Funny Idea' . . . several letters followed . . . then phone calls . . . were we onto a good idea?? Co-ordination with the Club HQ followed . . . so at this moment in time we have the beginnings of what could be an amazing scheme . . . but it is all up to you . . . the Vitesse owners . . . let's all work together . . . please read it . . . inwardly digest . . . then rush out to complete your 'IVR' (as this is a pilot scheme aimed only at owners of Mk II Vitesse . . . can I ask you personally not to let you or your Vitesse down) . . . Get your Vitesse registered!

To save time and postage . . . why not do it at Stafford and hand the 'IVR' to me? See you all there! . . .

Thanks . . . take care . . . cheers . . . Mac. ★

Getting something back from IVR Forms!

Mac Reynolds recently mentioned in the Vitesse Register column that he and I were doing some work together on IVRs (the "International Vehicle Registration Form"). We want to drastically "up" the numbers of IVRs on record, by explaining that they do matter, and by giving members some-thing back for completing one! We're now ready to launch a scheme that would be a real benefit - initially to all Vitesse Mk II owners in this trial - and hopefully all Club Car Owners later.

Confession time: I used to look on IVRs as just a formality - you filled them in (maybe) but little more was ever heard of them. Sounds familiar? I'm afraid it was years before I sent in my own! Then I got more interested in the history of my cars, and started exploring different sources of help. I was also noticing month after month, there were always appeals in letters and the various columns of The Courier from Members looking for just this same kind of history! From time to time, advice on researching history would appear in the Courier and elsewhere, but I knew from experience how easy it is to lose odd articles! Over this same time I'd been using databases a lot for other interests, and I saw a practical way for the Register to provide a much needed service to Members - here's the idea:

1. In co-operation with Mac, I'd design a database which munches information off paper IVRs and several other sources, and then writes a letter for me . . .

2. Design that feedback letter for Members, to combine both some general advice on tracing history with "individualised" sections giving information special to that member's car.

3. Then launch it: In response to a member sending an IVR and s.a.e., we add the car onto the Register database and send the resulting feedback letter out to the Member!

This feedback letter covers questions like,
"How many cars survive that are later than mine?/- or earlier! - /or share the same original spec as mine?/
How can I trace previous Owners?
How can I find out if my old car still survives?/
What does the registration number tell me?
How do I obtain a BMIHT Certificate for my car?
What will it tell me?
What other sources of information are there?"

Thus the IVR Register gets more and more complete and meaningful - to everyone's benefit - and the member gets the best advice available back, plus special information on their car.

So where are we so far with all this? Well - fired up, road tested, and now just needing the tank filled! After quite a few months' work, we've got a working database - we've tested it by loading old Vitesse MkII IVRs, and it does generate good feedback letters specific to your given car. This has certainly provided a good test of the database, of how to cope with ambiguous data that the IVRs gave present, and has provided good background data.

We do know though, that a lot of the information on the IVRs relating to Owners will be out of date, and some details off the Vehicles have been inaccurate, so:

We now want to launch this project with Mk II Vitesse Owners forming a pilot scheme to judge it's worth! We just need from you a current IVR with accurate details, plus your present address on an s.a.e. please (the scheme's been "personally funded" by Mac and I!). And there's a specially adapted IVR form here in the July 96 magazine!

I'm sure we've got a big potential "winner" in this scheme, so if you own a MkII Vitesse - please take part! Just fill the IVR in - **carefully please and clearly, please(!) - those little digits mean everything!** Send it to me, Dick Plumridge, c/o TSSC Club HQ, remembering please, that vital s.a.e. I'll put every IVR form onto the database, and response letters will go out once there's a meaningful Register built up from the IVRs coming in.

Dick Plumridge and Mac Reynolds.

P.S. We hope, depending on the response, we can later extend this to all Vitesse. I can't speak for the other Registers, where the interest may not yet be that strong from Members, and where the work entailed (ie, quantities of cars to enter onto the data-base!) may be more daunting. Meantime I'd be glad to hear from members with ideas, experience or criticisms on the project as a whole, very valuable while it's at this pilot stage. Now - where did you file away your V5 Registration Document . . . ★

GT6 REPORT

We thought this month you might be interested in a few workshop tips on common areas of maintenance on GT6s, so we'll start off with the Triumph Bonnet Shuffle.

It's easy to get a friend to help you get the bonnet off the car, but not so easy to move it out of the way once you want to actually start work. If you're on your own, here's the answer! First, stand the bonnet up on its back edge, then stick your shoulders under the reinforcer under the nose (the bonnets, not yours!) and stand up. You can walk about, shuffle around, take it out of the garage, and so on . . . you might look silly, but it works!

On the subject of bonnets, when you're fitting new front wings to a MkIII (or a Spitfire for that matter), bend the return edge (the edge that butts up to the top panel) over 3-4mm.

What's this man doing? It's the Triumph bonnet shuffle!



It might look silly but it works!

This way, your wing seams will come out much more like the originals, nice and tight (top right).

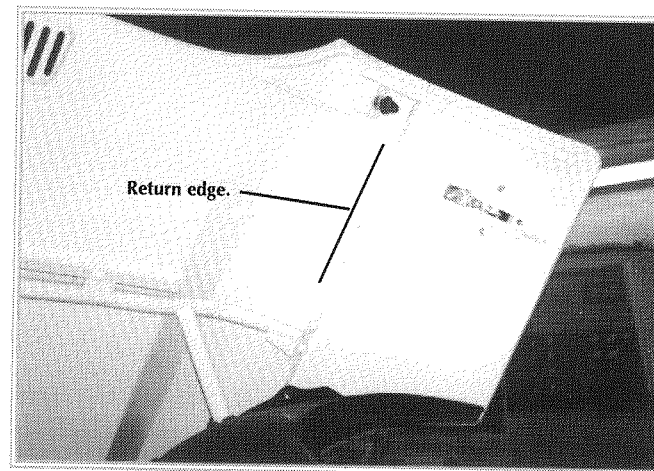
Now, if your car has been standing for a long time while you restore it, or if you've bought a car to restore that hasn't been run for ages, drain all the old fuel out of the tank before you try to start it. Petrol 'goes off' after several months and can make the car difficult to start. At the same time, remove the tank, take out the sender unit and let ALL the fumes evaporate until the tank is dry. Shake the tank and if you can hear dirt or bits inside, use a magnetic screwdriver through the fuel tank sender hole and filler neck holes to pick it out. The result will be that your car won't keep breaking down through fuel starvation when one of the rust flakes gets stuck over the fuel outlet on the tank.

If your GT6 suddenly starts to continually boil over and spray water out of the radiator cap, don't automatically assume it's the head

gasket gone – just change the cap first. Often the spring gets weak, causing the pressure in the radiator to blow water past it at a lower temperature than usual. For the cost of the cap, it's worth a try!

Overdrive stopped working? Well, why not check that it's not just a simple electrical problem before you condemn the overdrive unit? First, put the car into 3rd or 4th gear, with the ignition on but the car not running. Switch the overdrive in and out, and you should be able to hear the relay clicking on the bulkhead, and the overdrive solenoid clicking simultaneously on the gearbox. If you can't, then it's an electrical fault, if you can, it's the unit itself, although this may only be due to a build up of gunge in the oilways. This can often be the case when a new gearbox is fitted using the existing overdrive – all the shoving and pushing disturbs any gunge that might be in the overdrive, and stops it working.

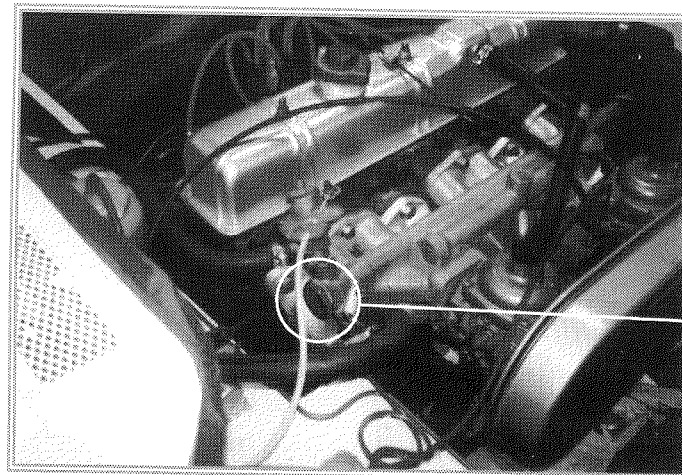
Beware though, you need some special tools to rebuild overdrive units, but on the other hand, to remove the overdrive unit, you don't have to take out the whole gearbox. Just remove the rear gearbox mounting bolts, jack the back of the gearbox up (carefully), remove the overdrive to gearbox bolts, and slide the o/d unit off the back of the gearbox. (Have an oil drain can at the ready, even if you've drained all the



oil out already, there's always a bit more that runs over your feet)

The return edge of the bonnet should be bent over 3-4mm.

And lastly, when the car gets so hot inside during the summer that you decide the heater valve on the end of the inlet manifold must be faulty, making the heater work all the time – DON'T – remove the big bolt holding it on! Nine times out of ten, it will sheer off, leaving its remains corroded inside the manifold waterway. Unless you have engineering facilities at your fingertips, it can be a real pig job to repair, and often sourcing a second manifold with the valve still attached can be the only remedy.



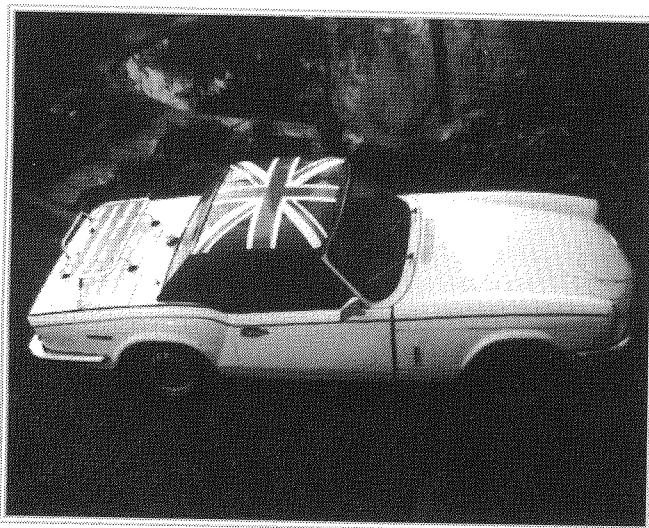
Don't remove this bolt holding the inlet manifold on. The result can be difficult to repair.

That's it for this month, we're off to Le Mans this weekend to see if there's anything on the track that can compete with the old GT6s let you know next month. ★



Last month's work on OSW started off with a long overdue oil, oil filter and air filter change, followed by attention to the tappets which were making a terrible noise. Rather than just adjusting the gaps, I thought it wise to remove the rocker shaft to inspect the state of the rocker. Just as well because all were in a terrible state, with successive wear and in some cases the surface cracked and breaking up.

Resurfacing was out of the question because the journals were also badly worn, although the rocker shaft was surprisingly not. Re-assembled with



This month's patriotic photo is sent in by Mr. G. Ringer of Bridgenorth, Shropshire and features his 1973 MkIV Spitfire which he uses daily to work. Last winter Mr. Ringer fitted a yellow hard top, which against the white bodywork 'made the car look like a fried egg!', and so it was decided to paint it in the colours we see here. Mr. Ringer adds that he's looking for a new design to paint the hard top next winter. Any suggestions? Looks fine to me!

serviceable second hand and some new rockers I'd found at an autojumble, engine noise was significantly reduced. However more rewarding, and worth noting, was the fact that the air filter change and correct tappet adjustment (and hence valve timing) improved fuel consumption from 27mpg to 31/32mpg).

Fig 1. (below)
Photo from last month showing how incorrect positioning of fuel filler cap doesn't allow it to open with a hard top fitted.

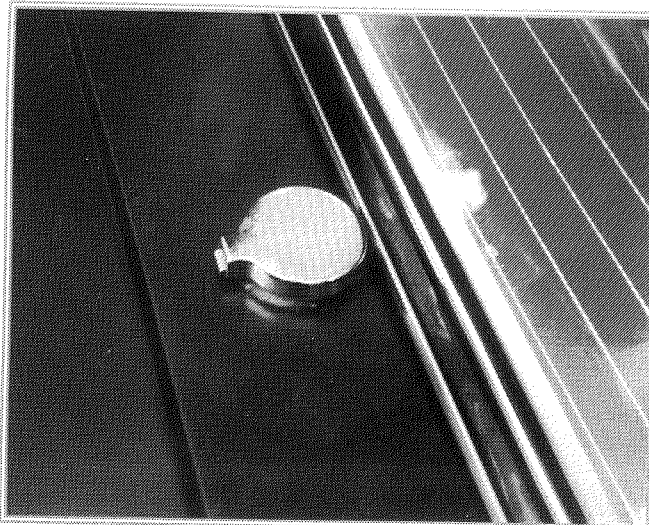
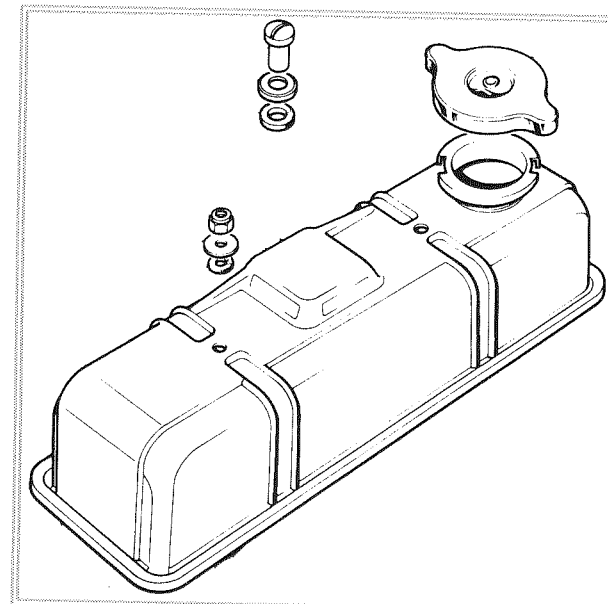


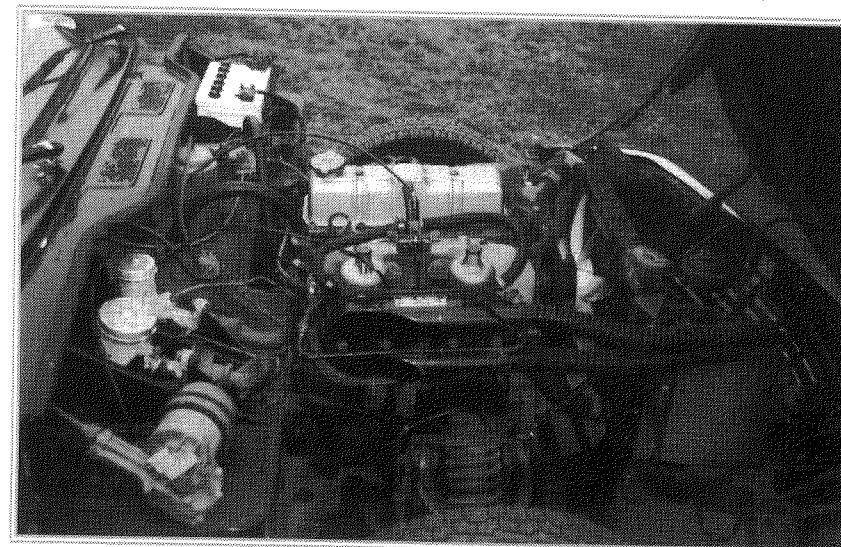
Fig.2.
Oil seals and cup washers were used to secure the rocker cover on later cars.



A couple of hundred miles on, the tappets have started to become noisy again. I put this down to, just like on a new engine, the new rockers bedding in, and so will be re-adjusted at about 500 miles.

On a point of detail, I noticed whilst replacing the rocker cover, that the rubbers seals and cupped washers under the securing screws were missing. (Fig.2). Replacement cured the slight oil leak from around the screws and also allowed the rocker cover to be pulled more firmly down on the gasket.

Fig.3.
OSW's engine bay, which although tatty now returns a healthy 39 mpg.



A couple of weeks later, I had time to look at the ignition system. The points were very badly pitted and so were replaced as was the condenser as a cautionary measure. Incidentally, the points gap had to be re-adjusted after a couple of hundred miles as 'high spots' on the red 'heel' of the points bedded in). Timing was adjusted – NB, it can change when you adjust the points gap. The plugs weren't changed although the gaps were closed up as they

were running a little wide. The distributor cap wasn't replaced either although the deposits on the terminals were scraped off with a needle file. The reward for the work was a further increase in mpg to 35mpg, raised to a consistent 39mpg after balancing/adjusting the carbs, which is quite surprising really

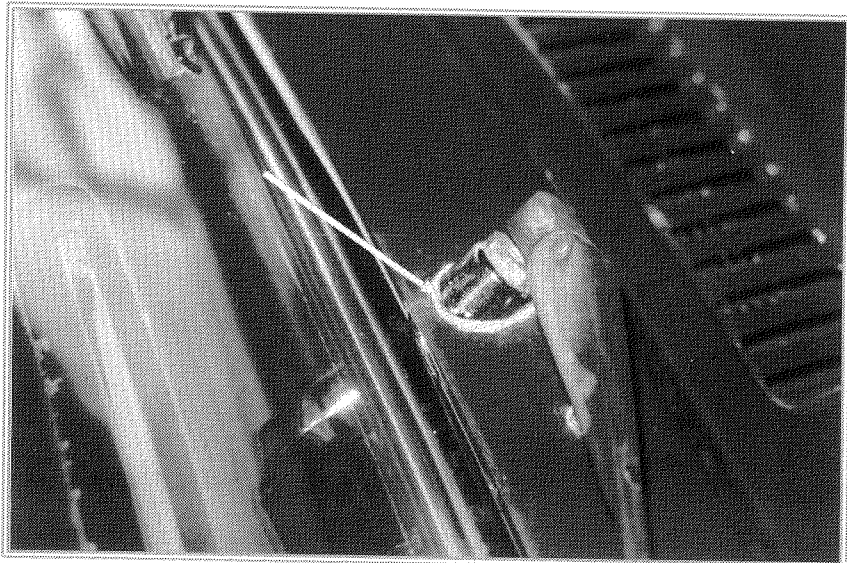


Fig.4.
The seal
between the
wiper fixing
and bulkhead
was letting
in water.

when it's considered that it's a non overdrive model and is driven quite hard, limited only by the deafening noise it makes! It does show though how economical these cars can be and also the detrimental effect poor maintenance can have on fuel consumption. (Fig.3).

Other improvements have included getting the drivers courtesy light to work which was down to bad corrosion on the door switch which was easily removed with emery paper. The driver's side was also treated to a parcel shelf obtained from SEM for £1.50. I am on the look-out for one on the passenger's side now! However the complete lack of a passenger's shelf did enable me to easily trace the source of a water leak that was appearing on the floor mat. Water was leaking in from around where the LH windscreen wiper driver passes through the front bulkhead (Fig.4). This will be easily cured by replacing the rubber/ felt seal and adding a little black mastic. Finally the footwell carpets which were inadequately joined by double sided tape and consequently were continually squirming underfoot, were simply held in place by a couple of discrete self tappers.

Having filled the fuel tank rather full one day, the car smelt of petrol for a number of miles afterwards. Removing the petrol tank confirmed my suspicion. A common problem on the Spitfire IV/1500 is that the blanking plug on the breather pipe used on USA cars, becomes perished or lost, allowing petrol to spill from the tank when full or under hard cornering or braking. OSW was no different with a badly perished blanking plug and signs

of petrol dripping from it. A simple plug easily resolved this problem. Fig.5.

I was feeling pretty happy with progress especially the 39mpg, when we had our first failure. Pulling up at a cross roads, the engine stopped dead. Trying to start her again resulted in Uuuugh, Uuuuugh, – Uuuuuugh. Immediate thoughts were a flat battery, possibly due to noisy alternator and the fact that the ignition warning light had been persistently coming on below 2000rpm as I'd reported last month. Fortunately help was soon to hand in the form of a kind motorist with a set of jump leads. Unfortunately the result was still Uuuuuugh – Uuuuuugh.

The starter solenoid was eliminated by putting the jump lead direct to the starter motor, same result. Must be the starter motor. Cold water was poured over it to cool it down since, sometimes the starter motor windings can get so hot that their resistance increases to the extent that more current is needed to turn the engine over than can be provided by the battery.

Unfortunately still no joy. There was no alternative but to try and jump start it. Surprisingly she started first time but within seconds there was a horrendous scratching noise and the cockpit was full of smoke! The engine was quickly turned off!

Back under the bonnet revealed a smouldering fan belt worn down to its last threads. The alternator had seized and was the cause of the problem, surprisingly being sufficient to initially stall the engine at idle

minutes the ignition light came on, not going out until revs were above 2000rpm, exactly the same as the previous alternator.

It wasn't until the next morning that it clicked what was happening. As reported, new dash instruments had been fitted, and inadvertently, I like to think! the ignition warning light and oil pressure light bulb had been swapped around! Connected up correctly, horror of horrors, there was the dreaded green oil light, permanently on below 2000rpm! What's more, I'd been unwittingly driving the car like this for 6 weeks!

Obviously it wasn't all gearbox noise that had been coming from the engine bay, then again

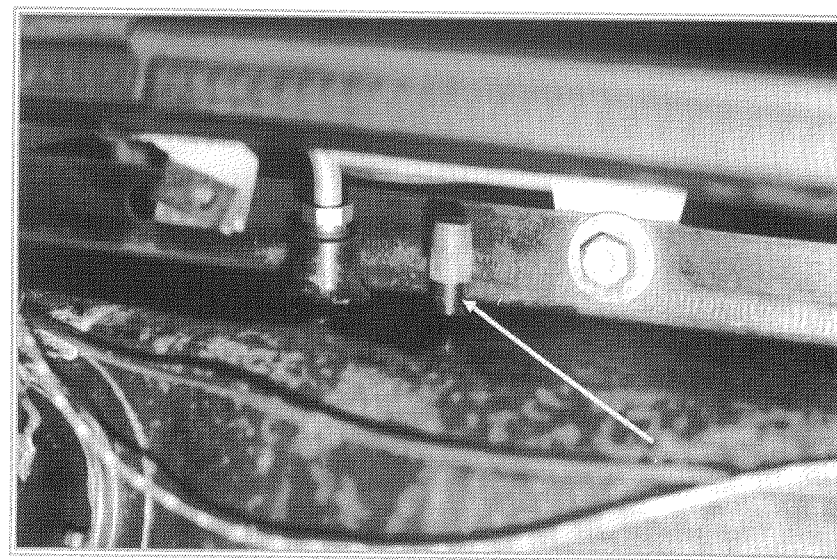


Fig.5.
Petrol tank
vent pipe for
U.S. spec.
cars that
should be
sealed on
U.K. cars.

and then prevent the starter motor turning the engine over. Obviously the alternator couldn't be removed because the fan belt was needed for the water pump. Judicious amounts of WD40 were sprayed into the alternator, sufficient to get it turning and the engine running again. The alternator and fan belt survived a slow drive home, but gave up the ghost, seizing and snapping respectively just as I turned into the drive.

A replacement alternator and fan belt 'from stock' were fitted easily, but strangely after a few

there wasn't the tell-tale deep rumble of big end bearings and the engine was still returning a consistent 39mpg.

An oil pressure gauge was fitted, replacing the dodgy ammeter and immediately revealed a healthy 75 psi for the first 5-10 minutes but thereafter fell to an alarming 20-25 psi and 3-5 psi at idle as the engine got hot. For the first time, I used a tin of STP which improved the situation a couple of psi, but is only putting off the inevitable, hopefully long enough for me to find the time to change the engine. An overdrive gearbox and replacement clutch will be fitted at the same time. At the time of writing it's been 3 weeks since the alternator incident and the engine still running and returning 39mpg. Mind you it's amazing what you think you can hear when you see a bright green oil light shining at you! ★

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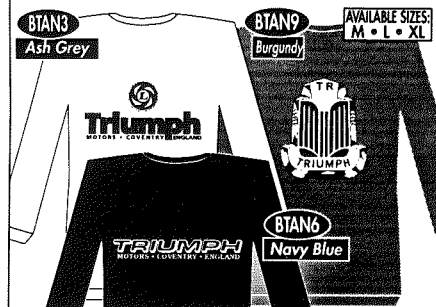
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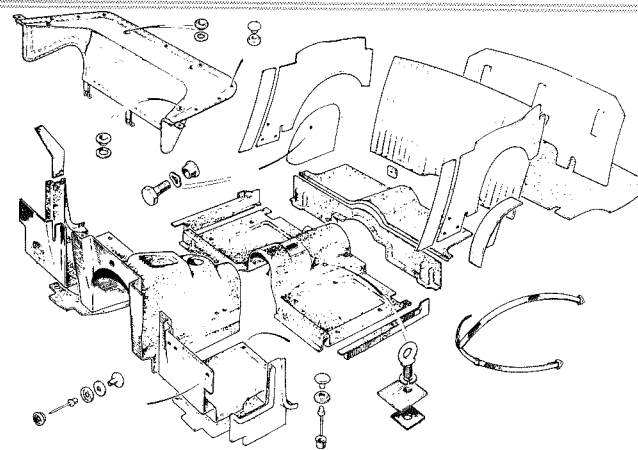
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How many of you have reproduction carpets fitted? And out of that, how many of you have the front footwell carpets fitted to the floor and bulk-head via the socket fasteners to stop the carpets from riding up as original?

Take out the footwell carpets and look for two Durodot fasteners on the drivers side and one on the passengers side bulkhead panels.

There should be two more Durodot fasteners on each floor cross member for the main carpet and two special fasteners on each front footwell just in front of the cross member for the footwell carpets.

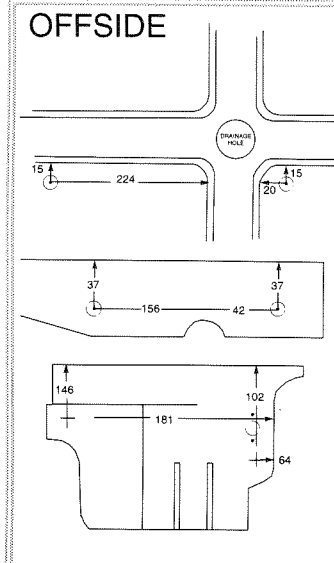
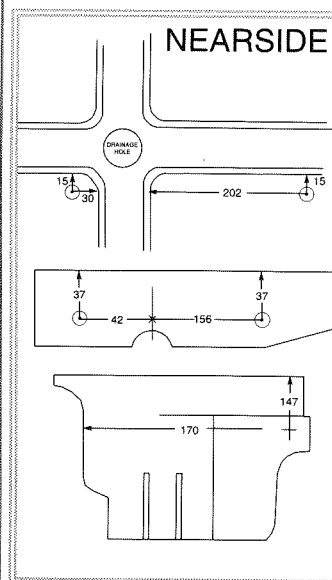
If you've had your floor and cross members replaced or plated these important little items will be lost. So I have made up a diagram of where they should go (all measurements in millimetres). All fastener and rivets are available from Rimmers, Moss, etc.

Use their parts catalogues as numbers change. First fix fasteners to floor, then lay in your carpet and get a good fit. Then mark position of carpets fasteners to get a snug fit.

713511	Hood stud	7
713531	Rivet	7
653769	Rivet	4
553252	Carpet Button	11
554517	Fastener Socket	11
554921	Stud	4
WPO12	Washer	7

Mk1 Spitfire optional extra carpets have an extra stud on the N/S bulkhead panel. Mk1 Spitfire fitted with rubber floor mats have an extra stud on both of the bulkhead panels.

PS. Keep sending in your photos please. ★



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Saloon roof to header w/screen frame seal.....£9.99

Hood header rail seal, front	£6.46
Hood front outer finisher/seal (white only) original	£9.99

Front quarter light rubbers per pair.....£29.96

Door skin to door glass	£5.99
Door skin to door glass	£5.99
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Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.41
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Front valance seal	£1.18
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Boot seal - as original	£18.80
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Estate rear tailgate glass seal - original	£23.50

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Rear windscreen rubber, saloon	£22.27
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Window runner channel, rear	£4.70

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Petrol tank filler neck seal.....£4.11

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Front side/indicator lamp rubber seal£4.35

Petrol tank sender unit cover £5.29 |

Petrol tank drain neck seal, sponge.....£4.70

SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£19.98
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
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Roof to windscreen top seal, GT6 I, II.....£19.92

Hood header rail/hard top seal, front, SPITFIRE £6.46 |

Door skin to door glass, outer weatherstrip £5.99 |

Door skin to door glass, inner weatherstrip £3.23 |

Door glass glazing seal.....£3.53

Bonnet scuttle/bulkhead seal £4.70 |

Wheel arch to dash seal (small mud flap) £2.70 |

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Front valance seal, SPITFIRE I, II, III, GT6 I, II £1.18 |

SEALS - SPITFIRE/GT6 Cont.

Front valance seal, SPITFIRE IV/1500, GT6 III £2.35 |

Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL).....£8.81

Handbrake gaiter, SPIT I, II, III, IV £7.64 |

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Barrel and keys, right hand, HER/VITESSE £7.05 |

Door cam lock r/h HERALD/VITESSE £32.90 |

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 |

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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 |

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Chrome w/screen washer jet, complete ass., origln., HER/VIT £4.99 |

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Windscreen frame ally capping £35.25 |

Rubber bumper set HERALD £105.75 |

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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 |

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U flange to diff, small or large.....£15.28

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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 I, II, rotoflex, NEW £59.93 |

Rear leaf spring HERALD, NEW £75.20 |

Rear leaf spring VIT 1600I, NEW £75.20 |

Rear leaf spring VITESSE II, NEW £72.85 |

FUEL SYSTEMS & CARBS

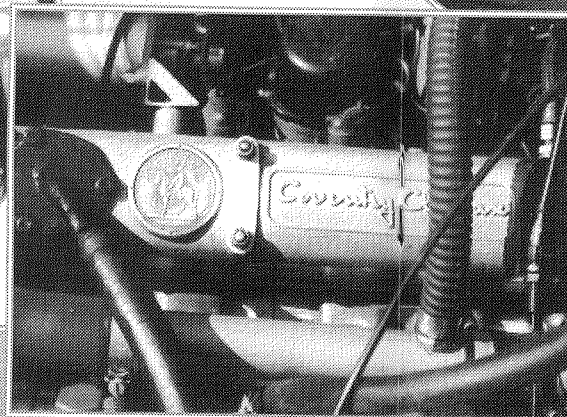
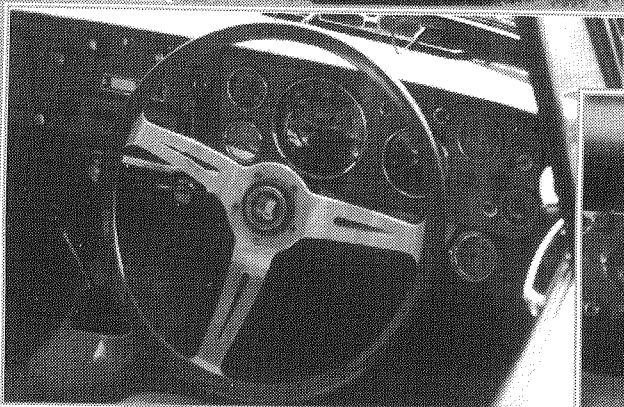
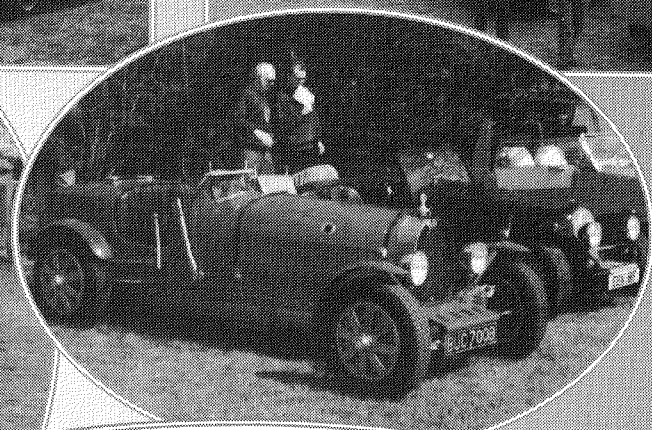
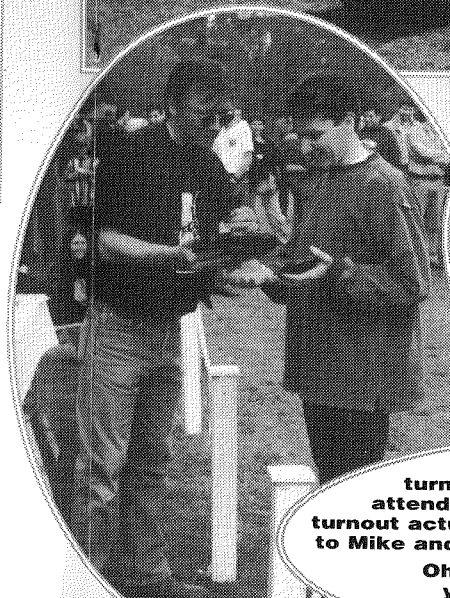
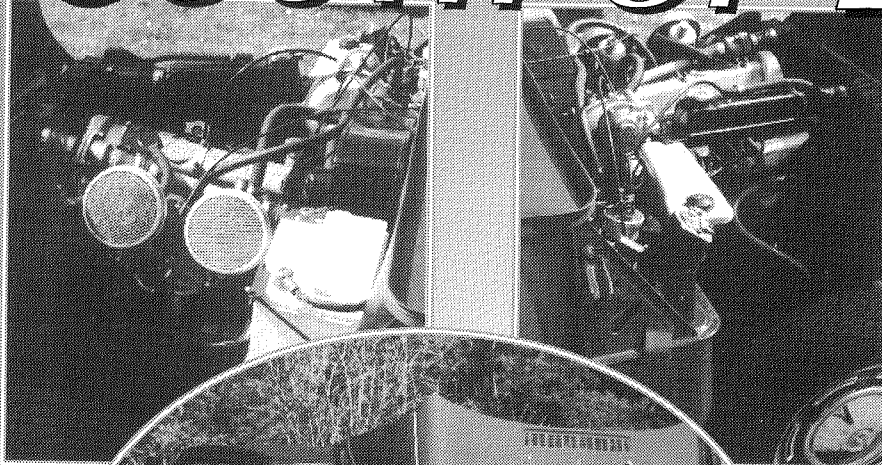
Petrol tank sender unit HERALD, VITESSE £26.44 |

Petrol tank sender unit SPITFIRE £27.90 |

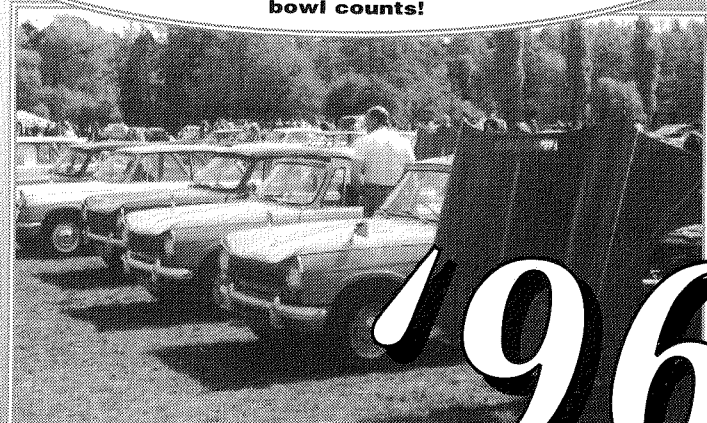
Fuel pump HERALD, SPITFIRE £17.63 |

Fuel pump VITESSE, GT6

SOUTH OF ENGLAND MEET



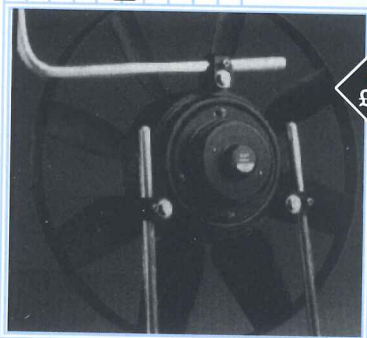
SEM
basking in the sunshine yet again,
turned out to be its usual success for all those
attending. The big surprise this year was the Herald
turnout actually beating the Spitfires in number! All thanks go
to Mike and Tracey Crewes and their Team for a great Event.
Oh and thanks Mike for sharing with one all
your passion for keeping specimen Fish!
Personally I don't think a goldfish
bowl counts!



**BRABHAM HERALD
WITH COVENTRY CLIMAX ENGINE
SEE SPECIALS REGISTER FOR MORE DETAILS**



KEEP YOUR



P&P
£5.95

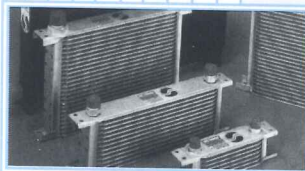
KENLOWE COOLING FANS

Improve the cooling of your Club car with this lightweight but effective fan. Can be used with or without existing fan (except Vitesse). Can reduce engine noise, produce quicker warm up, improve MPG and give extra performance. Very easy DIY fitting. Full instructions included.

KE020 Herald/Bond (4 cylinder)	£80.95
KE021 Spitfire	£95.00
KE022 GT6	£95.00
KE023 Vitesse/Bond (6 cylinder)	£95.00
KE024 Manual Override Switch	£5.95

MOCAL
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COOLERS



P&P
£5.95

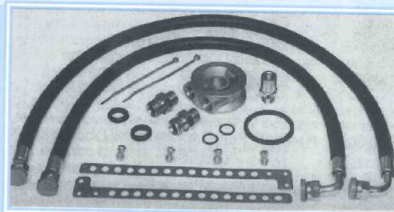
THE COUNTRY'S FINEST RANGE OF OIL COOLER CONVERSIONS

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4 - CYL
CARS

MA103
RUBBER HOSES
£42.50

MA104
S/STEEL HOSES
£51.50



MA101	10 ROW	£42.50
MA102	13 ROW	£51.50

6 - CYL CARS
(INCLUDES SPIN - OFF CONVERSION)

MA105	RUBBER HOSES	£62.50
MA106	STAINLESS STEEL	£71.50

THERMOSTATS

MA107	IN - LINE STAT FOR RUBBER KITS	£12.95
MA108	STAT FOR STAINLESS KITS (4 CYL) BUILT INTO SANDWICH PLATE	£19.95
MA109	IN - LINE STAT 6 CYL FOR S/STEEL KITS	P.O.A.

SPIN-OFF CONVERSION

GT6/Vitesse (KIT INCLUDES FILTER)

STOP THE RATTLING,
CONVERT TO A
SPIN - OFF FILTER

MA110 - £32.95



P&P
£3.95

OIL FILTER

The standard GT6/ Vitesse has one major fault in that once stopped, all oil is allowed to drain out into the sump. Therefore the filter must be refilled before oil is supplied to the crankshaft etc. This causes the usual 'rattling' on initial starting in the mornings.

COOL!



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RADIATOR FLUID

A radiator fluid that gives complete protection.

- ◆ Protects against corrosion
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- ◆ Frost protection to -26°C
- ◆ Safety colour indicator warns of gasket failure

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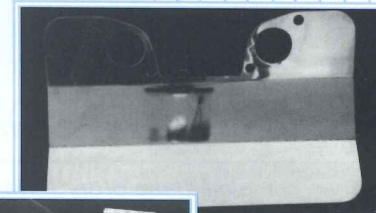
FLO01 5 LITRES	£15.95	FLO02 10 LITRES	£28.00
-------	---------------	--------	-------	----------------	--------

NOTE CAPACITIES :- 4 cyl Cars - 4.5 - 4.8 Ltrs 6 cyl Cars - 6.2 Ltrs

HIGHLY POLISHED ALUMINIUM HEATSHIELDS

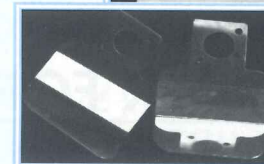
Great news for Spitfire MkIV & 1500 owners. We are now supplying a brand new heatshield for your cars.

You should all be familiar with hot starting problems during the summer months due to fuel vapourisation from the carburettors. The new heatshields are larger than the original items and have a return lip to give your jets and carbs extra protection.



HS001 Heatshield £27.95

HS002 Heatshields (pair)
Pair (Stromberg Carbs) £27.95
GT6 I,II,III VIT I,II.



P&P
£2.95

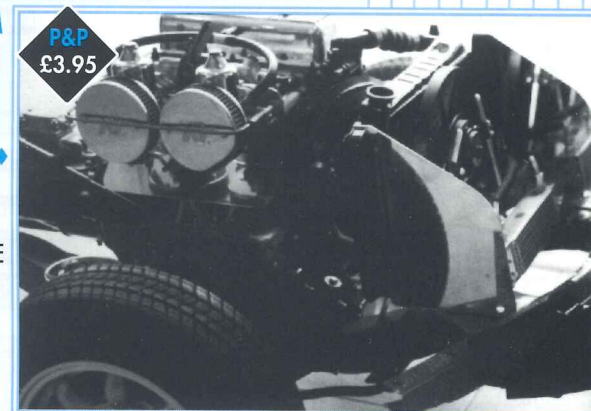
HIGHLY POLISHED ALUMINIUM RADIATOR VALENCES

A direct replacement for the flimsy cardboard originals.

- ◆ INCREASE AIRFLOW TO RADIATOR ◆
- ◆ EASILY OUTLAST CARDBOARD ORIGINALS ◆
- ◆ VASTLY IMPROVE THE APPEARANCE OF THE ENGINE BAY ◆
- ◆ SUPPLIED WITH FITTING KIT ◆

FOR SPITFIRE - RV100

PAIR OF VALENCES ONLY £35.00



P&P
£3.95



ALL PRICES
INCLUDE VAT



ORDERS HOTLINE: 01858 434424

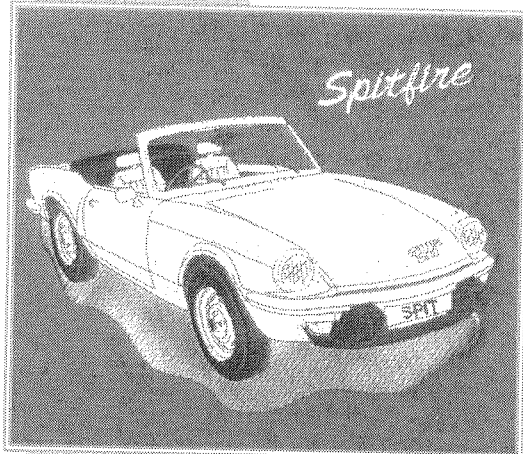
FAX HOTLINE: 01858 431936





New Designer SPITFIRE SWEATSHIRTS

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434424**



A very high quality sweatshirt with a fully embroidered picture of your car on the front. S / M / L / XL

SS100 - Spitfire Sweatshirt

£30 + £2.95 P&P

Choose:-

- Your car colour.
- Registration Number
- Sweatshirt colour
- Black or tan interior
- Right hand or left hand drive
- Spitfire Mk IV or 1500 design.

CAR COLOURS AVAILABLE:-

Red/ Racing Green/ Yellow/ Blue/ White

SWEATSHIRT COLOURS AVAILABLE:-

Black/ Navy/ Grey/ Bottle Green/ Red/ Burgundy/ White

When completing the order form below - please ensure that you specify a car colour that will not clash with the sweatshirt - ie a green car on a green sweatshirt etc.

MAIL ORDER FORM

PLEASE COMPLETE ALL
RELEVANT SECTIONS

SWEATSHIRT DETAILS (TICK BOXES)

CAR MODEL ☐ SPITFIRE Mk 4 ☐ 1500 ☐ RHD ☐ LHD ☐ INTERIOR - TAN ☐ BLACK ☐
 REGISTRATION No CAR COLOUR SWEATSHIRT COLOUR
 SIZE S ☐ M ☐ L ☐ XL ☐ PLEASE ALLOW 14 DAYS FOR DELIVERY

CUSTOMER DETAILS

CUSTOMER NAME MEMBERSHIP NO.
 DELIVERY ADDRESS
 POSTAL CODE
 DAYTIME PHONE NO. FAX NO.
 CREDIT CARD NO.
 CARD EXPIRY DATE
 SWITCH NO.
 CARD EXPIRY DATE
 I HAVE ENCLOSED ☐ £ ☐ I WISH TO PAY BY (TICK BOX) ☐ CHEQUE ☐ POSTAL ORDER
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SAT/SUN 13th/14th JULY

SAVE £££s ON POSTAGE CHARGES.

**WE ARE NOW TAKING ADVANCE ORDERS FOR
GOODS TO BE COLLECTED AT THE SHOW.**

**PLEASE RING OUR ORDERS HOTLINE
WITH YOUR REQUIREMENTS.**

01858 434424

AS ALWAYS NEARLY ALL THE PRODUCTS THAT ARE IN THE 1996 CATALOGUE
WILL BE AVAILABLE OVER THE COUNTER ALL WEEKEND. SPECIAL ORDER ITEMS
i.e. CORBEAU SEATS, ROLL BARS, DASHBOARDS, WHEELS NEED TO BE
ORDERED NOW TO GUARANTEE DELIVERY AT THE SHOW.

WE AIM TO TAKE ENOUGH STOCK TO SATISFY CUSTOMERS ON THE STAND
BUT INVARIABLY WE WILL SELL OUT OF THE MOST POPULAR PRODUCTS.
TO ENSURE THAT WE HAVE THE PRODUCTS THAT YOU WANT, PLEASE
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**EITHER PAY AT THE SHOW OR IN
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SEE YOU THERE!!

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When only the best will do

SAVE 50%
BUY DIRECT FROM THE FACTORY!

Fasteners
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a precise fit

Industry standard
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windows

DIY fitting
instructions
supplied

Contrasting
Piping available

Prestige Autotrim Products Ltd., is a leading manufacturer of "FACTORY QUALITY" replacement Soft Tops for British and European sports cars. Our quality standards and attention to detail are second to none. Original factory designs are carefully replicated and improved upon when necessary as part of our commitment to producing the finest quality replacement soft tops. We only use specially formulated, "UV" stabilized clear plastic for the rear windows, and all main seams are electronically bonded to original specifications.

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Spitfire Mk.1-3 fr.	£75.95	£94.95	£134.95	£219.95
Spitfire Mk.3-4 zip fr.	£79.95	£104.95	£149.95	£229.95
Herald/Vitesse fr.	£74.95	£94.95	£149.95	£224.95

Tenneat covers from £59.95, Hood covers from £45.95

"Hduty" is a Heavy Duty quality PVC. "Original" is Original Quality Material. Duck is a black canvas bending material. Mohair is the finest quality canvas.

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

	Standard	Deluxe	Deadening	10% OFF
All Spitfires fr.	£65.95	£80.95	£39.95	Felt kit when purchased with carpet set
Herald/Vitesse fr.	£49.95	£65.95	£29.95	
GT-6 fr.	£85.95	£99.95	£49.95	

Trade enquiries welcome

SEAT COVER KITS

Vinyl Leather

Spitfire Mk.IV fr. £84.95 £191.95 pair

TRIM KITS fr. £29.95 Ask for Catalogue

Spitfire Mk.IV: O.E Style or NEW Exclusive Design with carpet & map pockets on door trims. Black, Cream, Coffee or Grey colour schemes.

Germany
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Bitte sprechen sie Englisch
Carriage fr. £19.95

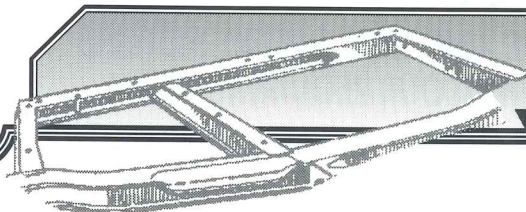
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SPORTSCARS

HERALD/ VITESSE heavy duty quality outriggers,
ALL £12.50 EACH. STATE MODEL.

Heavy duty 14SWG siderails £17.63 EACH.

USA CARS FOR RESTORATION

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.

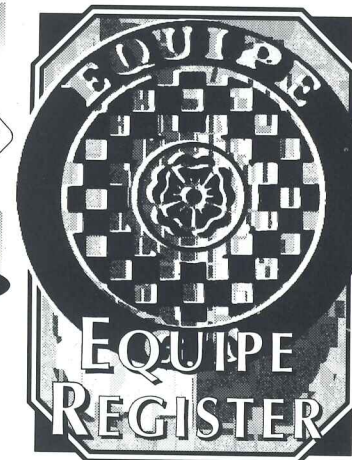
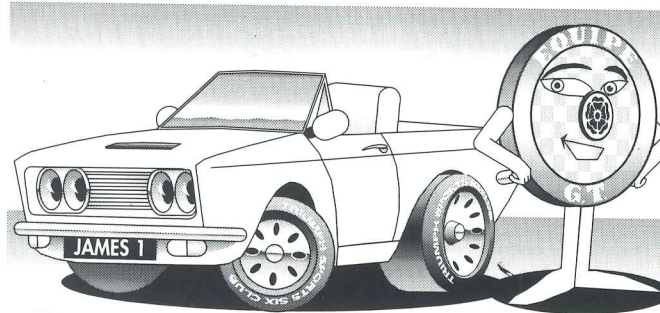
CARS FOR SALE

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 £75each.
Also TR6 rolling shell, 1973, £2000.00.
Also Healey 100/4, 1955, chassis and
rolling suspension on wires £2000.00

Spitfire or Herald Driveshafts £49 Each. Short or Long - DINITROL AGENT
OFFICE 01592 206439. PARTS DEPOT & FAX 01592 640714
UNIT 1, MILL STREET, KIRKCALDY, PIPE, SCOTLAND.



Some good news this month about the fate of two cars that I have recently tried to find 'good homes' for. The first, a very early Equipe GT4S (the fourth made and believed earliest known survivor) has now gone to a new home and restoration work is expected to begin soon. This car will be a lot of work since there is a fair amount of damage to the fibreglass bodywork in the form of stress cracks, not to mention the usual air conditioned floors.

The second car is a very late Equipe 2 Litre GT. This car is one of the last 10 made, which was actually constructed by Reliant at Tamworth after the Bond factory closed in August 1970. The car has a build date

in September and is the last known surviving 2 Litre. This car has gone into storage pending the completion of another project, but I am assured the car will be restored.

The Bank Holiday weekend at the end of May saw the Bond Owner's Club annual rally at Morecambe.

The weather on the Sunday was atrocious, and suitable only for ducks wearing oilskins and sou'westers, yes it was WET. When I paid a brief visit I spotted (between the raindrops whilst struggling with an umbrella that wanted to turn inside out) one light blue Equipe 2+2, one red Equipe 2 Litre GT (MkI), and one silver and black Equipe 2 Litre Convertible. There were of course a few of those Bonds that don't have a wheel at each corner, but even those were fewer than in previous years. The weather had undoubtedly affected the turn out. The 'Concours' is split into two-stroke engined cars and four-stroke engined cars at this event, so the Equipes are judged (by member's votes) against Bond 875s and Bond Bugs. The 2 Litre GT belonging to Peter Shawcross won the four-stroke concours with Bill Pound's Equipe 2+2 taking third prize.

It's nice to see that the Club is looking for an early Equipe, regular readers of my scribbles will probably be aware that there are very few of these cars. Most of them are in a desperate state and in need of total restoration. The small number that have already been restored (3 or 4, with another 2 nearing completion) are a delight to see, and I am sure would be difficult to pry from the hands of their current owners.

Another car probably worth saving has just come to light, a very early 2 Litre GT. From the engine number (I don't have the serial number yet) it could well be the earliest known surviving 2 Litre. This car was bought in reasonable condition some time ago and restoration work was commenced, but this came to a halt and remained at a halt since. The car is (I am told) complete, basically sound, but in three pieces (rolling chassis, body and bonnet). If you are interested, contact me and I will put you in touch with the owner.

Next month - what went on at the eleventh

BOND EQUIPE WEEKEND! ★

Bruce Pilbrough



For the 14th year the Dutch Triumph Spitfire Club is organising the International Spitfire Weekend (ISW). The ISW will take place in recreation park 'De Beekse Bergen' in Hilvarenbeek (near Tilburg) from 6 till 8 September 1996.

At this weekend we are expecting more than 600 Spitfires from several European countries this year at the same place as last year, De Savanne Camping. The camping is situated in the woody environs of Hilvarenbeek.

ACTIVITIES

On the main ground and the small fields next to it, several activities will take place. There will be music and there are places where you can eat or drink something.

On Saturday and Sunday you can find there the spare parts

market by traders from Germany, Belgium, Great Britain, Holland etc. Boot sale is possible, you can get technical information, we have games in which persons can challenge each other in a sporting matter and there are special activities for the children.

On Friday evening it shall be an informal evening where the visitors can meet each other.

The official opening of the ISW will take place on the main ground on Saturday afternoon. The organisation will welcome the representatives of the foreign clubs.

The fabulous party takes place with live music in the evening.

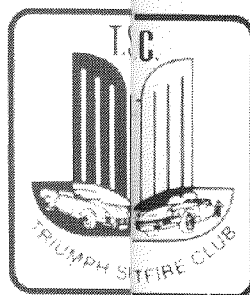
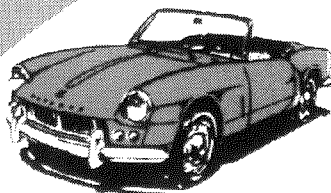
On Sunday morning the traditional tour through the Dutch countryside will take place and in the afternoon we have the prizegiving and the raffle draw. On Sunday evening we will end the ISW with a farewell dinner.

STAYING THE NIGHT

The organisation of the ISW offers the visitors the possibility to camp or to stay in a bungalow during the ISW.

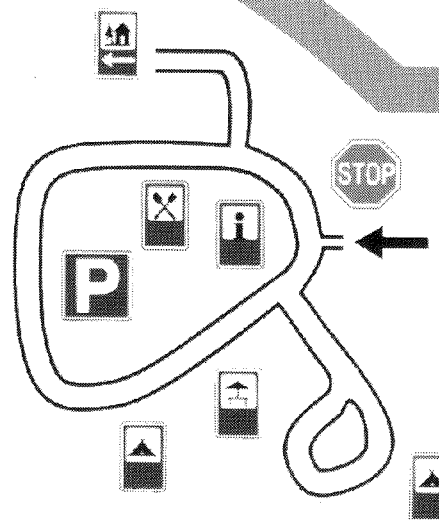
For the first 50 participants of the whole weekend we have made special rally shields. With such a special shield, you can win an extra price in the raffle.

**14^e I.S.W.
INT.
SPITFIRE
WEEKEND
7 - 8 SEPT.**



**BEEKSEBERGEN
HILVARENBEK**

1996



14th INTERNATIONAL SPITFIRE WEEKEND

Saturday / Sunday / 7-8 September, 1996 BOOKING FORM:

Name Tel. No

Address

Car Post code

Travelling with Registration number

ENTRY:

£9.00 per person for the weekend No Total

CHALET ACCOMMODATION:

Twin bedroom @ £75 per room No Total

(From Fri pm to Mon am)

CAMPING:

£8.00 per person per night People

Nights Total

SUNDAY EVENING DINNER:

£15.50 per person No Total

VALUE OF CHEQUES: Payable to Mike Crewes Total

If you wish to share a chalet with other people, please name them below:-

I/We will be arriving *Friday/Saturday - (Delete as appropriate)

**PLEASE TRY TO ARRIVE BETWEEN
1700 AND 1900 HOURS FRIDAY**

Single persons will be expected to pay for the entire Chalet Room, unless they book with another person who they wish to share with. Chalets have more than one room and unless shown above, you will be sharing a Chalet with other members as necessary. Where possible you will share a chalet with those you request, but this cannot be guaranteed.

Please return to:-

Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire. SL5 8EN. Enclosing a **Stamped Addressed Envelope.** ★

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JRT 200K was a Signal Red, 1971 rotoflex model, fitted with overdrive. It was bought new on 5th August 1971 from the local BL dealer, Mann Eggerton (now Waveney Rover), in Lowestoft, Suffolk. Unfortunately, the car was traded in for a second hand Hillman Avenger in late 1973.

As I was one of the reasons why my mother and father had to sell the car, and no photographs were ever taken of the GT6 when they owned it, I am curious to know whether JRT 200K still exists? The last I knew of the vehicle, it was up for sale in the Norwich area in late 1990.

I would like to hear from anyone who knows what happened to the car. We still have the original letter of sale, initial insurance cover note and certificate, and the hire purchase agreement form for the car. You can contact me on (01502) 731094. I would be grateful if you can help.

Mark Sturman

TRUE ENTHUSIAST ...



I would thoroughly like to recommend John Kippings in Coventry. Not only did he give valuable advice over the phone with my inquiries and parts purchase, but many Saturdays after, he himself helped me with spanner/screwdriver in his hand outside his shop after closing hours.

After two and a half hours of cleaning my dirty carbs out, he wanted no money and was still smiling and I think enjoying himself – a true enthusiast.

C. Hoff-Nielsen

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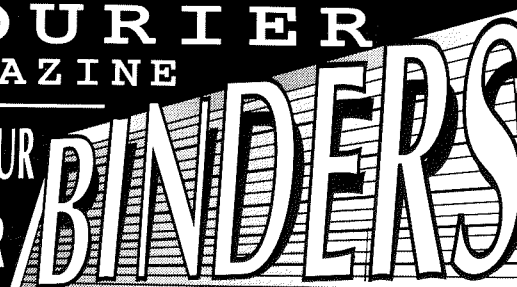
Tel/Fax: 0181 569 6155

HEATHROW TRIUMPH

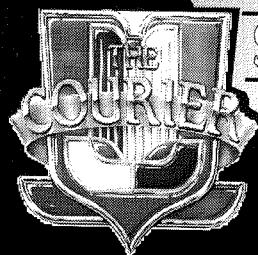
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TECHNICAL TORQUE PROFILE

The Herald 1200 Saloon

the Mini, sowed the seed of the illogical front wheel drive layout which denuded the character and driveability of so many present day cars.

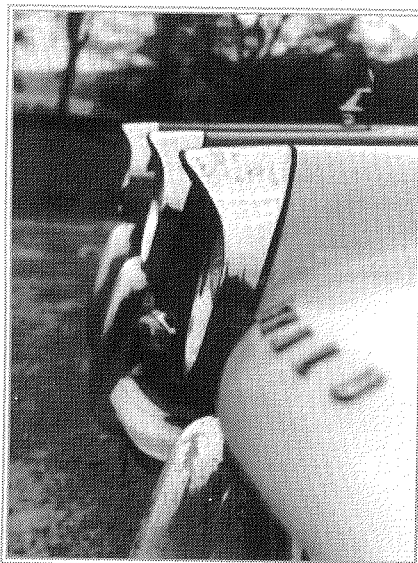
So thank goodness for the Herald! When the 1200 Herald was introduced in 1961 it was to build on the cult following forged by it's predecessor, the 948. All the quirks of the 948 had been eliminated and now Triumph's new owners, Leyland, had imposed a strict quality control system which, combined with a new assembly line at Canley, meant that the new Herald (the first new model after the Leyland takeover) was launched as a refined and developed product defying complaint or criticism.

The most significant changes were to the power unit and gearing, giving increased bhp and a massive 27% extra torque. Coupled to a close ratio gearbox, this left the Herald with excellent traction and quieter, less stressed cruising - but more of that later.

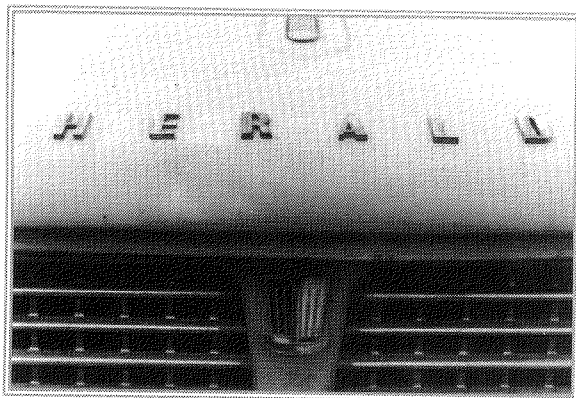
Finding a decent driver's car with saloon car benefits, a good level of quality and at a sensible price in the early 1960s was slightly more difficult than talking Lord Stokes into a de-merger programme.

After all, what was there? The motoring public was politely excusing themselves from the company of the deadweight Hillman Minx and staring soulfully at Vauxhall's vision of the future in the form of the inaptly named Viva. Ford had managed to produce an Anglia with it's rear window sloping the wrong way, the only advantage of which, was that there was no rear shelf on which to perch one of those annoying nodding dogs. And the only seriously futuristic car was the Austin 1100, shaped like a previously well proportioned car which had been recently overtaken by a steam roller. "It", aided and abetted by

1. The length of the hoods on headlamp cowl are always a favourite point with concours judges. Only the earlier Heralds had the longer hoods seen here in the foreground.
(below)



2. Another sign of the early 1200 was the Herald name on the bonnet front with the Triumph shield mounted on the grille below.



After only two years of production Michelotti's attractive styling was still crisply new and gave no reason for change in the new model.

A bolder front grille and subtle changes to the badging distinguished the new car but most significant was the introduction of white rubber bumpers which set the car apart not only from the 948 Herald but from every other car on the road. The Herald was instantly famed for its revolutionary protection - it was so logical - it seemed the one part of a car which takes all the knocks should never have been made from anything but rubber. Once again, Triumph were ahead of their time!

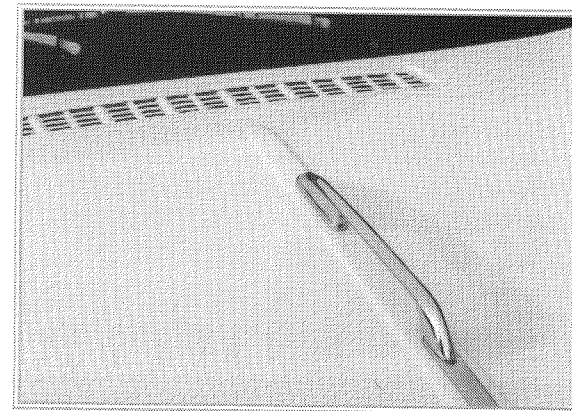
The interior, whilst retaining the basic 948 layout and features, was fabulously upgraded. Gone was the questionable two tone trim for a more homogeneous monotone vinyl. In with the loop pile carpet and upgraded seating; but I did like the old grey steering wheel and white faced dials of the 948 - the new black wheel and black faced gauge and switches seemed to darken the interior and leave it a little stuffy-serious.

But that probably suited the new and luxurious veneered wood dashboard whose character wouldn't have looked out of place in a "Roller". Even the glove box lid was veneered from the same piece as the rest of the dash so that the grain matched up! This



3. Later vehicles reverted to the original "TRIUMPH" lettering; at the same time acquiring larger and more effective front side/indicator lights.

return of wood, last seen in the early fifties, was welcomed by all - all, that is, except the American



4. This stylish chromed bonnet lifting handle, often thought unique to 948s and coupes appeared on many early 1200s and avoided the distortion caused to the bonnet by lifting it hurriedly from one side or the other.

Road & Track Magazine who commented, "we still think planking looks out of place in



5. Unrivalled all round visibility helped the Herald become a favourite with countless driving schools.

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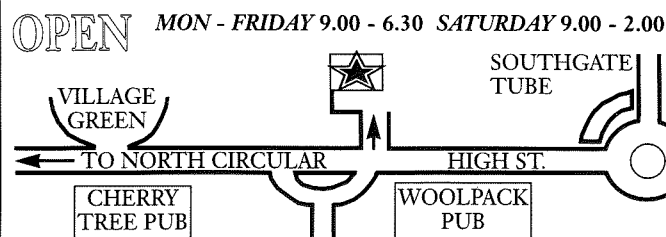
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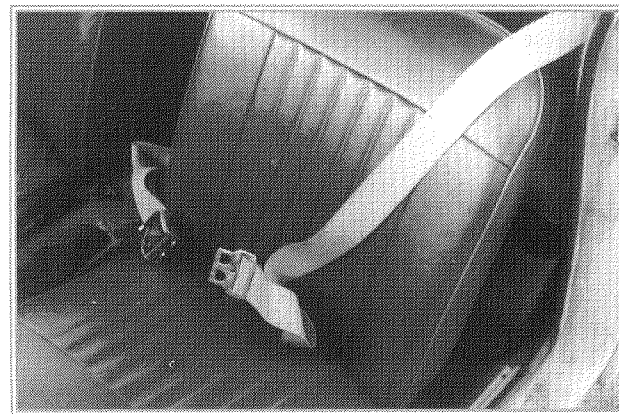
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6. Early two-point Britax seat belts were hardly the ultimate in safety; but at least there was less webbing to get stuck under the seat.



an auto-mobile". In fairness, considering the 1950s American culture of chromium dashboards resembling a cross between a

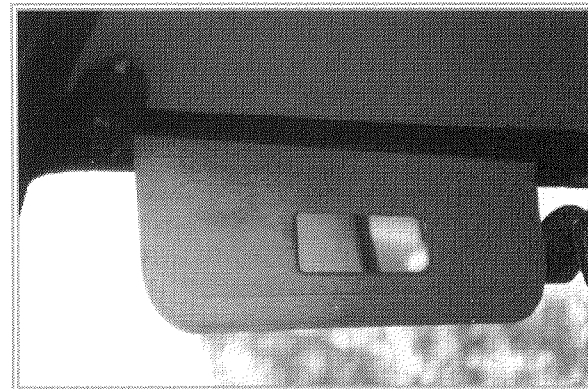
I guess they must have gotten used to it because 60% of Heralds went for export, many bound for North America where they proved more suitable than the 948, which had been picked over for its low power and high cruising revs, being branded as an "urban only" vehicle.

Back home, Britain's novel "car with a chassis" was selling well despite being

a huge £6 more expensive than its forerunner, at a not unreasonable £708.

Driving the Herald was always fun and came as near as you could get to driving a sports car with-out actually having that pleasure.

7. Vanity mirror stuck directly onto the sun visor with no protection was a bonus at the time but is desperately unsafe by modern standards - especially with two-point seat belts!

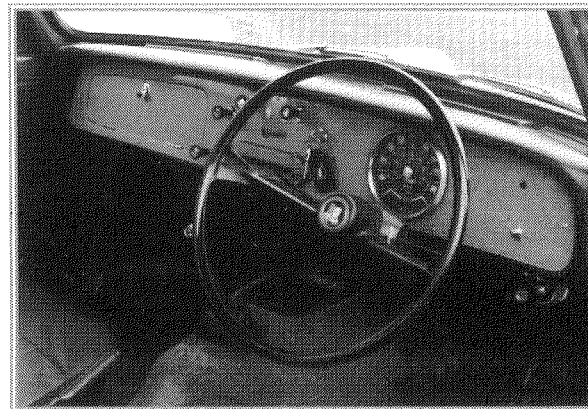


juke box and Blackpool lights, a piece of wood probably did look rather odd!

199 cc over the 948. This allowed valve sizes to remain unchanged while giving extra torque at lower revs, which, combined with a higher differential ratio,

allowed for quieter cruising around 65 to 70mph and improved low speed flexibility. The Herald was given a higher bottom gear and would pull away comfortably from 20mph in top gear - albeit gradually. As with all our family of engines, the 1200 was super smooth up to its 6000 rpm rev limit when it becomes restrained by valve bounce.

8. Triumph retained their woodwork till the end of the Herald's production and even the replacement Toledos upheld the fashion. It set the Triumph family apart from other mass manufacturers and nourished the British appetite for tradition.



Starting was vastly improved by a Solex down-draught carburettor whilst stopping was equally efficient even if the rear wheels did over-enthusiastically lock up at times if the car was lightly loaded. The standard drum brakes were ample for the car's weight and performance though optional front discs were undoubtedly a selling point being a "modern gadget" at the time and probably not essentially necessary equipment.

The ride of the Herald was always a good compromise between comfort and stability and, in the case of the rear suspension, economy. I've always been intrigued that a manufacturer would use such apparent extremes of design with a

relatively complex and expensive system on the front axle and yet a frugal and simple set-up on the rear - though it proved an economical route to independent rear suspension. The 948's tendency to understeer on bends was eradicated on the 1200, though of course there still remained the dreaded oversteer and rear wheel lift if you didn't corner it properly. But it did put an extra level of rewarding skill into quick motoring.

Perfectionists of the day tried to improve this aspect of handling by modifying the rear suspension. The idea was to remove the fourth leaf from the rear spring and turn the top three leaves upside down.

This caused the suspension to "bottom", rendering the driver semi-concussed and also overloaded the remaining leaves in the spring so that they eventually broke. The advantage was that the rear wheels took up an alarming angle of negative camber which, combined with a sagging rear body would convince any following motorist that your Herald was highly tuned with race-bred suspension. Fitting the wider wheels from the Courier Van of the time had a similar effect on the psychology.

Triumph never tried to deny the cornering problem but took a more sensible approach by marketing their own modified spring for £8. This also cambered the rear wheels but

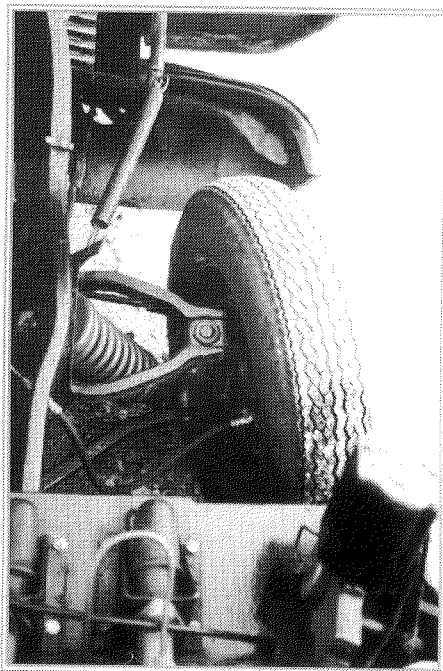
retained the correct number of working leaves which prevented bottoming but gave a firmer ride.

Forward springing on the other hand was well established with



9. The engine bay of Lawrence Miller's 1200 says it all. Rescued from a scrapyard with a broken piston ring eight years ago this car is now 32 years old, has never been restored and still provides reliable everyday transport.

the set-up being borrowed for single seater racing cars and many kit and low production sports cars of the time. It was so good that the road testers simply had nothing to say.



10. The perfect suspension system - and tyres skinny enough for the driver to do the cornering.

Light weight, thin tyres and flat body profile meant that high winds kept driver's on their toes to maintain a straight line. But all in all, with it's low centre of gravity and hefty front anti-roll bar the Herald felt tight and firm and handled accurately enough to either reward or punish it's driver as appropriate.

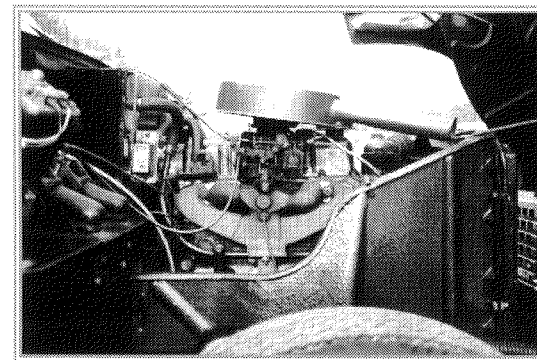
The Herald was a delightful and well liked car which, at it's advent was streets ahead of the competition. It boasted minimal serving, independent suspension, simplicity to drive and interior refinement. It jolted the industry and by 1964 other manufacturers had taken serious steps to protect their own market share producing no fewer than twelve alternative cars selling within 3% of the Herald's price range. You had to buy the deluxe version of the Cortina to match the interior of the Herald and it had to be the GT version of Vauxhall's Viva to equal the Herald's handling. But the competition was now roomier, with similarly reduced servicing, and lighter with less fuel consumption.

Yet still the Herald stood out from the crowd as the dependable favourite. It may have had a bumpy ride but it was such an agile handler. It may have been cramped in the back, but what a driving position! Even it's higher fuel consumption was put down to the tight engineering tolerances in the engine and drive train and that was a small price to pay for an engine known for longevity and smoothness that no other manufacturer of the time could match!

And so it was that in 1964 the Herald replacement was postponed for another year, it was selling so strongly. It did of course continue to defy the development efforts of the competition until

1967 and even then only slight front end and interior modernisation was enough for the new 13/60 to take another slice of the sales cake and even then, the good old 1200 continued to sell alongside.

My thanks to Lawrence and Jim Miller for making their Heralds available for photos.



11. Early Solex carburetted mill. Sweet simplicity!

AT A GLANCE

(Figures in brackets are for 948 Herald)

Engine Bore 69.3 (63); stroke 76 (76)

Capacity 1147 cc

Compression ratio 8:1

BHP 39 (34.5); torque 61 (48)

Max speed 79 mph (71)

Fuel consumption 28-34 mpg (34-37)
0-60mph 22.8 seconds (31)

Standing quarter mile 75.6 mph

Speedo 4.5% fast at 30 mph, 7% fast at 60mph

40 - 60 mph: 13.4 seconds in third gear

Max speed in gears 1st- 28.5 mph at 6800 revs;
2nd-49.5 mph; 3rd-76.5 mph.

Weight 1810lbs, distribution front 52% rear 48%

Tyres 5.20 x 13

Fuel tank 6.5 g (estate and courier 9g)

12/50 same except compression ratio 8.5:1; bhp51;
torque 63; 0-60 mph 19 seconds ★

IN COMPETITION

	1964 PRICE	TOP SPEED	0-50 MPH	20-40 MPH	FUEL MPG
HERALD 1200	£580	79mph	14.0 s	14.4 s	28 - 34
HERALD 12/50	£636	79mph	13.3 s	11.8 s	30 - 34
VAUXHALL VIVA	£528	76mph	13.3 s	11.7 s	35 - 36
AUSTIN 1100	£594	78mph	15.7 s	12.4 s	28 - 36
FORD ANGLIA	£576	81mph	13.8 s	12.3 s	33 - 36

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Brake pads (early) GBP 166	£7.50 set
Front wing D plate 703627/8	£6.50 each
Boot hinges	£18.00 per pair
1200 front wing L/H, R/H 805826/7	£72.50
1360 front wing inc. rear strip 713267/8	£55.00 each
Vitesse front wing	£67.50 each
Herald/Vitesse door skins 901338/9	£35.00 each
Complete door assy. 902256/7	£150.00
948 Herald/Vitesse rear centre valance	£29.50 each
1200/1360 rear centre valance	£32.50 each
Sills 803070/803071	£12.50
Herald 1360 front panel 812140	£35.00 each
Pedal rubbers 122289	£2.50 each
Early Vitesse carb. (50ex) front	£29.50
Bonnet catch (chrome) 607063	£20.50 each
Bonnet Corner Moulding 706161/2	£16.00 pair
Tread plates 703708/9	£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 Mkl 145700	£50.00
Petrol tank sender 1360 est. 127814	£14.50
R/H engine bay valance 1360 903155	£15.50
Upper rear wing (estate) 804432	£45.00
Vitesse inner sealed beam light unit GU105	£55.00 pair
Handbrake front cable 121766	£3.00
Rear quarter valance Herald/Vitesse (original)	£17.50 each
Hoods orig. ICI flame retardant	£130.00 each
Hoods vinyl inc. zip out rear window	£85.00 each
Vitesse 2L Mkl head/dip/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 seal 704033	£2.00
Set 4 spark plugs 1200 and 1360	£2.50 set
Universal joint with grease nipple	£4.00
Windscreen washer/wipers pump switch	£45.00
Herald/recon exchange drive shaft assy. inc shoes	£130 each
Rear drive shafts	£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	£27.50 each
N/side, O/side front wings 907154/5, 903088/9	£55.00 each
Rear valance lamp panel 569900	£37.50 each
Battery box 606707	£9.00
Rear lamp assy. 208532/217025	£27.50
Recon. brake calliper 210988/210987	£45.00 exchange
Bonnet catch (chrome) 607663	£20.50 each
Speedo cable GSD165	£9.50
Speedo cable O/D GSD113	£7.00
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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, III Hard top rear screen 807499	£25.00
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 811679/811680	£17.50 each

SPITFIRE MKIV & 1500

Universal joint with grease nipple	£4.00
Hard top rear screen 819959/KKC3641	£45.00
Stainless steel tread plate finisher, Triumph logo	£12.50 pair
Transverse rear suspension spring 159640	£60.00
Wheel arch to bulkhead seal (613666)	£2.00 each
Front susp. vertical link & trunnion ass.	£56.00
Front bumper	£176.25
Calliper 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 each
Handbrake front cable 121766	£3.00
Wishbone bushes 119451 (set of 8)	£10.00
Brake master cylinder	£35.00 each
Dash top cover 815281	£23.00
Brake calliper 159130/1	£65.00 each
Rear valance 908970	£19.50 each
Nearside/offside sill OE, 903097/8	£30.00 each
Nearside/offside sill 903097/8 PATTERN PART	£20.00 each
Sill reinforcement panel L/H and R/H 806634/5	£6.00 each
Inner sill L/H and RH 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
Front 1/4 valances o/side & i/side 815391/2	£45.00 each
Seat cov. set, black cloth h/looth, material comp. car set OE	£98.00
Seat cov. set, brown cloth h/looth 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 T/KC941/T/KC940	£29.50 each
Front shock absorbers GSA364	£20.00 each
Air filter ass. inc. filters 217822	£30.00 each
Late type water pump (viscous) UKC774	£35.00 each
Speedometer 218815 late MkIV	£205.50 each
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
Hill 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 filler, l/hand & r/hand 706288/9	£10.00 each
Door floor	£43.00
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
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
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Hoods vinyl inc. zip window	£85.00
Suspension top ball joint GSD155	£10.50
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	£32.50
Camshaft RKC 3305 REPRO	£35.00 each
Door hinges 607824	£15 each
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GT6

Steering lock 216449/UKC2719	£32.50 each
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Rear quarter light seal L/H black MkIII 820611	£10.00
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Dash veneer set MkIII 820073	£74.50
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Clutch pedal and box assy. 217431	£25.00
Courtesy light switch 627745	£17.50
Rear brake shoes MkI & II & MkIII Roto GBS750 OE	£12.00 set
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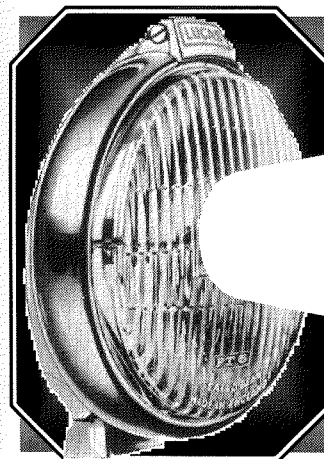
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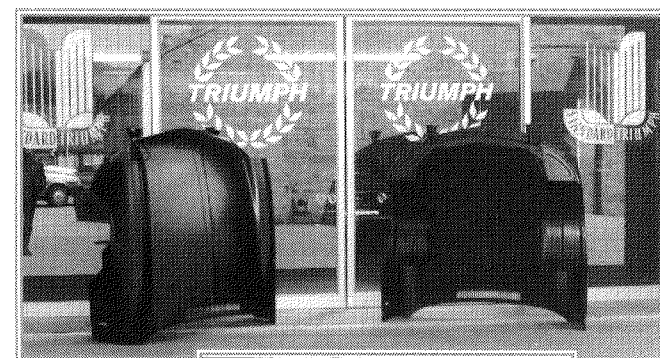
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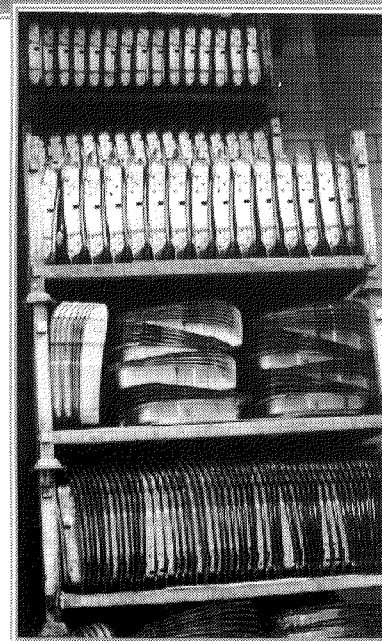


Spotlight on T.D. Fitchett

Following on from last month's Courier exclusive, we quickly realised on visiting the site that the intended photo exclusive would not by any means cover the aims and achievements of this one man dynamo and his dedicated team of employees.



Showroom and Spitfire III bonnets. (above)



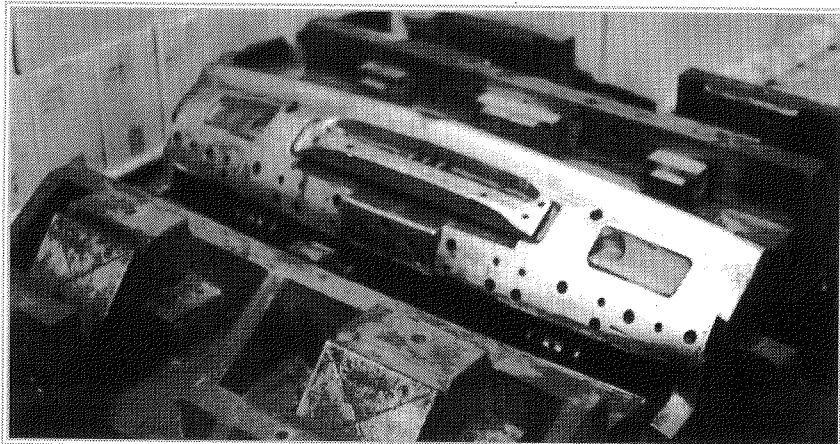
Herald & Vitesse doorshells. (left)

'BIG', or if you want to understand M.D. Tony Fitchett's philosophy in business, think of a figure, then double it, but if you want to keep him really happy, double it again. Now we're talking Fitchett.

Massive stocks of every spare part Triumph ever made are tucked away somewhere. Tony started in this business when he was 19, supplying in the main to the trade only (a well kept secret for many years, wasn't it traders?) only going public a couple of years ago when Graham joined him, moving up from London and another Fitchett business, which was in fact Greenwich Autos.

Many of our top concours contenders have spent many a happy hour or two looking through the range of new original parts in stock, but the scale of this stock is truly mind blowing! (I am convinced that there are definitely more parts here than cars left on the road to put them on).

Bernard Robinson

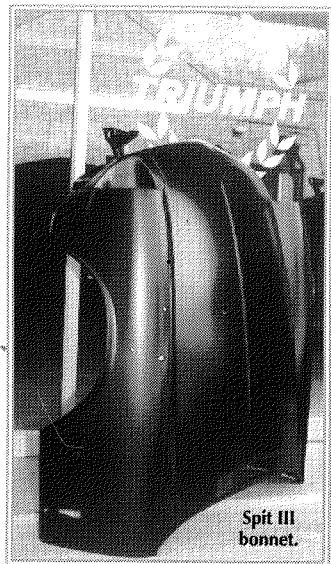


Vitesse/
Herald
valence
tool . . .
BIG
isn't it?
(above)

There is one whole rack of new trim which has been checked and re-bagged and tagged, Tony and Graham's problem being that there isn't a publication 'BIG' enough to advertise it in. So as long as you have the original part no. (vague descriptions are no good as there is much to much stock to choose from), you might strike it lucky.

This stock is not listed or advertised anywhere and I saw original Herald carpets, Spitfire seat covers through to sun visors. They have it listed, but again, the OE part no. is your only hope of tracing it. Turn another corner and WHAM! BIG quantities again, really rare original parts, such as wiper motors, brand new OE swing-springs, brake calipers etc.

Tony loves to re-manufacture, you want complete Vitesse/Herald doorshells, you've got them, 300 pairs of them! I think this is due to the size of the tooling (incidentally this is original factory tooling) it's BIG, 2 tons and up of solid cast iron, he won't use plastic tooling (it's not designed to last) everything has to be as OE. His latest project following on from those amazing Spitfire bonnets is steel front valances for Herald and Vitesse. Want to guess how many to start with? 50? NAH, 100? NAH, let's talk



Spit III
bonnet.

Fitchett. 300? Now we're talking! On site there is also a re-manufacturing shop making items like outriggers and front hinge boxes, this shop is also full of 'LARGE' equipment, ie, he can cut steel bar cleanly which is over one inch thick! Ever one for challenge,

a friend complained that the front bumpers available for his Willys Jeep were expensive and didn't have the original curve to the ends. Tony's reaction? Where would you like your 100 OE spec bumpers mate?

Past this area is the recon room where gearboxes, diffs, right up to complete driveshaft hub and drum assemblies are made up. Everything is cleaned, checked, crack tested, assembled and painted paying particular attention to detail, right down to the fitting of OE clips.

Gearboxes are assembled, 10 at a time, amidst stations racked out with everything to hand. Fitchetts as usual like to stock a lot, ie usually 200 gearboxes and diffs that means ordering 200 mainshafts, gears, etc at a time and believe me they really know their subject, and in depth.

This operation will always surprise me, also in stock are new complete body shells, TR7/8 in the main but there is one complete Spitfire 1500, but a suitably 'BIG OFFER' might just make him part with it!

The name of the game is most definitely 'Triumph' in 'BIG' letters. I know, I've seen it and it's huge. If you visit or ring, ask for Graham, but please give him the OE part nos or he could get lost back there! ★

International Report



Four whole weeks gone forever since my last words? Never! My Vitesse remains in the paint shop, and it seems that it won't be out until at least 21st June, which of course leaves just 21 short days until Stafford:- but after 144 long months of hard work, grief, problems and a truly obscene amount of money, I'm not now about to rush it and spoil it. So, perhaps I'll just resign myself to it missing the International Meet.

Enfield Pageant of Motoring, with its huge autojumble. My Herald has passed its MoT test, first time, without any preparation or problems (thanks to Peter Townsend, tel: 0850 080956).

I'm fortunate that it passed first time, because my Moto Lita plastic horn push flew apart just four hours later!, but thanks very much to Pat Curran, of CurranAuto Repairs (0171 644803) that has now been repaired!

I've also had my Vitesse's twin electric SU fuel pumps (I'll explain in a later article!) converted to fully electronic operation with infra-red sensing and solid state switching by Auto-Flux Electronics of the interestingly named Twowatersford near Liskeard in Cornwall (01579 320459), and I must commend them for their very helpful, genuinely interested, efficient and friendly service.

I've attended a TSSC council meeting, several local TSSC meetings and, this Sunday just gone (9th June), attended the Club Triumph Summer Picnic at Highclere Castle, near Newbury, Berkshire, a splendid venue, and yes, I know it's not a TSSC event, but hey, the sun was blazing, the soft top was firmly down on my Herald and I was curious as to what one of their events was like?

Fig.1
A picture of the epitome of summertime, from Denis Smith in Australia.

I, however, WILL be at Stafford, in my Herald convertible. Personally I've NOT missed one since joining the TSSC back in 1981, with my Herald missing out on just two. Have Triumph, will attend!

Since my last report, I've renewed my RAC membership, through the TSSC of course, attended the rather damp and chilly



Léon Guyot

Well, I can say that I did enjoy the day, especially as I got to meet some old friends, including Paul Johns and family from the West Country, Henk J Swildens from Holland over in his faithful Herald convertible, also Herman Te Boekhorst (I think?) and his good lady wife, en route to a holiday in the Irish Republic via Fishguard in their white Spitfire MkII convertible with Continental spare tyre (photo to follow), and even our very own Annis Green and hubby Peter with parents en route to the ferry at Plymouth/Portsmouthish? travelling in a Montego to Santander and the delights of sunny Spain.



Fig.2/3
Two Florence (Italy)
Registered early
Spitfires basking
in the sun in '92.
Belonging to
Georgio Bagnolini
and his Girlfriend
Valeria.



Overall, although it was a nice day out, Club Triumph events don't seem to be comparable with our own, NO offense intended to the good folks at Club Triumph, but the atmosphere just wasn't quite the same for me.

Sunshine and convertibles remind me that there has to be more to life than work etc, which gives me a chance to include this photo sent in by Denis Smith from Sydney in that land down under, Australia (Fig. 1). I have no further info. with this picture, but does it matter, because it sums up

exactly what summertime is all about!

Likewise, these two photos from Florence in Italy, depicting two early Spitfires being used and enjoyed, just as Triumph intended, back in 1992 (Figs.2/3). The white car (FO-751324) being enjoyed by Georgio Bagnolini. The red car (FO-779122), also apparently in fine fettle and owned by Georgio's girlfriend Valeria.

Sunshine and water go together like barbecues and rain, so here is a super photo of a Dutch registered Amphicar in an Amsterdam gracht or canal, registered on old style number plates 34-FH-64, the picture appears on a postcard entitled 'Cruising in Amsterdam' and was taken by Hans Hartzuiker who obviously knows a photogenic subject when he sees it (overpage). Our thanks to Yorkshire TSSC member John Schofield (86/13225) of Layerthorpe for sending it in to TSSC HQ some time ago.

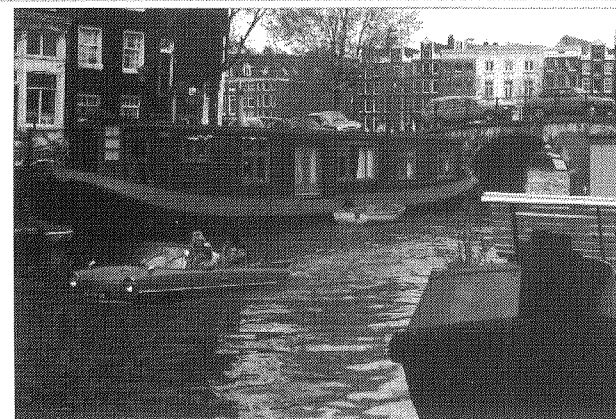


Fig.3
"Cruising in
Amsterdam",
postcard.

Still on the summertime theme, a really nice shot taken by Sylvia Hufnagel of the 1st Spitfire Club Deutschlands whilst on their annual club rally to the magnificent northern Italian lakes/mountain region, taken, I believe, back in the summer of 95 and entitled 'Wilde Teutonenhorden Am Lago' which I won't bother translating!

This excellent photo appeared as a calendar shot for the month of Mai 96, on their most enjoyable calendar which adorns the wall of my work place!

Thinking of restorations, and it's difficult not to when you have a classic car! On the following page is a fairly old cartoon with which I'm quite sure

many of you will be able to identify with!

And did you see that rather interesting article on the restoration of a 1974 Triumph Stag which appeared in The Times on 4 May 96?

Briefly, it took two and a half years, a last nut and bolt rebuild by a certain Brian Pegg of Chigwell in Essex, apparently, 'Unlike the majority of restorations which involve the refurbishment of major components, cleaning and repairing most major parts, this restoration has involved the replacement of all parts with new components where available and a full reconditioning of those unavailable due to obsolescence.'

The report says that the scale of the renovation was enormous and almost as detailed as creating a new car from scratch.

The bills mounted:- 'I wanted a good job and I chose the best' 'Perhaps it was a lot of money looking back, but I believe I created the Triumph Stag as it

Fig.4
1st Spitfire
Club of
Deutschlands.
Summer 1995.



should have been. It was an under-funded, under-developed car, and to my mind, if Leyland had done it properly, it could have stood alongside the Jaguar XJS when finished.'

He entered Concours events with his car, on arrival spending hours cleaning everything, even picking dead flies out of the radiator. (NB. He should have covered the grille with net curtain – that's what experienced Concours entrants do!). He said that some people put cling film on the front valance and sills and peel it off on arrival. (How about bubble wrap stuck on to all four wheel arches / front valance to protect from flying stones?), and how about special floor mats and hub caps fitted after arriving at the concours but never actually used whilst driving the car! (God forbid!).

His own fear was parking en route, having to stay in the car, when his family were sent inside to eat: 'When people pulled up beside me, I've had to move somewhere else, just in case a child should fling open a door, and wallop, that would be the end!'

Fig.6
A familiar
restoration
situation?



Unfortunately, due to business problems, poor Brian has been forced to sell his beloved Stag, and despite the FIFTY THREE THOUSAND POUNDS, he has spent on it, Southebys expected it to go for around £10,000!

Frightening stuff huh? but our hearts must go out to him:- for owning a perfect dream classic car can so easily turn into a nightmare!

No, do not ask, don't even think about how much I might have spent doing a very similar standard of restoration on my Vitesse, because I shan't tell you. Actually I'm too scared to admit it, even to myself!

My thanks to Bob Rowland for bringing this story to my attention. Before I go, a couple of messages about what you might just find yourself doing over the weekend of 10/11th August 1996, depending largely on where you find yourself.

Firstly, 10th August sees the second ever Totally Triumph Classic Car Show by the effervescent TSSC Belfast and the ever enthusiastic Paul Robinson, once again at the Cooke Rugby Club, Shaw's Bridge, Belfast: contact Paul on 01232 653986 who will be more than happy to advise you about this brilliant weekend in a beautiful part of these islands.

OR, if you should perchance find yourself in/around the Netherlands on Zondag 11 Augustus, then you would do a lot worse than attend the 5th Dutch National Triumph Day at 'Eiland van Maurik' in the heart of the Netherlands:- a family day out for everyone who likes Triumphs of all types, there will be various activities like Concours, Picnic, Special attention being given to the 20th Anniversary of Club Triumph Holland, the 30th Anniversary of the GT6 car (yes, really!) and the 50th Anniversary of the Triumph Roadster (Bergerac's Triumph).

It all sounds like a fun-packed day out to me, so if you are interested in attending, please contact: Max Staal, President of Club Triumph Holland on 00-31-50318-0140 or FAX on 00-31-521-382903 marked for his attention, or write to him at Hardewikerstraat 54, 9712 GT, Groningen, Netherlands.

All that remains for me to say now is: SEE YOU ALL AT STAFFORD! ★



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Horns-High & Low (Pair).....	£15.00

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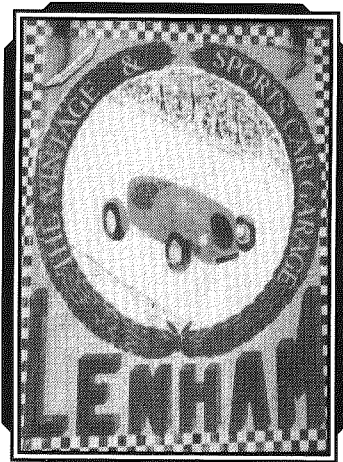
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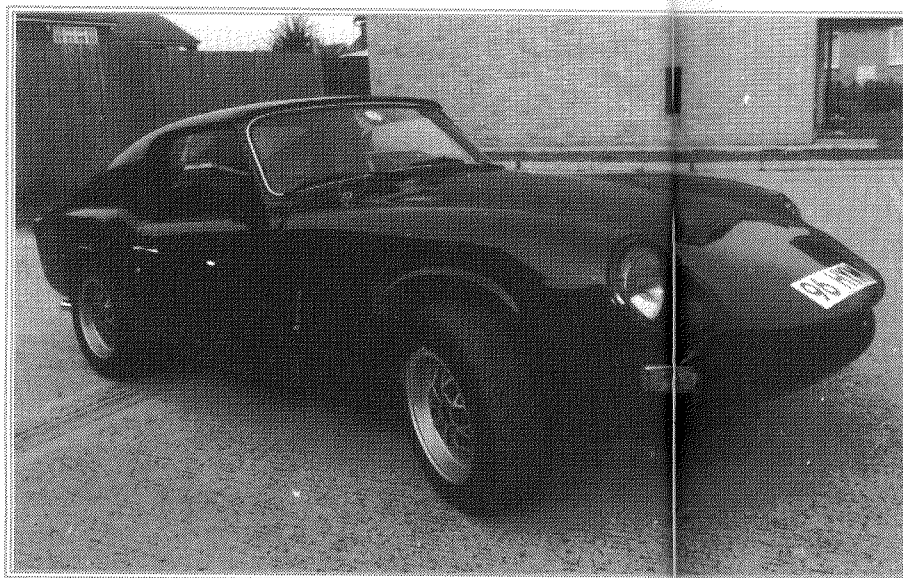
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Songs of Praise

This story really starts with HYM 96 or to be more precise 96 HYM, a number which set off a series of bells in the back of my mind (a mine of inconsequential trivia!) it was tagged to an advert form stating that this registration and the car to which it was attached was for sale and its claim to fame was that it was in fact the original brochure car used in the catalogue for the Lenham GT.

The bells stopped as soon as I checked the TSSC archive at HQ for a copy of this brochure. As we are looking for good/rare/unusual or unique models of the TSSC range, I duly copied the ad form and brought it to Bill Sunderlands attention as it seemed to fit nicely



Now residing at TSSC HQ 96 HYM as she is at present. (right)

Cover of the '68 Lenham promo leaflet. (below left)



with the above criteria. As I recall Bill was in the area where the car resided, visiting his brother.

A deal was struck, and all the provenance checked out, the next I heard of the car was when Bill and his brother arrived on my

of filler). The wing tops losing their chrome strips and seams in the process, plus the headlining and rear fixing brackets were hacked about (in the main to fit a roll bar!). The bonnet having received a good shunt was severed from its hinge bracket and as usual the 'E' type plastic headlight fairings had disappeared long ago. So we were either in for long and probably costly restoration of these items or as I pointed out these units would most likely be able to be replaced with new or second hand units.

I settled down to avidly watch the parts for sale columns over the next few months . . . no joy.

As is often the case a new angle of attack seemed to be required and so after reading Brett Dennis's article on the various options for this kind of conversion to early Spitfires I decided in a moment of idle curiosity to ring the Telephone number shown in the original brochure which initially sparked this whole thing off . . . No joy there either!

Upon checking with Directory Enquiries this revealed the answer, the company had moved from Lenham and were now based in nearby Harrietsham under the name of "The Vintage and Sports Car Garage".

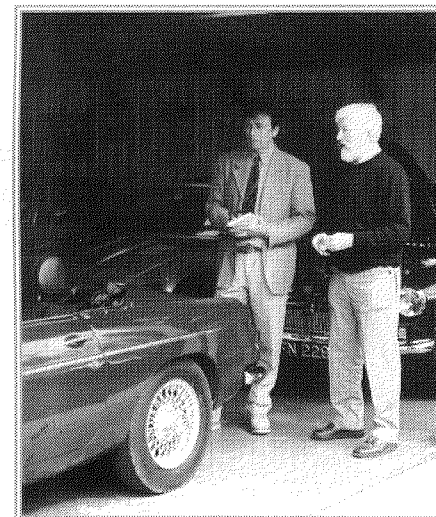
On trying this number I was put on to the founder of the Lenham Motor Company, M.D. Julian Booty.

Julian remembered the car well as it was in fact the only full conversion put together by the



Harrietsham garage. The oldest in Kent. (above)

Julian Booty showing me around the atmospheric showroom. (below)



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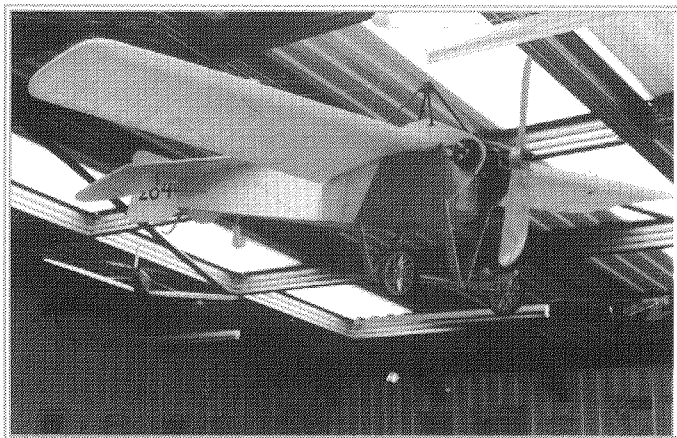
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company, intended as it was purely for promotional use to launch the Spitfire conversion proper.

On asking if any bonnets or hard tops were available his answer was that he would check as he seemed to think that one complete bonnet was still left in the mould at the end of the factory production run! This was in fact the case and he would be more than happy to release and finish this (in his words 'probably the last GT bonnet they would make') and no, he didn't think there were any lenses left. We arranged a date for collection and eventually set off with the club box trailer in tow.

On arrival I was duly impressed by the feel and atmosphere of the works and garage.

The company moved to the garage in 1968 and the garage itself is listed as the oldest one in Kent opening as it did in 1910!

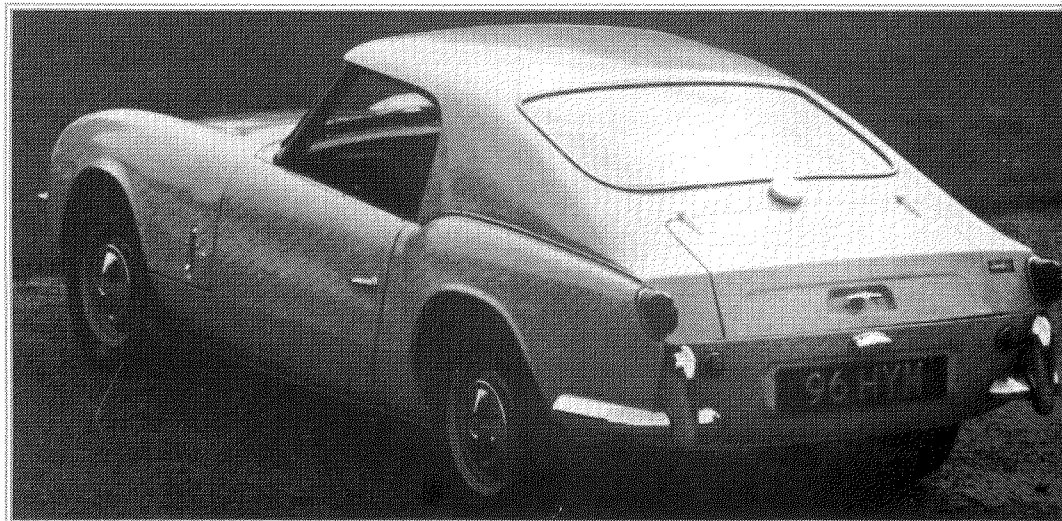


One third scale Neuport model aircraft reflects an aeronautic beginning of a lasting passion for all things mechanical for the partners.
(left)



Rare, Le Mans Coupé Midget Conversion, which involved removing the whole of the original Midget rear body tub.
(left)

Original Lenham publicity shots.
(below and right)

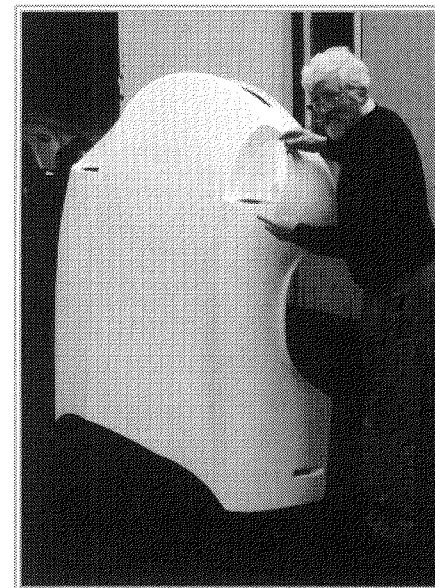
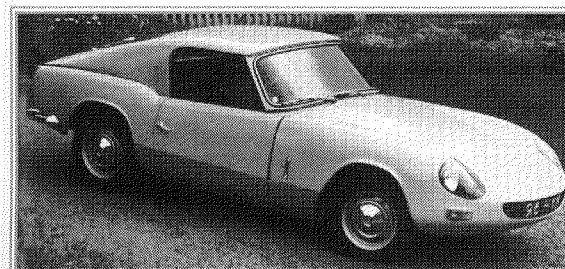


A framed Indenture to this fact from the nearby railway is proudly hung on prominent display in the astonishing showroom situated immediately behind the garage.

Julian and his partner Peter Rix are true motoring enthusiasts, coming as they did from an RAF background (National Service), they turned their passion for cars into what is still today a strong flourishing business.

These days, Peter specialises in the sale, restoration and repair of the Scimitar range, whilst Julian (whose first love is first and foremost veteran and vintage cars) concentrates on the sale, servicing and restoration of other classics, MG's being the bread and butter of the business but with their expertise and interests there is always a large choice of classic sportscars for sale, ranging from Morgans, TR's through to Alfa Romeo, in the main they specialise in good clean examples of any marque. I also spotted one of their rare Le Mans coupé Midget conversions in the showroom, looking as good today as when it was built.

Hanging in the rafters were model aircraft (did I say models?, some of these were to one third scale!) which more than added to the ambience of the showroom.



Julian, the Bonnet and those all important lenses. (TR 5 Showing it's nose in the background).
(left)

Julian then showed us to the last of the GT bonnets which we had come to collect, and then came his surprise, a pair of precious lense covers, a grille, and a stack of original publicity material to help the rebuild along.

After one last lingering look around, we carefully loaded up our goodies and set of back to HQ where, if you are interested, I would be delighted to show you around this unusual and unique project.

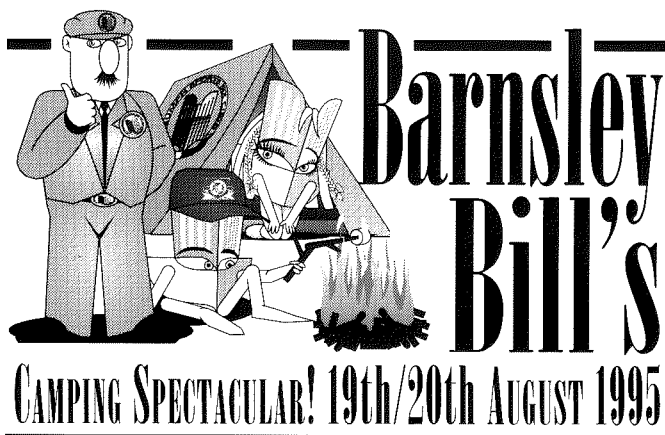
So remember the name 'Vintage & Classic Sports Car Garage' Harrietsham, Kent, as dealing with them was a delight and I am happy indeed to be singing their praises.

A HYM for 96 indeed? ★



Triumph Spitfire Superfast Bootlid Conversion. Cost then just £125. 0. Another Lenham product from the same period. Anyone still have one fitted?
(left)

EVENT REPORT



We had been thinking of organising a camping weekend since taking over as South Yorkshire Area Organisers at the beginning of 1994.

While talking to Tim Mallileu (the then West Yorkshire AO) at the AGM that year he had mentioned his thoughts of changing the Dales Run into a weekend event so we had discussed vague possibilities

of organising a joint weekend event for the following year. As the year progressed, however, due to pressure of work and all the other things we have to contend with apart from our beloved Club and cars, Tim decided that there would probably be too much involved and that as the Dales Run was so popular as it was, it was probably best left alone. Having thought so much about a camping weekend we couldn't let it rest, so together with Annis Green (who a lot of you will know as a Council of Management member) and her better, sorry Annis, other half Peter Willey we set about trying to get something sorted out.

As with most things you set out with good intentions of starting early and so allowing yourself plenty of time, but as with most things we tend to get side-tracked with the trivialities of life like work and the important things like attending other peoples events, the all important weekend was looming closer and the only things we had done so far was book a campsite and inform the

Concours winners.



Vivien Thomson

Cars on display in front of Nostel Priory.



Club. Although these were quite important it still was leaving a lot till the last minute.

After a few hectic weeks, however, we had made the final arrangements with Nostell Priory and the Campsite and had a vague idea of what the weekend would consist of.

We had assumed that most people would book in advance and a week before the event we had six bookings for cars including ours. Well it was certainly going to be a select gathering, never mind we were determined to enjoy ourselves.

The last week was one of very frantic activity, printing self-judging concours forms, shopping for BBQ and picnic food for people we hoped were going to turn up.

The Thursday afternoon prior to the weekend I drove around with my Ordnance Survey map planning a convoy route between Nostell Priory and Emley Moor and back taking in the most scenic route I could find, which around Wakefield is difficult especially when you compare it to runs in the Dales and Peak District. However, by the end of the afternoon I had details of a run which was of about the required length and was on fairly quiet roads and through small villages, so it was off home to type it into the computer and print off how many copies was it?? SIX, well, I'll do a few more, just in case!!

Annis, Peter, Victor and I had decided to camp at Nostell on the Friday night so we could be ready for

an early start the next day. We arrived and put up our tent while waiting for Annis and Peter, and we waited and waited. Eventually they arrived having been held up by emergency vehicles getting to a fire. As Annis had used the same excuse the previous weekend when meeting us to travel to Beamish it just had to be true, however, it could only happen to Annis twice in two weeks.

We were just about to leave to get some much needed food when a Spitfire pulled into the camp site. Someone had said they may arrive from Birmingham on the Friday but we didn't really think anyone would come all that way. Anyway they had so it was welcome to Louis and Lysanne, French Canadians who had been living and working in England for about 9 months. Once they had their tent pitched, it was off to a local pub for a quick drink before finding some take-away food and to wonder if the weekend would go to plan, well that was if we had a plan!

Saturday dawned bright and early, although not as early for us as for Peter who had to spend the morning at work. We spent the morning making out the marking sheets for the driving skills test and setting out our tombola stall and other last minute things.

We had asked people to start arriving at lunchtime so we waited anxiously, would anyone turn up!?!?

Thankfully, other cars did arrive, about 12 in all, so we welcomed people, advised them where to pitch their tents and park their cars and once everyone was busy unpacking we decided to go to the Church Fields and set up the driving skills test. First we needed to get most of the equipment out of one of the cars Annis and Peter had come in, except they could not find the keys. Eventually they realised Peter had taken the keys to both cars when he had gone to work and when he had called at home on the way back he had left the keys we needed at home. What a good job we were only about 20 minutes drive from Birdwell. After a slightly delayed start and many apologies to everyone the driving skills test got under way.

Everyone seemed to have a go, even Jim Lever in his Eurobox, although he had something of a disadvantage not having the turning circle of Club cars this was probably compensated for by the advantage of him being a driving instructor.

People were also more than happy to take a turn at marshallng the various rounds so we could compete as well, for which e were grateful.

The winner was Steve Lumb who didn't win in his own car a VW Golf but in Dave Bailey's Herald coupe which Steve had driven for the first time that afternoon. Shame on us regular Triumph drivers.

Once we had collected up all our bits and pieces we set off back to the campsite and fired up the BBQ. We were

not short of volunteers to do the cooking (thank goodness, as we're not brilliant at BBQing), so while the cooking was being done we got out the boules and Louis gave us some tips.

The food seemed to go down well and as no one had to drive anywhere most people had brought some alcohol, so a very jolly mood seemed to develop and as the evening wore on, Annis brought out the dreaded Taboo game. We split into two teams and had two light-hearted games by which time we had passed the 10.30 noise curfew.

Lunchtime picnic on Emley Moor.



After this we felt a bit restricted so most people split into small groups and we four returned to Annis and Peter's caravan for one last game, then it was back to the tent for some well earned sleep and to hope that the good weather would last another day.

We awoke to a pleasant morning and the promise to a lovely day, so when people had

breakfasted we started handing out the instruction sheets for the run. First we had to say farewell to Louis and Lysanne who where leaving to take a leisurely drive back to Birmingham then it was Chox Away or Tally Ho or whatever and we were off.

As I was the only one who had driven round the route we led and Dave Gilbert who new the area fairly well was to bring up the rear. At about the third junction we came to, Victor said to turn right, which surprised me since I was certain I had turned left here on planning the route,

run went without a hitch and we stopped at Emley Moor for our planned lunch stop. While here, Dave Gilbert told us a few facts and figures about the TV mast and then we completed the run back to Nostell. Lord St Oaswald had allowed us to park in front of the Priory and as a few cars had joined us for the day we had a nice group parked up as we handed out the concours judging forms. We had decided that if any class had less than three cars in it that it would be grouped together with the best guest/ other Triumph class and this was the case with both the GT6 and the Vitesse classes.

We had a look around and made our choices then collected the forms in and found a quiet spot to sit with the ice cream to count up the results. This done, we set about gathering everyone together to give the awards, first Annis presenting the driving skills then I presented the concours awards.

The Best Herald was a red 13/60 convertible owned by Diane and Kevin Hadfield, a Best Spitfire was a green MkIV owned by Victor and Vivien Thompson, Best Guest / other Triumph was a green GT6 MkIII owned by Russel Whitehead and the Worn Trunnion was the Spitfire 6 of Paul Pickles. The Haywood and Bailey Trophy for the Best in Show was won by a Herald 1200 coupe owned by Dave Bailey.

This over, it only remained to pack up our tents and bid everyone a fond farewell.

Much to our relief the weekend had seemed to be a success. This was helped greatly by the weather which was glorious and the good spirit of the people who came along and made the organisation all worthwhile. We have some ideas to hopefully improve our event for this year so we hope to see you all again and to welcome some new faces to Barnsley Bill's Second Camping Spectacular. ★



still my memory is not good at the best of times so we will go with the instructions and duly turned right. The next junction should have been a couple of miles away and when it didn't appear it was obvious we should have trusted my memory after all. Never mind, after we had pulled up and apologised to everyone yet again, we turned around and retraced our steps. The rest of the

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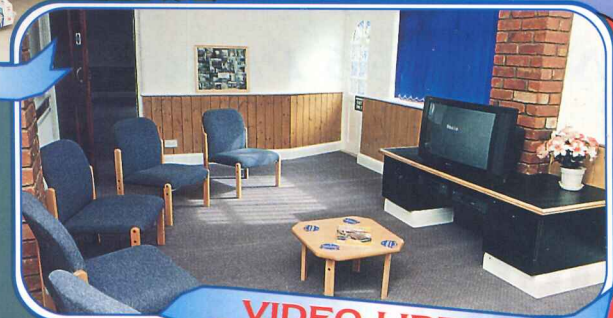
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