



# electric offers

WHILE  
STOCKS LAST!!

## West London's New & Used Spares Specialists

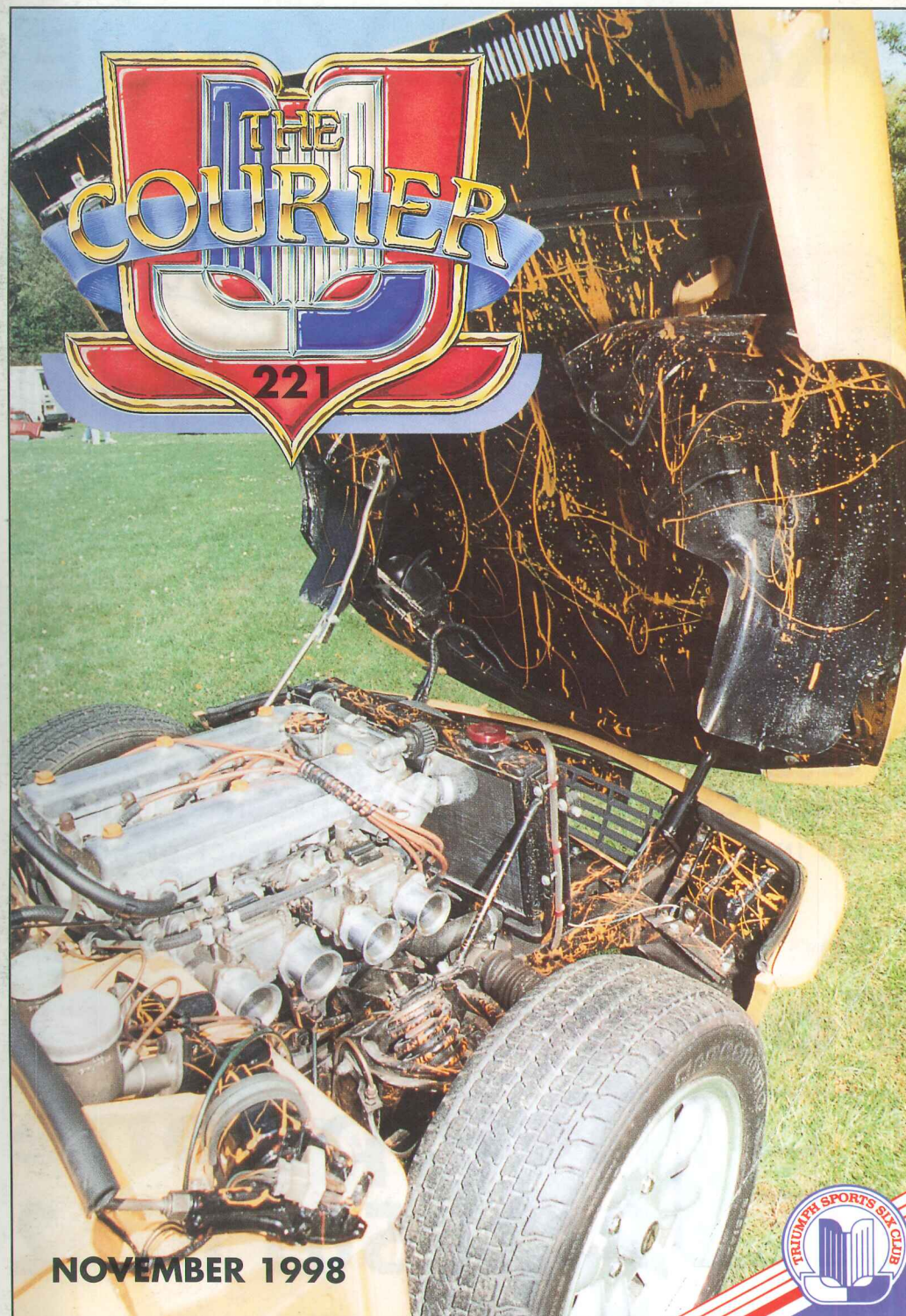
Lucas H4 Light Unit minus rim RHD Models	£40.00
Lucas 7" Sealed Beam Glass Unit RHD Models	£6.50
5 3/4" Outer/Inner Sealed Beam Glass Unit RHD Models	£9.00
Lucas Front Sidelamp Assembly (Late Spitfire & GT6)	£17.50
Lucas Amber Lens for Front Sidelamp (Late Spitfire & GT6)	£3.00
Lucas White Lens for Front Sidelamps (Late Spitfire & GT6)	£4.00
Front Sidelamp Assembly (Herald/Vitesse)	£30.00
Front/Rear Indicator Unit with Glass Lens (Early Spitfire/GT6)	£8.00
Front/Rear Sidelamp/Reverse Unit with Glass Lens (Early Spitfire/GT6)	£9.00
Rear Indicator Unit (Spitfire Mk3/GT6 Mk2)	£8.00
Rear indicator Lens (Spitfire Mk3/GT6 Mk2)	£3.00
Lucas Rear Stop/Tail Light Unit (Early Spitfire/GT6)	£32.00
Lucas Rear Stop/Tail Lens (Early Spitfire/GT6)	£7.00
Number Plate Light Units (Late Spitfire 1500)	£12.00
Lucas Chrome Number Plate Light Unit (Early)	£15.00
Exchange Starter Motors	£15.00
Exchange 4 Cylinder Dynamos	£21.00
Exchange 6 Cylinder Dynamos	£26.00
Exchange Unipart Alternators	£22.00
Exchange Wiper Motor (Early Cars)	£50.00
Exchange Wiper Motors (Late Cars) Lucas	£65.00
Lucas Control Box (Herald)	£17.50
Lucas Control Box (Spitfire)	£15.95
Lucas Control Box (Vitesse)	£21.00
Sampson Heavy Duty Battery (Spitfire/Herald/Vitesse)	£35.00
Sampson Heavy Duty Battery (GT6)	£60.00
Ignition/Horn/Overdrive Relay	£10.50
Starter Solenoid (Early/Late Cars)	£7.50
Reverse Light/Overdrive Inhibitor Switch	£6.00
Lucas Overdrive Switch in Centre of Gear Knob	£10.50
Lucas Indicator Stalk (All Cars Except Late Spitfire 1500)	£25.00
Light Rocker Switch - Spitfire 1500 (can also be used on Spitfire Mk4/GT6 Mk3)	£9.00
Lucas Overdrive Column Stalk (RHD/LHD)	£32.00
Oil Pressure Switch	£4.50
Temperature Sender Switch	£5.00
Lucas Ignition Switch with Key and Barrel (Early Cars)	£12.50

## British Sports Car Spares

303 Goldhawk Road, London W12 8EU Tel: 0181 748 7823 Fax: 0181 563 0101

All prices include VAT

Worldwide Mail Order Service



NOVEMBER 1998





# AGREED VALUE INSURANCE

Exclusive to Members of



**The Triumph  
Sports Six Club**

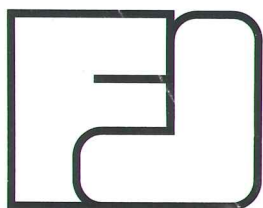
A unique scheme designed for owners of TSSC  
Vehicles available for all drivers aged 17 and over  
Breakdown Recovery plus Road Rage Personal  
Accident Cover and Motor Legal Expenses included

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

No. 221

## The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

**Vol 19. NOVEMBER 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](mailto: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,  
& Jo Sunderland.  
Triumph Sports Six Club,  
Main Street, Lubenham,  
Leics. LE16 9TF.

Tel: (01858) 434424

Articles/Area News

Fax: (01858) 468228

**Courier / Area News e-mail:**  
[courier@the-studio.demon.co.uk](mailto: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.

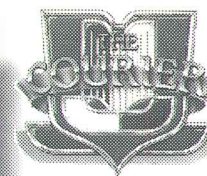
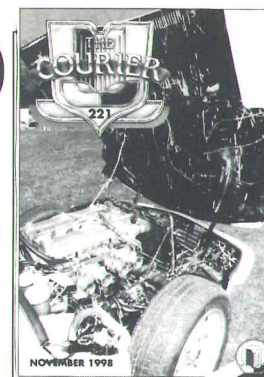
### COUNCIL MEMBERS 1998

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:  
Paul Days'  
'Pyrotechnical'  
underbonnet display  
S.E.M. 98  
Pic Lewis Barton

## Contents OCTOBER 1998

Events Calendar .....	4
Comment .....	5
News Review .....	6
Cop Shop .....	7
Specials Register .....	9
International Concours .....	11
Vitesse Register .....	14
Vitesse IVR Update.....	16
Spitfire I, II, III Register .....	22
Handbook 2000 .....	26
TSSC 21st Competition.....	27
Bond Equipe Register .....	28
The Spirit of Adventure .....	30
International Update .....	38
Race Report.....	42
Where will I stow that? .....	46
International Liaison Sec Report ....	52
Showcar Register .....	56
Pen to Paper .....	60
Model Heralds.....	52
The Golden Age of Motoring? .....	65
John Macartney Remembers.....	68
A Sporting 75 years .....	74
Tommy the Triumph .....	80
TSSC Officers .....	82
Plus Area News Review/ Classified Newspaper.	



# T.S.S.C. Events Calendar

**T**his 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

### NOVEMBER

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

### JANUARY

FRI 22nd/SUN 24th  
TSSC WINTER WEEKEND  
Fosse Manor Hotel,  
Stowe on the Wold, Glos.  
Contact Dave Bird 01245 441819

## NATIONAL & LOCAL TSSC INVITED '98

### NOVEMBER

SUN 29th  
THE FOOTMAN JAMES  
17TH NORTHERN CLASSIC CAR SHOW  
GMEX Centre, Manchester

**COULD ALL EVENT  
ORGANISERS CONTACT  
TRUDI AT H.Q. OF  
DATES FOR THE 1999  
EVENTS CALENDAR AS  
SOON AS THEY BECOME  
AVAILABLE**

# SHOWCAR *Register* CARS WANTED



**T**he Register has been formed to enable the Club to locate a wide selection of Club cars that meet the necessary standard required for display vehicles, either for national classic car shows/events or for articles in classic car magazines and other national publications.

Any car in A1+ - Concours condition or with special history/interest is eligible to register.

If you are unsure as to whether your car meets the above criteria, please ring me and I will be happy to discuss it with you.

**John Muggleton 01858 434424**

# 66 Comment

by Peter Williams

... back with a few  
snappy thoughts.

**N**ews in Classic Car  
W e e k l y  
(September 30th)  
which reported  
the fading chances/delay of the  
setting of a British Standard for  
lead replacement fuel. This was  
reinforced a week or so later in

to be of any great difficulty for  
our cars. You've just got to make  
the choice between the engi-  
neered approach (with a short  
term cost bullet to bite) versus  
the replacement fuel/additive  
options (longer term cost?).  
Choice of course needs  
accurate and reliable informa-  
tion so I am indeed keen to see  
the results of the FBHVC's  
planned additives/device testing

there waiting for us to buy, with  
more items available than ever  
before. In return, our commit-  
ment to the Trade has to be to  
get out and to drive and enjoy  
the cars, replacing parts and  
rebuilding as necessary.

Perhaps our greatest ambas-  
sador for demonstrating the  
practical use of our cars is  
Spitfire Mk.IV/1500 Register  
Secretary John Thomason who  
as members will have read is off  
on his travels again - from  
London to Cape Town.  
Accompanied by none other  
than John Kipping, we wish  
them both well.

Car-wise personal cringe of the  
summer: the sometimes petty  
points scoring within various  
rival organisations' seemingly  
endless claim and counterclaim,  
lobbying for each to be 'the'  
support organisation for the  
Classic Car Movement.

Car-wise personal joy of the  
summer: firing up the Vitesse  
and hood down, heading off -  
anywhere.



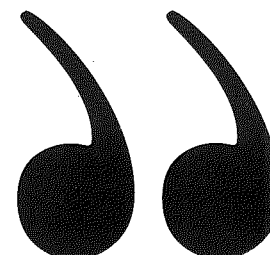
Off 'For the  
Drive of a  
Lifetime'  
John  
Thomason's  
Vitesse MkI  
'Zoom'

the Sunday Mail also suggesting  
the delay being due to a legal  
issue - regarding some other  
lead replacement fuel. Rival  
petrol organisations are also  
reported to be rather cagey in  
not wishing to give away their  
own particular plans as 1999  
quickly approaches.

My own personal view and that  
of many others remains that the  
leaded fuel issue will not prove

programme which itself appears  
to have been delayed a little.  
Still, we should hear more about  
this later in the month at the  
FBHVC's AGM. I am looking  
forward to it.

Regarding the use of our cars,  
on a recent visit to Rimmer  
Brothers I was reminded of their  
and other like-minded  
companies' commitment to our  
marque. The spares are out





# TSSC NEWS

## Review

Your monthly round up of all  
News of a Triumph nature

### Stolen Herald

Herald 13/60. Stolen in Stevenage on 15th September 1998. Green 13/60 Saloon VMD 583 G. Chassis No. GE 21880 DL. Engine No. GE 23912 HE. Car is fully roadworthy and has had new front wings, front valance and chassis cross tube.

Any information to PC Matthew Hollingsworth  
TEL: 01438 757000 Ext: 7002 (Crime Desk) quoting  
Crime Number . E1/98/4318

### Channel 4



Deals on wheels is back!  
And they're looking for people  
like you. They are looking for  
people with a tale to tell and a car to  
sell who are interested in participating in the new  
series. you must be selling, or seriously considering  
selling, your prized motor and not camera shy.

If you are interested, or know people that might  
be, they would love to hear from you NOW!

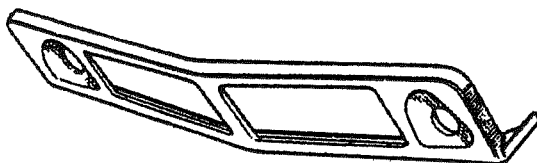
Please contact the Wheels team  
Glasgow Office Tel: 0141 353 3222  
London Office Tel: 0171 831 7331

or send information to:-  
**DEALS ON WHEELS**  
Ideal World Productions  
93 - 97 St Georges Road  
Glasgow G3 6JA

'Deals on Wheels' will not sell your car for you but  
they are interested in filming the story behind the  
sale of your car.

### Brand New Panels

Ian Wheeler at Chic Doig's informs me that a much requested Early Spitfire Panel is once again available. He informs us that the quality is excellent and that the panels was remade to match the original. The panel in question Suits all Spitfire 4 Mk1 and II's and can be ordered from them at a price of £68.09 inc VAT and Post if you quote Part No. 613340 Surround Grille Assembly.



This panel perfectly compliments the addition to Chics' range of early Spitfire reproductions such as the fibreglass Factory Rally style bonnets which are also available from him and for those of you who did not attend this year International Weekend and did not see them in the flesh here's a picture which is courtesy of our friends at 'TRIUMPH WORLD' Magazine.



For more details and to order any of the above items contact  
Chic Doig on his Parts Depot No. 01592 640714

# Cop Shop



by Mike Crewes

This month I bring  
you more bits and  
pieces of usefull information  
on Constuction and Use

### Suspension:

There is no specific Construction and Use offence regarding suspension. If it is fitted, then it should work as it was designed to. Virtually all cars on the road today (except some Veterans) have suspension. If it is maintained and adjusted correctly, then there is no problem. If the vehicle has been neglected, as some of our cars have been in the past, then the suspension may need attention. The suspension includes all springs, dampers and bushes.

The maintenance requirement is under Regulation 100 Road Vehicles(Construction and Use) Regulations1986. It states: 'A motor vehicle, every trailer drawn thereby and all parts and accessories of such a vehicle and trailer, shall at all times be in such condition that no danger is caused to any person in or on the vehicle or trailer, on a road'.

### Brakes:

Under Regulation 10 (Construction and Use) Regulations: Every part of every braking system and the means of operation thereof, fitted to a motor vehicle or trailer, shall at all times while the vehicle or trailer is used on a road, be maintained in good and efficient working order and be properly adjusted.

There is a defence for a defective ABS (Anti-lock Braking System). This is that it became defective during a journey where it was operating correctly at the start or where the vehicle is being driven to a place where the

defect was to be rectified.

It matters not how many braking systems are fitted, each one has to work correctly and be correctly adjusted. This includes brake fluid. Due to the attraction brake fluid has for moisture, your brake fluid may not do the job properly. If it is more than about two years old there may be enough moisture in the fluid

### Steering:

Regulation 27 states: 'All steering gear fitted to a motor vehicle shall at all times while the vehicle is used on a road, be maintained in good and efficient working order and be properly adjusted.'

This means no play anywhere and no stiffness either. Our cars

**"... Always use a new can of fluid for every change or top up. The moisture in the air space inside the can will contaminate the fluid ..."**

that, when it is heated by the brakes, it may boil so that you end up with no brakes. All motor manufacturers recommend a complete brake fluid change regularly. Fluid seals also perish and should be changed regularly. It is too late to change the fluid or seals once the brakes have failed!

One final thought on brake fluid. Always use a new can of fluid for every change or top up. The moisture in the air space inside the can will contaminate the fluid. Why put in fluid which may contain more moisture than that which was taken out? Fluid does not mix in the system; the oldest fluid is always nearest the wheel cylinders.

are prone to perishing of the rack clamp bushes. Check these regularly. Engine oil assists the perishing action and guess where they are fitted? Yes, you got it, on the front cross-member under the engine. Rack movement sideways can easily be seen if someone moves the steering wheel from side to side. Keep front trunnions well oiled as well.

If you have a query or topic on Road Traffic Legislation why not write to;

Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN enclosing a stamped, addressed envelope, or email: mikecrewes@compuserve.com





# Hurricane

Anne Dyson's Vincent Hurricane  
owned by her since 1973

By Trevor Collett

This month's featured car is  
Anne Dyson's Vincent Hurricane

TRIUMPH Specials

Anne and her Hurricane have cropped up in this column several times before. I can't remember exactly when I first met them but they seem to have attended exactly the same car shows as my Moss and me for many years. Anne is a genuine enthusiast who has owned this car since 1973; then it was a common or garden Spitfire (no disrespect) and she herself carried out the conversion to the Hurricane.

The photo was taken at the London kit car show at Kempton Park this year. It was the first time I had seen the car with its natty new registration number. Anne's choice of letters is easy to understand but I don't know if there is any significance in "491". The car is not just a weekend carriage but used everyday just as nature intended.

I get more phone calls from people looking to convert their Spitfire into a kit car than I do from Herald or Vitesse owners. The first thing I say to them is that there has only ever really been one kit designed for the

Spitfire wheel base - the Vincent Hurricane. There was once a car called the TX Tripper that was Spitfire based and about which I have written - and may do so again one day. All the other well known, relatively speaking, club kits, Spartan, Gentry, Moss for example all require the Herald / Vitesse length of chassis.

As kit cars go Hurricanes are particularly civilised - they retain the Spitfire window mechanisms and hood, you can even use a hard top. The strong fibre glass body is very good looking and maintains the lift-up front end that makes life so much easier in the engine compartment. The people enquiring of me about Hurricanes normally do so because their Spit body is badly rotted and they think that using the chassis and mechanicals in a kit is a cheaper option than a rebuild. I always explain that this is not necessarily true. Rebuilding our tin

"... as kit cars go Hurricanes are particularly civilised - they retain the Spitfire window mechanisms and hood, and you can use a hardtop ..."

cars keeps getting easier with more and more replacement body parts available - obviously the actual costs depend a lot on how much body repair you can do yourself, welding often being the sticking point, pardon the pun.

Building a kit is not cheap - the cost of the new body, usually fibre glass, is not insignificant and when you've got the body off you will want to refurb all the greasy bits. Then there is the internal and external trim bits, many of which will be different from the donor car. So why build a kit car at all? You do end up with a car that is even rarer than the "standard" club cars and, if you are not a welder, you have the satisfaction of knowing you built the whole car yourself.

Is the Hurricane kit still available? Well to be honest I'm not sure; I haven't seen it advertised anywhere for a long time but the company most recently supplying the kit is Caburn Engineering of Haywards Heath in West Sussex, telephone 01444 450007.

# Anne

It's about time I did a review of what kits are currently available for our cars; if you've recently tried to contact Caburn, or Moss or any other supplier please let me know by letter or phone how you got on.



## CLASSIC SPORTSCAR SERVICES

OVER 15 YEARS EXPERIENCE ON  
CLASSIC TRIUMPH SPORTSCARS



UNLEADED CONVERSIONS: Book Now!  
WINTER SERVICES: FREE ANTI FREEZE!

2000 sq ft Modern workshop facilities

dedicated to the maintenance of:

SPITFIRE - GT6 - VITESSE - HERALD

WE OFFER A POLITE AND  
PROFESSIONAL SERVICE

SOUTH EAST ENGLAND'S PREMIER SPORTSCAR CENTRE  
WORKSHOP: 01732 464545

UNIT4, BLOCK 2, VESTRY TRADING ESTATE, OTFORD ROAD, SEVENOAKS, KENT. TN14 5EL

### CARS FOR SALE

- SPITFIRE, RED, MOT, TAXED, GOOD CONDITION, HARDTOP, SERVICED £2500.00
- SPITFIRE, MKIII RESTORATION PROJECT £300.00
- TR6, 150 BHP, O/D, RED, MOT, SERVICED, NEW HOOD, VERY FAST £5250.00
- LOOK! STANPART GT6 MK III ROOF ASSEMBLY

- \* SERVICING \* MoT REPAIRS \*
- \* SPARE PARTS & ACCESSORIES \*
- \* CLUTCHES \* TYRES \* EXHAUSTS \*
- \* FUEL INJECTION & CARBURATION \*
- \* BODYWORK \* HOODS \* INTERIORS \*
- \* ENGINE TUNING \* WELDING \*
- \* CARS BOUGHT & SOLD \*
- \* RADIATORS RECONDITIONED \*
- \* NEW ENGINES \*
- \* RECONDITIONED GEARBOXES, DIFFERENTIALS & AXLES





# International Concours

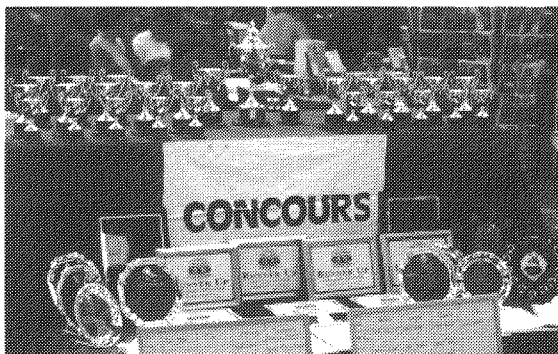
by Angela McGowan

An introduction from your  
New TSSC International  
Concours event organisers

**W**e are pleased  
to confirm  
that Angela  
McGowan

and Sue Bagshaw will be your  
new TSSC International  
Concours Organisers, two  
exceptionally well organised,  
knowledgeable people . . . . So  
ended Chris and Alison Mills' last  
report as Concours Organisers in the  
September 1998 Courier, but we must point  
out straightaway that their  
comments on us being  
"organised and knowledgeable"  
have yet to be justified! However, Chris and  
Alison have worked extremely hard over the  
last few years and we will do our  
best to follow in their  
footsteps.

For those of you who  
have not come across  
us before, here is a bit  
of background on  
your new Organisers:  
We have been both  
interested and  
involved in concours  
over many years, Sue  
with her white GT6  
MKII and me with three  
GT6 MKIIIs. We have  
competed in Club  
events, various



shows and in the Autoglym National Classic Concours Series. Additionally, we have both judged in concours competitions in the TSSC and in other Clubs too (and got the scars to prove it!).

So, having sat back and enjoyed the efforts of many in the past, we're now on the other side of the fence, faced with the task (maybe unenviable?! ) of running the Concours but hope that with our experience of having 'been competitors', we can build on what Chris and Alison have achieved. And it is now to you, the competitor, that we look for the way forward.

If it ain't broke, don't fix it". There's no point in change for change's sake but neither should we sit back and be complacent, so please let us know of any particular points you would like considered, For example, we have already been asked to look at raising the mileage

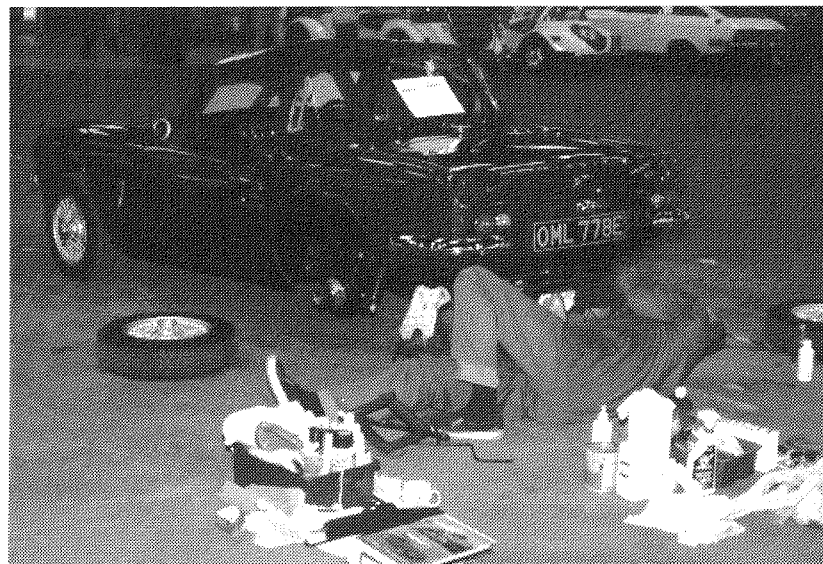


from 2000 to 3000 a year in the Cruised and Used Class. Is this something you would like to see happen? If yes, why? If no, why? Although only a very recent introduction, the Cruised and Used Class has proved a popular addition. Is this a category that needs expanding? The classes

your car on a daily basis, etc., 'pride of ownership' remains a factor throughout - it's even believed that the Romans awarded prizes for the best turned out horse and chariot before a race!

The array of cars at this year's International was truly outstanding and included many vehicles that hadn't been seen for sometime. We would like to see you all again in the Concours at next year's International together with some new faces. If you are thinking about competing but not sure what's required or how to go about it, then tell us! For that matter, any questions you have at all, we will try and answer, either through this page or personally. We're waiting to hear from you.

Angie and Sue



*P.S. Concours tip  
of the month: Soft  
cotton stockinette  
is better on your  
paintwork than  
yellow household  
dusters. What's  
more, you reduce  
the risk of the odd  
duster finding its  
way into your  
washing machine  
loaded with white  
shirts that seem  
to inevitably end  
up the colour of  
pale custard . . . . .*

we have at the moment have  
been in place for sometime and  
whilst not proposing any radical  
changes, maybe the odd change  
here and there in the criteria  
might well encourage you to  
have a go?

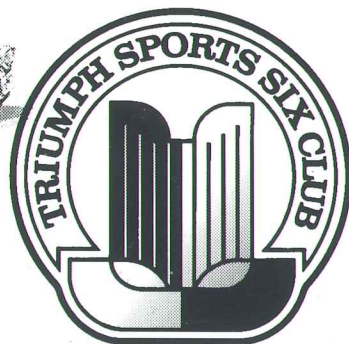
Undoubtedly, some of you  
reading this think that those who  
compete in concours are one  
spanner short of a tool kit. Well,  
we all enjoy our Triumphs in  
different ways and whether you  
race, enter in classic runs, use

**" . . . 'pride of ownership' remains  
a factor throughout - it's even  
believed the Romans awarded prizes  
for the best turned out horse and  
chariot before a race ! . . . "**



# AGREED VALUE INSURANCE

Exclusive to Members of



**The Triumph  
Sports Six Club**

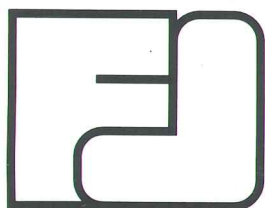
An exclusive scheme designed for owners of TSSC  
Vehicles available for all drivers aged 17 and over  
Breakdown Recovery plus Road Rage Personal  
Accident Cover and Motor Legal Expenses included

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



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**

**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*

**M.W. Restorations**

Classic Car Restorations

Tel: 01799 584994

Correspondence  
Chestnut Cottage  
Clavering  
Saffron Walden  
Essex CB11 4QL.

*Technical Tip  
of the Month*

Workshop:  
Ash Tree Farm  
Ashdon  
Saffron Walden  
Essex CB10 2NB.

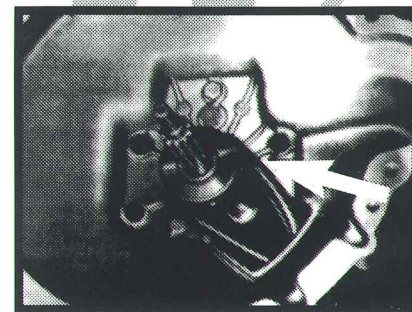
## GEARBOX LEAKING OIL?

Lots of causes of this, but before you take the box out, check the simplest first!

If you look under the car and the oil appears to be coming from the small drainhole at the bottom of the bell housing, check that your gearbox hasn't been overfilled, (can often happen when you fit a recon box).

This can cause oil to flow out through the front input shaft area, and look as though you have a gearbox leak.

If you're lucky, all you have to do is drain a bit off and you're away!



All the best *Mike.*





# It's good to Talk

By Mac Reynolds

To start this Register ...  
I will ... (with plenty of  
Macdots!) ... wish Phil  
Willson ... (Ex13/60 Sec)  
... a fond farewell ...



TRIUMPH Vitesse

**I** for one will miss your dry sense of humour Phil ... I did enjoy all those 'digs' at my style of writing ... but there again, without the dots it wouldn't be me!! ... All the best with your bus interests ... and yes! What did happen to 'Crazy Horse'? ...

OK ... a quick couple of thankyou's ... firstly to Andy Smith of High Wycombe ... who passed onto me a few old photographs of VPP ... It is nice to be able to gather together pieces of her history ... thanks.

Thanks too to Sean Jones (Somerset A.O.) for sending in his story regarding Tax Exemptions and Rebates etc. This relates to when he returned his Vitesse 'Velma' back onto the road after her 'body-off' restoration ... "We used to have a Vehicle Registration Office in Taunton, so I went along with all the appropriate paperwork to tax her etc. As she is registered on the 3rd January 1971, I thought damn, I've missed a free years Road Fund Licence for the sake of 3 days, but after reading several articles on the subject I was ready to do battle with the argument that the car was man-

ufactured in 1970 so must therefore qualify for exemption. Sure enough when I got in front of the queue and handed over the paperwork the response came "I'm sorry sir, but you fail to qualify", I played the trump card and responded with the date of manufacture argument ... to which the reply was, "Hold on I've read a memo about that somewhere". The lady rummaged through her paperwork and suddenly announced "Here it is". I read the memo, the important fact being that it

**"... We should all stick out for our rights more, stand up and be counted! ..."**

stated that all cars registered up to and including 7th January 1971 were in fact eligible for exemption, so my application was processed there and then without any charge being incurred. I still wonder to myself that if I hadn't challenged that initial decision that day I would now be £140 worse off, makes you really think" ... Yes Sean, I know what you mean ... Do we as the good old British public accept too many things? We should all stick out for our rights more, stand up and be counted! I very often think that this country will one day sink under a mound of paperwork and memos! One of my pet hates at

the moment are 'E' mails ... People sitting in front of monitors (as I am now!) writing memos to the person in the next office!! We are going to loose the art of communication!! ... Get up ... Go next door and speak! "It's good to talk" ... (my telephone account will confirm this!!!) ...

Reading Phil Wilson's last Register ... and his remarks about if he continued he would soon have to start repeating himself for the benefit of newer members ... I do have to admit

that's the way I feel sometimes as was echoed in the last Courier in the Pen to Paper pages with a letter from Nevill Cooper (Nottingham) who is having problems with a 'silent horn'. I have mentioned ... this must be quite some time ago now (my first Register was in April 1991) ... but this problem can be sometimes cured or at least assisted by thorough cleaning of both contact surfaces ... with 'Brasso' or similar ... then a good smear of Vaseline or similar! That's at the steering wheel end, then at the steering coupling end connect a length of wire to 'bridge' the steering coupling itself, (using

the steering coupling securing bolts). This will replace the non existent earth that should run up the steering column ... It cured my own intermittent problems ... This brings us onto another interesting suggestion ... you can of course purchase a Club Technical Directory (compiled by Peter Williams) which lists all the articles and tips referring to any specific area of our cars that have been published in The Courier (and Turning Circle) magazines since July 1980 ...

For example ... with reference to horn problems ... it lists ... Horn Circuits p22 Dec 84 no 54. Horn Operation p32 Aug 82 no 26 Horn Problems p3 Apr 82 no 22 p5 May 82 no23 Horn Sorting p27, Aug 95 no 182 Horn Sorting p51 Oct 95 no 184

I haven't had a chance to cross reference all of these articles (one of which should be mine!) ... but it highlights the fact that we can find out how to cure most problems ... by other members' experiences ... and that information can be found ... it is out there somewhere! ... Hope that helps Nevill ...

Actually, a problem that I (VPP) is experiencing at the moment is a slight bit of bonnet movement ... in as much as I think that it must be wear in the two front pivot spacer tubes ... as the bonnet has moved back only a slight fraction ... but just enough to rub (and therefore squeak) on the front of the



bulkhead/wheelarch section ... It put me to wondering if these tubes/bushes could be manufactured in a hard plastic/nylon ... Whatever ... I will soon need to do a little further investigation to prevent any real wear and to stop me going mad with this Chinese water torture of faint squeaking! ... I had to change VPP's alternator this week for the same reason ... it worked perfectly ... but did insist on giving out a high pitched whine (especially when under load) the bearings not being too well ... but I can put it in the boot/on the shelf as a spare ... (for those of you considering a conversion to an alternator it's a Lucas LRA 100) ...

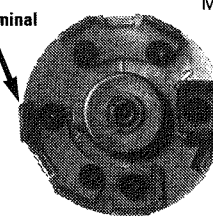
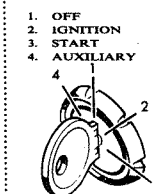
A missing link from last month's article was the ignition switch diagram ... with reference the fitting of a cigarette lighter ...

And finally ... only one featured Vitesse this month (lucky ... as I'm having a complete tidy up ...

and the contents of my loft are in my study/junk room ... what a disaster area!! ... I had to search and search to find this photograph! ... GRT 99J belongs to M W Sharpe since 17/3/86 when it started a complete body off rebuild ... which was only finished in 1993! - the colour was then changed to Triumph White ... the only other information on GRT is that at some time in its life it has had its rear suspension changed to that of a MKI ... strange. That's my ramblings over for this month ... I'm off to see the Saw Doctors in London this weekend ... then it's 'Beeny Bonfire' ... then it's Christmas ... and the New Year ... what will that hold? Whatever ... it's all part of life's rich adventure ... make the most of each moment!! Make sure you do ... Thanks ... take care ... cheers

Mac.

Auxiliary Power terminal



Ignition Switch REAR

**GRT 99J  
Belongs to  
M W Sharpe,  
looking good  
after its  
rebuild**



# Vitesse IVR's



**A**n Event which cannot pass unmarked, is the 30th Anniversary of the launch of the Mk2 Vitesse at the Earl's Court Motor Show, 16th -26th October 1968. October 68 - Ah yes, I remember it well. (No, I do.) "Those Were the Days" had recently edged "Hey Jude" off the No.1 spot. Concorde was a few months short of its first test-flight. (My Saloon was being built, back at Canley!) GB appeared to be full steam ahead.

It's fascinating to see the scale of the Triumph operation at that time. "Our" Canley factory was exhibiting separately from the Speke Factory. Speke were showing the mouth-watering TR5 (in White with Black trim); the 1300 (White/Tan); the 1300 TC (White/Black); and the USA spec TR250 (again in White/Black). Across the Floor, Canley were showing the 13/60 Convertible (White/Black); the new GT6 Mk2 (White/Tan); the 2000 (White/Tan, Automatic); the Spitfire Mk3 (White/Black with Overdrive); the Herald 1200 (White/Black); the 1300 (White/Tan); the 13/60 Saloon (White/Red, with Sunroof); two 2500 PI Saloons, a Show model (White/Blue with Overdrive) and a Turntable Car (White/Tan). But starring of course, a Mk2 Vitesse Saloon (White/Red); with pride of place on the Turntable given - sorry, Mac! - to the Mk2 Vitesse Convertible (White/Black).

There would have been many other signs of Triumph around. Bond were showing the Equipe 2-litre Mk2 in both Convertible and GT forms, and the GT4S. All the major component manufacturers to Triumph were exhibiting, which for instance in the case of Pressed Steel Fisher whose product was Car Bodies, had them showing a Damson/Black 2000 Saloon as their component! What days!

Well - to IVRs. I can't write anything to compare with memories of Mary Hopkin and mint Mk2s on Turntables! So I'll be brief this month. In fact the IVR mail has been very subdued anyway - it must be a reaction to my comments in September Courier saying how well the response was holding up - it all suddenly went quiet! Now I know a lot of

by Dick Plumridge

Owners, especially of Mk2s, have promised to put pen to IVR or to get friends to do so. Well - please do! There should hopefully be a new blank IVR in the November Area News, and - I'm pleased to say that Bill Sunderland has agreed Members can use the "FREEPOST" address when sending-in IVRs to TSSC HQ. (But please, if you wish to receive the Reply letters back that we provide, we still need the self-addressed envelope and two loose 26p stamps! - this whole thing is a self-financed effort to help fellow-Owners.) I'm pleased to say that over 20 of the known-but-not-yet-IVR'd Mk2s on my "WANTED" list back in May, are now IVR'd - thank you everyone, but I believe there's just a few hundred more out there yet! This really is an excellent time to do an IVR, with Winter coming and less work possible on the Car itself. An IVR and a follow-up on all the sources that our Reply letter suggests for you, will make an excellent project to complete from your fireside! If I can get enough new IVRs in, I'd like to re-publish in the New Year, March's Table showing totals of all different Models, and Colour combinations. Many are still extremely rare.

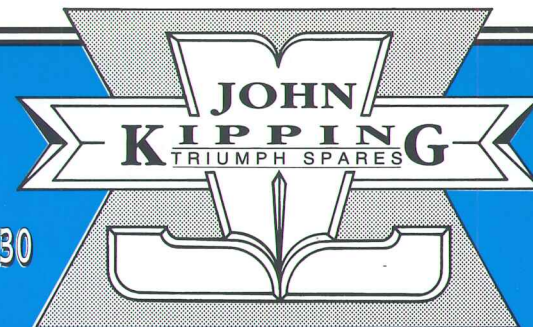
You may have noticed John

Muggleton has taken-up the running of the Club's Showcar Register. Now, while the IVR scheme wants to know about **ALL** Cars, whatever their condition (even deceased!) - all the same, I get IVRs on many Cars that look worthy of "Showing". Once John can get a supply to me therefore, I'll enclose with my Reply Pack to you, one of his Application Forms. But I'd like to assure you I won't be putting-up your name myself - that's entirely for you to act on or not, as **YOU** wish!

Finally I must just say how sorry I am that Phil Willson has had to drop the 13/60 Register, having given it great commitment for many years. I do know though that he has other "deserving causes" to devote effort to - they need him too - and I understand his need of support from the Register Members!! Phil was keen to help extend the IVR scheme to 13/60s and other Models, and I hope his successor will feel the same. Our intention remains to keep the scheme going indefinitely, and - importantly - to combine the different Registers periodically, to bring out those things we share amongst the different Models - popular colours, adjacent Registrations, same Dealer, same Day etc etc. Thanks Phil, and best of luck.

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

CLOSE RATIO  
GEARBOXES NOW  
AVAILABLE FOR  
ROAD OR RACE USE

SPITFIRE 1500

£195 EXCHANGE

SPITFIRE IV

£195 EXCHANGE

NOTE: SPECIAL CLUTCH PLATE  
REQUIRED FOR SPITFIRE IV  
APPLICATIONS. RING FOR  
FULL DETAILS

WHEN YOU RECEIVE THIS COURIER  
JOHN KIPPING AND JOHN THOMASON WILL  
BE SOMEWHERE IN THE MIDDLE EAST  
IN THE VITESSE - KEEP YOUR  
FINGERS CROSSED!



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



## 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.

Collection and Delivery Service available. Open some evenings

## M.W. Restorations

*Classic Car Specialist*

**SAFFRON WALDEN, ESSEX.**



## OCTOBER COMPETITION WINNERS

Congratulations to

Mr M. Cohen - Cirencester

Mr S. Dinsdale - Notts

The correct answer was 13

A luxury Autoglym Valet pack is on its way  
to both winners

See page 27 for details of this months  
Anniversary Competition



## HQ OPENING TIMES

**NOVEMBER** - CLUB H.Q. WILL BE OPEN  
AT THE USUAL TIMES DURING THE WHOLE OF  
NOVEMBER 9 - 5 MONDAY TO FRIDAY  
9 - 1 SATURDAYS

NOTE: WE ARE OPEN ON SAT 7TH NOVEMBER  
FOR MEMBERS WISHING TO VISIT ON THEIR WAY  
TO THE N.E.C. SHOW

**DECEMBER** - OPEN AS USUAL UNTIL  
5PM WED 23RD (XMAS BREAK)

OPEN DAY - DUE TO THE POPULARITY OF THE  
DECEMBER OPEN DAY LAST YEAR WE WILL BE  
OPEN FROM 9 - 4PM ON SAT 12TH DECEMBER  
(DISCOUNT AVAILABLE TO VISITORS PLUS POST  
FREE ORDERS BY PHONE)

SEE DECEMBER COURIER FOR FURTHER DETAILS  
PLEASE NOTE - LAST POSTING DATE FOR ORDERS  
REQUIRED BEFORE XMAS IS THE 19TH OF DEC

**JANUARY** - RE-OPEN FROM XMAS BREAK  
ON MON 4TH JANUARY 9 - 5 MONDAY TO FRIDAY

**SATURDAYS** - WE WILL BE CLOSED ON  
SATURDAYS UNTIL THE 6TH OF FEBRUARY  
HOWEVER! - OUR JANUARY SALE **WILL** TAKE  
PLACE ON SAT 9TH JANUARY 9 - 4 PM  
DISCOUNT TO VISITORS  
PLUS POST FREE ORDERS BY PHONE





## 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)	£49.29
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 Mkl, II, I/II/GT6 Mkl)	£76.31
Rear Leaf Spring (Spit MkIV/GT6 Mkl)	
(High spec won't sag)	£87.24
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
212867 Inner Flange	£25.26
214514 Outer Flange	£58.69
Rear Bearing Kit	£14.04
149769 or 149770 Wishbone	£24.95
308437 or 308436 Rear Vertical Link	£41.12
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	£699.00
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	
Servo Kit	£169.00
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) V/GT6/64	£54.56
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 (V/GT6, state chassis no)	£10.51

Full workshop facilities at only £22.00 an hour PLUS VAT

ALL PRICES INCLUDE VAT

Prices subject to change without notice.

You must mention this advert to obtain these prices.

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

Caliper Pistons from	£10.51
Front Brake Pads (type 12 caliper)	£12.86
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	£12.86
Brake Shoes V/GT6	£7.95
Brake Drums (all models) from	£25.85
Copper Brake Pipe Kits from	£31.66
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	£152.69
Spit Mk IV/1500 Bootlid steel	£164.44
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 overrid 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 I/II/III/GT6 I/II 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)	£99.94
Vitesse all types (state year and model)	£140.95
Spitfire Mkl, 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 (also see below)	£140.94
Adaptor pipe 1500 (fits standard D/pipe to twin system)	£17.56
1500 Spit downpipe for use with adaptor/twin system	£35.19
MkIII/IV downpipe (does not need adaptor) for twin system	£29.37
GT6 Mk III downpipe for twin system	£29.37
GT6 MkIII (complete stainless system)	£136.24

#### HOODS AND TONNEAUS

Standard PVC Hoods, all at	£88.06
Vynide Hoods, all at	£105.69
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 Mkl - 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	£23.44
Gearbox Tunnels Fibreglass all at	£22.91
Pair Survivors (passenger with Mirror) Spit/GT6	£25.73

We are now on the Web!

Visit us at

[www.trgb.co.uk](http://www.trgb.co.uk)

From our website you can download our price disc which contains over 7,000 part No's. The additional search facility helps you find the part required, e.g. type 'Hood' and it will list all the Hoods we sell. If you do not have access to the Web then give us a call for a free price disc



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

# TRIUMPH AUTOJUMBLE AND OPEN DAY ON SATURDAY 21<sup>st</sup> NOVEMBER

EVEN  
BIGGER  
THAN  
BEFORE!

AFTER LAST YEARS SUCCESS WE ARE DOING IT AGAIN!

TRIUMPH AUTOJUMBLE WITH NO SENSIBLE OFFER REFUSED!

"OPEN" WORKSHOP WITH FREE TECHNICAL ADVICE  
ON TUNING, RESTORATION AND REPAIR

FREE FUEL INJECTION TEST

TIPS OF THE TRADE ON BUYING A TRIUMPH

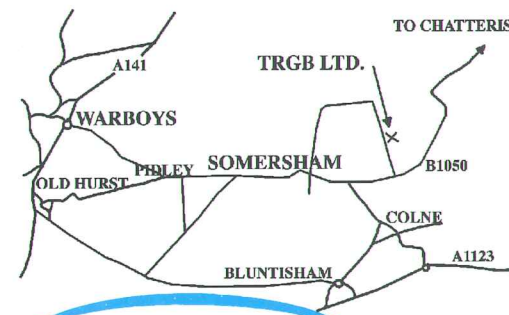
LEARN HOW TO MAKE A TRIUMPH HANDLE

10% OFF MOST NEW PARTS!!

FREE COFFEE AND LIGHT REFRESHMENTS

MAKE IT A DIARY DATE, FROM 9.00AM UNTIL 5.00PM

ARRIVE EARLY AND GRAB THE BARGAINS!



FREE !

IF YOU DON'T HAVE A CATALOGUE  
PLEASE CALL US AND WE WILL  
POST YOU ONE TODAY!  
PLEASE STATE YOUR CAR MODEL  
AND POST CODE.

IF YOU NO LONGER OWN A TRIUMPH  
PLEASE NOTIFY US SO THAT WE MAY  
REMOVE YOUR NAME FROM OUR  
RECORDS. THANK YOU.

CATALOGUE

TRGB LTD.

UNIT 1, SYCAMORE INDUSTRIAL EST.

LONG DROVE, SOMERSHAM,

HUNTINGDON, CAMBS. PE17 3HJ.

TRGB LTD  
01487 842168





# Economy Spitfire Part II

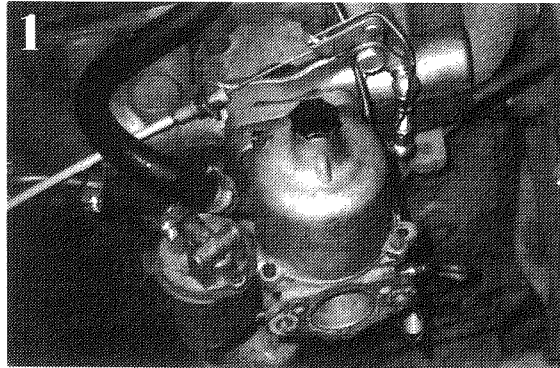
By Brett Dennis

This month I round out the story of fitting a Single Carb conversion to your Spitfire

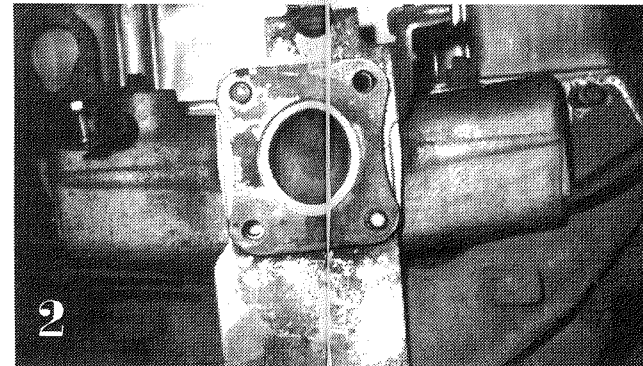
TRIUMPH Spitfire I.II.III

As with John Thomason I also own one of our cars fitted with a Dolomite 1300 manifold and 1 1/2" SU Carb. I thought of doing a similar article to John's but as he has beaten me to it I will have to resort to the second half of the article. Before leaving John's excellent article I found that when having the choke knob pulled out fully, the choke actuating lever was only on fast idle (strange). Having a look through the Toledo and Dolomite Workshop Manual I find that they use a special choke cable attached to the Dolomite throttle linkage bracket. John and mine uses the standard Spitfire fitment but cannot work properly. To overcome this I had to weld a small collar onto the Dolomite throttle linkage bracket then drilling a small hole to accept a screw to bite the now re-routed choke cable outer casing and hey presto full choke every time.

"... Well that's what the book tells me, but I like it because it's **BIGGER** with more power on tap, fingers crossed ..."

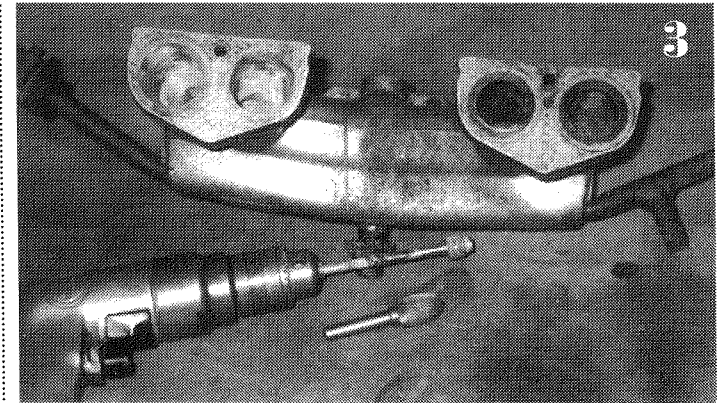


This carb and manifold is a very good set up, but what got me thinking was the fact that mine has four mounting stud holes machined into the manifold to carb flange, and John's has only two? Anyway I have a complete MG Metro engine spare (or I did have until recently) and I know the carb on that is a four stud fixing HIF6 SU. I wonder if that will fit and work? Well there's only one way to find out. The HIF carb (horizontal integral float chamber) is the most recent development of the SU. It has been designed primarily to meet the requirements of exhaust emission control carb systems. The float and inlet valve mechanism are contained in a housing underneath the carb body. This housing also contains a device which alters the main jet position in relation to the metering needle which enables the carb to maintain a very accurate mixture ratio control over a range of operating conditions. Well that's what the book tells me, but I like it because it's **BIGGER** and in theory more power should be on tap, fingers crossed.

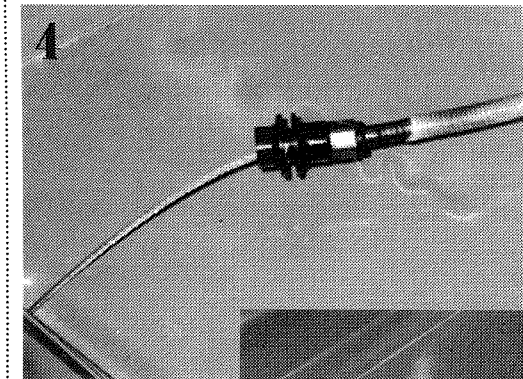


Does the HIF6 fit the Dolomite manifold? Yes, but as you can see from photo number 2 there is a difference in the intake size. This should be ground out to same size as the spacer gasket. (Note HIF6

comes with heat shield). While you are enlarging the intake you might as well enlarge the rather small manifold ports photo number 3. The ports on the left have been modified. Use the black soot marks as the maximum size and follow right the way through. As you can see I used an air drill with different size mounted stones and arbors bought from a market stall. You can use an electric drill with success with a minimum R.P.M. rate of 2.200. You will have to extend the 1/4" shank of the stones by welding an old bolt



The accelerator cable is a little bit more tricky. Photo number 4 shows a Metro accelerator cable to carb connector fitted to a Triumph Herald (which is the test car) accelerator cable.

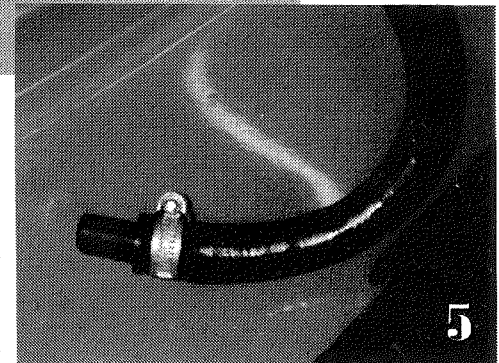


This just unscrews with a little force from the Metro cable. The same applies to the Herald cable. Now fit cable to carb, but an early Spitfire has a rod linkage accelerator device I hear you

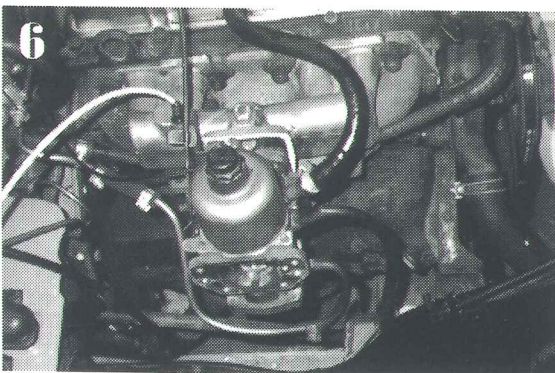
say. Well there are two ways of overcoming this small problem.

**One:-** construct some sort of bracket to weld etc to the accelerator lever on the carb to attach the problematic rod linkage or **Two:-**

pump the accelerator pedal and linkage and fit Spitfire MKIV or 1500 accelerator pedal and cable (I have also seen Heralds/Vitesses fitted with this set up to get rid of the original organ type pedal). The crankcase ventilation tube requires the adaptor taken in fact from the Dolomite carb, photo number 5.



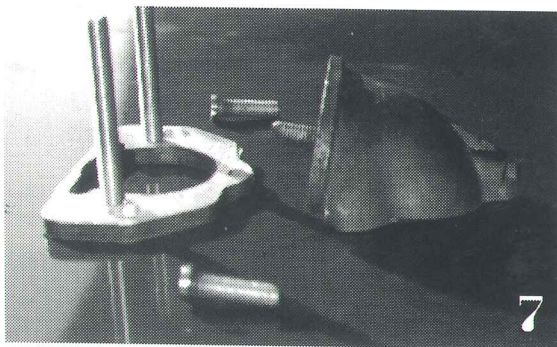




As you can see from photo number 6 this the complete set up fitted to my test car. Note extra length of petrol pipe required not needed on early Spitfires as original pipe is routed to the front of the engine. The vacuum pipe remained unchanged. The HIF6 rubber vent tube is kept and fastened to brake pipe with a cable tie.

The only thing missing now is a suitable air filter. I plan to fit a Speedograph HS6 gauze filter or a K and N HIF6 filter if I can find a second hand one at the right price, but for the time being I adapted the Metro trumpet to filter casing to take the Dolomite filter box. As you can see from photographs 7 and 8 this does fit

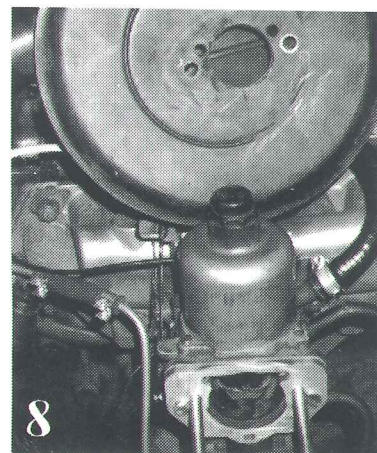
No hesitation or flat spots. Very good. I turn the engine off and fit colour tune, start up again and adjust mixture which is weaker than the MG Metro. Time to take it for a spin. The improvement is notice-



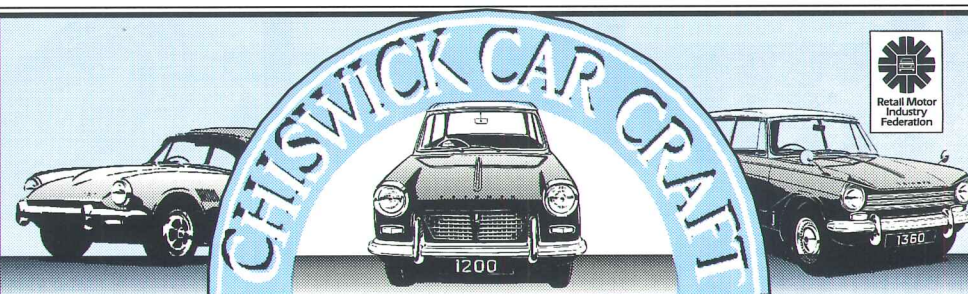
able immediately, far better acceleration from a standing start right up through the gears. O.K let's see how fast it will go down the A10 with my foot to the floor in overdrive top. What can I say it just flew compared with before the conversion, I had the speedo needle on 100 mph mark! I have been using the car in this state of tune over a month

now and have no bad news to report, even the fuel consumption is much better.

If other modifications were also carried out to the engine, such as four branch manifold, stage two head etc. even more power is to be gained which I intend doing at a later date. This manifold will only fit the 8-port 1296cc engine, what about the 6-port 1147cc engine I hear you cry. I have looked at the use of the MG Metro manifold onto the 1147cc head but there is a 1/4" difference on both inlet ports. I don't think the two can be made to marry up without some sort of bridging piece. Maybe someone out there is willing to have a go, it's got to be worth a try. As this is a very maintenance free carb with only the needle and jet which needs replacement (no spindle or butterfly problems) there are thousands of them lying around in scrap yards at a minimal cost. Have a go and tell me how you got on.



but air flow is very restricted. Now's the time to see how well this conversion works. Choke pulled out, turn the ignition key and after the 3rd or 4th turn of the starter the engine fires up. Push choke in slightly to reduce the revs. Straight away the engine seems to be running smoother even with the choke out. Let engine reach normal running temperature and push the choke in. Adjust idle and then press accelerator pedal to check engine response.



**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**



**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.**

**ALWAYS  
A Selection of  
Cars For Sale  
and also  
Cars Wanted**

**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**



# Handbook

# 2000



by Peter Williams

**T**hose members who have recently joined/renewed and those doing so over coming months will have received or will be receiving copies of the latest edition of the Members Handbook. Even though this has just been published we are already looking at ways to improve the publication with the Year 2000 edition. What we intend is to include more information on Club services, to keep the directory of Trade services as up to date as possible and to include more useful information on club cars and driving assistance. What all this will need is space which is always at a premium.

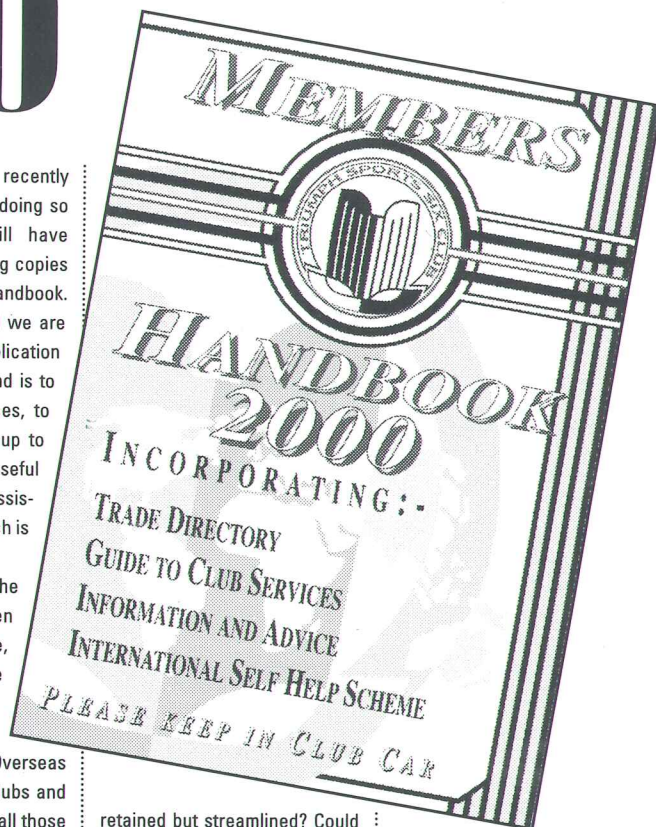
With this in mind and as written in the foreword of the Handbook it has been suggested that the Self Help Scheme, certainly in its current format, may have outlived its usefulness. What it does and does well is show the tremendous Triumph camaraderie across the UK and Overseas throughout the TSSC and other Triumph clubs and this is to be encouraged. I have written to all those other clubs whose members have contributed to the Scheme to request their views and to ask just how relevant the Scheme is to them and how, if things are changed can we retain and improve those contacts. Regarding detail content, it's fun listing what tools and practical/amusing help those listed might have available but how useful are these entries? Owners of both classic and everyday cars increasingly have 'free' breakdown schemes included in their insurance policies making the Self Help less relevant. How useful are the UK and Overseas sections? Should they be

retained but streamlined? Could this be done on a few names per Area, County or Region basis? We need your views - not just on the relevance of the Self Help but also to suggest other information that you would find useful in an annual Members Handbook. What is not included now but you would like to see included? What is included now but you don't find useful or could be improved?

The most recent Club questionnaire resulted in very little response but I do hope that after some thought many of you will pick up the phone, e-mail, write or fax with your views.

Please contact me,

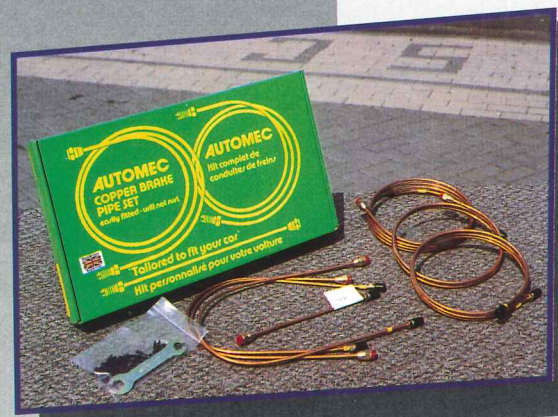
**Peter Williams**  
General Secretary,  
on behalf of the Members  
Handbook editorial team.



## TRIUMPH SPORTS SIX CLUB

## 21ST BIRTHDAY

## PRIZE DRAW



*For this months Competition we have four complete sets of AUTOMECH Copper Brake Pipe Kits up for Grabs*

***These Kits include all pipes for renewal of the braking system***  
***See page 5 of the 1998 Offers Catalogue for further details***

*To enter this competition simply answer the question below*

***Entries must be received by 30th November 1998***

***Question: Which Club Car has its 40th Birthday in 1999***

***Answer on a postcard to:***

*Please include mem no. & Daytime Telephone no.*

**AUTOMECH COMPETITION**  
**TSSC Ltd.**  
**Main St. Lubenham, Leics. LE16 9TF**





# Once up on

By Guy Singleton

**This month, Guy 'Fleashes out the Bones' of his interest in all things 'Bond'....**

BOND Equipe

**T**he rally at Cosgrove Park has now been and gone. It was a very enjoyable weekend, with sixteen Equipes present on Sunday, four of each model. It is the first time I have seen four 2 + 2s together. Two of them were also the furthest driven cars. Many thanks to Hilary Forrester and Bob Buckley of the Bond Owners Club for organising the weekend.

The rally certainly made me think of my 2 + 2 and I have now awoken it from its slumbers in the corner of the garage (some

wish - half of the garage!) and it now has a new MOT - pity the summer's finished!

Now for a bit about me and to show how deprived I really am I'll start from the beginning: Once upon a time, about 25 years' ago, daddy took his three sons to look at a car for mummy. The car was a Bond Equipe 2 + 2. The three boys squeezed in the back with heads bowed to avoid the low Coupe roof line. When asked "are you comfy?", they all nodded yes - daddy wasn't fooled and eventually bought a green Herald 12/50.

The story now moves forward a few years when, upon reaching the age of 17, I was looking in the paper for a car and saw advertised a Bond Equipe 4S - and recalled looking at the 2 + 2 many years earlier, and so

dragged my father off to Bristol to look at it; and a little while later I was the proud owner of half a Bond - dad bought the other half - wasn't he nice - £75.00 was paid for the 1965 silver/white and rust car FAX 59C - does it still exist? In time the car was repainted in a colour close to its original Cherry Red and had three engines fitted over a 3 year period before it was sold for £250.

It was at the time FAX 59C was purchased that, reading the Exchange & Mart, I saw an advertisement for the Triumph Sports Six Club - you will realise that this was very early in the Club's history when you see that my membership number is 77/00054!

Anyway, shortly after buying the 4S, looking for spares I heard of another Bond in a scrapyard near Gloucester, so off I went to have a look and returned with a complete 2 + 2 - 653 UHY. This was quickly put back on the road - two brake pipes and cleaning the rust out of the fuel tank. This car was kept for 10 years until the lack of a garage forced its sale.

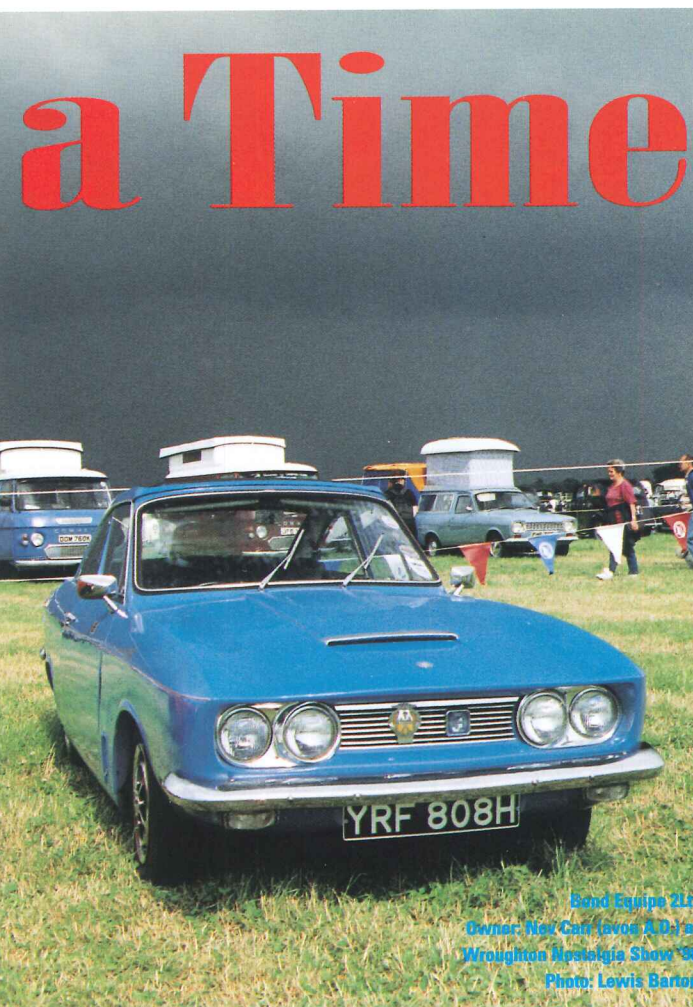
Now we'll fast forward through 10 years - one 4S, six 2 Litre Coupes, a 2 Litre convertible, five Heralds and a Vitesse, to the current fleet which includes a 2 + 2 Convertible - BCR 622B. Yes it's unique, Bonds don't travel

too well on their roof and anyway I had two of them at the time my brother rolled it. Next comes a 2 Litre Convertible which I have had for 4 years, XUL 718H - this has now had a body off chassis and floor rebuilt which started with doing the engine bearings!

Now for my latest toy, yet another unique car - a 2-litre MKII Estate - yes ESTATE - what, an ESTATE? I hear you cry, they never made one - well one exists so it must have been made. The car, registration SWV 352J, Serial No. U3/5005 was built March 1969 but not registered until 1 September 1970. I heard of the car via Shaun Ogbourne of Courier Van fame. He told me that there was a 2 Litre Bond outside a council house in Swindon so, as I needed a windscreen for the convertible, I went round and there it was - a 2 Litre Bond Coupé - very tired, 1984 tax disc on the screen, but for £100 for an overdrive car with a good windscreen - bargain, says I.

So the car sat in my garden for a year whilst I used the best bits, sold various bits - seats, rear screen, doors, etc.

In December 1994 I was thinking I would like a Club car that could be used all year even when it was wet - I don't believe in having the roof up! So seeing a 4S advertised locally I went to see it. It wasn't bad, but was full



Bond Equipe 2Lr  
Owner: Max Carr (exon. A.D.) at  
Wroughton Festival Show '98  
Photo: Lewis Barton

of water so I left it. Driving home, and as the stereo had been nicked, I got to thinking I had always had an urge to make a hatchback - but what about an estate?? The story of building the car will be the subject of a later article.

Last year, returning from Stafford the convertible was hit in the back, six months later it was repaired and treated to a full respray, the rear half being paid for by the insurance, the front by me - ouch! Footman James were very good - even chasing me for estimates!! In

general the work was well done but a lack of attention to detail in putting bits back let it down - I am slowly getting these sorted.

Finally, did you know that it's possible to tell the month and year in which an Equipe is built; if you look at the serial number it starts with a letter and a number eg U3 - this means 1969 - March. The months run 1-12 and the year codes are: 0 1963, P 1964, Q 1965, R 1966, S 1967, T 1968, 1969, V 1970 - then no more Bonds.

Chassis numbers for Equipes run as follows:

GT 2+2	0/5/101	P/10/545
GT 4S	P/9/1001	S/1/2934
GT 4S (1300)	S/2/2935	V/8/3505
2 Litre MKI	S/8/4000	T/9/4590
2 Litre Mark II	T/9/4591	V/8/5431





# The Spirit of Adventure

by John Thomason

**As announced last month John and Zoom are off on their travels again! This month, final preparations made for the trip**

**A**lthough the specification of Zoom hasn't changed significantly from last year's expedition, Zoom has none-the-less been completely stripped down and rebuilt. With all the mechanicals removed to leave a bare shell and chassis, the first job was to thoroughly

clean and repaint the chassis and underside, the purpose two fold. Firstly the cleaning was essential to enable a thorough examination of any otherwise hidden damage Fig.1 - which turned out to be the case with a long crack found across the n/s front outrigger Fig.2 which was welded up and reinforced. At the same time thick reinforcement plates were welded to the two rear outriggers one of which had failed around the n/s trailing arm/tie rod, not as a result of corrosion but fatigue. Back to the front and the two front suspension turrets which had started to buckle and come

apart were seam welded up and reinforced. The two unsupported edges running up to the spring plate were "boxed in" as shown in Fig.3. Whilst on the suspension turrets I discovered that all the bolts securing them to the chassis had worked loose. The reason for repainting the chassis was two fold. Firstly smooth Hammerite when dry is brittle and cracks, easily showing up any cracks or areas of stress in the chassis underneath. Secondly a clean chassis allows any leaks etc. to be quickly identified.

The first item to be refitted was the engine, which was all new and upgraded to 2 litre. To say it was new is not strictly true, since it was made up from bits of other engines John K. and I had. Nor can it be said to be standard, not in terms of performance but its make up. John provided the block and crank which came from a very early 2 litre MKI saloon, quite rare and chosen for the strength of the bottom end, with its large different size main bearings and the wide big ends. The crank was tufrided and then I removed any fraze marks etc. before it was polished. The rotating mass, Fig.4; 2 litre

# Final Zoom Preparations

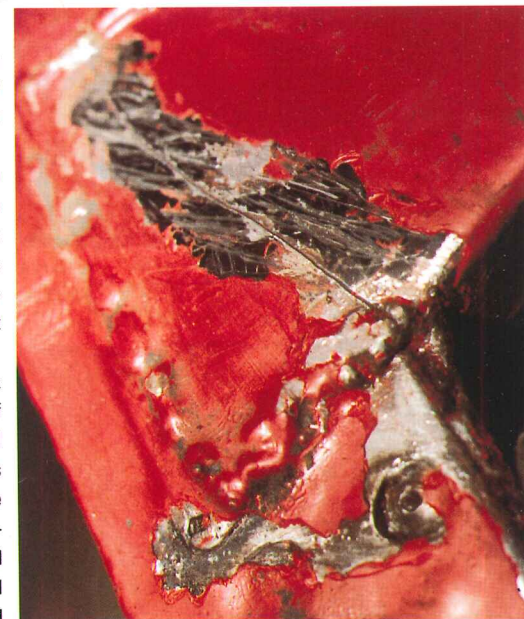
MarkI saloon crank, GT6 MarkII flywheel (which uses bigger bolts) and clutch cover, and Vitesse 1600 front pulley, was then balanced. Remarkably all were already in balance with the exception of a tiny amount of material being removed from the clutch cover. I am convinced that the quality and engineering of Triumph parts in the 60's was far better than those of the 70's. Con rods came from a 1600 Vitesse, being 33g lighter than the later 2 litre items. These were lightened and balanced end to end as were the 2 litre pistons. The remaining bits and pieces for the bottom end came from the donor 1600 engine, including the sump with a wire gauze strainer, which unfortunately had to be removed to enable a modern 2 litre oil pump to be fitted.

**"... one major change was to move the engine back 25mm. in order to provide "acceptable" clearance for an electric fan to be fitted this time ..."**

Playing the rule game enables us to fit the more efficient MarkII cylinder head to our strong MarkI bottom end. In order to do this the block was drilled and tapped to accept the larger the 3/8" cylinder head studs. The opportunity was also taken to

'deck' the block by skimming 0.015" off the top of the block to leave 0.005" between piston top and the top of the block. This improves squish and reduces 'end gas' leading to much more efficient burning of fuel.

Skimming the block also meant that if a standard MKII Vitesse head was fitted, along with the rebore, the compression ratio would be increased. I thought long and hard about what C.R. to run, having suffered from a lack of power through a too low C.R. on the Peking-Paris Rally, but also mindful of the fact that now



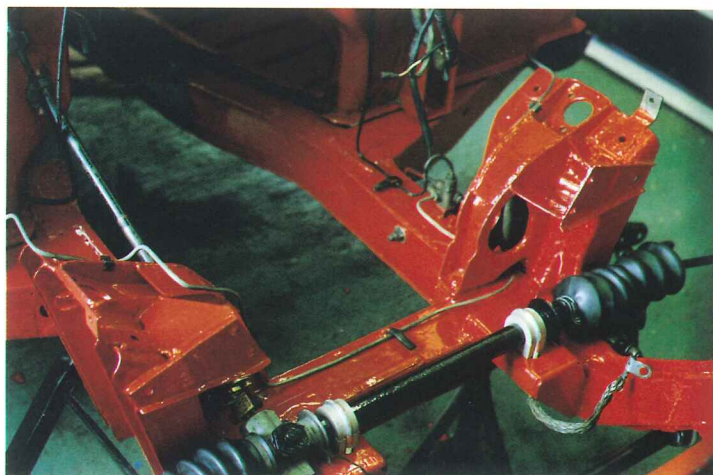
**Fig. 2**  
The cracked front outrigger, only discovered after cleaning and removing the cracked hammerite paint

achieve this I used the deep chambered 2.5 PI saloon head, which was then skimmed by 1.35mm to give the desired C.R. A little head work was done in terms of cleaning out the ports and chambers but nothing drastic. New valves and valve guides were fitted, opting for the smaller 2 litre MKI exhaust valve, preferring to have some "meat" between the valves for reliability rather than the increased performance of the larger Vit 2 litre MKII exhaust valve, and with the risk of cracking between the valves. Unleaded exhaust valve seats enabled this reduction in valve size. A performance cam wasn't fitted either, opting for the GT6 MKII/Vt.MKII 25°-65° cam, being a good all rounder for power, flexibility and economy. However, I did spend time, timing the cam to within 1°. Push rods from a GT6 MKIII were found to be the correct length, whilst double coil springs



**Fig. 1**  
A 'little helper' got into all those difficult to get at places





**Fig. 3**  
Chassis  
cleaned and  
ready to go.  
Note the rein-  
forced sus-  
pension  
turrets and  
alloy rack  
mounts

a TR5 were used, the double springs offering better reliability in the event of a coil breaking. One thing about building up an engine from bits and pieces of other engines is that it certainly shows up how parts changed over the years and how inter-changeable they are or not, eg. 4

65 cam - quite a rare beast.

MkII inlet and exhaust manifolds were used to mount standard 1.5 CD Strombergs and a mild steel (easier to repair in the field than stainless) Vitesse MkII exhaust system. Again considerable time was spent "fettling" the exhaust to gain

the original mounting bracket and new holes drilled 25mm rearwards Fig. 6. This worked very well but there were quite a few "knock-on" effects:- the accelerator cable bracket was moved from the end to the centre of the inlet manifold; the exhaust down pipe cleared the RH suspension turret better, but all the other "bends" were 25mm out, the O/D gearbox mount had to be relocated, the transmission tunnel was "fettled" to clear the speedo angle drive, the gear box cover was "remodelled" to accommo-date the more rearwards gear lever and finally the propshaft had to be shortened! All that to fit an electric fan! Mounting an electric fan through the radiator core as Kenlow suggest is a recipe for disaster, especially if the car is to be banged and bounced across some pretty



**Fig. 4**  
The rotating  
mass  
balanced.  
Note the  
areas where  
frazing was  
removed

cyl. "end" rocker pedestals are different to 6 cyl. ones, as are the spacers. Distributor drives and pedestals are also different between 4 and 6, the clamping plates being then different again, dependant upon whether a Lucas or AC Delco is used etc. I was lucky to have a Vitesse MKII distributor, a Lucas distributor with a tacho drive and the right advance for the 25-

maximum clearance to the ground Fig.5; more difficult than last time due to the increase in the bore.

One major change was to move the engine back 25mm. in order to provide "acceptable" clearance for an electric fan to be fitted this time. Existing engine mounts and mounting points were used but a thick plate was welded to the back of

awful roads as Zoom is. Consequently a very simple aluminium frame was made up, bolted to brackets welded to the radiator frame Fig.7. The end result, though time consuming, was worth the effort.

Attention then turned to the suspension, which again was stripped and rebuilt. In an attempt to reduce the effects of wear, alloy steering rack mounts



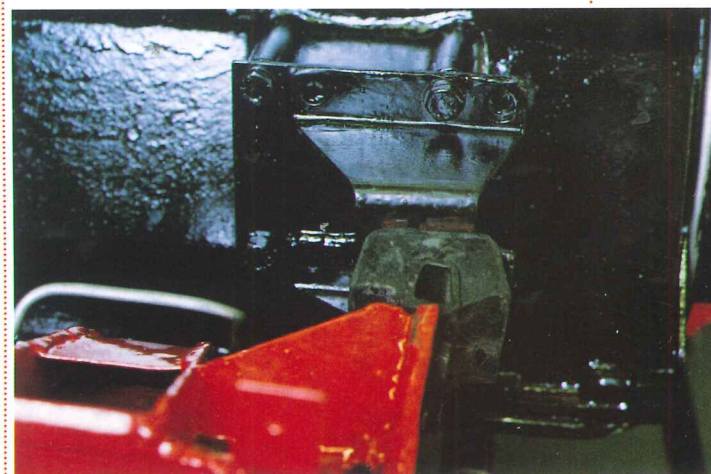
**Fig. 5**  
The exhaust  
tucked up  
tight against  
the chassis.

and Superflex wishbone bushes were fitted as they were to the dampers, especially at the top which took such a pounding last time. New 300lb.in front springs were fitted to gas adjustable Spax dampers, adjustable in terms of damping ratio and also spring seats, such that should the springs sag again, ride height could be restored. However there was a 'problem' with the Spax dampers. The lower spring seat when fitted covered the top adjuster ring, making adjustment impossible Fig.8. Spax assured me there wasn't a problem and they had supplied them like this for years. Being rather "insistent" with them they investigated a little further and revealed that it had been a problem for years on Triumphs which they hadn't been able to resolve and recommended that spring compressors should be used to pull the spring off the seat to allow adjustment. Clearly unacceptable, I suggested they make up a spacer as shown in Fig.8 to resolve the problem, which to their credit they quickly made and the dampers were fitted. Asked if all further adjustable dampers would be supplied with a spacer - Spax said they would investigate for me.

Brakes remained unchanged, although with speed trials and more special stages promised, the dust shields were removed from the front brakes to reduce brake fade. With the engine, transmission and running gear

fitted a 200 ton press was used to straighten out the battered sump guard before being fitted.

The other rather battered item on the car was the bonnet, battle damaged from its encounter with Pakistan lorries!



**Fig. 6**  
Modified  
engine mount  
bolts moved  
the engine  
back 25mm.

**"... The other rather battered item on the car was the bonnet, battle damaged from its encounter with the lorries in Pakistan ..."**





# WINTER Package Deals

A RANGE OF DISCOUNTED PACKAGE DEALS FOR MEMBERS - PRICES VALID UNTIL 30<sup>TH</sup> NOVEMBER 1998

Please indicate Model & Year when ordering

## SUSPENSION PACKAGE DEAL

Set of 4 Spax Adjustable Dampers (all Club Cars) including a pair of powder coated front springs (STD or Upgraded)

**£195.00** Inc.P&P

Normal Price -  
STD £218.90  
Upgraded £226.90

**Save up to  
£31.90!!**



## BRAKE PIPE PACKAGE DEAL

(all Club Cars)

Full set of Copper Brake pipes  
Full set (4) S/Steel Goodridge Hoses  
Set of Brass Bleed Screws  
1 Litre Bottle of Silicone Brake Fluid

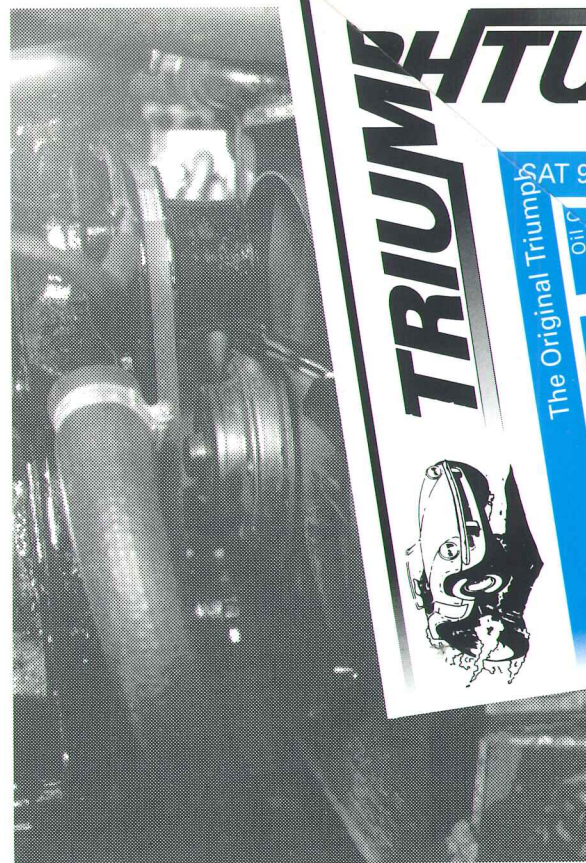
**£90.00** Inc.P&P

**Save up to £19.85!!**

Please indicate Model & Year when ordering



ORDERS HOTLINE 01858 434424 FAX HOTLINE 01858 431936  
e.mail: Cluboffers@aol.com



# TRIUMPH TUNE

AT 9.30-4.00

The Original Triumph Oil

The supplied ready to designed for details or a fact our  
Kenlowe Electric Cooling Fans The supplied ready to designed for details or a fact our  
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.



LONDON

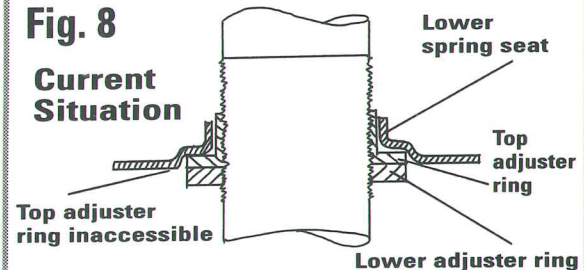
22-28 Manor Road  
Richmond, Surrey  
TW19 1YB  
Tel: 0181 948 6666  
Fax: 0181 940 9268  
Freefone: 0500 479299

BIRMINGHAM

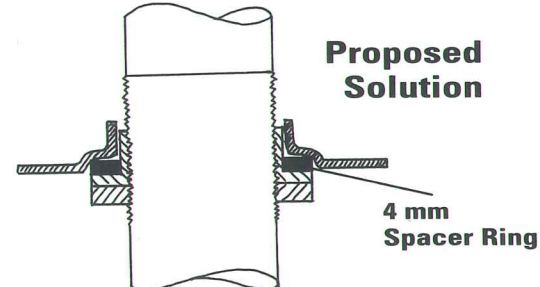
Wolverhampton Rd  
Tury, W. Midlands  
B69 4RJ  
544 5555  
4340  
9259

Fig. 8

Current Situation



Proposed Solution



# The Spirit of Adventure

"... as I write this with just 9 days to go the engine has now developed a chronic overheating problem ... it will be overcome ..."





# WINTER Package Deals

A RANGE OF DISCOUNTED PACKAGE  
DEALS FOR MEMBERS - PRICES VALID  
UNTIL 30<sup>TH</sup> NOVEMBER 1998

Please indicate Model & Year when ordering

## SUSPENSION PACKAGE DEAL

Set of 4 Spax Adjustable Dampers  
(all Club Cars) including a pair of  
powder coated front springs  
(STD or Uprated)

**£195.00** Inc.P&P

Normal Price -

STD £218.90

Uprated £226.90

**Save up to**

**£31.90!!**



## BRAKE PIPE PACKAGE DEAL

(all Club Cars)

Full set of Copper Brake pipes  
Full set (4) S/Steel Goodridge Hoses  
Set of Brass Bleed Screws  
1 Litre Bottle of Silicone Brake Fluid

**£90.00** Inc.P&P

**Save up to £19.85!!**

Please indicate Model & Year when ordering



ORDERS HOTLINE  
**01858 434424**  
FAX HOTLINE  
**01858 431936**  
e.mail: Cluboffers@aol.com

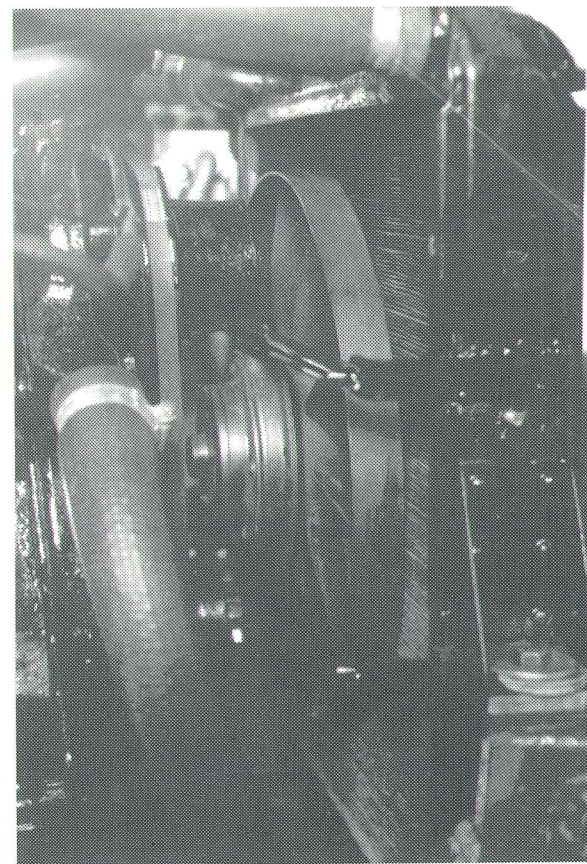


Fig. 7  
The Kenlowe  
fan in place  
with  
adequate  
clearance  
simply  
mounted on  
brackets  
welded to the  
radiator  
frame

A 200 ton press may have been the best solution here as well, but sense prevailed and it was sent off to John Kipping's work shops, which did I must say a marvellous job of straightening and rebuilding it.

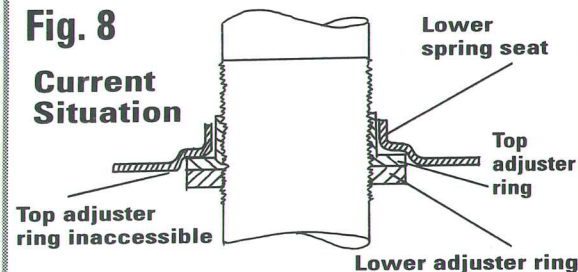
Whilst this was being done, the 1/2 inch layer of muck and grime was removed from the interior. Some rewiring was done to permanently wire in the

Brontz digital trip and the home made trip (which now works fine since the copper ignition leads have been replaced) as well as a clock and second horn push on the navigators side.

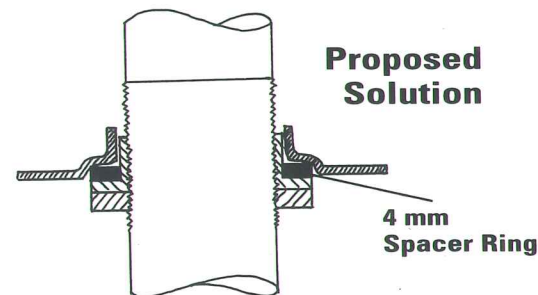
That just about completed the rebuild and with 2 weeks to go Zoom was back on the road - no last minute stuff this time! - to sail through her MOT. All that remained now was to accumulate miles, running the engine in and to stow the car with spares. However as I write this in the early hours, with just 9 days to go, the engine has developed a chronic overheating problem. All sorts of reasons have been put forward, the worst being a cracked block or cylinder head pressurising the system. However as you read this, one way or another, it will have been overcome and you can bet we will be on our way to South Africa!

Fig. 8

Current  
Situation



Proposed  
Solution



# The Spirit of Adventure

"... as I write this with just  
9 days to go the engine has  
now developed a chronic  
overheating problem  
... it will be overcome ..."





# TRIUMPHTUNE

The Original Triumph Tuning Specialists

## Kenlowe Electric Cooling Fans

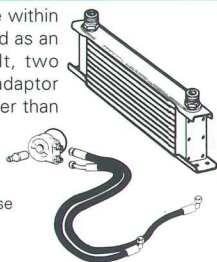
Essential equipment for today's heavy traffic flow, even if you're running an un-modified engine. Also available is the manual override switch allowing you to switch the fan on before you hit the traffic.



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 a 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 £20.41 each.

## Adjustable Damper s & Conversion Bracket Kits

With Spax shock absorbers your car's 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

## 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	£135.13
FS5412 Stainless Steel	£182.13



For details contact the Richmond branch.

## 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

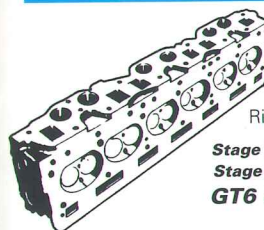
These kits consist of a new rear leaf spring with a credit of £15.00 (if the old unit is in good condition), a set of uprated and lowered springs, with a choice of either Koni or Spax shock absorbers to complete the kit. Handling and ride will be improved with the fitment of these uprated items making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

Stage II: has reshaped standard valves and gas flowed.

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

## GT6 & Vitesse

Tuning by:



Terry Hurrell

MkI	Stage 2
MkII	

## Spitfire

1147cc	£411.25
1300/1500cc	£420.25

## Stage 2

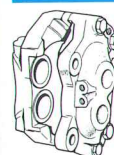
£411.25
£420.25

## Stage 3

£538.15
£569.88



## 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 MkIII/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
---------	---------

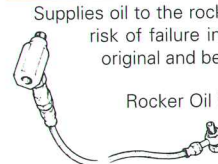
## Weber Inlet Manifolds



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 of 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 9268

Freefone: 0500 479299

## BIRMINGHAM

991 Wolverhampton Rd  
Oldbury, W. Midlands  
B69 4RJ

Tel: 0121 544 5555  
Fax: 0121 544 4340

Freefone: 0800 919259

## BRISTOL

1-3 Elton Street  
Bristol Avon BS2 9EQ

Tel: 01179 232523  
Fax: 01179 428236

Freefone: 0800 919668

## PROMOTIONS

New Three Ways to Pay scheme. Ask a member of staff for details.

Discounted rates for Classic Insurance and RAC 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	TT	EXPIRY DATE
--------	------	--------------------------------	----	-------------





# International

**New to The Courier these pages are for the Organising Team to put to you, our plans for the main event of the Year**

**W**e are very happy for it to become a two-way approach and to listen to the suggestions any or all of you may have.

Since the International this year, the team has not rested on its laurels, after another successful event, despite the awful weather, for the record this was the wettest event in 10 years. We have been actively discussing next year's event in detail and visiting the other clubs events.

Some of you may have heard of the possibilities that we are changing venues, moving away from Stafford, whilst I can confirm that the team are



**“... another successful event despite the awful weather (for the record this year was indeed the wettest show in 10 years) ...”**

always looking for alternative sites, for 1999 I confirm the International Event will be at Stafford County Showground.

We have had some changes within the team, and are seriously looking at other venues for the year 2000, we have already checked out two sites and feel they are unable to



... “when you walk through a storm” ... the only time the sun shone this year! Pic: Lewis Barton

the main show, a large area, again undercover for the evening entertainment, a quiet bar for members not wishing to party, and a flat reasonably safe area for camping.

Both of the sites we have checked out were unable to offer these requirements, one site had only one toilet block outside the main hall for an area at least four times that of Stafford and also these were without any showers!

If you are aware of a potential site that offers a good secure undercover area x 2 + camping + bars + Good food + Showers and is located in the Midlands/South Midlands area, giving good all round access for most members, please drop me a line or e-mail me the details.

I intend this to be a regular column, in order to feed back what and how the team do, to make it a successful event year in year out.

## Update

offer anything like the facilities we are used to, whilst these are not perfectly suited to us, the

site owners are making a lot of changes at Stafford, more details in a later update. Stafford provides for us, a large under-covered area for

**by Chris Mills**  
Event Manager



# 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, MIDD. 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)	£4.70
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	£23.50
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£11.75
Petrol tank filler neck seal	£5.99
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.70
Petrol tank sender unit cover	£5.99
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
Roof to windscreen top seal, GT6 I, II	£21.15
Hood header rail/hard top seal, front, SPITFIRE	£6.99
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, SPIT 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	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£5.88
7 inch headlamp seal SPIT/GT6	£3.53
ALL OTHER SEALS AVAILABLE - PLEASE RING	

CHROME/LOCKS/BRIGHTWORK/BUMPERS	
Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II	£6.46
Tailgate rubber insert GT6 I, II, III	£6.46
Cover clip for inserts	£2.00
Door handle I/h HERALD, VITESSE	£23.50
Barrel and keys, right hand, HER/V, VITESSE	£7.05
Door cam lock r/h HERALD/VITESSE	£32.90
Outer door handle ass. SPIT II, III, GT6 I, II	£14.04
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£75.20
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£15.86
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.69
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£7.05
Window winder handles and inner door opening handles, all models - please state model	£6.46
'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£21.15
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot T handle and keys HER, VIT, SPIT I, II, III	£14.98
Boot lock assembly SPITFIRE IV/1500	£14.98
Tailgate handle and lock assembly GT6 I, II	£14.98
Tailgate handle and lock assembly GT6 III	£14.98
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£25.85
Lock barrel and keys for GT6 petrol cap	£11.75
Locking petrol cap, SPITFIRE, chrome	£16.45
Locking petrol cap, HERALD, VITESSE	£12.93
Chrome wiper arm assembly, all models	£8.99
Stainless wiper blade and holder, all models	£7.99
Bonnet mirror (head & stem), HERALD, VITESSE, original from	£18.80
Chrome Bullet/Racing mirror all models	£19.98
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£17.63
Bonnet lock kit (pairs) all models	£12.34
Bonnet catch assy. all models	£20.50
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.88
Ignition barrel and keys as above HIGHER SECURITY	£8.81
Matched lock set GT6 I, II, door, tailgate & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£30.84
Matched lock set SPITFIRE I, door, boot & ignition locks	£18.80
Full lock set as above with paired bonnet locks	£25.85
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£23.50
Full lock set as above with paired bonnet locks	£30.84
Matched lock set, HERALD/VITESSE, door, boot, ign., c/box locks	£22.33
Full lock set as above with paired bonnet locks	£30.84
Cubby box lock assy., HERALD, VITESSE	£8.23
Rear overrider HERALD, VITESSE, fully pressed (each)	£34.08
B post capping SPITFIRE IV/1500	£7.05

Chrome w/screen washer jet, complete ass., original SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.99
Rear number plate light aluminium cowl, orig., HERALD 13/60	£11.75
Windscreen frame ally capping Spitfire	£39.95
Rubber bumper set HERALD	£99.88
Bumper end cap, aluminium HER	£9.40
Front bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25

ALL CHROME, LOCKS, BRIGHTWORK  
AND BADGES DECALS COMMISSION  
PLATES STOCKED - PLEASE RING

PANELS - HERALD/VITESSE	
Front valance, Steel, State Model	£111.63
Front valance, quality fibreglass	£32.90
Bonnet D plate, HERALD, VITESSE	£11.75
Front wing, HERALD 13/60 ORIGINAL PRESSING	£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/tread 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	£29.38
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	£18.80
Six piece sill kit, both sides SPIT/GT6	£62.28
Door skin, SPIT I, II, III, GT6 I, II	£26.44
Door skin, SPIT IV/1500, GT6 III	£27.61
Full floor, ONE SIDE, front to rear, new improved	£52.88
Heelboard panel	£24.68
Heelboard bracket for radius arm	£24.68
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	£66.80

### 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
Aluminium steering rack mount kit	£22.91
Driveshaft all models, non rotoflex	£58.75
UJ flange to diff, small or large	£16.45
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£58.75
Front vertical link HERALD, SPITFIRE, original	£58.75
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	£28.80
Petrol tank sender unit SPITFIRE	£28.80
Fuel pump HERALD, SPITFIRE	£18.80
Fuel pump VITESSE, GT6	£19.98
Carb repair kit (Stromberg) inc. needle valve	£14.69
Carb repair kit (S.U.S.) inc. jet	£17.98

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	£69.33
SPITFIRE 1500	£89.89
VITESSE 2 Litre, GT6 all models	£94.00

### BRAKES ETC.

Brake master cyl.	
SPIT IV/1500 single line	£52.88
Brake disc 4 cyl. models	£14.98
Brake disc 6 cyl. models	£16.74
Brake drum, late GT6 MkIII 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	£22.00
Steering column bush (excluding late 1500)	£6.99
Bump stop rotoflex suspension	£24.99
Rear inner wishbone bush rotoflex models	£6.46
Rear spring eye bush, all models	£5.88

## NOVEMBER SPECIAL SET OF FOUR SHOCK ABSORBERS INC BUSHES ALL MODELS EXCLUDING ROTOFLEX £72.00 INC VAT



### HOODS, CARPET SETS AND INTERIOR TRIM

Hoods, HER, VIT - original quality	£98.70
Hoods, SPITFIRE zip rear window original quality	£98.70
Hoods, HER/VIT - double duck/canvas	£164.50
Hoods, SPIT - double duck/canvas	£158.63
Hoodwell Cover HER/VIT including fixings	£29.95
Headlining, HER/VIT, saloon, coupe	£29.94
Pair of front seat recovering kits HERALD/VITESSE	£141.00
Rear seat covering kit HER/VIT	£141.00
Pair of door trim panels, HERALD	£52.29
Pair of door trim panels, VITESSE	£56.40
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£62.28
Front scuttle side panel, HER/VIT	£11.46
As above, left hand for VITESSE, with pocket	£21.15
Under dash mill board panel HERALD/VITESSE	£19.39
Seat base diaphragm, HERALD/VITESSE	£17.63
Moulded carpet set, HERALD/VITESSE	£129.25
Carpet set, SPITFIRE, tufted and bound	£277.55
Moulded carpet set, SPITFIRE	£173.90
Moulded carpet set, GT6 (state model)	£205.63
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£108.10
Door trim panel, SPIT IV/1500, black	£25.97
NEW SPITFIRE, GT6 dash top cover (state model)	£34.08
Door trim panel GT6 state model	£25.97
Glove box, SPITFIRE, GT6, each	£16.98
Pair of sun visors SPIT IV/1500, GT6 III	£31.14
Radiator cowl, GT6	£14.45
Radiator cowl, SPITFIRE	£12.34

### ALL OTHER INTERIOR TRIM STOCKED

### LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£22.33
Halogen headlight conversion set, HERALD, SPITFIRE & GT6	£34.66
Chrome 7 inch Headlamp Stoneguards per pair	£11.75
Wood rim steering wheel, all models	£49.94
Leather rim steering wheel, all models	£36.43
Fibreglass tunnel covers, state model	£32.90
Overdrive column switch cowl	£17.63
Alloy rocker cover, 6 cylinder	£54.05
Alloy rocker cover, 4 cylinder	£41.13

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





# Thruxton '98

From Jo Field

This months Report is on  
Round Seven of the  
Championship from Thruxton

Racing News

**R**ound seven of the T. S. S. C. championship took place at the Thruxton Circuit near Andover on 6th Sept. It was the first time most of the drivers had been to this circuit as it had been 20 years since the 750 Motor Club had last raced there. Thruxton is the fastest of all the tracks throughout the country, even though it has not got any straights at all. What it does have is blindingly quick bends and plenty of bumps all round the circuit. As Kevin Ginger put it "you stick the car in top gear go flat out and hold onto the steering wheel with both hands". Eight of the championship contenders turned out but the most noticeable absentee was Jon Wolfe who had completely forgotten to send his entry in time.

Practice was mostly a learning period for the drivers to get used to the layout and all the braking points etc.

Kevin was extremely quick and was seconds faster than the rest of us. Russell Williams was driving superbly and was easily the next quickest. Steve Crane followed Russell in practice with

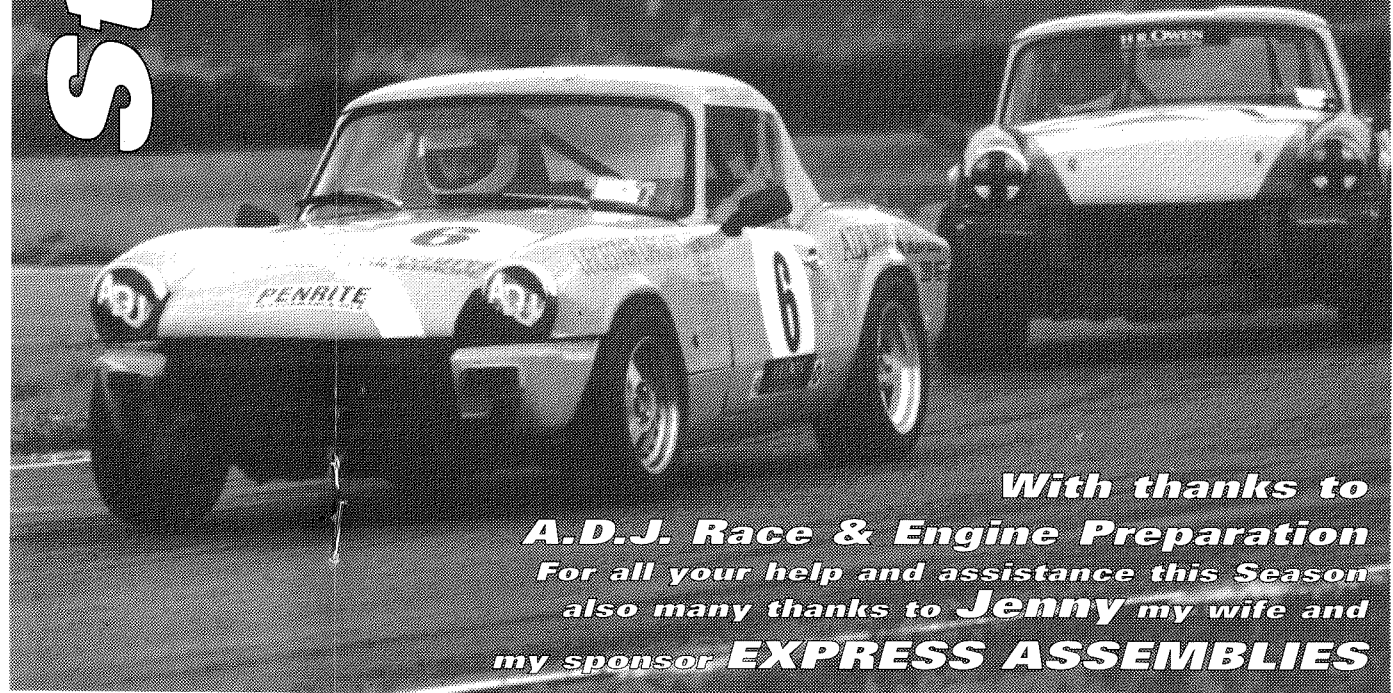
the intention of staying behind him for 2 laps then to pass him and go for a fast time. This plan did not work, plan B was to try and keep up with him, this again did not work to well. Martyn Adams was struggling somewhat as he had the low ratio 4.55 diff in and was subsequently over revving his engine, so much so his rev counter had gone all the way round the clock and was back on the zero which is approx. 8500-9000 rpm. Next came Andy Vowell, Bob Moseley, Pete Whiteman and Steve Adams.

Steve was the only standard class car and at last he had managed to repair the rear hub on his G.T.6 that had plagued him and Dave Thompson all this season. The race was going to be very exciting. As the lights flashed to green all the grid got away cleanly. Steve managed to dive up the inside of Russell as they approached the second corner. Andy Vowell and Bob Moseley had a coming together at the Seagrave complex with Bob coming off worse as his car would not start up again. Kevin was flying lapping 3 or 4 seconds quicker than the rest of us. However on lap 6 his engine slowed dramatically allowing

Steve Russell and Martyn to take advantage. Russell was driving his best ever race and was all over the rear of Steve's car and Martyn was less than one second behind giving his engine some serious stick! In his attempt to catch and pass the two in front, Steve Adams was enjoying a great dice with a Porsche 924 all through the race only just losing out to it. Then came Andy Vowell and Pete Whiteman.

Steve

**Crane**  
**1998 T.S.S.C.**  
**Championship Winner**



**With thanks to**  
**A.D.J. Race & Engine Preparation**  
**For all your help and assistance this Season**  
**also many thanks to Jenny my wife and**  
**my sponsor EXPRESS ASSEMBLIES**

This is the fastest and toughest circuit we have raced on and to their credit all our cars held together extremely well. At the finish it was time to work out the points situation, and with Steve

Crane collecting his fourth class win of the year it means that with 2 races still to go he is already assured of the 1998 championship. He would like to acknowledge all the help and assistance in keeping his car in race condition to Andy Jowett of A.D.J. Racing. The engine Andy has built, has not missed a beat all season and it has been well and truly thrashed! The race now is for second overall between Martyn Adams and Jon Wolfe no doubt both will be giving it everything at the next race which is at Snetterton.





ORDER HOTLINE

01858 434424

FAX HOTLINE

01858 431936

e.mail: Cluboffers@aol.com

# BELL

## STAINLESS STEEL STANDARD EXHAUSTS

ALL SYSTEMS INCLUDE DOWNPIPE

Ideal for owners who wish to benefit from a stainless steel system but wish to keep the car as original as possible. These systems are manufactured to the original specification where possible, utilising a stainless steel back box complete with stainless baffles and box inners to provide an original sounding exhaust note and a system that will last years, not months. The pipework diameter is as original, so if a back box is all you require it will fit.

P&P  
£10.95FITTING KITS INCLUDE :- HANGING STRAPS,  
BRACKETS, CLAMPS & DOWNPIPE GASKET

## STANDARD SYSTEMS

ORDER CODE	MODEL	TSSC PRICE
BE179	HERALD 948 SINGLE CARB	
BE180	HERALD 948 TWIN CARB	
BE181	HERALD 1200 EARLY SINGLE CARB	
BE182	HERALD 1200 EARLY TWIN CARB	
BE182A	HERALD 1200 LATE SINGLE BOX	£110.00
BE183	HERALD 12/50	£125.00
BE184	HERALD 13/60	£110.00
BE190	VITESSE 6	£150.00
BE191	VITESSE MK I	£150.00
BE192	VITESSE MK II	£140.00
BE200	SPITFIRE 4	£150.00
BE201	SPITFIRE MK II (EXCL D/PIPE)	£120.00
BE202	SPITFIRE MK III	£150.00
BE203	SPITFIRE MK IV	£160.00
BE204	SPITFIRE 1500	£180.00
BE205	SPITFIRE 1500 BACK BOX ONLY	£125.00
BE215	GT6 MK I	£180.00
BE216	GT6 MK II	£230.00
BE217	GT6 MK III	£215.00
BE234	FITTING KIT	£16.00
BOND	WE CAN SUPPLY A STANDARD SYSTEM FOR ANY BOND, PLEASE RING FOR DETAILS.	

ALL SYSTEMS ARE KEPT IN STOCK AT TSSC HQ

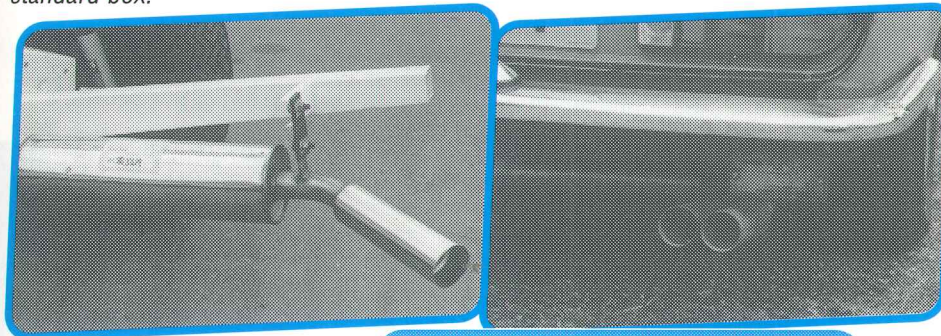
Goods are dispatched by carrier to avoid delay - ordering could not be easier - ring the Hotline number or fill in order form for a fast efficient service.

## STAINLESS STEEL SEMI SPORT EXHAUSTS

ALL SYSTEMS INCLUDE DOWNPIPE

# BELL

These systems are the best way of creating superior looks and superb rorty exhaust note without dramatically changing the layout of the system. The Spitfire system comprises a shortened box with twin pipes (à la GT6) to provide a more free flowing system with a deeper exhaust note. The version for the Herald/Vitesse is a large bore version of the standard box.

P&P  
£10.95

## SEMI SPORT SYSTEMS

CODE	MODEL	TSSC
	<b>HERALD</b>	
BE185	1200 -13/60	£155.00
BE185A	BOX ONLY	£115.00
	<b>SPITFIRE</b>	
BE206	MKIV	£145.00
BE208	1500	£175.00
BE207	BOX ONLY	£110.00
	<b>GT6</b>	
BE221	MkIII	£175.00
BE221A	BOX ONLY	£120.00
	<b>VITESSE</b>	
BE194	MkI 2ltr	£165.00
BE196	MkII 2ltr	£145.00
BE196A	BOX ONLY	£115.00
	<b>FITTING KITS</b>	
BE234	Essential for all systems - Includes hanging straps - brackets - clamps - d/pipe gasket.	£16.00



THE FREE-FLOW  
BACK BOX  
WITH THE  
SPORTY SOUND

All systems are kept in stock - at TSSC HQ - and are dispatched by carrier to avoid delay - ordering could not be easier - ring the Hotline number or fill in order form for a fast efficient service.





# Where will I stow that?

by Mervyn Stoneman

**A permanent solution to the problem of secure stowage for all Spitfire / GT6 owners**

## The Idea

**H**aving spent a lot of years reading various articles based around the question of rebuilding; or is it restoring, or finding solutions to this or that problem and yet keeping or changing the originality of that 'classic' car I faced a basic decision!

"What the heck is it that this guy is waffling on about?", I'm sure I will hear someone say. It's simply this I knew that I always wanted another Spitfire, my previous cars have left an

indelible memory and I have taken that step which put me into the position where I had actually been tempted, visited and allowed my common sense to be over ridden - hell I had actually spent money and brought to begin to bring that dream into possibility. That badly neglected 1500 was going to be taken to pieces and rebuilt into the memory, with all those improvements that I felt ought to be there. So I claim that I am building my dream into the physical constraints of what is the Triumph Spitfire. The only loyalty that I shall own is to my dream - that's it I guess, one guys response to a promise made to himself I therefore designate this vehicle a Spitfire 1500 S.D. (Single Development).

Midnight (oh yes that is the

name) will have within her bodytub security lockers. Designed to look as if they might belong there, secure enough that I can keep a camera or what have you, readily to hand on a journey and practical enough to mean that I don't have a considerable security task to



The frame for the security lockers in place upon the rear

hand every time a stop for a... I'm sure you get the picture.

The parts catalogue laughingly refers to a "rear seat pan" but who could sit on it short of a very slim and sylph-like creature, and even then only for a very limited period with the top up or no top at all. However, with a hardtop in place it does make a really useful spot to keep the munchies etc. on that journey. So the vision is this - to build a structure on top of the presently existing pan, maintaining a angle to its top which prevents things readily slipping down behind the seats when decelerating; and into which I shall be



Front panel to the security locker system in place; note how the former arch formed by the prop shaft tunnel has been flattened out.

allow you to cover the tops with carpet and make it look natural enough - at least to anyone who doesn't know the Spitfire too well".

Well, that was his solution and as it seemed to make sense I asked him to go ahead. It was going to cost me (well not a unreasonable amount I thought) and he

measured things up and went away to 'fabricate' (another of those technical terms - what's wrong with 'make' I thought) the parts.

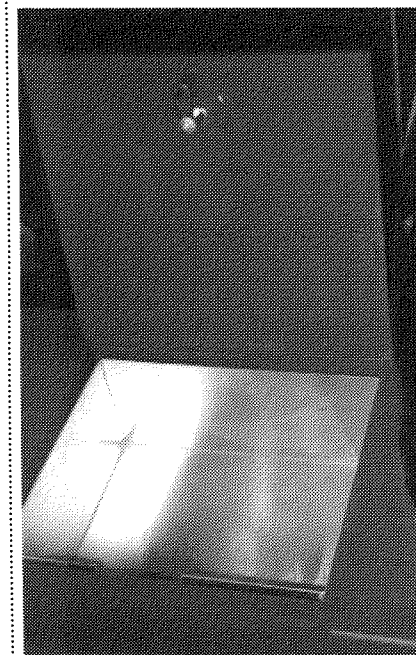
wanted. That would prevent things sliding around and into those little impossible corners from which I would find difficulty in reaching them short of either climbing over seats, or taking them out. "If you surround them with foam," he offered, "they won't rattle either".

'What I'll do is to build you a ladder frame out of right angled steel and weld it into the tub'. "Should be more than strong enough", he mused. "If I tig the trays out of ali that will keep the weight down, wont rust and will be easily removed for cleaning" (Mild panic here - what's TIG, and how and why the 'h' should he want to put a alleyway in the back of my car - of course, he means TIG-welding and aluminium - panic over).

## The Solution

Firstly, I got myself the services of a skilled metalworker and shared with him what I was seeking to achieve. "Oh!" he said, "I see what you want. That's not difficult, what you need to do is..."

Apparently I should accept that the central transmission tunnel can be used to act as a natural barrier between the two trays I



Detail of the nearside security locker with the aluminium tray in place. One coat of red oxide has been brushed on to protect assembly until final priming is completed.

**'What the heck is it that this guy is waffling on about?'**

General view of the rear seat pan prior to the installation of the security lockers.





# PRESTIGE

## CAR HOODS & CARPETS

When only the best will do

Fasteners  
factory fitted for  
a precise fit

Industry standard  
U.V. Stabilized  
windows

DIY fitting  
instructions  
supplied

Contrasting  
Piping available

**SAVE \$\$\$**  
**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

Tenney covers from £59.95, Hood covers from £45.95

"Heavy" is a Heavy Duty quality PVC, "Original" is Original Quality Material. Duck is a black canvas bonding material. Mohair is the finest quality canvas, locking 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	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

### 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.

Trade enquiries welcome

Germany  
Tel: 0130 81 42 90  
Bitte sprechen sie Englisch  
Carriage fr. £19.95

**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

**PRESTIGE AUTOTRIM PRODUCTS LTD.** 3 Prenton Way, North Cheshire Trading Estate, Birkenhead, L43 3DU

# S.W. CLASSICS



**SUE & STAN WALTERS -01803 865842**  
**BROOK HOUSE, DARTINGTON, TOTNES, DEVON;**

**RESTORERS OF THE PRACTICAL CLASSICS, VITESSE & TR6.**

The countries leading manufacturer of Herald and Vitesse repair panels e.g.

**MECHANICAL WORK**  
**CHASSIS REBUILDS**  
**PART/ FULL**  
**BODY REBUILDS**  
**ACCIDENT REPAIRS,**  
**INSURANCE APPROVED**  
**QUALITY PAINTWORK IN**  
**2 PACK OR CELLULOSE**  
**COMPETITIVE RATES**

HERALD / VITESSE INC VAT			
D plate (with pressing)	£8.93	Body mount rear	£9.95
Bonnet bar (outer)	£4.95	Boot floor side closing panel	£9.95
Bonnet bar (inner with grille fixing)	£12.95	Rear wing bottom repair	£8.95
Front wing corner repair	£11.75	Rear wing outer arch repair	£9.95
Front panel repair (around sidelight)	£11.75	Boot side gutter	£9.95
Bulkhead mount repair	£24.75	Rear light socket panel	£10.50
Screen pillar rain gutter	£3.30	Bump stop bracket for inner arch	£11.25
Finisher for screen rail top	£5.50	B post bottom repair	£10.50
Front floor rear edge repair	£5.25	Door skin bottom	£13.50
Treadplate - standard	£4.95	Door frame bottom	£6.75
Treadplate - heavy gauge	£6.80	Vic Mk1 boot lid trim panel (In primer)	£35.00
Body mount front	£7.75	Water by-pass pipes, Vitesse	£11.50
		GT6 front roof repair 6 in.	£58.00

OUR REBUILDS CONSISTENTLY  
WIN MAJOR AWARDS  
AT TSSC CONCOURS.



**RING FOR FULL LIST OR  
TO DISCUSS YOUR  
REQUIREMENTS.**

## The Build

Several weeks had passed and my metalworker was back with what even I could understand was a ladder frame constructed from right angled steel (2.5 x 2.5 x 3 mm) - but what were all those other bits of metal. He could see the puzzled look on my face and reassuringly and quite simply said, 'It's only a jig saw puzzle really'.

Ok! But why do those who know always seems to explain to the bewildered in such terms; a friend called Paul had said when I expressed my mistakings about another project - Its only a giant Lego set really". First a Lego set and now a Jig saw.

The ladder frame was offered up (see - even I can be technical) and spot welded into place. The fitting to the wheel arches took a little adjusting but it did fit and was secured with four spot welds to the sides and

at the centre back via a support strut made from the same material as the frame which was welded on end in the manner of a tower between the top of the prop tunnel and the ladder frame.

The front panel (from 1.6 mm sheet steel) was passed up behind the leading edge cross beam, notches and shaping were made to allow for the fore/aft beams to the ladder frame. The locking bars against which the barrel locks would hold and of course the transmission tunnel itself would also help to ensure the whole was a sturdy system. With the front panel stitch welded in place (now knitting was a part of it) the whole made a very rigid framework.

The next job I witnessed was the fitting of the rear skirting panel (from 2mm sheet steel) which was welded to the rear cross member of the ladder

frame and allowed to extend to the rear toward the transleaf spring tunnel. This went back far enough to meet the bottom of the planned aluminium replacement for the more usual rear cockpit board, but allowing just enough room for some movement when the car is flexing under power. As the locker tops (also from 2mm for added security) were to be held with long continuous brass hinges, space had to be allowed for their fastening onto the rear cross member before this panel was fitted.

I began to understand jigsaw! The central plate which went over the transmission tunnel, and the two locker lids were offered up and fitted well. With the nearside locker temporarily fastened the nearside wheel arch skirting was cut to shape and stitch welded into place. The same process was completed for the offside wheel

# STOW THAT!

Security box system from the nearside; note how the slope to the rear is maintained to assist packages which have been placed on the top during deceleration.







A general view of the assembled security locker system from the offside.

arch and finally the central plate and locker tops fitted.

Next the inner trays were fitted - a notch having been cut from each leading edge to allow for the operation of the locks. I was most impressed with the manner in which sufficient allowance had been made for the addition of foam, to be secured to (or placed all around) the trays.

I plan to let additional foam into the trays themselves into which my camera etc will be placed.

Lastly, the whole was cleaned up and the welds cut back in preparation for the new seams to receive polyurethane adhesive sealant and rust proofing and painting for the whole.

## The Summary

I admit that this addition will not be welcomed by some but with the addition of carpets, and flaps for the lockers and locks it will provide me with what I set out to achieve - two secure cockpit lockers which are not I feel too obtrusive, but never the less serviceable with the minimum of fuss to a driver and passenger while using the car. It is planned that the nearside locker will be used by driver and vice versa for the passenger!

Oh! Bye-the-bye, should anyone want to talk to the real artist who did the work please get in contact with me via the Club and I would be happy to put you in touch with each other.

‘... He could see the puzzled look on my face and reassuringly and quite simply said “It’s only a Jig Saw puzzle really ...”

*‘STER’ it up again!*

STANDARD

TRIUMPH

EUROPEAN RALLY

# STER

KLEIN VINK HOLIDAY PARK, HOLLAND  
ALL STANDARD AND TRIUMPH CLUBS  
AND ENTHUSIASTS WELCOME

TRADE STANDS - AUTOJUMBLE - CONCOURS  
EVENING PARTY - CHALETs - CAMPING

SATURDAY/SUNDAY  
29TH & 30TH MAY 1999

CLUBS & TRADERS ARE INVITED TO  
TELEPHONE:

UK +44 (0) 1344 885541

e-mail: [mikecrewes@compuserve.com](mailto:mikecrewes@compuserve.com)

<http://www.hi-there.demon.co.uk/STER.html>

Sponsored by:

PENRITE

MOSS  
EUROPE

TRIUMPH  
WORLD Magazine

Supported by:







# International Liaison *Secretary*

Report by Léon Guyot

**Hello everyone, here I am again, I have returned once again from my travels**

**H**aving taken a necessary break from some of my responsibilities in order to recharge my batteries, after what has become a particularly onerous year. I'm sorry that there has been a break in my reports to this journal, but I will attempt to make up for it in the coming months. Firstly I have recently been in the United States of America, holidaying, driving Triumph Sportscars, liaising and gathering a great deal of material for these pages... Secondly, it was certainly nice to see my friend and TSSC Honorary member Jim Kinghan's 1923 Triumph 10/20 gracing the cover of the September



Courier magazine, and just as nice to see my own Vitesse on the cover of the October Courier...there is by the way, no truth in the rumour that I was refusing to write another article until Bernard put it there!!! Lastly, a big decision on my part is that I have at last decided to put my own dear 1967 Herald 1200 Convertible up for sale!!! Argggghh, yes it is true, I am afraid that after 17.5 years of fun and enjoyment with that car, I have to say goodbye...sob!

I know this is a blatant plug, but here goes

anyway... 1967 Herald 1200 Convertible for sale, one owner last 17.5 years, current MOT, Tax exempt, Signal Red, comes with rare Fibresports 'Coupe' Hardtop, two sets of recon' Cosmic Mk.2 alloy wheels in

screen, wiper-delay, electric windscreen washer, Alternator, 1296cc engine fitted, (original comes with car), oil-cooler, close-ratio gearbox & J-type Overdrive, Sliding - Splined Propshaft, Swing-Spring rear

5.5"x13" Previous Concorso Winner, magazine & TV appearances, much travelled, Vitesse Mk.2 Brakes all round, Ventilated (Ford Capri 2.8i) front discs, Servo, uprated water radiator, Moto - Lita steering wheel, Newton - Commercial carpets, Vitesse seats, dashboard & Alloy bumper-trims, Laminated safety wind-

suspension conversion, larger front ARB, lowered front springs, Urethane bushes & Koni dampers, handles beautifully. Renewed mechanics throughout, many other detail improvements, and comes with around £1,000 of spares... the downside ? well, it requires basic cosmetic attention as the bodywork is beginning to go,

however I must stress that this is cosmetic work, as the structure of the car is very sound having had a lot of money already expended where it counts! For sale at £2995... serious enquiries to Leon please... number at rear of this magazine.

The reason for this apparent insanity ? Well, I have decided to buy a GT6+ which I came across in America., this is a very nice car indeed, but I cannot justify or even store three Triumphs, so one simply must make way for another. OK, now time for my report... some of you may recall, my report in the July Courier, number 217, on page 65, where I referred to the Parcel Force delivery service as 'Parcel Farce' following their apparent loss of the Triumph 75th Anniversary regalia, immediately prior to the Gaydon show, well that description was following a chat with John Macartney who coined the 'somewhat amusing' term of Parcel Farce, but unbeknownst to me, we have some very hard working employees of that organisation amongst our membership!!! and unwillingly and unknowingly, I managed to upset them!!! (me and my big mouth, again!)

On being reprimanded at the Stafford International by one of them, I promised to attempt to put matters right, here and now!

As you can see, here is 'Nev' or Neville Carr, our Avon Area Organiser...with his Parcel Force Delivery Van...and should it not be legible in this magazine, the notice on the 'parcel' he is holding says: "To Leon Guyot Somewhere in the World". Well, Nev, everyone has to be somewhere!!! Our Nev says "As a driver working for Parcel Force, out of Bristol L.D. (Local Depot) delivering parcels to Weston-Super-Mare, can I stress to you the importance of using the postcode. All our parcels are sorted by hand, not computer, so when the sorter sees the postcode, the parcel goes in to the relevant 'sort' area. Not all our sorters have a good geographical knowledge, so parcels which aren't



not coded can be delayed - very rarely, I hasten to add. As a company, we handle nearly 1,000,000 parcels every working day - a huge operation, and only a tiny fraction of a percent get damaged or delayed - mainly due to poor packaging or no coding." (I hope, Nev that you are now 100% satisfied, and say hi to all your co-workers, who I am sure work exceedingly hard and earn every single penny of their salaries!!!-gratuitous groveling over!)... Nev goes on to say, "back to Triumph matters, how about the other enclosed item"



Ex-Works Triumph Vitesse TRANS-AM, Triumph's only factory entry in the original Trans-Am series. Constructed by Triumph's U.S. Competition Director: 'Kas' Kastner. Historic Trans-Am Champion. U.S. All - Triumph Race Champion. 2.5L, 6 Cylinder 5 Speed, Heavy Duty Comp' IRS & 4-wheel Disc brakes. \$75,000 USD or £45,500 GBP... Call (828) 526-4975 Highlands, North Carolina, USA.



"Would you pay 75,000 USD for the Trans-Am Vitesse ? I read the article you (Leon) did, nice car, but not at that price - it ain't got Jaguar (front) seats!!! or two fuel tanks!!! Got to go and deliver parcels now"

I think Nev is trying to say that he prefers my Vitesse, (which has almost cost as much as the Trans-Am, and probably will by the time I have finished modifying / playing with it !!!

**"... Would you pay 75,000 USD for the Trans - Am Vitesse? I read the article you did - nice car - but not at that price ..."**

Next I received an email from India of all places and a very interesting insight of what it is like to own a Herald on the sub-continent, according to one S.V.Ramani, who tells me he is contactable at <enecne@md3.vsnl.net.in> he says: "Maybe my message could be of interest to others also. Someone was talking about emission tests and limits. Here in India, particularly in Chennai (Madras), the CO limit is 3% for recent cars, and 5% for older ones. The interesting thing is, that whilst all recent cars struggle consistently to meet the limits, I have been getting in my 1974 Gazel (Herald 948 engine and four doors), less than 1% CO emission. The police did not believe the certificate issued to me, and took my car over to the lab to check the emission, and guess what? They got 0.55% He would not believe his machine, and had another vehicle tested immediately, a 1997 Suzuki compact which was nearby, and it gave 3.2%. The police thought that my testing was a

calibration error, and immediately tested my car again, this time he got 0.5%...he still refused to believe that a 25 year old lady running on leaded petrol, and no catalytic converter can be so emission free. I was not surprised, since I always got less than 1% emission from my car. So just to be sure, I quite nonchalantly asked a friend of mine who is an automobile engineer, and has been running a garage for many years, as to what emission levels I should expect from Heralds - Equally nonchalantly, he said (and he didn't know of my experiences with the police), "nothing!... no emissions.. maybe the computer will give you a few decimals!" then, smilingly, he asked what was my reading. Then I related my experience with the police to him, and he was not surprised. He said that the Herald engine is one of the best

designs you can come up with, and it was damn stupid of us to have stopped making it in India. I am relating my experience, because I am keen to know the experience of others regarding CO emission in Heralds. By the way, nothing has been changed in my engine, except that it is now on 40 thou' oversized pistons, and no modifications whatsoever have been carried out. Every bit the same as it was in the beginning. I wonder what makes the car so emission free ? There must be something very very right about the design, if so what ? I have checked up with other Herald owners, and they all have no emission problem, and the highest emission level I have heard from Herald's is from Sister's car at 2.5%, she hardly runs it anyway. Can someone shed any light ?

Regarding the Indian Herald Scene: The production of the original Heralds, which looks like the Herald 1200, but has the 948 engine, and the modified ones with four doors and later with a hatch-back, stopped in the 1979-80 period, when the factory shifted to making the Rover 2000 (SD1 bodyshell ?), called the Standard 2000, unfortunately it was fitted with a badly chosen workhorse of an engine, ie: an earlier model Vauxhall with modifications. It gave a very poor mileage of 6 kilometres per litre of petrol, and production stopped in/around 1986. The factory is now closed. The Standard 20 vans were produced until the end, although the body had a lot of problems. There are many Standard 20's still running in the South, possibly a hundred or so, mainly as mini-school buses...

Regarding the Herald/Gazel, there are a few hundred all over the country, running, mainly in the South of India, and perhaps Dehli. I have two Gazels, one here, (in Chennai), and one in Dehli running OK. There are many Standard 10 and 8 in Chennai and Bangalore still running. There is of course the problem of spares, but then you can get the critical ones, because the best thing about the Herald is that it has so very few parts compared to the current-day tin-pots. There are some automotive suppliers still making a single batch per year of these spares.

Mechanically, nothing was changed in these machines from the



original except the modification of the rear axle, and the change-over to the Standard 20 master-cylinder in the case of the Gazel. If you guy's out there need any spares, do let me know, and I would see if it can be sourced from here - it surely would cost a lot less than in the UK I am told. Of course the tyres are no problem, as they are still in pro-



These were all taken at the July 1998 Vintage Triumph Register National Convention at Winona, Minnesota near to the Twin-Cities of Minneapolis-St.Paul, and ably hosted by the Minnesota Triumphs Club. Firstly here is a very nice Herald Coupe, painted to resemble the prototype Herald in a duotone black and silver colour scheme. The licence plate shows this pretty car to hail from Wisconsin, note the all - red tail lamps.

Our American brethren put this car with the Stag in the 'Special Interest' class, simply because it is not



duction as the rim is the same used by a local version of the FIAT/LADA."

Thank you very much Mr.Ramani for that fascinating insight in Heralds/Gazels in India...

Finally, before I go, I have received a batch of photos from Andy Mace, president of the Vintage Triumph Register of America, and general rounded-off Triumph-Nut:

**Standard 10 badged for the U.S. market as a Triumph 10 and is on special 'Collector' number plates**

(quite) a proper TR-Sportscar, and they don't quite know what to make of it!

So goodness only knows what they must think of this contrivance which of course is a Standard 10, badged for the U.S. market as the Triumph 10... On special 'Collector' plates, this local Minnesota car sits up high on rather knobbly tyres ... but then there are rather a lot of Dairy Farms out in The Land O'Lakes, as Minesota is known, so it may well get driven on unpaved roads ? Anyhow, that's the lot for this month, so I hope you enjoyed my inane babbling, and I'll see you all next month... Stay well, and drive safely.

Yours Internationally... Léon.







# SHOWCAR Register

By  
John Muggleton

**A New series for The Courier,  
a monthly look at cars on the  
TSSC Showcar Register**

**T**he new Show Car Register is now fully up and running and I have received a huge amount of new cars for the Register. Due to the

response that I have received, I am hoping to bring you a Showcar Report every month.

The main reason for resurrecting the Register is due to the increase in the number of shows that the Club is attending throughout the year, and a huge number of requests for vehicles from various film and TV companies and the National Press.

There seems to be a huge general interest in our cars and this must be a good thing as it helps to promote the marque and our cars to the general public.

The most common question that I have been asked over the past few months by people enquiring about the Register is: "Is my car good enough to be on the Register?". Although the principle aim of the Register is to be able to locate A1+/concours cars, we are still interested in any vehicle with a special history that is of general interest. Have a look at the cars featured over the next few months in this report and if you think that yours should be on the Register ring me and I will send you an application form.

## CAN YOU HELP??

There are several models of Club cars that are in short supply for the Register. If you have one of the following cars that is suitable for the Register please give me a ring. The cars we are looking for are: Herald 948 Convertible, all Herald Coupes, Courier Van, early Vitesse, early Spitfire MKI/II, Amphicar!! Specials, Vitesse Estate (genuine), any Bond's and GT6 MKI.



## THIS MONTH'S FEATURE CAR

The first car to be featured belongs to Gordon Stokes, who has been a member of the Club since 1985. The car has been owned by him from new since 1965. It is a totally original Vitesse 1600 Convertible with Signal Red bodywork and black stripe/black interior. It still has its original paint which, considering it has covered over 100,000 since new, is quite an achievement. The car is rarely used between November and March which helps to explain why the original paintwork is so good, it is however used regularly during the rest of the year.

# Vitesse 1600 Gordon Stokes

**A**s you can see from this picture the interior is virtually unmarked with a original leather cover steering wheel. Also shown is the original radio/speaker console.



**N**ot bad for an engine that has covered over 100,000 miles! Not concours but in superb, untouched and original as supplied condition.

**T**he photo below was taken nearly 20 years ago at Canley where the car was built.



## Nec Show 7<sup>th</sup> & 8<sup>th</sup> November '98

The cars to be featured on the club stand over the weekend will be.

Vitesse MKI Convertible Vitesse MKI Saloon (modified)  
Spitfire 1500 USA spec Spitfire MK4 - 1998 Car of Show at Stafford GT6 MKIII

There is still one space available for this show and I am looking for an early Herald. If you can make yours available at very short notice please ring me as soon as possible - 01858 434424. For those of you have registered your car over the past few months, I am still working on the Register windscreen stickers and the certificates. All being well these should arrive with you before the end of November. Thank you for your support.

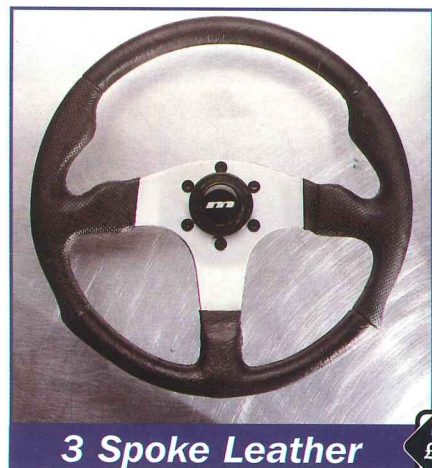
**A**lthough this months featured car is totally original, we have a very large number of modified cars in the Register. Including 'Gitfires' (6 cyl Spitfires), as well as heavily modified Vitesse's and Spitfires. I hope to feature one of these cars in next month's report.





# New STEERING WHEELS

We now have Two New 'M' Range Mountney Steering Wheels available from stock. These wheels will fit all club cars and come Ocomplete with fixing boss



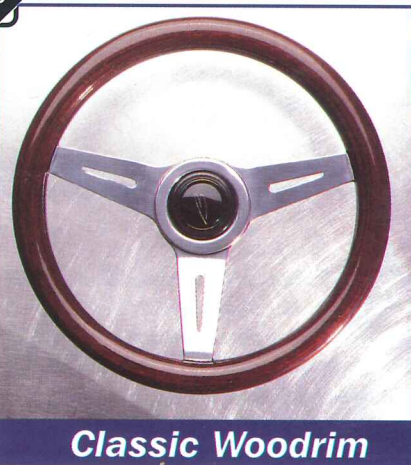
3 Spoke Leather

P&P  
£5.95

## 'M' Range Black Leather

A high quality leather three spoked wheel which has an anatomically designed rim to provide superb comfort

**MM200 - Black Leather £75.00**



Classic Woodrim

## 'M' Range Classic Woodrim

A superbly finished Woodrim wheel with three polished spokes. Particularly suitable for cars with a Burr - Walnut Dashboard

**MM100 - Classic Woodrim £105.00**

ORDERS HOTLINE

01858 434424

FAX HOTLINE

01858 431936

e-mail: Cluboffers@aol.com

# 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 1200	£95.00
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	£23.50 per pair
13/60 front wing inc. rear strip, 713267/8	£57.50 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	£25.50
Bonnet corner moulding 706161/2	£16.50 each
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)	£9.00 each
Fuel gauge Vitesse 2 litre Mk I 145700	£50.00
Petrol tank sender 13/60 est. 127814	£14.50
R/H engine bay valance 1200 13/60 903155	£15.50
Upper rear wing (estate) 804432	£45.00
Vitesse inner sealed beam light unit 811910	£5.50 pair
Hand brake front cable 121766	£3.00
Hoods original ICI flame retardant	£130.00 each
Hoods vinyl inc. zip out 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	£55.00
All chassis outriggers/side rail/ boot extension	£13.50 each
Front Suspension Shim 122022	£1.25 each
Seat Belts (inertia type)	£40.00 pair
Herald oil filters GFE 119/150	£3.00
Rear Shock Absorbers GSA 385	£17.50

## SPITFIRE MkI & II & III

Spit MkIII side lamp mounting panel (910157/8)	£45 each
New overdrive propshaft (210985/218952)	£75.00 exchange
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 903088/9	£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 MkIII inc. zip window	£85.00
Hood MkIII original ICI flame retardant inc.zip window	£130.00
Left/Right bonnet hinge tubes 811679/811680	£17.50 each
Spitfire MkIII complete bonnet assembly	£55.12
Spitfire MkIII bootlid steel 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 L/H/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/XKC3641	£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	£15.50 each
Front suspension vertical link and trunnion assembly	£56.00
Caliper repair kit inc. piston	£15.00
Bonnet hinge pivot box (RKC362/3)	£26.00
Spitfire rear lamp panel (716182)	£80.00
Stainless steel overkill kit	£39.00
Handbrake cable end fork (104749)	£22.00 each
Early/late rear drive shaft	£55.00 each
Windscreen rubber chrome insert (917248/9)	£32.50 per set
Windscreen aperture panel drip channel	£10.00 a pair
Waterpump 216939/GWP 128	£29.50 exchange

Handbrake front cable 121766	£3.00
Wishbone bushes 119451(set of 8)	£10.00
GIRLINGBrake master cylinder	£40.00 each
Dash top cover 815281	£23.00
Brake caliper offside/nearside 159130/1	£53.00 each
Rear valance 908970	£19.50 each
Nearside/offside sill 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	£6.00 each
Inner sill L/H and R/H 806638/9	£12.50 each
Headlamp support plate assembly L/H and R/H 818671/2	£27.50 each
Bonnet hinge tube R/H 911108	£20.00 each
Rear inner/inner wheelarch, L/H and R/H 725563/4	£37.50
Front quarter valances offside and nearside (815391/2)	£45.00 each
Seat covering set. Brown cloth houndstooth material,complete car set OE	£75.00
Knee pad L/H and R/H 719331/719401	£12.00 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
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
Hoods original ICI flame retardant L/H and R/H 819803/4	£4.00 each
Exterior door handle 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	£55.00
Suspension top ball joint GSJ155	£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
Camshaft RKC 3305 Repro	£35.00 each exchange
Door hinges 607824	£15.00 each
Distributor cap GDC136	£3.50
Front outriggers 209398/9	£12.50 each
Direction Indicator switch 159868	£27.50
Rear suspension shim 122022	£1.25
Rear handbrake lever 123135	£5.00
Inertia seatbelts	£40.00 per pair
Inertia seatbelts with warning light wire	£45.00 per pair
Oil filters GFE 119/150	£3.00
Rear shock absorbers GSA 385	£17.50
Recon. exchange distributor (1500) RKC 638	£57.50

## GT6

Bonnet assembly MkIII 913766	£550.00
Petrol tank cover board (Mk I and II) 710703	£20.00
Boot floor carpet MkII and II 810841	£17.50
Driver's sun visor MkII 815384	£5.50
Main carpet early Mk III new tan 8108	£29.50
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 308034	£95.00 exchange
Front side/flasher lamp assembly 155416	£20.50
R/H front overrider GT6 Mk I 710717	£25.00 each
Rotolux coupling 152273	£20.50 each
Steering lock 216449/ UKC2719	£32.50 each
Front shock absorbers	£20.50 each
Dash veneer set Mk III 820073	£76.50
Quarter light seal front L/H 574098	£7.50
Clutch pedal and box assembly 217431	£25.00
Courtesy light switch 627745	£1.75
Rear brake shoes MkI and II Mk III Rotolux, GBS 750 OE	£12.00 set
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**

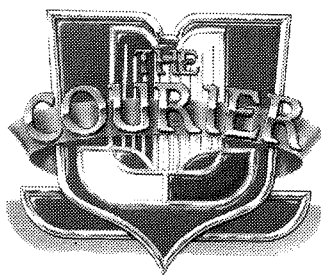
PRICES CORRECT AT TIME OF GOING TO PRESS.

T.D. FITCHETT, FITCHETT (REDLAND) INDUSTRIAL ESTATE.

STATION HILL, OAKENGATES, TELFORD, SHROPSHIRE TF2 9JX.

TEL: 01952 619585/620434 FAX: 01952 610510.





# READERS Write . . .

## Leaded fuel Introduction!

Extract from a book called  
**AUTOMOBILE ENGINE OVERHAUL.**

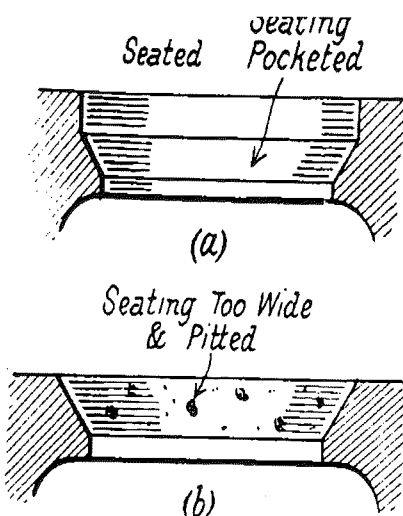
by A.W.Judge.  
(ARCS, WHSc, MIM, MSAE USA.)

First published in 1938. Page 39.

### Valve life with LEADED fuels. Some precautions:

It is well known that when fuels containing Tetraethyl Lead are used in automobile engines the exhaust valve faces and the area under the head tend to become eroded or pitted, whilst the valve stem tends to "gum up" in its guide after lower mileages than with non-leaded petrol. Without going into the causes of these troubles it

### TYPICAL VALVE SEATING DEFECTS



can be stated that to reduce or obviate the effects, the valve should run as cool as possible. The valve clearances require more frequent checking than when non-leaded petrol is used as a fuel. The valve face and its seating should be rather wider than usual in order to allow the seating to conduct the heat away more freely from the exhaust valve .....

So there you have it, when lead was first introduced into petrol our fathers fore saw problems very similar to the ones we are expecting with the change back to unleaded petrol.

**Arthur Spence**  
Mkt .Harborough

## GT6 cockpit heat

I acquired a GT6 MkIII some two years ago, having at various times owned many different Triumph models over a period of thirty years. I soon discovered that, in common with many other owners of GT6s, there can be a most uncomfortable heat build-up in summer weather, even with all the windows and Webasto roof open.

I have now completed the following jobs:

1. Insulated the exhaust manifold and exhaust pipe with the material recently advertised in The Courier. This has reduced the under bonnet temperature - I am not able to say by how much.
2. Replaced the original cardboard transmission tunnel with a fibreglass unit from Rimmers. I have lined this with two layers of reflective insulating material, sold in DIYs to fit behind domestic radiators.

The end result has been a dramatic improvement in comfort. I recently completed an M6 trip closed up except for quarterlights - on a hot day - and all was well. Perhaps other GT6 owners would like to comment. Incidentally, Chris Price helped with the work and would be pleased to assist others, his number is. Tel: 0889 505552.

**John Tonks**  
Cheshire

## Desperately searching for my past!! - NME 706

I am writing on behalf of the owner of the oldest Spitfire in Holland who is desperate to find out the history of his 36 year old car.

My husband and I met Ron Verlaan, the current proud owner, at the recent International Spitfire Weekend in Well, Holland and I give below the information he gave me to assist anyone who may know

anything about this beautifully restored car.

Model: Spitfire 4 MkI Right hand drive

Chassis No: 00035 Colour: Powder Blue (originally)

Re-sprayed red

Powder Blue (after restoration in the UK)

Original registration No: NME 706 Date first registered: October 1962

If you know anything about this car or are able to offer advice as to how I can help Ron in his search then please do contact me:

**Diana Richardson,**

"Cottesbrooke", Liners Wood Close, Bramley, Guildford, GUS OEG.

Tel: 01483 898660 Fax: 01483 890133.

## Events Organisers

Having been a member now for 10 years I have found it a little disheartening that the attendance to Club events seems to be on a downward trend; this year has been very poor. Although I do not attend every event in the TSSC I do try to attend my local events and Stafford. This year I have been to the Derwent Valley Peak Run, the West Yorkshire Dales Run, Stafford International and the North Yorkshire Moors Concours as well as Area Meetings in West and South Yorkshire.

This year the attendance at all the above events has been down. One question, WHY? These events are organised by people who give up their free time to do so, the least we can do is support them and attend. I also feel that the majority of people do not understand what is involved in putting on a Run, it surprised me. For instance:

1. A route must be devised and run at least twice for mileage purposes and suitable route instructions eg. 1.2 mile turn right, 3.4 mile straight on at crossroads etc.
2. Police permission must be obtained for the above.
3. Landowner permission gained eg. National Trust.
4. Insurance and RAC have to be notified.
5. Start, stop and finish points permission obtained eg. pubs, car parks etc. etc.
6. Paperwork such as instructions, forms and maps.
7. Trophies for prizewinners.

No doubt I will have missed some points out as organisers will tell me. However I am sure you get an idea of the amount of planning it takes to put on one of these runs, which can take months to arrange. Then at the end of all this planning it is soul destroying when **PEOPLE DO NOT ATTEND.**

Do they think that because their car is not concours condition they cannot attend? Anyone who has seen my 1200 Estate will tell you it is not pretty but at least it is on the road and being used. Those with an A1, A1+ or Concours, let's see them on the road and admire them.

I also own a 13/60 Saloon and found it sad that Phil Willson has decided to resign as 13/60 Register Secretary. I have enjoyed reading his articles over the years. I did send in an IVR but obviously many did not, again the question is **WHY?** Because of this lack of cooperation

we have lost an excellent Register Secretary.

So from now on, and especially at events next year, **I APPEAL TO EVERYONE TO TAKE PART AND ENJOY MEETING OTHER MEMBERS.** I have for the last 10 years and will continue to do so.

**Stuart Newbould**  
West Yorkshire

## Mile of Triumphs

Through your column I would like to thank everyone involved in the organisation of the Mile of Triumphs held at Great Yarmouth. Due to good involvement, planning and friendly people, we had a really fantastic time, with the added bonus of good weather!!

Set on a very nice camping/caravan site there was good food and drink, with a Disco and Live Band. Unfortunately my MkII Spitfire wasn't ready for the road this time, but seeing all those Triumphs on display certainly renewed by enthusiasm to complete my restoration. I am looking forward to next year's event.

**David James**  
Norfolk

## MoT Thanks!

I'd just like to say what a wonderful weekend Tracy and I had at the Mile of Triumphs. Everything about the event was extremely well done and it was a most enjoyable and 'different' weekend.

Congratulations must go to Rob and the Norfolk Area, they even managed to get the weather right against all the odds. To see so many Triumphs parked in a line on Great Yarmouth Seafront was a spectacle to behold and the complements that visitors gave showed that all the considerable effort was well worth it.

The Team looked pretty kn\*ck\*r\*d at the end, but their spirits were high. They were even talking about 'next year!' If you weren't there, you missed a great event. So a big thank you to all who put in so much for us to enjoy ourselves so well.

**Mike Crewes**  
Ascot

. . . and Write



OFFICE 01592 206439

PARTS DEPOT & FAX  
01592 640714

UNIT 1 MILL STREET  
KIRKCALDY FIFE  
SCOTLAND

CLASSIC  
**CHIC DOIG**

SPORTSCARS



**CONTACT THE EXPERTS  
SCOTLAND'S LARGEST  
MG & TRIUMPH  
DEALER**

**FAST MAIL ORDER SERVICE**

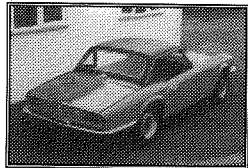


**FROM A BOLT TO A BODYSHELL  
NEW OR SECONDHAND  
WE WILL TRY TO HELP YOU  
WHATEVER THE CAR TYPE**

**HARDTOPS**

ALL PRICES INCLUDE VAT.

**SPITFIRE HERALD/VITESSE**



Spitfire Mk3 Hard top Glass £285.00

Herald/Vitesse Glass/Vinyl £285.00

Spitfire Mk IV Glass/Vinyl/H/Top £265.00

Hard Top Convertible £295.00

Brush nylon interior finish, fully assembled with all rubbers and fittings.  
H/Top fitting service available by appointment £12.50, mainland delivery  
£28.50. Illustrated information sheet on request. Also available high quality,  
heavy duty glassfibre wings, valances, bonnets, bootlids etc.

**HONEYBOURNE  
MOULDINGS**



SAE to: Station Road, off Birmingham Road, Alcester, Works B49 5EQ  
Tel/Fax: 01789 762071 9am - 5pm (1pm Sat)  
For evening calls 8-10pm ONLY 01386 47638

**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**

... and Write

## The Scramble to Hellfire Corner

I would like to express my appreciation for all the hard work that Tim, Al and their helpers in the Canterbury Area put into making this event so enjoyable. I had planned to enter the treasure hunt well in advance of its scheduled date, September 13th. Unfortunately, continued problems with my GT6 postponed this somewhat, and I ended up 'phoning, Tim the previous afternoon to check if it was still OK to turn up on the day. 'Yes, but I hope you're the last one!' was the reply.

With a spirit for adventure, I left base and headed through torrential rain to the rendezvous point at Ashford. On arrival I was most impressed to be handed a very professional personalised entry ticket, which included admission to Dover castle. It was clearly worth testing the organisational team still further by requesting the provision of a navigator. This was soon accomplished; thanks for making up the team with me John.

Around thirty cars (not all of them our chaps, but some in types such as MG, Sunbeam, Mini Cooper, Citroen, Jaguar and Ford) were scrambled at intervals to follow the very comprehensive instructions detailing our mission. We only overshot one turning throughout the fifty-mile course, but missed rather more in the way of correct answers to the clues!

Dover Castle proved to be an ideal destination venue, offering an exclusive parking area and a tremendous amount to explore. I'm sorry to say that I became so absorbed in the tour of the underground tunnels that I missed the prize giving. This was slightly embarrassing, since my car (though plastered with mud) won "The Best One of Ours" category in the friendly concours. I very much appreciated this, despite nearly destroying the highly original trophy with my umbrella! Congratulations to the treasure hunt winners; it was certainly a hard fought battle.

After exploring some alternative exit routes from the castle at the end of the day, a final moment of excitement occurred a mile or so up the road. The heater matrix ruptured in a big way, and so I returned to base streaming glycol...

**Simon Adamson**

Kent

## Thanks

I would like to thank a fellow Club member for helping me out in an emergency as I have no other way of contacting him. When my near side rear road wheel parted company from my Herald in Hemel Hempstead (on Saturday 12th Sept) I was stuck without a jack and a bit startled, to say the least. Whilst waiting for the AA to turn up, a

cheerful TSSC member pulled up (in a Saab!) reminisced about the time it had happened to him, and shot off to get a jack wheel studs, and new wheel nuts from home. The car was back on the road as the AA patrol turned up in a recovery vehicle and my rescuer had gone before I explained to the AA why I no longer needed the vehicle recovered.

Many thanks to the man on his way to Kent. I'll buy you a pint when I see you.

**Alan Jarvis**

London

## Thanks to a totally committed helper

I have just recently finished a rather lengthy restoration of my Mk3 Spitfire, just in time for my sisters wedding and would like to express my extreme gratitude to everyone who helped. My thanks especially go out to one unselfish person, who took time off from his own restoration to give me help and support.

The person in question willingly gave me encouragement, assistance and at times helped me out of deep depression when things went badly wrong and time scales drew shorter. There were many times when I thought I would not get the car completed on time. Many people at work also thought the same and in fact two colleagues did offer me the use of their cars, A TR4A and a Bentley. However, my helper maintained it would be finished in time and true to his word it was. I took my sister on her wedding day to church in it and she and her new husband drove, top down, in brilliant sunshine some 40 miles to the wedding reception in it.

I would like to think that support and commitment to helping others runs through all Triumph car owners but the person in question does give much more. It is for this reason that I feel he should be nominated for a member of the year award - if he was only willing to accept it. If nothing else I hope he accepts my written thanks.

**Name and address supplied**

... and Wrote



**DON HOODS**  
UNBEATABLE QUALITY - UNBEATABLE VALUE!

**DIRECT FROM THE MAKERS - WITH OVER 40 YEARS EXPERIENCE**

- BETTER THAN ORIGINAL EQUIPMENT QUALITY
- STITCHED AND WELDED FOR MAXIMUM LIFE
- WIDEST CHOICE OF COLOURS AVAILABLE
- ALL FASTENERS & FITTINGS INCLUDED

**Choice of heavy duty PVC, ICI Vynide, Everflex, Duck and Mohair**

**FOR LEAFLET AND PRICE LIST CONTACT**  
Don Trimming Co. Ltd.  
Hampton Road, Birmingham B23 7JJ  
Tel: 0121 373 1313  
SOUTHERN SALES OFFICE  
Tel: 01202 417000

**ALL MAKES & MODELS**  
incl. MG, Triumph, Escort, Golf etc.

**CARPET SETS FOR MOST MODELS**

24 HOUR EXPRESS SERVICE AVAILABLE - WORLDWIDE ORDER SERVICE

**WARNING!**

Members currently insured through TSSC insurance without a current TSSC Valuation, will be on **Market Value Only.**

THIS COVER IS ONLY A FRACTION OF TSSC AGREED VALUE AND AS A CLUB WE CANNOT SUPPORT MEMBER CLAIMS WHEN ON MARKET VALUE ONLY. ENSURE YOUR COVER IS TSSC AGREED VALUE WITH AN UP TO DATE TSSC VALUATION.

TELEPHONE TODAY FOR AN INSTANT QUOTATION  
**0121 - 561 - 6262**

**TRIUMPH SALES** **GB** **TRIUMPH SPARES**

**SPORTS CARS**

**ONE OF THE LARGEST STOCKS OF SPITFIRES/GT6s IN THE COUNTRY**

**FROM £500 TO £5000**

**1000s SECONDHAND SPITFIRE SPARES**

**DISMANTLING MK3/4/1500 SPITFIRE GT6 MK2/3**

**NEW SPARES**

**GOOD DEALS ON HOODS AND CARPETS**

**WE GIVE FREE PROFESSIONAL ADVICE ON BUYING AND SELLING TRIUMPHS**

**TRIUMPHS WANTED - ANY CONDITION CONSIDERED**

**RING ROBERT**

**01525 378078 Office Hours**

# Quiller Triumph

These are examples of our common service schedules although we would be pleased to quote for any job.

## ENGINE SERVICE

Renew oil (Castrol) & oil filter  
Clean air filter(s), renew if necessary  
Top up carburettor dashpots(s)  
Adjust slow running speed  
Tune & balance carburettor(s)  
Drain cooling system, replenish with anti freeze  
Renew spark plugs  
Renew contact breaker points  
Renew condenser  
Renew rotor arm  
Examine distributor cap, renew if necessary  
Lubricate distributor  
Check condition of HT leads, renew if necessary  
Check condition of fan belt, renew if necessary  
Adjust ignition timing  
Adjust valve clearances and replace rocker cover gasket

These procedures apply to all Triumphs.  
Additional checks and adjustments performed according to model.

Herald/Spitfire ... £39 inc. VAT plus parts  
Vitesse/GT6 ... £46 inc. VAT plus parts

**GIVE YOUR TRIUMPH A BIRTHDAY HAVE IT SERVICED BY QUILLER TRIUMPH**

## FULL SERVICE

**AS ENGINE SERVICE PLUS:-**  
Check condition wiper blades, renew if necessary  
Top up windscreen washer bottle  
Check condition of bonnet location cones, renew if necessary  
Top up battery level, Brake & Clutch masters  
Lubricate generator  
Lubricate water pump, check condition of water hoses and clips, renew if necessary  
Lubricate handbrake linkages  
Replenish gearbox oil  
Replenish differential oil  
Lubricate rear hubs  
Check condition of steering rack bushes  
Lubricate steering rack  
Check steering rack gaitors  
Check adjustment of front wheel bearings for play  
Lubricate ball joints and trunnions  
Check propshaft and halfshaft Universal Joints  
Check suspension location points and bushes  
Check shock absorber operation, examine for leakage  
Check condition of brake discs, calipers, pads and flexible hoses  
Check condition of rear brake linings, pistons and flexible hoses, adjust brakes and handbrake  
Check front and rear hubs  
Lubricate door hinges and internal latch mechanisms

Herald/Spitfire ... £80 inc. VAT plus parts  
Vitesse/GT6 ... £90 inc. VAT plus parts

**NOT ALL 'FULL' SERVICES ARE THIS FULL**  
IF A FULL SERVICE IS UNDERTAKEN AT THE SAME TIME AS AN MOT TEST THEN A 10% REDUCTION WILL BE GIVEN ON THE LABOUR CHARGE

## TRIM

**HOODS:** Best quality hoods (main seams stitched and welded etc.) supplied and fitted.

	PVC original	Canvas	Mohair
Spitfire IV 1500	190	250	320
Herald/Vitesse	230	320	380

Frame renovation if required E.P.O.A.

We tailor our hood blanks to properly fit your individual car (i.e. made-to-measure not off-the-peg).  
Full range of colours available, please ring.  
Also edges can be bound in any colour.

**CARPETS:** Best quality deep tufted carpets, supplied and fitted  
Spitfire £240 Herald/Vitesse £205

SEAT RECOVERING: Please Enquire

## CARS FOR SALE

Spitfire MkIII Absolutely lovely, 2 owners £3850

Vitesse 2ltr Was concours winner in 1980s. Wires, overdrive, stainless exhaust, last 20 years history £2350

1360 Convertible. New floors, sils, carpets and hood last year £2200

Part Exchanges most welcome  
We buy Triumphs for cash

**White Hart Road Woolwich / Plumstead, London**  
**0181 854 4777**



# The Golden Ages of Motoring

by R Fitzsimmonds

**T**his all began with a potential letter to the T.S.S.C. after reading a comment in an old issue of "The Courier" - I can't remember which - and the letter somehow grew into an article.

However, let me start at the beginning. I am a new member of the club, strange, I know, as I have had a Spitty Mk 4 for over 3 years. The car was given to me (Yes, GIVEN), by my father who bought it as a heap with the intention of restoring it after he got "the bug" from me, having just restored an old MGB. After fiddling about with it for four years, he gave up and the car moved into my garage, mainly in bits. At this time, the car hasn't been M.O.T'd for over 10 years.

Anyway, being all keen, as all new members are, I read "The Courier" from cover to cover and wanted more, so duly asked for a pile of back issues. This is when I read the letter that led to this article. It read, something to the effect, about an old Spitfire that was parked, somewhere on holiday next to a new Lotus. Lo and behold, as in all good fairy tales, seething hoards of admirers soon surrounded the Spitfire, the little Lotus being ignored. Now, T.S.S.C. members, please don't take offence.

This in itself was enough to make any true sports car lover raise an eyebrow but the letter also went on to decry the

Lotus as "another mass produced nonentity in the same mould as all modern boxes" whilst the Triumph was full of virtue, being "Individual, having character, style" etc. etc. etc. Don't get me wrong. I love my little Spitty as much as the next man but let's get real.

Look at the new Lotus Elise. You can't hope to find a more 50's - 60's retro sports car. It certainly looks nothing like any other modern sports car. In fact, you could park it in an exhibition of 50's racers and it would not look out of place. I don't think I am alone in this view. Look at the sales figures for the car. Lotus can't keep up with demand. It's probably the only new car you can buy and sell tomorrow at a substantial profit. Performance, handling, braking like you wouldn't believe, styling you would swap your granny for and we are supposed to think that in some way that a 25 yr. old

Triumph is better? If the Lotus was badged as "The new Triumph", I have no doubts that all club members would be singing its praises and drooling to get one.

## Rose coloured spectacles.

"The old cars are the best". "They don't make 'em like they used to". (Thank God!) "Old cars had style, they didn't all look the same". And so on. I know. We've all heard it before. Let's just take a close look at this "The old ones are the best" syndrome.

I am sure many of us remember sunny Sunday mornings in the late 60's, early 70's. Streets full of keen car owners, bonnets up, rocker covers off, battery chargers, wire mesh, plastic padding, wet and dry, spray

# (or was it???)



# TRIUMPH BOOKSHOP

1st FOR ALL YOUR BOOK REQUIREMENTS

MAIN STREET, LUBENHAM, LEICS. LE16 9TF.



01858 434424 01858 431936

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

## WORKSHOP MANUALS HANDBOOKS GENERAL

Herald 1200.....	£24.95	Herald 1200/12/50.....	£5.50	HAYNES WORKSHOP MANUALS	
Herald 13/60.....	£24.95	Herald 13/60.....	£5.50	SPITFIRE / VITESSE / GT6 / HERALD.....	£16.95
Herald (all models) German.....	£32.95	Vitesse 6'.....	£5.50	SU Carburettors.....	£16.95
Vitesse 6'.....	£24.95	Vitesse Mk I.....	£5.50	Stromberg Carburettors.....	£16.95
Vitesse 21 Mk I/II.....	£24.95	Vitesse II.....	£5.50	Weber Carburettors.....	£16.95
Vitesse/GT6 (all models) German.....	£33.95	GT6 Mk I.....	£5.50	Tuning SU Carbs PCKET BOOK.....	£8.50
GT6 Mk I/II/III.....	£24.95	GT6 Mk II.....	£5.50		
Spitfire 4/II/III.....	£24.95	GT6 Mk III.....	£5.50	BROOKLANDS BOOKS	
Spitfire IV.....	£21.95	Spitfire 4.....	£5.50	Vitesse/Herald 1959/71.....	£9.95
Spitfire IV/1500 Dutch.....	£33.00	Spitfire Mk III.....	£5.50	Vitesse 1962/71.....	£9.95
Spitfire 1500.....	£21.95	Spitfire Mk III German.....	£7.00	Herald 1959/1971.....	£9.95
Spitfire 1500 German.....	£33.00	Spitfire Mk IV.....	£5.50	GT6 1966/1974.....	£9.95
Spitfire IV/1500 French.....	£33.00	Spitfire Mk IV German.....	£7.00	GT6 Gold Portfolio.....	£14.95
TR2/TR3.....	£29.50	Spitfire 1500.....	£5.50	Spitfire 1962/1980.....	£9.95
TR4/4A.....	£26.95	Spitfire 1500 German.....	£7.00	Spitfire Gold Portfolio.....	£14.95
TR5 (complete).....	£38.00	TR4/TR4A.....	£5.50	Road & Track Triumph Sports Cars	
TR6.....	£27.50	TR250 (TR5).....	£5.50	58.67 67.74 74.82 each.....	£9.95
TR6 German.....	£29.50	TR6.....	£5.50	TR2.3 1952/60.....	£9.95
TR7.....	£31.95	TR7.....	£5.50	TR2.3 Gold Portfolio.....	£14.95
TR8.....	£28.95	TR8.....	£5.50	TR4 & TR5 & 250.....	£9.95
Stag.....	£24.95	Stag.....	£5.50	TR6 Gold Portfolio.....	£14.95
Dolomite Sprint.....	£32.95	Triumph 2.5 PI.....	£5.50	TR7 8 1975/81.....	£9.95
2000/2500/2.5 PI.....	£27.95			TR7 Gold Portfolio.....	£14.95
1300 FWD.....	£15.95			Stag.....	£9.95
1500 FWD/1500 T/C.....	£23.95			2000 2500.....	£9.95
1500 R.W.D. 1500.....	£23.95			Dolomite Sprint road tests etc.....	£9.95

## PARTS CATALOGUES

Herald 1200 (all models).....	£19.95	TR2 3.....	£22.95
Herald 13/60.....	£18.95	TR4.....	£22.95
Vitesse 1600/2 Ltr MkI.....	£19.95	TR4A.....	£22.95
Vitesse 2Lr Mk II.....	£18.95	TR250 (TR5).....	£22.95
GT6 Mk I & Mk II.....	£19.95	TR6.....	£22.95
GT6 Mk III.....	£18.95	TR7.....	£24.00
Spitfire 4/Mk II.....	£19.95	TR8.....	£24.95
Spitfire Mk III.....	£18.95	Stag.....	£25.95
Spitfire Mk IV.....	£17.95	Dolomite all models inc. Sprint.....	£33.95
Spitfire 1500.....	£18.95	1500 RWD.....	£15.95

## PRACTICAL CLASSICS / RESTORATION GUIDES

Practical Classics METALWORKING.....	£7.95
Practical Classics Restoration of Triumph Stag.....	£16.95
Practical Classics Restoration of TRIUMPH TR6.....	£16.95
Practical Classics PANEL BEATING & PAINT REFINISHING.....	£16.95
Practical Classics Restoration HERALD/VITESSE.....	£16.95
Practical Classics Restoration SPITFIRE (would also suit GT6).....	£16.95
Practical Classics GT6 briefing (restoration etc).....	£6.50
Competition Preparation Spitfire I/II/III/IV/1500 - 2ltr Cars each.....	£6.50
Guide to Purchase & D.I.Y. Restoration - All Club Cars.....	£20.95

## HISTORY

Triumph Cars - The Complete History - Robson/Langworth.....	£24.00
The Complete History Spitfire GT6 - Graham Robson.....	£16.95
SPITFIRE/GT6: Collectors Guide - Graham Robson.....	£15.25
The Works Triumphs - Graham Robson.....	£23.50
Complete Guide to HERALD & VITESSE - Mike Castigan.....	£15.95
Laurie Bond - The Man & The Marque - Nick Wotherspoon.....	£22.95
Original Triumph T.R. The Restorer's Guide - Piggott.....	£22.75
Triumph TR4/5/6 Autofolio (much in colour).....	£12.50

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.

# Modern cars are

paints, rubbing compound, etc. etc. And this was often on cars only a few years old. Rarely did a car reach 10 or 15 years of age. Nowadays look at a 10 year old car and it's often still bright and shiny, good interior, in fact, still looking very new.

OK How about the 'Modern cars are all the same' idea? Just line up a Mk 2 Cortina, Mk 2 Escort, Sunbeam Rapier, Hillman Minx, Vauxhall Viva, Triumph Herald, (sorry), in fact, nearly ANY 60's saloon. There's hardly a hairs difference between them. Individual? Not copies? How many articles point out that the GT6 was a mini - E type? Look at the front end of a Mk 3 Spitty and an MGB. Spot the likeness? Same basic shape, same light design? similar grille treatment, even the same sidelight/indicator units. Individual? I don't really think so.

By now most of you will want to turn the page and read something else thinking, "Traitor". But wait. Remember, I have a Spitty and I think it's great. I just don't subscribe to the idea that owners of one marque must all decry other makes of car as "heaps" or the owners as "sad misguided fools". After all, how many GT6 owners would not swap their car for an E type if they had the chance?

We need to come to terms with WHY we love our old cars. They **AREN'T** better than new 'Euroboxes', they **AREN'T** more individual than modern cars, other than the fact that there's now far less of them; and they certainly aren't more reliable in the main. Modern cars generally need less maintenance, (not always) are usually far more economical, are imminently more creature-comfortable, drier and warm (or cool), and even the new Ford Mundano will run rings around a Spitty or GT6 on winding roads and lose them altogether on a straight. (I know' as I've got one.) So again, why do we love our old cars?

I think we need to look at our children and the child in all of us. When we were small, we played with Corgi and Dinky toys. (some of us still do - we just call it 'collecting' them). We loved our toys and we still do. The difference now is that our toys are a bit bigger. (Or in the case of the Herald, only slightly bigger)

I am sure that one of the reasons we love our old cars is because they ARE old. We still want to play with them. We WANT to weld and paint and trim and generally fiddle with them. We get bored when they stand there, clean and shiny, needing no work at all. There's nothing better than returning an old heap to its former glory.

A modern car is infinitely better, but it's **BORING**. There's nothing to do. No pride, to be able to say, "I did that." The results need not always be perfect, either. I admire concours cars and the people who produce them. I respect the skill and hard work in them but it's not for me. We **CAN'T** all produce show winners. I have just fitted an African walnut dash to my Spitty. No, I didn't buy it. I made it myself.

It's not perfect and the club kit is far better but I **DID IT**. That's the whole point. Sorting my

Spitty has taken over 3 years. The car was a wreck, and so far I've spent very little money, making and repairing most parts myself. The car will never win a show. It will be a good, useable car, for fun and I will be writing about its repairs (**NOT** restoration) in the future.

Of course, there are still aspects of old cars that ARE better. Not all new designs are an improvement. Look at soft tops. Just try replacing the hood on a new MX5. If anything, the construction is even more fiddly than on an old car. And what happened to the tip up one piece front end? You could have a picnic in the front of a Spitty? sitting on the wheels, using the bonnet as a windbreak. I know, I've done it! Just try getting to the engine of the new MGF! We all love to tinker and twiddle with our old cars.

When did you last see anyone 'playing' with a modern, high-tech fuel injected lump? No, for everyday A to B use' if that's **ALL** you want, then buy an Escort or an Astra! But if it's a rewarding, fun, enjoyable hobby that you can share with like minded nuts, then you can't beat the old ones.

**Rosy Spec's and all.**

# all the same . . .





# Under worked, Over Paid ...

by John Macartney

## John Macartney Remembers Part 7

I'll never forget Mr. Thompson. He had a most unfortunate stammer and certainly wasn't wealthy. By his very appearance, Mr. Thompson fully understood the meaning of thrift.

He was a dedicated fan of the Triumph 2000 - and for the whole of my time in Berkeley Square, regularly wandered in to drool over the car in the showroom. We all got to know him and were always happy to see him arrive. "Help yourself, Mr. Thompson," we'd say, "stay as long as you like," and he'd sit in the driving seat making brrrrmmmm

**"... Amos's eyes would shine and dance as thousands of volts coursed through his wet hands from a revving engine ..."**

brrrrmmmm noises, just as happy as Larry.

The following week, he'd changed his mind to a saloon - and then, a week later, he said he preferred the Estate. He must have had more brochures on the Triumph 2000 than we ever gave away at Earls Court. Then the 2.5PI was announced and Mr. Thompson was in seventh heaven, almost becoming a permanent resident in the showroom.

"I'm saving up you know," he'd say in a shower of saliva, "and I'd got enough for the Estate but now I think I'll wait a bit longer for the 2.5 Pee One version, with automatic." He always called it a Pee One.

Came the day, and Mr. Thompson rushed into the showroom in a shower of spittle and stammers, barely able to contain his excitement.

"I've ordered it. I've ordered it. It's coming in three months.

waited longer, much longer than three months. What with a few strikes in Coventry, and another delivery driver's strike plus other unforeseen disruptions, his patience was stretched to the limit. One day a telephone rang - and a colleague answered it - quickly holding it away from his ear as Mr. Thompson babbled into what was probably a very wet mouthpiece. Apparently he was going to Western Avenue that very afternoon to collect his cherished new car.

It was in midnight blue, so he said, with automatic gears and power steering and he'd also got a radio/stereo cassette fitted in it as well, with an aerial on the roof.

The news travelled round the showroom like wildfire and we were confident that probably next day, Mr. Thompson would arrive to let us all inspect his new baby and to tell us what a remarkable car it was that Triumph had on sale.

He didn't. At Western Avenue, there was employed on the car wash a

**STANDARD TRIUMPH SALES LIMITED**  
**15 - 17 Berkeley Square, London W1 Tel: GROsvenor 6050**

recalcitrant ignition systems. Whenever a car had a serious and persistent misfire, Amos would be summoned by whoever was working on the car, to help with the diagnostics.

Having put both hands under a running tap, Amos would then stand by the car in question and grab hold of each sparking plug in turn. With the shout of "you give de ol' lady a bit o' welly, Jimbo!", Amos's eyes would shine and dance, as thousands of volts coursed through his wet hands from a revving engine. He was always right in saying which plugs or leads were defective, and instead of hooking the car to a Crypton Tuner, Western Avenue staff always 'hooked Amos on' in preference.

Poor old Amos had one problem. He suffered from occasional attacks of epilepsy, though whether this was because of his evident pleasure from grabbing highly charged plug leads, no-one ever knew. Because of this disability, he was obviously and understandably actively discouraged from driving cars on and off the carwash where he worked. Someone else had to do it - and a nearby fitter was the one who worked with him on this task.

The story went that on the day when Mr. Thompson's 2.5 'Pee One' Estate Car, in Midnight Blue with automatic, power steering and radio/stereo cassette with the aerial on the roof was due for delivery, Amos was about to wash it, immediately prior to hand over.

**"... and the gearbox, most co-operatively selected instant kick-down as two and a half litres with more than 100 horses and 'pee one-ed' immediately responded ..."**

Mr. Thompson was sitting in the waiting room, impatiently flicking through the pages of dog-eared motoring magazines and accepting countless polystyrene cups of tea brought to him by friendly reception staff. The fitter adjacent to the car wash was not on-hand to move the car and Amos was up against things to get his quota of cars washed before he could clock out and go home. Totally against instructions, he decided to move Mr. Thompson's car on to the wash himself. As an eye-witness later reported, Amos had the car perfectly lined up to drive on to the wash - when he had one of his fits.

Apparently, his body went rigid, his right foot must have stamped on the accelerator - and the gearbox, most co-operatively selected instant kick-down as two and a half litres with more than one hundred horses, all wide awake, eager and 'pee one-ed', immediately responded. The outcome was inevitable, except that Amos also had had the unconscious foresight to have lined up the car to the car wash, so that he got 'a good run at it.'

Inevitably, the car went straight through the brick and tiled wall of the car wash, dropping on to the roof of another vehicle that was parked in the adjoining service road. Not content with that, with Amos still unconscious at the wheel having a very violent fit, it fell off the roof of the car on which it had landed, careered across the service road, coming to a sudden halt against a very solid concrete roof support of a neighbouring building. It went down in history that the cheers, catcalls and spanner banging that accompanied the "Pee One's" departure, could have been heard at Wormwood Scrubs - a nearby jail of repute.

The insurance company declared it an instant write-off - and Mr. Thompson was never seen in our showroom again.

We later heard he had bought another Estate, but this time it was a Volvo.

And next day, Amos presumably (?) started 'testing electrics' somewhere else.

**STANDARD**



**TRIUMPH**

Each time he left to go on his way, he'd stammer "I really am going to buy one, but I think I'd like the Estate."

Mind if I try sitting in one again?"

As misfortune would have it, he

most affable Jamaican, by the name of Amos. Apart from washing cars, Amos was also used in a 'consultative and advisory' capacity as the electrical circuit tester for



## Driving Instructors

I have the greatest admiration for driving instructors. Granted they have a duplicate set of brake and clutch controls - but they still don't have a steering wheel.

I have to say as well, that there are probably better places for the faint-hearted passenger/salesman, such as myself, to undertake demonstration drives than in central London, with Americans who have never driven on the 'wrong side of the road' and in a 'stick-shift.'

Even the most gutless de-toxed Spitfire is a truly terrifying instrument in such hands - while a GT6 or TR250 / TR6 is enough to make anyone look longingly for the men in white coats and a sign saying "Happy Farm - this way."

Demo drives were usually undertaken from the entrance to Hyde Park at Marble Arch - or if the prospect warranted a longer run within the confines of the Metropolitan District, the Inner Circle in Regents Park was eminently suitable.

One sunny morning in May, when the blossom in the cherry trees was at its height, a colleague vanished into the traffic in the US Spec TR6 demonstrator. I was in the very early stages of negotiation with another American lady who knew exactly what she wanted in terms of a Spitfire - and she soon announced, "I wanna get behind the wheel of one of those babies."

With the quartz timing of happenchance, the Spitfire pulled

up at the kerb outside having just returned from another demo, and we went out to it. "Have you ever driven a manual gearbox car, Madam?" I asked. "I guess not - but I'll soon get the hang of it" came a stern reply.

Without any further ado, she was in the seat, frantically flicking the column stalks, pulling and pushing at the knobs and obviously impatient to be off. I climbed in beside her - wondering if it really would have

**"... she was in the seat frantically flicking the column stalks, pulling at the Knobs and she was obviously very impatient to be off ..."**

been 'sensible to have made a Will, even though I was still a bachelor.

"Have you ever driven in London, before?" I said with a smile.

"Nope," came the reply.

"You ever driven in New York?"

"I'm afraid I haven't," I said.

"Well, I guess that makes us

quits," she said emphatically.

By now the engine was running and the gear lever was being prodded upwards towards 1st and 3rd - unfortunately without using the clutch. The resulting noise caused snoozing pigeons in the trees above us to take to rapid flight.

We did a few backward and forwards moves - fortunately not quite hitting anything at either end, and then we were off. She said she wanted a long drive to

gearbox. The clutch was hot, and even when disengaging it, there was inertia spin so that the unsynchronised first gear was engaged with that very special 'clang' which is so unique to the marque.

We went over the traffic lights in Oxford Street when they were at red, pedestrian crossings were ignored in Grosvenor Square and taxis blew their horns, as tyres of other vehicles screeched under heavy braking. All the drivers or pedestrians got in return for their howls of protest were "And you, fella...!"

Eventually, we made it to Regent's Park and I fervently hoped the trip round the Inner Circle was not going to be at speed. As we entered the Park, I noticed there were rather a large number of policemen around, and what few pedestrians were in the vicinity, were hurrying towards the gate on the Marylebone Road.

No matter. We were soon on the Inner Circle and the Spitfire picked up speed. We were going rather fast - mostly in the middle of the road - as she continually fought her hair with one hand to keep it out of her eyes and to light a cigarette with the other. Sometimes we went on to the wrong side and I had to tell her, too many times that, "we need to be over there, please."

Eventually, she seemed to think she had done enough - and again, we zoomed over to the wrong side of the road into a free parking space. I mentally crossed myself, and gave profound and silent thanks to The Almighty for my safe deliverance.

"I'll take it," she said.

"What? This one - or would you prefer another in a different colour?"

"No. White's fine by me and I guess the gearbox's gotten used to me by now."

I had grave doubts on that one, but kept my feelings to myself.

We sat there for a while talking about prices, shipping and where she was going with it in Europe. Just then, we were approached by two policemen who courteously touched their helmets.

"Excuse me Madam, excuse me, Sir. Would you please leave the park at the nearest possible exit and by no means attempt to get out of your car until you are well away from these surroundings." She turned to me, smiling. "It's true, isn't it? Your cops really are so nice!" And then, looking up, she said "why do we have to go? Did you see me driving too fast? I've just bought this car you know?"

"Pleased to hear it, mum," said the other, "but we think you ought to know a highly dangerous snake escaped from the reptile house at the zoo an hour ago and it was last seen heading towards this part of the park."

"A SNAKE!!!!!" she yelled. "Holy s\*\*t, I can't stand those goddam things. Here John, let's get going!"

The engine fired into life, first gear clanged into engagement and again, we shot off round the Inner Circle, fully on the wrong side of the road, only to meet a very familiar US Spec TR6 with my colleague in the passenger's seat coming at us head-on. This car too, was certainly not dawdling. Peter and I both

stamped on imaginary brake pedals and to this day, how we avoided a collision I shall never know. Clearly, both of us had been frightened out of our wits by the driving skills of our two customers, and snake or not, I yelled at my punter to get out and let me take over.

I think Peter was a bit more polite to the lady in their car.

The Spitfire and the TR6 then made it back in convoy to The Square in a less abused fashion than had been seen (or heard) on their departures. As the group of four, trooped into the showroom, it was evident the visitor driving the TR had been so smitten with the car she had been driving, she wanted to buy it as well.

The two women soon struck up a friendship and the next day when they both came to take delivery of their respective cars, they declared they had decided they were going "to do Europe together." Whether they ever did - and whether either or both of those gearboxes ever found they had 'gotten used' to being treated in a certain way, we never heard.

© John Macartney

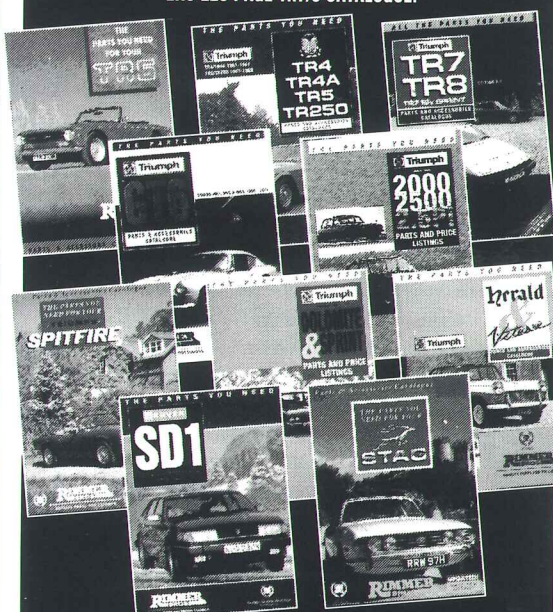
**If you have enjoyed reading this series of articles by John Macartney then a book has been produced in which these and a lot more of John's enlightening reminiscences of his and his fathers times at Triumph are covered in a great more detail and includes Photographs, some of which have never been published before. To place your order ring The Triumph Bookshop on: 01858 434424**



# TRIUMPH & ROVER SD1 PARTS

## BY FAST MAIL ORDER

IF YOU OWN ONE OF THESE CARS...  
YOU NEED ONE OF OUR FREE\* CATALOGUES.  
\*EXC 228 PAGE TR7/8 CATALOGUE.



ALL CATALOGUES FREE (INC. P & P UK) EXC. TR7/8 @ £3.00.  
OVERSEAS POSTAGE ADD £2 FOR EUROPE AND £4 R.O.W. (ANY ONE CATALOGUE)

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

FOR YOUR COPY, PHONE OR FAX OR WRITE IN.



## 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

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 ALSO AVAILABLE.

SPITFIRE (FULL)	1500	£650.00 ex
	1300	£650.00 ex
HERALD (FULL)	(ALL)	£650.00 ex
VITESSE (FULL)	(2000)	£1025.00 ex
GT6 (FULL)	(ALL)	£815.00 ex

### UNLEADED CYLINDER HEADS

SPITFIRE & HERALD RECON	£211.50 ex
GT6 & VITESSE (2000)	£290.00 ex

### BRAKES/SUSPENSION

DISCS	SPITFIRE/HERALD	£19.33
	GT6/VITESSE	£20.52
PADS	SPITFIRE/HERALD	£10.52
	GT6/VITESSE	£12.87
REAR SHOES	SPITFIRE/HERALD	£15.67
	GT6/VITESSE	£19.98
FRONT SHOCK ABSORBER (ALL MODELS)		
STANDARD		£23.44
SPAX		£46.44
KONI		£57.49
REAR SHOCK ABSORBER (ALL MODELS)		
STANDARD		£22.04
SPAX		£43.45
KONI		£51.44
FRONT SPRINGS		from £19.41
REAR SPRINGS		from £83.51

### SEAT BELT KITS

INERTIA INC REEL, STALK, FITTINGS & INSTRUCTIONS	
SPIT/GT6	(EACH) £35.52
HERALD/VITESSE	(EACH) £40.24

Helping you care for your classic

# RIMMER BROS

### BODYWORK/BUMPERS

	F/WING	R/WING	D/SKIN	SILL	F/BUMPER	R/BUMPER	BONNET	BOOT LID	1/4 VALANCE
	FROM	FROM	FROM	FROM	FROM	FROM	FROM	FROM	HERITAGE
SPITFIRE 1/2/3	£66.82	£81.08	£30.64	£19.31	POA	£70.50 EACH	£605.13 (MO)	£163.38	£66.56
SPITFIRE MK IV/1500	£50.53	£88.13	£29.32	£19.31	£216.29	£216.29	£581.63	£172.47	£58.09
GT6 MK1	£66.82	£81.08	£30.64	£19.31	POA	£69.33 EACH	NCA	-	POA
MK2	£95.80	£81.08	£30.64	£19.31	POA	£70.50 EACH	NCA	-	£66.56
MK3	£50.53	£88.13	£29.32	£19.31	£216.29	£216.29	£616.88	-	£58.09
HERALD	£72.93	£84.60	£53.54	£21.82	-	Car Set £111.32	-	-	-
VITESSE	£97.87	£84.60	£53.54	£21.82	£34.26	£33.09	-	-	-

### MISCELLANEOUS

CAR COVERS	
TAILORED - TOP QUALITY (ALL MODELS)	£125.00
MUDFLAPS (TRIUMPH LOGO) (PR)	£11.75
LENHAM HARDTOP (SPIT MKIV/1500)	£290.46
ALEY ROLLOVER BAR (PADDED) (SPIT IV/1500)	£146.02
MOTOLITA STEERING WHEEL	
(WOOD OR LEATHER RIM) (ALL MODELS)	£114.56

### HOODS

PRICES LISTED ARE FOR BLACK - OTHER COLOURS AVAILABLE

	PVC	PVC	PVC	CANVAS	MOHAIR
	ECONOMY	LUX	ORIG		
SPITFIRE IV/1500	£95.76	£120.44	£175.18	£168.61	£240.88
SPITFIRE III	£110.45	£123.15	-	£177.74	£246.29
HERALD/VITESSE	£108.69	£128.08	-	£170.38	£249.69

### STAINLESS STEEL EXHAUSTS

	FULL	TUBULAR	TWIN SPORTS	TWIN SPORTS	SINGLE
	SYSTEM	MANIFOLD	SYSTEM	SYSTEM	SPORTS REAR
	(STD)		EXC. MANIFOLD	INC. MANIFOLD	SILENCER
SPITFIRE MK1	£142.76	£133.77	£163.33	£290.81	£76.01
MK2	£120.97	£133.77	£163.33	£290.81	£76.01
MK3	£152.16	£133.77	£163.33	£279.06	£100.33
MKIV	£133.89	£133.77	£163.33	£279.06	£116.33
1500	£139.83	£133.77	£163.33	£279.06	£116.33
GT6 MK1	£146.88	£193.37	£163.33	£339.58	£116.33
MK2	£164.21	£193.37	£163.33	£339.58	£120.40
MK3	£164.21	£193.37	£163.33	£339.58	£120.40
HERALD	£103.34	£133.77	£170.38	£293.69	-
VITESSE MK1	£148.93	£193.37	£170.38	£325.00	-
MK2	£126.31	£193.37	£170.38	£325.00	-

### COOLING

	WATER PUMP	RADIATOR	HOSE KIT	KENLOWE	ENGINE OIL
	FROM	FROM	FROM	FAN KIT	COOLER
SPITFIRE	£35.19	£95.18 ex	£23.44	£104.02	£104.87
GT6	£47.88	£117.79 ex	£30.55	£104.02	£118.01
HERALD	£35.19	£89.24 ex	£17.04	£99.80	-
VITESSE	£47.88	£105.16 ex	£24.62	£104.02	£133.13

### TRANSMISSION

GEARBOX (ALL MODELS)	
NON O/D (RECON)	£204.53 ex
LESS O/D (RECON)	£204.53 ex
INC O/D (RECON)	£381.23 ex
DIFFERENTIALS (RECON)	
SPITFIRE / GT6	from £248.99 ex
HERALD/VITESSE	from £247.20 ex

### CARPET SETS

TOP QUALITY TUFTED PILE (STITCHED)	
ALL COLOURS. MOULDED - BLACK ONLY	
SPITFIRE IV/1500 STITCHED	£93.21
MOULDED	£184.80
GT6 MK3 STITCHED	£109.86
MOULDED	£233.05
HERALD/VITESSE STITCHED	£89.19
MOULDED	£144.91

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

OVER 50,000 RECORDED PART NUMBERS, ALL UNDER ONE ROOF.

## 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** 24 Hour Service 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](mailto: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 POSTAL ORDER BANK DRAFT BANK TRANSFER CASH

TRADE & WHOLESALE  
ENQUIRIES WELCOME

WE EXPORT TO THE  
EC & WORLDWIDE

View our Classic  
Car Collection

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

OPENING HOURS:

MON - FRI 8.30am - 5.30pm,  
SAT 8.30am - 1.30pm.

### PRICES

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

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.



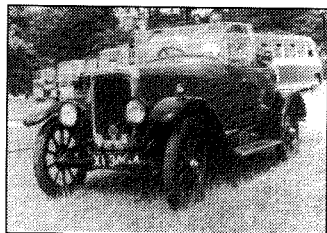


# A Sporting 75... 1923-98

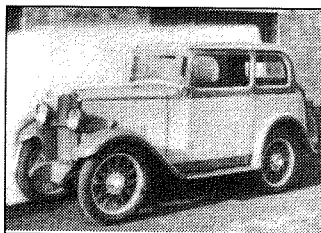
... and still going strong

**Push bikes to motorbikes to cars - rather special cars as explained in this potted guide to Triumphs' family tree**

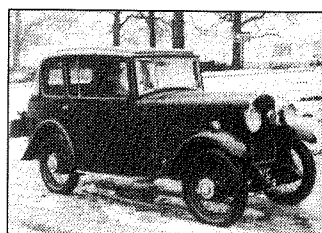
**by Philip Turner**



The first Triumph: 1923 10/20.



1931 Super Seven.



1931 Scorpion light six.

**T**he story of Triumph has its beginnings in November, 1884 when a Mr S. Bettmann came to England from Germany and after a year or so working for other people, started his own company. He acquired a number of agencies for the products of assorted German companies, but only the sewing machine agency flourished, so Mr. Bettman decided to branch out and distribute the new fangled bicycle. He approached a manufacturer in Birmingham, a Mr. William Andrews,

**“... a range of very good looking sports saloons which, thanks to their chassis underslung at the rear, appeared very low and sleek ...”**

who agreed to manufacture a machine for Bettmann and Co. to distribute. Seeking a name for the new bicycle Bettmann later wrote: “I therefore looked out for a name which could be understood in 99. European languages and so I decided to call

the bicycle the Triumph.

Mr. Bettmann soon decided that in order to gain a real success he had to make his own bicycles. A works was therefore bought in Coventry and bicycle manufacture began. An injection of Dunlop money enabled the works to be expanded and in

A sports version was introduced the following October with a body which, said *The Motor's* description, gave “A subtle suggestion of latent speed.

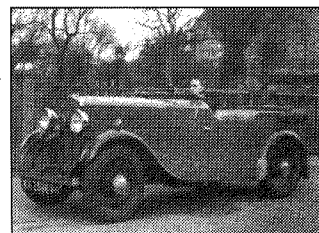
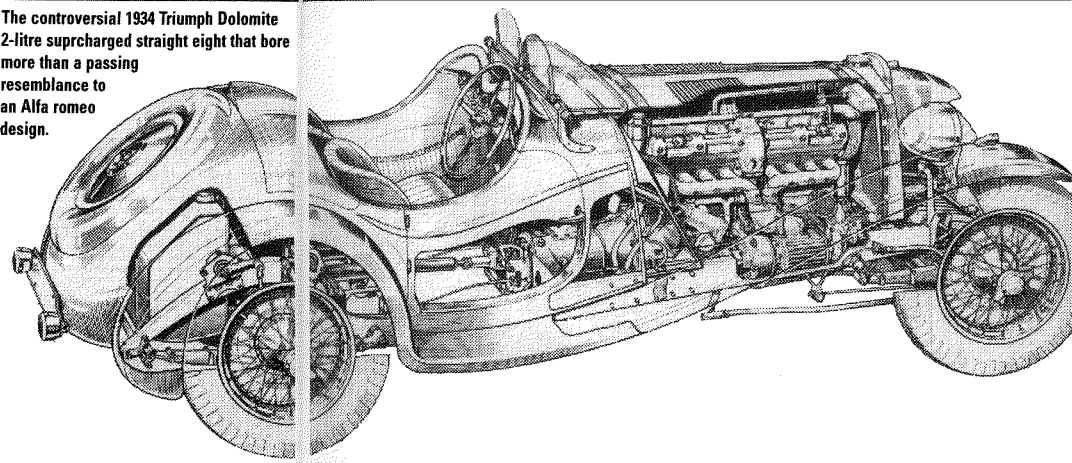
At the 1924 Motor Show the 10-20 hp Triumph was joined by a bigger sister, the 1873cc 13-35

1901 the first Triumph motorcycle was produced, the first of a long and distinguished line.

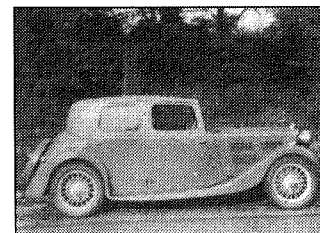
Not until 1923 was the first Triumph car put into production. The 10-20 hp Triumph was powered by a Ricardo-designed four-cylinder engine with a bore and stroke of 63.5 x 110mm, giving a capacity of 1393cc and

hp model which was notable for being the first British car to be fitted as standard with Lockheed hydraulic brakes. Of the external contracting band type, they operated on all four wheels. In

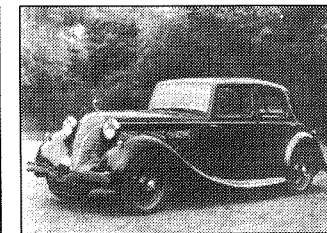
**The controversial 1934 Triumph Dolomite 2-litre supercharged straight eight that bore more than a passing resemblance to an Alfa Romeo design.**



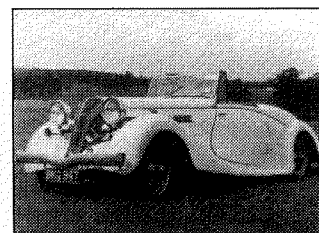
1933 Southern Cross with Climax engine.



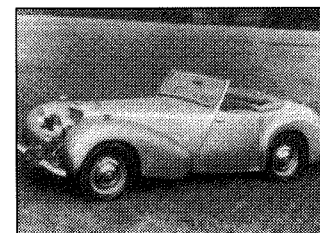
1933 Triumph Gloria.



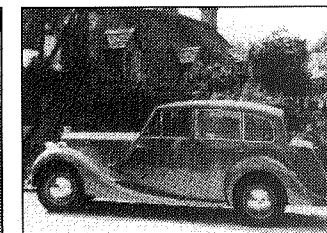
1937 Dolomite with 1767cc engine.



1938 Dolomite roadster.



1946 1800 roadster.



1946 1800 saloon.

1926 an even bigger Triumph was introduced, the four-cylinder 2169cc “Fifteen” which carried the most upright and square built early English per-

pendicular saloon body.

So far Triumph had produced a series of worthy cars notable for their sound construction and technically advanced features.

With the Triumph Super Seven introduced in September, 1927, however, the company struck the jackpot. The four-cylinder 56.35 x 83mm side valve engine of 832cc was fitted with a three bearing crankshaft, and other items of the speci-

fication included a three-speed gearbox, semi-elliptic front springs and quarter-elliptic springs at the rear, plus Lockheed hydraulic brakes for all four wheels. As the top gear ratio was 5.25:1 the engine was probably spinning round fairly rapidly to achieve the 50mph cruising speed mentioned in a contemporary road test.

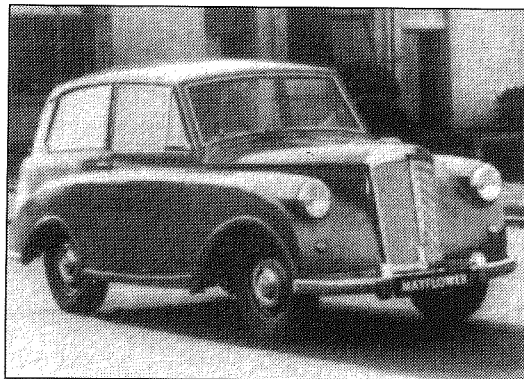
The Super Seven was built in Triumph's Priory Street main works where some 700-800 workers laboured on its production, making 75



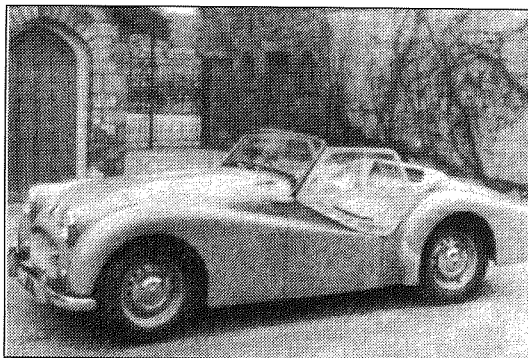
cars a week, each one of which was given a prolonged road test. So successful was the Super Seven that production of the Fifteen was moved out of the Priory Street works to the enlarged Stoke works which had previously been purely a body plant.

A supercharged Super Seven was introduced as a standard model in August, 1929, with a Cozotte blower mounted horizontally on the left of the engine and driven by a chain from the timing gear. The engine was stated to develop 32bhp at 4500rpm on a 5 to 1 compression ratio and a blower pressure of 9lb. All of which gave this £250 car with its neat two seater body a speed in excess of 65mph. The following year Laurence Pomeroy Junior who was later to become The Motor's technical editor produced a Zollerblown Super Seven with the blower driven from the nose of the crankshaft.

Evidently export successes are nothing new for Triumph, for in January, 1930 it was announced that no less than 25 per cent of the Super Seven's output during the past few months had been exported. Certainly, Super Sevens seemed to be forever breaking city to city records in Australia and winning Australian and South African trials. The Gnat sports two seater version of the Seven appeared in September, 1930 and an additional model was added to the range, the six-cylinder 1202cc Scorpion, for the success of the Wolseley Hornet had sparked off a considerable vogue for small sixes. The 56.5 x 80mm



1949 Mayflower with light-alloy hull.

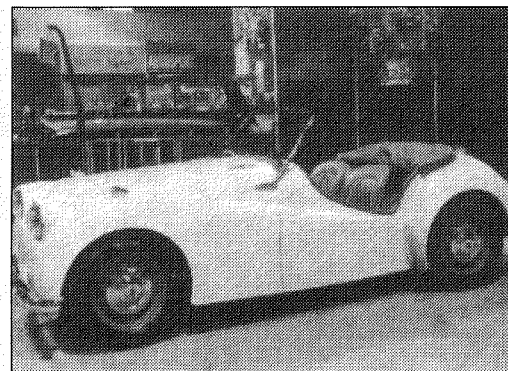


1952 prototype TR1.



1959 Vitesse light six.

“... the Triumph company was one of the very first British companies to produce a completely new post war model ...”

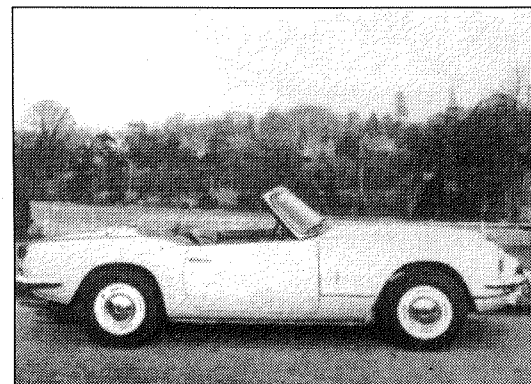


1953 production TR2.



1959 Herald saloon.

1961 Spitfire.



side valve engine was installed in a lengthened version of the Super Seven chassis which still retained quarter-elliptic rear springs and a handbrake working in a drum behind the gearbox. At the end of the year the company finally got away from its cycle image by changing its name from the Triumph Cycle Company Limited to the Triumph Company Limited.

“... because Triumph did not possess its own pressed steel body plant, the body was designed to be made in relatively small sections ...”

For the 1932 Motor Show another new model was introduced, the Super Nine, which was powered by a Coventry Climax four-cylinder engine with overhead inlet valves and side exhaust valves. This marked the beginning of a considerable association between Triumph and Coventry Climax which was to last for some years to come. The 60 x 90mm engine with a capacity of 1018 cc developed 32bhp at 4200rpm, and was installed not only in the Super Nine

saloon but also in an attractive sports car called the Southern Cross, no doubt as a result of the many Australian successes of the make. The Triumph Motor Club was also founded in 1932.

The following year saw the introduction of an entirely new range of Triumphs which before long superseded all the other models then in production. The new Triumph Glories, supposedly named after a famed West End mannequin of that name, were a range of very good looking sports saloons which, thanks to their chassis underslung at the rear, appeared very low and sleek by comparison with their rather high built predecessors in the Triumph range. There were two Glorias, a four-cylinder Ten with a 1087cc Coventry Climax overhead inlet, side exhaust engine and a Gloria Six with a six-cylinder Coventry Climax engine of 1476cc. At the time, it



was stated there would also be a Dolomite Special two-seater with a super tuned 10 hp engine. All of which would seem to indicate that Donald Healey who had joined the company that year, was already exercising considerable influence on its designs.

However, a Gloria Speed Model was later introduced, an attractive open four-seater powered by a three carburettor engine, and the Dolomite name was reserved for a much more exciting car introduced at the time of the 1934 Motor Show. This was the fabulous 2-litre supercharged straight eight, whose engine was unashamedly based on the current 2.3-litre Alfa Romeo engine, with the complete agreement of Alfa Romeo according to Donald Healey. Alas, only three were

prototypes to be strangled practically at birth. The Gloria Speed Model was re-named the Monte Carlo Tourer after considerable Triumph successes in the 1934 Monte Carlo Rally and another Triumph name later to be revived, Vitesse, was given to the special equipment versions of the Gloria in the 1935 range.

Siegfried Bettmann who had founded the company retired from the board in December 1934.

Thereafter the Gloria range was steadily developed until in

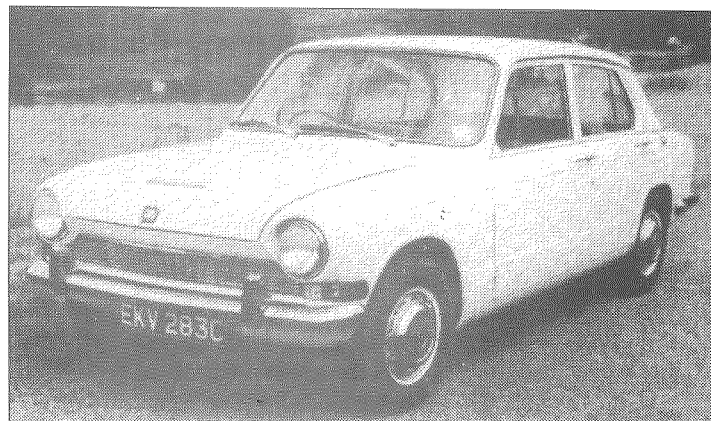
wooden frame, probably because there was not sufficient capital to afford a body

Switzerland in one in the early post war years, crowds poured out of any hotel he stopped at to

trous, so Ken Richardson was engaged from BRM and told to sort it. With the aid of Chief

1961, the six-cylinder TR5 in 1967 - at the time of its introduction the first British car

## “... the year of 1959 was of immense importance for the company, for in that year the Ferguson tractor business was sold to Massey-Ferguson, and the **Triumph** Herald was introduced ...”



1965 front-wheel drive 1300.

“... this completely New car with its **Michelotti** body, independent suspension and fantastic turning circle was to be built in a brand new assembly building ...”

built and the project then abandoned, but this was surely one of the most promising of all Triumph

1937 the name Dolomite was re-introduced for a new range of cars powered by Triumph's own ohv engine. The four-cylinder 75 x 100mm engine with a capacity of 1767cc powered the 14-60 Dolomite and the Roadster coupe and the six-cylinder 65 x 100mm engine of 1991cc was fitted to the 2-litre Dolomite. Triumph were

still building their own bodies based on steel sheeting on a

entirely of steel pressings. The cars were good and were selling quite well, but 1938 and 1939 were difficult years for the motor industry with the threat of war greatly harming sales.

Negotiations began for a merger between Triumph and Riley, but nothing came of them and before long both companies were in the hands of receivers. Lord Nuffield bought the Riley company to add to Morris, Wolseley and MG, and the Triumph concern was bought by the Sheffield steel company of Thos. W. Ward. War broke out soon afterwards and in the great Coventry blitz the old Triumph works perished with all its records.

This might well have been the end of the story had not Sir John Black of the Standard Motor Company bought the business and formed the Triumph Motor Company (1945) Ltd. With the result that instead of being dead, the Triumph company was one of the very first British companies to introduce a completely new post war model. The Triumph 1800 Roadster was so outstandingly different that when Lyndon Mills drove to

admire the car - and refused to believe it was not some new Italian model. The 1800 saloon introduced at the same time was equally distinguished by its razor edge styling. Few cars down the years have been so beloved by doctors and medical specialists, for its dignified, sober and yet elegant appearance seemed so exactly suited to the medical image.

A smaller version, the Mayflower introduced in 1949 was never so successful as the bigger razor edge saloon. Those who could be persuaded to try it generally liked it, for the Mayflower was an exceptionally smooth and quiet small saloon for its time.

When in 1952 Triumph decided to build a sports car chiefly for the American market, a very high speed project indeed was put together in time for the 1952 London Motor Show. The TR1 was basically a Standard Eight frame powered by a Vanguard engine and clothed with a new two-seater bob-tailed body in which there was no luggage boot. When taken off the stand and tried on the road, the car was found to be pretty disas-

Engineer L.H. Dawtrey and George Turnbull and Jim Parkinson from the drawing office, in three months the TR2 was designed built and tested. It was at once an immense success.

The year 1959 was of immense importance for the company, for in that year the Ferguson tractor business was sold to Massey-Ferguson, and the Triumph Herald was introduced. This completely new small car with its Michelotti body, independent suspension for all four wheels and fantastic turning circle was to be built in a brand new assembly building at Canley. Because Standard-Triumph did not possess its own pressed steel body plant, the body was designed to be made in relatively small sections, mostly in a new plant at Speke, near Liverpool.

In August, 1960, Standard - Triumph was bought by Leyland, and in May 1968, became part of the British Leyland Motor Corporation. The past decade has seen the introduction of the successors to the TR2 and its development the TR3, which in turn was replaced by the TR4 in

with petrol injection as standard and the TR6 in 1969.

The smaller running mate of the TRs, the very popular Spitfire two-seater based largely on 'Herald components, was introduced in 1961 and has since proved immensely popular both in Britain and abroad.

The Vitesse, a six-cylinder version of the Herald, was introduced in 1962, and the Triumph 2000 saloon in the autumn of 1963. Then in 1965 came the 1300, a scaled down luxury saloon destined eventually to succeed the Herald but in a different sector of the market for the latest development of the 1300, the very fast Triumph Dolomite, is now challenging the best of the European medium size sports saloons in both British and Continental markets.

The men running Triumph have also changed down the years, Sir John Black after a car accident handed over to his voting chief aide, Alick Dick. After the Leyland takeover, Alick Dick handed over to Stanley Markland as managing director with Sir Donald Stokes (as he then was) in overall control. After Stanley Markland's retirement from British Leyland, Lord Stokes asked W. H. Davis to take over the running of the company in August, 1970.

A Sporting 75... 1923-98





## Why should you read **CLASSICS** Magazine?

**P**ick up a copy of CLASSICS and you'll find that it's packed with expert advice to help you restore and maintain your classic car. CLASSICS delivers the best practical advice and tests the most products in the greatest detail, month after month – all presented with the unrivalled clarity which has quickly become our hallmark.

And CLASSICS is more than just a workshop manual. It's written by enthusiasts who enjoy old cars, so you'll find our classic car comparisons and restoration stories every bit as entertaining and thought-provoking as they are informative.

So pick up a copy soon. Whatever your interest in classics, I think you'll find CLASSICS is the only magazine you need to read.

*Andrew Noakes*

**Andrew Noakes**  
Editor

Readers advertise  
free – even photos  
are free!

The best product  
tests, to save you  
money

1000s of specialists  
listed every month

**CLASSICS Clinic:**  
Your problems  
solved

**Dear Newsagent...** each new issue of CLASSICS.

Please: reserve ☐ deliver ☐

Name..... Address.....

Telephone..... Postcode.....

**Information for your Newsagent**  
CLASSICS is distributed by Seymour and  
SOR. In case of difficulty  
ordering, call Andy Bone  
on 01689 88724.

## Tommy the Triumph

G'DAY, MATE – Y'KNOW, HERE  
IN OZ WE DON'T HAVE A  
PROBLEM STARTING OUR OLD  
CARS...



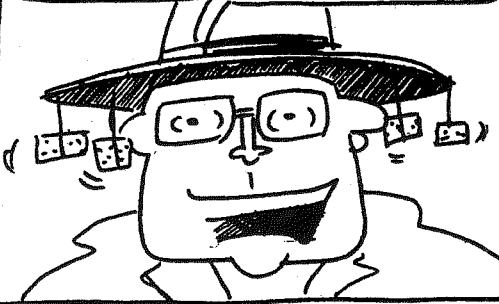
WE SIMPLY USE ONE OF TWO  
NEW PRODUCTS SQUIRTED ONTO  
THE ENGINE...



THE FIRST IS 'WIN'S'  
"START, YOU B\*0!!\*RD"



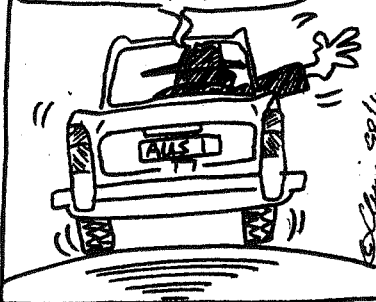
..BUT FOR THE MORE  
DIFFICULT EXAMPLES, LIKE  
WHEN YOU'RE IN A HURRY,...



THEN TRY THE NEW "FOR  
CHRISAKES COME ON...!!"



IDEAL FOR YOUR BRITISH  
WINTER, MATE –  
REMEMBER – BE  
PREPARED!



BY CHRIS SHERIDAN.

Alan 98/10



# 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](mailto: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 SQUIBBES

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 10th 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](mailto: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 Greenside, Glasson, Carlisle,  
Cumbria, CA2 7NE. Tel: 016973 51654

### 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 OHL.

### GT6 MkI/ II/ III

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

### BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE  
Tel: 01672 514241 or Dave Hearnden, 22, Browning Close,  
Popley 1, Basingstoke, Hants. RG24 9DG. Tel: 01256 410355

### 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 Robarts, 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](mailto: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

### INTERNATIONAL WEEKEND EVENT MANAGER

Chris Mills, 29 Carlsbrook Ave., High Wycombe, Bucks. HP12 4NL.  
Tel: 01953 850073 e-mail: [chrismills@btinternet.com](mailto:chrismills@btinternet.com)

### INTERNATIONAL CONCOURS ORGANISERS

Sue Bagshaw, Sunnyside Farm, Deopham, Wymondham, Norfolk  
NR18 9EA. Tel: 01953 850073  
Angela McGowan, 4 Oak Vale, Grampound, Truro, Cornwall.  
TR2 4QY. Tel: 01726 883884

### SHOW CAR REGISTER

John Muggleton,  
TSSC H.Q. Main Street, Lubenham, Leicestershire. LE16 9TF.  
Tel: 01858 434424

### AREA LIAISON OFFICERS

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

Vivien Thompson, Ivy Cottage, 5 Rectory Mews, Sporthorough,  
Donaster, South Yorkshire. DN5 7LG. Tel: 01302 850740

### COMPETITION SECRETARY

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



# 01858 434424

the Country's  
Leading Supplier of

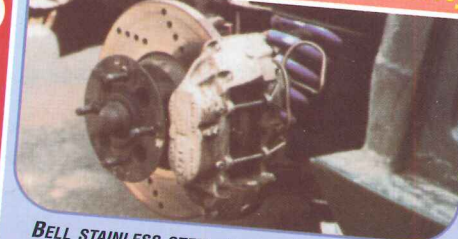
# Triumph Accessories

## Finishing Touches



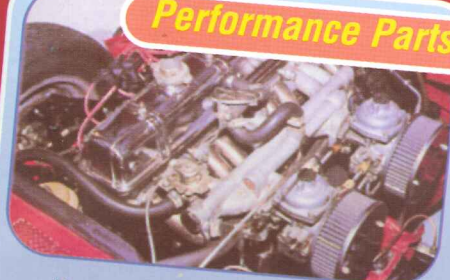
ALLOY WHEELS, BURR WALNUT DASH BOARDS  
& DOOR CAPPINGS, MOTOLITA & MOUNTNEY STEERING  
WHEELS, ALLOY ROCKER COVERS & HEAT SHIELDS,  
BOOT RACKS, CAR OVERMATS, NUMBER PLATES.  
PLUS MUCH, MUCH, MORE.

## Safety & Security



BELL STAINLESS STEEL EXHAUSTS & MANIFOLDS -  
ALL CLUB CARS, SPAX ADJUSTABLE DAMPERS,  
POWDER COATED SPRINGS, K&N FILTERS,  
GOODRIDGE HOSES, OIL COOLERS, ELECTRIC FANS,  
ELECTRONIC IGNITIONS, PLUS MUCH, MUCH MORE.

## Performance Parts



ROLL BARS - FIA SPEC & ROAD USE,  
FRONT & REAR CAGES, SEAT BELTS INERTIA-  
STATIC-LAP- BELTS & RACING HARNESS,  
4 POT CALIPER KITS.

## Specialised Tools



JODDLERS, MINI WELDING CLAMPS,  
SPOT WELD DRILLS, CRIMPERS, HUB PULLERS,  
SPRING LIFTERS, SPRING COMPRESSORS,  
DOOR GAP ADJUSTERS.



Main Street  
Lubenham  
Market Harborough  
Leicestershire  
LE16 9TF



PRODUCTS ONLY AVAILABLE TO MEMBERS.  
SAVE ££££'s ON RETAIL PRICES!



01858  
434424

e-mail: [offers@tssc-hq.demon.co.uk](mailto:offers@tssc-hq.demon.co.uk)