



British Sports Car Spares

Worldwide Mail Order Service



British Sports
Car Spares

TRIUMPH & MG

PARTS DEPT.

Tel: 0181-748 7823

Fax: 0181-563 0101

- SPECIAL OFFER -

Spend £25 or more (excluding VAT & Carriage)
and we will supply a Spitfire Original Tool Pouch (retail £10)
FREE of CHARGE · Will also suit GT6, Herald & Vitesse
(Please mention this advert to qualify)



Available Late January
- Early February '98

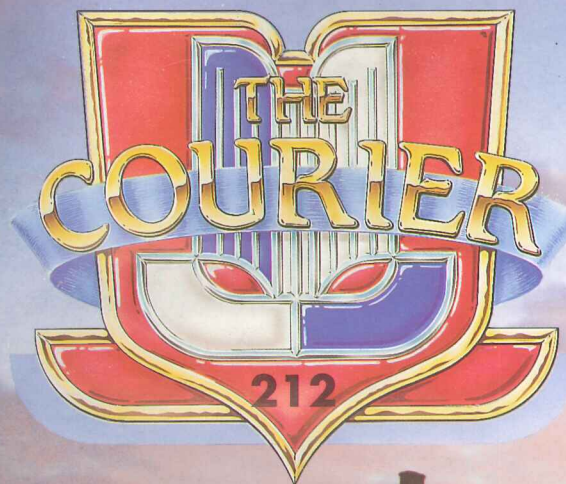
GT6 Mk1 / Spitfire Mk1,2
NEW Front Bumpers (price to be announced)

PHONE FOR FURTHER DETAILS

SEND A S.A.E.
FOR OUR PRICE LIST

303 GOLDHAWK ROAD, LONDON W12 8EU
Telephone: 0181 748 7823 Fax: 0181 563 0101

<http://www.freepages.co.uk/bcs/>



FEBRUARY 1998





01858 434424

**Exclusive products
for TSSC Members!**

TSSC Regalia

WEAR THE NAME WITH PRIDE



VISIT OUR WEBSITE
www.tssc-hq.demon.co.uk/TSSC.html



CS100	NEW CLUB SWEATSHIRT. HEAVYWEIGHT, FULL COLOUR LOGO, NAVY/BURGUNDY/GREEN. M/L/XL..	£18.95
CT100	CLUB T-SHIRTS. 100% COTTON, FULL COLOUR LOGO IN NAVY. M/L/XL..	£8.95
KS100	CHILDREN'S SWEATSHIRTS. RED WITH LARGE CARTOON LOGO ON THE FRONT. 28"/30"/32".	£9.50
KT100	NEW CHILDREN'S T-SHIRTS. WHITE WITH CARTOON LOGO ON FRONT. 28"/30"/32".	£4.95
NB100	NEW CLUB UMBRELLA. SUPERB QUALITY, WITH CONTRASTING PANELS IN BURGUNDY/NAVY..	£17.50
CC100	NEW CLUB BASEBALL CAPS. 100% COTTON, FULLY ADJUSTABLE, BLACK/NAVY/GREEN/RED/BURGUNDY..	£4.95
NCJ100	LIMITED EDITION MELTON JACKETS. FULL COLOUR LOGO, FULLY LINED WITH ELASTICATED CUFFS, COLLAR AND WAISTBAND. Colour NAVY. M/L/XL.	£62.95

**PRODUCTS ONLY AVAILABLE TO MEMBERS.
PRICES INCLUDE V.A.T. + P&P**



e.mail: offers@tssc-hq.demon.co.uk

No. 212

The Courier

**The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB**

Vol 18. FEBRUARY 1998
Price £2.25 Free to Club Members.

CLUB HEADQUARTERS

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

TEL: 01858 434424 H.Q. FAX: 01858 431936
H.Q. e-mail: tssc@tssc-hq.demon.co.uk
<http://www.tssc-hq.demon.co.uk/TSSC.html>

**Headquarters open between
9am - 5pm Monday to Friday
9.00am - 1.00pm Saturday**

CLUB MANAGER

Bill Sunderland

OFFICE MANAGER

Trudi Squibbs

MEMBERSHIP ADMINISTRATOR

Angie Hill

TSSC ADMINISTRATOR

Diane Spence

TSSC OFFERS MANAGER

John Muggleton

TSSC OFFERS CO-ORDINATOR

Simon Lewis

COURIER MAGAZINE EDITOR

Bernard Robinson

COURIER PRODUCTION

Bernard Robinson,

Matt Squibbs

& Jo Sunderland.

Triumph Sports Six Club,

Main Street, Lubenham,

Leics. LE16 7TF.

Tel: (01858) 434424

Articles/Area News

Fax: (01858) 468228

Courier / Area News e-mail:
courier@the-studio.demon.co.uk
We will only accept TXT files NO Attachments

GENERAL SECRETARY

Peter Williams

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

TEL: 01604 705319.

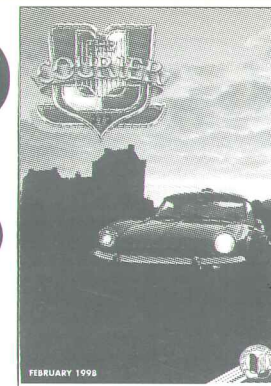
COUNCIL MEMBERS 1998

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

For a full list of TSSC officials see page 82.

© TRIUMPH SPORTS SIX CLUB LTD 1998

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.



Cover Photo:
Eilean Donan Castle
Rosshire Scotland
Photo by
Dale Pickburn

Contents FEBRUARY 1998

Events Calendar	4
Comment	5
News Review	6
TSSC Birthday Prize Draw	7
Specials Register	9
Spitfire I, II, III Register	11
Vitesse Register	14
948/1200 Herald Register	18
13/60 Register	22
Triumphs on the Internet	24
International Liaison Report	26
Spitfire IV, 1500 Register	32
Rally des couleurs	38
Timing Chain Replacement	42
TSSC Offers, Regalia & Bookshop ..	44
Concours 4. 1998	50
Spirit of Adventure	52
Pen To Paper	61
Gerald Herald	66
Blast from the Past	69
Australian GY Heralds	77
Tommy the Triumph	81
TSSC Officers	82
Plus Area News Review/ Classified Newspaper.	

T.S.S.C. Events Calendar

This is the official TSSC Events Calendar for 1997 containing details of all TSSC organised events and National and Local events to which the Club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors or changes due to unforeseen circumstances. For additions and amendments contact the Club Headquarters.

Tel: (01858) 434424 Fax: (01858) 431936
e-mail: tssc@tssc-hq.demon.co.uk

TSSC ORGANISED EVENTS 1998

FEBRUARY

SUN 15th
INTERNATIONAL TRIUMPH SHOW AND SPARES DAY
NAC, Stoneleigh, Warks.

SAT 7th NB.CHANGE OF DATE!!!
TSSC RACE SECTION AGM DINNER & PRESENTATION
The Three Swans Hotel
Market Harborough.
Contact: Jo Field, 01536 763799 after 6.30pm.

MAY

FRI 1st - Mon 4th
19th ISLE OF WIGHT CAMPING WEEKEND
Appuldercombe.
Contact: Garth, 01983 617159.

SAT 2nd - MON 4th
INTERNATIONAL CLASSIC MOTOR SHOW
NEC Birmingham.

SAT 9th/SUN 10th
SOUTH OF ENGLAND MEET
Leatherhead Leisure Centre,
Leatherhead Surrey.

SUN 17th
WESSEX AREA NEW FOREST RUN
Contact Trevor: 01202 548 582

SAT 30th/SUN 31st
75th ANNIVERSARY OF TRIUMPH CELEBRATIONS
Heritage Motor Centre at Gaydon, Warks. Tickets are available for a celebration dinner with guest speaker on Saturday 30th May, and are £25.00 per head. Contact: Club HQ for booking form or

phone Mrs. Pamela Robson, 01308 897311. Fax, 01308 897416.

JUNE

FRI 12th - SUN 14th
5th LAKES TRIUMPH WEEKEND
Hillcroft Park Campsite, Pooley Bridge, Nr Penrith, Cumbria.
Contact: Shirley, 01946 832080.

SAT 13th/SUN 14th
BOND EQUIPE WEEKEND
The Tree Horseshoes, Yaxley, Peterborough. Contact: Peter Jacklin, 01733 232818, or Dennis Watson, 01733 244752.

FRI 19th - Sun 21st
BREAN BEACH PARTY '98
Brean Sands
Nr Weston Super Mare
Contact: Nev, 0117 975 9640, Avon Sean, 01278 421628, Somerset.

SUN 28th
10th ANNIVERSARY PEAK RUN & CONCOURS
Contact: Anthony 01332 367215

JULY

SAT 11th/SUN 12th
TSSC INTERNATIONAL WEEKEND STAFFORD SHOWGROUND
Contact: Club HQ.

AUGUST

FRI 14th - SUN 16th
BEAMISH CLASSIC WEEKEND
Contact: Andy Dunning
0191 5485188.

NOVEMBER

SAT 7th/SUN 8th
INTERNATIONAL CLASSIC MOTOR SHOW
NEC Birmingham.

NATIONAL & LOCAL TSSC INVITED '98

APRIL

SAT 18th/SUN 19th
SNOWDONIA CLASSIC VEHICLE RALLY
Vehicles over 25 yrs of age
Park Padarn, Lanberis, Llowndonia, N.Wales

MAY

SAT 3rd/SUN 4th
BEDFORDSHIRE CLASSIC CAR SHOW
Shuttleworth, Old Warden, Biggleswade, Beds.

SAT 9th
JERSEY CLASSIC SPRING SHOW
Steam Museum, La rue de bechet, Trinity, Jersey. Channel islands
Contact: Tony 01534 873827

SAT 16th/SUN 16th
SHETLAND CLASSIC MOTOR SHOW
Clickimin Leisure Centre, Lerwick, Shetland.

SAT 23rd/SUN 24th
DOUNE AUTOFAIR & CLASSIC RUN
Dounne Motor Museum, Nr Stirling
Contact: Ian 0131 539 1402

SUN 24th/MON 25th
PETERBOROUGH CLASSIC CAR SHOW
Elton Hall, Elton, Peterborough, Cambs

SAT 30th/SUN 31st
GUARDIAN INSURANCE RAC CLASSIC
Finish point Silverstone
Entries close 1/4/98

JUNE

SAT 6th/SUN 7th
LE-MANS 24hrs

SUN 7th
LONDON TO BRIGHTON CLASSIC RUN
Start Syon Park and Crystal Palace

2nd to 14th
DORETTI'S TO LE-MANS
Contact: Alastair 01224 783977 (evenings)

AUGUST

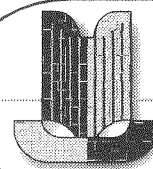
FRI 28th/SUN 30th
DOUNE CLASSIC WEEKEND
Dounne Motor Museum, Nr Stirling
Contact: Ian 0131 539 1402

SUN 30th/MON 31st
KNEBWORTH '98 CLASSIC CAR SHOW
Knebworth Park, Stevenage, Herts

OCTOBER

THURS 15th/SUN 18th
4th RALLYE DES 4 COLEURS
Nr Perigeaux, France

COULD ALL EVENT ORGANISERS CONTACT TRUDI AT H.Q. OF DATES FOR THE 1998 EVENTS CALENDAR AS SOON AS THEY BECOME AVAILABLE 01858 434424



"Comment"

by Bill Sunderland

PRICES RISING CLUB CARS HIT LIST

The last twelve months has seen an explosion within the Classic Car market, with people returning by the bucket load looking for the "hobby in the garage".

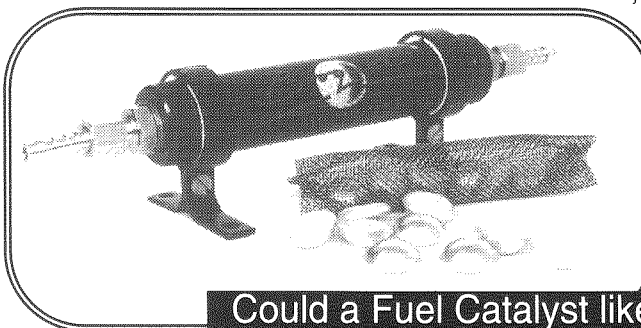
Recently Top Gear featured auctions and buying of Classic Cars. Realistic prices now being offered, gone the hype, back to basics enthusiasts only. Luckily Members within the likes of our Club suffered little from hype to bust but I believe life is changing. Far from prices falling, Triumph prices are on the increase. The reasons, supply and demand the former where the quality of cars has risen over the past ten years and in comparison to new sports cars, bargain prices they are.

Higher prices will keep everyone happy, value in your car, support from parts manufacturers and suppliers and interest from professional restorers, realising that restored cars have a market.

Top Gear were right to look for that bargain, yes if spending over 20K. Triumphs are honest cars with prices to match. If you are about to buy or sell your Club car the Club's pages-offer the best chance, added to full colour TSSC adverts in Practical Classics. The new service is that all TSSC classified now appear monthly on the internet giving Members the best possible chance of success whether buying or selling.

The debate over leaded fuel or lack of it, goes on and throughout the next few issues. Our letters pages will contribute alternative views to keep our cars on the road. I firmly believe that as time runs out with lead, a substitute will be found but ultimately unleaded cylinder heads will become first choice. Myself I have a spare head in the garage in case, although with established and new suppliers

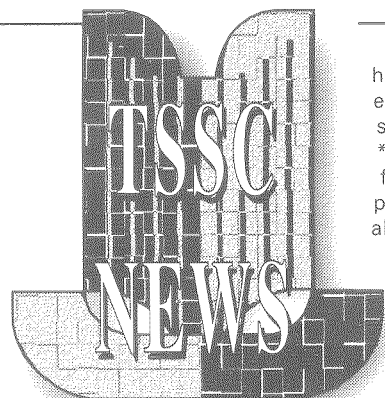
joining the fray offering services with new and reconditioned unleaded cylinder heads Triumphs will live on.



Could a Fuel Catalyst like this be the Answer to Unleaded Fuel Problems?

February kicks off the events season - 1998 being the anniversary year sees the calendar filling up with celebrations around the globe. Action starts at Stonleigh on 15th February.

We have had some encouraging comments on The Courier as further colour pages are added. Well from next issue a further eight pages are to be transformed, giving your monthly read even better production.



SAFETY SHOCK

DAMAGED SEATBELTS PASS MOT TEST

All 50 MOT testing stations chosen at random for a national seatbelt survey passed a damaged car belt - and most failed to spot other seatbelt faults, a shock report by The Royal Society for the Prevention of Accidents has revealed.

Dave Rogers, RoSPA Road Safety Adviser, said: "This is an appalling situation. We cannot compromise on seatbelt safety when it is known that, in a 30 mph crash, people in a car are thrown forward with a force of 3.5 tonne equal to the weight of an elephant. "Seatbelts have saved thousands of lives and tens of thousands of serious injuries, but if they are damaged or not working correctly their effectiveness could be drastically reduced. Lives may be lost when they could be saved.

He was shocked by the findings of the RoSPA survey - carried out with advice from seatbelt manufacturers, Securon (Amersham) Ltd. - in which

a three year-old car was tested at 50 MOT stations. The car had: * A front seatbelt with a cut near its anchorage point - every station checked it but none spotted the damage which should have led to a failure.

* A rear seatbelt which could not fully retract - eight per cent failed the vehicle because of the fault, another 22 per cent pointed out the belt's condition and issued advice (only allowable because of the complications of current regulations).

* A centre rear seatbelt partly hidden under the seat - 54 per cent did not recover it to make an inspection.

RoSPA now wants: MOT testers to have further training and guidance on seatbelt checks; regular monitoring of MOT tests; faults found with any seatbelt to constitute a failure; all seatbelts whether fitted as a mandatory requirement or not to be checked as part of the test.

If you have any queries regarding the seatbelts in your car ring John Muggleton at **TSSC HQ 01858 434424**.

HERITAGE APPROVAL

TRGB Ltd are proud to announce that they have just been British Motor Heritage approved for the following Triumph models: TR2-6, Spitfire, Herald, GT6 and Vitesse. This is in line with TRGB's commitment to maintaining the supply of high quality parts for these much loved cars. Product knowledge is high on TRGB's priority list, and to that end customers are always welcome to phone for technical advice, even if they do not require any parts. TRGB Ltd can be found at Unit 1, Sycamore Industrial Estate, Long Drove, Somersham, Huntingdon, Cambs. PE17 3HW. Tel. **01487 842168** FAX 01487 740274. They offer a worldwide mail order service and accept all major credit cards.

HERITAGE APPROVAL II !

After the recent launch of his New parts catalogue comes the news that **John Kippings** of Coventry have achieved British Motor Heritage approval. John also informs us that he is expecting the arrival of a container load of used Herald panelwork from New Zealand. Check out his advert in this Courier or ring **01203 645333** for more details.

GT6 Register New Year Quiz Answers

- | | |
|--|--|
| 1) The prototype had a rather cute bob-tail with an external sparewheel. | 11) The Triumph TR5. |
| 2) Vignale, where he worked on the likes of the 1954 Ferrari 212. | 12) Pimento red. |
| 3) GT6R | 13) The Spirit of Ecstasy. |
| 4) It would have been in direct competition with British Leyland's current V8 saloon - the Rover P6. | 14) Dolomite. |
| 5) 250cc in each of 12 cylinders - a total capacity of 3 litres. | 15) Donald Healey. |
| 6) 2.8 litres, V8 configuration. | 16) Stirling Moss. |
| 7) Aston Martin | 17) Peugeot. |
| 8) A unique record-breaking MG saloon of the 1920s. | 18) Access to the rear 'luggage' area is only from inside the car - i.e. there is no boot lid. |
| 9) The Ford Escort RS1600. | 19) The humble Triumph 1300 saloon. |
| 10) A top speed in excess of 100 mph. | 20) A TR5 built for the North American market with twin Stromberg carbs in place of the Lucas fuel injection system to comply with US emissions regulations. |

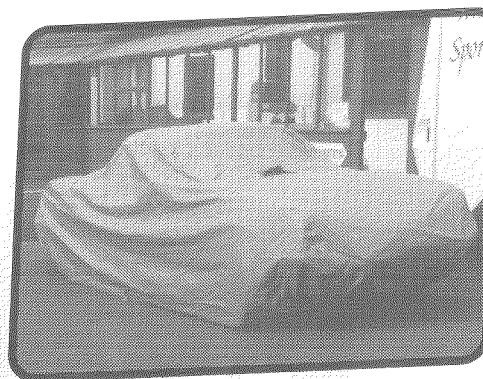


Triumph Sports Six Club 21st BIRTHDAY PRIZE DRAW



During 1998 The Club is celebrating it's 21st anniversary. All this year, the TSSC Offers department will be running a series of free prize draws.

*February's draw is for the chance to win a superb Classic Additions Outdoor Car Cover, we are giving away two covers
Spit/GT6(RRP £120.00) Her/Vit(RRP £135.00)*



To enter this month's competition for a fully breathable, high quality outdoor cover.

Simply answer the following question:

"How many official TSSC areas are listed in this month's area news review?"

Please send your answer on a postcard to:

Classic Additions Competition, TSSC Ltd. Main St. Lubenham, Leics. LE16 9TF

Entries must be received by 28th February.

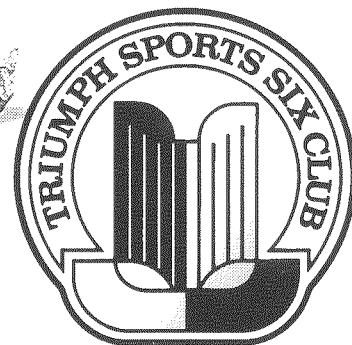
The winners will be notified by post and the result will be printed in the April edition of the Courier.

*For more details on the car covers available from TSSC Offers, ring the Offers Hotline on: **01858 434424***



AGREED VALUE INSURANCE

Exclusive to Members of



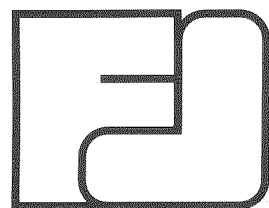
The Triumph Sports Six Club

An exclusive scheme designed for owners of TSSC Vehicles available for all drivers aged 17 and over Breakdown Recovery plus Road Rage Personal Accident Cover and Motor Legal Expenses included

FOR INDIVIDUAL SERVICE AND COMPLETE PEACE OF MIND CALL US TODAY

The Enthusiast's Insurance Broker

FOOTMAN JAMES



Telephone 0121 561 6262

THE MARKET LEADER



SVA Delay!

by Trevor Collett

My December article on SVA and registration prompted a flood of telephone calls; "flood" being a relative term based on the number of calls normally prompted by my articles you understand!

Most were concerned with the registration of existing kit cars and I was not able to give any more advice or reassurance than I did in my column. If in doubt you must contact DVLA direct. I have written to them myself concerning the fact that my Moss is still registered as a Herald but at the time of writing I have not had a reply. One call, from Club member and long term Marlin owner Ben Caswell, was encouraging insofar as he relates that Swansea did modify his V5 registration document to show "Marlin", with no suggestion that he could not keep his original registration number. He did have to take his car to a Local Vehicle Licensing Office in order for them to check out the commission number - this seems unnecessarily bureaucratic to me as a check of the VIN (Vehicle Identification Number) has been part of the MoT for some years.

Hopefully this experience will be repeated with the rest of us in the same position, please let me know how DVLA deal with you so that we can check they are consistent.

Just one of the calls I received was about SVA (Single Vehicle

Approval for those of you who managed to miss the December issue. It came from a Club member who actually works for the Vehicle Inspectorate, the body administering SVA. I was hopeful that I would get the definitive info but this was not exactly the case. I did say that I feared there would still be grey areas didn't I? Good old HMG has still got some loose ends to tie up apparently and the SVA system will not now come into force until May.

The one area of doubt that should be of great concern to us is whether or not a "rebodied" Herald, Vitesse, Spit etc. would have to go through SVA at all. My

boring old registration processes. Ben and his Marlin, yes more than one, have been mentioned in The Courier before and he politely pointed out that I keep misspelling his surname - hopefully it's right here. Even worse, when at last year's South of England Meet Ben's son Greg won Best Special I called him Glen in my report - typical journalist, never gets the facts right. By way of reparation I bring you a another photo taken at the event of Greg Caswell's car, along with another Marlin, and the Fonz-like (remember him?) guy standing over the car is indeed the man

himself, with dad Ben on his left.

Ben Caswell is the Triumph Technical Rep of the 700 strong Marlin Owners Club (Marlins were also built using all Marina running gear or a combination of Triumph and Marina) and he is going to make a special plea for the Triumph based cars in that club to attend the SEM



information was that cars using an original chassis would be exempt. The kit car press and the kit car manufacturers still seem to be working on this premise but my informant was quite sure that this would not be the case. So we still have to wait and watch developments - once again if anyone picks up any nuggets of information please pass them to me and I will disseminate.

CATCH OF THE DAY

The aforementioned telecon with Ben Caswell was not just about

in May this year. I wholly approve of that and would dearly love to see a goodly number of Marlins on display - I also hope that the other kits and specials in the TSSC will match their numbers. Any TSSC Marlin who would like to know more about the Marlin OC or just want some Marlin chat can contact Ben on; 01322 553354.

That's all for now, don't forget to send me a photo of your car for inclusion in this column - I've just about exhausted my own photographic archive.



VISA

SPITBITZ

EUROCARD
MasterCard

.....'SALE NEW YEAR SALE'.....

UP TO 50% OFF, SO CHEAP WE GUARANTEE YOU CAN'T FIND CHEAPER

Hood Frames MkIII, MkIV, 1500 from	£45.00
Chassis All Mk's	£50.00
Driveshafts Complete, MkI, II, III and early MkIV + Herald	£25.00
Front Suspension Units Complete, fit all models	£25.00
Doors MkIV and 1500 Complete, need slight tidying	£25.00
Gearbox MkI, II, III and Herald	£45.00
Grille MkIV 1500, GT6 MkIII	£5.00
Wheels All Models	£10.00
Steering Rack All Models	£10.00
Propshafts All Models	£15.00
Petrol Tanks All Spitfires	£15.00
Distributor 1500 Spitfires	£20.00
Steering Column All Models	£15.00
Bonnets MkIII, MkIV, 1500	£100.00
Gauges Fuel and Temperature	£5.00
Gauges Speedo and Rev Counter	£10.00
Manifolds Exhaust 1300, 1500 and GT6	£20.00
Manifolds Inlet 1300 and 1500	£20.00
Springs MkI, II, III and Herald	£10.00
Lights MkIV, 1500 and GT6 MkIII, Rear	£5.00
Bumpers MkIII, IV, 1500 and GT6 MkIII from	£25.00
Headers All Models	£15.00
Seats All Models, need slight repair from	£45.00 per pair
Wiring Looms, All Models	£35.00

VARIOUS NEW PARTS AVAILABLE

Disc, Spitfire, Herald, GT6 per pair	£25.00
Front Corner Valance	£24.00
Ignition Lock 2 Keys MkIV, Early 1500 and GT6 MkIII	£28.00
Boot Seal All Spitfires, GT6	£14.00
Furlex Original Type, All Models per metre	£6.00
Soft Tops, Very Good Original Type, Quality Zip Window	£74.00
Boot Racks, Polished Alloy with Wood Slats	£29.00
Windscreen Rubber Seal, to fit MkIV, 1500 and GT6 MkIII	£16.00
Soft Top Header Seal All Models	£6.00
Carpets, Pair Front Footwell Carpets with Rubber Heel	£24.00
Door to Glass Weather Seal Outer	£5.50
Door to Glass Weather Seal Inner	£4.50
Door Trim Panels per pair MkIII, MkIV, 1500 and GT6 MkIII	£45.00
Carpet Sets, Good Quality Bound Edge per set	£68.00
Seat Cover Sets, original type, per pair of seats	£95.00
Door Handles Inner MkIV, 1500, GT6 MkIII	£16.00

This is only a sample of the huge stock of parts we have, so if you don't see the part you require here, please ring. We accept Access or Visa and can deliver the next day if required.

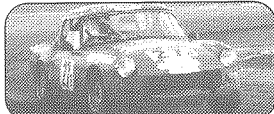
Please mention this ad. to obtain these prices. We are just 10 minutes from Junction 11 off M4 or 10 minutes Junction 4A M3, but please ring first.

0118 9732648 Telephone or FAX

Jingles Farm, New Mill Road,
Finchamstead, Berks RG40 4QT

firefly Motorsport
01582 565280

Competition
Parts for your
Road Car



**ORDER NOW FOR
COLLECTION AT
STONELEIGH**

- Ported & Big Valve Heads
- Fully Modified Fast Road Engines
- High Performance Ignition Systems
- Sports Air Filters
- Up-rated Suspension
- Alloy Wheels & High Performance Tyres
- High Quality Oils - Mineral & Synthetic
- Up-rated Brakes
- Additional Instrumentation
- Full Range of Competition Accessories



10 Sworder Close, Luton, LU3 4BJ.



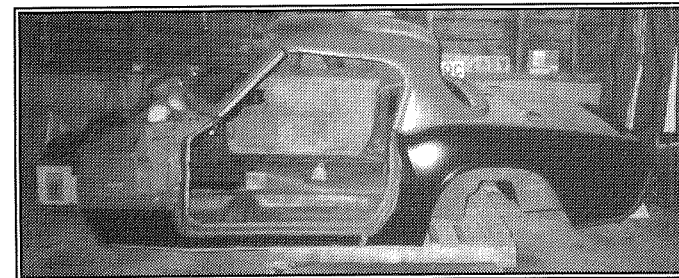
Replacing Steering Column Bushes... Made Easy!

— by Brett Dennis —

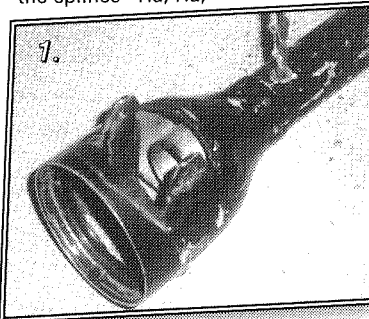
Changing steering column bushes are one of those jobs every Triumph owner has to do at least once in their lifetime. If you look up *Overhaul of Steering Column Bushes* in any *Triumph Workshop Manual*, they are all rather vague on the subject. As I had to change some bushes on our Triumph, I thought I would take this opportunity in trying to make this little job a bit easier for those who have worn bushes and need to replace them.

I find getting the steering column off more difficult than actually changing the bushes. Firstly, you will have to take the glove box out which is always a bind. On MkIVs and 1500s the small angle bracket which bolts the glove box rail to the A-post is removable, not like the early cars, where it is spot-welded to the A-post. I would suggest owners of early Spitfires drilling the spot-weld out with a No. 5 drill bit and refitting the bracket when the job is finished with a 3/16 pop-rivet or using a large headed, self-tapping screw. Now separate the cables on the steering column underneath the dash at their snap-connectors.

Now for the tricky bit, getting the steering wheel off. Undo but do not remove steering wheel securing nut, which is under the



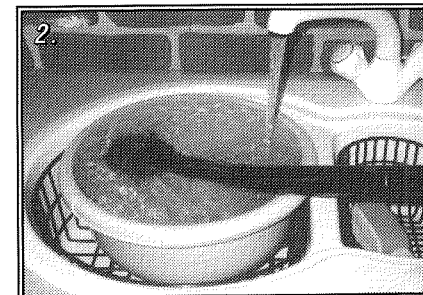
horn button. Now in the Haynes Manual it says, "The steering wheel is then simply pulled off the splines" Ha, Ha,



way up the inner ring is fitted. Remove the special clip which holds the cables to the column.

Extract the securing screws and remove the two halves of the steering column shrouds. Carefully lift the switches away from the column after undoing the two small screws which hold each switch in place. Remove the outer column support clamp lower down the column after undoing the securing bolts. At the base of the column inside the car. Remove the two bolts which hold the two halves of the impact clamp together. Now

very funny! Get both your hands behind the wheel and try to knock the wheel towards you. They can be stuck quite tight on the spline. That's why you leave the nut on so when it does move, you don't get hit in the head. Then undo the two bolts which hold the upper clamp in place and remove the clamp from the column noting which



MGOC Recommended
TSSC Top Trader



SPORTS CAR SUPPLIES

All new and used spares for
Spitfire . GT6 . Herald . Vitesse

**FAST MAIL ORDER
FREE CATALOGUES
SOLE STOCKISTS**

SEE US AT STONELEIGH SHOW 15TH FEB
COLLECT YOUR ORDERS - SAVE ON CARRIAGE
ALL MAJOR CREDIT CARDS ACCEPTED
OPEN 6 DAYS A WEEK FROM 8.30am

Collingwood Building, Quality Row,
Swailewell, Newcastle upon Tyne, NE16 3AQ

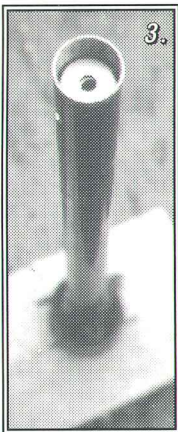
Tel: (0191) 496 0522
Fax: (0191) 488 4791

Or see the web site at <http://www.zenith.uk.com/sports>
E-Mail: scs@zenith.abel.co.uk

remove upper steering shaft and column tube together.

I always like to change top and bottom bushes together. Anyway, if you were only to change the top bush, that means knocking the old bush further down into the column which is a bit of a bodge. So to change both bushes, separate steering shaft from column. Then remove end cap and nylon washer from the column. Now for the second joke in the Haynes Manual which

reads, "Depress the button on the rubber bushes where they protrude through the holes in the bottom and top of the column". Forget that idea. The best and the easiest solution is to carefully drill the rubber buttons out,

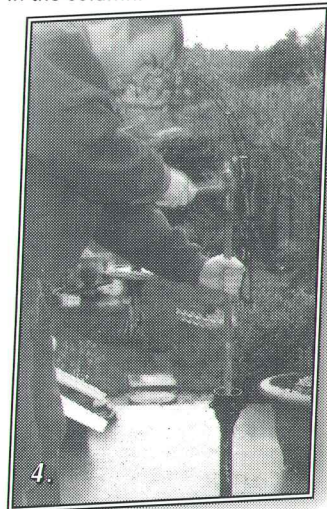


2. To aid the bushes in moving, I suggest submerging the column in a tub of hot water is a great help. Not only does this expand the alloy tube but also helps to lubricate the rubber bush.

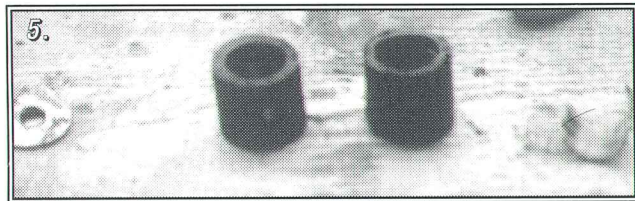
3. Once you have left the column in hot water for a couple of minutes, retrieve it and stand it on a thick piece of wood facing upwards. This is most important because if you try and remove the bushes with the column upside-down, you will break all spotwelds around the head of the column rendering it scrap.

4. You will find that you will have to drift the top bush down the column and onto the bottom bush. So you now have to drift two bushes the last 4 inches or 5 inches. Once they have reached

6. This photo shows the new bush ready to be fitted. Cover the bush with a small amount of washing-up liquid to help slide up the column. Remember to line up the rubber nipples with the holes in the column.



The top bush can be done standing the column on the block of wood and drifting it back. But the bottom bush must be done while holding the column to stop you breaking those spot-welds.

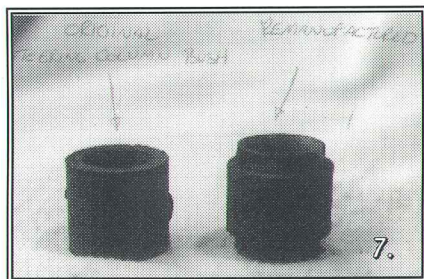


starting with a number 5 or 3/16 and working your way up to 5/16 or 9mm. Don't just drill through the rubber but penetrate the metal sleeve as well. A rechargeable drill is best for this job.

1. Before the old bushes can be drifted out the horn contact ring must be removed by lifting the tabs which hold it in place. A suitable drift must be found which has to be longer than the column. A steel rod is ideal but a small diameter broom handle will do. You could even use the steering shaft if you can find nothing else. If so, remember to refit the large nut flush with the top and use a wooden mallet instead of a hammer to prevent damaging the shaft and nut. You will have to drop a couple of large, flat washers down the shaft to lie on top of the old bush so the shaft has something to sit on.

the bottom, you will have to hold the column off the block so the bushes can drop out of the bottom with the last couple of blows with the hammer.

5. This photo shows the large washers as well as the two bushes removed.



So there you have it, not too difficult but very rewarding knowing you've completed the job with your own hands.

7. The photo above shows you the shorter original bush alongside the later or remanufactured bush which is superior, having more nylon insert in contact with the shaft. Please keep sending me your photos or questions on Spitfires to the address in the back of The Courier.



ANGLIAN TRIUMPH SERVICES

CROSSWAYS GARAGE, LODDON ROAD, DITCHINGHAM, NR BUNGAY, NORFOLK. NR35 2QY

TEL: 01986 895387 FAX: 01986 / 896860

email: david@angserv.demon.co.uk -http://www.angserv.demon.co.uk

SPECIALIST FOR SPITFIRE, GT6, VITESSE AND HERALD
REPAIRS - RESTORATION - PARTS

SEE US AT THE STONELEIGH TRIUMPH SHOW
ORDER NOW! SAVE POSTAGE!

ALWAYS A GOOD SELECTION OF TRIUMPH CARS FOR SALE
RING NOW FOR LATEST DETAILS

SERVICES : ENGINE RECONDITIONING - SERVICING - TUNING - RESPRAYS
CAR SALES - TRANSPORTATION - CAR FINDING SERVICE - TRIMMING
ELECTRICS - CLUTCH FITTING - **IN FACT YOU NAME IT WE DO IT!**

ANGLIAN TRIUMPH SERVICES - KEEPING YOUR TRIUMPH ON THE ROAD

BROADFIELD



C.L.A.S.S.I.C.S.

TRIUMPH & MG SPECIALISTS

- TRIUMPH & MG CAR SALES
- RESTORATION (stage payments facility available.)
- MoT work, servicing, repairs.
- Insurance approved repairer.
- Collection & delivery service.
- Cars purchased or sold on your behalf.
- Competitive rates, quality work
- Friendly and prompt service given at all times.
- Spares readily available for fast repair turn around.
- Loan Car Available

UNIT 3, BROADFIELD FARM, GT SOMERFORD, NR. CHIPPENHAM, WILTSHIRE. SN15 5EL.
5 mins J17, M4.

TEL: (01249) 720070
Open Mon - Sat
8.30am - 6.00pm

MOSS BIRMINGHAM



991 WOLVERHAMPTON ROAD
OLDBURY, WEST MIDLANDS. B69 4RJ
TEL: 0121 544 4444 FAX: 0121 544 4240



THE MIDLANDS PREMIER TRIUMPH SPARES SUPPLIER



GT6
MK I-III

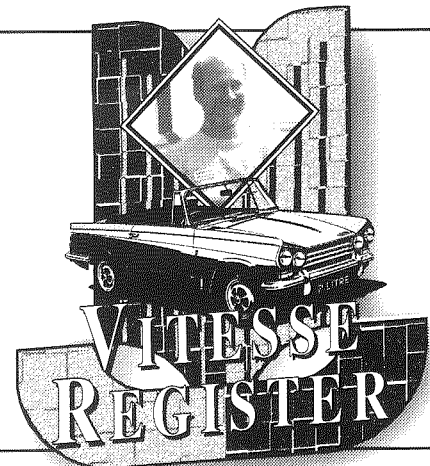


SPITFIRE
MK I-IV
1500

WE CAN SUPPLY ALL YOUR SPITFIRE AND GT6 SPARES FROM OUR VAST RANGE OF PARTS ALONG WITH TUNING SPARES AND ACCESSORIES

10% DISCOUNT

BRING OR SEND THIS ADVERT FOR DISCOUNT OFF YOUR NEXT ORDER
THIS OFFER IS ONLY AVAILABLE AT MOSS BIRMINGHAM
OFFER APPLIES TO RETAIL CUSTOMERS ONLY UNTIL 30TH APRIL 1998



...Towing Hitch...

by Mac Reynolds—

Hil... Here you are launched into another year... one month on... while here am I still pondering over the final days of 1997... indulging in a small glass of brandy (medicinal purposes only... to alleviate definite flu symptoms) and a packet of protein full crisps...

There lies another mystery of life... why are cheese and onion crisps now in blue bags??? They were always in green bags (salt and vinegar... in blue bags)... Do we need change? Is it good? Why?... Always that question, why?... Oh well... not to worry... no problem... Answers as always on a postcard... onto this month's Register...

So much information to impart... where do I start... (oh a

"... is there a standard height for trailer/ caravan hitches??? If so, what is it? ... I used a six inch drop plate just to get the ball hitch into what I deemed as an authentically pleasing position (and an average height of 3 trailer hitches that I had measured! ..."

rhyme!)... OK... the towing hitch is now fully operational... Well... apart from the electrics... awaiting an aluminium socket... but the bracket and ball hitch are in position and looking good!... I went for the Witter (original optional extra) bracket... fitted by Stan and John at SW Classics... with quite a few... expletives added in!!... At the same time that Stan replaced a rotoflex coupling for me (I may have said this before... but I will do a full article on replacing a rotoflex in detail... soon)... so the towing bracket fitted... but not conventionally through the bumper... but below through the rear valance... cutting a hole in the rear valance allowing the drop plate to emerge just behind the rear bumper (I used



a six inch drop plate... to give a ball hitch height of approx 17 inches to the top of the ball). An interesting question here, is there a standard height for trailer/ caravan hitches??? If so, what is it?... I used a six inch drop plate just to get the ball hitch into what I deemed as an authentically pleasing position (and an average height of 3 trailer hitches that I had measured!... The combination of the two seem to have worked out quite well... but I think I will have to paint the drop plate in VPP's body colour as it looks a little too obvious in bright galvanised at present!... I actually covered the step-to-step

fitment of a Witter bracket in the November 1991 Register pages... but if anyone would like a reminder/ copy then drop me a line and I'll send you one on... (all I need now is a trailer!!! but Rome wasn't built in a day!... I do have a trailer board with electrics and plate, however... so I am prepared...).

Right... so, on to my little shock absorber problem... which is what it was/is?... when VPP was totally rebuilt in 1988-89, I went for the then in vogue rear telescopic conversion using Koni adjustables (at the time I was unaware what these Konis originally fitted)...

Anyway, after motivating myself to get something done about this horrendous 'knock' every time I went over a road defect, be it raised or pot-hole type... On the same visit to Stan's to get my Rotoflex replaced... Investigation was carried out and the offending rear telescopic removed... not a simple job in the case of VPP... as the top securing bolts had been fitted whilst the rear tub was off!... So even if simply undone, there was no room for them to slide out... so they had to be ground off first (a lesson here for anyone doing a re-build and telescopic conversion!)... Anyway... the saga continues... After much measurement and pondering and fitting one replacement... it was found that the ones that were fitted came off a MkII GT6 (approx 9 1/4 inches closed length, centre to centre of fixing holes). Stan had

"This rather nice MkII Convertible, VYV 411G, has been owned by Paul Morse (Letchmore Heath) since 1977, twenty years next month!!... when he bought her in a car auction for the princely sum of £275..."

none of these in stock... so they were duly ordered from John Kipping... and surprisingly they only took me about 15 minutes per side to fit... They have cured the problem 80% but I still have the 'knock' when carrying a load/ passengers... After talking to John Kipping... it seems to be popular belief that I need shorter shocks (or a new spring) as they problem is caused by the slight settling of the car... possibly only 1/2 inch... and allowing the shocks to 'bottom-out' as the length of the closed shocks is critical... so... more research is now needed... I'm now on a quest for shorter, more suitable shocks... any suggestions??? (Help!!!)

... As a continuation on shock absorbers, I thought you may be interested in the general working principles (see also cut-away diagram on the following page)... technically speaking shock absorbers (sometimes called dampers) convert the kinetic energy of the oscillating vehicle body or deflected wheel into heat by forcing oil through small apertures... in simple terms, one end of the shock absorber, the top end fitting 'A', which is connected to the piston rod 'B', is attached to the car's body and the bottom end fixing 'C' to the end of the axle.

When the body lifts, or the wheel drops, oil from the upper pressure tube 'D' is forced into the lower pressure tube 'E' through a number of small holes and non-return valve in the piston 'F' whilst oil is also drawn into the lower pressure tube from the reservoir 'G' through the base valve 'H'... Then, when the car body drops, or the wheel lifts, the movement of the oil is reversed through different valves.

The effect is to 'damp' the vertical movements of the car to

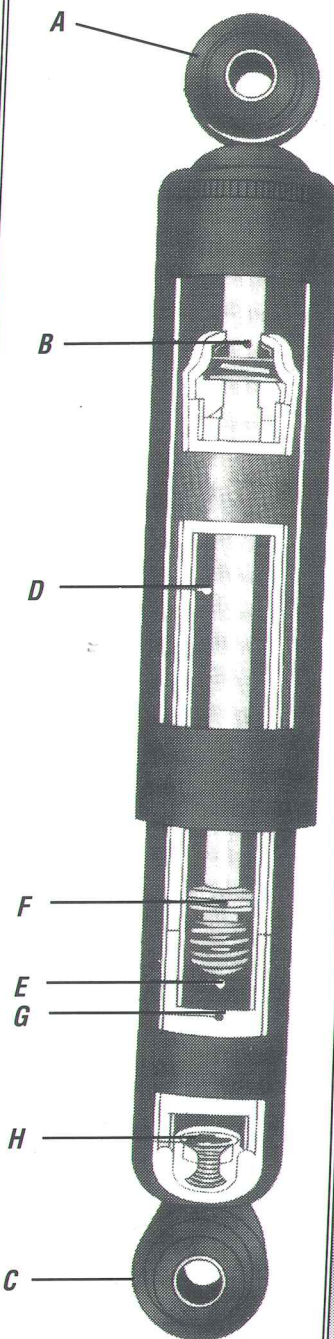
"'Never' throw 'anything away' . . . Almost everything has a use sometime somewhere . . . you only have to glance into my sheds to see that I am the proverbial hoarder . . . you name it . . . I collect it !!!"

achieve a smooth ride and, more importantly, to keep the wheels firmly on the road, naturally the size of the apertures and the valve settings differ, being individually 'tuned' to suit each car . . . (interesting to know how these original settings are reached/ decided upon . . .).

On now to our one and only featured Vitesse this month . . . Still drawing from the pile sent in with your IVRs . . . (thanks!). . .

This rather nice MkII Convertible, VYV 411G, has been owned by Paul Morse (Letchmore Heath) since 1977, twenty years next month! . . . when he bought her in a car auction for the princely sum of £275 . . . The low price reflected nothing more than a broken throttle cable which meant that the car would not drive through the auction hall, and hence nobody would bid for it! Paul caught the owner outside tinkering with it and made him an offer that he apparently couldn't refuse! . . . From then until around 1984 it went everywhere with Paul (including all over France) with no more work than a cylinder head overhaul trunnion bushes, radiator, new hood and regular servicing . . . the mileage rose from the 65000 mark at purchase to 96000 . . .

Between 1984 and 1992 it lived in various garages doing no more than 400 miles all on a car trailer, having struggled to find time to restore it himself, Paul eventually handed it over to 'Smugglers Classics' of Fulham . . . who completely stripped the car and reassembled it . . . Paul would like to publically offer his thanks to them for a job well done within a well controlled budget . . .



It now has the benefit of a reconditioned gearbox/overdrive/ diff, another reconditioned head and all new brakes and suspension . . . and is certainly a much loved pet (now at 104000 miles).

Thanks for completing and sending in your IVR Paul . . . it pays to register . . . A quick mention about the Technical Torque article in January's Courier by John Fairey . . . I thought that this was excellent . . . I am one of the lucky ones at present as my wipers on VPP are as good as they can get . . . but I have in the past had problems, even down to having to replace a wheel box (not a nice job!). But what I wanted to echo is what John said in his last paragraph . . . 'Never' throw 'anything away' . . . Almost everything has a use sometime, somewhere . . . you only have to glance into my sheds to see that I am the proverbial hoarder . . . you name it . . . I collect it !!! . . . It may be worth nothing . . . but I would rather give something away than let it go to waste . . . !!!

Talking about giving . . . ??? You can all give something . . . (well MkII owners at present!) your time . . . !!! Only 10 minutes to fill out an IVR!! I read with great interest Dick Plumridge's IVR update/Winter Project in the January Courier . . . All excellent stuff . . . So, so many interesting details emerging . . . 13 original owners from new . . . Vitesse's having several registrations during their life . . . Whoops, sorry Dick!! And a possible total of what? . . . Some 750ish MkIIs out there . . . I am beginning to feel a little guilty . . . leaving out the MkIs and the 1600s . . . Oh . . . well . . .

Let's end on a cheerful note . . .

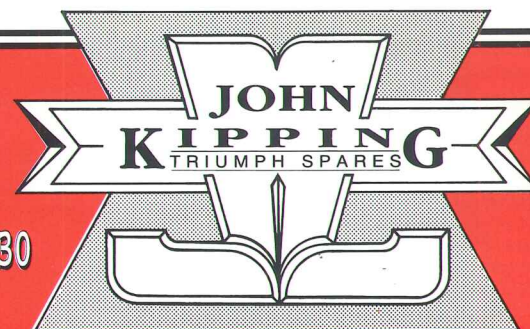
"What do you get a man who has everything? . . . Penicillin!!

Enjoy your Vitesse . . . Thanks . . . Take Care . . . Cheers . . . Mac . . .



**421 ALDERMANS GREEN ROAD,
COVENTRY CV2 1NP.**

**MONDAY - FRIDAY 9.30 TO 5.30
SATURDAY 9.00 TO 1.00**



**FOR
HERALD . VITESSE . SPITFIRE . GT6**

**YES, WE WILL BE OPEN SUNDAY 15TH
FEBRUARY FROM 10 'TIL 5, SO IF YOU
ARE VISITING THE TRIUMPH SHOW AT
STONELEIGH, COME AND SEE US
(APPROX. 20 MILES AWAY).**

ARRIVING THIS MONTH FROM NEW ZEALAND A CONTAINER OF USED

**HERALD PANELWORK INCLUDING CHASSIS, REAR WINGS, FRONT
WINGS, DOORS, BULKHEADS ETC. MOSTLY RUST-FREE.**

BUMPERS AND OVERRIDERS SPITFIRE I / II / GT6 I

FRONT BUMPER - HOPEFULLY APRIL/MAY

FRONT OVERRIDERS SPITFIRE £34.50 EACH GT6 £34.50 EACH

REAR QUARTER BUMPERS £59.50 EACH

REAR OVERRIDES £34.50 EACH

SPITFIRE III AND GT6 II

FRONT BUMPER £165.00

FRONT OVERRIDERS £39.50 EACH

(DUE MARCH)

REAR QUARTER BUMPERS

£59.50 EACH



**British Motor Heritage
Approved**

**Ask for OUR NEW
CATALOGUE FREE
ON REQUEST**

96 PAGES!



**TEL: 01203 645333 FAX: 01203 645030
e-mail: john@johnkipping.demon.co.uk
http://www.kipping.co.uk**



Coo - Pay!

by Bob Westgarth

Following my appeal for members cars to feature I now have a few to choose from, however I still would like to hear from more members and will always reply to letters and calls as quickly as I can.

"Being registered on the 18th May 1960 this is possibly one of the last smooth roof cars built. His second car was purchased just days after the first which had taken several years to track down. It has an even lower mileage than his first at just over 9000 miles."

I always try to answer my mail within a couple of weeks of receipt so if you do not get a reply or mention in the magazine feel free to contact me again, though obviously it takes a little longer to get a car featured than to answer a technical query.

As a result of my appeals I am featuring a car, or in this case cars, belonging to Dikk Mann from Norfolk. Obviously he felt sorry for my not yet finding a

Coupé, (any offers of running or easily restored cars gratefully accepted), and sent a long letter detailing his search for a Coupé and his ultimate success. As you can see from the photo Dikk has two Coupés to his name. His first was the smooth roofed car which after over three years of ownership has still only covered less than 18,000 miles. Being registered on the 18th May 1960 this is possibly one of the last smooth roof cars built. His second car was purchased just days after the first which had taken several years to track down. It has an even lower mileage than his first at just over 9000 miles. Coincidentally this ribbed roof example was registered just days after his smooth roof making it one of the earliest examples of its kind. While not having such a well documented history as the first car, Dikk does believe the car to be original and it has won a best in show award and been runner up on another occasion. Dikk has a question about this car as it is fitted with some form of clip to the right of the driver's sun visor in roughly the position of the outer mount as fitted on later cars. I have no idea of its function and cannot find mention of it in Mike Costigan's book. The photos are not too clear but hopefully someone out there can help.

Going back to the business of early and late cars one of my biggest disappointments on becoming Register Secretary was the lack of records and my inability to help owners to place their car into an order of age. This is one of the most common queries that I receive. Those of you who read the entire Courier magazine from cover to cover (that means all of you I guess) will know that the VitesseRegister has been running a pilot scheme to obtain this type of information for Mk2 cars. They have had a great deal of success, though I am sure that there are cars out there still not registered, and as a result a slightly modified scheme is to be introduced for several other Club models in the very near future. Herald 948, 1200 and 12/50 models are one of the groups and I hope that you will all take the few minutes that it takes to complete the form which will be published soon. These records when complete will provide useful information for you the owners, along with more general items such as popularity of colours, and information about options at different stages of the models life.

Now I am sure that hundreds of you are out there waiting for my next piece on repainting your Herald and that you have your car absolutely flat with no blemishes

at all in the primer. Well unfortunately you are going to have to wait a little longer as the temperature at which you spray is very important. In cold weather the paint tends not to flow very well and poor finish results, also paint will tend to bloom when drying in cold weather. This creates a milky white appearance which often cannot be removed by polishing. I have therefore decided to hold this over for another month.

A while ago now I received a package of information containing sales infor-

mation, press cuttings, and letters pertaining to an early Herald Coupé with the registration OCF 203. This was sent to me by another Norfolk member, Derek Benton, who had obtained them while buying part for his own car. I published the number at the time in the hope that if the car was still in existence I could pass these documents on. Having had no response I intend to file them and publish bits of information from them over a period of time. There was no letter confirming the date the car was ordered but a letter from the dealer dated 15th September 1959 apologises for the delay in delivery and goes on 'According to the Triumph Motor Company it appears that delivery of a coupé might be several weeks yet, but, a saloon will be easier due to a greater number of saloons being

"In cold weather the paint tends not to flow very well and poor finish results, also paint will tend to bloom when drying in cold weather. This creates a milky white appearance which often cannot be removed by polishing."



produced'. The dealer then goes on to suggest that availability on other models is better and asks the purchaser if they might consider an Austin A40. It seems rather strange that a dealer would do this as it would almost be the equivalent of offering a customer a Nissan Micra when they had ordered a Ford Puma! On the 31st October 1959 the lady received her new Herald coupé. According to the bill of sale she paid £735-13-4 for the car. On top of this she paid an extra £7 delivery charge, £3 for the Ace Silver Peak number plates, and 10s 7d for anti freeze (about 53p). The road fund licence cost an additional £3-8-9. Five days after delivery the dealers wrote to her expressing pleasure in supplying the car hoping that it will give complete satisfaction, and reminding her that a free service would be due at 500 miles and pointing out that they would require the car for 'six complete hours'. The same letter also advises that, at approximately

"The dealer then goes on to suggest that availability on other models is better and asks the purchaser if they might consider an Austin A40. It seems rather strange that a dealer would do this as it would almost be the equivalent of offering a customer a Nissan Micra when they had ordered a Ford Puma!"

5000 miles much benefit is gained by having the valves lightly ground'.

I hope that you find this kind of information as fascinating as I do. If anyone has any similar material relating to other Herald models I would be interested to receive them, or copies, for comparison. I know that today most dealers send out follow-up letters to customers but they are rarely anything more than computer generated junk mail. These from

the dealer, and later from Standard Triumph themselves were personal mail signed by managers who obviously cared for the customer. Next month I will publish some extracts from letters dealing with suggestions, and the complaints that were made directly to Triumph themselves.

I will also complete my repaint series with one or two tips for a good finish and some to help you deal with minor flaws or runs that might just occur. So until next month have fun with your Herald, and keep those members cars coming.

CHEAPER QUALITY SPARES IN EAST ANGLIA



01487
842168

Fax: 740274



WE ARE EAST ANGLIA'S LARGEST STOCKISTS OF NEW AND SECOND HAND TRIUMPH SPARES (WE DON'T JUST CLAIM TO BE)

BELOW IS A SAMPLE SELECTION OF OUR STOCK

TRIUMPH SPECIALISTS FULL RANGE OF TR2/3/4/5/6, SPITFIRE, GT6, HERALD AND VITESSE PARTS

FRONT SUSPENSION AND STEERING

Steering Column Bushes all cars except late 1500/GT6	£5.91
Front Wheel Bearing set (state model)	£12.99
Track Rod end	£6.99
Solid Rack Mount Kit	£22.26
STANPART Trunnion	£14.04
Front Spring (standard OR uprated)	£14.68
Top ball joint (all models)	£11.69
Front Trunnion kit (all models)	£4.64
Front vertical link (state model)	£52.81
Anti Roll Bar Links	£11.69
Front Shock Absorbers (state model)	£21.09
Steering Rack (exchange)	£41.06
Front Wishbone Bush/Rear Tie Rod Bush	£1.12

REAR SUSPENSION (NON ROTOFLEX)

Rear Leaf Spring (Spit MkI, II, III/GT6 MkI)	£76.31
Rear Leaf Spring (Spit MkIV/GT6 MkII)	£87.24
(High spec won't sag)	
Rear Leaf Spring Spit 1500 (High spec won't sag)	£87.24
Rear Shock Absorber (state model)	£16.39
Rear Trunnion Bush Kit (per side)	£4.64
Rear bearing kit (bearings, seals, hub nut and gasket)	£13.51
Universal Joint (new)	£6.99
Rear driveshaft Her/ Spit/ GT6 (Short)OE Spec	£57.57
Rear driveshaft Spit IV/ 1500 (Long)OE Spec	£57.57

ROTOFLEX SUSPENSION

214623 Inner Driveshaft	£88.12
152273 Rotoflex Coupling with Bolts Original Genuine	£42.24
149051 Rear Hub	£58.69
12867 Inner Flange	£25.26
214514 Outer Flange	£58.69
Rear Bearing Kit	£14.04
149769 or 149770 Wishbone	£24.95
308437 or 308436 Rear Vertical Link	£41.12
148795 or 148796 Bolt / Bracket	£18.74
Complete Roto Trunnion Bush Kit	£28.14

MECHANICAL

Engine Mountings (4 cylinder)	£4.70
Engine Mountings (6 cylinder)	£6.46
Oil Filter Spit/Herald High spec Wipac	£3.52
Oil Filter 6 Cyl (Except GT6) High spec Champion	£2.35
Oil filter (GT6)	£6.99
Fully reconditioned Engine	
High spec any Herald or Spitfire	£581.63
Gearbox (fully reconditioned, exchange)	£193.88
Differential (full recon, exchange)	£210.33
Decoke Sets from	£14.04
Bottom End Sets (all) at	£9.34
Fuel Pumps from	£17.56

BRAKES

New Cross Drilled Discs for better heat and water displacement. Special offer to TSSC Members only	
Herald and Spitfire	£34.95
Vitesse and GT6	£36.95
Fully Restored Calipers as new (exchange) Her/Spit	£53.95
Fully Restored Calipers as new (exchange) Vt/GT6	£64.56
Caliper Seal Kit Type 12 (early Spit/Her)	£11.74
Caliper Seal Kit Type 14 (late Spit/Her)	£7.25
Caliper Seal Kit Type 16 P/B (Vt/GT6, state chassis no)	£10.51

Caliper Pistons from	£10.51
Front Brake Pads (type 12 caliper)	£6.99
Brake Hoses (state model and position)	£8.10
Front Brake Pads (other models) from	£8.16
Brake Discs Herald/Spit	£15.21
Brake Discs Vitesse/GT6	£17.03
Brake Shoes Spit/Herald	£11.69
Brake Shoes Vt/GT6	£7.95
Brake Drums (all models) from	£25.85
Copper Brake Pipe Kits from	£23.44
Rear Wheel Cylinder (Herald/Spit)	£7.50
Rear Wheel Cylinder (1500/GT6)	£7.50
Silicon Brake Fluid (1 litre)	£19.91

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!

Spit MkIV/1500 Rear wing excellent quality Still	£82.19
Spit/GT6 Outer Sill (excellent fit)	£21.09
Spit/GT6 Quarter Valance (fibreglass)	£23.44
Spit/GT6 Quarter Valance Teel	£46.94
Spit/GT6 Floor Pan	£50.46
Spit/GT6 Door Skin (high quality)	£25.79
Spit/GT6 Front Wing (high quality)	£28.14
Spit/GT6 Boot Floor steel	£58.69
Spit 1/2/3 Bootlid steel	£135.12
Spit Mk IV/1500 Bootlid steel	£152.69
Rear Valance (MkIV / 1500)	£35.19
Rear Valance (Spit I, II, III)	£43.41
Front Outrigger (Spit/GT6)	£18.74
Front Chassis Crossmember (Spit/GT6)	£25.79
Chassis Outriggers (Her/Vit) (Heavy Duty) all	£16.39
Front Chassis Cross Tube	
with overrider brackets (heavy duty Her/Vit)	£64.62
Front Cross Tube Repair ends (Her/Vit)	£17.03
Her/Vit 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	£17.04
Herald/Vitesse Front Wheelarch Lip Repair	£15.22
Herald/Vitesse Doorskins (original pressing)	£53.99
Herald/Vitesse Rear Quarter Valance (f/glass)	£15.22
Herald/Vitesse Rear Centre Valance (f/glass)	£25.79
Herald/Vitesse Centre Valance Original Pressing	£46.94
Herald/Vitesse Rear Quarter Valance (steel)	£21.09
Herald/Vitesse Rear Arch Lip Repair	£15.21

RADIATORS AND COOLING

Full Width High Cooling Spec (Spit)	£111.62
Standard Herald and Spitfire exchange	£76.37
4 row, High Spec for all GT6/Vitesse, (no Kenlowe required) exchange	£117.44
Kenlowe Fan Kit (for the power hungry)	£88.12

RUBBER SEALS/BUMPER COVERS

Windscreen Seal (Spit 1/2/3 GT6 1/2)	£15.21
Bright Trim Finisher (for Spit IV/III/GT6 Vt/ Her/Vit)	£5.95
Windscreen Seal (Spit IV/1500)	£14.98
Pair of Bright Trims for (Spit IV/1500 seal)	£39.89
Windscreen Seal (Herald/Vitesse)	£18.80

Rear Screen Seal (Herald/Vitesse)	£25.85
Door Seal Furlex (per side) from	£12.69
Outer Door Glass Seal (all cars)	£5.81
Inner Door Glass Strip	£4.11
Boot Seals from only	£13.47
T Pedal Rubbers	£2.34
Herald Rubber Bumper Set (6 parts)	£99.87

EXHAUST SYSTEMS (STAINLESS STEEL)

Herald all types (state year and engine size)	£93.94
Vitesse all types (state year and model)	£140.95
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)	£124.95
Twin Pipe System (for above manifold)	£124.95
Twin Pipe System (inc adaptor for std manifold)	£135.00
GT6 Mk3 (complete stainless system)	£136.24

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

LIGHTS, FITTINGS, INTERIOR TRIM AND CARPETS

Halogen conversion kit with bulbs (2 lights not Vitesse)	£24.95
Spitfire MkIII Grilles, Original, New!	£22.95
Wool mix Carpet Sets beautiful quality with fully bound edges. Choice of colours	
Spitfire MkI - IV	£78.76
Spitfire 1500	£78.76
Herald / Vitesse	£70.44
GT6 (state model)	£93.94
Spitfire Door Panels (pairs only)	£42.24
Boot Mat Spitfire full size Hardura to OE Spec	£23.44
Boot Mat Herald / Vitesse full size Hardura	£23.44
Spitfire Spare Wheel Cover	£18.74
Pre Cut Underfelt Kit	£22.91
Gearbox Tunnels Fibreglass all at	£22.91
Pair Sunvisors (passenger with Mirror) Spit/GT6	£25.73

JUST ARRIVED
SPITFIRE BODYTUBS
FROM USA
FROM ONLY £650 + VAT
BONNETS FROM £250 +VAT
DOORS FROM £50

DO YOU HAVE OUR LATEST
CATALOGUE? LISTING OVER 1500
PARTS!! - SENT ANYWHERE IN THE
WORLD FREE OF CHARGE!!

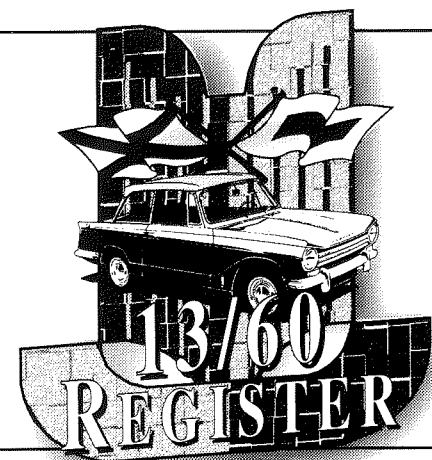
Full workshop facilities at only £20.00 an hour PLUS VAT

ALL PRICES INCLUDE VAT

Prices subject to change without notice. You must mention this advert to obtain these prices.

CARRIAGE FROM ONLY £6.99 FOR A 30KG PARCEL

TRGB LTD Unit1, Sycamore Farm, Industrial Estate, Long Drove, Somersham, Huntingdon, Cambs. PE17 3HJ.



Information on Michelin Tyres

Applicable to all Club Cars

by Phil Willson

In the 13/60 Register article for the November 'Courier' I gave a very broad overview of tyre principles, although with a slight slant towards the Herald. However, since writing that piece I have been contacted by our very own Michelin man, Martin Randle, who is a '65 Vitesse 6 owner.

Fortunately for me, he reckoned that my earlier article was a good introduction to the subject and to fill in the gaps he has very kindly dug into the company archives to find some information about Michelin's recommendations for Triumphs in the mid 70's.

To complete the picture he has also enclosed some current fitting data, a brochure for their mainstream range of tyres and another giving information about their 'original' tyres for 'véhicules anciens'. These latter tyres are generally very expensive due to small production runs and are not generally suitable for 'our' cars - although they do make cross-plies of the correct size for the Herald, they appear to be of the white-wall variety which were not the usual fitment.

Table 1 gives the recommended tyre pressures for both original and replacement radial tyres, which should be a better guide than my earlier recommendations.

◆ This wheel, if fitted by the car manufacturer, is suitable for tubeless radial tyres

"The most interesting thing about this is the suggestion that all wheels prior to those fitted to the 1500 Spitfire were not considered (by Michelin at least) to be suitable for tubeless radials"

L Pressures for full load
S Pressures for sustained high speed.

The most interesting thing about this is the suggestion that all wheels prior to those fitted to the 1500 Spitfire were not considered (by Michelin at least) to be suitable for tubeless radials. The thought seems to be that, due to the radials tyre's softer sidewalls, there may be a greater tendency for the tyre bead to part company

Triumph Model	Original Equipment				Michelin ZX Radial Fitment			
	Tyre Size	Pressures (psi)		Rim Size	Tyre Size	Tube	Pressures (psi)	
		Front	Rear				Front	Rear
Herald Sal./ Conv	5.20-13	21	28	3.5D	145SR13	13CD9	20	30
Herald Estate	5.60-13	21 21 (L)	25 30 (L)	4.5J	155SR13	13D9	20	30
Vitesse	5.60-13	22	24	4.5J	155SR13	13D9	22	28
Spitfire Mk I to III	5.20-13	18 24 (S)	24 30 (S)	3.5D	145SR13	13CD9	22	28
Spitfire MkIV	155SR13	18 24 (S)	24 30 (S)	4.5J	155SR13	13D9	21	26
Spitfire 1500	155SR13	18 24 (S)	24 30 (S)	4.5J◆	155SR13	13D9	21	26
GT6 Mk I, II, III	155-13	20	24	4.5J	155SR13	13D9	20	24

Michelin 'Classic' 80 and MXT80 Energy series tyres

Car tyre dimensional data for 13 inch wheels

Tyre size	Static laden radius (mm)	Calculated rolling circumference (mm)	Preferred wheel rim width (inches)	Minimum permitted rim width (inches)	Maximum permitted rim width (inches)
135/80 R13	252	1670	3.5	3.5	4.5
145/80 R13	258	1715	4.0	3.5	5.0
155/80 R13	265	1760	4.5	4.0	5.5
165/80 R13	269	1810	4.5	4.0	5.5

with the rim under extremes of cornering and just enough to begin to deflate the tyre. I would also suppose that the improved grip available to the driver may also tempt him/her to corner just that bit harder thus increasing the problem. Modern wheels have a simple safety ledge that will hold the tyre bead in place in all but the most extreme circumstances (see figure 1).

Personally, I have never had any problem in fitting radials to Triumph wheels except when there has been excessive corrosion of the rim. However, it is vital to observe the other point that I mentioned last time, that of fitting the right size tyre. The Michelin data sheet (summarised in Table 2) bears out what I said previously. Going outside these limits is just asking for trouble so, if you value your safety, please check that your wheels and tyres conform to these guidelines.

ZX tyres are no longer available in the sizes suitable for Herald-family cars but there are modern equivalents which will fit perfectly well. The main ranges are the Michelin Classic 80 which is their 'value for money' range. More expensive is the Michelin Energy MXT80 which should provide you with greater fuel economy due to its lower rolling

resistance. I have not attempted to look into prices here because these can vary considerably. However, as with all tyres, be sure of what is being quoted for when a price is given. The overall

reputation for being very good tyres that are capable of higher mileages than their counterparts due to their being made of a harder rubber compound.

Consequently their cost can work out the same or even less on a per mile basis. The main penalty of this is unfortunately, slightly increased road noise.

If you want further information you could try phoning Michelin's special helpline on 0800 59 18 59. A final amusing point is that the brochure says that Michelin is the 'Official tyre of the 1998 World Cup'. Now, how many footballers do you think are going to be shod with radial tyres?

Please note that I have no connection with Michelin. The data has been provided by them (by Martin Randle), for which very many thanks, and opinions stated are entirely my own.

Information about other makes would be much appreciated if there are

any Club members out there with the right contacts.

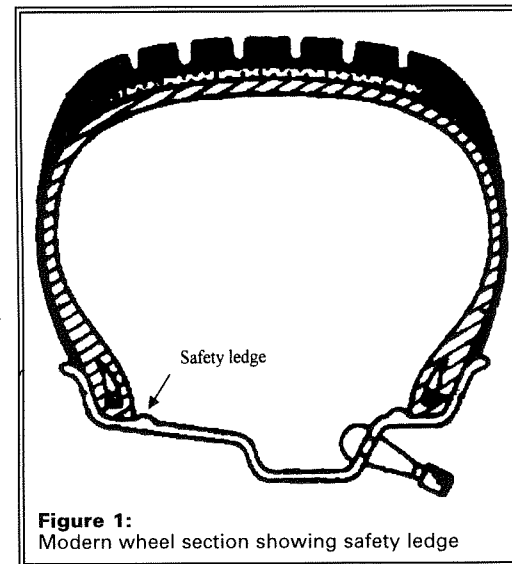
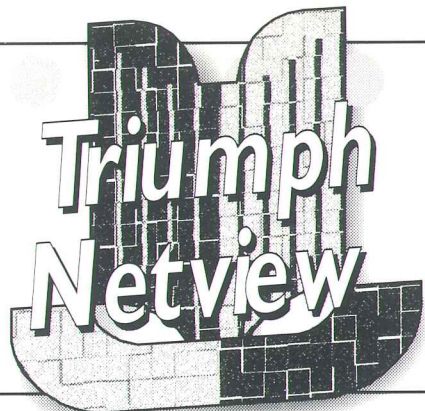


Figure 1:
Modern wheel section showing safety ledge

price including tyre, fitting, new valve, balancing and the dreaded VAT is the best guide. Also worth thinking about is that some companies offer a discount if a full set of 4 tyres are supplied at the same time. It can be well worth shopping around.

You will probably find that Michelin tyres, especially the 'Energy' series, are a bit more expensive than other main brands. However, they do have a

"Also worth thinking about is that some companies offer a discount if a full set of 4 tyres is supplied at the same time. It can be well worth shopping around."



Triumphs int'.net...

by Tessa Childs

Hi for another month, here's our latest update on all things netside related to Triumphs.

Adam Bradbury has e-mailed us with the Spitfire web site address which is at...

~<http://www.public.usit.net/johnneg/Spitfire/Spit.html>~
Capitals needed.

He has also come up with the idea of a "Triumph dating agency". Our immediate flippant thought was what a good idea, as we keep on leaving our Spitfire and Vitesse in the garage together, in the hope of hearing the screech of tiny wheels, and we thought that he had made a breakthrough with the necessary aphrodisiac! However, he hasn't. The dating agency and his ideas come from the fact that he is looking for someone with a Triumph with a similar value to his MkII Spitfire so that he can negotiate a swap. He finds it daft that if he wants to change his car, he has to take a loss in selling and then dip into his pocket to buy the replacement. If there was a database of Triumphs enthusiasts then owners could be put in touch with each other. He would be happy to do the work. If anyone is interested please email us. We have our doubts. We know people who buy cars, but won't sell the ones they already own. (We are sure that Chaps in Broadbridge Heath or Market Harborough are trying to hide this article from their wives - just two of the very many who are guilty).

We have been starting the process of setting up our own website using the 10 MB of freespace which Virgin provide. So far we have got as far as "Tessa is in cyberspace" (certain people would possibly prefer that to be Tessa is in outer space but their wishes will not be granted) in

internet form, although not downloaded for public viewing. By the time this article is published we should be fully up and running with our website, which you can visit on <http://freespace.virgin.net/christopher.childs>. We had intended to describe how to set up a web site in one of these articles, but to be honest, it is more complex than we thought, and this is a car club magazine, not a computer magazine, so get a good book or internet magazine. For starters read the information supplied by your provider, which will give you some of the most basic instructions, and of course tell you where your own space is. In addition, according to Virgin, there are plenty of websites that give helpful information on the subject. So use your search engine. Your choices are of course just to search the sites on your own provider's server just UK sites, European sites or all the web.

Having set up your website, you will naturally want to show the Club cars belonging to you and your friends. Why else would you want to have your own website if not for the glorification of Triumphs? To do this you will need to get pictures of Triumphs on your computer. This can be easily accomplished in several ways...

1. Download them from another website. This is hardly sporting if you want to put them in your own website, but rather fun if you want to use them on your front screen (right mouse click over the image and then Save-As...Afterwards you can go into My Briefcase, click on the item saved and your computer will open it. Then Save as again, but this time make sure that you save it as a Bitmap (under type). You can then go into the Control panel, Display, and whilst in Background click browse, and find the saved file in desktop or My Briefcase, which

you can then select. We store all those sort of things in our briefcase (can be found under desktop in Windows 95 if not immediately obvious) and we must admit if it wasn't for the lack of a picture of a kitchen sink it would be more aptly named ladies handbag. If you think that the pictures need maximum exposure; create a link to that site instead. If the site was created by an individual it might be polite to ask first.

2. You could scan the pictures if a scanner is attached to your PC or get someone else to scan them for you and send it to you by e-mail or on a floppy disc.

3. Boots and a photography company (we think its Kodak - ask your local photographic supplies shop) have a service to put your pictures on a CD 4. Use a digital camera (our researches have found that they are, unfortunately mega expensive).

If you want to alter these photos you will need a program like Paint Shop Pro, which we got for free on a CD supplied with the PC Review magazine which we purchased to research this article. We recommend that if you are going to put software on your computer from a magazine, that you only buy a well established magazine, from a good distributor, and then only load CDs NOT floppy discs, as the former are more difficult for disgruntled individuals to substitute a freebie with their own special virus as an added extra.

Getting A picture of your own car on your computer if you have the appropriate software is a wonderful way of being able to see what your car would like in different colours. We now know that our MkII Spitfire will look marvellous when we re-spray it in its original WWII colours with little RAF rounders and silver bits to represent the guns.

christopher.childs@virgin.net



Specialists in Older Vehicle Restoration

THE COMPLETE CLUB CAR REPAIRER IN THE LONDON AREA

ALL WORK GUARANTEED

0181 - 994 - 3395

FAX: 0181 - 995 - 7599

We are an established company with many years experience on all Club cars. We are able to cater for all aspects of repair or renovation whether it be a small scratch to a full rebuild. Please don't hesitate to call us for a quote or just advice on a problem of car servicing.

INSURANCE RECOGNISED REPAIRER

FREE ESTIMATES GIVEN FOR ALL WORK

AMEX/ DINERS ACCEPTED

CARS WANTED

VISA

ENGINE, GEARBOX AND DIFFERENTIALS, STANDARD OR MODIFIED SUPPLIED. FITTED AND TUNED. HOODS SUPPLIED AND FITTED. IN FACT ANY TYPE OF WORK ON YOUR TRIUMPH. RING US NOW FOR A QUOTATION. CUSTOMERS OWN HUBS SPLIT AND SPRINGS MOUNTED.

**CARS FOR SALE
MK II VITESSE
CONVERTIBLE WITH
OVERDRIVE**

**BODY OFF RESTORATION.
LEATHER INTERIOR.
WALNUT DASH. MINILITES**

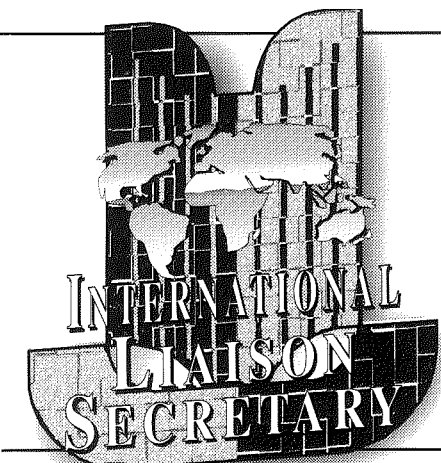
**ALSO
HERALD 13/60 IN RED
BODY OFF RESTORATION**

**BOTH CARS IN TOP
CONDITION.**

**OTHER CARS AVAILABLE
RING FOR DETAILS**

**ARCH 197, PREBEND GARDENS
CHISWICK, LONDON W4 1TN**

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



Triumph 75!

by Léon Guyot

Here we are again, another year in Triumph. This of course is the 75th Anniversary Year of the original Triumph Company, and the 21st Anniversary year of The Triumph Sports Six Club.

Clubs and TSSC Areas around the world will all be celebrating or commemorating the 75th Anniversary in some way or another, and the TSSC will be taking part in the huge joint event taking place at the BMIHT museum at Gaydon, Warwickshire along with all the other British Triumph Clubs and this event, here in the 'Mother country' must be the one to aim for, whether you are a British based enthusiast, or taking the



Fig. 1

trouble to come from abroad. The TSSC will, naturally be playing its part in this festival of Triumph and it is a chance to show the classic car 'press', that there is more to classic cars than just MGB's, Mini's and E-type

Jaguars, as they often seem to perpetuate.

I have seen mention that 1,000 Triumphs are set to attend, but I regard that as being very pessimistic, and would expect the number to be somewhere between 2000-2500 cars over the weekend. So let's all go and prove our Triumphs worth and popularity, once and for all.

The TSSC will, no doubt, be celebrating the 75th Anniversary at our own premier event: The International Weekend at Stafford in mid-July, as well as being our own 21st Anniversary show.

"Since last month, I have been over to TSSC Belfast, now regarded as our latest overseas area, at their request!"

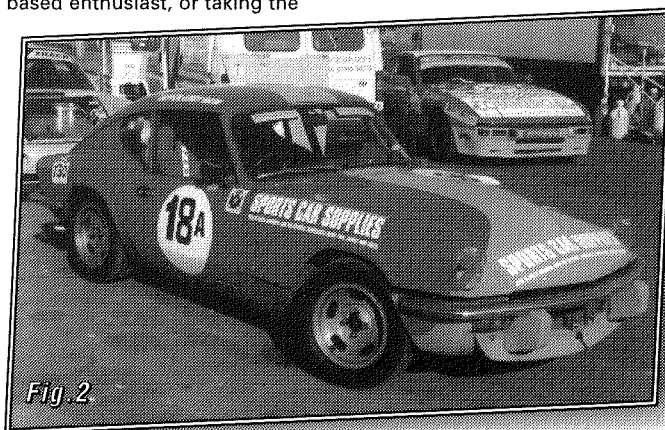


Fig. 2

This year, I really want to see as many overseas members enter the International Distance Award as possible, irrespective of whether or not they have won it before.

Entries last year were the lowest ever, which seems very strange, as there were more overseas cars than ever before, entry is free and prizes are generous, including a years free TSSC membership, sweat-shirts and t-shirts etc.

Since last month, I have been over to TSSC Belfast, now regarded as our latest overseas Area, at their request! My flying visit was to present the affable and enthusiastic Jim Kinghan, as owner of

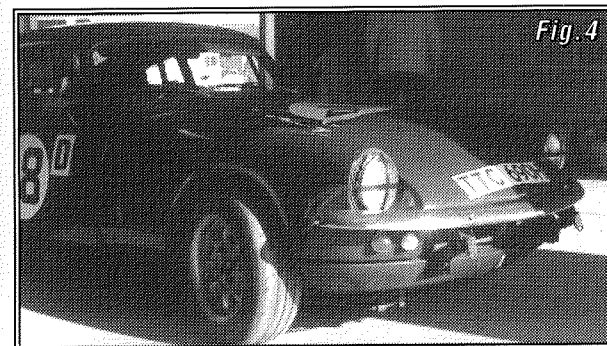


Fig. 4

the oldest Triumph Car in the world, (the 1923 Triumph 10/20), with a certificate recording his complimentary membership of the TSSC, a rarely given award, initiated on this occasion by TSSC Belfast, for Jim's continued loyalty to Triumph, and his enthusiastic support for TSSC Belfast each and every year at their Totally Triumph show, (see *Courier 209, Nov 97, pg.9-12.*) Jim Kinghan and Laurence Cochrane, (Belfast Area Organiser), subsequently getting some excellent publicity for the Triumph Sports Six Club on BBC Radio Belfast, over a two day period, I believe.

These photos are admittedly a little out of sequence in the great scheme of things but I just got them back and they feature our Club cars and members, on a 'memorable' day up at the Birkett

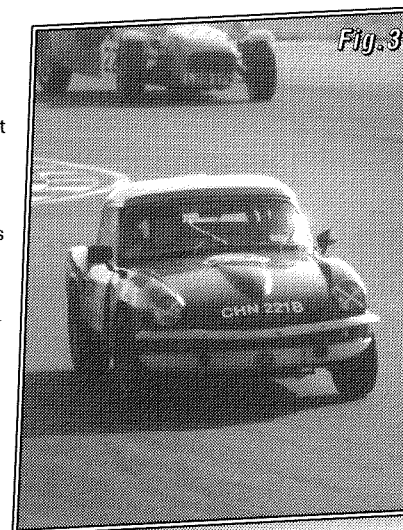


Fig. 3

"The next photo, (fig.6) shows the ever improving Jon Wolfe Spitfire, and it is true to say that racing does improve the breed, as it looks better each time I see it."

impersonated by the Porsche wearing identical colours, in the background! Unfortunately, this Triumphs standard engine was destined to seize up in the penultimate hour of the race. The next photo (fig.3), shows a 'rare bird' (forgive me), a lady race car driver (part of the Croft Crusaders/Sports Car Supplies team), skillfully piloting this Triumph Spitfire, around Snetterton and putting in a very creditable performance, bettering many of the men! The third car in their team was this green GT6 MkII (fig.4).

Moving on to "Team TSSC" a gallant team of driver/mechanics, ably organised by team manager John Davies, who unfortunately, was unable to organise luck, reliability, or race car preparation! They all did their best though and all at least got in some good racing and other valuable experience in the paddock.

This photo (fig.5) depicts a red Spitfire, mixing it out on the track. (my humble apologies, for not being able to find the driver's name, now when I need it). The next photo, (fig.6) shows the ever improving Jon Wolfe Spitfire, and it is true to say that racing does improve the breed, as it looks better each time I see it. However, racing being what it

six-hour Relay Race at Snetterton back on 25th October 1997. pgs. 14-16, and 67).

There were two main small Triumph car teams competing at Snetterton that fine day, ie: The Croft Crusaders/ Sports Car Supplies team, which included a GT6 MkIII driven by Andy Haw, a GT6 MkII (TTC 690H) and an early Spitfire (CHN 221B). The first photo (fig.2) shows Andy Haw's GT6 MkIII resplendent in bright Red and Yellow, apparently being

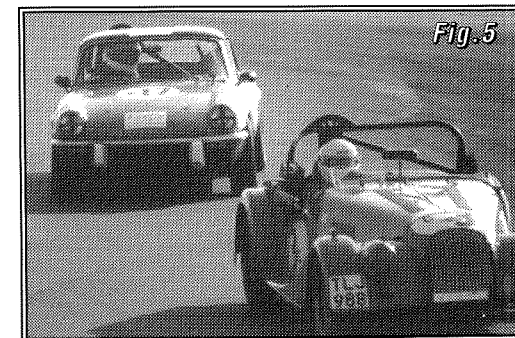


Fig. 5



is, and all things being unequal, that day was not the best in the history of Team TSSC, and most of the cars finished the day in the paddock in pieces, as witnessed by the final two photos (figs. 7&8), showing the yellow Spitfire of Steve Crane with flywheel-bolt/clutch problems and the blue Spitfire of Dave Beardsley which had kindly lent its gearbox to another car in a mix n' match frenzy. Never mind guys, (and gal), better luck in 98.

And now, back to the International trail, I've received recently a letter and some pictures from our Norwegian Area Organiser Andreas Jaansen, of Bergen, Norway.

He tells how his fellow TSSC member Frode Hopland asked last February, if he'd like to participate in an exhibition of English cars in the "Oasen" (Oasis) shopping centre in Bergen that he was organising on 5 April 97. There was room for

only four cars: Frode's immaculate Herald 13/60 (LH19045) (fig. 9) and Andreas's own rare Austin A99 Westminster, seen here in the background, as well as a Ford Thames Van and a Rolls Royce Silver Cloud III., Club material was supplied



"...a lot of people visited the shopping centre and were able to see the cars, almost all the leaflets went, and a few people even enquired as to where they could buy Spitfires (and Heralds)!"

for advertising purposes, including leaflets, posters and balloons all sent over by Angie at TSSC HQ, as can be seen here in this photo, (fig. 10). Andreas also made posters to hang in shops, about both the clubs and the cars that were on display.

Frode is also interested in antiques, (other than Triumphs? - Léon), and he was invited to display his Herald and a couple of

other cars at an antique fair in Bergen, just a couple of weeks before the Oasen exhibition, (I wasn't being serious - Léon), so he again asked Andreas if he would display the Austin, and so they treated the event as a trial run for their own exhibition, and it all went off without a hitch. (fig. 11).

Soon the big day at the Oasen arrived, and the cars were on display from early morning until late evening, being a Saturday, a lot of people visited the shopping centre and were able to see the cars, especially people who had either owned one, or remembered them from their youth. Almost all the leaflets went, and a few people even enquired as to where they could buy Spitfires (and Heralds)!



Next on Andreas's agenda was S.T.E.R., which he decided to attend last year instead of Stafford, having been to Stafford these last six years, so it was time to try something new.

He relates: "I left Begen on 18th May, before the tourist season starts, as their weren't many passengers or cars on the ferry, (from

Bergen), to Newcastle. I made my way slowly down through England, until I arrived on Léon's doorstep, (he was invited - Léon), on the Thursday afternoon, (we all left for the Continent early on the Friday morning), and having enjoyed a pleasant drive through France, Belgium and the Netherlands, having somehow managed to loose Léon somewhere in France! (actually it was



coming off the ferry at Calais where we lost each other - Léon!), I arrived at the S.T.E.R. at Venlo on the Friday afternoon.

Having met some old friends, including Mats (Nilsson) from Sweden, I enjoyed the weekend very much indeed, but even as brilliant as S.T.E.R. turned out to be, nothing so far, has beaten the TSSC International Week-end over at Stafford!

Andreas refers back to my having mentioned the possibility of a Czech Spitfire having attended S.T.E.R., and confirms that there was indeed a yellow Czech registered Spitfire there, (possibly a 1500), driven by a young couple. They camped in the 'noisy' camping area two tents away from Andreas, arriving on the Friday and leaving on the Sunday mornin. Unfortunately, Andreas didn't get any pictures of their car, as his camera went on the blink! (can anyone else oblige please?), after all, this is the first Triumph anyone has

ever mentioned as having come from what is now known as the Czech Republic! Andreas continues, "The return journey took me through the



Netherlands, Germany and Denmark, before arriving home in Bergen, early one morning, having driven all night from Kristiansand. The only problem

"The only problem driving at night in this part of the world, is the Herald's small petrol tank! One day, I hope to replace it with a larger one from a Vitesse."

driving at night in this part of the world, is the Herald's small petrol tank! I fill up in Kristiansand, and the petrol lasts as far as Stavanger where I fill up the tank again. One day, I hope to replace the tank with a larger one from a Vitesse.

To round off a great journey, there was even a picture of my Herald in the August/September 97 issue, (no.15,pg.33) of Triumph World!"



Andreas continues: "One warm summer evening, (4th June 97), I drove to Sogn. On the way, I crossed the Vikafjellet (986 metres above sea level). (figs. 12&13) As you can see from the pictures, there was quite a lot of snow, even in June, and if that isn't enough, there is even a glacier, just south of Bergen, where it's possible to ski all year round. It comforts me no end to know that I can break a leg on skis, even during the summer!"

The next activity was the annual "Albion week-end" at Biri. This year, I decided to spend the whole week-end there, as I couldn't be bothered to drive to Biri and back again in one day. It's about 500km each way, so it's quite a long journey. I left Bergen on Friday 8th August, (my birthday), in my Herald. As usual,



Fig. 12

(for last summer), the weather was absolutely wonderful. I first drove to Hardanger, crossed the Hardangerfjord by ferry, up and over the Hardangervidde, (1250 metres above sea level), and down a few valleys before arriving at Biri at about 7pm.

"I returned to Bergen next morning, and just before I arrived at a mountain village called Gol, the dynamo finally gave up the ghost, and died."



Fig. 13

The Herald started spluttering towards the end of the journey, probably due to the warm weather. Earlier, I have only experienced this during very hot days in England!

Saturday is the main day at Biri, and this year 100 plus English cars were exhibited plus various other Classic Cars. There weren't all that many Triumphs there this year: a Herald 1200, a 1200 Coupé, a smart red Spitfire 4 belonging to Per Egil



Fig. 14

Ingvaldstad, a very nice race prepared Spitfire Mk.3 belonging to Ketil Frengen, (wasn't that car at Stafford in July 97?-Leon), my Herald 13/60, and the odd TR, (the owners are a bit odd, but the cars are fine-Leon), (figs. 14, 15 & 16) after a long and pleasant stay in lovely sunshine it rained a little during the evening, but cleared for the evening barbecue. A quiz about England and English cars is held during the barbecue, and everyone participating has a chance to win one of the two main prizes: Bergen-Newcastle-Bergen, or Gothenburg-Harwich-Gothenburg by ferry. I didn't win any of the prizes, but I did win a gallon of motor oil. After

the prize giving, the barbecue continued well into the warm summer night."

"I returned to Bergen next morning, and just before I arrived at a mountain village called Gol, the dynamo finally gave up the ghost, and died. This meant I had a journey of about 300km in front of me without a functioning dynamo, and with dipped headlights as is mandatory in Norway", (tough on

the dashboard headlight switch-Leon).

(see map below)

"What really had me worried were all the tunnels that I had to negotiate, (between 20 and 30 tunnels, the longest, 7.5km long). To make matters worse, the engine overheated after a short while, so I had to stop and let it cool down. I finally made it to the next petrol station at Geilo, a winter sports resort, where I filled up with petrol and water, and set off over the mountains. Thankfully, I made it home without any further

in my Austin. But this was not to be. The otherwise reliable Austin decided it didn't want to return to England, only a couple of hours



Fig. 15

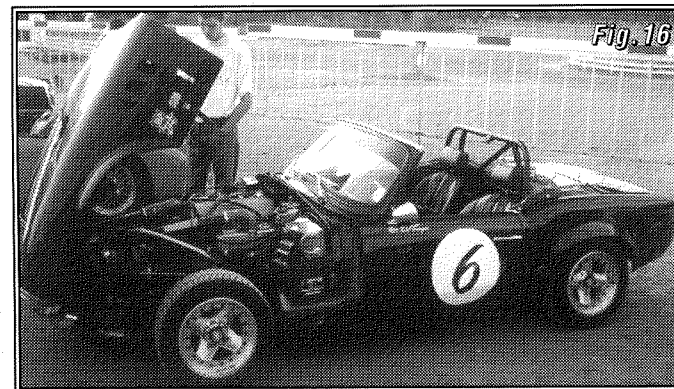


Fig. 16

"Boy, I was relieved when I parked the Herald in the garage at about 9pm! This was in fact the worst technical problem I have experienced driving the Herald since buying it in 1988!"

Finally, Andreas tells how "Dag and Anne-Lise, (TSSC members from Sandnes), spent a weekend in Bergen in October. I think they enjoyed the visit, and certainly hope it isn't the last time I see them, or any other TSSC member, here in Bergen!"

Andreas, thank you very much for sharing your experiences of Norwegian Triumphant with all of us, and to conclude I will quote

your letter heading which reminds us to: **"Enjoy the rest of our lives and drive a Herald!"**

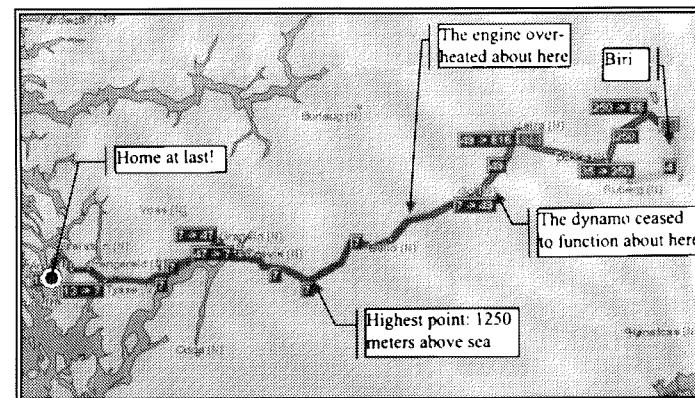
Couldn't have put it better myself! Until next time, stay well!

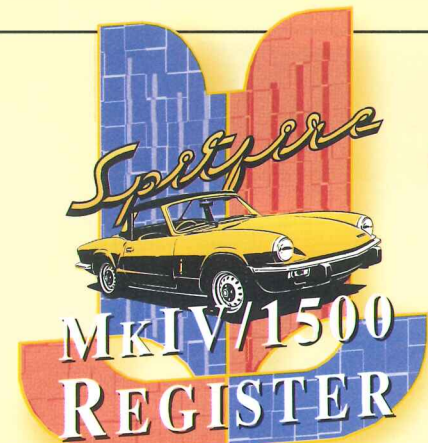
Léon.

problems except for a rather annoying noise from the dynamo. Boy, I was relieved when I parked

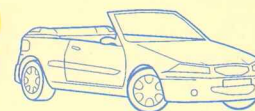
before the ferry was due to sail from Bergen. I wasn't able to diagnose the fault, and missed

the Herald in the garage at about 9pm! This was in fact the worst technical problem I have experienced driving the Herald since buying it in 1988! Not at all bad for a 29 year old car..." "My plan was to buy a new dynamo in England, as I was to visit in September 97,





Spitfire 200



Proposing 2 new Rover based concept designs...

by John Thomason

A change of plan this month since all the photos I took for this month's article didn't come out. Instead we have two further proposals for a replacement Spitfire, this time with a slightly different start. Our own Mike Crewes presents his proposal first.

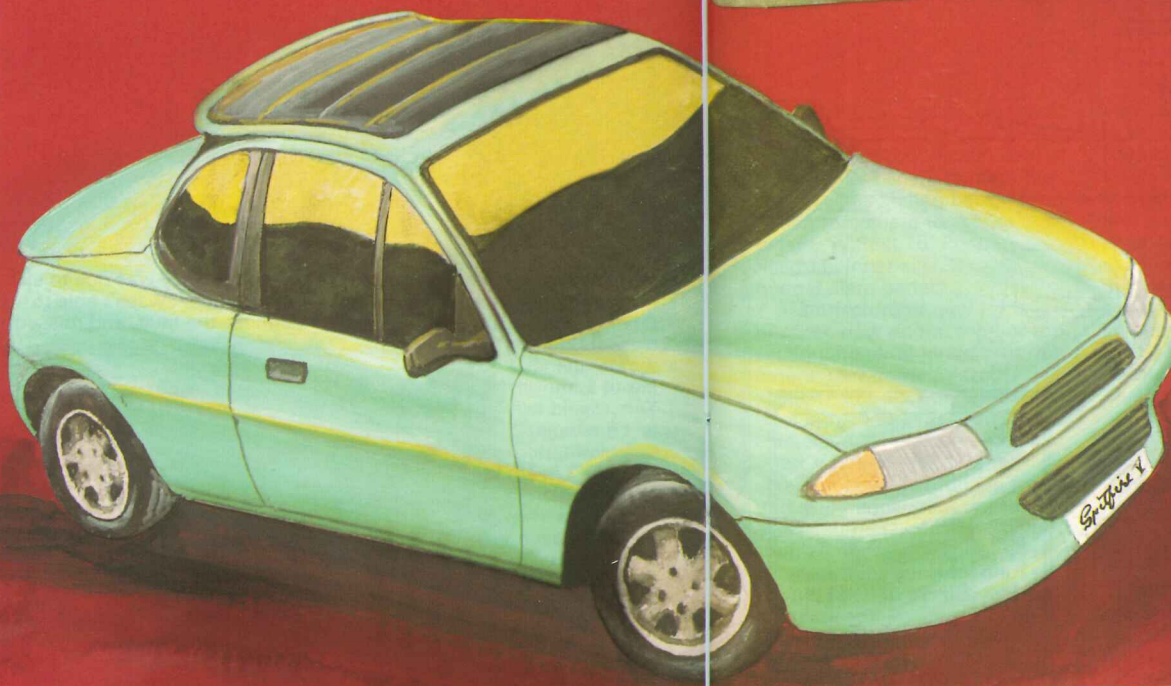
Rover 200 Spitfire

The recent hype on the design of a new Spitfire got me thinking. All of the entries were, of course excellent, but I feel that they all miss the spirit of the Spitfire. The designs appear to be for an out-and-out sports car, something the Spitfire never was. Why redesign the MGF, the Spitfire I think, should compliment it, or it will be a wasted exercise.

"The Spitfire is a small sports car and should see the Vauxhall Tigra and Ford Puma as its market rivals. If the car is as big and powerful as an MGF it will never be built, but something smaller might! Something bigger might be a TR!"

Triumph Spitfire V

Proposal by Arthur Hopkins



This month's photo is sent in by Maria Clutton of Wareham, Dorset and features herself and her great grand daughter Emily, ready for the off in her Spitfire 1500! Maria relates that she regularly drives over The Alps via the Simplon Pass to Southern Switzerland, a journey she finds her Spitfire most suitable for on the twisty roads. The car has only done 46000 miles and has given no trouble other than a puncture! Here's to many more happy miles.



The Spitfire was derived as part of the range of Herald chassis cars and was never designed as a thoroughbred sports car. The new Spitfire should be derived from the modern 'Herald' range in the same way. The Rover 200 series has an existing production line and would be an economical way to start production with panel and power train sharing, just like the original.

The engine could be the 1400cc, twin cam, 16 valve, injection engine with front wheel drive. This gives ease of manufacture, more interior space and everyday running costs. The windscreen surround should incorporate the roll-over bar, there should be no door frame behind and above the door windows, it should be a two seater, two door car, with the roof

"The Spitfire was derived as part of the range of Herald chassis cars and was never designed as a thoroughbred sports car. The new Spitfire should be derived from the modern 'Herald' range in the same way."

folding down below the rear deck. This will give reasonable boot space with extra load space behind the seats. Sound familiar?

The bumpers should be body colour with chrome trim,

wood effect dash and door tops, with alloy wheels. A steel hard top could be offered as an optional extra, but might be prohibitively expensive and unpopular.

The Spitfire is a small sports car and should see the Vauxhall Tigra and Ford Puma as its market rivals. If the car is as big and powerful as an MGF it will never be built, but something smaller might! Something bigger might be a TR.

Arthur Hopkins of Kings Heath, Birmingham provides an alternative:-

Based upon the Rover 2000 Series, it would be most of the current bodyside, plus some additions, since any proposal would have to meet all current and much future legislation. My proposal would be a combination of soft top and hard top nature, using totally new methods. This could not in fact be a 'normal' sports car but one of modern methods of achieving

"Styling has a slight air of Triumph about it with bodyside skins being re-profiled, similar to Spitfire/GT6 series shell. This also adds considerable stiffness without weight penalty."

a larger sales potential.

Styling has a slight air of Triumph about it with bodyside skins being re-profiled, similar to Spitfire/GT6 series shell. This also adds considerable stiffness without weight penalty. The car as designed is based upon simple to operate ideas.

NOTE: rear dome/roll bar section becomes a down-force wing at speed, boot lid rear lip smooths out air-flow (air would be at lower pressure when rear dome is retracted) when folding roof is

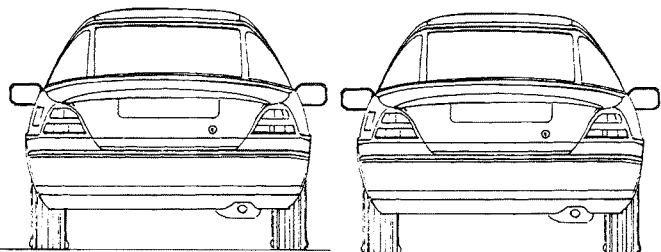
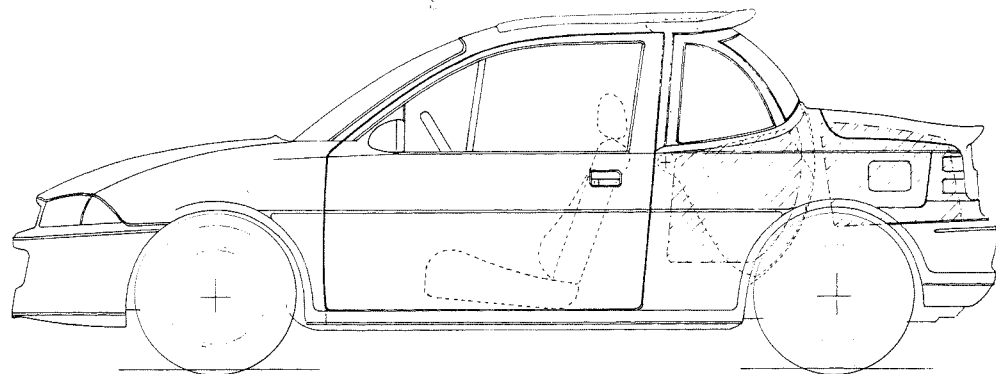
removed, dome retracted, and door droplights down. This is fully open-air motoring, but with the safety of a top cage. Shaded areas on drawing denote luggage boots (centre/forward capacity in area between dome). This could also take a single central seat for a child, if luggage pannier deleted.

For closing off roof, a targa top could be substituted for the folding roof, storable behind seats.

Regarding the side skin profiles, it would obviously be cheaper to use the original profiles and use the original doors and bodyside panels unchanged. This however, would make the styling more bulky and consequently ugly.

As accurate drawings have not been forthcoming from Rover, I have had to base this upon poor representations from their brochures.

Ref: Spitfire V/Rover 200 Proposal.



TRIUMPH SPITFIRE V PROPOSAL

BASED UPON ROVER 2000 SERIES COMPLETE FLOOR PAN AND RUNNING GEAR. BULKHEAD FORWARD UTILISES ORIGINAL VEHICLE, EXCEPT FRONT BUMPER. REAR GLAZED DOME RETRACTS DOWN INTO ORIGINAL REAR SEAT PAN. ORIGINAL BODYSIDE MODIFIABLE TO REVISED PATTERN. FRONT 3-DOOR FRAME ORIGINAL REAR BUMPER RETAINED.

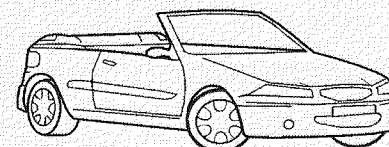
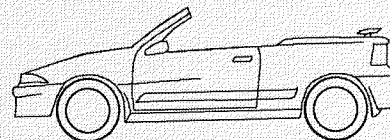
DESIGN PROPOSAL by
ARTHUR F. HOPKINS

16-10-1997



METROPOLITAN POLICE

Rover 200 Spitfire by Mike Crewes



BASED ON ROVER 200

1400CC TWIN CAM ENGINE, IN SECTION

16V FRONT WHEEL DRIVE.

SCREEN SURROUND = ROLL OVER BAR

BUMPERS COLOUR CODED

WITH CHROME TRIM

INTERIOR - WOOD EFFECT

DASH & DOOR CAPPINGS

NO TOP OR REAR DOOR WINDOW FRAMES.

EXISTING ASSEMBLY LINE

AIMED AT VAUXHALL TIGRA / FORD PUMA MARKET

ROOF FOLDS BELOW REAR DECK

2 SEATS ONLY, USABLE BOOT

STEEL HARD TOP - OPTIONAL EXTRA.

Necessary modifications to standard 200 shell, to meet the proposal, as styling design.

1. Reinforcement to screen pillars, 'A' Post, 'B' Post, headrail, inner sills, bonnet slam panel.
2. Manufacture of new front bumper, new doors, roll-bar top section, headrail inner, cant rail inners, rear dome (glazed) section, rear deck panel, boot lid, boot surround panel, tail lamp clusters, door glazing, rear quarter lights, rear (heated) screen, bodyside/tonneau frame and skin panels, rear dome actuating mechanism, folding roof, all necessary boot and rear cabin trim, all seals (some should need to be 'active' i.e. pressurised).

3. Modification of front wings, 'B' Posts.

Both Mike and Arthur are absolutely right when they state that any replacement Spitfire

should have to meet current and future legislation, and that to reduce costs (both production and development) as many parts as possible would have to be used from an existing model. On this basis it would make sense to base a future Spitfire on something like a Rover 200, as the Spitfire was based on the Herald. However, here the analogy ends. Whilst the Spitfire

"I believe what made the Spitfire a 'sports car' was that it had the essential ingredient of being deliberately styled without compromise as a sports car, to produce a unique and individual vehicle."

was based on a saloon and used most of the mechanicals I believe what made the Spitfire a 'sports car' was that it had the essential ingredient of being deliberately styled without compromise as a sports car, to produce a unique and individual vehicle. If you think of any other sports car, I think this criteria almost defines a sports car, not an open-top as high-performance which GTi's and Escort Cabriolets etc. can provide but which are still slaves to the base model styling. The Spitfire didn't have great performance or handling, nor need a replacement (as Mike says, the MGF does this) but it was cheap and did have, as should any replacement, have a unique body style. After all, is this not why you own a Spitfire and the Spitfire remains so popular today?





TRIUMPHTUNE

All Prices Include V.A.T @ 17.5% Note: Prices Subject To Change Without Prior Notice

Kenlowe Electric Cooling Fans

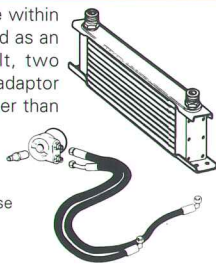
Essential equipment for today's heavy traffic flow, even if you're running an un-modified engine. Also available is the manual override switch allowing you to switch the fan on before you hit the traffic.



TT29421 **£99.88**
GT6/Vitesse/TR & 2000/2.5i
TT29441 **£99.88**
All Spitfire Models
TT2948 **£6.93**
Manual Override Switch Kit

Oil Cooler Installation kits, Spin on Adaptors and Oil Radiators

The oil cooler is essential to retain the oil temperature within the safety limits for modern traffic conditions. Supplied as an installation kit, containing adaptor, extension bolt, two radiator hoses. The 6 cylinder kit includes an spin adaptor which enables the fitment of a replacement filter rather than the element type. This is also available separately.



Rubber	Stainless Steel	
TT1365 £46.41	TT1367 £57.57	1300/1500
TT1768 £59.63	TT1768S £72.85	GT6 & Vitesse
13 Row Oil Radiator	ARA221 £37.69	All Models
Spin on adaptor	TT1286 £23.44	6 Cylinder

Lowered Springs



Our lowered springs are available with varying degrees of height reduction for road or race applications. Springs available for all Models. From **£19.98 each**.

Adjustable Damper s & Conversion Bracket Kits

Spax shock absorbers your cars suspension can be set to your exacting requirements, and when combined with our rear conversion brackets, you can improve the ride vastly. Spax Units Spitfire / GT6 / Herald / Vitesse

Front Spax Unit TT3301 **£54.64**
Rear Spax Unit TT3311 **£49.94**

Rotoflex Models Rear Conversion Kit
Bracket Kit TT3618 **£40.54**
Shock Absorbers (SPAX) TT3611 **£52.29**

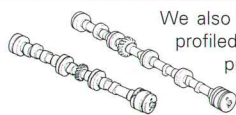


Newtronic Ignition Kits

This system which sits inside your distributor unit provides more accurate timing through the use of an optical trigger pick up which is driven by the distributor shaft. The kit contains all fittings and a standard switch unit for use with a 12V coil.

GT6, Spitfire MkIV & 1500cc, and Vitesse
All Kits **£60.40**

Performance Camshafts

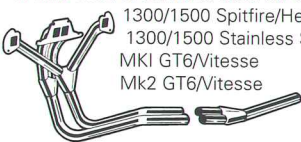


We also have a full range of reground and brand new profiled camshafts ground by Kent Cams to our own profiles, for 4 and 6 cylinder requirements.

For details contact the Richmond branch.

Mild and Stainless Steel Exhaust Manifolds & Systems

All our TriumphTune extractor manifolds are manufactured in mild steel or stainless steel on our own jigs.



1300/1500 Spitfire/Herald TT1400 **£84.01**
1300/1500 Stainless Steel FS1400 **£146.63**
Mk1 GT6/Vitesse TT1600 **£190.94**
Mk2 GT6/Vitesse TT1700 **£190.94**

The oval boxed system has 1.75" chromed tail pipes while the round system produces a quieter sound with 2.25" tail pipes.

Spitfire/GT6 & Vitesse

TT5420 Oval Silencers **£105.16**
TT5412 Round Silencers **£120.44**
FS5412 Stainless Steel **£182.13**



Conversion and Upgrade Kits packs for Engine & Suspension.

PLUSKIT A Six Cylinder Models GT6 Only

This first stage conversion is designed to improve flow through the engine to increase power within the standard rev range, although this will also be extended. The increase is approximately 20-25 bhp. The kit consists of the TRIUMPHTUNE extractor manifold and GT system, a pair of HS6 carburettors with adaptor plates, and of course K&N Air filters. Contact your nearest branch for details.

PLUSKIT A (1500cc)

This kit will improve the engine's performance especially in the mid range (2000 - 4500rpm). The kit consists of exhaust manifold and twin silencer system, K&N filter assemblies with richer needles and heavy damper springs to suit. An exhaust manifold gasket is also supplied. The kit allows the engine to breathe better and can give you up to 15bhp for 1500cc, whilst still giving good economy.

1500cc PLUSPAC A TTK1420 **£276.13**

This kit is also available in Stainless Steel

1500cc PLUSPAC A TTK1420S **£381.88**
Contact Richmond for 1300cc details

Fast Road Spring Kits Spitfire MkIV & 1500

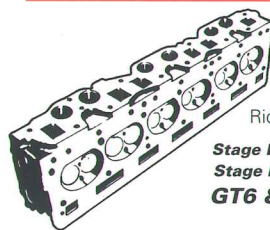
These kits consist of a new rear leaf spring with a credit of £15.00 (if the old unit is in good condition), a set of uprated and lowered springs, with a choice of either Koni or Spax shock absorbers to complete the kit. Handling and ride will be improved with the fitment of these uprated items making cornering more controlled and precise.

Koni Handling Kit TTK3430K **£379.53**
Spax Handling Kit TTK3430S **£334.88**

TRIUMPHTUNE

OPENING HOURS: MON-FRI 8.30 - 5.30 SAT 9.30-4.00

Modified Cylinder Heads



All TRIUMPHTUNE cylinder heads are supplied ready assembled with valves, springs, and are designed for road/sprint applications. If you require further details or a special order full competition cylinder head, please contact our Richmond branch.

Stage II: has reshaped standard valves and gas flowed.

Stage III: all new TriumphTune valves, bronze guides and gas flowed chambers.

GT6 & Vitesse

Stage 2

Mk1 **£411.30**
MkII **£411.30**

Stage 3

Mk1 **£505.30**
MkII **£511.30**

Tuning by:



Terry Hurrell

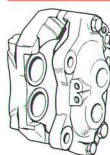


Mk1
MkII
Spitfire
1147cc
1300/1500cc

£293.80
£287.88

£334.88
£370.13

4 Pot Vented Brake Kits



Our 4 pot vented brake kit is supplied with alloy calipers, adaptor plates, vented discs, and fast road brake pads, giving improved braking and reduced unsprung weight.

GT6/Vitesse SPB3752 **£593.38**
Spitfire MkII/1500 SPB3452 **£619.23**

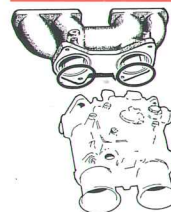
Vented Disc Brake Kits



To improve the braking efficiency of your GT6 and Vitesse we can offer a budget conversion kit. The kit contains two thicker vented discs, a pair of spacers for the calipers and all mounting hardware necessary for the conversion. Fits GT6 & Vitesse MkI-III.

SPB3701 **£370.13**

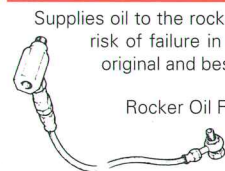
Weber Inlet Manifolds



Alloy inlet manifold to allow fitment of Weber to Spitfire, GT6 and Vitesse

TT10549 **£82.25**
Single Weber for 1300cc & 1500cc
TT1350 **£89.89** pair
Twin Weber for 1300cc & 1500cc
TT1750 **£141.00**
GT6 & Vitesse Triple Weber MkII

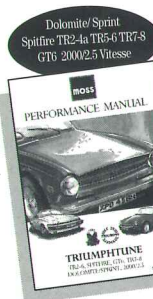
Rocker Oil Feed Kit



Supplies oil to the rocker shaft, reducing the risk of failure in this component. The original and best!

Rocker Oil Feed
TT1226 **£19.39**

The Tuning Guide for all Triumphs



The TRIUMPHTUNE catalogue is essential equipment for the Triumph enthusiast - 110 pages packed with information, technical tips and every component you're ever likely to need. Engine, suspension, brakes and bodywork, plus a range or performance packs and suspension kits for road and racing applications - All for only **£2.50** (P&P free to the U.K and Mainland Europe). Fill out the coupon and order your copy today.

moSS

LONDON

22-28 Manor Road
Richmond, Surrey
TW19 1YB
Tel: 0181 948 6666
Fax: 0181 940 9368
Freefone: 0500 479299

BIRMINGHAM

991 Wolverhampton Rd
Oldbury, W. Midlands
B69 4RJ
Tel: 0121 544 5555
Fax: 0121 544 9340
Freefone: 0800 919259

BRISTOL

1-3 Elton Street
Bristol Avon BS2 9EH
Tel: 01179 232523
Fax: 01179 428236
Freefone: 0800 919668

PROMOTIONS

0% Finance New Interest Free revolving customer charge card

AA Discounted rates for Classic Insurance and AA recovery

All prices include V.A.T @ 17.5% and are subject to change without prior notice.

NAME

ADDRESS

POST CODE

CATALOGUE(S)

I ENCLOSE A CHEQUE/PO/CASH FOR £
OR PLEASE CHARGE MY ACCESS OR VISA ACCOUNT NUMBER...

Access VISA

CHEQUES PAYABLE TO MOSS EUROPE

EXP. DATE



Rallye des 4 Couleurs

October 1997

by Jillian Evans

Breezing out of St Malo in the early morning October mist, we waived salut to Brittany's cool school kids and headed south in George our beautiful dark blue GT6 MK1. A mere eight hours later en route to Dordogne through France's National and cedez passages, we burbled into a weave of windy, cobbly streets that is La Rochelle.



The old port was in a holiday mood, stealing the summer sunshine that should, by now have long gone.

This rally is the third of the Rallye des 4 couleurs covering the four regions of Perigord - black; purple; white and this year, green. Guy Painchault the organiser, is a foodie and a oenophile as well as a car enthusiast and has a knack for choosing great places to stay and routes for enjoyable driving. This year there were 19 MGs and Triumphs, from MGTDs to Spitfires. The rally house, Hostilliere St Jacques in Sans-Saud was once a resting house for pilgrims in the 18th Century on route to St. Jacques de Compostelle The entire hotel was taken over by rally guests and we were served well by the family Babyou. Food really was truly excellent and the menu

"The four day programme from Thursday to Sunday consisted of convoy driving between meals from early morning to late afternoon, with organised stops at places of interest."

was original and interesting without being extreme.

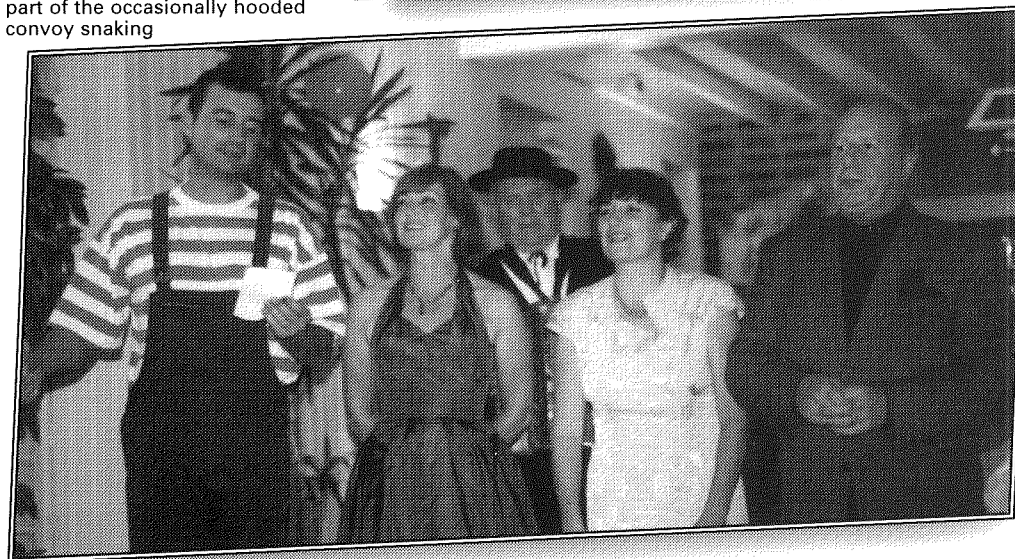
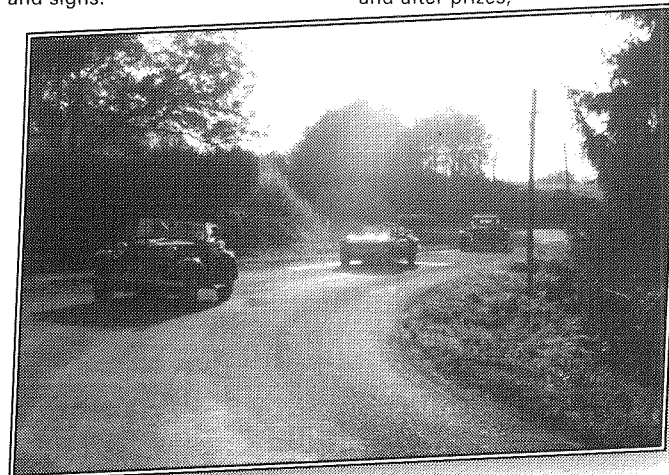
The four day programme from Thursday to Sunday consisted of convoy driving between meals from early morning to late afternoon, with organised stops at places of interest.

Evening entertainment was dinner, wine and song, and a great opportunity to improve your French, Italian and Dutch.

The Perigord vert is a beautiful region and although the weather was mixed, it was a delight to be part of the occasionally hooded convoy snaking

and ended up a game, as one by one we took the same wrong turning and ended up on a muddy track puzzling over maps and signs.

Saturday evening's party was lively, and we ate, drank, sang and danced until the early hours. The sun came out on our last day and after prizes,



through the narrow, treelined trails, up and down the steep paths, dodging in and out of sunlight.

Following the route of Richard the Lionheart, we visited a 15th century church, Le Chatard en Limousin, and the Chateau Jumilhac, a fairytale castle filled with mystery and romantic tragedy. One of the highlights was a reliability trial which began as a serious competition

"Following the route of Richard the Lionheart, we visited a 15th century church, Le Chatard en Limousin, and the Chateau Jumilhac, a fairytale castle filled with mystery and romantic tragedy."

embraces, farewells and more food, we headed off in our different directions bound for England, Scotland, Paris, Spain, Italy and Holland, respectively.

Our GT6 had survived the 2000 mile trip without problem or breakdown and it was with pride that we joined the night ferry queue alongside fellow classics such as a Morgan, an MGB and a Spitfire, all bound for Britain.

Vivre Le Sportscar!

SIX SPARES

THE TRIUMPH CAR SPARES SPECIALIST

MANUFACTURERS AND SUPPLIERS OF TRIUMPH SPARES
TO THE RETAIL, TRADE & EXPORT MARKETS

MASSIVE STOCK OF NEW AND USED SPARES FOR HERALD, VITESSE, GT6 AND SPITFIRE

**REAR OF 140C HEATH ROAD (BEHIND ALBERT'S MUSIC SHOP)
TWICKENHAM, MIDDXX. TW1 4BN.**
CALLERS WELCOME - RING FIRST FOR DIRECTIONS.
OPENING HOURS! Mon-Fri 10AM TO 6PM, Sat 10AM TO 4PM
TEL: 0181 892 0141 FAX - 0181 892 4547 - FAX

TELEPHONE NO. 0181 892 0141

SEALS - HERALD/VITESSE

Front windscreen seal	£17.92
Bonnet scuttle/bulkhead seal	£4.70
P seal on windscreen frame	£3.82
Saloon roof to header w/screen frame seal	£10.58
Hood header rail seal, front	£6.99
Hood front outer finisher/ seal (white only) original	£9.99
Front quarter light rubbers per pair	£32.90
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.53
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.41
Wheel arch to dash seal (small mud flap)	£2.70
Door aperture seal, convertible	£11.75
Chrome door aperture seal cappings Convertible	£9.99
Door aperture seal, saloon	£14.69
Front valance seal	£1.18
Door check link seal	£2.64
Gear lever gaiter	£6.76
Handbrake gaiter	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
Bonnet stop cone. Upgraded, longer lasting, pair	£9.99
Master cylinder dust cover/boots	£3.82
Boot seal - as original	£18.80
Boot seal (non original)	£9.99
Estate rear tailgate glass seal original	£23.50
Rear quarter window seal, saloon	£19.98
Rear windscreen rubber, saloon	£22.27
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£9.99
Petrol tank filler neck seal	£4.99
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.70
Petrol tank sender unit cover	£5.29
Petrol tank drain neck seal, sponge	£5.29

SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£21.15
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
P seal to windscreen top seal, GT6 I, II	£21.15
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	£3.53
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.64
Door aperture seal (Furflex) SPITFIRE	£14.10
Door aperture seal (Furflex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaiter, SPITFIRE I, II, III, IV	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
Bonnet stop cone. Upgraded, longer lasting, pair	£9.99
Master cylinder dust cover/boots	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£22.33
Tailgate glass seal, GT6	£5.38
Petrol tank filler neck seal	£5.38
7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING



PANELS - HERALD/VITESSE

Front valance, quality fibreglass	£32.90
Bonnet D plate, HERALD, VITESSE	£11.75
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£68.15
Front wing, VITESSE	£88.13
Front wing, HERALD 1200	£99.88
Front wing arch repair	£16.45
Sill, HERALD, VITESSE	£17.92
Door skin, ORIGINAL PRESSING	£49.94
Door under section repair panel, HERALD, VITESSE	£19.98
Door step/lead panel (not aluminium finisher) as original	£8.81
Rear wing, HERALD, VITESSE	£79.90
Rear wing arch repair	£16.45
Rear quarter valance steel (with or without bumper strip)	£32.90
Rear centre valance, VITESSE, original pressing	£45.83
Rear centre valance, HERALD, original pressing	£49.35

PANELS - SPITFIRE/GT6

Battery box	£12.95
Front valance, original SPITFIRE I, II, III, GT6 I, II, steel	£94.00
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£52.88
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£24.09
Front wing, original, SPIT I, II, III, GT6 I	£65.21
Front wing, original GT6 II	£84.60
Front wing, SPIT IV/1500, GT6 III (GENUINE)	£45.64
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£27.03
Sill, all SPIT, GT6, as original	£17.63
Six piece sill kit, both sides SPIT/GT6	£60.00
Door skin, SPIT I, II, III, GT6 I, II	£24.68
Door skin, SPIT IV/1500, GT6 III	£25.85
Full floor, ONE SIDE, front to rear, new improved	£52.88
Heelboard panel	£18.80
Heelboard bracket for radius arm	£18.80
Rear wing, SPITFIRE IV/1500, GT6 III	£95.18
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£38.19
Rear valance, SPIT I, II, III, GT6 I, II	£44.65
Rear valance, SPIT IV/1500, GT6 III	£36.43
Boot floor, all models	£65.80

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£14.69
Front wishbone bushes	£1.18
Steering rack exchange	£44.65
Steering rack rubber mounting	£2.94
Driveshaft all models, non rotolox	£58.75
UJ flange to diff, small or large	£16.45
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£54.05
Front vertical link HERALD, SPITFIRE, original	£54.05
Front wheel bearing kit (inc. hub felt)	£13.51
Top ball joint, all models	£11.16
Track rod end, all models	£7.64
Universal joint, all models	£6.99
Front suspension bolt/nut kit, all models	£16.45
Rear suspension, non roto, bolt/nut kit, all models	£16.45
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	£19.98
Rear full wheel bearing kit, rotoflex models	£17.63
Rear full wheel bearing kit, non rotoflex models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£79.90
Rear leaf spring SPITFIRE I, II, III, NEW	£79.90
Rear leaf spring GT6 II, III, rotoflex, NEW	£79.90
Rear leaf spring HERALD, NEW	£89.89
Rear leaf spring VIT 1600/I, NEW	£89.89
Rear leaf spring VITESSE II, NEW	£89.89

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	£19.98
Carb repair kit (Stromberg) inc. needle valve	£14.69
Carb repair kit (S.U.s) inc. jet	£16.45

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

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

HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£64.63
SPITFIRE 1500	£88.13
VITESSE 2 Litre, GT6 all models	£89.89

BRAKES ETC.

Brake master cyl.	£49.35
SPIT IV/1500 single line	£14.98
Brake disc 4 cyl. models	£14.74
Brake disc 6 cyl. models	£24.68
Brake drum, late GT6 Mk III ORIGINAL	£24.68
Wheel cylinders - state model	£9.40
Brake hoses front/rear - state model	£8.81

MOUNTS & BUSHES

Engine mounts, 4 cyl.	£4.99
Engine mounts, 6 cyl.	£6.76
Overdrive gearbox mounting	£14.98
Standard gearbox mounting	£2.00
Steering column bush (excluding late 1500)	£6.46
Bump stop rotoflex suspension	£4.99
Rear inner wishbone bush rotoflex models	£6.46
Rear spring eye bush, all models	£5.88

**SEE US AT THE INTERNATIONAL TRIUMPH
SHOW AND SPARES DAY
STONELEIGH AGRICULTURAL SHOWGROUND
STAND No's. 109,110,111, 112
IN THE MAIN HALL
ORDERS NOW BEING TAKEN FOR
COLLECTION AT SHOW
SAVE POSTAGE AND PACKING**

HOODS, CARPET SETS AND INTERIOR TRIM

Hoods, HER, VIT - original quality	£96.35
Hoods, SPITFIRE zip rear window original quality	£96.35
Hoods, HER/VIT - double duck/canvas	£164.50
Hoods, SPIT - double duck/canvas	£158.63
Headlining, HER/VIT, saloon, coupe	£48.41
Pair of front seat recovering kits HERALD/VITESSE	£133.36
Rear seat covering kit HER/VIT	£133.36
Pair of door trim panels, HERALD	£50.82
Pair of door trim panels, VITESSE	£54.64
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£60.51
Rear scuttle side panel, HER/VIT	£11.16
As above, left hand for VITESSE, with pocket	£20.56
Under dash mill board panel HERALD/VITESSE	£18.80
Seat base diaphragm, HERALD/VITESSE	£17.04
Moulded carpet set, HERALD/VITESSE	£125.73
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£169.20
Moulded carpet set, GT6 (state model)	£199.75
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£99.88
Door trim panel, SPIT IV/1500, black	£25.26
NEW SPITFIRE, GT6 dash top cover (state model)	£34.08
Door trim panel GT6 state model	£25.26
Glove box, SPITFIRE, GT6, each	£16.45
Pair of sun visors SPIT IV/1500, GT6 III	£30.26
Radiator cowl, GT6	£14.10
Radiator cowl, SPITFIRE	£12.04

ALL OTHER INTERIOR TRIM STOCKED

LIGHTS AND MISCELLANEOUS

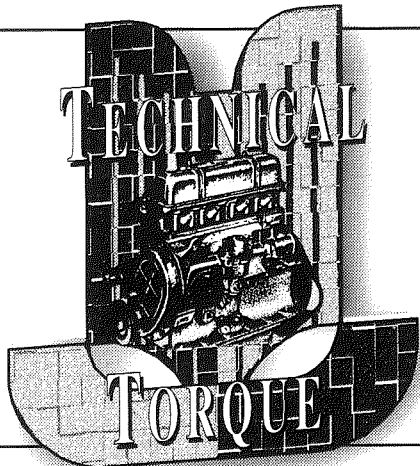
Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£17.63
Halogen headlight conversion set, HERALD, SPITFIRE & GT6	£34.66
Chrome 7" Headlamp Stoneguards per pair	£11.75
Wood rim steering wheel, all models	£49.35
Leather rim steering wheel, all models	£35.25
Fibreglass tunnel covers, state model	£32.90
Overdrive column switch cowl	£17.63
Alloy rocker cover, 6 cylinder	£52.88
Alloy rocker cover, 4 cylinder	£39.95

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

PRICES EXCLUSIVE TO TSSC MEMBERS

**PLEASE TELEPHONE FOR POST AND
PACKING CHARGES**

PRICES INCLUDE VAT



Timing Chain Replacement

by Steven Cox

Firstly I would like to take the opportunity to thank the Club for its support over the many years I've belonged to it.

engine tuned to fast road spec., etc.) but have always suffered from excessive engine noises, noises which were mainly from the timing chain system.

From the early engines of the TR2 through to the later 1500

Dolomites, the camshaft drive has been driven by a single chain (known as the Simplex set-up, see Fig.1), mounted on sprockets and tensioned by a strip of sprung steel fixed on the timing cover. Although at first appearance this set-up sounds adequate, the timing chain and sprockets wear at an alarming rate, causing excessive,

clattery engine noises as well as variation and loss in cam timing causing it to retard, and ignition timing which drives off the camshaft to advance all leading to effecting the smooth running, power output and also economy/emissions of the engine.

Triumph realised this Simplex system was prone to wear and introduced to

their 2.5 litre six cylinder OHV engine the Duplex set-up. This comprised of twin sprockets and dual chain with wider sprung tensioner (See Fig.2.)

The Duplex system has now become available to use on all four and six cylinder engines as an after market kit to aid reliability and safety, especially for race tuned engines where performance camshafts and high speeds are encountered. Although this reduces wear on the chain, the tensioner still ends up being scored and eventually breaks up, aiding to foreign bodies running through the engine. The whole set-up is very heavy; noise is also increased due to more moving parts and when considered for use in racing engines is a massive draw-back because of rotating masses.

With all this in mind, I decided to design and build a timing belt drive for the camshaft as many modern engines now use. The benefit of using a belt-drive from a chain holds many advantages, such as:

1. Quieter running engine.
2. Smoother running at slow engine speeds.
3. Radically reduces spark scatter.
4. Increase in fuel economy.
5. No back-lash in drive system.
6. No stretch belt.
7. Competition engines hold power longer.
8. Helps damp vibration from crank to cam and visa versa.
9. Radically reduces cam retardation and ignition over advance with engine speeds.
10. Improves oil pressure within

shown in Fig.4).

After installing the parts on my engine making sure everything lined up and felt right, the next thing was to time in the camshaft to the crankshaft. This was made easy by the use of cap head screws on the outer ring gear of the

sprocket. With everything installed and

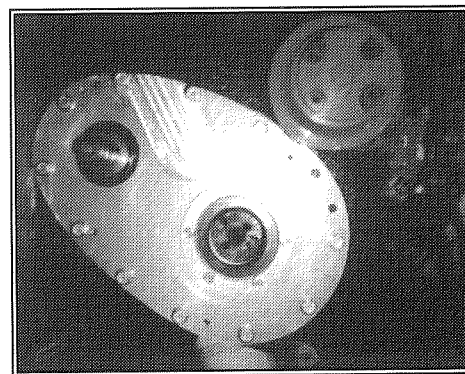
tensioned up, I rotated the engine by hand just to make sure everything was free (see Fig.5).

The moment of truth to start the engine: key in, fingers crossed and turned her over. She fired and ran. A quick check for oil leaks, with everything okay so far. I went for a test drive.

First impression was a definite improvement. At low cruising speed (below 50 mph) the engine was impressively quieter and more responsive. Once warmed-up, idle was smoother and tapping clattery noises had reduced as well. 20

minutes later and back home I decided to time the ignition in. On went the strobe light, started the engine and my theory on spark scatter was right the timing mark was flashing in a constant position and not like before when the chain was in use.

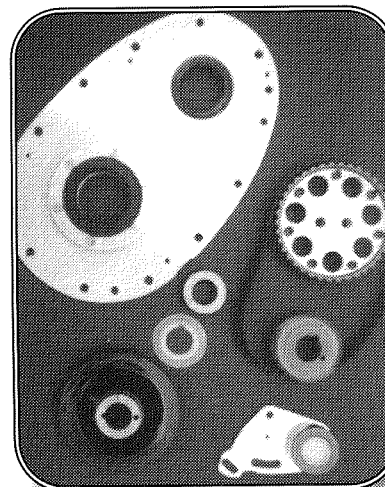
Since the installation of the



"20 minutes later and back home I decided to time the ignition in. On went the strobe light, started the engine and my theory on spark scatter was right the timing mark was flashing in a constant position and not like before when the chain was in use."

belt, I've covered over 2,500 miles and have not had any problem as yet. Total cost of parts was just under £80. Confidence in the belt has improved the more I use the car and I feel, although there are still tapping noises, total engine noises are very much reduced and I feel after converting to belt I would never switch back to chain.

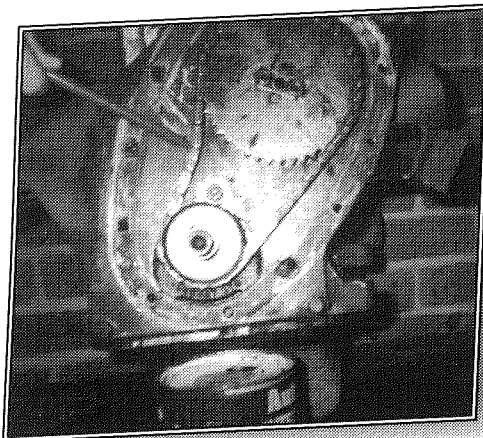
P.S.
Happy motoring everyone.



engine.

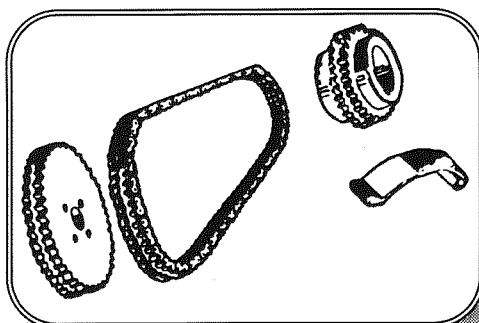
The timing belt conversion had to be designed so there were no changes to any of the engine and could be installed as a simple bolt-on modification. Also when in use maintenance must be quick and easy to check or replace the bolt-on services. Obviously, it must be reliable and trouble-free.

The first problem was to make a backplate (Fig.3) which houses the oil seal and controls the flow of the oil from the rocker shaft and camshaft bearings. This was done by using 10mm thick aluminium plate with an oil gully being machined from camshaft to crankshaft. Gears were ordered from H.P.C. Gears Ltd. as blanks, which I then machined to suit. The belt was supplied off the shelf from the B.S.L. suppliers and the tensioner is a Ford part modified as required. (All parts needed to convert to belt drive as



I have owned my car now for over 12 years and enjoy driving her. The car, incidentally, is a 1969 MkIII Spitfire (see photo) and my everyday transport which I've recently spent six months restoring as it was involved in a light accident causing outer body damage at the rear.

As the car has always been used as my everyday transport, I keep her in top condition and have over time added many extras to help with modern traffic (i.e. Spax lowered suspension, TSSC full sports exhaust, brakes,

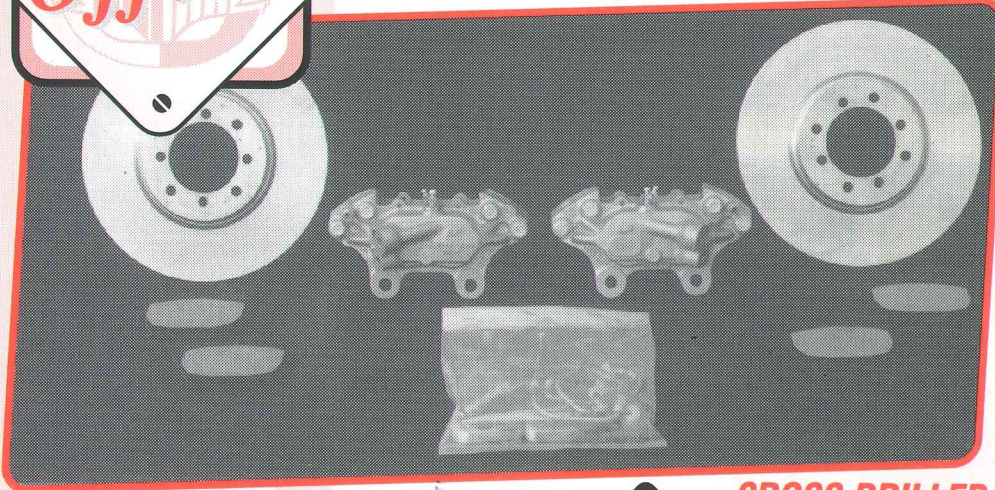


**TSSC
Offers**

THE SURE STOP!

BETTER BRAKING FOR CLUB CARS

01858 434424



P&P
£5.95

CROSS DRILLED BRAKE DISCS

CBD100.....Her/Spit£59.95pr
CBD200.....Vit/GT6£69.95pr

Designed to improve braking response and fade resistance. These new discs are a direct replacement for your originals. The new discs are ideal for upgrading your Club cars brakes to a more modern standard.

4 POT CALIPER CONVERSION KIT

CCK100.....For Spitfires.£349.95

Kit Includes:- Pair cross drilled discs
Set uprated brake pads
Pair 4-pot calipers
Pair Goodridge hoses
Fittings and instructions

P&P
£10.95

This conversion has been tested on the Club's racing Spitfire and has proved to be a huge improvement over the standard set up. Brakes are more responsive and pedal feel is progressive. This kit is ideal for members who like to drive their cars hard, but require more responsive braking.

SILICONE BRAKE-FLUID

GB2531/2 litre£10.95
GB2541 litre.....£19.95

P&P
£2.95

No more rusty bulkheads or stripped paint!

PLEASE STATE MODEL & YEAR OF CAR WHEN ORDERING

TSSC
Offers
Main Street
Lubenham
Market Harborough
Leicestershire
LE16 9TF



ALL PRICES INCLUDE VAT

AUTOMEC BRAKE PIPE KITS

CODE	CAR MODEL	PRICE
GB201	.....HERALD 948 up to 1961.....	£31.50
GB202	.....HERALD 948 from 1961.....	£31.50
GB203	.....HERALD 1200 DRUM.....	£31.50
GB204	.....HERALD 1200-12/50 DISC.....	£31.50
GB205	.....HERALD ESTATE.....	£31.50
GB216	.....HERALD 13/60.....	£31.50
GB208	.....VITESSE 6.....	£31.50
GB207	.....VITESSE Mk I.....	£31.50
GB210	.....VITESSE Mk II.....	£34.00
GB221	.....SPITFIRE Mk I,II,III.....	£31.50
GB222	.....SPITFIRE Mk IV/1500.....	£31.50
GB226	.....SPIT 1500 DUAL CIRCUIT.....	£40.00
GB223	.....GT6 Mk I.....	£31.50
GB224	.....GT6 Mk II,III ROTO.....	£34.00
GB225	.....GT6 Mk III NON ROTO.....	£42.00

Copper pipe kits include all pipes needed for renewal of brake lines.

All kits come tailor-made to length and complete with male/ female connections. Very easy DIY fitting and remember - copper doesn't rust!



P&P
£5.95



GOODRIDGE STAINLESS STEEL BRAKE HOSES

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

P&P
£2.95



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

ACCESSORIES

P&P
£1.25

BRASS BLEED SCREWS

GBE10 SET 4 £5.95

COPPER CLUTCH PIPES

GB350 .. ALL 4-CYL CARS £4.95

GB325 .. ALL 6-CYL CARS £4.25

THREE PIECE UNION KIT

GU100

(BRASS 4 WAY, 3 WAY, & IN LINE) £12.95

BRAKE HOSE CLAMP

BC001

(ONLY SUITABLE FOR RUBBER HOSES) £8.95

TSSC
Offers
01858
434424



01858 431936 e.mail: offers@tssc-hq.demon.co.uk

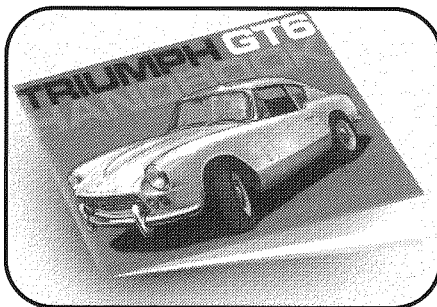
TRIUMPH BOOKSHOP

1st FOR ALL YOUR BOOK REQUIREMENTS

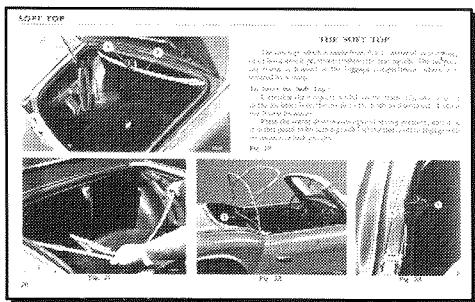
TEL: 01858 434424
FAX: 01858 431936
e.mail: bookshop@the-studio.demon.co.uk
http://www.the.studio.demon.co.uk/bookshop.html

BRITISH LEYLAND TRIUMPH HANDBOOKS

These handbooks were originally supplied with the cars, and give in the simplest possible terms, information vital to the proper operation, care and regular maintenance of the car.



Contains in-depth information on the following areas:
Routine servicing/Recommended lubrication
Care of bodywork/Running adjustments
Wiring diagrams/General specifications.
Plus much, much more.



HERALD



HHB 1200
HHB 13/60 **£5.50**

VITESSE



VHB - 1600
VHB - MkI
VHB - MkII (2 ltr) **£5.50**

GT6



GHB1 MkI
GHB1 MkII
GHB2 MkIII **£5.50**

SPITFIRE



SHB MkI/II
SHB MkIII
SHB Mk4 SHB 1500 **£5.50**

ALL OF THE ABOVE PRICES INCLUDE POSTAGE & PACKING
PLEASE USE ORDER CODES WHEN PLACING YOUR ORDER.

TSSC
Offers

01858 434424
PAINT YOUR WAGON

A COMPLETE RANGE OF TRIUMPH COLOURS ALL MANUFACTURED TO THE ORIGINAL COLOUR CHIPS WHICH ENSURE A PERFECT MATCH.

SPRAY CANS

400ml ADJUSTABLE FAN NOZZLE

TP001 EACH **£8.50**
2 CANS **£16.50**
4 CANS **£31.50**

P&P
£3.25

TOUCH UP TINS

WITH INTEGRAL BRUSH
TP002 **£2.95**

P&P
£1.25

Ideal for stone chips and minor damage repairs

1 LITRE CANS (CELLULOSE)

TP003 .. 1 Ltr CAN (COLOURS Exc. REDS) .. **£22.95**
1 Ltr CAN * (REDS) **£27.95**

P&P
£9.95

Ideal for DIY resprays or brush painting larger areas. very high quality paint.

CODE	RED	CODE	YELLOW
32	CHERRY	34	JONQUIL
72/CAB	SIGNAL	54	JASMINE
82/CAA	PIMENTO	64	SAFFRON
CAE	CARMINE	94/FAB	MIMOSA
	VERMILLION		INCA
CODE	PURPLE	CODE	GREEN
	ALPINE MAUVE		LITCHFIELD
17	TARGO PURPLE	15	OLIVE
92	DAMSON	25	CACTUS
	MAGENTA	55	CONIFER
CODE	BLUE		LAUREL
	MONACO	65	EMERALD
26	RENOIR	75	BRITISH RACING
56	POWDER	85	JAVA
66	WEDGEWOOD	HAE	BROOKLANDS
96	ROYAL	CODE	WHITE
126/JAA	VALENCIA	19	TRIUMPH WHITE
136/JAB	SAPPHIRE	29	SEBRING
146/JMP	FRENCH	39	OLD ENGLISH
JAG	DELFT	NAF	LEYLAND
	TAHITI	CODE	BROWN
	PAGEANT		COFFEE
CODE	GREY	23	SIENNA
	PHANTOM	73	MAPLE
	DOLPHIN	93	RUSSETT
	GUNMETAL	HBP	HIGH BUILD PRIMER
	SLATE	RCG	ROCKER COVER GOLD

COLOURS AVAILABLE

ORDERS OVER 1 LITRE : EXTRA CANS WILL BE CHARGED AT £20 (COLOURS) £25 (REDS) PLEASE STATE CODE & COLOUR WHEN ORDERING. *REDS INCLUDE PURPLES

NEW FOR '98

CHASSIS BLACK

A NEW PAINT, IDEAL FOR CHASSIS AND RUNNING GEAR

P&P
£3.95 CB100 400ML SPRAY CAN **£8.95**

CB200 1 LITRE CAN **£21.95**

P&P
£5.95

Ideal for DIY resprays or brush painting larger areas. very high quality paint.



ALL PRICES INCLUDE VAT
01858 431936
e.mail: offers@tssc-hq.demon.co.uk

01858 434424

PRESTIGE**CAR HOODS & CARPETS***When only the best will do***SAVE £££'s****BUY DIRECT FROM THE FACTORY!**

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.

	H/duty	Original	Duck	Mohair
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

Tonneau covers from £59.95, Hood covers from £45.95

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

LUXURY CARPET SETS

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

	Standard	Deluxe	Sound Deadening	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	

Whole interior, tailored to fit precisely

Trade enquiries welcome

Fasteners
factory fitted
for a precise fit

Industry standard
U.V. Stabilized
windows

DIY fitting
instructions
supplied

Contrasting
Piping available

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

Tel: 0130 81 42 90

Bitte sprechen sie Englisch
Carriage fr. £19.95

PRESTIGE

AUTOTRIM PRODUCTS LTD.

DAILY DELIVERIES THROUGHOUT EUROPE

Tel: (0151) 608 8683 Fax: (0151) 608 0439

We accept Visa, Master card and American Express.

All prices subject to alteration without notice. Please confirm current price when ordering. E&OE

14 DAY MONEY BACK
GUARANTEE IF NOT
COMPLETELY SATISFIED

All prices include VAT. Carriage extra

3 Prenton Way, North Cheshire Trading Estate, Birkenhead, L43 3DU

MOTOR WORKS

THE RIGHT CHOICE

- EXHAUSTS ● BRAKES
- CLUTCHES ● GEARBOXES
- ENGINES ● DRIVESHAFTS
- WELDING & LIGHT
- ACCIDENT REPAIRS

**NO.1 IN DORSET FOR RESTORATION
REPAIR, GENERAL MAINTENANCE
AND SERVICING FOR ANY MOTOR
VEHICLE OLD OR NEW.**

Specialists for

- TRIUMPH ● LANCIA
- FIAT ● ALFA ROMEO
- FORD ● LAND ROVER

FREE

PRE MOT CHECKS

Wimborne

01202 840440



P. H. Sportscars



British Waterways Yard,
Cavendish Bridge, Shardlow, Derby.
(2 miles off Jct. 24 - M1)

* SPECIALISTS IN CALIFORNIAN IMPORT CORROSION FREE
VEHICLES, BODIES AND PANELS FOR TRIUMPH CARS

* Spitfire / GT6 right or left hand drive.
Properly prepared cars from £2000 - £5000.
(Cheaper project vehicles usually available).

* Struggling to find the right car? Why not have a car built
to your colour and trim specification around a rot-free body?
Our order books are very busy, so usually a selection of on-
going work to view, please call to discuss your requirements.

* Repair, service, MoT work on your vehicle for £16 per
hour. No job too large or small! Estimates given.

* Dismantling UK vehicles + ROT FREE IMPORT
Spitfire / GT6 / Herald for good quality used parts.

Example prices for A1 condition GT6 / Spitfire parts:-
Bodyshell (LHD) excludes doors and boot lid £700 - £950

Right hand drive conversion to shell inc. parts £150

Complete bonnet assembly

(inc. cowls, irons etc) £275 - £350

Door £50 - £85 Bootlid £50 - £85

Chassis £125 - £175

NOTE:- All prices PLUS VAT.

Mail order service, credit cards welcomed.

FAX / Telephone: 01332 799298

Need help fixing your Triumph?

We can fix dents,

- replace rusty panels,

- weld chassis sections,

- sort out MOT problems,

- repair suspension and mechanical faults,

- restore sagging sills and sticking doors,

- respray in original Triumph colours,

- and generally get your car looking
good and going well!

01799 584994

*From a straight service to a full rebuild,
call Mike to discuss your car's needs.*

We are GT6 and Spitfire Specialists and can restore your car to its original
condition, including all engine and mechanical work, electrical and
wiring faults, retrimming and classic Triumph paintwork.

We can also restore specific areas of your car if required, while you do
the initial stripping down and final fitting up.

For details or to arrange a Free Inspection and Estimate, ring the Workshop.

M.W. Restorations

Classic Car Specialist

SAFFRON WALDEN, ESSEX.

TSSC Concours

by Chris & Alison Mills

Revisions for 1998 Part Four

We believe the organisation of the Concours is as finely tuned as possible, over the years many minor changes have been made and the event honed to its current status.

This years introduction of the Cruised & Used Class indicated that it was a success by being the largest class of the Concours, whilst I am aware of a few cars not finished in time that would have boosted the major classes, this obviously shows the changes were necessary.

Especially following that other Triumph concours numbers are falling whilst we managed to increase ours by 30% over last year. Ensuring the TSSC concours is the major event for Triumph enthusiasts.

The new central position for the concours desk is a proved successful with the backdrop of the tremendous silverware for presentation and last

years Masters Class Winner, as a focal point in the hall for the concours and the presentation. Just as a reminder to all, that as a master's winner, the car is excluded from competing for 3 years at the International, but will be asked to show the car for the benefit of the membership.

We do have one situation that has never been properly actioned and that is how to give competitors an approximate time for judging their cars, the judges try to work at 20 minutes per car giving 3 cars per hour. The first car judged would usually take slightly longer as the judges get the feel for the standard, to combat this they will be slightly quicker towards the end in comparing vehicles.

Over the years several options have been tried with some success, the current system involves the entrant picking a numbered card, this is the judging sequence if an entrant picks a lower number they are then judged first etc,

We have 2 possibilities: -

1) The judging order is announced over the P/A system as a guide, this can only be given once entrants have closed, usually at 11am, judging commences 1hr earlier to ensure we complete the task. This uses the current number selection process as above.

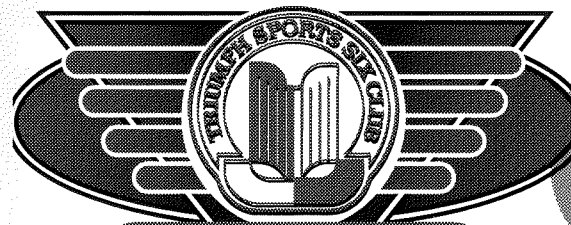
2) The judging order could be determined by the order in which you book in with us, either advanced or on the day, this would benefit us as the entrants could be handled easier and will give us a quicker idea of the number of entrants involved. This again could be announced over the P/A system.

Have you got a better solution let us know, IT'S GOOD TO TALK! Either give us a ring, write snail mail or e.mail, all relevant communication details at the back of the magazine.



TSSC INTERNATIONAL

★ SATURDAY NIGHT ★
★ PARTY ★



WEEKEND

with
REAL ALE - HAPPY HOUR
GOOD LIVE BAND
DISCOTHEQUE!

THE MAJOR CLUB EVENT IN 1998 JULY 11th/12th

AT STAFFORD SHOWCENTRE, STAFFORD

Junction 14, M6. A518 Stafford Uttoxeter Road.

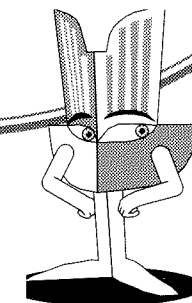
The largest Triumph Club Event ever!

Massive pure Triumph Trade Parts and Autojumble Display,
Most Prestigious TSSC Concours, Slide shows, Gymkhana.

THE ONE EVENT NOT TO MISS!

NO PRIOR BOOKING NEEDED

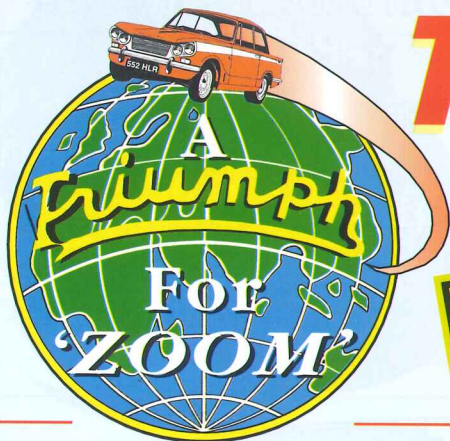
WEEKEND PRICE £12.00
INCLUDES ENTERTAINMENT
AND CAMPING
1 DAY TICKET £8.00



SPONSORED
BY
FOOTMAN JAMES



THE MARKET LEADER



The Spirit of Adventure



by John Thomason

Day 14
Friday 19th
September
We left the campsite with Everest in the clouds and the moon still shining.

very careful eye on the temp and oil pressure gauges. The 2nd stage was a steep climb up to Lalungla pass at 16,400 ft which we actually managed in 2nd gear this time but unfortunately still incurred a 8 min penalty. A hail blizzard at the top spoilt any views - but the cold kept the temp of the holed radiator down. The

waterfalls falling onto the road. The campsite at Choksam was actually a deserted hotel built 6 six years ago but abandoned after 1 year due to lack of guests - hardly surprising really considering the all but impassable roads - a shame really because the unspoilt scenery was breathtaking. The radiator was

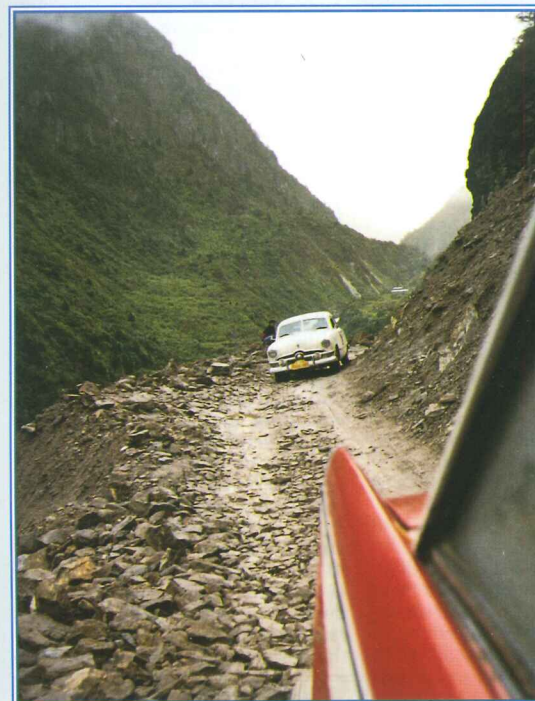
About 1 km from the campsite we hit a ford not mentioned in the road book with water approx. 1ft deep which caught us unawares but we got through OK by keeping the revs up. The car smelt hot afterwards but assumed it was the engine/exhaust drying of. A cursory check under the bonnet at the start of the next stage revealed that we had put the fan blades though the radiator - they had been drawn forward by the water of the ford and the hot smell had been leaking coolant - and I had just driven hard for over an hour like this. However the clock was running and we were already behind and so I took the decision to carry on keeping a



No man's land between Tibet and Nepal!

remainder of the day was an untimed descent down to the campsite at 11,400 ft, allowing us to nurse the red and to stop for photos again of the spectacular scenery, which was now quite green with some well managed farms - unfortunately the road (?) remained very poor with many

removed but after 4 attempts to resolder it a small leak persisted, and now in darkness I had to resort to a can of Radweld and hoped it would last to the rest day in Katmandu. Like many, I opted to sleep in the old dining room of the hotel, rather than in the tent in the pig



Finding a "Road" down the mountain side

sty, but slept on a table, rather than floor - just in case the rumour about rats was true. The Sherpas, a very happy, polite and helpful group of people who had done all the camping arrangements and cooking for us, held their own folk song party which was one the most enjoyable evenings of the rally so far.

Day 15

Because of customs etc, and the unpassable state of the road (it hadn't been open for 20 yrs) the drive to the Nepal border was not competitive. The road down was only just wide

enough for a car, with a sheer rock face on one side and a steep drop on the other. There were many landslides with rivers crossing or flowing down the road. In one place water gushed in the open passenger's window. The pace was slow, dictated by the slower cars and the landslides, taking 3 hrs to reach the border town of Zangnou, a distance of only 20 km. After a long wait at Chinese customs we continued down the 7 km of 'No man's land' between the borders - the worst roads we had yet encountered, landslides, boulders, rivers, and deep, deep mud that disguised huge rocks underneath. The car took a good few knocks on these but there was no option other than to keep going for fear of bogging. The scenery was spectacular as were the roads, using 2 roles of film on this descent. Eventually we arrived at the Nepal border and we crossed Friendship Bridge to a tumultuous welcome. The sun came out and it was like waking from a nightmare - a different world from the dark and wet mountain pass we had just descended. The people were all smiling and pleased to see us, even the customs officials seemed to know us and addressed us by our first names. Hundreds of children had come up to the border to meet us, waving flags, presenting garlands - and putting red dots on our foreheads! We now had to drive on the left and just after the border we had our own ceremonial removal of the Chinese number plates and refitted Zoom's own plates again. The road



A tumultuous welcome in Nepal at 'Friendship Bridge'



The scenery and dense vegetation of Nepals mountains was breathtaking

continued a steep descent down the mountains, going all the way down to 400m - the descent being so fast that I had to stop and reset the ignition timing and carb mixture. The road was still very bad but the scenery was incredible, at last seeing the true impressiveness of the Himalayas behind. It was also extremely hot now after the cold of the mountains, but remarkably the rad weld was doing its job. All along the route villages had turned out to greet us, giving us more presents and garlands - we couldn't work out where so many people had come from - they had obviously travelled from miles around to meet us. The afternoon saw a long slow climb up very windy mountain roads up to Katmandu the capital of Nepal, a very busy city in which the bicycles of China were replaced by hundreds of vehicles in various states of repair, honking horns and darting in and out in some form of organised chaos. The city was very run down, but fortunately the Yak and Yeti hotel where we were staying was palatial. Arrival at Katmandu marked the end of the first leg of the rally. We were laying 9th in class and 30th overall.

Day 16 and 17

Rest days in Katmandu. Zoom was jet washed to inspect the damage after yesterdays descent. Both sills were badly crushed as was the centre section of the exhaust and the O/S centre outrigger. The O/S lower wish bone was twisted where the mounting bracket had been hit by a large boulder. The radiator was holding out and so was left alone, although the vanes did have to be cleared, not from dead flies as in Europe, but from butterflies

and large winged dragonflies which did a great job of blocking air flow! Competitions were held to see who had the largest, most varied and colourful collection. The wishbone was replaced with

reset to standard settings. With 2 rest days the pressure was off a little and the work could be done at a more leisurely pace, just as well given the intense heat and hindrance factor of having 10 to 20 spectators continually looking over your shoulder and examining every tool and part that you used. There was even chance to do some sight seeing, indulge in the local culture and attend a couple of civic receptions hosted by the Nepalese tourist board and British Embassy.

Day 18

Sept 23rd

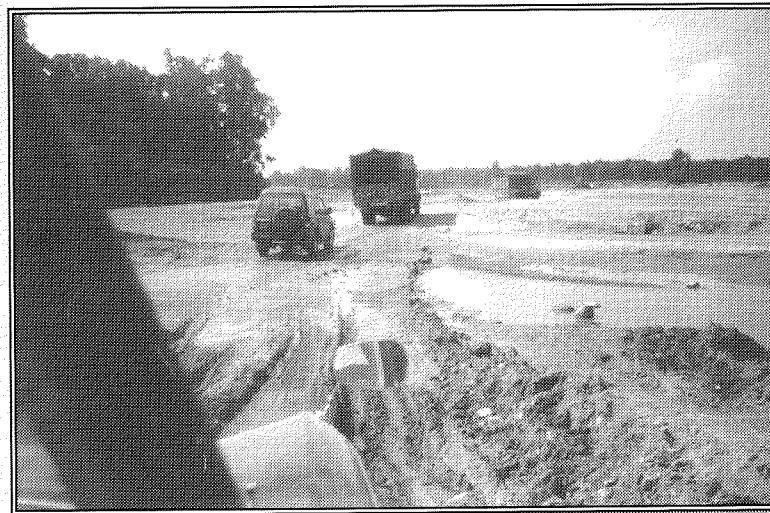
Our start time saw us leaving Katmandu in the rush hour and I think we showed even the locals a trick or two when it comes to dodging traffic and that Westerners could be even more crazy drivers than them. The exit was made more difficult by the police directing us a different route to the route book and so once out of the city we didn't really know where we were, not even being able to follow other competitors having passed most of them during our mad cap escape from Katmandu. The descent from Katmandu was very fast with squealing tyres around the hairpin bends of the



Typical Nepalese village welcome. Notice the two elephants holding up the Banner

my 'universal wishbone', the old one straightened and became the emergency spare! Engine oil was changed as were the oil and air filters. Carbs and ignition were

mountain roads with a good measure of brake fade to add excitement! We really flew today and took a lot of chances, arriving at the TC with only 4 mins to



Typical of the mud found by the river crossings

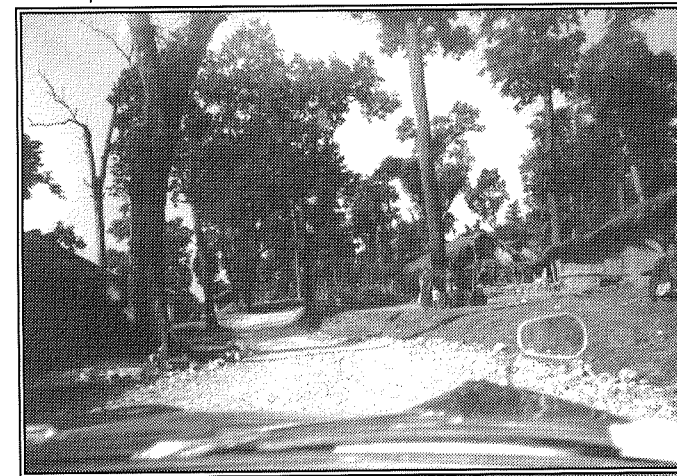
spare. The rest of the day was uneventful other than of course taking in the amazing Nepal countryside as we crossed rivers and travelled through dense green vegetation with monkeys taking the place of bystanders in the more remote areas. The camp site Kohalpur for our last night under canvas was alive with frogs, giant crickets and insects made worse by the fluorescent lights set up in the dinning tent that attracted every kind and size of insect imaginable for miles around. The food was decidedly dodgy in the first place but fighting for it with the insects that fell of the strip lights was too much! We were now into Malaria territory and had to wear long sleeved trousers and shirts, and cover ourselves in every kind of insect repellent known to man, which unfortunately didn't seem to worry Nepalese insects. The intense heat and incredible insect noise continued long into the night, making it quite a memorable experience.

Day 19

A day I would glad when over, for today would see us cross the much talked about 17 rivers, with much 'psyching out' between crews regarding their depth and ferocity of current. For the first stage I drove as fast as possible, overtaking everything, adopting

the policy of wanting as much time in hand as possible to cross the 2 rivers in this stage as well as not wanting to get caught in a queue as other competitors gingerly crossed the river or worse still got bogged. It was quite a pleasant surprise then to find that the 2 rivers had all but dried up. Just as well because the

banged like nothing else. We were not so lucky in the second stage with all the rivers in full flow. The crossings were made worse by having to climb up out of the rivers up deep muddy tracks churned up by lorries. Again maintaining momentum was all important, but through water that created a bow wave and over river beds of boulders that could not be seen it was difficult to say the least. The potential for disaster was endless and where the option was available I had no hesitation in accepting the offer of a tow by a crossing lorry. Where we didn't get towed, Zoom behaved faultlessly, the water-proofing working well, the ignition system never faltering once and fortunately the engine fan continued to avoid the radiator. We soon became used to paddling in footwells full of



The main Road out of Nepal

stage had been extended 12 km over an awful road, quite literally made up of large boulders that pitched and tossed the car from side to side, and had me flinching as the underside was ground and

water and the clouds of steam and subsequent smells that arose from the engine and exhaust as we exited the water and drove hell for leather for the next crossing. We made the TC with a



Bambassa - Indian Border

8 min penalty and considered ourselves lucky. It had been another quite a memorable experience. The afternoon saw us bid farewell to Nepal as we headed to the Indian border, the route again lined by thousands of villagers waving banners and wishing us

well as they threw rice, fruit and garlands of flowers into the car. Bambassa was a small border town with 2 custom officers in a wooden hut who were about to process 100 vehicles more than they had seen the rest of the year. Fortunately we were the 11th car

there and were processed in 1 1/2 hrs by which time the rest of the rally was stacked up behind us and would have a long wait in the heat and flies! Zoom now enjoyed a spell of notoriety as everyone recognised the 'Herald', an Indian Motor Federation Official recounting how he had rallied a twin carb Coupé in the 60's and how well it had performed on the mountain roads we would be travelling along in India. We now had to contend with the infamous Indian traffic that lived up to its reputation as we competed against hundreds of scooters, 'tuck-tucks', cars and the traditional overloaded Indian bus. Zoom came into her element being small and nippy allowing us to dodge in and out of the traffic and leave the other competitors behind. The last stage was a very steep and windy, 6,000 ft climb up to Nainital where a splendid civic reception was waiting for us in the town square of this beautiful mountain town, once used as a summer retreat in the



Run off the Road on the road to Quetta. Note the bonnet still tied on after the previous incident with the pick up truck

days of the Raj. It was a shame that the cars arrived in dribs and drabs as they were released from customs at the border, the last cars arriving around midnight. It wasn't until the next day that it was revealed that many competitors had found it a nightmare getting through the towns and traffic in the darkness, whilst one of the Land Rover entries had misjudged a corner dropping 40 ft until a tree stopped a 500ft fall, writing of the vehicle and seriously injuring the crew.

Day 20

With yesterdays incident fresh in everyone's minds and more psyching out between competitors the day started with a special stage' a 34km steep descent in 33mins down the side of the mountain with an incredible number of hair pin bends in the single track road (?) something the more competitive amongst us had been looking forward to with potential for making up places. Zoom really screamed down this stage, the tyres squealing, the brakes fading half way down and the back end sliding around the corners beautifully. We caught and amazingly passed the 3litre Rover and Landcrab in front of us, but not before giving my co driver a few nervous moments. We arrived at the TC sweating and breathless with the tyres and brakes smoking with a 5 min penalty but pleased to discover later that I had set the 3rd fastest time down - a moment of glory. For the rest of the day we continued to fight our way through the horrendous traffic culminating in a 2hr struggle into Dehli, a navigators worst nightmare and Zoom's temp gauge firmly stuck in the red despite the heater at full blast and the bonnet propped open.

Day 21

The Indian/Pakistan border closed

at 4.30 pm and because of the problems that had been experienced getting through Indian customs at Bambassa the organisers had decided that all cars would be basically given 10 hrs to get to the Indian/Pakistan border. 4.15 on a cold dark morning saw us all assembled at India Gate where we were all set of more or less en mass. it was everyone for themselves and a madcap race to get to the border first and avoid a long queue or worse still find the border closed and miss the next days start and hence a Gold / Silver medal. As we set of it was



Rear radius arm pulled out of the N/S outrigger

just like wacky races with cars going in every direction trying to get out of Dehli, weaving in and out of cars and trying to navigate and read street signs at the same time. Fortunately the city was relatively quiet, just as well, at one stage we were 4 abreast as we darted down an underpass. All very well, but on Indian roads, with no street lighting, on more than one occasion we came across deep pot holes or unmarked road works, that required some rather rapid evasive action. The lorries were the worse, travelling without any lights either on the wrong side of the road or refusing to move over. Drivers seemed to be immune to ordinary horns and so the air horns I fitted the night before came into good use - so much so that by the end of the

day they were thoroughly worn out only managing a squeak! It was not a morning for the timid and again Zoom proved to be made for the job such that as dawn approached there were only 2 or 3 cars in front of us. We travelled for a long time without seeing anyone and wondering if we had gone the wrong way, only stopping to refuel with the Jerry cans. Around 7 o'clock, more lorries started to appear, awaking from overnight stops, creating great long convoys. Then about 8.00 the whole country came alive, swamping the roads and

slowing progress. Brought to a standstill at a roundabout awash with pedestrians, bicycles and buses, two children pulled off Zoom's bonnet trim and disappeared into the crowd before I could give chase. The open road was equally frustrating. Apart from oncoming lorries that had forgotten to return to their side of the carriageway following a contraflow, some

local drivers found sport in trying to race us, refusing to move over or sitting on our tail. It took us 7 hrs in this madness and sweltering heat to cover the 600 km to the border, arriving tired and exhausted but satisfied to be the 6th car there. However it still took ages to get through, customs being particularly officious, - thought to be due to India celebrating 50 years of British Independence and old British cars flying Union Jacks not helping. Many were happy to leave India, but we were OK, as everyone treated the 'Herald' with affection with stories of how they had been made in India but from thinner metal than British cars! The 6 cylinder engine caused a stir but most were concerned about Zoom's drive shafts, half shafts being a big failing on

Indian cars, but again they put this down to the material not being as good a quality as British ones. Hmm - do our traders import to India ? ! By contrast the Pakistan customs took 5 mins and we were welcomed by our local sponsors with drinks etc. 28 km further and we were at our hotel in Lahore where we parked in tropical gardens and were greeted with garlands and tropical fruit drinks. It was still 37 - 39 C even at 4 o'clock, none the less still deciding to work on the car after a short break, knowing that it would be even hotter during our rest day tomorrow.

Day 22

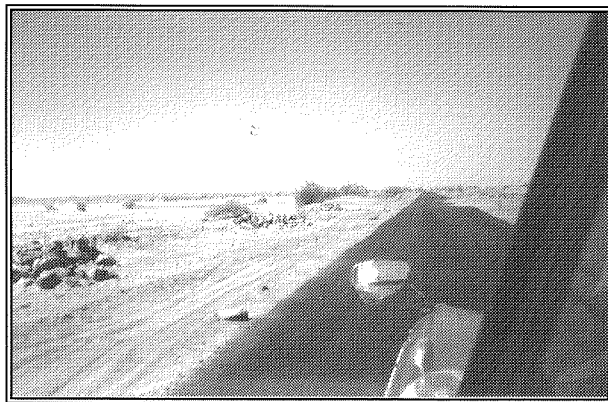
Apart from greasing and fluid checks the only problem to sort out on Zoom was to prevent the floor pan/ transmission tunnel rubbing on the propshaft every time we went over a bump due to the weight being carried above and below the seats ! A long scaffold pole hooked under the handbrake to lever the floor up. This done, some time was left for sight-seeing followed by High Tea on the lawns of the Governor's house, partaking in sandwiches and cherry cake the only thing out of place were my black finger nails !

In the evening we were treated to an excellent pool side banquet and local entertainment hosted by the Pakistan Classic Car Club. The only downer being that no alcohol was allowed in this very Muslim part of the country. Armed soldiers on every floor of the hotel, apparently there for our benefit, also took a little getting used to. You certainly took the rough with the smooth on this rally.

Day 23

Once out of Lahore the road became broken tarmac and it needed all your concentration to drive fast and keep an eye on the pot holes and oncoming traffic

whilst dodging in and out of long lines of traffic. More than once you could be midway past a lorry only to find a deep pot hole in your path with no room or time to avoid it. The heat was very energy sapping and all the time the pressure of the clock was at the back of your mind, having to press on as quickly as possible never knowing what might lie around the corner, be it a traffic jam or in one case a level crossing which held us up for 20 mins as 2 overloaded passenger trains crawled past. Still we arrived at the old fort city of Multan happy to have not incurred any penalties, but not happy about the floor pan rubbing the propshaft again, nor, to discover the O/S suspension turret had split apart. Enlisting the help of a hotel porter to find a welding facility and after visiting



Pakistan Desert road

2 or 3 possible places, I eventually found the local Nissan service garage, (don't be fooled by big names), who suggested 'leave it with us and we'll sort it out'. After trying to explain 'not on your life' and that I only wanted the use of their welding facility, they were a little upset when I proceeded to strip down the O/S front suspension to gain access for welding. A Mig welder was unheard of and so opted for gas instead of the alternative 'stick' arc welder. With a wet blanket over the car, the turret was nicely welded up in front of an audience of 6 garage fitters all crowded around and enthusiastic to help and please. A surprise and a godsend was when they came up with a

hydraulic wedge that could be inserted between the chassis and transmission tunnel and jack it clear of the propshaft - they got carried away ending up with 2 or 3 inch clearance instead of the usual 1/2 inch - but reasoned that by the end of the rally the floor would be bounced back down! After 4hrs satisfactory work I returned to the hotel hot, dirty, dehydrated and tired only to armed soldiers and no beer again.

Day 24

Another long, hard day today covering 624km to Queta over very bad roads as we travelled through the desert of the old North West Frontier where temperatures reached 45 ° C. The 2nd stage was a 38 km climb and descent through rocky mountains in 34 mins along a dusty, single track gravel road. Difficult at the best of times but with many slow moving trucks and not many passing places a lot of chances had to be taken. Two trucks stuck trying to pass each other delayed us for what seemed an eternity forcing us to push on harder with lots of sliding around the corners on the gravel

surface. Diving past a pick up truck on one corner, the driver moved across, which would have been OK except for a projection on the side of the vehicle which hooked under our wheel arch and as I braked, pulled the bonnet off the front of the car ! Fortunately there was nothing damaged on the engine and so we quickly placed the bonnet back on the car. However the wheel arches rubbed on the tyres and so my rolled up Karrimat was used to prop up the bonnet. We continued until under hard braking (we were undeterred and still giving it our all), the bonnet moved forward to rub on the tyres again, forcing another stop to tie the bonnet down with the

tow rope and bungs. We lost 27 mins on the stage, although nobody cleared the stage and we later discovered that the stage shouldn't have been run without closing the road. 27 mins behind time there was no time to stop and take count, pushing on into the desert. It was flipping hot by now and the car was starting to handle strangely, making precise steering and correcting slides difficult - putting it down to worn track rods. The lorries were the biggest problem though, not moving over, and either forcing you off the road or playing a game of chicken. Passing one lorry that actually moved over for us, thought better of it and moved back, sending us headlong into a sand filled ditch. We got pulled out by another lorry with remarkably no damage, but by now the sun was low in the sky and in our eyes (as we moved West the days were getting shorter and the time difference getting smaller). Many of the lorries had spinners fitted to the wheels like the old Roman chariots and one close call with such a lorry left a scar down the side of Zoom. The last 1 1/2 hours were in darkness, and in the desert it's absolutely black without the glow from towns, and with our bonnet still propped up to miss the tyres, our headlights illuminated no more than 10 ft in front of us. The lorries now had one more secret weapon against us, driving without any lights or a single side light so you couldn't tell if it was a cycle or lorry. Switching on about 6

blinding headlights at the last minute was another favourite trick. Pulling in after passing one oncoming lorry we found another lorry behind in complete darkness, hitting the corner of the car and pushing the front valence into the tyre - remarkably not puncturing the tyre. The clock was still ticking and last 60 km were a nightmare with more of the same. Zoom was now starting to power steer and with a rattle from the rear I concluded that there was a problem with one of the rear trailing arms - something which would leave us immobile. We arrived at the old fortress town of

Queta, tired and frustrated having a 2 1/2 hr penalty, (over 70% of our entire rally penalty in one day) and coming very close to the maximum penalty and loss of our gold medal. Nobody had cleared the stage and every car had some damage from the trucks. It had been a real road to hell. Sadly one crew lost their lives when they were hit head on by an oncoming bus. I worked through the night in the hotel's maintenance room to repair Zoom. The N/S rear trailing arm had pulled through the outrigger and was hanging on by a thread. A U - section was made up and welded in place. Next the bonnet was welded up on which both of the bonnet tubes had ripped out of the wheel arches with one snapped in 2. The big Achilles heel with the Vitesse as a rally car is the bonnet's inability to take knocks, having to be perfectly aligned all around to avoid catching the tyres, the radiator and to have the headlights pointing in the right direction! Most of the night was spent pushing and pulling the bonnet about to get it to miss the tyres. The inner headlights weren't working - the connectors on the backs of the lamps having shaken off. Not surprisingly the radiator was found to be leaking again and after briefly trying to repair it again, fitted the spare.

Day 25

Zoom was finished just in time to



Re-fuelling in the North West Frontier - no Esso stations here!

have a quick breakfast before we were off again. Because of the fatal accident yesterday, today had been made, non competitive, only having to cover 724km of inhospitable desert road to the Iranian border! We were well into the desert now, vast open spaces of nothingness. It was quite easy to see how mirages could occur from the heat haze, the road looking just like water from a distance. There was considerable drifting of sand on the road, and out in the desert you could see little whirlwinds where local wind currents whipped up columns of sand. The rumours of, the weather changing quickly in the desert were all true, one minute you could be in bright sunshine at 45 ° C and the next be engulfed by a sandstorm making visibility impossible, far worse than fog, and difficult to see the road afterwards from the drifting. Towns were very desolate and finding petrol started to become a problem, having to fill from oil drums on the side of the road - rumoured to be black market from neighbouring Iran. Zoom kept on going and we arrived at the Pakistan border around dusk, tired and parched. The border was a horrible dust town, full of windswept rubbish, but fortunately Customs didn't take long. The Iranian border beckoned.

CONTINUES NEXT MONTH



1923-1998: CELEBRATING THE 75th ANNIVERSARY OF TRIUMPH CARS

TRIUMPH

No.18 FEBRUARY/MARCH 1998 £2.95 USA \$6.95 CANADA \$9.95

MUTANT!



CUTTING UP THE MAYFLOWER

'64 SPITFIRE



STONELEIGH SHOW PREVIEW

TECH: FRONT SUSPENSION

SPECIAL FINISH



BETTER THAN NEW VITESSE?

Yes!

TRIUMPH WORLD MAGAZINE

FEBRUARY/MARCH ISSUE (No.18)

- Vitesse convertible – Thirteen years in the making!
 - Earls Court TR4A – Found in a garden
 - Spitfire rally replica – Alpine Ashley hardtop
 - Cutting up the Mayflower – Not a hatchet job
 - Front End Feedback – The ups and downs...
 - TR3B Mutation – Constantly making changes
 - Bond Equipe GT4S – Possibly the best there is?
 - Downton Thunder – California street racers
- Plus all the regular features – Running Reports, Robson, Memories of Coventry, Q&A, Letter From USA, Triumph Down Under, Ted's Triumph Trivia, etc, etc.

ON SALE AT ALL GOOD NEWSAGENTS NOW OR ORDER BY MAIL: Send £2.95 (£4 overseas surface, £5 airmail) to CHPublications (TW), PO Box 75, Tadworth, Surrey KT20 7XF. Tel: 01737 814311; Fax: 01737 814591; e-mail: chp@chp.ltd.uk; website: www.chp.ltd.uk.

Cheques payable to 'CHPublications Ltd'. Visa/Access/Mastercard/Eurocard/Amex/Switch/Delta accepted.

if any other member has had experience of this product or would like to comment on it.

Fitting the Broquet is an easy DIY job and costs between £56 and £72, depending on engine or fuel tank size and lasts about 250,000 miles.

Anyone interested can obtain more information from D Lock and Associates, Swallow Ridge, Lynwick St., Rudwick, Horsham, W. Sussex RH12 3DG. Tel: 01403 823507.

P.S. The only real test of this product would be to have a couple of Club cars fitted with them and run for a year or so and then have the heads examined. This would satisfy everyone as to its worth and solve our fuel problem for the future hopefully.

Peter Hunt

FIT FITCHETT!

CUSTOMER CARE AND SATISFACTION, PRAISE FOR ONE SUPPLIER AT LEAST!

I am currently restoring a MkIII Spitfire to, hopefully, something like 'as new' condition and particularly like to ensure I purchase good quality or original parts where possible. I recently purchased a Spitfire front wheel arch panel from a parts supplier, which, when it arrived had obviously been badly pressed. However, when I contacted the parts supplier he said that he could not replace it because I had asked specifically for that manufacturer's panel. Basically I had ordered it so I had to accept it. Not something that is in the best interest of customer relationships and is now certainly going to make me think about buying anything else from them.

I then got in touch with Fitchetts who had originally pressed the panel. Their attitude was totally different: They agreed to send me a replacement panel and pay all my additional postage costs. The second panel was a much better pressing and fitted with no problems. I would just like to say, through The Courier, thank you to Fitchetts and give them my recommendation for any other prospective purchaser.

Nigel Penistone

...Pen to Paper...

IMPRACTICAL CLASSIC

I currently own a Herald 13/60 with the original GE engine. It has the four-speed, non-synchromesh gearbox. I use the car mainly on A and B roads and find the gearing impractical. Everybody seems to fit the Spitfire four-speed box with overdrive. This appears to be the simplest option with only a shortened propshaft required. With a dwindling supply of these gearboxes, I wondered if there were any alternatives.

I recently read in a magazine that the Morris Minor Centre are now producing a bellhousing that mates the British Leyland A series engine to a Ford Sierra five-speed gearbox. Can anyone supply me with details of any similar conversion for Club cars?

J. Tadman

RACING BY THE BOOK

To comply with F.I.A. regulations for historic racing, I am in need of a photocopy of The British Leyland Competition Preparation Manual, as produced by Kas Kastner, the BL/Triumph Competitions Manager in the USA. However, most copies seem to be the 1977, second edition, not the first edition. Has anyone got a copy, or indeed any other information?

By the way, I agreed some months ago with Angie of the Club Office that when (if) I succeed in getting F.I.A. acceptance of some modifications from standard, then such info will be available to others via the Club Office.

Mike Treganowan

TARDY TRUNNIONS

In rather tardy response to Jeff Brown's request in August's Courier for advice on lubricating the trunnions in his Spitfire (or indeed any other Club car, for that matter):

Like John Richardson (November Courier), I can strongly recommend the Swiss made Wanner oil and grease guns I have always used a lever arm model for grease and bottle type for oil (a lever model is also available) and have found the bottle gun virtually leak-proof in use and storage - no need to empty it, just store in a cloth and ziplock plastic bag. They can occasionally be found at autojumbles, car-boots, etc. but are still available new from the U.K. importers Lumatic (details as John's letter). The Wanner bottle types range from the 100ml 300-2 (l Lumatic part no. 31850) up to a 250 ml capacity model (Lumatic 32250). A couple of years or so ago, these retailed at £13.73 and £17.74 plus VAT, respectively - quite a bargain, I thought. Unfortunately, they are now listed at £23.23 and £30 plus VAT - a rise more in line with their quality but certainly not inflation! However, invest in one of these - the 300-2 is perfectly adequate - and you may find it a more convenient and satisfying job than with an open ended grease gun full of oil or drinking straws and lollipop sticks, as variously suggested (Courier, October & September). The Wanner lever arm model for oil (Lumatic 30060 @ £63.04 +VAT) is based on their 315 type for grease (Lumatic 30055 @ £55.50) and may be easier to operate in situ, especially if it comes with a flexible delivery tube.

Something not mentioned thus far by your other correspondents on the subject is that the front wheels should be jacked clear of the ground. This unloads the trunnions and facilitates the flushing out of old oil and detritus (and sometimes water!) and lubrication with fresh EP90. A grease nipple cranked at 45° or 90° gives good access but, as they rarely tighten onto the vertical link

WINTER SPECIALS

All units add £40.00 + VAT surcharge until your old unit is returned or send your unit and have your own unit done.

RECONDITIONED RADIATORS EXCHANGE

Spitfire Narrow	£58.95 + VAT
Herald Narrow	£58.95 + VAT
Spitfire Full Width	£68.95 + VAT
Herald Full Width	£68.95 + VAT
Vitesse	£89.50 + VAT
GT6	£85.50 + VAT
TR4	£85.00 + VAT
TR5/6	£85.00 + VAT
TR7	£75.00 + VAT

CLASSIC CHIC DOIG

SPORTSCARS

RECONDITIONED BRAKE CALIPERS EXCHANGE

TYPE 12 CALIPER	
Early Herald	
Spitfire I, II	£45.00 each + VAT
Vitesse 6	
TYPE 14 CALIPER	
Herald	£45.00 each + VAT
Spitfire III, IV, 1500	
TYPE 16P CALIPER	
MKI Vitesse	£45.00 each + VAT
MKI GT6 MKII early	
TYPE 16PB IMPERIAL	
Late GT6 MkII Early	£45.00 each + VAT
MkIII GT6	
TYPE 16PB METRIC	
Late GT6 MKII	£45.00 each + VAT

VISA

DINITROL AGENT

OFFICE 01592 206439. PARTS DEPOT & FAX 01592 640714
UNIT 1, MILL STREET, KIRKCALDY, FIFE, SCOTLAND.

MAIN STREET, LUBENHAM,
LEICS. LE16 9TF.

TEL: 01858 434424
FAX: 01858 431936

e.mail: bookshop@the-studio.demon.co.uk
http://www.the-studio.demon.co.uk/bookshop.html

TRIUMPH BOOKSHOP
1st FOR ALL YOUR BOOK REQUIREMENTS

PARTS CATALOGUES

WORKSHOP MANUALS

HANDBOOKS

GENERAL

Herald 1200 (all models)	£19.95
Herald 13/60	£18.95
Vitesse 1600/2 Lit MkI	£19.95
Vitesse 2Lr Mk II	£16.95
GT6 Mk I & Mk II	£19.95
GT6 Mk III	£18.95
Spitfire 4/Mk II	£19.95
Spitfire Mk III	£18.95
Spitfire Mk IV	£17.95
Spitfire 1500	£16.95
TR23	£22.95
TR4	£22.95
TR4A	£22.95
TR250 (TR5)	£22.95
TR6	£22.95
TR7	£24.00
TR6	£24.95
Slag	£26.95
Dolomite all models inc. Sprint	£33.95
1500 RWD	£15.95

Herald 1200	£24.95
Herald 13/60	£24.95
Herald (all models) German	£32.95
Vitesse 6	£24.95
Vitesse 21 Mk III	£24.95
Vitesse/GT6 (all models) German	£33.95
GT6 Mk I/II/III	£24.95
Spitfire 4/II/III	£24.95
Spitfire IV	£21.95
Spitfire IV/1500 Dutch	£33.00
Spitfire 1500 German	£21.95
Spitfire 1500 German	£33.00
Spitfire IV/1500 French	£33.00
TR2/TR3	£29.50
TR4/4A	£26.95
TR5 (complete)	£38.00
TR6	£27.50
TR6 German	£29.50
TR7	£31.95
TR8	£28.95
Slag	£24.95
Dolomite Sprint	£32.95
2000/2500/2.5 PI	£27.95
1300 FWD	£15.95
1500 FWD/1500 T/C	£23.95
1500 R.W.D. 1500	£23.95

Herald 1200/1250	£5.50
Herald 13/60	£5.50
Vitesse 6	£5.50
Vitesse Mk I	£5.50
Vitesse Mk II	£5.50
GT6 Mk I	£5.50
GT6 Mk II	£5.50
GT6 Mk III	£5.50
Spitfire 4	£5.50
Spitfire Mk III	£5.50
Spitfire Mk III German	£7.00
Spitfire Mk IV	£5.50
Spitfire Mk IV German	£7.00
Spitfire 1500	£5.50
Spitfire 1500 German	£7.00
TR4/4A	£5.50
TR250 (TR5)	£5.50
TR6	£5.50
TR6	£5.50
TR8	£5.50
Slag	£5.50
Triumph 2.5 PI	£5.50

HAYNES WORKSHOP MANUALS	
SPITFIRE / VITESSE / GT6 / HERALD	£16.95
SU Carburettors	£16.95
Stromberg Carburettors	£16.95
Weber Carburettors	£16.95
BROOKLANDS BOOKS	
Vitesse / Herald 1959/71	£9.95
Vitesse 1962/71	£9.95
Herald 1959/1971	£9.95
GT6 1966/1974	£9.95
GT6 Gold Portfolio	£14.95
Spitfire 1962/1980	£9.95
Spitfire Gold Portfolio	£14.95
Road & Track Triumph Sports Cars	
'58/67 '67/74 '74/82 each	£9.95
TR23 1952/60	£9.95
TR23 Gold Portfolio	£14.95
TR4 & TR5 & 250	£9.95
TR6 Gold Portfolio	£14.95
TR7/8 1975/81	£9.95
TR7 Gold Portfolio	£14.95
Slag	£9.95
2000/2500	£9.95
Dolomite Sprint road tests etc.	£9.95

GLOVEBOX WORKSHOP MANUALS

Spitfire Glovebox Manual £7.95
TR5/6 Glovebox Manual £7.95

PRACTICAL CLASSICS RESTORATION GUIDES

HERALD/VITESSE - SPITFIRE/GT6 - METALWORKING each	£7.95	Guide to Purchase & D.I.Y. Restoration - All Club Cars	£20.95
Practical Classics Restoration of Triumph Stag	£16.95	Triumph Cars - The Complete History - Robson/Langworth	£24.00
Practical Classics Restoration of TRIUMPH TR6	£16.95	The Complete History Spitfire GT6 - Graham Robson	£16.95
Practical Classics PANEL BEATING & PAINT REFINISHING	£16.95	SPITFIRE/GT6: Collectors Guide - Graham Robson	£26.95
Practical Classics Restoration HERALD/VITESSE	£16.95	The Works Triumphs - Graham Robson	£23.50
Practical Classics Restoration SPITFIRE (would also suit GT6)	£16.95	Complete Guide to HERALD & VITESSE - Mike Castigan	£15.85
Practical Classics GT6 briefing (restoration etc)	£6.50	Laurie Bond - The Man & The Marque - Nick Witherspoon	£22.85
A Guide to Racing your Triumph Spitfire Jon Wollie	£7.00	Original Triumph T.R. The Restorer's Guide - Piggett	£22.75
Competition Preparation Spitfire V/III/IV/1500 - 2ltr Cars each	£6.50	Triumph TR4/5/6 Autolife (much in colour)	£12.50
Tuning SU Cars	£9.50		

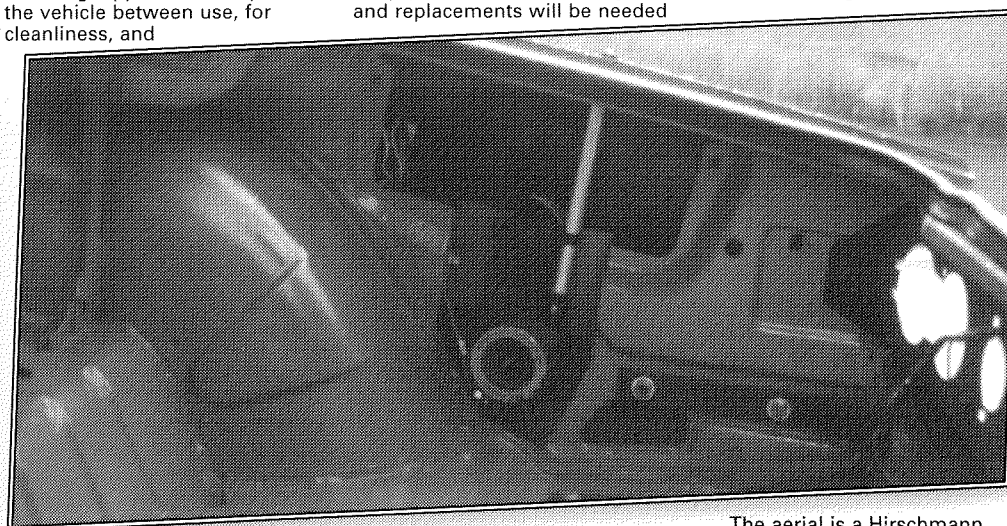
Make all payments payable to Triumph Bookshop - Cheque/Postal Order/Credit Card
Overseas Orders add 10% to total order to cover extra Postage NO V.A.T. ON BOOKS. Payments in Sterling please.

pointing in the right direction, the geometry of the former makes it less prone to suddenly slipping away from the bottle gun under hand-pressure (often resulting in skinned knuckles). Continue pumping until clean oil starts to exude from around the trunnion dirt seal and thorough lubrication should have been achieved. The grease nipple in the vertical link should be replaced between services by a small blanking plug (129242 - FAM581) but this is often missing and is, I believe, now unavailable new. If so, the servicing nipple is best kept off the vehicle between use, for cleanliness, and

...Pen to Paper...

trunnions at almost double the reproductions (£34.07 and £18.21 each). However, as genuine ones are available from John Kipping, for example, at just £15.00 the repro's are a false economy in the truest sense, in this instance. Keep yours well oiled, though, and replacements will be needed

metal basher and bender, John, made a satisfyingly neat job: As the photo shows, a small recess let into the inner wing allows the aerial to be positioned near to the top seam of the outer wing, vertically in the transverse plane and at the desired angle of rake fore and aft. The drain tube supplied (visible on the boot floor) passes conveniently through the existing 1" drain hole at the bottom of the inner wing using a perforated grommet, while the operating relay is mounted on the reverse of the new rebated section by the same bolt fixing the aerial strap.



replaced with a straight nipple - these tend to be shorter and less prone to the (small) risk of damage and, possibly, shearing off in the link. Finally clean up any spilt oil from the suspension, etc.

The factory prescribes a service interval for this component of 6,000 miles but, given that wear in the front trunnions has such an effect on handling, the frequency of lubrication can be increased, if desired, especially as it requires such little time and negligible cost. I add it to the 3,000 mile service items and my 40,000 mile trunnions recently passed MoT testing without problem. Anecdotal opinion suggests that genuine Stanpart units last longer than (Q.H.) pattern ones but I don't know whether this is true and, if so, justifies their extra cost - one major retailer lists o.e.

less frequently and you'll have plenty of time, if so inclined, in which to rummage at autojumbles for some cheap originals!

In even slower response to Charlotte Hamilton's 'Little Plea' in March's Courier for advice on installing an electric aerial in her 1977 Spitfire 1500:

I purchased one for my '79 Spitfire, while it was undergoing restoration at South West Classics, Totnes. The aerial was of a fairly standard size and proved just too big to fit into the restricted space between the inner and outer (offside) rear wings. Initially, I had reservations about modifying any panels, albeit internal ones, especially as I had spent a lot of time sourcing new original parts for the rebuild - the inner wings, having proved the most elusive, in fact being Californian re-imports. However, S.W.'s ace

The aerial is a Hirschmann 5090 - probably superseded by now - which is a high quality make specified as original equipment by Mercedes, etc. but costs about a third of the Audi item suggested by Lee Hodgkins in April's Courier. It is certainly much quieter and smoother in operation than the budget aerials available and three years on I can recommend it. Apart from the relay, this aerial has a replaceable mast section (which cheaper ones tend not to) available in either chrome or a black finish which may better suit later, part de-chromed 1500's.

Depending on your preferences for originality this may, perhaps, be an acceptable alternative to all those broken finger-nails, dispatching your diminutive legume to the duckpond or adding £300 to our trade deficit with Germany!

Lewis Barton

READER'S REPORT

3493 MD: Gerald the Herald

by Brian Willcocks —

In 1968, my wife and I were living in Wiltshire while I commuted weekly to outflung branches of an engineering group. Having had sterling service successively from a couple of Morris 1000s it seemed logical to provide one for Jan, following her recent well-deserved driving test success.

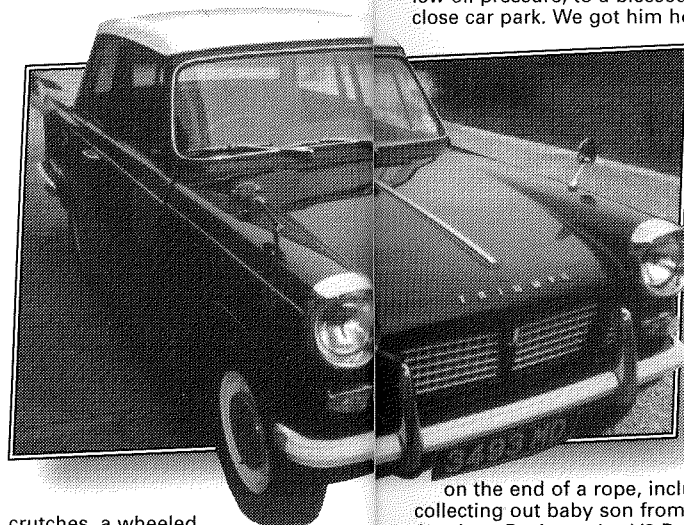
Searches among various contacts in London - my current assignment base - proved fruitless and I wound up at Graham Hill's Speedwell Motors; 'Haven't you got anything?' I asked, despairingly. . . Well, there's this,' said the works manager - 'We deal in sports machinery and this trade-in is an embarrassment. We'll shift it for what we paid for it.'

3493 MD was a smart grey and white one-owner Herald 1200 DeLuxe, five and a half years old. 'What's wrong with it?'... 'Dunno - here's the keys - try it.' A foray into Golders Green in rush hour revealed that the clutch hydraulics were shot, letting in the clutch about two seconds after the pedal was depressed. This was made even more fun by the broken front seat mounting which swivelled me backwards when applying pedal pressure. But at the price of £210 it was a snip, ('You've nicked that car' he said in the

elegant local parlance) and I drove off in search of the nearest Triumph agent, who welded the seat mounting for 7/6d and sold me a Workshop Manual and clutch hydraulics overhaul kit. My brother in Barnet - yes, Philip Willcocks is my nephew - lent me his garage space and we swiftly put the clutch into order, allowing me to present an up-together car to my astonished missus, summoned to London wondering what was going on. She fell immediately in love and named him Gerald, and he has been a member of our family ever since.

At about 105,000 miles I decided that Gerald, after several years of faithful and largely reliable service (we had learned by then never to leave home without spare ignition capacitors, not to expect more than 8,000 miles per head gasket) deserved a rebuild. I had plenty of time on my hands following a comprehensive write-off in a Rover 3500 (Gerald's capacitor failed during Jan's dash to the hospital . . .) which left me with a broken femur and a long convalescent period. Cunning use of

"What's wrong with it? ... 'Dunno - here's the keys - try it.' A foray into Golders Green in rush hour revealed that the clutch hydraulics were shot, letting in the clutch about two seconds after the pedal was depressed."



crutches, a wheeled trolley and various indulgent friends allowed me to dismantle Gerald in a nearby barn. With the body off, after essential surgery we brush-repainted him British Racing Green with a white roof ('Repaint' - good stuff). No roars of disapproval, please - it was nowhere near classic at that time. A MkII Spit engine was collected from Leyland, Lancs and rebuilt, complete with Stage 3 top end and '26' cam from SAH. We added a four-branch exhaust, a sports silencer, a recambered rear spring, Spax shockers, Spitfire wheels and a brake vacuum servo. The only grollics met were my inability to re-assemble the insides of the doors and getting two plug leads interchanged. With these

sorted, Gerald re-entered service with considerably more verve; a rear-end mating manoeuvre with a Simca 1100 proved that Herolds are quite tough but that Simcas can be bent back into shape by hand. A bit of tired, late night parking in which our concrete mixer was deposited on the bonnet proved his durability further. (See below).

After an irresponsibly quick outing (rather too fast in third - my fault), he bust his crankshaft next day when Jan was en route to London. The fracture was skewed, just behind the front web, and so he was still driveable, albeit with laughably low oil pressure, to a blessedly close car park. We got him home,

on the end of a rope, including collecting out baby son from Auntie at Basingstoke. V8 Rovers are quite enthusiastic and I left them behind once or twice, on one occasion not getting back before the local gendarmes had given an interrogation. . . 'Husband? What husband, madam?' This sorted, we finally made it home. (And frightened the concrete mixer at the foot of the drive-in slope: pedal confusion after a long, trying day: - just one small paint chip.) I fitted a replacement crank, followed shortly by main bearing failure. . . I'll never again put too long a sump bolt where it can skew a main bearing cap.

Some years later, with our home now near Newbury, Gerald was again in need of some protracted TLC and was taken out of service at about 150,000 miles as

"I learned to drive in one of them'. 'I had one as my first car'. 'Don't they roll easily!' and 'Do you want to borrow a calendar to check the 0-60 time?'"

we had other cars available, and in any case couldn't afford the work needed for MoT. Eventually, in 1994, having retired, I looked at Gerald with a view to his being born again. Ouch. The degree of welding required put me out of contention straight away (although I've since acquired the gear and the skills). We were recommended to Paul Furr of The Motor House at Hungerford, who, with a shocked expression not unconnected with a handful of bodywork resembling compost, said that, with the aid of a donor vehicle, lots of man hours and frightening quantities of green folding stuff the patient could be resuscitated. Having bitten the bullet, we set the brief to bring Gerald up to brand-new appearance, but with longevity taking priority over originality, for everyday use. Paul was as good as his word: Gerald now looks beautiful, and asserts his individuality, as ever, with a strident exhaust vibration against the (Mk1) chassis at about 50 mph. When the pipework rusts out (when will Waxoyl come up with the appropriate stuff?) we'll have a s/steel item, avoiding the hole in the chassis member. Wheels and suspension are powder-coated and the refurbished Cardinal Red interior resplendent, set off by the black carpet. There's a radio - sorry, old wireless - where the ashtray was. The doors have to be slammed hard because of the new seals. Wiper motor, radiator and heater failed fairly promptly but the Toledo engine now works OK. (Toledo? A friend's son sold it to me as the original from his written-off Mk 4 Spit as 'a good runner' . . . the sump was knackered, the front oil seal threads were stripped-out and there was so much end play on the crankshaft that the clutch wouldn't disengage. In a later conversation he vouchsafed that the engine had had a degree of

race preparation. Yes, and Saddam Hussein is a member of the Sally Army.) I should have re-used the MkII Spit lump. . . I'll rebuild it when I have time, unless someone out there lusts after it with sufficient readings. Experts please advise the probable value.

The clutch diaphragm expired recently, I suspect because I am still using the old small-bore clutch slave cylinder, which presumably generates excessive displacement and explains the heavy pedal. Anyone want to do a swap for the later, larger item? Quickly, please, before it busts another clutch. By the way, the GRP gearbox tunnel I bought to replace the fibre original was a disaster. It's designed to fit all models' said the supplier when I phoned to gripe. Maybe so, but not with moulded carpets. Someone somewhere needs to know what 'Design' means. For the price, I think we deserve better. I think I'll jacket the original with GRP and put it back, and try the soundproofing method which was recently described in The Courier.

Gerald turns heads wherever he goes, the most usual comments being: 'I learned to drive in one of them', 'I had one as my first car', 'Don't they roll easily!' and 'do you want to borrow a calendar to check the 0-60 time?' No doubt someone will eventually confess what she lost in the back seat of one.

Jan's love for Gerald is tempered only by the guilt of having nearly allowed me to dispatch him to the great recyclers. My guilt is expunged by my badly bruised cheque book. Future plans include overdrive, a stainless exhaust and maybe Weber carburation. Call me with offers of suitable items - (01635) 248564. Oh, yes, and I must fit one of those oil filters with a non-return valve. Meanwhile, I have the advantages of zero tax, cheap insurance (well done, TSSC and Footman James), fun motoring and no nagging for spending time on this well beloved Herald.

Eat your hearts out, Moggies!



This is a reproduction of an article which first appeared in
Car & Car Conversions magazine in September 1969.

The Revised Thoughts of Standard Triumph.

Standard Triumph
are among
the prime
exponents of gradually
"evolving" motor cars
until they reach the
stage of only having
the name in common
with past models.

Consider as we have recently -
the GT6, TR6 and the Vitesse,
all of them are so improved
over their predecessors that
they almost deserve the "bright
shiny, zing" buy it now 'cos it's
new folks" treatment.

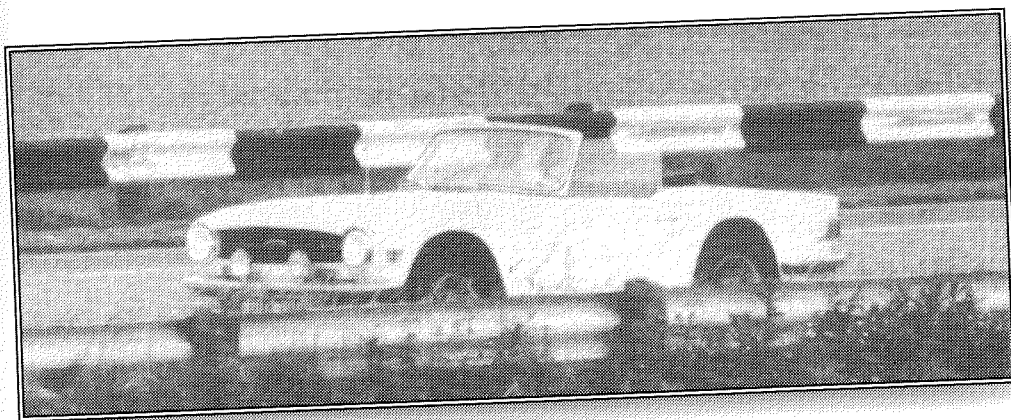
Most inspiring of the
threesome was definitely the
TR6 with seven gear ratios,

improved suspension, masses
of smooth torque power from
the fuel injected straight six,
and the facelift bodywork with
"boat back" styling. As an
example of past and present
design "married" to produce a
satisfying modern sportscar,
the current TR is the pacesetter.

From the past comes the body
construction with steel shell
and separate chassis, the basic
engine design (developed from
the Triumph 2000 saloon),
gearbox and much of the sus-
pension, which is all indepen-
dent. The latter is particularly
interesting because the front
set-up is widely used by
smaller specialist car manufac-
turers together with the magni-
ficent Girling 11 inch discs. The

rear springing is via coils
trailing arms (a la 2000) and
lever arm dampers: rear brakes
are drums of nine inch
diameter.

The modern part of a TR6
comes with the use of Lucas
fuel-injection on the 2498 c.c.
cast iron lump with its unfash-
ionably long stroke and 5500
r.p.m. red-line. With a 9.5:1
compression ratio the motor
gobbles (19i20 m.p.g.) up five
star as a favourite diet, though
it will run on a mixture of four
and five if needs be. Gross
power output is over 150 b.h.p.
but the more realistic net figure
is 142 brake horses at the 5500
rev-limit: peak torque appears
at 3000 revs, but you'd be hard
pushed to tell this from the,



Catch up with



SPECIAL CLUB DISCOUNT! Subscribe for 1 year (13 issues) at £24.45 and **SAVE £10**

CLASSICS is the UK's fastest-moving classic car magazine. It's
packed with great classic car features, brilliant photography,
restoration and maintenance advice and the best of classic
motorsport. Every issue includes **CLASSICS Marketplace**, listing over
1500 specialists and services, plus hundreds of classic car bargains.
You won't find all that in other classic car magazines - they're still
trying to catch up.

CLASSICS

The new practical magazine for classic car owners

For information on club discounts call Gloria on 01689 874025

T.D.FITCHETT

SUPPLIERS OF TRIUMPH PARTS
TO THE TRADE & RETAIL PUBLIC

MORE STOCK AVAILABLE
MANY ITEMS STOCKED
FROM NUTS AND BOLTS
TO BODY SHELLS
CALL NOW

HERALD/VITESSE

Boot catch 611225	£7.50
Front lower valance 13/60 812210	£95.00
Front lower valance Vitesse 806600 O.E.	£95.00
Set of HT leads Vitesse	£11.75
Stainless steel tread plate finishers Triumph logo	£16.00 pair
Full white rubber bumper set	£75.00
Caliper repair kit inc. pistons type 12	£19.50 per caliper
Brake pads (early) GBP166	£9.50 a set
Front wing 'D' plate 703627/8	£6.50 each
Boot hinges	£75.00
1200 front wing - L/H, R/H, 805826/7	£27.50 each
13/60 front wing inc. rear strip, 713267/8	£70.00 each
Vitesse front wings	£70.00 each
Herald/Vitesse door skins 901338/9	£40.00 each
Complete door assembly (902256/7)	£160.00
948 Herald/Vitesse rear centre valance	£32.50 each
1200/13/60 rear centre valance	£35.00 each
Sills 803070/803071	£13.50
Herald 13/60 front panel 812140	£37.00 each
Pedal rubbers 122289	£2.50 each
Early Vitesse carburettor (Solex) front	£29.50
Bonnet corner moulding 706161/2	£16.50 pair
Bonnet catch (chrome) 607663	£20.50 each
Tread plates	£6.50 each
Rear overriders (703708/9)	£30.50 each
Set of 8 front suspension bushes (119451)	£10.00 set
Inlet manifold banjo bolt (145155)	£8.00 each
Fuel gauge Vitesse 2 litre Mk I 145700	£50.00
Petrol tank sender 13/60 est. 127914	£14.50
R/H engine bay valance 1200 13/60 903155	£15.50
Upper rear wing (estate) 804432	£45.00
Vitesse inner sealed beam light unit GLU105	£5.50 pair
Hand brake front cable 121766	£3.00
Hoods original ICI flame retardant	£130.00 each
Hoods vinyl inc. zip window	£85.00 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	£26.50 each
Wheel arch to bulkhead seal 704033	£2.50
Set of 4 SparkPlugs 1200 and 12/50	£2.50 set
Universal joint with grease nipple	£6.00
Windscreen washer/wipers pump-switch	£45.00
Herald recon exchange drive shaft assembly inc. shoes	£130 each
Rear drive shafts	£52.50
All chassis outriggers/side rail/ boot extension	£13.50 each

SPITFIRE MkI & II & III

Spit MkII side lamp mounting panel (910157/8)	£45 each
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 wheelarch 706548/9	£25.00 each
Nearside/offside front wings 907154/5 903068/9	£55.00 each
Rear valance lamp panel 569900	£37.50 each
Battery box 806707	£9.00
Rear lamp assembly 208532/217025	£27.50
Recon brake caliper 210988/210987	£45.00 exchange
Bonnet catch (chrome) 607663	£20.50 each
Speedo cable GSD165	£9.50
Speedo cable O/D GSD113	£7.00
Vinyl hood MkII inc. zip window	£85.00
Hood MkIII original ICI flame retardant inc. zip window	£130.00
Left/Right bonnet hinge tubes 81679/811680	£17.50 each
Spitfire MkIII complete bonnet assembly	£558.12
Spitfire MkIII boot lid 575787	£129.00
Front competition road springs 209033	£25.00 each
Hard top rear screen 807499	£60.00
Door skins	£25.00
Dash top cover 706569	£25.00

SPITFIRE MkIV & 1500

Rear wing LH/RH repro	£87.50 each
Oil pump TKC 1974	£29.50 each exchange
Universal joint with grease nipple	£6.00
Hard top rear screen 819959/KKC3641	£45.00
Stainless steel tread-plate finisher Triumph logo	£12.50 pair
Transverse rear suspension leaf spring 159640	£67.50
Wheel arch to bulkhead seal 613666	£2.50 each
Front suspension vertical link and trunnion assembly	£56.00
Front bumper	£176.25
Caliper repair kit inc. piston	£15.00
Bonnet hinge pivot box (RK362/3)	£29.00
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
Windscreen rubber chrome insert (917248/9)	£32.50 per set
Windscreen wiper panel drip channel	£10.00 a pair
Waterpump 216939/GWP 128	£29.50 each

Handbrake front cable 121766	£3.00
Wishbone bushes 119451 (set of 8)	£10.00
GIRLING Brake master cylinder	£40.00 each
Dash top cover 815281	£23.00
Brake caliper offside/nearside 159130/1	£53.00 each exchange
Rear valance 908970	£19.50 each
Nearside/offside sill 903097/8 OE	£30.00 each
Nearside/offside sill 903097/8 Non OE	£20.00 each
Sill reinforcement panel L/H and R/H 806634/5	£5.00 each
Inner sill L/H and R/H 806638/9	£12.50 each
Headlamp support panel assembly L/H and R/H 818871/2	£17.50 each
Bonnet hinge tube R/H 911108	£20.00 each
Rear inner/inner wheelarch, L/H and R/H 725563/4	£35.00
Front quarter valances offside and nearside (815391/2)	£45.00 each
Seat covering set, Black cloth houndstooth material, complete car set OE	£98.00
Knee pad L/H and R/H 719391/719401	£6.00 each
Steering joint 142140/FAM 1718	£16.50 each
Heater valve 724021	£29.50 each
Rear lamps 216932/216933 TKC941/TKC940	£35.00 each
Front shock absorbers GSA364	£20.00 each
Air filter assembly including filters 217822	£30.00 each
Late type water pump (viscous) UKC774	£35.00 each
Speedometer 218815 late MkIV	£47.00
Brake disc 208715	£14.50
Stub axle UKC697	£14.50
Steering lock 216449/UKC2719	£32.50
Front wheelarch inner L/H and R/H 909797/8	£29.50 each
Front wheelarch outer L/H and R/H 909351/2	£27.50 each
Steel boot lid 911327	£150.00 each
Front wings 909663/4	£23.00 each
Door skins	£25.00 each
Sill end plate (front) 706422/3	£4.50
Rear wing rear repair panel	£10.00 each
Rear wing front repair panel	£9.50 each
"A" post lower panel filler L/H and R/H 706288/9	£10.00 each
Half floor L/H and R/H Deep Pressing	£60.00
Boot floor	£55.00
Door interior release Bezel L/H and R/H 819803/4	£4.00 each
Exterior door handle L/H and R/H chrome 915633/4	£41.00 each
Exterior door end L/H and R/H black YKC2837/8	£41.00 each
Window regulator L/H and R/H 911271/2	£29.50 each
Hard top rear screen seal 911040	£25.00 each
Carpet set	£65.00
Hoods original ICI flame retardant inc. zip window	£130.00
Hood vinyl inc. zip window	£85.00
Suspension top ball joint G3J155	£10.50
Front wheel bearing kit GHK1021	£12.50
Rear wheel bearing kit GHK 1029	£13.50
Clutch release bearing carrier assembly 213032	£20.00 each
Window regulator glazing channel L/H and R/H 706789/90	£35.00 each
Rear outer wheelarch 909661/2	£32.50
Camsshaft RKC 3305 Repro	£35.00 each
Door hinges 60724	£15.00 each
Distributor cap GDC131	£3.50
Outriggers L/H and R/H 209398/9	£12.50
Front outriggers 209398/9	£12.50 each

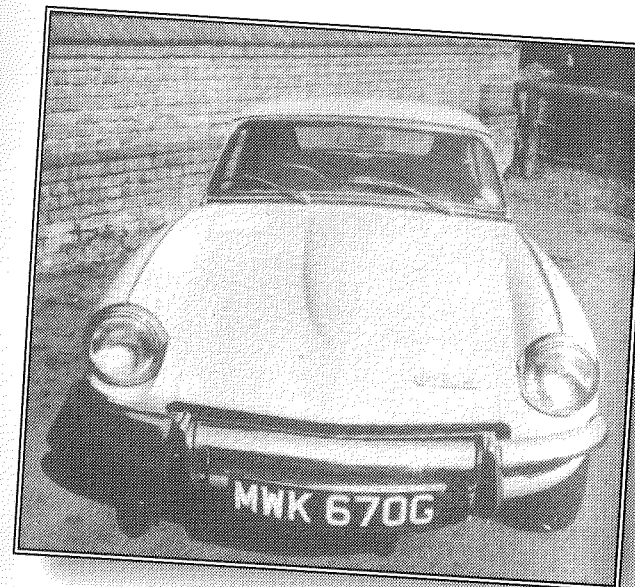
GT6

Bonnet assembly MkIII 913766	£550.00
Petrol tank cover board (Mk I and II) 710703	£20.00
Boot floor carpet MkI and II 810841	£17.50
Driver's sun visor Mk I 815384	£8.50
Main carpet early Mk III new tan 819813	£25.50
Main carpet late MkIII new tan 822633	£23.50
Main carpet Mk III black 822631	£29.50
Rear quarter light seal L/H new tan MkIII 820613	£8.00
R/H front suspension vertical link (209072)	£42.50
Nearside/offside front wing Mk II 908113/4	£72.50
New crankshaft 308093	£39.00
Front side/flasher lamp assembly 155416	£20.00
R/H front overrider GT6 Mk I 710717	£25.00 each
Rotoflex coupling 152273	£20.50 each
Steering lock 216449/ UKC2719	£32.50 each
Front shock absorbers	£20.50 each
Dash veneer set Mk I 820073	£76.50
Quarter light seal front L/H 674098	£7.50
Clutch pedal and box assembly 217431	£25.00
Courtesy light switch 627745	£1.75
Rear brake shoes MkI and Mk III Rotoflex, GBS 750 OE	£12.00 set
Set of high performance HT leads	£10.00
Recon exchange water pump GWP201	£29.50

PRICES INCLUSIVE OF VAT - Carriage extra.

Please quote original part number if available. It will help us to help you.
Complete range of overdrives built by ex-laycock engineer, POA.
Also complete range of coil suspension springs to fit all models £20.50

ALL MAJOR CREDIT CARDS ACCEPTED
PRICES CORRECT AT TIME OF GOING TO PRESS.
T.D. FITCHETT, FITCHETT (REDLAND) INDUSTRIAL ESTATE,
STATION HILL, OAKENGATES, TELFORD, SHROPSHIRE TF2 9JX.
TEL: 01952 619585/620434 FAX: 01952 610510.



All 'bumps and bulges'; the GT6 Mk 2.

effortless pulling we experienced from under 1000 revs in top. The exhaust takes on a good for the soul 'yowl' above 2500 r.p.m. and thereafter it's best to watch the revs because the needle flies round to the limit very quickly.

Performance and cost are right up with the rest of the kit-car competition in this keenly contested market. The basic price including tax is £1334, but our car had wire wheels at £39 with XAS Michelins on the 5 1/2 inch rims (5 1/2 steels are standard), plus overdrive on second, third and top which'll set you back £62, tonneau cover for £13 10s and seat belts at £7: all this brings the total to £1455 - at which price bracket there's the option of selecting one of the specialist sports machines in kit form.

Compared with the TR5 we approved of last year, the 6 has almost identical performance, getting to 60 m.p.h. in an average 8 seconds and

bounding onto the ton in under 25 seconds. The only difference over last year's test is that we found the top speed was up to a best of 118 on our banked circuit, so on a flat motorway you'd certainly see an honest ton-twenty.

Even at 100 and over we found the hood staved rigid enough for us to listen to the din of Radio One in reasonable comfort: the hood also stayed leakproof during a short wet spell he's been driving it through the car wash again - Ed.). In fact in the soft-top league Triumph have the easiest folding and re-build top in the trade with its very effective Velcro sticking material to seal The sideframes.

The test car had done a few more miles than "our" TR5 which we criticised for having a rather notchy change, but this had not stopped the lever action being rather stiff, though the change is speedy and precise when determinedly

slamming the ratios through. With seven gears to choose from, that cliché about playing tunes on the gearchange becomes obsolete - with this set-up you can conduct the Albert Hall. The changes go like this - first, brrrm 38 m.p.h. second (after pause for wheelspin) 56, second O/D Britain's legal limit! Third gives a small shriek from the aft and goes up to 86, while overdrive in the same slot takes it to 106 and direct top runs it up to top trot: overdrive top is a good 11 s m.p.h. and relaxed cruising.

With performance of this sort, Triumph have fitted brakes that look after you even when the speedo is showing 110 m.p.h. - and you can repeat that sort of stop in safety. The brakes are a bit fierce for wet roads and a new owner, so it's wise to try them out without an audience. One of our testers managed to lock the stoppers up on the approach to some well greased traffic lights and only the kindness of other A40 users saved him from taking a re-styled TR back to the S-T depot which is a quarter mile or so up the road.

The handling is remembered by our staff with affection. At first it seems unremarkable with consistent understeer. After a while though you begin to gain the measure of power and adhesion available and enjoy slinging it around until at low speed with full power the tail swings out, or at high speed stronger understeer sets in. For the photographers benefit we had plenty of time to explore the handling: the only improvements we can think of are a quicker and possibly lighter steering action.

We decided the smoothly propelled 6 is just as much, "a

THE PARTS YOU NEED...by Fast Mail Order

THE RIMMER BROS SERVICE

WE PROVIDE THE SERVICE
WE'RE KEEN ON PRICE
WE HAVE THE PARTS
WE GUARANTEE THE QUALITY
WE KNOW YOUR CAR
WE DELIVER FAST

BRITISH
MOTOR
HERITAGE
APPROVED



Triumph

SD1 ROVER

RIMMER BROS

QUALITY PARTS FOR BRITISH CLASSICS

We are the largest Classic Car Parts Specialist
for Triumph & Rover SD1 in the UK.
Our aim is to provide a first class parts service to classic car owners worldwide.

IF YOU OWN ONE OF THESE CARS...
YOU NEED ONE OF OUR FREE* CATALOGUES

*EXC 228 PAGE TR7/TR8 CATALOGUE.



OVERSEAS POSTAGE

ADD £2 FOR EUROPE AND £4 R.O.W. (ANY ONE CATALOGUE)

FULL SET OF 9 CATALOGUES INC P+P
£10 (UK) £15 (EUROPE) £35 (ROW)

FOR YOUR COPY, PHONE OR FAX OR WRITE IN.

STAG · TR6 · TR7 · TR8
SPITFIRE · GT6 · HERALD
VITESSE · DOLOMITE · 2000
2500 · 2.5PI · ROVER SD1

THIS IS JUST A SMALL SELECTION
OF OUR MOST POPULAR PARTS.

ENGINES

ALL RECON FULL ENGINES BUILT TO VERY HIGH
SPECIFICATION, BENCH TESTED & CARRY 12 MONTHS OR
12000 MILE GUARANTEE. FITTING ARRANGED FROM £125.

UNLEADED ENGINES,

HEADS & SHORT ENGINES ALSO AVAILABLE.

SPITFIRE (FULL)	1500	£650.00 ex
	1300	£650.00 ex
HERALD (FULL)	(ALL)	£625.00 ex
VITESSE (FULL)	(2000)	£875.00 ex
GT6 (FULL)	(ALL)	£815.00 ex

UNLEADED CYLINDER HEADS

SPITFIRE 1500	RECON	£211.50 ex
	NEW	£287.88
SPITFIRE 1300	RECON	£211.50 ex
	NEW	£287.88

TRANSMISSION

GEARBOX (ALL MODELS)

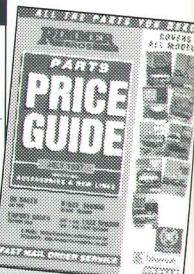
NON O/D (RECON)	£198.58 ex
LESS O/D (RECON)	£198.58 ex
INC O/D (RECON)	£370.13 ex

DIFFERENTIALS (RECON)

SPITFIRE / GT6	FROM £240.00 ex
HERALD/VITESSE	FROM £240.00 ex

PLEASE ASK FOR OUR
LATEST PRICE GUIDE

Also available on PC disk.



View our Classic Car Collection

IN OUR NEW VISITOR INFORMATION CENTRE AND SEE JUST WHAT CAN BE ACHIEVED.

BODYWORK/BUMPERS

	F/WING	R/WING FROM	D/SKIN	SILL FROM	F/BUMPER FROM	R/BUMPER FROM	BONNET HERITAGE	BOOT LID	1/4 VALANCE HERITAGE
SPITFIRE MK IV/1500	£44.65	£117.50	£29.32	£18.74	£176.19	£176.19	£535.51	£167.44	£56.40
GT6 MK3	£44.65	£117.50	£29.32	£18.74	£176.19	£176.19	£582.51	-	£56.40
HERALD	£70.81	£83.60	£51.98	£21.19	Car Set	£108.08	-	-	-
VITESSE	£95.01	£83.60	£51.98	£21.19	POA	POA	-	-	-

OVER 40,000 RECORDED PART NUMBERS, ALL UNDER ONE ROOF.

MISCELLANEOUS

CAR COVERS	
TAILORED - TOP QUALITY (ALL MODELS)	£122.58
MUDFLAPS (TRIUMPH LOGO) (PR) from	£11.75
LENHAM HARDTOP (SPIT MKIV/1500)	£282.00
ALEY ROLLOVER BAR (PADDED) (SPIT IV/1500)	£141.76
MOTOLITA STEERING WHEEL (WOOD OR LEATHER RIM) (ALL MODELS)	£111.63

CARPET SETS

TOP QUALITY TUFTED PILE (STITCHED)	
ALL COLOURS. MOULDED - BLACK ONLY	
SPITFIRE IV/1500 STITCHED	£91.38
MOULDED	£179.42
GT6 MK3 STITCHED	£107.71
MOULDED	£226.26
HERALD/VITESSE STITCHED	£87.44
MOULDED	£140.69

STAINLESS STEEL EXHAUSTS

FULL SYSTEMS	
SPITFIRE 1500/1300	£135.13
SPITFIRE TUBULAR MANIFOLD	£129.25
GT6 MK3	£158.63
HERALD	£99.88
VITESSE	FROM £126.32

OVER 50,000 SQUARE FEET OF PARTS
STORAGE AND STILL GROWING.

HOW TO ORDER

WE WILL CONFIRM STOCK AVAILABILITY, PRICES, DELIVERY
METHODS & CHARGES WHEN PLACING AN ORDER.

TEL: UK SALES: 01522 568000

EXPORT SALES: (UK+44) 1522 526200

24 Hour Answerphone for UK/Export Lines.

FAX: UK: 01522 567600

EXPORT: (UK+44) 1522 567600

POST: Send your Enquiry or Written Order & Payment to:
RIMMER BROS TRIUMPH HOUSE,
SLEAFORD RD, BRACEBRIDGE HEATH,
LINCOLN LN4 2NA, ENGLAND.

E-MAIL: sales@rimmer.netkonec.co.uk

INTERNET: HTTP://WWW.RimmerBros.Co.UK/

IN PERSON: At our Shop and Sales Counter.

PAY BY: CREDIT CARD DEBIT CARD CHARGE CARD CHEQUE CASH

POSTAL ORDER BANK DRAFT BANK TRANSFER

HOODS

PRICES LISTED ARE FOR BLACK - OTHER COLOURS AVAILABLE

	PVC ECONOMY	PVC LUX	PVC ORIG	CANVAS	MOHAIR
SPITFIRE IV/1500	£91.80	£117.82	£170.08	£165.99	£246.29
SPITFIRE III	£95.28	£123.15	-	£165.99	£246.35
HERALD/VITESSE	£107.09	£133.87	-	£171.39	£262.41

BRAKES/SUSPENSION

DISCS	SPITFIRE/HERALD	£18.76
	GT6/VITESSE	£19.92
PADS	SPITFIRE/HERALD	£10.52
	GT6/VITESSE	£12.87
REAR SHOES	SPITFIRE/HERALD	£15.22
	GT6/VITESSE	£19.39
FRONT SHOCK ABSORBER (ALL MODELS)		
STANDARD		£23.44
SPAX		£45.53
KONI		£55.81
REAR SHOCK ABSORBER (ALL MODELS)		
STANDARD		£21.40
SPAX		£42.59
KONI		£49.94
FRONT SPRINGS	FROM	£19.41
REAR SPRINGS	FROM	£81.07

WIRE WHEEL KITS

ALL MODELS INC 5 WHEELS,
FITTINGS & ACCESSORIES
CHROME £797.83
PAINTED £586.33

SEAT BELT KITS

INERTIA INC REEL, STALK,
FITTINGS & INSTRUCTIONS
SPIT/GT6 (EACH) £34.49
HER/VIT (EACH) £39.89

A FULL RANGE OF
INTERIOR TRIM IS
STOCKED
PLEASE ENQUIRE

OVER 22,500 STOCK LINES FOR IMMEDIATE
DESPATCH BY FAST MAIL-ORDER, OR CALL & COLLECT
FROM OUR LINCOLN SALES COUNTER.



ASK ABOUT
OUR
CUSTOMER
CARD

SHOP BY PHONE FOR
FAST MAIL ORDER

PRICES

PRICES SHOWN INCLUDE VAT @ 17.5%.
FOR EXPORT OUTSIDE EC DEDUCT 14.89%.

WE EXPORT TO THE
EC & WORLDWIDE

TRADE &
WHOLESALE
ENQUIRIES WELCOME

We reserve the right to alter prices without notice.
This advertisement replaces all previous adverts and
offers therein. All parts offered subject to availability.
Errors and Omissions Excepted.

OPENING HOURS:
MONDAY - FRIDAY
8.30am - 5.30pm,
SATURDAY
8.30am - 1.30pm.

RIMMER BROS

HELPING TO PRESERVE BRITISH CLASSIC CARS

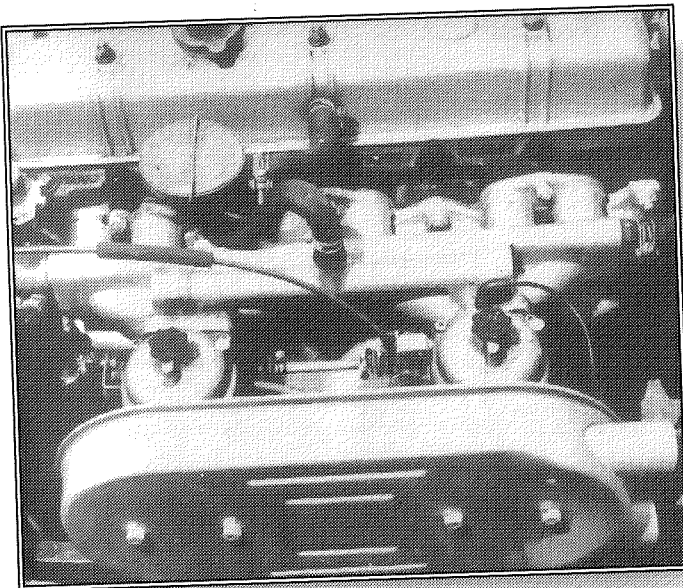
proper hairy Sports car," as any of its antecedents, and satisfying value for money.

The next Triumph excitement came from the GT6 which in addition to normal testing also underwent a rigorous thrashing while running in convoy with a +2 E-type Jag and a Maserati "Gobbler", or Ghibli, as the makers prefer it. This momentous meeting occurred on a journey to Thruxton and we were very pleased with the unruffled way that the Triumph kept station with the two thoroughbreds ahead... that's until we hit a long straight and the Gobbler departed at roughly twice Britain's legal limit!

Motive power details are the same as the Mk2 Vitesse, using a straight six 1998 c.c. unit. Again it's a long stroke engine, but nothing like so markedly as the TR6's, peak power is at 5300 r.p.m. and is quoted as 104 b.h.p. maximum torque comes halfway round the officially recommended rev band with a limit of 6000 r.p.m.

The GT6, with steel shell end backbone chassis, weighs but 17 cwt, and has always performed well. Recently S-T decided it would be nice to make it (and the Vitesse 2 litre) hold the road better. Basically the all-independent springing is used, but the transverse leaf rear end has been modified, by fitting outboard drive-shaft couplings and properly locating the uprights at an angle that gives a small amount of unladen negative camber; radius arms control any rear wheel patter during violent standing starts.

That naturally leads us on to the go-go-go section, which is pretty good news for anyone with £1191 to spend on the O/D and chrome wheely version



The 2ltr straight-6 gives smooth power and reasonable economy with O/D.

that we tried. Changing gear at 38, 56, 80, and the ton for overdrive third ditto for direct fourth, we managed the following times:-

0-60 m.p.h. in	7.6	seconds
0-60 m.p.h.	10.4	"
0-70 m.p.h.	13.4	"
0-80 m.p.h.	17.6	"
0-90 m.p.h.	24.8	"
0-90 using top, instead of O/D third, took;	25.5	secs.
Standing quarter mile:	17.2	secs.

Top speed (best and mean) 107 m.p.h.

After this flat-out session we tried the flexibility in top gear and third individually, finding that it's only marginally faster than the Vitesse throughout the range up to 90 m.p.h.

Overall fuel consumption throughout the test - not including taking acceleration figures - was 26.1 m.p.g. On the same sort of use the TR6 recorded 19.6 m.p.g.

During our 700 mile test the

GT6 acquitted itself well. The characteristics of present Triumphs seem to be towards effortlessly smooth performance and better quality interior finish than their rivals: this fastback has all these admirable qualities and others which would entitle the makers to put a label across the back either with Baby GT on, or "this car is a scaled down E-type Jaguar Coupé!" Should look pretty good in leather bordered plastic chrome, lettering, specially for the occupants of executive label land. The gearbox and brakes together with the later suspension make hurling the GT6 around more fun than in days of yore, but we couldn't really raise enthusiasm for the steering which is geared at over four turns lock to lock, even if the turning circle is minute.

Other points we didn't like were the bonnet power bulge which obstructs the view for shorties, cockpit heat inside

the small cockpit on hot days despite a generous ventilation system, wind noise from the side window area over 100 m.p.h., rather harsh ride at low speed (probably a worthwhile sacrifice for its smoothness when really trogging along) and finally to go with our remarks about the steering, we think that in their efforts to avoid the dreaded oversteer S-T have gone too far and made the car rather nose-heavy on sub-40 m.p.h. bends.

"Our" Vitesse Mk 2 was a well thrashed convertible that had been used for photography, so it arrived complete with scrubbed out front tyres and few dents. All the same we wouldn't have swapped it for the saloon version during the hot week of our trial - even at midnight we found it warm enough to thrash through Berkshire's lanes without any cooling of ardour.

The unique point about the Vitesse is that it's a four seater convertible that goes well: with the hood down we managed 98 m.p.h. and we'd

assume another four miles an hour or so with it up. Acceleration is excellent so that it's easy to nip along main or country roads without lorries and such like chundering obstacles hindering a high average. Most of the running gear is the same as, or the same basic design as that on the GT6. The four bearing engine power output is the same, once again on twin 1 1/2 in. Strombergs, gearbox is all synchro with rather different ratios, suspension is as recounted before and the brakes are identical, but the Vitesse weighs around 11 cwt. more.

With overdrive, which packed up before we did the acceleration runs, and a tonneau cover, the test Vitesse sells for £1094 (basic saloon is £972) which seems real value to us. The only disappointment about its appearance is in comparison with richer brethren, for the spats are Herald type - as is the shell of course.

The light gearchange is similar to a Herald and the

ratios are okay with 36 m.p.h. in first, 56 in second and 75 m.p.h. in direct third. Presumably O/D third would carry it to over 90. Our timed runs were as follows 0-50mph in 8.1 secs, 0-60 in 11.1, 0-70 in 15.1 and 0-80 in 20.7 seconds. The standing quarter took 18.1 seconds. Overall m.p.g. was 26.1. Things we didn't like were the ease of selecting first instead or reverse - rather sweaty when at traffic lights, poor ventilation, heavy steering and lack of an oil pressure gauge - a remark which applies to the GT6 as well.

Good points seemed to us as value for money, performance. lights and wipers, parkability, heavy but good fade-free brakes.

Evolution seems to be a good thing for Triumph, but there must be change soon to join the ranks of past successes like the Herald, 200D and TR - a fuel injected and re-styled 1700-1300 maybe?

This article was supplied to the TSSC Archive by Member BOB HAYWARD



Unique Vitesse now has GT6 style power and is exceptional value.



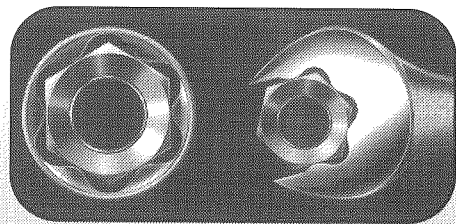
01858 434424

NEW FOR 1998

Metrinch

WALL DRIVE SOCKETS AND SPANNERS

Metrinch



The patented Metrinch wall drive profile drives only on the flats and not the corners. The dimensions of Metrinch sockets and spanners have been precisely calculated so that a single tool will operate on both metric and inch series fasteners.

i.e. a 19mm spanner can be used for 3/4 AF 3/8 BSW and 7/16 BSF even when either of these have been worn, damaged or rounded off.

10 PIECE COMBINATION SPANNER SET



COMPLETE WITH TOOL ROLL POUCH

This 10 piece combination set is equivalent to a 28 piece conventional set.

10 Piece	19	18	17	16	15	14	13	12	11	10
mm	19	18	17	16	15	14	13	12	11	10
AF	3/4	23/32	11/16	5/8	19/32	9/16	1/2	15/32	7/16	3/8
BSW	3/8			5/16	1/4			3/16		
BS/BSF	7/16			3/8	5/16			1/4		

P&P
£4.95

Spanner set
MCS10 10 Piece kit **£54.95**

14 PIECE SOCKET SET 3/8" DRIVE



COMPLETE WITH
HEAVY DUTY METAL TOOL CASE

These socket sets, help to save costs with their multiple applications you need less tools. This kit covers 90% of all bolt sizes on your Triumph!! Set includes:

- Standard sockets
10+3/8" - 11+7/16" - 12+15/32" - 13+1/2" - 14+9/16" - 16+5/8" - 17+11/16" - 19+3/4"
- Ratchet, reversible, 25 teeth gear
- Extension bars, 75mm+150mm
- Sparkplug socket, 19mm Hexagonal, extra long, with rubber insert, SW 16mm +5/8" AF
- As above but, SW 20.8 mm + 13/16" AF
- Extension bar, wobble-type, 40mm

P&P
£4.95

Socket set
MSS10 14 Piece kit **£65.00**



FAX: 01858 431936

ALL PRICES INCLUDE VAT

e.mail: offers@tssc-hq.demon.co.uk



A GY Herald in Australia

— by Graham Brookes —

A change of occupation in 1986 promised free time most evenings and weekends. This allowed time to realise one of my long-term dreams: to restore a classic car. I spent some months assessing the possibilities. Finally, I concluded that a Triumph Herald would be my best bet, primarily because of its separate chassis construction. Another 18 months passed before I found one in reasonable and restorable condition.

The Heralds were never a very popular car in Australia; struggling against the popular Mini-Minor, an increasing variety of Japanese imports, and the leaning of Australians toward 6 cylinder cars. The standing joke

"To the best of my knowledge mine is the only GY Herald in New South Wales, and possibly one of only two remaining in Australia. The only other one known to me is in Queensland."

is that, in the long run, most of the Heralds were snapped up by Simms Bros; our largest scrap metal dealers!

I bought my Herald in April 1989 for \$700 (about £300). It took some time before I realised that its Commission Number GY7642 held special significance. "G" for saloon, of course; and "Y" for coupé. I had bought a coupé equipped saloon. As I dismantled it the truth began to dawn: here was a saloon equipped with the 948cc coupé engine, differential and instrument panel. Everything points to it being a 1960 model constructed, I presume, from CKD, by the Standard Motor Company (Australia) Pty Ltd. In Australia this GY saloon was known as the "51 Special" (50.5 BHP at 6,000 rpm, as compared to 38.5 at 4,500 for the saloon). It was also known as the "Town and Country" model. The other numbers which apply are:



Competing in Tulip Line Race



Chassis number - A/75528, Engine Number - KB953, Gearbox - G29936. The diff number is unreadable - it's probably been driven over a boulder! The body number, on a Standard Motor Company (Australia) Pty Ltd plate, is 1039 KA T. If anyone can help me decipher that I'll be very happy. To the best of my knowledge mine is the only GY Herald in New South Wales, and possibly one of only two remaining here in Australia. The only other one that's known to me is in Queensland.

Fortune smiled on me: the car had very little rust; just a small patch below the rear screen and another behind each rear tail light/overrider. The driver's floor pan was non-existent. The chassis was rust-free.

My new job provides opportunities for a number of overseas trips each year. July 1989 found me at St Andrew's University, Scotland. Wandering around the car park I spied a lovely Powder Blue Vitesse. The following morning I hung around the car

"“Could you explain all of this, Sir?”

"Well, it's like this, I'm restoring a Triumph Herald."

"Okay, I accept that, but why 5 pairs?"

"Well, I hope to have a collection in future!" Good answer!"

four door model with the rear fins cut off and rounded down. On a flight to New Delhi, India, in October 1990, I asked a fellow passenger, an Indian, where I could find car parts. He told me to try the Kashmir Gate area in Delhi. Here I found, a tiny store, Delhi Auto Sales. And there I was able to buy all sorts of parts for incredibly low prices. How about Quarter vent rubbers? "Certainly, Sir, Rs150/- (£3) per pair". "I'll take 5 pairs please." And so it continued: Oil filters for £1, front suspension kit for £2,

steering rack gaters for 80p per pair, brake master cylinder for £3, and those elusive door channels for £3 the pair. Serendipity!



she promised to get some information for me. The next morning, she gave me a John Kipping catalogue my first introduction to the Kipping Emporium. Back in London enthusiasm thought nothing of a day trip to Coventry to buy my first supply of bits and pieces, 72 quids worth.

Some parts I wanted were simply not available at the time: quarter vent rubbers and door glass channels were two examples. But I was becoming more knowledgeable about the Herald and its variants; among other things, that it had been built in India as the Gazelle: a

On returning to Sydney it just happened to be the occasion that I was 'invited' to participate in Australian Custom's random search program. So, as you can imagine, there I was, with 5 pairs of quarter vent rubbers, 5 pairs of tail light lenses, a dozen oil filters and so on.

"Could you explain all of this, Sir?"

"Well, it's like this, I'm restoring a Triumph Herald."

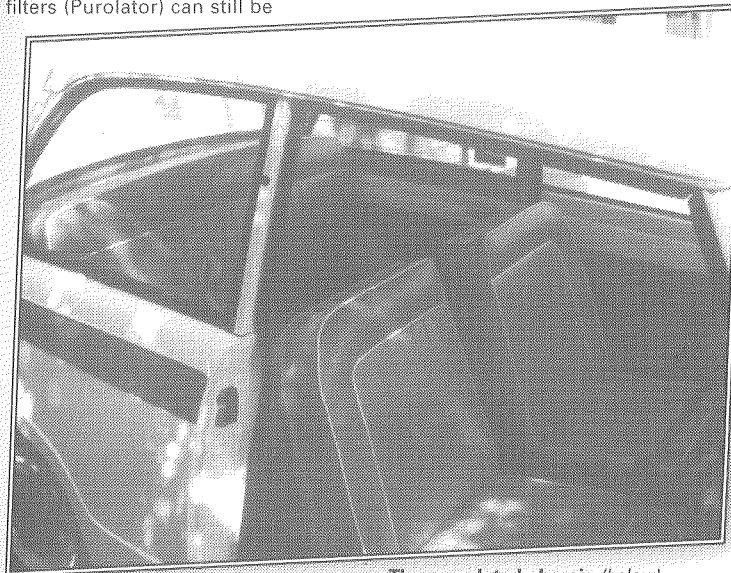
"Okay, I accept that, but why 5 pairs?"

"Well, I hope to have a collection in future!" Good answer!

"Well now, Sir, about the total value; you have so much, is it all

valued at less than \$400 (£200)?" Invoice flourished: the total cost £50! Phew! Unfortunately Delhi Auto Sales is no more. But oil filters (Purolator) can still be

had caused major structural damage, and some loss of life, in the city of Newcastle, some 160km north of Sydney!



The completed chassis (below).

bought from other stores in Delhi for a fraction of the price asked here in Australia.

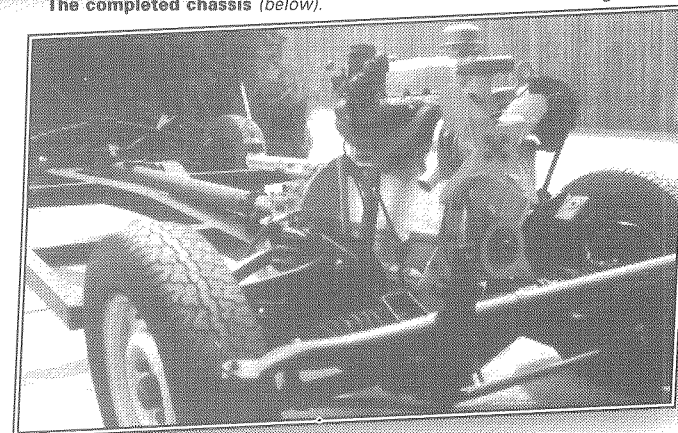
On subsequent trips to the UK I've discovered Six Spares, Rimmer Bros, and, of course the TSSC, as suppliers of essential parts. These trips have also allowed me to attend the TSSC International Weekend in 1995, and the Duxford 'All Triumph Day' in 1996.

Anyhow, back to the restoration. The chassis required nothing more than a lot of hard work to clean it up and repaint it. The body required very little work. I had enough welding skills to repair the rust damage behind the tail lights and below the rear screen. The only thing I had to contract out was a fairly seriously stretched area on the bonnet. My great moment of excitement came when, with the complete body sitting on timber undergirding on top of four oil drums, I was cleaning off the underbody sealing. Suddenly the whole thing began to sway! I moved faster than I had for many years. With previous experience of living in Indonesia I thought, "Hell, that was an earthquake!" Sure enough, the evening news reported an earthquake which

My late brother-in-law was a fully qualified mechanic. He helped me to dismantle the engine, and arranged for it to be crack tested

and reconditioned. At around £500 this proved to be the most expensive part of the restoration. Since then I have had the gearbox fully reconditioned, with parts bought from Rimmer Bros. Mechanically however, the only part that has not had any attention, excepting for an oil change of course, is the differential.

Disaster struck when I contracted out the repair of the interior upholstery. The front seats were to be fully recovered and the squab of the rear seat repaired by inserting a new piece along the top. This area presents a common problem in Australia where the sun fades and eventually dries out the vinyl. Despite the repairer's confidence that he could match the original



"My great moment of excitement came when, with the complete body sitting on timber undergirding on top of four oil drums. I was cleaning off the underbody sealing. Suddenly the whole thing began to sway! I moved faster than I had for many years."

maroon, the seats came back in a completely different colour which I later discovered to be "Atlantic Red"! I have to admit, I really did prefer Atlantic Red to Maroon! So, when the repairer offered to completely recover the rear seats and the door trims free of further charge, I found his offer too good to refuse. But this meant a change from my original plan to restore the car as nearly as possible to original.

Actually this 'disaster', and the change from original colours, allowed me to reassess my final

choice for body colour. I have to admit I really didn't like the creamy colour in which the car was finished. (I have not been able to identify the original colour. Perhaps it was Pale Yellow. That problem may be solved if someone can help me decipher the body number.) And so, to match the new upholstery colour, I eventually chose two modern colours for the body: Mazda 'Formula-White' overall, with Ford 'Monza-Red' for the side blazes. These final colour coats were applied by my son, a qualified motor vehicle spray painter, though no longer working in the motor repair industry. The end result is certainly quite stunning.

The car was finally registered for road use on 4th August 1993. The only problem I faced was that the Roads and Traffic Authority inspector had to assure himself of the chassis number which, as you know, is attached to the chassis cross member below the front of the sump. Fortunately he had the car positioned over a pit so I was able to suggest he try using a mirror. Victory!

The history of GY7642 is uncertain. An original receipt that I found inside one of the front doors gave me some clues. Eventually, after a bit of detective work that would have pleased Sherlock Holmes, I managed to make contact with the daughter of the original owner. She told me the car had been bought from

Ready for registration...

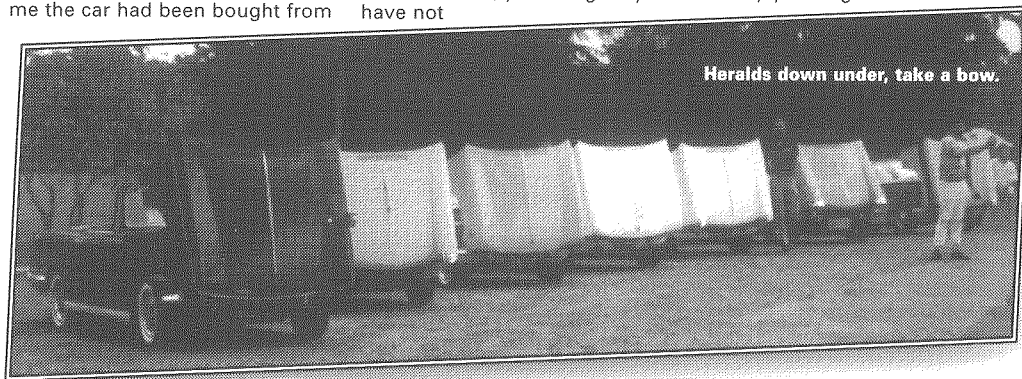


"The history of GY7642 is uncertain. An original receipt that I found inside one of the front doors gave me some clues. Eventually, after a bit of detective work that would have pleased Sherlock Holmes, I managed to make contact with the daughter of the original owner."

Two letter, three figure plates are no longer available in NSW. However, three letter, three figure plates, or six letter plates, are available, and, providing they have not

figure format, and it is as perfect description of the car as possible.

Unfortunately my busy life, and other interests such as boating, mean that TRI 948 gets very little use. My wife, Joy, and I entered the inaugural "Tulip Time Run" organised by the Australian Classic Car Monthly in September 1995. We experienced some overheating problems which we've since solved. With its all-round drum brakes, I find the car a bit scary to drive in Sydney traffic, particularly in comparison to my other car; a SAAB 9000 - which, despite all of its technical advances, still shows some affinity to the Triumph engines which were provided to SAAB many years ago!



Heralds down under, take a bow.

Norton's Garage at Hamilton, New South Wales, by her parents, Mr. and Mrs. Thompson. She had learned to drive in the Herald, and remembered that the original registration number of the car had been YE 188.

already been issued, specific configurations can be requested - for a price, of course! I requested, and obtained (for about £66) the number TRI 948. I could have tried for HERALD, but I thought TRI 948 to be the perfect solution. It conforms to the usual 3 letter, 3

TRI 948 is independently valued for insurance purposes for \$6,500 (about £3,250). Would anyone like to re-import it to the UK? (<gbrookes@nat.uca.org.au>)



Tommy the Triumph

G'DAY.. BROOKESY HERE WITH A FEW TIPS ON KEEPING YOUR CAR FULLY CHARGED...



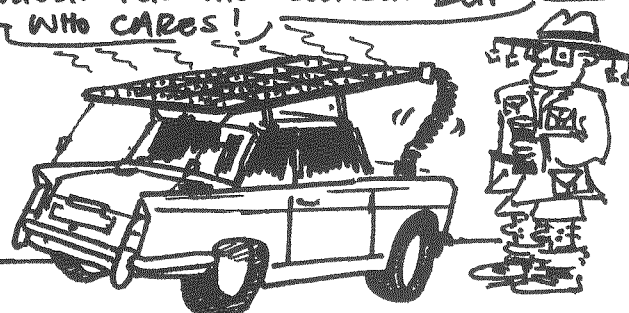
SOLAR PANELS, MATE!



HERE IN OZ, WE USE 'EM A LOT..



..TO KEEP THE BATTERY FULLY CHARGED...? COURSE, IT DOESN'T DO MUCH FOR THE LOOKS... BUT WHO CARES!



'COURSE, IN BRITAIN,



YOU MAY NEED TO CONSIDER AN ALTERNATIVE METHOD OF CHARGIN' Y' BATTERIES...



.. LIKE DRIVIN' YER CAR...



TSSC Services & Officers

CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£32.00 UK £34.00 EUROPE £38.00 OVERSEAS

RENEWALS

£30.00 UK £34.00 EUROPE £38.00 OVERSEAS

TSSC REGALIA MAGAZINE BACK ISSUES

TSSC INSURANCE INFORMATION PACK

TSSC - Main Street, Lubenham, Market Harborough, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

e-mail: tssc@tssc-hq.demon.co.uk

<http://www.tssc-hq.demon.co.uk/TSSC.html>

TSSC INSURANCE QUOTATIONS

FOOTMAN JAMES & CO LTD

TEL: 0121 561 6262 FAX: 0121 559 0814

VALUATION SERVICE - TRUDI SQUIBBS

TSSC, Main Street Lubenham, Leics. LE16 9TF
TEL: 01858 434424 FAX: 01858 431936

TSSC HANDBOOK

TSSC, Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 FAX: 01858 468228

TSSC VIDEO LIBRARY

TSSC, Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 FAX: 01858 431936

TSSC OFFERS

TSSC, Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 FAX: 01858 431936

RAC SCHEME

TSSC, Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 FAX: 01858 431936

MAGAZINE COPY DATE

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

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

TSSC, Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 FAX: 01858 468228
e-mail: Courier@the-studio.demon.co.uk

TSSC ACCOUNTS

BILL SUNDERLAND (Club Manager)

TSSC, Main Street, Lubenham, Leics LE16 9TF
Tel: 01858 434424 FAX: 01858 468228

Please only contact the relevant secretary with specific questions on each model and ONLY at reasonable times. Remember this is a voluntary service and each secretary will only deal with problems and enquiries in his own specific area and car model. Whilst any information given by the following officers is provided in good faith, no responsibility is accepted by them or the TSSC in the event of problems arising after acting on advice given.

TECHNICAL SECRETARY

Carl Heinlein, St Davids, Chepstow Road, Langstone, Gwent. NP6 2JR. Tel: 01633 412377 (between 6-7pm)

HERALD 948/1200

Bob Westgarth, 12 Palmer Road, Belle Vue, Carlisle, Cumbria, CA2 7NE. Tel: 01228 25227

HERALD 13/60

Phil Willson, 37 The Grove, North Cray, Sidcup, Kent. DA14 5NG. Tel: 0181 302 0059 (7-9pm only)

SPITFIRE Mk I/II/III

Brett Dennis, 284A Stanstead Rd., Hoddesdon, Herts. EN11 0RX. Tel: 01992 448542 (7-9pm)

SPITFIRE Mk IV/ 1500

John Thomason, 154, Coleford Bridge Road, Mytchett, Camberley, Surrey. GU16 6DS.

VITESSE 1600/ Mk I/ II

Mac Reynolds, 'Burrows Mill', Beeny., Boscastle, Cornwall. PL35 0HL.

GT6 MkI/ II/ III

Mike Scott, 'Brambles' 4, Blackberry lane, Cowes, Isle of Wight. PO31 7RB. Tel: 01983 293650

BOND

Bruce Pilbrough, 16 Arnhem Rd., Preston, Lancs. PR1 4QL. Tel: 01772 791378 (7-9pm)

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG. Tel: 01372 452292

AMPHICAR

David Chapman, 5 Sheringham Rd., Worcester. WR5 3RA. Tel: 01905 763192

TOURER'S TALK

Rick Roberts, 55 Shelbourne Rd, Cressex, High Wycombe, Bucks. HP12 3NQ. Tel: 01494 444373

INTERNATIONAL LIAISON SECRETARY

Léon Guyot, 5 Kenilworth Ave., Wimbledon, London. SW19 7LN.
Tel: 0181 947 7659 Fax: 0181 947 7659
e-mail: guyotleon@aol.com

EQUIPMENT STORES - LIAISON OFFICERS

Stuart Newbould, 242 Bradford Rd., Otley, West Yorkshire. LS21 3LT. Tel: 01943 463240
Tony Lancaster, Rignall Barn Cottage, Rignall Rd., Gt.Missenden, Bucks. HP16 9PE. Tel: 01494 890272

EVENTS AND EQUIPMENT

TSSC OFFICE, Main Street Lubenham, Leics. LE16 9TF.
Tel: 01858 434424 FAX: 01858 431936

ARCHIVIST & LIBRARIAN

Mike Costigan, 'Dumble Rise', 38 Ridgeway, Southwell, Notts. NG25 0DU. Tel: 01636 814050

NATIONAL CONCOURS ORGANISER

Chris Mills, 29 Carisbrooke Ave., High Wycombe, Bucks. HP12 4NL. Tel: 01494 463422
e-mail: 106201.737@compuserve.com

SHOW CAR REGISTER

Vicki Benson, 22 Romsley Close, Rubery, Nr. Bromsgrove, Worcs. B45 9UX. Tel: 0121 453 2602
(Until 9pm Eves) Temporary Address & Tel No.

AREA LIAISON

Annis Green, 65 Sheffield Rd, Birdwell, Barnsley, Sth Yorks. S70 5XF. Tel: 01226 745637

COMPETITION SECRETARY

Jo Field, 69 Neuville Way, Springfield, Desborough, Northants. NN14 2XT. Tel: 01536 763799



01858 434424

COME AND VISIT THE

Triumph Sports Six Club

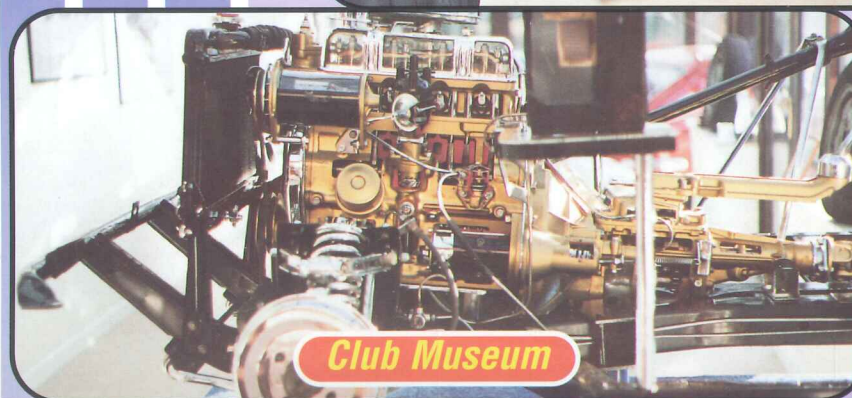
WORLD HEADQUARTERS

HOW TO FIND US

Leave M1 at Junction 20, take A4304 to Market Harborough. We are situated on right side of the road just before leaving the Village of Lubenham.



Club Shop



Club Museum



Car Displays

OPEN

9-5 Monday - Friday
Phone first for
Goods availability.

www.tssc-hq.demon.co.uk/TSSC.html