

Herald Vitesse SPITFIRE GT6

When something proves its quality
over a period of time, it becomes a classic.

We give a classic parts service.

The best catalogues in the business. With knowledgeable people to help you when you phone.

Vast parts holdings. Efficient systems of stock control. Same-day despatch.

And the highest quality standards... consistent with our role in British Motor Heritage.

This is the service we provide every working day of our lives. To thousands of customers each week... all over the world. And we've provided it for years.

If the hallmark of a classic is that its quality should stand the test of time, we like to think we've created one.

The classic parts service. For owners of classic cars.



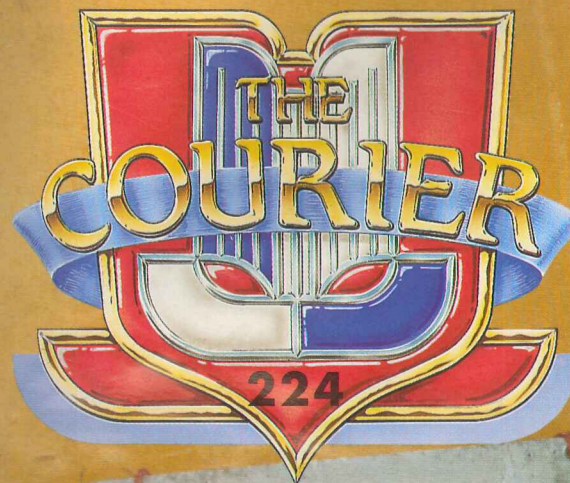
BRITISH MOTOR
HERITAGE APPROVED

RIMMER BROS

SEE OUR LISTINGS AD
INSIDE ON PAGE 72/73.

Rimmer Bros, Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA, England.
Telephone: 01522 568000. Fax: 01522 567600.

AS WELL AS HERALD, VITESSE, SPITFIRE AND GT6, WE ALSO SUPPORT TR4/TR4A/TR5/TR250, TR6, TR7/8, STAG, 2000/2500/2.5PI, DOLOMITE (INC SPRINT) AND ROVER SD1.



FEBRUARY 1999





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



01858 434424

Exclusive products
 for TSSC Members!

TSSC Regalia

WEAR THE NAME WITH PRIDE



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

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



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

The Courier

The Official Monthly Magazine of
 THE TRIUMPH SPORTS SIX CLUB

No.224 Vol 19.FEBRUARY 1999
 Price £2.25 Free to Club Members.

CLUB HEADQUARTERS

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

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

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

CLUB MANAGER

Bill Sunderland

OFFICE MANAGER

Trudi Squibbs

MEMBERSHIP ADMINISTRATOR

Victoria Childs

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 7TF.

Tel: (01858) 434424

Articles/Area News

Fax: (01858) 468228

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

GENERAL SECRETARY

Peter Williams

5, Frosty Hollow, East Hunsbury,

Northampton. NN4 0SY.

TEL: 01604 705319.

COUNCIL MEMBERS

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 1999

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:
 The Season Starts!
 See you at Stoneleigh
 Pic:
 Lewis Barton

Contents february 1999

Events Calendar	4
Comment	5
13/60 Register	8
Spitfire IV/1500 Register	10
Cop Shop	18
Specials Register	22
Showcar Register	26
International Concours	29
GT6 Register	32
Vitesse Register	38
Rebuild of UBB 117G	42
Courier Readers Write	49
Spirit of Adventure	52
Sublime to Ridiculous	60
International Liaison Sec Report ..	65
Lledo Models Update	74
STER it up Again!	76
Tommy the Triumph	81
TSSC Officers	82
Plus Area News Review / Classified Newspaper.	

T.S.S.C. Events Calendar

This is the official TSSC Events Calendar for 1999 containing details of all TSSC organised events and National and Local events to which the Club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors or changes due to unforeseen circumstances. For additions and amendments contact the Club Headquarters.

Tel: (01858) 434424 Fax: (01858) 431936

TSSC ORGANISED EVENTS 1999

FEBRUARY

SUN 14th

INTERNATIONAL TRIUMPH SHOW AND SPARES DAY
National Agriculture Centre, Stoneleigh, Warks.

MAY

SAT 8th/SUN 9th

SOUTH OF ENGLAND MEET
Leatherhead Leisure Centre, Leatherhead, Surrey.

SAT 29th/SUN 30th

STANDARD TRIUMPH EUROPEAN RALLY (STER)
Klein Vink, Holiday park, Arcen, Holland

JUNE

FRI 11th/SUN 13th

LAKES TRIUMPH WEEKEND
New Venue, Keswick Rugby Club.
Caravans welcome.
Contact : Shirley 01946 832080

SUN 27th

PEAK RUN & CONCOURS 1999
Derwent Valley Area
Contact : Don 01246 278149

JULY

SAT 17th/SUN 18th

TSSC INTERNATIONAL WEEKEND
Stafford County Showground
Tel: TSSC HQ 01858 434424

AUGUST

SUN 8th

LEICESTER SUNSHINE RALLY
Stanford Hall, Leicestershire.
Tel: 01509 814456

OCTOBER

SUN 17th

INTERNATIONAL TRIUMPH SHOW AND SPARES DAY
Sandown Park
Esher, Surrey.

NATIONAL & LOCAL TSSC INVITED '99

MARCH

SAT 20th/SUN 21st

THE LONDON CLASSIC MOTOR SHOW
Alexandra Palace, Wood Green, London

MAY

SAT 8th

JERSEY CLASSIC VEHICLE CLUB SPRING SHOW Trinity, Jersey
Contact: M. Cohen 01978 359263 or P. Frampton 01534 27809

WED 12th/MON 17th

CENTENARY OF MOTORING IN JERSEY RALLY
Contact: M. Cohen 01978 359263 or P. Frampton 01534 27809

SUN 30th

GUARDIAN INSURANCE MARQUE DISPLAY & ROAD RUNS
Converging at Millbrook Proving Ground near Amptill, Beds

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

Comment

by Bill Sunderland

Leaded Fuel and the Millennium Ban

This year as we approach the Millennium our agenda will be topped by the fuel our cars require. The majority in the U.K.

run on 4 star leaded or at worst Low

Octane leaded fuel but as with

many countries around the

world, as of 1st

January 2000 only

lead free petrol

will be available. When

'our cars' were produced

many ran on 5 star, to run

on a lower octane requires timing

changes and still many suffered 'pinking'

Many Triumphs are still running in countries

which have already switched to unleaded, what is

the solution? There is to be (LRP) lead replacement

petrol which contains alternatives to lead to

protect the engine but only available in a small

number of outlets.

There will be fuel catalysts and additives such

as (AWAs) anti wear additives to add to fuel, all

hoping to ensure that your valve seats survive

the new fuel experience. Ultimately though it will

be cars that have replacement cylinder heads

with new valves and valve seats that take

unleaded fuel. The Club has sat on the sidelines

for many months looking at various projects to

enhance the unleaded fuel, looked and investigated

catalysts with the Federation of Historic

Vehicles, the RAC and many individual suppliers.

We firmly believe that a replacement cylinder head is the answer and as of this month the TSSC will be offering a full range of unleaded heads to a very high specification for all Club cars. When formed in 1977 our aim

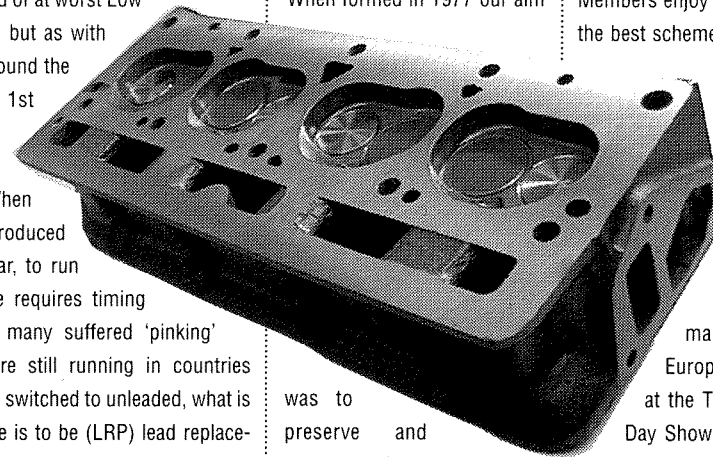
calls we have received at H.Q., rest assured this is the biggest item on our agenda.

Inserted in this months Courier you will find the latest Footman James insurance ~ Proposal form. Over 7,000 Members enjoy insurance with the best scheme in the Classic

Car world, if you don't, why not get a quote - you may be pleasantly surprised.

Hope to see many U.K. and European Members at the Triumph Spares Day Show at Stoneleigh, probably the No.1 playground for spares and certainly a good start to the 1999 show season.

was to preserve and promote the use of Herald based cars and in the year 2000 we wish this to continue. Apart from the car running on cheaper unleaded fuel, it also vastly enhances its value. We have seen articles saying this is the end of older cars, well with the above this is not the case, many will die but not Triumph. The Triumph Sports Six Club will do all it can and I am sure much will be published this year, with all the



SHOWCAR

Register

CARS WANTED



The 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

T.D. FITCHETT

**SUPPLIERS OF TRIUMPH PARTS
TO THE TRADE & RETAIL PUBLIC**

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

HERALD/VITESSE

Boot catch 611225	£7.50
Front lower valance 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	£23.50 per pair
1200 front wing L/H, R/H 805826/7	£75.00
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	£29.50
Bonnet corner moulding 708161/2	£16.50 pair
Bonnet catch (chrome) 607663	£20.50 each
Tread plates	£6.50 each
Rear overriders (703708/9)	£30.50 each
Set of 8 front suspension bushes (119451)	£10.00 set
Inlet manifold banjo bolt (145155)	£8.00 each
Fuel gauge Vitesse 2 litre Mk 1 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 stat 804432	£45.00
Vitesse inner sealed beam light GLU101	£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 903089/9	£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 811678/811680	£17.50 each
Spitfire MkIII complete bonnet assembly	£558.12
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/KKC3641	£45.00
Stainless steel tread-plate finishers Triumph logo	£12.50 pair
Transverse rear suspension leaf spring 159640	£67.50
Wheel arch to bulkhead seal 613666	£2.50 each
Front suspension vertical link and trunnion assembly	£56.00
Caliper repair kit inc. piston	£15.00
Bonnet hinge pivot box (RKC362/3)	£26.00
Spitfire rear lamp panel (716182)	£36.00
Stainless steel oversill kit	£39.00 kit
Handbrake cable end fork (104749)	£2.00 each
Early/late rear drive shaft	£55.00 each
Windscreen rubber chrome insert (917248/9)	£32.50 per set
Windscreen 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
GIRLING Brake master cylinder	£40.00 each
Dash top cover 815281	£23.00
Brake caliper offside/nearside 159130/1	£53.00 each exchange
Rear valance 908970	£19.50 each
Nearside/offside sill 903097/8 OE	£30.00 each
Nearside/offside sill 903097/8 Non OE	£20.00 each
Sill reinforcement panel L/H and R/H 806634/5	£6.00 each
Inner sill L/H and R/H 806638/9	£12.50 each
Headlamp support panel assembly L/H and R/H 818871/2	£17.50 each
Bonnet hinge tube R/H 911108	£20.00 each
Rear inner/inner wheelarch, L/H and R/H 725563/4	£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
Headlamp assembly including filters 217812	£34.00 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 217812	£34.00 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 liner L/H and R/H 809797/8	£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
Door floor	£55.00
Door interior release Bezel L/H and R/H 819803/4	£4.00 each
Exterior door handle L/H and R/H black YKC2837/8	£41.00 each
Window regulator L/H and R/H 911271/2	£29.50 each
Hard top rear screen seal 911040	£25.00 each
Carpet set	£65.00
Hoods original ICI flame retardant inc. zip window	£130.00
Hood vinyl inc. zip window	£85.00
Suspension top ball joint 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 705789/90	£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 158966	£27.50
Front 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 MkIII 815384	£8.50
Main carpet early Mk III new tan 819813	£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
Rotoflex coupling 152279	£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 and Mk III Rotoflex, 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 overriders 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.

DECEMBER COMPETITION WINNER

Congratulations to

Mr K. Inson of Pontypridd

Who correctly identified the models and registration numbers of 3 of the Clubs

Display cars and has won an all expenses paid trip to Club HQ, for the Official Opening of the New Display Area

HQ OPENING TIMES

FEBRUARY- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAYS - 6TH 9AM - 4PM

27TH 9AM - 4PM

MARCH- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAYS - 13TH 9AM - 4PM

27TH 9AM - 4PM

International Triumph Show

Stoneleigh - Sunday 14th February

ADVANCE ORDERS

Orders are now being taken for collection at the show. Ring the Offers Hotline with your requirements.

01858 434424

Last orders on Fri 12th Feb

New 1999 Catalogue

The New Catalogue will be dispatched with the March edition of The Courier. The New Catalogue will contain all products featured in last years catalogue, plus a number of exciting New products. N.B. - Prices in 1998 Catalogue will remain in place until Sat 27th February 1999

TSSC Offers



TSSC Offers

TSSC Offers



Search for a STAR!

By Derek Giles



**Is this 13/60 just a
HEARTBEAT away
from being a Star?**

The first feature car this month is **STUART NEWBOULD's** Gunmetal saloon parked outside **ASHFORDLEY POLICE STATION** (of YTVs Heartbeat fame), or in real life **OTLEY Magistrates Court**. **UWY 604F** has been owned by Stuart since **MARCH 1999** and he tells me he has all the original paperwork, including handbook, service book guarantee, buff wallet and all the **TAX** discs from **NEW**. It was supplied by **ROWLANDS** of **KNARESBOR-**

OUGH as a company car; who, one wonders, was the forward looking transport boss to make such a bold decision in 1968. **STUART** also says she is in **ORIGINAL** condition; even down to the paintwork. He also states that there is a few shots of the car at the end of a **TSSC** club video showing **Auto / Test / Gymkhana**, produced some time ago.

Looks good to me **STUART**.

The second car is **JGH 308K**, a **Signal Red** soft top owned by **G P PARKINS** (no christian name here) so I will have to keep it formal. Mr P. hasn't given me much detail apart from the fact that he acquired her in 1995 and there have been 3 owners since 76, and a steering lock was fitted from new. She looks in good nick though so perhaps there has been some restoration? over the years. History or not the main thing is we all use and 'ENJOY' our cars to our satisfaction:

(LET ME HAVE THOSE PHOTOS)

NOW for something that tugged at my heartstrings; I received an **IVR** from a Mr C. M. COOPER about **OTV 843G**, a **SIGNAL RED** Convertible, that has been in the family since new in **AUG 68**. This was a replacement for an earlier one written-off in an accident.

NOW FOR SOMETHING DIFFERENT

(as they say). Still being **NEW** to this job I would be pleased to have some feedback on the way you the reader see this monthly report helping you to enjoy your car. **WHAT DO YOU WANT TO READ?** Do I ramble on about all and sundry, or cover specific items? do you want technical information, show reports, modifications or are you happy with the way things are? I know I am not the **POET LAUREATE** - who is? Am I too formal, do I assume **YOU** know what I am on about? Please let me know, after all this is your contact with the club and all it's members.

**The much loved convertible
of Mr & Mrs Cooper.
A credit to you both.**

REPRO HOSES

Obviously by their name not quite as good as the original ones, but almost certainly the only ones now available. They are just as good but in most cases won't last as long, as any supplier will almost certainly tell you. The tip really is check them more often for signs of wear as they tend to crack without much warning. especially the 1/2 inch heater hoses, I think it is the fact they don't use canvas/fabric to reinforce them anymore. I am not condemning them as, suppliers do us a great service in their quest to give us what we want. Just that we all use common sense.

HAPPY MOTORING

Derek



THIS MONTH'S TIP: REPRO HOSES



Dreaded

By John Thomason



This month's photo is sent in by Megan Waugh of Wakefield, West Yorkshire and features her Spitfire 1500 at Gueux, France on the site of the old Remiss circuit where the L'Automobile Club de Champagne staged the French Grand Prix between 1926 and 1969. Although derelict and overgrown, Megan reports the atmosphere is still electric and that you can almost hear the crowds as you stand on the start/finish line between the pits and the grandstand.

Happy New Year! What will the New Year and Millennium have in store for us all??

Well, back from my travels and catching up on the news, it would appear that our beloved leaded petrol will no longer be available in the year 2000 and that it's causing quite a stir in the Classic Car World. Personally, as a Triumph owner, it's not really going to affect me and I feel that it's getting blown out of all proportion (in the Triumph World). However, it is obviously a concern to some and I have been requested to review the situation on our cars.

So what's it all about? Since the 1920s fuel has contained lead additives in the form of lead alkyls such as tetraethyl lead. The function of the additives was to improve the octane rating of the fuel, thereby enabling higher compression ratios and hence, more thermally efficient engines to be used.

Another function of the

Unleaded

additive was to act as a lubricant for the valve seats.

In the early '70s, environmental and health issues started to be associated with the use of lead additives in petrol which resulted in the content of lead in fuel falling from a level of

decomposes and reacts with oxygen in the air and sulphur in the fuel to form lead oxides and sulphides. These sulphides and oxides coat the valves and seats to form a protective layer, preventing the metal of the valve and seats

chamber, localised welding can occur between the metals of the valve and valve seats. As the valve tears itself away from the valve seat, it can take with it small particles of metal from the valve seat due to this localised welding. These small metal particles can then become oxidised in the extreme temperatures of the combustion chamber, to form nodules of very hard iron

oxides on the valve. When the valve then closes again onto the seat, these hard nodules impact the valve seat, causing further damage to the seat and abrasive wear. The valve seat is ground down leading to the term 'valve seat recession'.

Valve seat recession predominantly occurs around the exhaust

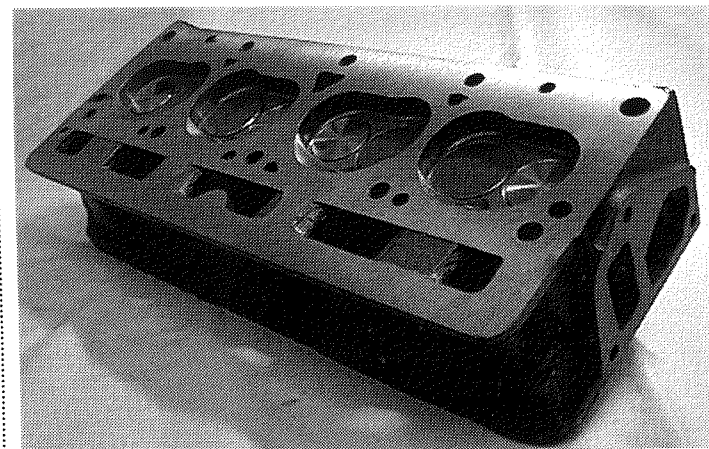
“... unfortunately, Unleaded fuel doesn't contain any additives that fulfil the same function as lead in lubricating the engines' valve seats ...”

approximately 0.04 g/litre in the 1960's (5 star), to the current level of 0.015 g/litre. The late 1970's saw the introduction of unleaded fuel, supposedly environmentally friendly and not long after, the exhaust catalyst to remove other unwanted exhaust emissions. The days of leaded petrol, the deadly enemy of the exhaust catalyst were indeed now numbered.

Unfortunately, unleaded fuel doesn't contain any additives that fulfil the same function as lead in lubricating the engine's valve seats. When leaded fuel is burnt in the combustion chamber, the lead tetraethyl

coming into contact as well as cushioning the valve head as it slams shut against the valve seat. Under the conditions of high temperature and pressure found in the combustion

valve, where temperatures and seat pressures are the greatest. Inlet valves are less prone to seat wear, being closed during the majority of the combustion phase and therefore protected from the extreme temperatures that causes the localised welding, whilst during the induction

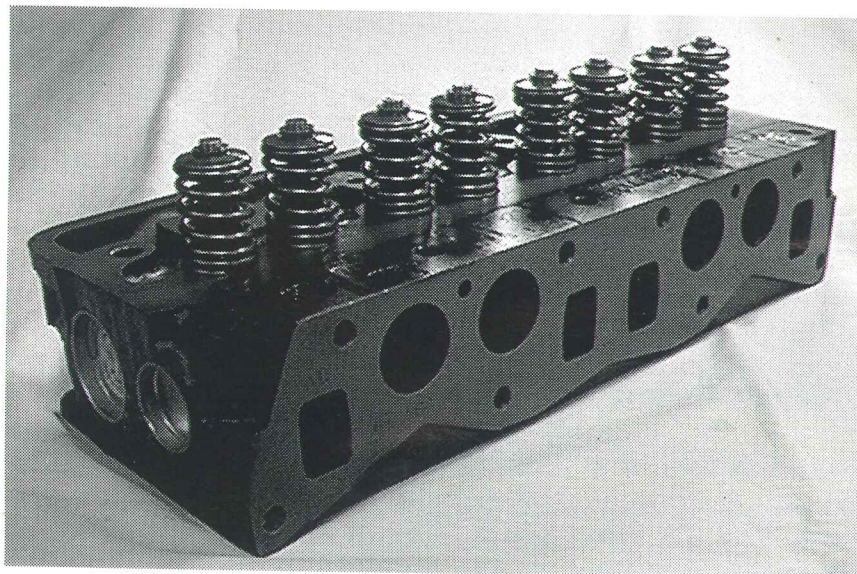


phase the valve seats benefit from the cool inlet charge flowing over them. If unchecked, valve seat recession causes tappet/cam clearances to close up, leading to inefficient running, extra loading on the valve train and ultimately cracked seats and valves with catastrophic

conductivity, retention and good wear resistance, yet be capable of easy machining good bedding in properties and be cheap! In contrast, most of our Triumph engines have the valve seats cut directly into the cast iron of the cylinder head - a relatively 'soft' material which makes it

hardened valve seats (possibly to use up stock) but this cannot be substantiated.

So where does that leave our Triumph engines and us in the year 2000? Well, as you've probably heard before, we have three options:



effects upon the engine.

So why can 'modern' engines run on unleaded fuel and not suffer valve seat recession? Well, quite simply, most modern engines are fitted with hardened valve seat inserts that can resist the localised welding and the associated abrasive wear, without the need for a protective lead layer. The design of the valve seat insert, VSI, is a science in itself and is beyond the scope of this article but it must consider factors such as good thermal

prone to valve seat wear by the process described above when run on unleaded fuel. I say most Triumph engines, because all TR7s and Federal Spitfire 1500s after FH800,000 were fitted with hardened inlet and exhaust valve seat inserts as standard to enable the cars to run on unleaded fuel in California and a number of other Federal states. Rumour has it that towards the end of Spitfire 1500 production, a number of UK / European Spitfires were fitted with

OPTION 1 - DO NOTHING AT ALL!

Whilst the engine is running on leaded fuel, the lead deposits on the valve seats are continually being worn away and replaced from the fuel. When the engine is switched to unleaded, the valves and valve seats are still protected by the existing lead deposits, until they are worn away. This 'lead memory', as it has been called, has been taken advantage of

Anglian TRIUMPH SERVICES

CROSSWAYS GARAGE
LODDON ROAD
DITCHINGHAM
NR BUNGAY NORFOLK
NR35 2QY

TEL: 01986 895387 FAX: 01986 / 896860
email: david@angserv.demon.co.uk -http://www.angserv.demon.co.uk

**SPECIALISTS FOR
SPITFIRE, GT6, VITESSE AND HERALD
REPAIRS - RESTORATION - PARTS**

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

FOUR CYLINDER UNLEADED HEADS. UV CRACK TESTED. HARDENED EXHAUST VALVE SEATS.

NEW VALVES, VALVE SPRINGS AND VALVE GUIDES. £195 INC VAT EXCHANGE

**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

SPITBITZ

Bonnets Mk3, MkIV, 1500 from	£50.00 to £250.00
Petrol Tanks all models from	£20.00
Wood dash sets from	£15.00
Gearboxes all models from	£55.00
Front suspension units complete with vertical link, stub axle, hub, disc, spring, shock etc. only	£28.00
Heaters all models & Herald	£15.00
Chassis all models and good	£85.00
Water pumps, all models & Herald	£10.00
Fans all models & Herald, from	£5.00
Carbs, MkIV per pair	£35.00
Manifolds, all Spitfires, inlet & outlet, from	£10.00
Bootlids from	£35.00
Knee Pads, each	£2.00
Wheels from	£10.00
Seat Runners	£8.00
Speedos, Rev Counters, Jaegers & Smiths, each	£8.00
Fuel & Temp, Jaeger & Smiths, each	£5.00
Grill, MkIV/1500, GT6 III, TO CLEAR	£5.00
Driveshafts, MkI, II, III, Herald & early Mk IV	£35.00
Doors MkIV/1500, some complete with glass, winding gear, handles and inner trim, from	£25.00
Wheel trims, MkIV/1500, GT6 III in black & silver, EACH	£3.00
Starter motor, all models from	£5.00
Alternator, MkIV, 1500, GT6 III	£12.00
Chrome & Black outer trim strips from	£3.00
Calipers, all models & Herald	£15.00
Wiring looms, all models, complete	£35.00
Dash Support bracket, all models,	£5.00
Bumpers, MkIV/1500, GT6 III, from	£35.00
Propshafts, all models, from	£15.00
Hood Frame, MkIV, 1500 from	£35.00
Steering Rack, all models, TO CLEAR	£10.00

Springs, all models, from	£10.00
Bonnet, Side catch, all models	£5.00
Headlight Cowl, MkIV/1500, GT6 III Special Offer	£15.00
Anti-roll bar, all models	£5.00

NEW PARTS AVAILABLE

Boot racks, polished alloy, woodslat type, EACH	£29.00
Windscreen Seal Mk IV, 1500, GT6 III	£16.00
Soft top header seal	£6.00
Door to glass weather seal	£5.50
Door Trim panels, per pair	£45.00
Boot seal, Spitfire or GT6	£12.00
Furlex original Door Seal, per side	£12.00
Carpet sets very good quality with bound edge from	£68.00
Original Type Seat recovering kits, pair	£95.00
Front Corner Valences, each	£24.00
Soft Top, MkI, II, III, IV, 1500, good quality rear zip window, steel poppers. ONLY	£74.00
Popper fixing tool for above	£4.50

Various Spitfires and GT6's for Sale, some for Rebuild, others in very nice condition, Ring for Colours, Prices etc.

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

JINGLES FARM, NEW MILL ROAD, FINCHAMSTEAD, BERKS, RG40 4QT.

**TEL OR FAX :
01189 732648**



by many owners over the past few years wishing to take advantage of the large price differential between unleaded and leaded fuel. It has been found that our cars can successfully be run on unleaded fuel without problems, provided that after three or four tanks of unleaded, a tank of leaded fuel is used to replenish the protective layer of lead deposits that have been eroded away whilst the car was running on unleaded fuel.

Come the year 2000 and the disappearance of leaded fuel, then this option will become less attractive. However, you will still be able to run the engine on unleaded for as long as the 'lead memory' protective layer lasts and the ensuing valve seat recession isn't a problem. How long that will be, depends on many factors. From the description of how valve seat recession occurs, it can be seen that for engines that are driven hard, causing high rpm and combustion temperature, then valve seat recession is going to occur a lot earlier than on cars that are driven more 'considerately' for only 2000 - 3000 miles a year. I would suggest that that approximately 1mm of valve seat recession could be accommodated (with the necessary tappet adjustment) before it becomes a problem and the head must be removed to resolve it.

OPTION 2

ALTERNATIVE ADDITIVES

Four other metals: sodium, potassium, magnesium and phosphorous, process similar lubricating properties to lead, when added to unleaded fuel. These metals form the basis of the majority of the many additives that are starting to now flood onto the market. Unfortunately, very few had had any long-term testing to determine their effects upon either the engine or health issues. Tests so far have shown these four most common additives to have no health issues in the short-term. However, little long-term work is being done on sodium or potassium, although sodium has been banned in Scandinavia after it was found to corrode the blades of turbo-charged cars. A phosphorous additive is widely used throughout New Zealand. Unfortunately, when leaded fuel goes off the market, there are likely to be hundreds of additives for sale with no VSI control or other standard as a result of arguments between the Petrol Retailers Association and some of the additive makers.

Effects of these additives on our engines can only be done by trials, although trials would have to be fairly long-term to ensure that the 'lead memory' has gone and the true effect of

the alternative additive can be seen. Brett Dennis is reporting on his long-term testing of a Wynns product on his cars. Whilst the second easiest option to adopt, additives obviously have a running cost, the cost of the product effectively adding a few pence onto the cost of the fuel - maybe back to the cost of leaded. I suspect though that this cost will increase in the future as the cost of the product increases as the market for it diminishes, through natural wastage of older cars and more old cars fitting unleaded heads. However, if you do not use the car for high mileages or are not intending to keep the car for a long time (although the fitment of an unleaded head may be a good selling feature) the additives may be the way to go.

OPTION 3

FIT HARDENED VALVE SEAT INSERTS.

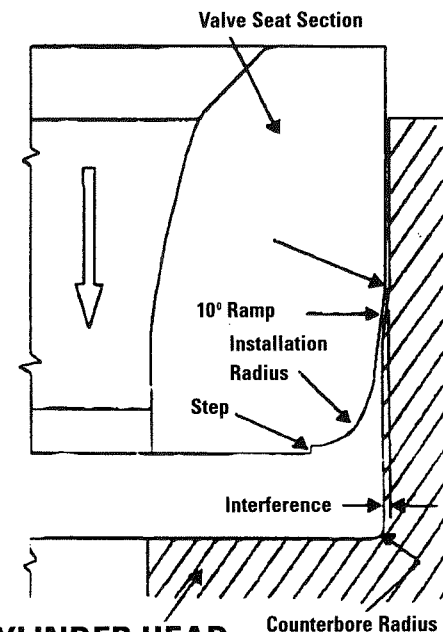
Fitting hardened valve seat inserts is the most ideal and long-term solution to running on just unleaded fuel. Unfortunately, in the short-term it is the most expensive and involves removing the cylinder head which I think puts some people off. However there is nothing stopping you from running your engine using either Option 1 or Option 2 above, until the

cylinder head requires 'servicing' as in the normal course of events. I wouldn't mind betting that there are quite a few engines out there that could do with the cylinder head being removed anyway for a decoke, or new valve guides to prevent burning oil or to have the valves relapped in. Whilst the head is off you may as well have valve seat inserts fitted.

The process is fairly straightforward and there are many machine shops around now that have undertaken this work - I should think that it comprises a fair proportion of their work now that leaded petrol is to disappear!

Using the valve guide as a jig, the area around the existing valve seat is counterbored to a set profile to accept the valve seat insert as shown in Fig. 1. The insert is held in place by an interference fit of between 3 to 5 thou.

The traditional way of fitting VSIs has been to 'shrink' the inserts by freezing in liquid nitrogen prior to fitting, the VSIs almost 'dropping' into place. However, today the trend is towards fitting at ambient temperature and this has led to the design of VSIs as shown in Fig. 1, which require pressing in with a hydraulic press. However, beware of the 'cowboy' who 'bashes' the inserts in with a drift which can cause all sorts of damage to



CYLINDER HEAD

the seat and/or cracking of the head. Beware also of places that say they 'locktite' the inserts in as 'belt 'n' braces'. Whilst the glue may be very good, unfortunately, what it does is set up a thermal barrier between the insert and the cylinder head. This can hinder the all important heat transfer from the valve seat insert to the cylinder head that is essential to keep the valve seats cool. If a temperature differential exists between the head and valve seat, then this can lead to stresses that can cause cracking. Another thing to check is that the inserts have been pressed fully home to the bottom of the counter bore. I once had a cylinder head where the workmanship was poor and the cylinder head had been counterbored about

1mm too deep such that there was a 1mm gap between the bottom of the counterbore and the bottom of the insert. Not only would this limit heat transfer between the seat and cylinder head but after the valve had slammed shut a few thousand times against the insert, the insert would be forced to the bottom of the counterbore and I would be missing 1mm of tappet clearance!

Once the seat has been inserted it is machined to the diameter of the port as required and then the valve seat cut to suit the angle of the valve. Usually it's really only necessary to fit inserts to the exhaust valves and this is the minimum you have to do to run on unleaded, since the existing, standard exhaust

Dreaded Unleaded

“... so what about all those other things that you hear about when running on unleaded? ...”

TRIUMPH Spitfire
IV - 1500 Register

valves are stellite faced and are perfectly suitable for unleaded running. Just fitting exhaust valve inserts will cost in the region of about £50. However, having gone to the time and trouble of removing the cylinder head, it would seem foolish not to take the opportunity to recondition the cylinder head. Fitting new, standard valve guides (they don't need to be phosphor bronze ones to run unleaded) would be wise, since if worn they can cause the engine to smoke. If you don't and they have to be replaced later, not only do you have to remove the head again but the valve seats would have to be re-cut (more money) to align with the new guides. It would also be worth checking the valves for wear. If the stems are fine, the valves replaced but for the small extra cost, new valves may be better. At extra cost, you could also fit inlet valve seat inserts to ensure that no valve seat wear occurs here. Although possibly not necessary, for peace of mind; this is what I said two years ago when I converted the cylinder head on my Spitfire 1500, OSW, to run on unleaded. I fitted hardened valve seat inserts to all inlet

and exhaust valves and replaced all the valve guides at a cost of £130 inc. VAT. I had new valves in stock! I did it at the time because OSW covers high mileages and I wanted to take advantage of the then substantial price differential between leaded and unleaded petrol. The head has now done 39,500 miles and paid for itself after a year. I've checked the tappet clearances only once and found them to be OK and it is still running fine today. The standard valve guides are still OK and she doesn't burn any oil. Bear in mind as well that the engine is driven hard and has even competed in a couple of races last year.

So what about all those other things that you hear about when running unleaded? Such as pinking and having to change carburettor and ignition settings. Well, I didn't change any of the settings and haven't experienced any pinking, and that's even with OSW running with a slightly higher compression ratio of 9.2:1 than standard. The only clue that the engine is running on unleaded is a black tail pipe, which seems to be a trait of unleaded fuel. If anything, she returned a slightly better mpg, than before possibly as a result of the decoke.

It is true that when the leaded/unleaded debate started several years ago, there were

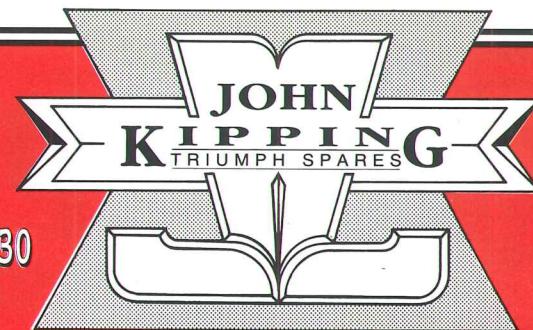
reports of pinking with unleaded fuel because it had an octane rating (quoted) lower than that of leaded fuel. However, since then, I suspect that the trend to reduce the lead content in leaded fuel has continued, such that the octane rating between leaded and unleaded fuels are now very similar. Indeed, several racers use super unleaded to take advantage of its higher octane rating than premium unleaded/leaded, allowing higher compression ratios to be used.

Converting your cylinder head to run on unleaded is now a lot easier and cheaper (more being done) with many Club traders offering unleaded cylinder heads on an exchange basis. Indeed elsewhere in the magazine you will see that TSSC Offers are now offering unleaded cylinder heads.

One cautionary note regarding any exchange cylinder head: Check that the replacement is the same as your original. As you know, the four-cylinder heads are not all the same. Apart from different depths for 1300cc and 1500cc heads, some have different compression ratios, different valve sizes, even different ports. If these are unwittingly changed, then you may well have to change carburettor / ignition settings - but I still wonder if it will be the unleaded fuel that gets the blame!!

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

IMPORTANT NOTICE

WE WILL NOT BE OPEN

SUNDAY 14TH FEBRUARY (STONELEIGH TRIUMPH SHOW)

WIPER MOTOR MOUNT SET

SQUARE BODY £6.00 - ROUND BODY £7.00

SPITFIRE I/II AND GT6 I FRONT BUMPERS - £165.

BACK FROM THE CHROMERS IN FEBRUARY

ALL OVERRIDERS FOR SPITFIRE I/II AND GT6 I £34.50

UNLEADED HEADS **MOSTLY FROM STOCK**

(SPEC AS CAPE TOWN RALLY VITESSE)

HERALD £160.00 EXCHANGE

SPITFIRE £165.00 EXCHANGE

VITESSE & GT6 £247.50 EXCHANGE



British Motor Heritage
Approved

Ask for OUR
CATALOGUE FREE
ON REQUEST

96 PAGES!



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



Cop Shop



by Mike Crewes

Recently there has been some changes at the DVLA, so I thought that it might be useful to keep you all up to date with what's been going on.

Some of the changes you will already know about from my previous columns, but some will be new.

Photocard Driving Licences

These have already been quite extensively explained in a recent Cop Shop, but from July anyone who wants one should be able to apply for one. If for any reason you need a new driving licence, e.g. for a change of address, or to add another Category, you will automatically get the new photocard licence. This may also make hiring a car abroad easier, because many overseas hire companies require photo ID, such as a passport, but now your licence will do.

Historic Vehicles Taxation Class

The nil vehicle excise duty for old vehicles over 25 years old will only apply to vehicles registered before 1st January 1973. They will still need to be MOT'd and insured in order to obtain a nil excise licence, which is obtained in the usual way. These vehicles, which were licensed in the "25 Year Exempt" taxation class will now be licensed in the new "Historic Vehicle" taxation class. The only real change is the name.

Automatic First registration and Licensing Approximately 300,000 new vehicles were registered by participating dealers in the first three months of the scheme (August to November 1998). The scheme allows participating dealers to act as Vehicle Registration Offices for new vehicles and issue new vehicles with vehicle excise licenses. There are currently only twelve manufacturers operating the system.

Withdrawal of Registration Marks

Ministers have agreed to the withdrawal of mis-represented registration marks from persistent offenders. Registration marks can now be withdrawn when the registration mark in question is so altered that it cannot be read easily. The maxim that most Police Officers use is that, if it cannot be read correctly immediately and you have to think about what it might be, then it cannot be read easily. When motorists pay hundreds, or thousands of pounds to purchase the right

to display a certain mark they stand to lose a lot of money if the mark is withdrawn.

Insurance and MOT Database

The Association of British Insurers (ABI) has confirmed its intention to have an insurance database built and has agreed that there should be a link with the DVLA database. In addition the computerisation of the MOT scheme is currently under way. If the data protection implications of Police access can be overcome, Police will be able to check to see if a driver is currently insured and if the vehicle they are driving has a current MOT. This will negate the need for drivers to produce their driving documents at a Police Station within seven days. This system is still a long way from being active, so in the meantime, if you are required to produce your documents at a Police Station, it is still an offence not to comply with the requirement.

Driver Licensing Data

A scheme allowing Police

instant access to driving licence records was due to go live last September, but H M Treasury Council has stated that covering legislation will need to be passed before the system can be made effective.

After all these years of the DVLA working on its own in the Welsh countryside without any effective method of Policing the data it holds, it now appears that the Police themselves will take over that responsibility. It is also well past time for all the various aspects required for putting a vehicle on a road to be tied together. That can only be good news for responsible

motorists, forcing the minority of uninsured and non-MOT'd vehicles into an even tighter corner, so that when you need to claim against them, you can.

Photocard Driving Licences - Update

Since my article on the new Photocard Driving Licences some changes have been made to the system. At present photocopied documentation supporting the applicants identity may be sent with a photocard licence application, but from 1st April 1999, only the original documentation will be accepted. Also starting 1st

April 1999 photocard licences will be available to for all types of licence applications, except change of address, this type of change has been put back to July 1999.

The EU Directive states that the UK must be issuing photocard licences only, by July 2001 and it looks as though we will have to be complying long before then.

If you have a topic, or query on Road Traffic Legislation why not write to: **Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN** enclosing a S A E if a reply is required. Alternatively you can email: mikecrewes@compuserve.com

DVLA Changes

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. cowl, 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



LAUREAN CLASSICS

01373 825332

**Total care for your Triumph
SPITFIRE - GT6 - HERALD - VITESSE**

**From an Interim Service to a
Concours Restoration**

**All work carried out in house by
experienced and enthusiastic staff
Very competitive rates**

Full workshop facilities available

In house MOT Testing

**Free Local Collection
and Delivery**



**WESTBURY
INDUSTRIAL ESTATE
WILTSHIRE**





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

CHEAPER QUALITY SPARES IN EAST ANGLIA



**01487
842168**

Fax: 740274



TRGB LTD.



**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 MkI, II, III/GT6 MkI)	£76.31
Rear Leaf Spring (Spit MkIV/GT6 MkII)	
(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) Vlt/GT6	£64.56
Caliper Seal Kit Type 12 (early Spit/Her)	£11.74
Caliper Seal Kit Type 14 (late Spit/Her)	£7.25
Caliper Seal Kit Type 16 P/BP (Vlt/GT6, state chassis no)	£10.51

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 Vlt/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 Outtrigger (Spit/GT6)	£18.74
Front Chassis Crossmember (Spit/GT6)	£25.79
Chassis Outtriggers (Her/Vlt) (Heavy Duty) all	£16.39
Front Chassis Cross Tube	
with overrider brackets (heavy duty Her/Vlt)	£64.62
Front Cross Tube Repair ends (Her/Vlt)	£17.03
Her/Vlt 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 III/III/GT6 Vlt Her/Vlt)	£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 Furlux (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	£22.84
Herald Rubber Bumper Set (6 parts)	£99.37

EXHAUST SYSTEMS (STAINLESS STEEL)

Herald all types (state year and engine size)	£39.94
Vitesse all types (state year and model)	£140.95
Spitfire MkI, II (without front pipe)	£99.87
Spitfire MkII (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 Dipipe to twin system)	£17.56
1500 Spit downpipe for use with adaptor/twin system	£35.19
MkII/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 MkII Grilles, Original, New!	£22.95
Wool mix Carpet Sets beautiful quality with fully bound edges. Choice of colours	

Spitfire MkI - IV	£78.76
Spitfire 1500	£78.76
Herald / Vitesse	£70.44
GT6 (state model)	£93.94
Spitfire Door Panels (pairs only)	£42.24
Boot Mat Spitfire full size Hardura to OE Spec	£23.44
Boot Mat Herald / Vitesse full size Hardura	£23.44
Spitfire Spare Wheel Cover	£18.74
Pre Cut Underfelt Kit	£23.44
Gearbox Tunnels Fibreglass all at	£22.91
Pair Sunvisors (passenger with Mirror) Spit/GT6	£25.73

We are now on the Web!

Visit us at

www.trgb.co.uk

From our website you can

download our price disc

which contains over 7,000

part nos. 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!!**

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.

**CARRIAGE FROM ONLY £9.99
FOR A 30KG PARCEL**

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



Beyond the Vale

By Trevor Collett

I like to think that this column brings you some variety from the mass of Heralds, Spits, Vits and Sixes,

TRIUMPH Specials

Not that I think you can ever get too much of Heralds, Spits, Vits and Sixes! Well this

heard of it either. Thanks to the splendid information board supplied by the Pre-1940 Triumph Owners Club I can tell you the car is a 1932 Vale Special. It went on to say, "The Vale Special was made from 1932 to 1936 by a small company based in Maida Vale, London using the Triumph chassis and engine with their

now has the later available Coventry Climax 1232cc unit."

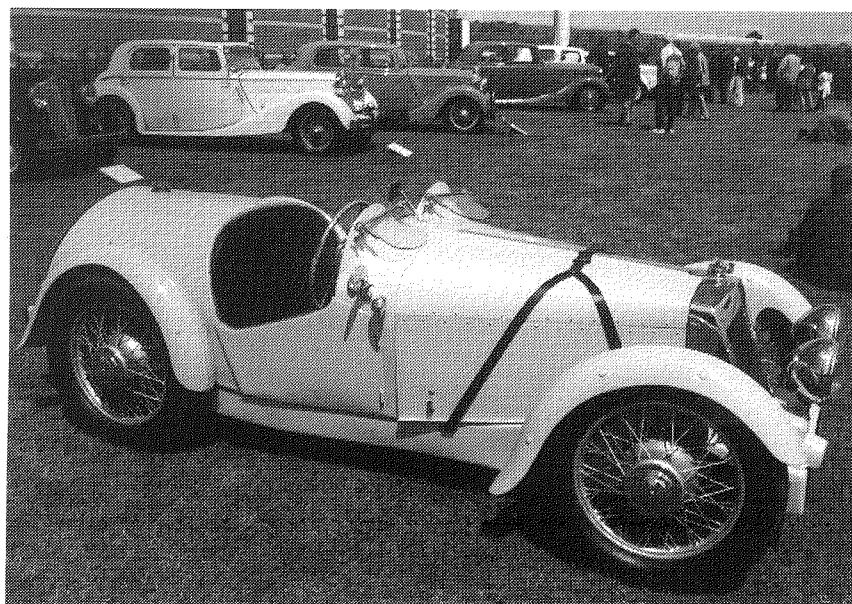
Of course, since there were about fifty built the Vale doesn't qualify as a one off "special" and since it was factory built it is not a kit car but who cares? I suppose it fits in more like our Equipe cars insofar as Triumph chassis and mechanicals were

and kit cars, it doesn't look quite fully "integrated". I don't mean this as a criticism; to me the quirkiness of such limited production cars is a large part of their charm. I'd love to have

a drive in this car; it must be great fun. I wonder how many more survive. Perhaps we could build a replica. One day!

Just a short register this month. I'm running out of unpublished photos, please send me some of your car. You must have some pics from last summer or how about a winter shot to prove you're not just a fair weather sports car driver?

The Vale sitting in the sun at Gaydon May '98

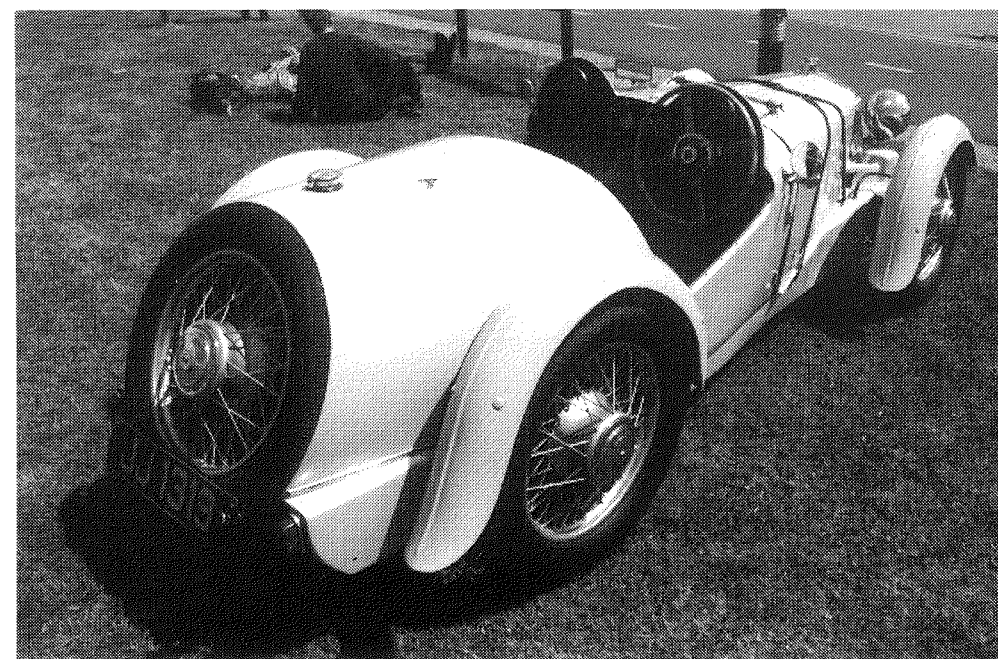


month I've gone even further off the beaten track than usual. The featured car was snapped at the Gaydon 75 bash last year. It is not really a "club" car, but it is, mostly, Triumph. Recognise it? Ok, I'd never

own lightweight sporting body. It is believed some 50 or so cars were made, of which this is the fifth produced and first registered on Christmas Eve 1932. This car originally had an 832cc Triumph engine but

supplied to a smaller concern for them to build up into their own model. Interesting, don't you think?

To my mind this car does have one character trait in common with many specials



1932
VALE
SPECIAL

"... Of course, since there were about fifty built the Vale doesn't qualify as a one off special and since it was 'factory built' it is not a 'kit car' ..."



SIX SPARES

THE TRIUMPH CAR SPARES SPECIALIST

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

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



REAR OF 140C HEATH ROAD (BEHIND ALBERT'S MUSIC SHOP)

TWICKENHAM, MIDDXX. TW1 4BN.

CALLERS WELCOME - RING FIRST FOR DIRECTIONS.

OPENING HOURS! MON-FRI 10AM TO 6PM, SAT 10AM TO 4PM

TEL: 0181 892 0141 FAX: 0181 892 4547 - FAX

TELEPHONE NO. 0181 892 0141

SEALS - HERALD/VITESSE

Front windscreen seal	£17.92
Bonnet scuttle/bulkhead seal	£4.70
P seal on windscreen frame	£3.82
Saloon roof to header w/screen frame seal	£10.58
Hood header rail seal, front	£6.99
Hood front outer finisher/ seal (white only) original	£9.99
Front quarter light rubbers per pair	£32.90
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.53
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.70
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/boot	£3.82
Boot seal - as original	£18.80
Boot seal (non original)	£9.99
Estate rear tailgate glass seal original	£25.85
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/boot	£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" 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 l/h HERALD, VITESSE	£23.50
Barrel and keys, right hand, HER/VITESSE	£8.23
Door cam lock r/h HERALD/VITESSE	£32.90
Outer door handle ass. SPIT II, III, GT6 I, II	£15.50
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£81.08
Matched pair of door lock barrels, SPITFIRE I, II, III, GT6 I, II	£16.45
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£16.44
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£8.23
Window winder handles and inner door opening handles, all models - please state model	£6.76
'B' post striker catch SPITFIRE, GT6	£12.34
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£21.15
B post strikers, less slider, HERALD/VITESSE, pair	£22.33
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£15.28
Boot lock assembly SPITFIRE IV/1500	£15.28
Tailgate handle and lock assembly GT6 I, II	£15.98
Tailgate handle and lock assembly GT6 III	£15.98
Boot latch/striker assay. SPIT IV/1500, GT6 (ALL)	£9.98
Chrome flip top petrol cap SPITFIRE IV/1500	£25.85
Lock barrel and keys for GT6 III petrol cap	£11.99
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	£21.25
Chrome Bullet/Racing mirror all models	£19.98
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£17.92
Bonnet lock kit (pairs) all models	£12.93
Bonnet catch assay, all models	£21.15
Steering column lock assay. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.99
Ignition barrel and keys as above HIGHER SECURITY	£9.40
Matched lock set GT6 I, II, door, tailgate & ignition locks	£25.85
Full lock set as above with paired bonnet locks	£34.66
Matched lock set SPITFIRE, door, boot & ignition locks	£19.98
Full lock set as above with paired bonnet locks	£27.03
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£25.38
Full lock set as above with paired bonnet locks	£32.90
Matched lock set, HERALD/VITESSE, door, boot, ign., c/box locks	£23.50
Full lock set as above with paired bonnet locks	£32.90
Cubby box lock assay, HERALD, VITESSE	£9.40
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., orignt., HER/VIT	£4.99
Rear number plate light aluminium cowl, orignt. HERALD 13/60	£11.75
Windscreen frame alloy capping Spitfire	£39.95
Rubber bumper set HERALD	£105.75
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	£34.08
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	£17.04
Sill, HERALD, VITESSE	£17.92
Door skin, ORIGINAL PRESSING	£52.88
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	£17.04
Rear quarter valance steel (with or without bumper strip)	£29.38
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	£32.90
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	£22.28
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	£65.80

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£14.69
Front wishbone bushes	£1.18
Steering rack exchange	£44.65
Steering rack rubber mounting	£2.94
Aluminium steering rack mount kit	£22.91
Driveshaft all models, non rotolox	£58.75
UJ flange to diff, small or large	£16.45
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£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, rotolox models	£17.63
Rear full wheel bearing kit, non rotolox models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£27.90
Rear leaf spring SPITFIRE I, II, III, NEW	£27.90
Rear leaf spring GT6 I, II, III, rotolox, NEW	£27.90
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 piece kit)

HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£71.68
SPITFIRE 1500	£89.89
VITESSE 2 Litre, GT6 all models	£96.35

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	£19.75
Standard gearbox mounting	£2.00
Steering column bush (excluding late 1500)	£6.99
Bump stop rotolox suspension	£4.99
Rear inner wishbone bush rotolox models	£6.46
Rear spring eye bush, all models	£5.88

SEE US AT THE INTERNATIONAL TRIUMPH
SHOW AND SPARES DAY
SUNDAY 14TH FEBRUARY
STONELEIGH AGRICULTURAL SHOWGROUND
ON STAND No. 109 to 112b
ORDERS NOW BEING TAKEN FOR
COLLECTION AT SHOW
SAVE POSTAGE AND PACKING!

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	£176.25
Hoods, SPIT - double duck/canvas	£176.25
Hoodwell Cover HER/VIT including fixings	£49.95
Headlining, HER/VIT, saloon, coupe	£49.95
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	£77.55
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" 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	£34.08
Overdrive column switch cowl	£18.80
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



SHOWCAR

Register

By
John Muggleton

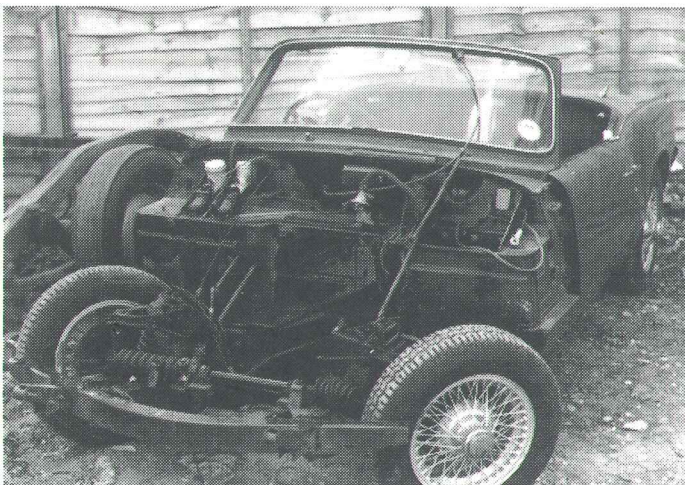
It has been very quiet over the Christmas period with very few events.

There has been nine new additions to the register, most of the certificates and register stickers have now been sent to members who have registered their cars over the past few months. If you have not had yours yet please bear with me I am working on yours as you read this.

**INTERNATIONAL
TRIUMPH SHOW
AND SPARES DAY
STONELEIGH
FEBRUARY 14TH
1999**

This will be the first show for the year and I am currently looking for three display cars for the Club stand.

If you have a Herald and can make it available for the display on the Club stand please let me know as soon as possible before the event.



Steve & Maria Ley's Spitfire Mk III in its as bought condition prior to restoration

THIS MONTHS FEATURE CAR

Over the past three months the register has provided quite a large number of cars for various shows, photo shoots and film companies. This months feature car was one of them. The car is a Spitfire Mk3 belonging to Steve & Maria Leys from Essex.

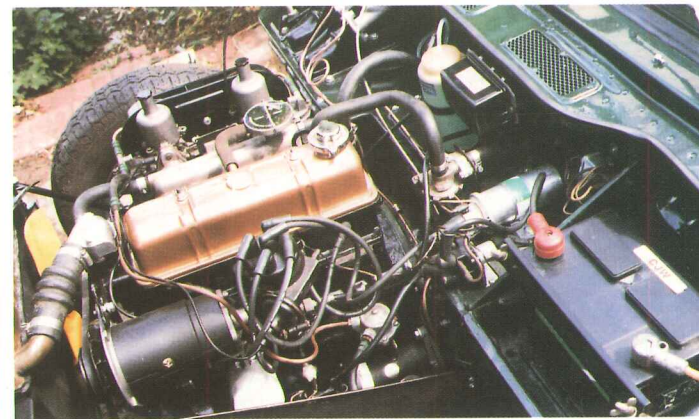
The car was registered in October 1968 and was shipped to St Albans based Triumph dealership 'Hertfordshire Motors Ltd'. The car was supplied in Valencia blue and had factory fitted wire wheels, overdrive and Dunlop radial tyres. The car languished in a barn for some ten years until sometime in 1990 when it was found with very little rot but was missing its bonnet.

The body was taken off of the car and sandblasted and repaired where necessary and then repainted in Jaguar racing green. It's current owners Steve & Maria acquired the car in November

1997 with only an additional 5000 miles since the restoration was completed.

Some cosmetic work was still required as during the earlier restoration a number a Mk4/1500 parts had been used, these were promptly removed and replaced with the correct items. With the help of Brett Dennis the interior was retrimmed including new seat covers, and a new moulded carpet set.

I was approached by a company requiring a Spitfire Mk3 for a photo shoot for a new American publication called



Spitfire MkIII Steve & Maria Leys



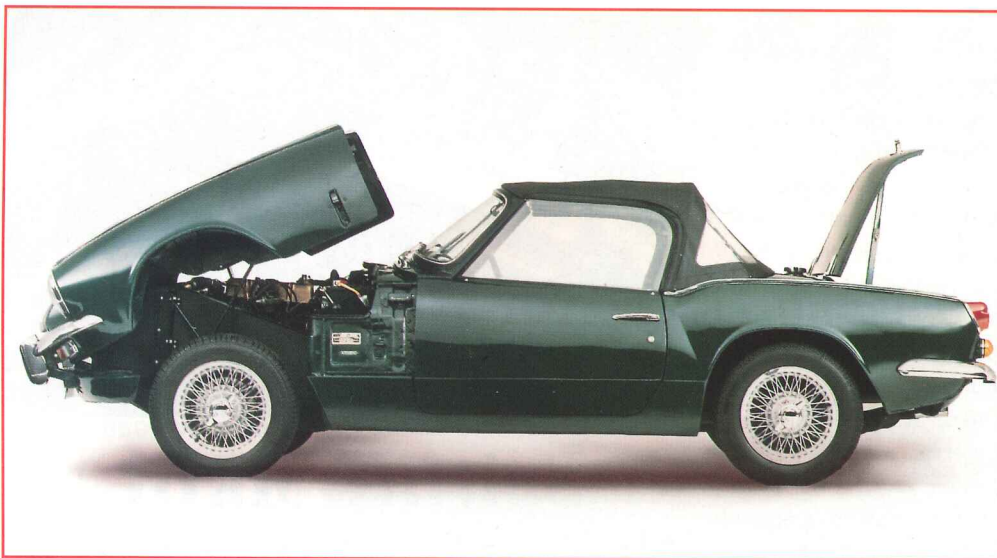
'Hot Cars', Steve and Maria's seemed to fit the bill and had only just been added to the showcar register.

Unfortunately when I contacted Steve he explained that the car was out of action due to problems with the differential. However after speaking to the photographers they were prepared to have the car collected from Steve's address! Sure enough a Mercedes car transporter came and picked the car up and whizzed it off to London for the day.

The results were stunning, as you can see from the photos.

Not only has Steve got a stunning set of photographs of his car, but they also paid him £160.00 for his trouble, which ironically he has used to replace the troublesome differential.

One of the main aims of the register is to ensure that our cars are promoted when possible, to



Not only has Steve got a stunning set of photographs of his car, but they also paid him £160.00 for his trouble, which ironically he has used to replace the troublesome differential.

One of the main aims of the register is to ensure that our

'GNK is not one of those cars that only sees the light of day when its "showtime" at one of the concours events. GNK is used on a daily basis and we get more of a buzz out of seeing the joy on peoples faces when we drive by than winning a cup will ever bring!'



cars are promoted when possible, to encourage current and future interest in the marque.

My thanks to Steve & Maria for making his car available, who quote in their letter to me.

That's all for this months report, if you are interested in putting your car on the register or would like to make it available for the show at Stoneleigh please give me a ring at **TSSC HQ 01858 434424.**



The current TSSC concours marking sheet is split into four sections: Exterior, Interior, Engine and Chassis.

Last month the exterior was covered so now it's time to look at the remaining sections.

First, the interior, which is divided into the following parts: seats, trim panels, carpets, headlining/hood and frame, dashboard and instruments, steering wheel, column and foot pedals, boot and petrol tank. As mentioned in the January article, attention to detail is really important. You may have just had your car re-trimmed or had new carpets fitted, but if the whole interior is not clean, the effect will be spoilt. The seats and carpets need to be thoroughly vacuumed. Obvious, you may think, but it's surprising how easy it is to forget to lift loose carpets or clean under seats. Cleaning vinyl is a job which I hate but there are many different products available to

Cleaning

By Angela McGowan



This interior wouldn't be so impressive if it was at all grubby

help. Afterwards, if the end result is dull, a vinyl care product may help. Some products will produce too much of a glossy finish so if this happens, try using a slightly damp cloth and then gently buff afterwards. The aim is for a finish which is clean but has a sheen to it. Whatever the product used, it's advisable to test a small area first.

It's surprising just how much chrome there is in the interior. Instrument surrounds, seat recliners, door handles, window winders and catches all need attention. Don't forget to clean not only the rear view

mirror but also the mirror on the back of the sunvisor. If there is a headlining, this too may benefit from a good clean. The rubber surround on the windscreen (and other rubber seals) can be treated with an appropriate cleaner and it's a good idea to remove the tax disc holder and any stickers before cleaning the inside of the windscreen. Quarter windows need to be opened and the gullies cleaned too.

To replace all or part of the interior is unfortunately an expensive business. There are very few cars that don't have damaged dashboards or chips

TSSC Concours



Good presentation impresses all

in instrument bezels. Seats and carpets have a heavy use so these are unlikely to be perfect either. However, once the inside has been cleaned, look at some of the detail and what you can improve at low cost. For example, the purchase of new pedal rubbers can make quite a difference. I've resorted to using black shoe polish on our GT6's glove boxes to cover up scratches and on the gear knob, used white correction fluid with a very fine paintbrush to replace the long since disappeared gear markings.

So far as the boot is concerned, this needs the same treatment as the interior, not forgetting that the inside of the boot lid needs to be polished, together with any other paintwork. Make sure too, that the tool kit is complete and that the handbook is present, together with the MOT, if you have any

other relevant documents such as a publicity brochure, or perhaps the original bill of sale, then these can be displayed also. The spare wheel should also be cleaned (and main-



As engine bay access is so good on a Triumph it means it's good for judges too so more attention is required in this area.

tained at the correct pressure) and on display.

The engine bay is probably the area which takes the most time and effort. It's both easy and difficult at the same time. Why? It's easy because it's so accessible but it's difficult because of its accessibility. Confused? Well, many classic cars have engines in an enclosed area which helps to keep them clean and because no-one can get into them easily, it's difficult to judge efficiently what cannot be seen. So, unlucky for us, because it's relatively easy for a judge to see the engine bay of our Triumphs, an extra effort is certainly required.

The engine is divided on the

mark sheet into the following sections: major castings, pipes, wires and cables, engine bay fittings, bulkhead and exhaust. How the engine bay is tackled is down to personal preference but a systematical approach should ensure that nothing is missed.

As before, attention to detail is all important and the whole area must be as clean as you can get it. I prefer to polish the main areas of paintwork i.e. inside of the bonnet, wheelarches etc. before starting on the engine and bulkhead.

The bulkhead is a great place for skinning knuckles and catching fingers but the use here of some soft brushes can help keep damage to you and your car to a minimum! It's certainly easier if some of the fittings can be removed but if this isn't possible, then work around them as best you can.

What should be polished to a high shine and what shouldn't? This is a difficult one as everyone has different ideas about what constitutes the 'correct' look and finish in the engine bay, particularly regarding items such as the radiator and suspension. However, some parts were

obviously not designed to have a gloss finish e. g. wiper motor, alternator, clutch and brake master cylinders etc. Components such as these can be gently cleaned with chrome polish to give a bit of a sheen. Hoses can be smartened up



If you've Chromed it, then polish it!

with a rubber cleaner and also rubber seals such as those on quarter valences etc. If the car has copper brake pipes, the appearance will be improved if these are cleaned, but as a general rule, they look better if polished a week or so before an event.

It's now time again to look at some of the detail. Take a critical look at the engine bay and see if any improvements can be made - I'm not suggesting here that you take out the engine and re-paint the block (unless you want to, of

course!) but is there anything that really lets it down that you can do something about? Are all the hoses in good order? Maybe the purchase of a new rocker cap would be an improvement? Imagine that a judge is about to go over your

car and look at what he is about to see. Very small things can make a difference, for example, make sure that the screen washer bottle is clean and filled with water. Remove and clean the radiator overflow bottle. If the plastic overflow pipe is dirty, it can be replaced at low cost. Last, but not least, is the engine bay complete? If the car should have air

hoses, they should be there.

These are all very small items that can make a big difference to the overall impression.

The remaining section of the mark sheet is the chassis which is divided as follows: front suspension, rear suspension, chassis frame, wheelarches and floor pans. The same principles apply here regarding polishing, cleaning of brake pipes etc., although this time you can take it easy lying down on your back on a nice, cold, floor

More next month,

Angie and Sue

Concours tip of the month: Sellotape is a good way of removing bits from seats and carpets at an event



GT6 IVR Update

By Mike Scott

It's been just over six months since the last GT6 IVR report and the register has more than doubled in size.

a specific place for it on the IVR form, but it would help me enormously if you could write the mark number of your GT6 on the form rather than me having to derive it from the chassis number.)

Number of Mark Is	21
Number of Mark IIs	32
Number of Rotoflex Mark IIIs	36
Number of non-Rotoflex Mark IIIs	63
Total number of Mark IIIs	99

Thank you very much to everyone who has contributed. This month's report is a quick update on the state of the register.



Firstly, thank you to Brian Short of County Durham for these photographs of his very tidy Mk II. Restored in 1994-95, it has a Triumph 2000 engine, which, according to Brian, makes the car every bit as fast as with the original GT6 unit (thanks, in part, to the twin sports exhaust?).

The register now stands at 163 entries, broken down into the various marks/models as below (less a few 'don't knows', (Incidentally, I know there isn't

Brian Short's very tidy GT6 MkII fitted with a Triumph 2000 power unit

As before, nearly two thirds of the entries are Mk IIIs, and about two thirds of those are of the later non-Rotoflex variety. Mark IIs and early, Rotoflex Mk IIIs putting in an almost equal showing.

Latest and earliest chassis numbers form each of the marks are as shown opposite.



Earliest & Latest Chassis Numbers

Model	Chassis No.	Reg. No.	Owner(s)
Earliest Mark I (KC 1)	KC 1496	OBP 72E	A.W. Fuller
Latest Mark I (KC 13752)	KC 13300	FPP 657G	Simon Marshall
Earliest Mark II (KC 50001)	KC 51854	KNM 901G	Sarah Levallois
Latest Mark II (KC 83997)	KC 82272	EYU 181J	Frank Molyneux
Earliest Mark III (KE 1)	KE 36	UNT 87J	Cathy Achour & Alan Tong
Latest Rotoflex Mk III (KE 14816)	KE 14754	OYP 4L	Robert Goodman
Earliest non-Roto. Mk III (KE 20001)	KE 20290	RWP 492L	P.J. Bolton
Latest Mark III (KE 24218)	KE 24179	SMT 166M	Neil Sampson

The previous 'latest Mk I', KC 13299, belonging to Philip Johnson has been pipped to that position by the very next car off the production line: Simon Marshall's KC 13300 (this car was featured on the 1997 Triumph World calendar). Philip can console himself that his car was registered a month

later than Simon's (see below). No changes as yet in the Mk II GT6 statistics.

Where do you need to go to get a really early Mk I? The answer appears to be Sweden. I was called up by the Area Organiser of an area in Sweden who says there are at least four Mk Is in his area with chassis numbers

below KC 1000, the earliest of which is KC 6! I haven't included it in the table as I don't have an IVR form for it. Hint, hint. As some of you already know, there can be large discrepancies between chassis numbers and registration dates. Some of you may feel that the latter is the more important in defining the 'birth' of a car, as that is the moment when it becomes street legal. Here, then is a similar table to the one above but in terms of registration dates:

Earliest & Latest Registration Dates

Model	Reg. Date	Chassis No	Reg. No.	Owner
Earliest Mark I	16/01/67	KC 1979	KDD 364E	Paul Harvey
Latest Mark I	05/11/68	KC 13299	FPP 657G	Philip Johnson
Earliest Mark III	3/02/69	KC 53064	PKR 240G	Steve Gray
Latest Mark II	02/11/71	KC 78047	MD 636K	Michael Trebanowan
Earliest Mark III	2/12/70	KE 740	EPE 767J	M. Stanton
Latest Rotoflex Mk III	22/03/73	KE 13999	PMA 385L	N.P. King
Earliest non-Roto. Mk III	22/02/73	KE 22408	RJJ 811L	John Morley
Latest Mark III	24/09/74	KE 23901	TOU 700N	Garry Ball

Notice that the latest Rotoflex MkIII was registered a month after the earliest non-Roto. A number of Mk II registrations and early Mk III registrations appear in the first six months of 1971, showing that during this time both marks were sold alongside each other. The latest Mk II, belonging to Mike Trebanowan, is a left-hand drive car which was either never exported or re-imported from abroad, which might explain why its registration date is nearly a year after the first of the Mk IIIs.

This isn't the most unusual feature of Mike's car, but more on that next month. In addition to the two one-owner cars previously in the register, three more have cropped up. The first, VKX 740E a Mk I, was bought by J.E. Sloggett from Station Garage in Amersham, Bucks. It was the first GT6 ever sold by that particular garage. Next is E.M. Hart's Mk III, VFV 412K, purchased from Loxhams Garage in Blackpool, and finally OXC 760L, a non Rotoflex Mk III belonging to D. Potter, from Archers (Shirley), Ltd. of Solihul. Ten cars in the register have had 2.5-litre engine conversions, including two triple Weber/D'ell Orto set-ups as well as Colin Geer's "very modified" unit, featured in the June/July edition of Classic Bikes and Cars. Any chance of sending me a photocopy of the article, Colin?

That's it for now, in the meantime please keep those IVR forms coming.



Quiz Answers

- 1) 1923
- 2) eXperimental version K, i.e. their 11th attempt
- 3) The fact Mercedes were manufacturers of engines for land, sea and air
- 4) The allocation of grid positions by qualifying times
- 5) Its swing-axle suspension
- 6) Volvo, who else?
- 7) Auto Carrier
- 8) Mosquito
- 9) It was fitted with two straight-six engines
- 10) Rival BMC's acquisition of the SU carb company
- 11) "The Prisoner"
- 12) The Mini-Moke
- 13) Wedgewood blue
- 14) Rover's introduction of their 3500 V8 saloon
- 15) A sports car made by Swallow Coachbuilding, with an aluminium/steel, hand-built body over a tubular-steel chassis and using TR2 mechanicals
- 16) Skinners Union
- 17) The protracted 1977/78 dispute with the Speke factory workforce nearly caused the TR7 to be withdrawn from production and completely scuppered any future derivatives.
- 18) The 1957 TR3
- 19) The die-cast "Fencer's Mask" or "Waterfall" front grille
- 20) 1200 saloon (with over 120,000 examples built)

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.



TRIUMPH TUNE

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

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

Kenlow Electric Cooling Fans

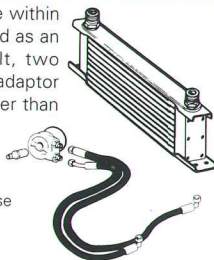
Essential equipment for today's heavy traffic flow, even if you're running an un-modified engine. Also available is the manual override switch allowing you to switch the fan on before you hit the traffic.



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 £25.03	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.

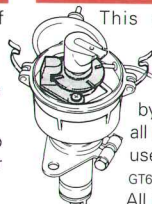
Adjustable Damper s & Conversion Bracket Kits

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

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

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

Newtronic Ignition Kits

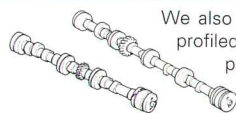


This system which sits inside your distributor unit provides more accurate timing through the use of an optical trigger pick up which is driven by the distributor shaft. The kit contains all fittings and a standard switch unit for use with a 12V coil.

GT6, Spitfire MkII-IV & 1500cc, and Vitesse
All Kits

£68.15

Performance Camshafts

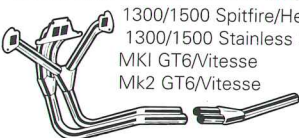


We also have a full range of reground and brand new profiled camshafts ground by Kent Cams to our own profiles, for 4 and 6 cylinder requirements.

For details contact the Richmond branch.

Mild and Stainless Steel Exhaust Manifolds & Systems

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



1300/1500 Spitfire/Herald TT1400 £84.01
1300/1500 Stainless Steel FS1400 £146.63
MKI 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 £190.20



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 TRIUMPH TUNE extractor manifold and GT system, a pair of H56 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 £386.58

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.

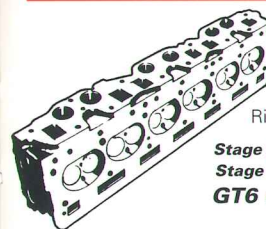
Koni Handling Kit TTK3430K £379.53
Spax Handling Kit TTK3430S £350.15

TRIUMPH TUNE

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

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

Modified Cylinder Heads



All TRIUMPH TUNE 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

Stage 2

MkI £411.25
MkII £420.25

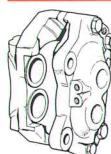
Stage 3

MkI £538.15
MkII £569.88



MkI
MkII
Spitfire
1147cc £311.38
1300/1500cc £239.00

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.

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.

GT6/Vitesse SPB3752 £631.56
Spitfire MkIII/1500 SPB3452 £625.10

SPB3701 £224.94

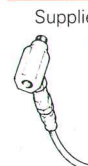
Weber Inlet Manifolds



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

TT10549 £82.25
Single Weber for 1300cc & 1500cc
TT1350 £104.64 pair
Twin Weber for 1300cc & 1500cc
TT1750 £67.46
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 TRIUMPH TUNE catalogue is essential equipment for the Triumph enthusiast - 110 pages packed with information, technical tips and every component you're ever likely to need. Engine, suspension, brakes and bodywork, plus a range or performance packs and suspension kits for road and racing applications - All for only £2.50 (P&P free to the U.K and Mainland Europe). For your copy of either of our tuning manual phone the Customer Services Department's Freephone number with Credit Card/Switch details.

Freefone us on:

24 hour
catalogue
orderline

0800 281182

moos

LONDON

International House,
Hampton Farm Ind. Est.
Hampton Rd West,
Hanworth, Middlesex
TW13 6DB

Tel: 0181 867 2020

Fax: 0181 867 2030

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.

RAC RAC recovery and
Discounted rates
for Classic
Insurance.

PENRITE
OIL

European Concessionaires for



Four ★

By Mac Reynolds

Hi ... well!
... Month two
already ...



What will the rest of this final year before the Millennium hold? ... Who knows? ... But what we do know is the impending date for the 'banning' of leaded petrol ... from the 1st January 2000, so ... following on from Brett Dennis's 'Path Finder' article in the January Courier, here is a little more information concerning the 'change-over' ... This is by courtesy of the 'Automobile Association' from whom I obtained permission from their Technical Department to reproduce this article.

LEADED FOUR-STAR RIP

So, leaded petrol won't be with us much longer: come the 1st of January 2000, the retail sale of



Jade Green Vitesse pictured at Gaydon '98

Four Star "Leaded" will be banned, and it could well become hard to find in the months leading up to the ban. Most people agree that on balance this is for the general good, but what are the possible problems?

It was in the 1920's that a lateral-thinking chemist named Midgley discovered the benefits of lead compounds as fuel additives. Engine efficiency was severely limited by the fuels then available as they tended to burn too rapidly in the cylinder. The treatment allowed the development of higher "octane number" fuel, up from about 60 to perhaps 110 in the end. At the time,

Rest in Peace

there was no consideration given to the affect of the lead compounds on the engine valve seats, it was only found later that lead had the property of protecting them.

There are therefore two possible problems with those pre 1992 cars that were designed to run on leaded petrol, if they are to be run on Premium Unleaded. Firstly, there will be a loss of about two "octane numbers" from Four-Star Leaded. With most cars, this will barely be noticed: usually the ignition timing can be re-set to avoid any tendency to detonation (or pinking), and there are engine tuning books that show the correct settings. A check of the ignition timing is part of the routine service schedule. so the extra cost of re-setting should not be great. Clear instructions should be given to the garage when booking in for service.

Secondly, in the case of an engine with the valve seats cut directly in a cast-iron cylinder head or cylinder block (as used to be the normal practice), the loss of the protective effect of the lead compounds means that under conditions of hard, high speed use, erosion of the

seats can lead to valve seat recession. If the seats recede by more than the pre-set valve clearances, the valves will overheat and severe damage may result.

The long-term answer to valve seat recession is to have hard-alloy valve seat inserts fitted into the cylinder head (or block, on the case of side valves). If the car is to be kept for a long time, as a classic or as an old family friend, sooner or later the valve seats will need attention anyway, so bringing this work forward will be worthwhile. It may even save money, as you use the cheaper fuel. In the case of many popular cars, an exchange head may be available, or a specialist machine shop will be able to do the work on most engines: one-make car clubs should be able to advise where best to go.

For the short term, the owner of a "leaded only" engine has the choice of:

- (a) Using additised pump fuel, such as "lead replacement petrol" (LRP), or
- (b) Dosing the fuel with a proprietary branded additive, or
- (c) Seeing what happens on unleaded.

Of those options, (a) is probably favourite, or (b) if supplies of LRP are not easily available. It is really not possible to say that valve seat recession cannot happen with these additives, the problem being that there's an enormous range of engines out there, and they can be in any condition from pristine to near collapse. However, the use of fuels with the additive blended by the fuel supplier is probably more reliable than adding it yourself, as mixing and dose-rates can be quite difficult to get right in small amounts. LRP will be sold from forecourt pumps using the colour grey or red to distinguish it from unleaded and diesel fuels. It will have an octane rating of 97 RON. Once you have chosen an additive, or LRP, it will be best to stay with that choice rather than swapping between products.

Option (c) is not completely daft, in that driven gently for limited mileages, the valve clearances will not be taken up between services, so with reasonable care no harm should result provided you know what to look for. If compression is lost on a cylinder or the valve clearances disappear, then something will have to be done.

These comments will cover probably 95% of the older cars on (or temporarily off) the roads in the UK There are unfortunately going to be some exceptions though, which may need special thought.



For a start, there are some specialist high performance cars that need high octane fuel. These vehicles were made in the days of 100 octane pump fuels, but are getting by at present on 97 octane leaded. Going to 95 octane unleaded just could cause trouble, even with the ignition retarded. In such cases, the long-term option is to lower the compression ratio, at some power loss, but with benefit to engine life. Usually a new set of pistons can achieve this; again, engine specialists can advise. The short term answer will be to use LRP or an additive in Super Unleaded. There are some proprietary "octane boosting" fuel additives, but the affect of these on different fuels can be unpredictable. Some earlier electronic ignition modules cannot be reset for lower octane fuel and are expensive to replace.

Some engines will present particular problems in fitting hardened valve seat inserts, either because the seats are very close together or in the case of non-detachable cylinder heads because access is difficult. If inserts cannot be installed, you are back to options (a), (b) or (c) above.

Two strokes, without poppet valves, don't have a problem, and in fact lead replacement additives should not be used with two-stroke mixes. Sleeve valves have a different lubricating method and should not be affected. A very small amount of leaded petrol may be made available through specialist outlets for testing and for racing use. This is likely to be very expensive and difficult to obtain - not a source to be relied upon for normal motoring.

There are advertised fuel-line or fuel tank devices claimed to allow the use of unleaded petrol in otherwise unconverted cars. We have not been able to establish the science behind these claims, and hence have not recommended their use. See also AA leaflet TIC03, Fuel Enhancement Devices Based on the Effects of Tin; TIC04, Magnetic Fuel Conditioners, and TIC07 Fuels for Passenger Cars.

LEAD REPLACEMENT ADDITIVES FOR PETROL

At present there are a few proprietary lead-replacement additives for "DIY" dosing of unleaded petrol. This sort of product has been in use in Germany, Austria, Switzerland and New Zealand for some years with no reports of serious problems, though, there could be reservations about the effect of sodium based products on turbo charged cars. In general, it will be best to choose one product and stay with it: mixing brands, or mixing DIY additives with LRP, could cause corrosion. Where the vehicle manufacturer recommended the use of for instance one tank of leaded to four tankfuls of unleaded, if you are using an additised fuel the additive should be used in every fill.

1. Castrol Classic Oils, Wakefield House, Swavesey, Cambs. CB4 5QZ Telephone **01954 231668** - not likely to be available until supplies of leaded petrol become more difficult to obtain.
2. STP - called Lead Substitute, stock number ST2408A - available now from Saxon Industries Ltd, Lower Everlands Road, Hungerford RG17 0DX - Telephone **01488 689400**
3. Valvemaster, from Associated Octel, 4th Floor, Berkeley Square House, Berkeley Square, London W1X 6DT Telephone **0171499 6030**
4. Wynn's Oil (UK) Ltd:
 - a) 4 Star Plus (lead substitute with octane booster) and b) Lubrivalve (lead substitute only). Wynn's Oil (UK) Ltd, Thames Court, 2 Richfield Avenue, Reading. RG1 8EQ - phone **0118 950 4090 0**

© Automobile Association 1998

All very enlightening ... now the choice is yours ... and you still have until the 1st January 2000 ... so ... your time starts ... Now!! ... (Don't

say you weren't warned) ... Ahh! Yes! ... You can also obtain information about the ban and how it will affect you ... from the Department of the Environment Free Literature Service, tel: **0870 1226 236** . Ask for leaflet T/INF/476 ... It can also be viewed on the Internet <http://www.detro.gov.uk> ... I'm sure also as the months go on more and more information and advice will become available.

This Register is as always written whilst 'on the move', working against deadlines ... against the clock ... so, apart from a couple of photographs that I took myself at Gaydon (earlier last year), that's about it!! ... What you see is what you get (actually it's all that you are getting this month) ... This is a superbly finished Vitesse with so much attention to detail with the paintwork in a very individual and beautiful 'Jade' green ... mmmm ... nice! ... Speak to you all soon ... Until then ... countdown to 2000 ... 11 months and falling!! ... Thanks ... take care ... cheers...

Mac

TRIUMPH
Vitesse

M. W. Restorations Tel: **01799 584994**

Correspondence
Chestnut Cottage
Clavering
Saffron Walden
Essex CB11 4QL.

*Technical Tip
of the Month*

CHOKED OFF!?!?

With fitting a new choke cable? Before you start, tape a piece of string to the carburettor end of the cable before pulling the old cable out of the dashboard. You can then tape your new cable to the string, and pull it back through easily, without struggling to route the new cable through the obstacle course of gubbins behind the dashboard!

All the best *Mike.*



The Rebuild of UBB 117G

Part 1. By Nigel Penistone

**It Took a Long Time to Complete and
it Will Take a Long Time to Tell**

“... More Blood dripped onto the concrete floor. Freezing Cold, hands blackened and sore from wounds inflicted by the ragged and rusty bodywork. The same old thought ran through his mind. ‘Why the hell did I start this job?’ - His mind began to wander, thinking towards the past ...”

UBB 117G is a White 1969 Triumph Spitfire Mk3. She was originally purchased in February 1969 by my late uncle. On that fateful day, I remember going for a ride, sat on the rear seat pan. I cannot remember if it was cold, raining or if it was uncomfortable in the back. What I can remember was the exhilaration and excitement. I liked this car. It

was different in a lot of ways from the vehicles we had. It was snug, small and it also had no roof!

The car came to see us on its weekly shopping trip to my father's butchers shop. It very quickly acquired an Ashley hard top, something that I thought spoiled its appearance, but not its character.

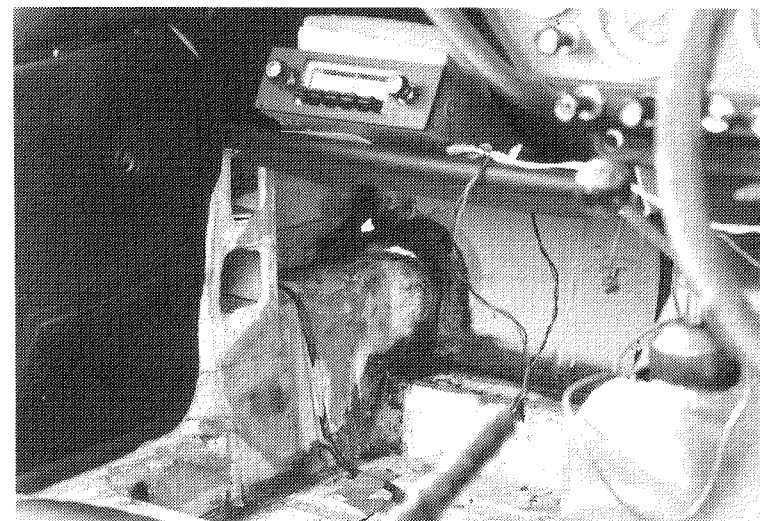
On and off over the next 16 years I saw the car many times. While I'd had many girlfriends, I always felt an affection for that car. I did try to purchase her after I passed my driving test; before I went to University. She'd been going through an expensive period in her life (one of several) and my uncle thought that a young

student couldn't keep her in the manner to which she'd become accustomed. (He was probably right and I'm glad he didn't sell her to me then.)

After I left University I got married. UBB 117G came to see me on my Wedding day, which reminds me of the reason that I was now working every spare minute on her. My sister wanted me to take her to Church on her wedding day in UBB 117G. Where as previously I'd worked as and when time and finances permitted I now had a definite target. The trouble was that it was getting closer....

I had owned UBB 117G since the 23rd May 1987, when my uncle finally decided to sell her to me due to problems with arthritis in his left knee (made worse, I think, by a very heavy clutch pedal.) I thought this was how they all were until I put an overdrive gearbox in and replaced the slave cylinder. The difference was tremendous - no wonder he'd had problems with his knee!

After a very hurried tidy-up I ran her throughout the



The interior part of the way through the strip

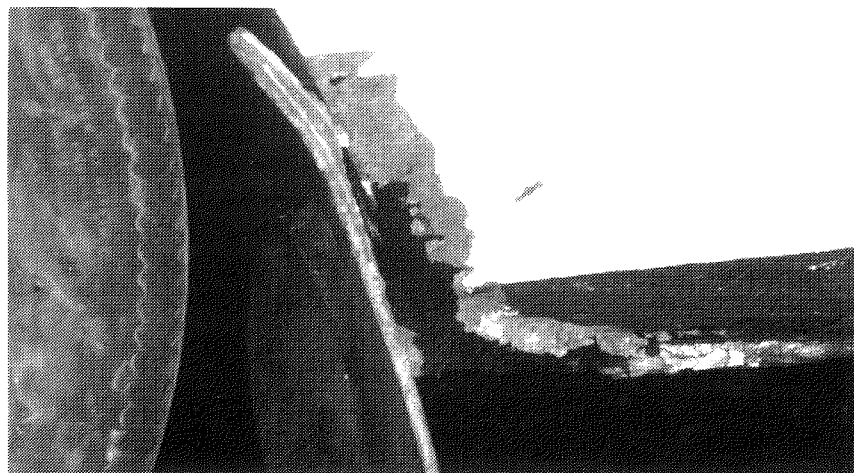
Summer, then took her off the road in October of that year. I knew it would be a long time before she was back on the road again as I wanted to do a thorough and complete rebuild, but with my first child due in only a few months, time I knew it would be a long process. UBB 117G lived in my mothers garage for 5 years venturing out for short drives at the weekend and the occasional longer ride on the local aerodrome when I could arrange the transportation to take her there. I had waxoyled everything, including the chromework, but the 5 years she spent in the garage still degraded her body in areas I

would not see or even reach until the restoration started.

Do the Strip

Work finally started back in September 1992. I drew, photographed, videoed and made notes on everything that came off. Each piece was bagged, labelled and put away. Money and time were two very precious commodities and work tended to be on an ad-hoc basis. During the five years that UBB 117G sat in my mothers garage I started my collection of parts; front and rear wings, boot floor, inner, middle and outer sills, hard top, overdrive gearbox, together with tools such as the welder, angle grinder and so on. Finances permitting, I purchased any parts that I found on special offer.

**Continued on
pages.46 & 47**



Look at the state of those sills (after probing of course)



KEEPING YOU **MOTORING** INTO THE MILLENNIUM

A huge amount of calls have been received over the past few months, regarding the abolition of leaded petrol, and how it would be possible to convert our club cars to run on unleaded petrol.

All club cars were designed to run on leaded fuel only and a large percentage of members cars are still doing so. The government has stated that leaded fuel will be unavailable at the start of the year 2000, which will obviously present a problem to owners of all Triumphs.

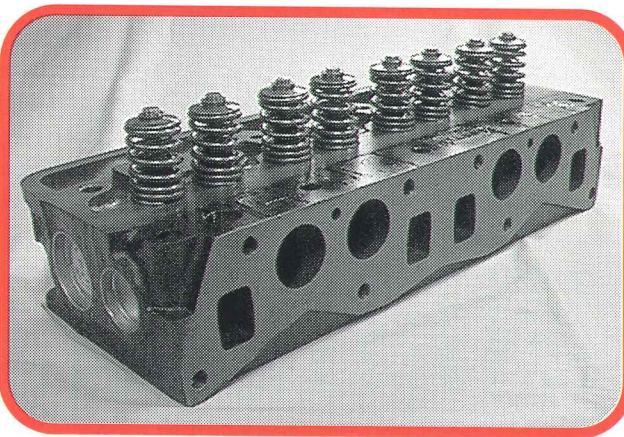
The TSSC has taken a big step forward to ensure the survival of the Triumph marque well into the year 2000 and beyond, by securing a package for members that will enable us to supply unleaded cylinder heads for your club car. This is a long term solution for club cars and the following heads will be available with a 6 month unlimited mileage guarantee. Supplied by a well established and knowledgeable, Heritage approved company, to ensure that quality and reliability standards are met.

STANDARD SPECIFICATION UNLEADED HEADS

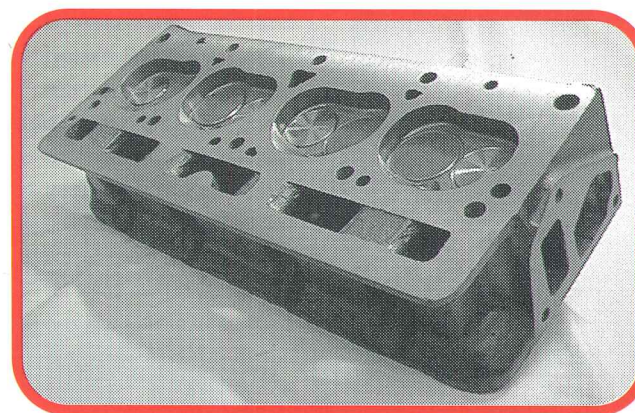
HERALD 1200	SPITFIRE MK1/2/3	£205.00 inc VAT	plus £60.00 surcharge
HERALD 13/60	SPITFIRE MK4/1500	£205.00 inc VAT	plus £40.00 surcharge
VITESSE Mk1/2	GT6 MK1/2/3	£295.00 inc VAT	plus £120.00 surcharge

CARRIAGE £20.00 per head. This includes collection of your old head.

These heads are available as a direct replacement for your original.



All heads are fitted with hardened exhaust valve seat inserts, special quality valves, new valve springs, and modified valve guides to increase lubrication and extend life.



STAGE 2 MODIFIED UNLEADED HEADS

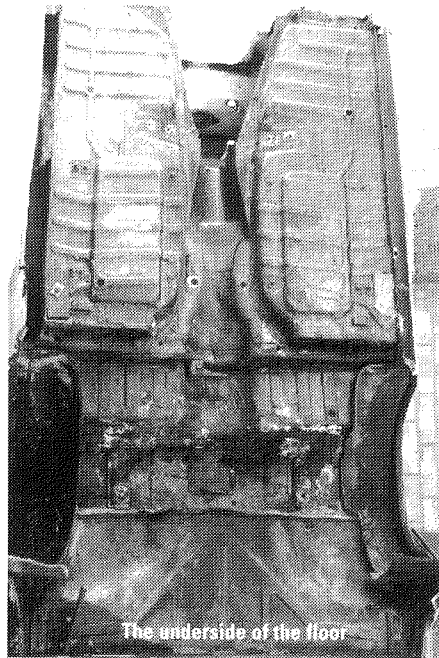
Available for the cars below, polished and ported to stage 2 specification. Fitted with new valves, valve springs and bronze valve guides, together with hardened valve seats to enable running on either leaded or unleaded fuel. Giving a noticeable improvement in power and free revving.

HERALD 1200	SPITFIRE MK1/2/3	£385.00 inc VAT	plus £60.00 surcharge
HERALD 13/60	SPITFIRE MK4/1500	£385.00 inc VAT	plus £40.00 surcharge
VITESSE Mk1/2	GT6 MK1/2/3	£575.00 inc VAT	plus £120.00 surcharge

Please note due to the higher temperatures generated with a modified head it is essential that the cooling system of your car is capable of coping with these higher temperatures. The fitment of a full width radiator on Spitfires is recommended, as is the fitment of an additional cooling fan on all other models. The fitment of an oil cooler is also recommended.

BOTH TYPES OF HEAD ARE AVAILABLE ON AN EXCHANGE BASIS. SURCHARGES ARE LISTED NEXT TO EACH APPLICATION AND ARE REFUNDABLE ON THE SUBSEQUENT RETURN OF YOUR OLD HEAD WHICH MUST BE SUITABLE FOR RECONDITIONING.

Full engines with unleaded conversions are also available in a wide range of specifications, please ring for further details.



The underside of the floor

Working on a piecemeal approach, taking care to draw, video and photograph everything, meant that stripping out took a long time. Slowly the number of labelled boxes grew. It wasn't until March 1994 that all the wiring, trim and ancillaries had been removed. So much of the time had been taken up with logging the dismantling process, in part due to me working away from home for a number of months and also due to my apprehension of going too far and wishing I'd never started.

I had decided to remove the body from the chassis to

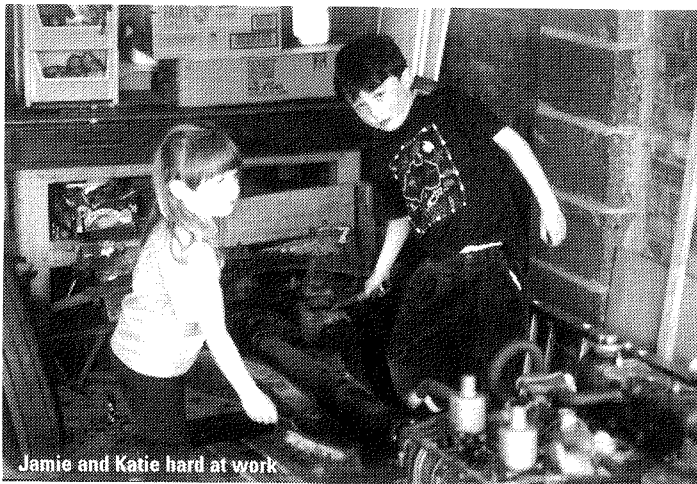
assess the depth of underside corrosion and clean it up before I started work on it. The theory was that if I spent a few days cleaning off all of the rust, underseal and the effects of at least a couple of decades of neglect, then once it was done it would be much cleaner and much more pleasant for me to work on.

I made a pair of adjustable door braces and fitted them prior to removing the body. I work as

aircraft stress engineer, responsible primarily for the calculation of loads and stresses in aircraft components, and used this knowledge to good use in determining the likely loads/stresses and possible permanent deflections of the car's structure if I were to move it in a weakened (i.e. rusty) condition. I concluded that, provided I braced the doors, the body should not bend or twist

permanently with the degree of corrosion I could see. With the benefit of hindsight, I'm glad I made my assessment on the strength of the panels I could see, because I later found out that some of the internal main load carrying structure was not in such a good condition.

The body was actually removed on the 22nd April 1994. At the first attempt I persuaded my wife Pat and neighbours Jane and Paul from across the street to give me a hand. The first attempt failed because I forgot to undo the handbrake cable and all we succeeded in doing was bending the handbrake compensator arm as we lifted the body, complete with rear chassis off the floor.



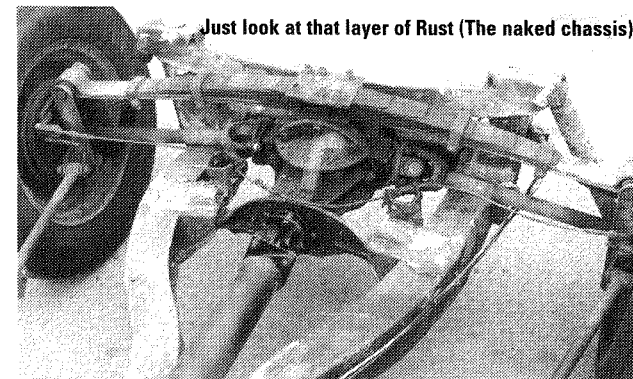
Jamie and Katie hard at work

By the time I had undone the handbrake my wife had gone inside to put the kids to bed. Jamie, my eldest, was most annoyed that I'd kept him up past his bed-time. (Getting up

at 05:30 is no problem, but just ask him to stop up past 20:30 - no way!)

I think I should mention here that this was the day that my new next door neighbour had moved in with his fiancée. They were obviously so very tired after moving in, because when I went around to see if they could give me a hand John very sheepishly apologised for taking so long to answer the door, and tried to explain that he had been in bed resting! (Knowing John and Karen like I do now, this was a very unlikely story.)

The body (of the car!) finally came off at about half past nine on Friday 22nd April. With the body resting on a carpet and tipped onto its side against a mattress, and the rusty hulk of a chassis



Just look at that layer of Rust (The naked chassis)

standing next to it, the next stage of the restoration looked daunting. To pluck up courage for the stage ahead and to say "thank-you" to my friends for their help, we had organised a few cans in the garage. After a couple of hours imbibing of the liquid refreshment, I think everyone knew what was coming next, although I'm not so sure if they knew how noisy it was going to be, especially for John who had just moved in. (Who needs Brian Adams and Waking Up the Neighbours, album when you have an angle grinder?!)

The next morning I pushed the chassis out of the garage and started scraping off the old underseal and loose rust from the underside of the body. It was at this point that I decided I was not going to coat the underside of the car with underseal. I believed that the car had been undersealed fairly soon after being purchased and in some places was stuck like something to a blanket. In these places, when did I manage to remove it, the paint underneath was as good as new. Other areas were not so good. One area that was particularly bad was the rear seat pan, the bit that the transverse spring fits under.

Because it was obviously loose underseal, I decided to use a wire

brush on my drill to clean it up. With a full face mask, dust mask, overalls and gloves I meant business. Dust, rust, underseal went everywhere. Then all of a sudden my visor started to go black. I had managed to go right through the rear seat pan and into the sound deadening material on the inside of the car!

By the end of the weekend I had collected a massive 3.7 Kg of rust, underseal and old paint from the floors, wheel arches and rear seat pan. The boot floor was left untouched as I knew the outer edges were full of filler and would have to be completely replaced.

With the under surface stripped back to metal it was relatively easy to make an assessment of the new

panels I was going to need: virtually the whole bottom of the car! I painted the under surface in £1.99 Woolworth's gloss and then, along with two little helpers (my children) I now set about the chassis

The chassis and running gear looked awful, covered in a layer of oil, rust from the body and a generous coating of muck. After giving it a quick sweep and blast clean using the hosepipe it looked better. Well, slightly...

Using my engineering knowledge, I did a stress analysis of the roof of my garage to see if it would be strong enough to lift out the engine and gearbox from the chassis. The calculations said it was, so having proof tested it with both me and my wife hanging from one of the frames, I duly lifted the engine out and onto a prepared engine trolley. It was now the 7th May 1994.

Continues Next Month

PRESTIGE WORLD RENOWNED FOR QUALITY, PRECISION FIT AND ATTENTION TO ORIGINAL DETAIL

CAR HOODS & INTERIOR TRIM



PRESTIGE HOODS

When only the best will do
Take care when choosing a new soft top. Standards in quality, originality and most important standard of fit vary enormously between different suppliers. As market leaders you can be assured that Prestige Hoods are the finest available.

	Prices include VAT	H/Duty Vinyl	Superior Vinyl	Duck	Stayfast	Mohair
Spitfire Mk.I to Mk.III fr.	£89.95	£108.95	£157.95	£187.95	£239.95	
Spitfire Mk.III & Mk.IV zip fr.	£93.95	£118.95	£172.95	£202.95	£249.95	
Herald / Vitesse fr.	£88.95	£108.95	£172.95	£202.95	£244.95	
Tonneau Covers fr.	£68.95	£89.50	£104.95	£124.95	£159.95	
Hood Covers fr.	£53.95	£67.95	£88.95	£96.95	£108.95	

Complete Re-Trim Deals!

Prestige Classic Trim Range offers a wealth of new features and options when re-trimming your Spitfire. We have incorporated pockets into the door panels and the seat backs which offer useful additional storage space. Superb "leather feel" vinyls are used on all panels which also feature luxury carpet inserts along the bottom edge of the door panels.

5 Piece trim kit Pair Vinyl Seat Kits. Original Quality Pile Carpet Set Full Sound Deadening Kit	Spitfire Mk.IV Prices include VAT	Colour Schemes: Black, Biscuit, Barley, Cream, Coffee, Nimbus Grey and Portland Grey
	£316.30	
As above but with Leather seat kits	£426.11	
With Leather seat kits & 100% Wool Carpet set	£516.10	
Seat Covers only		
Vinyl Seat Kit fr. £88.95 pair.	Leather Seat Kit fr. £195.95 pair.	



SUPERIOR QUALITY CARPETS

Whole Interior with leathercloth bound edges
Available in Original De-luxe Pile or 100% Wool Pile. Prestige Carpet Sets represent the finest quality available.

	Prices include VAT	Original Quality Pile	100% Wool Pile	Sound Deadening
Spitfire fr.	£84.95	£184.95	£241.95	
Spitfire Boot fr.	£23.95	£75.95	£14.95	
Herald / Vitesse fr.	£69.95	£149.95	£31.95	
GT.6 fr.	£105.95	£244.95	£51.95	

Black, Autumn Leaf, Ochre, Racing Green, Navy Blue, Wedgewood Blue, Red, Grey & Oatmeal (100% Wool only)

10% off Sound Deadening when purchased with Carpet Set

WORLD WIDE MAIL ORDER

Head Sales Office, United Kingdom:
Tel: (0151) 643 9555 Fax: (0151) 643 9634
Germany 0130 81 42 90 Bitte sprechen sie Englisch
Prices subject to change without notice. Carriage extra.

PRESTIGE Autotrim Products Ltd. Oak Tree Place, Expressway Business Park, Rock Ferry, Birkenhead, L42 1NS, England

OFFICE 01592 206439

PARTS DEPOT & FAX

01592 640714

UNIT 1 MILL STREET

KIRKCALDY FIFE

SCOTLAND

CHIC DOIG

CLASSIC SPORTSCARS



DELTA

EUROCARD

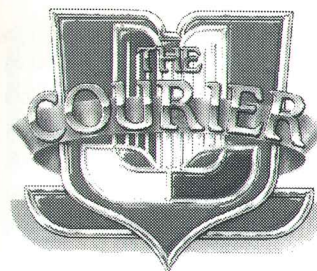
MasterCard



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



READERS Write . . .

Breaking Triumphs

I must confess to feeling rather disheartened when reading the October '98 edition of The Courier, on noticing that one parts supplier, whom I shall not mention, was currently breaking 23 Spitfires, and a number of other 'sports six' models. I cannot, and will not believe that a large number of those cars could not be salvaged. Most sports six cars, no matter how bad they may seem, can be restored, due to their inherent simplicity. This, together with the vast supply of new components available for our vehicles, should make it unnecessary to scrap such a large number of club cars. I myself restored a Spitfire which many thought well past redemption, but which is now in better condition than many modern vehicles a fraction of its age.

We must not forget that no one is ever going to remanufacture Spitfires, Heralds etc. and the number currently in existence can only fall. We are enthusiasts after all, and it should be every enthusiasts aim to retain as many classic vehicles as possible, for our, and the future generations enjoyment. Once they are gone, they are gone for good and now we can never ever replace them.

It seems apparent to myself, and I expect a number of other members feel the same, that, companies such as the one referred to here are not in the business to help enthusiasts, but to line their own pockets by means of slowly decimating a part of this country's motoring heritage.

Please don't get me wrong, I know that there are instances when a club car will be beyond all hope, it happens, but let's not break them until

there is absolutely no hope of restoration. That way, we can preserve as many as possible for future generations to enjoy a piece of British motoring history.

Adrian Mason

Headington, Oxford

Go on, Enjoy yourself!

I read Jonathan Binnington's letter in the January '99 Courier (Six into four will go) and felt I had to write to provide moral support to him and anyone else who doesn't develop a nervous tick at the thought of modifying their car.

Don't worry too much what others say or think, if it gives you pleasure to build and drive your car in the way you see fit then go on and enjoy yourself, after all it's only a hobby, although my experiences with various clubs and societies might have lead me to believe that to some people these things are more important than life itself, but that's their problem.

I too have a Spitfire with a 2.5 six, and a close ratio TR6 gearbox, and rotoflex suspension and an all glassfibre body (for which I built the moulds). It is a 1965 car that was built up from a rusty wreck 12 years ago and it's spent 7 years in daily use as our only car, doing over 100,000 miles upto and including holiday touring as far as Berlin.

I built the car to suit my needs, i.e. open topped, rust free, reliable, small, manoeuvrable, practical (for two), fast (compared to 99% of cars) and cheap, and it has fulfilled these requirements admirably over the years. Properly set up a six cylinder Spitfire makes an excellent road car.

The car is also used competitively for hill-climbing, sprinting, as well as the occasional road rally and special test rally. In spite of it's built-in disadvantage (600lbs of cast iron stuck over the front wheels) I have had some championship successes, and even hold a class record at the Forrestburn hillclimb track. I have found the majority of people involved in the sport to be warm and friendly and there is usually a road going or historic class that you can enter, after all there is nothing on my car that someone could not have done in the 1960's. You get the odd miserable g** but then

they exist in every walk of life. Smile sweetly, be humble in defeat and even more humble when you thrash the pants off them.

If you want to go racing then you are going to have problems. Basically you won't get into anything where the car is likely to be competitive, which is why I am building a new Spitfire, but that is another story.

With two small children we now have a second car, a Reliant Scimitar, but the Spitfire still gets regular use all year round and I still get enormous pleasure from driving it.

As for names, to me and the DVLA it is a Triumph Spitfire MkII with a 2500cc engine. I feel no need to put any other label on it. As for what others of a certain persuasion might think, so what. To misquote a well known saying, "those who can do - those who can't polish", but in this world there is surely space for each of us to do what we want whether that is completely standard or out and out modified, concours or custom.

In conclusion, I would be pleased to talk to anyone wanting to modify their cars or use them for motorsport, the more the merrier and I can be reached through the Scotland Central and West A.O.

Colin Sutherland
Glasgow

The Wilson Fleet

The article on the December, 1998 Courier leads me to ask a question - and raise a comment or two!! The photo of the '53 Anglia brings back memories of my Father's car. He bought a new Black Ford Anglia early in 1953 - from the dealer in Stafford where he'd "Had his name down for a new car" for many years. We had moved to Cardiff by then and Dad drove a pre-war Morris 8, 2-door saloon ... which was beginning to show its age! The Morris was 'EOX 13' - I wonder if it still exists. The Anglia was '1707 FE' - is that still around? Dad sold it when we lived in Croydon I think in the late 1950s. The '53 Anglia in your 'photo leads me to ask whether that really is an ANGLIA or whether it is a POPULAR which, I think, was introduced later in 1953? I ask because I'm sure that Dad's Anglia had chrome-plated bumpers (and I thought it had overriders too) ... while I think the Popular had silver-painted ones and no overriders (I'm told that the Popular bumper was later used on the Lotus Elan Sprint. The car in 'The Courier, appears to have the Popular's bumper?! Does it also have the smaller headlights - the Anglia's were larger than the Popular's! I'm sure the door mirrors did not come with the car. On the other hand - from what can be seen of the wheels they look like the wheel-trims of the Anglia I'm just curious - could the owner confirm?!!

Incidentally, my father (C.A. Wilson) who was born in Coventry

and is now 91 worked at "The Triumph" in its early days - and also at "The Riley" (where he designed the Riley 9's Steering-Gear) - before moving into 'Electrical Engineering'. He last drove my Spitfire 1500 over here when he was 86 (he's driven cars since he was 17) - taking my mother (then 87 - now 92) for 'spins round the Island!! He was driving his own car (Talbot Alpine) regularly until a year ago - but I don't think he's driven since early this year. From the time he retired for 20 years until his Mid-80s - he drove his car and caravan round Europe each summer (with mum - who doesn't drive) for anything from 4-13 weeks ... visiting places I can only dream of!!!

Does anyone have any Dinky Toy Triumph Spitfires for sale?

Mr J B Wilson
Channel Islands

Baffling!

Whilst doing some routine maintenance on my 1979 Spit I took the rocker cover off the top of the engine. I was horrified to find loose shards of what can only be described as steel wool lying all over the top. This was not good for my engine (I already had enough trouble trying to start the car and get in and out of the seats without showing my entire underwear collection). On further investigation the 'steel wool' was coming from behind a metal baffle in front of the breather hose.

As I did not want to completely ruin the engine I decided to grind off the baffle and get rid of the wire filter. To prevent this from happening again I decided to fit an inline filter on the hose coming out of the rocker cover. I found that a Land Rover V8 part no. 603330 would fit the hoses and just go into the space. I don't know if any one else has experienced this and if there are other solutions' but this does seem to be one that works.

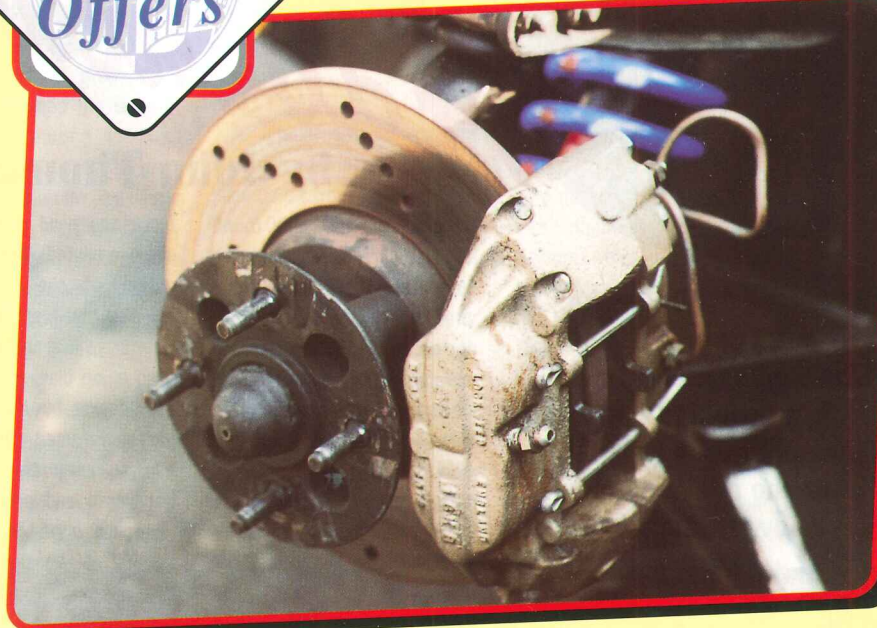
Denise Taylor
Dunstable, Beds.

TSSC OFFERS, MAIN STREET, LUBENHAM, LEICESTERSHIRE LE16 9TF



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

BRAKE CONVERSION KITS



**4 POT
CALIPER CONVERSION KIT**
CCK100.....£314.95

For Spitfires.

Kit Includes:-

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



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

CROSS DRILLED BRAKE DISCS



CBD100.....Her/Spit£65.00pr
CBD200.....Vit/GT6£70.00pr

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

**FEBRUARY
SPECIAL OFFER
While Stocks Last
SAVE £35.00
£314.95 inc VAT**



The Spirit of Adventure

by John Thomason

At 5.15pm on 1st December, 39 days, 23 countries and 12,000 miles after leaving London, a little Red and White Triumph Vitesse pulled up on the quayside in Cape Town, South Africa.

Once again Zoom had done it.

Battling against all the odds and everything that the 1998 London to Cape Town Rally could throw at her, Zoom had come through triumphant, not only achieving a Silver medal and a 5th overall position, but **1st in Class**. The Class win under 2000cc, was the most satisfying, being the most fiercely contested Class, containing some of her old adversaries from the Peking to Paris Rally, including the Mk1 Cortina that had won the Peking to Paris Rally. Her success however had not been without incident, for the rally had been far more demanding and competitive than the earlier Peking Paris Rally, as her poor body, a little worse for wear, could testify.

In my last report back in October with only 9 days to go, I revealed that Zoom was suffering a chronic overheating problem with her new engine. On her first outing after the rebuild she

covered the 100 mile round trip to and from work with the temperature gauge only prevented from soaring into the red by the Kenlowe fan and uprated heater fan being on full blast the whole way. Not the most ideal way for running a new engine in! Obviously, things like radiator, water pump, timing etc., were replaced / checked to no avail. There was nothing for it but to take the head off, with fears at the back of my mind, of a cracked head or block being the cause. By 2 o'clock that night the problem was discov-

block and head - no wonder she overheated! Closer examination of the MkII head revealed that there were other waterways that are not usually used being blanked-off by the head gasket, but if a MkI head gasket is used, then these usually redundant holes are uncovered and actually align with ones in the MkI block.

With the MkI gasket fitted, the overheating disappeared and I now had 7 days to get the car through scrutineering, get a 1,000 miles on the clock and stow the car with spares etc.

An official start was being

"... 6 other crews were also going for the double. A humorous speech by Paddy Hopkirk, aided by a little wine, saw us all in high spirits ready for the first day of our 6 week adventure ..."

ered - the waterway drillings on the MkI block were in completely different places to those of the MkII head gasket I had fitted. Only two holes aligned and consequently there was no water circulation between

made at the NEC Motor Show on Friday 23th October, and so after last minute packing and late night (2.00am) drive up to John's house the night before, Friday saw us driving over the starting ramp full of excite-

Zoom

Takes Off!

ment, anticipation and relief that we were finally on our way after months of preparation. Tony Mason and the Duke of Kent were among the well wishers to see us off. The drive down to London for the dinner and official start at Canary Wharf was fairly leisurely (we actually went back to John's house for a couple of hours!), although we did manage to miss a turning, or 'wrong slot' to use the vernacular, on the North Circular - not a sign of things to come we hoped! The dinner gave us the first opportunity to meet fellow competi-

for the first day of our six week adventure.

DAY 1

A typical British Autumn morning, damp and blustery, saw us off from Canary Wharf at 7.00am to cheers from friends and well-wishers. We were only 200 yds. down the road when disaster nearly struck; nearly losing John on the first bend as his door flew open. I hung onto John but not the route book and the other papers on his knee that blew out of the door. I've never seen John move so fast as he

'office'. It was fairly chaotic at 'Le Shuttle' with long queues and double booking etc., with some waiting several hours to get across. We were fairly lucky, getting across to France reasonably quickly and made our way into Belgium and our first Timed Section, which just happened to be the Mondy special stage on the FIA Rally du Condroz Huy Rally. Timed Sections or Special Stages, usually either awful tracks or 'challenging' roads had to be completed in a certain time which was usually fairly tight, so there was no hanging about. If you were at all late you lost your



tors and for me to renew old acquaintances from the Peking to Paris Rally - 6 other crews were also going for the double. A humorous speech by Paddy Hopkirk, aided by a little wine, saw us all in high spirits ready

chased after the papers down the road before they could blow into 'Mother Thames'.

The drive down to the Channel Tunnel gave John the chance to calibrate the trip and organise the Navigator's

Gold Medal and got penalty points. There were also penalty points if you arrived early by more than 70% of the time allowed. The stage, over very muddy farm tracks, was completed without drama, as I

Fig. 1
On our way, waved off from the NEC Motor Show by Tony Mason.

had no intention of having an 'off' on the first day.

As dusk descended, the day was rounded off with our first regularity section. A regularity section, again over challenging roads, required different driving skills, for here the intention was that the course had to be driven at a given constant speed. Your speed along the course would be checked at certain points, Timing Points (TP). These points would be at a known distance from the start of the course, and so for a given speed, your arrival time at these points could be calculated - arriving early meant you had been driving faster than the given speed, or slower if arriving late. Penalties were given for every second you arrived early or late at the timing points. If you were more than 5 minutes late, you lost your Gold Medal. Sounds easy, except you didn't know how many Timing Points there would be or where they were, other than that they could be at any one of the many Tulips (Navigational instruction in the road book) along the route. What's more, the

“... on certain Sundays and for a fee the circuit is open to the public to race around... so an eye was kept open for some fairly fast German machinery...”

timing points were usually located such that you couldn't see them coming up, e.g. just after a bend or just over a hillcrest, giving little or no time to speed up or slow down at the last minute to arrive at the required time. You therefore attempted to maintain the given speed along the whole course, even through rough going and hairpins, not knowing whether or not there would be time to catch up before the next TP. A puncture, break down, navigational error or getting caught behind traffic could spell disaster, unless you were very lucky and the next TP was a long way away to give you a chance of catching up - very difficult as it's amazing how fast you have to go to catch up just one minute.

The navigator has a nightmare of a time and works the hardest, navigating to keep on course, monitoring the time and distance to the next Tulip as well as calculating any timing corrections. We made life even more difficult by starting off without a stopwatch! Our first regularity was around the Belgium countryside on a maze of farm tracks. Remarkably we made the first TP with only a few seconds penalty but not long after missed a turning and got completely lost, charging around at a great rate of knots trying to get back on the track. By the time we found the next timing

point, we had lost 20 minutes and consequently our Gold Medal, acquiring a mountain of penalty points as well. As we arrived at the hotel that night in Leige, we were both feeling very despondent. The day had been a real eye-opener for John on rallying, being

dropped in at the deep end and was beginning to wonder what he'd let himself in for, whilst my target of beating my Peking-Paris result had gone on the first day by losing our Gold Medal.

However, Lady Luck was on our side and later that night, whilst drowning our sorrows in the bar, a notice went up on the bulletin board stating that the day's penalties had been cancelled as half the contestants hadn't even made the regularity being held up at the Channel Tunnel. We had survived to fight another day and had a couple of beers to celebrate!

DAY 2

Day 2 saw us floundering once again on a long, early morning regularity through the Ardenne Forest on the narrow, greasy roads with many hairpins. After yesterday's experience, navigating was our main priority, although we were struggling with timing especially without a stop watch, incurring a 1 minute penalty on the first TP. Then Lady Luck visited us a second time. The Ford Mustang with probably one of the most experienced crews had left a minute behind us and had now caught us at the TP. We let him pass and shadowed him for the rest of the regularity, collecting the same penalties (only seconds) as him.

On through the Ardenne, past towns made famous by the WWII Battle of the Bulge, we made our way to the modern FI

Spa race circuit where we were treated to 3 laps around the circuit. An excellent circuit with some interesting sweeping bends, which I would have loved to have gone round in a race car. However, with the suspension of Zoom jacked up, carrying 500kg of spares in the back and still having to go 12,000 miles, I was very restrained - not as restrained as I had to be in the afternoon though as we crossed into Germany and had a regularity of all things around the Nurburg race circuit! We thought we were being clever by calculating a speed table (a distance/time table for the given speed) for the circuit only to be told as we lined up for the start, that the speed had been changed. In the end it was quite fun though having to go round the circuit without being able to brake into corners in an attempt to maintain the constant speed. On certain Sundays and for a fee per lap, the circuit is open to the public to race around and so an added dimension to our little regularity was keeping an eye open for some fairly fast German machines screaming around. It was embarrassing though as we poodled around and probably added to the misconception that old classics are slow and ponderous.

The rest of the day was a long run into Austria, where we climbed up into the Alps for our night halt in the ski resort of Kitzbühl. We had been experiencing problems with Zoom's

starter motor, so imagine my amazement when someone tapped me on the shoulder that evening whilst I was checking over the car and asked, "Do you have a problem with your starter?" I couldn't believe it. It transpired that TSSC members Uli Feldkamp in his Spitfire 1500 and Thomas Schmidt with his wife Patricia and children Anfa and Michaela had made a special journey from Munich to come and welcome us and wish us well on our journey. Upon hearing of our problems with

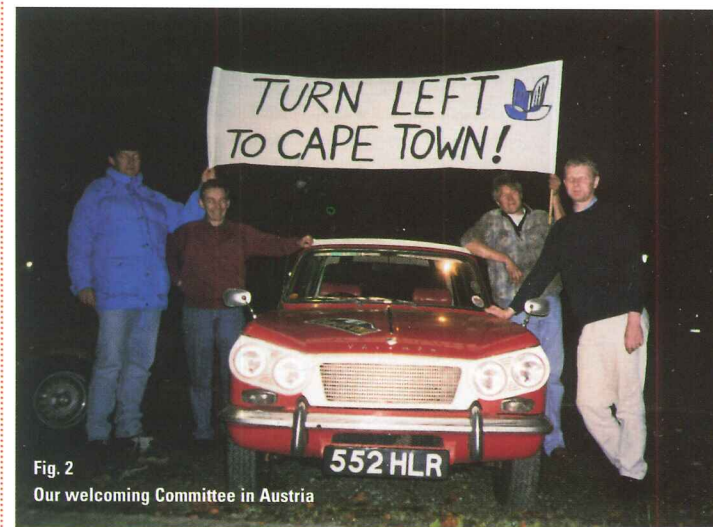


Fig. 2
Our welcoming Committee in Austria

the starter motor, Uli, without hesitation, offered to donate the starter motor from his own Spitfire. After 30 minutes, the job was done. John and I were very touched by the gesture and effort that had been made, especially on such a cold night! After a long day (800km), it was very uplifting to be greeted like that and very much appreciated. Lady Luck had shone on us once again.

DAY 3

An early start and boy, was it cold, with the car covered in a heavy frost. The intention had been to tackle the breathtaking Grossglockner mountain pass that morning, famous for being used by car manufacturers as a test route for brake fade! Unfortunately, (or fortunately, depending upon your point of view) the pass was closed by snowfalls during the night. There was still plenty for us to do though such as a particularly difficult regularity along a windy, loose surfaced road in the mountains of Slovenia. Zoom started to be tested with lots of 1st and 2nd gear work as we wound our way up into the mountains, the engine smelling very hot, despite it being bitterly cold outside. However, we fared better than the Peugeot 504 which met a Renault Clio head-on coming around a blind hair-pin. Fortunately no one was hurt and the Peugeot managed to get going after several hours of work, although the Clio was written-off.

The weather deteriorated as we headed into Croatia for our night stop in Zagreb, having to stop at one stage to clear the snow that was compacting on the windscreen and threatening to burn out the windscreen wiper motor. On that same road, John actually found a new Slovenian manufactured TR4 fuel pump which he wanted to buy for stock, having first taken it down to South Africa - I wouldn't let him!

**The Spirit
of
Adventure**

DAY 4

The day didn't start well; getting lost coming out of Zagreb and saw us reversing up one-way streets, driving down tramways and across a large square before getting back on course. Our friends in the Mustang had very kindly loaned us their spare stop watch (perhaps they were fed up of us following them!) and we were starting to get the hang of the regularities, using the engine note in a certain gear to maintain a constant speed. We had also decided that I would do the driving and John the navigating rather than chopping and changing and spoiling the routine we had developed. Our new-found skills were put to the test with a 3 hr long regularity

the next 2 hours we drove the prescribed route, religiously maintaining the set speed, only to find that there were no more TPs! All that effort to no avail and we still collected a large 2 minute 22 seconds penalty. A couple of tight, but fun, timed stages were followed by a long run across Hungary before lunch and a crews' reception in the city square of Bagja. An uneventful afternoon as we travelled along mainly quiet roads into Romania and our night halt in Timisoara. That evening checking over our times we discovered we had dropped only 5 seconds on the regularity instead of 2 minutes 22 seconds and we were feeling much better. However at that same Tulip where we

Timisoara to Deva, as the route took us on a short-cut to Sificee over the Transylvanian Alps. The talking point of the day was a 60km mountain stage which had been suggested should not be tackled if you wanted to save the car. Just the kind of talk to fire us up and of course, we did it as the 'red mist' descended. The first part was over rough, broken Tarmac, with deep pot-holes full of water, which we managed to weave in and out of successfully. Next was a ascent up a muddy, gravel track, where the extra power of the 2-litre came into its own. As we approached the top we noticed patches of white; the concentration being so intense that it took several

minutes before it dawned on me that it was snow! Any doubts soon disappeared as we climbed over the peak to find the other side of the mountain covered in snow, and our route marked by preceding cars' tracks as weaved between dark green pine trees. The descent was 'interesting' but fun, not

having to do anything too silly as we had made good time on the ascent. We made the Time Control with 5 minutes to spare, and discovered later that only 7 cars that had attempted it had done it in the time. Zoom was absolutely covered in mud (why was

had fumbled, the Cortina took a wrong turning and ended up back in Zagreb, losing their Gold and acquiring a lot of penalty points.

DAY 5

The roads deteriorated as we turned off the main road from

Zoom the only car that managed to splash the wind-screen from her own front tyres?) - but received many compliments knowing that she would have had to 'go some' to do it in the time. She had taken some knocks though and I felt sorry for her, as did others who had witnessed the antics of the rear wheels and halfshafts as they pitched about over the ruts and potholes. Time was taken to check her over, discovering that the air filters were soaked from the puddles and the steering coupling bolts were loose from

the stage. We had overtaken several other cars and when they arrived at the TC asked if we knew that the bootlid had been flapping open all the way down the mountainside. A check in the boot revealed my sleeping bag (bought for the event) was missing and that the video camera had been saved by the bag strap being trapped under the trolley jack! I was so lucky that 5 minutes later a 4 x 4 arrived, asking if anyone had lost a sleeping bag! How they spotted it I'll never know.

The drive down from the mountains was excellent with traffic-free wide, sweeping roads through the beautiful Transylvanian countryside. The only problem was that the steering was becoming stiff on the RH lock and proving difficult to steer on RH hairpins

and T-junctions. Eventually it got so bad we had to stop, to discover that the steering coupling had moved and that one of the bolts was rubbing on the suspension turret. However, we were running close to our

Bucarest to find the city centre solid with traffic. With the clock ticking, desperate measures were called for as I weaved in and out of lines of traffic, using the tramlines where necessary, whilst John watched for



Fig. 4
Remarkable
scenery in
Transylvania -
but no
Vampires!

time allowance for the day (a Gold Medal loss and massive penalties) and to press-on really hard with a lot of fairly 'aggressive' overtaking manoeuvres, as the roads suddenly seemed to fill up with Daewoos and 4 x 4's. We thought we would make up time on the motorway mentioned in the route book, only to find it a rough, badly pot-holed dual-carriageway. To make things worse, it was dark now and every 8 - 10 miles the 'motorway' was contraflowed. Zoom's engine was pushed around the rev counter now (she'd been well and truly run-in after today), as we undertook some fairly hairy overtaking manoeuvres past long columns of lorries, squeezing into tight gaps in the heavy traffic. Fuel was getting low and we had to do a splash and dash from a Jerry can. We arrived in

turnings - a 'wrong slot' would have been disastrous. We arrived at the hotel with 8 mins to spare as John rushed into the time control with our time and I was exhausted from the nervous energy and adrenaline I'd used in the last 2 hours. However the day wasn't over; Zoom needed working on, the steering coupling had to be sorted, the wheel bearings greased and diff/gearbox oil checked. Bed, exhausted with no tea because the restaurant had shut!

More Next Month

The Spirit of Adventure Lives



Fig. 3.
The time
Control in the
Transylvanian
Alps "Well
that was
different!"
alternative
captions for
John K. on a
post card.

in the mountains around Zagreb. We were doing really well for about an hour, hitting all the Tulips within a second. Then following confusion about a Tulip, we found ourselves heading into the 1st TP, with what we calculated to be a 2 minute 22 second penalty. For



NEW YEAR CLOTHING SALE

SAVE ££££'s
on Catalogue Prices
While Stocks Last



- NCJ100** **LIMITED EDITION MELTON JACKET** **£55.00 Save £7.95**
Full colour logo, fully lined with elasticated cuffs, collar and waist band.
NAVY/BOTTLE GREEN/RED/BLACK. M/L/XL
- CS100** **CLUB SWEATSHIRT** **£16.95 Save £2.00**
Heavyweight, full colour Club logo, NAVY/BURGUNDY/GREEN. M/L/XL
- CT100** **CLUB T-SHIRTS** **£7.95 Save £1.00**
100% cotton, full colour logo on the front NAVY only. M/L/XL
- KS100** **CHILDRENS SWEATSHIRTS** **£4.50 Save £5.00**
Red with large cartoon logo on the front. 28in 30in 32in
- KT100** **CHILDRENS T-SHIRTS** **£2.95 Save £2.00**
White with large cartoon logo on the front. 28in 30in 32in
- RO30** **CLUB OVERALLS** **£25.00 Save £6.95**
Top quality with Club Logo on the back BLUE/BOTTLE GREEN
M - 38" - 40" LARGE - 42" - 44" XL - 46" - 48"
- CC100** **CLUB BASEBALL CAPS** **£3.95 Save £1.00**
100% cotton, fully adjustable, BLACK/NAVY/GREEN/RED/BURGUNDY
- STS100** **TRIUMPH T-SHIRTS** **£6.95 Save £1.00**
Navy - Large Only - Spitfire/GT6/Herald/Vitesse (Please State Model when ordering)
- GSS100** **HEAVYWEIGHT SWEATSHIRT** **£16.95 Save £2.00**
Car Logos - Spitfire/GT6/Herald/Vitesse embroidered on front (Please State Model when ordering)
NAVY/BOTTLE GREEN/RED/BLACK. M/L/XL

**These prices are Valid until Feb 28th 1999
and include Postage and packing**

Please State Colour / Size / Car
when ordering

ORDERS HOTLINE

01858 434424

FAX HOTLINE

01858 431936

e.mail: Cluboffers@aol.com

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

CLASSIC SPORTSCAR SERVICES

OVER 15 YEARS EXPERIENCE ON
CLASSIC TRIUMPH SPORTSCARS



UNLEADED CONVERSIONS

For SPITFIRE - GT6 - VITESSE - HERALD
WINTER SERVICES : FREE ANTI FREEZE!
2000 sq ft Modern workshop facilities

- * 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

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

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

TRIUMPH BOOKSHOP

1st FOR ALL YOUR BOOK REQUIREMENTS

MAIN STREET, LUBENHAM,
LEICS. LE16 9TF.

TEL: 01858 434424
FAX: 01858 431936

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

PARTS CATALOGUES	WORKSHOP MANUALS	HANDBOOKS	GENERAL
Herald 1200 (all models) £19.95	Herald 1200 £24.95	Herald 1200/1250 £5.50	HAYNES Workshop MANUALS
Herald 1300 £18.95	Herald 1300 £24.95	Herald 1300 £5.50	SPITFIRE / VITESSE / GT6 / HERALD £16.95
Vitesse 1600/2 Lit Mk I £19.95	Vitesse (all models) German £32.95	Vitesse 'G' £5.50	SU Carburetors £16.95
Vitesse 2Lr Mk II £18.95	Vitesse 'G' £24.95	Vitesse Mk I £5.50	Stromberg Carburetors £16.95
GT6 Mk I & Mk II £19.95	Vitesse 2Lr Mk VII £24.95	Vitesse II £5.50	Weber Carburetors £16.95
Spitfire Mk I £18.95	Vitesse/GT6 (all models) German £33.95	GT6 Mk I £5.50	
Spitfire Mk II £19.95	GT6 Mk I/II £24.95	GT6 Mk II £5.50	
Spitfire Mk III £18.95	Spitfire 4/II £24.95	Spitfire Gold Portfolio £14.95	
Spitfire Mk IV £17.95	Spitfire IV £21.95	Spitfire 1962/1980 £14.95	
Spitfire 1500 £18.95	Spitfire IV/1500 Dutch £33.00	Spitfire 1962/1980 £14.95	
TR2/3 £22.95	Spitfire Mk III £21.95	Road & Track Triumph Sports Cars £9.95	
TR4 £22.95	Spitfire Mk IV £21.95	50/67/74/74/82 each £9.95	
TR4A £22.95	Spitfire 1500 German £33.00	TR2/3 1952/60 £14.95	
TR250 (TR5) £22.95	Spitfire IV/1500 French £33.00	TR2/3 Gold Portfolio £14.95	
TR6 £22.95	Spitfire 1500 £29.50	TR4 & TR5 & 250 £14.95	
TR7 £24.00	TR4/4A £26.95	TR6 Gold Portfolio £14.95	
TR8 £24.95	TR5 (complete) £30.00	TR7/8 1975/81 £14.95	
Stag £25.95	TR6 £27.50	TR7 Gold Portfolio £14.95	
Dolomite all models inc. Sprint £33.95	TR6 German £29.50	Stag £14.95	
1500 RWD £15.95	TR7 £31.95	Triumph 2.5 PI £5.50	
	TR8 £29.95	Glovebox Workshop MANUALS	
	Stag £24.95	Spitfire Glovebox Manual £7.95	
	Dolomite Sprint £32.95	TR5/6 Glovebox Manual £7.95	
	2000/2500/2.5 PI £27.95		
	1300 FWD £15.95		
	1500 FWD/1500 V6 £23.95		
	1500 R.W.D. 1500 £23.95		

ALL PRICES INCLUDE POST & PACKING

NEW BOOKS

- Triumph Herald and Vitesse**
The Complete Story
Graham Robson £23.95
Published July 1997
- Triumph Spitfire & GT6**
A Guide to Originality
John Thomason £23.95
- Triumph 2000 & 2.5PI**
The Complete Story
Graham Robson £23.95
- Triumph TRs**
The Complete Story
Graham Robson £19.95

PRACTICAL CLASSICS RESTORATION GUIDES

- HERALD/VITESSE - SPITFIRE/GT6 - METALWORKING each £7.95
- Guide to Purchase & D.I.Y. Restoration - All Club Cars £20.95
- Triumph Cars - The Complete History - Robson/Langworth £24.00
- Practical Classics Restoration of Triumph TR6 £16.95
- The Complete History Spitfire GT6 - Graham Robson £16.95
- Practical Classics PANEL BEATING & PAINT FINISHING £16.95
- SPITFIRE/GT6: Collectors Guide - Graham Robson £15.25
- Practical Classics Restoration HERALD/VITESSE £23.50
- The Works Triumphs - Graham Robson £23.50
- Practical Classics Restoration SPITFIRE (would also suit GT6) £16.95
- Complete Guide to HERALD & VITESSE - Mike Castigan £15.95
- Practical Classics GT6 briefing (restoration etc) £6.50
- Laurie Bond - The Man & The Marque - Nick Waterspoon £22.95
- A Guide to Racing your Triumph Spitfire Jon Wolfe £7.00
- Original Triumph T.R. The Restorer's Guide - Piggoth £22.75
- Competition Preparation Spitfire I/II/III/IV/1500 - 2Lr Cars each £6.50
- Triumph TR4/5/6 Autotail (much in colour) £12.50
- Tuning SU Carbs £8.50

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.



A tale of the restoration of a
40 year old Herald

From the Sublime to the Ridiculous

By Dave Briscoe

I had just finished rebuilding my beloved Vitesse Mk 11 convertible over a period of 18 months and I had driven it for some 1000 miles when I was persuaded by my friend Stuart that I would be better fitting an overdrive conversion to the Vitesse to reduce the engine noise at 70 mph. I got the requisite permission from my wife and tried to find an overdrive conversion kit without much success. I had really dismissed the idea as a non-runner when Stuart Newbould from 948 Restorations rang me and said that he had been contacted by Mark at Jigsaw Racing asking if he wanted to buy a 948 Herald. At this point I thought Stuart had been on the alcoholic beverage as I could not understand why I was being advised that

there was this excuse for a car with a 948 cc engine under its bonnet for sale. All the cars that my son and I had rebuilt had been either G T 6's or Vitesse's with big engines. He then happened to mention that Mark had also got a J Type complete conversion kit for sale and I realised that my friend had not imbibed too much but had actually found me what I had been seeking. I rang Mark and arranged to purchase the conversion kit and at the same time to collect it a few days later.

Whilst I was waiting to fetch the overdrive unit I happened to discuss the matter of the 948 Herald again with Stuart. Those people who know Stuart are all aware that in his view the only real Triumph produced was the 948 coupe and possibly the 948 saloon and that he will ramble on for hours about the merits of these beloved cars. This I suppose made me think about the very first Herald produced in 1959. Stuart loaned me a book on the Herald titled Olysager's Motor Manual No

15. I was most interested to read in particular about the performance figures shown in the book. I looked at them in disbelief in that a production car could actually be produced that would do 0-60 m.p.h. in 30.4 seconds. The performance figures included within the Olysager's book were:-

mph	seconds
0-30	7.1
0-40	11.8
0-50	19.2
0-60	30.4

I could just imagine what Jeremy Clarkson on 'Top Gear' would make of that!!

I suppose at this point I got really intrigued with the detail of Triumph's first Herald and started to compare the relative attributes of what was one of the first production Herald and one of the last

to the corner of his yard to see this forlorn Herald looking, at first glance, a bit worse for wear.

See Fig 1

I looked around it and although superficially it looked rough i.e. the footwells and boot were full of water and it was filled with sundry rubbish, it appeared to be saveable, complete and very original. I noted the number on the body and the chassis which were GM2550 and G3921 respectively. There were of course no trim codes or paint codes as is normal with some early cars. It

the car. So I, or should I say we, became the proud owners of XUU 245. I phoned Stuart Newbould and told him that we were now the proud owners of this car and I must admit that was the first time I have known Stuart speechless as he had not at this point seen the car. I explained to him about the overall general condition of the car and every time I said the car needed a particular part he said 'No problem, I've got a Stanpart one! After he had repeated this a number of times I really began to think that he had in fact enough parts to make his own 948 Herald from scratch.

Some days later I hired a vehicle transporter and collected the car from Jigsaw Racing and brought it home to my house in Doncaster. I was quite impressed that the car moved easily onto the vehicle transporter and clearly it had no major parts that were seized up. The next day I began to clear the accumulated debris, the rotten carpet and the cat dropping from within

“... everytime I said the car needed a particular part he said ”No problem, I’ve got a Stanpart one of those!” ... “

Vitesse cars produced. (My Vitesse is number HC58104CV about the 100th from last produced in July 1971)

Now back to the real story. When I went down and picked up my conversion kit from Mark at Jigsaw Racing the conversation eventually moved to the old Herald and as I had a bit of time to spare I asked Mark if I could see it. I was taken

appeared to be coffee/white 2 tone. From what I had read this was indeed an early Herald being numbered just after the club's oldest Herald (it's number is G687). At this point I do not know what came over me and I agreed to purchase

This forlorn
Herald
looking at
first glance,
a bit worse
for wear.



PART 1

the car. Yes it has been well used during the period it had been off the road by the feline population!! I also found a 1982 copy of a fishing magazine, an estate agents list of detached houses costing £29,995 and a scout woggle!

When I had cleared the car out and dried the floorpan the major problem which I had spotted were

- 1 The chassis needed new outriggers etc.
- 2 There was a couple of small holes in the boot floor
- 3 The Passenger footwell needed replacing
- 4 It needed new front wings
- 5 Spark plug no 3 was missing, Had water got into the bore?
- 6 The car had wrong colour front seats
- 7 The car would need a respray as the colour had faded over the years

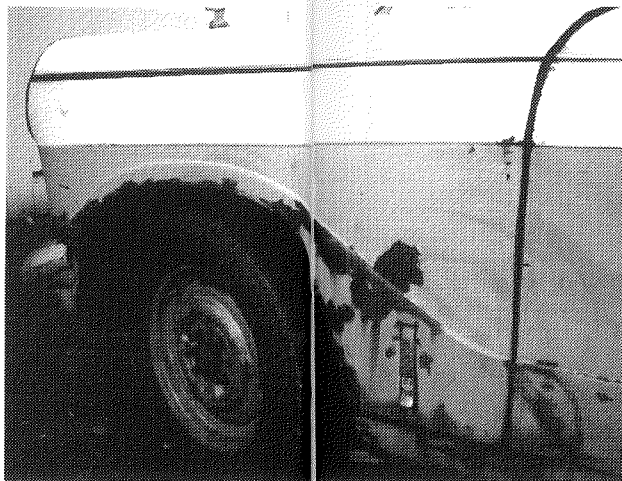
I discussed this with Stuart and I suppose we both decided that it would be an interesting project to restore the car in time for the 40th anniversary year and try and get it to Stafford in July 1999. We would however try and keep our costs to a minimum and try and keep the total cost of the rebuilt car to £1000. We would also try and record the trials and tribulations of the rebuild in a number of articles in the club magazine so that other members could share our experiences of rebuilding a 40 year old triumph to as near as possible original condition. We would however try and keep our costs to a minimum and try and reuse the original parts where possible and keep the cost of the car to £1000. What perhaps made it more appropriate was that from our calculation that car must have been made in July 1959 and therefore it would be its 40th. birthday about the time of the T S S C Stafford Show. We had made the assumption on the build date from the following information on production dates included within Olyslagers Motor Manual No 15 on the Triumph 948 and Herald S published by the Sunday Times in 1962

Saloon Single Carb,	May	1959:	No 1 onwards
	January	1960:	23650
	January	1961:	60025
Saloon Twin Carb,	September	1959:	No 1 onwards
	January	1961:	10190
'S' Saloon	February	1961:	60470 onwards
Coupe & Convertible	May	1959:	No 1 onwards (coupe only)
	January	1960:	5300 (Coupe only)
	March	1960:	5640 (Convertible Introduced)
	January	1961:	22100

There were 2 minor points that I had not mentioned

- 1 The car had no registration document
- 2 The car had no keys

I enquired at Club Headquarters and was told how to get a vehicle log book (You get a form from the post office and send all the details of the car to D V L C at Swansea). I also decided to get the vehicle's details from the Heritage Motor Centre at Gaydon (Send details of the make, registration number and commission number to The Heritage Motor Centre, Banbury Rd, Gaydon, Warwick, CV35 0BJ.



Don't forget to include a cheque for £25)

The problem with the keys were another matter and I decided to ask Richard at The Spitfire Graveyard in Sheffield if I could borrow his accumulated bucket of keys from his dismantled cars to try and find one that fitted. Some 2 hours later and the use of innumerable old keys there was still no key for the car. I now have worked out that the car is so old that it's contemporaries were scrapped ten to fifteen years ago and the key numbers from cars currently being scrapped are much later than the keys I needed. I think we will have to fit a new barrel into the ignition.

At last Stuart was able to come over to my house and look at his half of the car. I decided to give him the car's body and chassis as he restores cars professionally and I did not want to give him

Penistone at the time the car was purchased). Stuart could work on the body and chassis when he had an odd hour to

able task, as is indicated in the photos shown in fig 2 & 3

We hope to show the progress and problems we

Front wings and the footwell need repair



any excuse to get out of the hard work!!! After some discussion we decided to start work on the car and decided that it would have to be taken to Stuart's new premises which he shares with Dave Bailey at Springvale Garage, Sheffield Rd, Penistone (He was in the process of moving premises from Ilkley to

spare and I would strip the parts that were going to be refurbished and take them home with me. He would indeed have quite a consider-

encounter in future articles in The Courier and we intend to bring the completed or part completed car to Stafford in July 1999.

After drying out I found a list of houses and a Scout Woggle!





TRIUMPH WORLD MAGAZINE

FEBRUARY/MARCH ISSUE (No.24)

- Sweet-sounding TR250 – Classic rallying and other fun!
- A Tale of Two Glorias – Can you tell these pre-war beauties apart?
 - Spitfire Mk 3 – 100,000 miles and still going strong
 - More chat – Tony Pond's ex-works TR7 V8
- Alick Dick story – Standard-Triumph's 'Golden Boy'
- Herald bodywork tips – Repairing some of the rusty bits
 - 2500S saloon – Back on the beat?
- Showtime – Australian 75th and Californian Triumphest
- Plus all the regular features – *Running Reports, Robson, Memories of Coventry, Q&A, Letter From USA, Triumph Down Under, Triumphs & Tribulations, Ted's Triumph Trivia*, etc, etc.

ON SALE AT ALL GOOD NEWSAGENTS NOW OR ORDER BY MAIL: Send £3.25 (£4 overseas surface, £5 airmail) to CHPublications (TW), PO Box 75, Tadworth, Surrey KT20 7XF. Tel: 01737 814311; Fax: 01737 814591;

e-mail: chp@chp.ltd.uk; website: www.chp.ltd.uk

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



Hello everyone out there in Triumphland...

International Liaison Secretary

Report by Leon Guyot

That's January out of the way, and the remaining 11/12ths of the ultimate year of the second Millennium to get on with! Or to put it another way, not too many days of this decade/century/millennium left to enjoy driving your Triumphs! (No letters please about this not really being the last year of the Millennium, I am well aware!)

I'll start off this month with an excellent report sent over by member (90/30561): Lance Smith of Pleasanton, (Sunny) California, USA...At this point I usually 'hand over' the report to the member, and laboriously type in his words myself, but this time, a first, Lance sent me his

Over to you: 1998 Triumphest in San Luis Obispo, Ca. This year's, (1998's), Triumphest was held in San Luis Obispo, a college town in central California about midway between San Francisco and Los Angeles. Triumphest is a three day event held every year which attracts Triumph fans from all over the western States. Over 200 Triumphs attended this event. Silvina and I had driven down on Friday night after work, a five-hour

we approached SLO. However, as we arrived in town about 10 p.m., I heard some funny noises which I decided to investigate the next morning. I could not attend to it that night since we just had to attend the Friday night Triumphest karaoke event which was on at the host hotel!

Saturday morning arrived sunny and bright. **PHOTO ONE:** depicts Lance Smith with his 1966 Herald 1200 Convertible at Triumphest.

We found a self-serve car wash to clean up the car after our long drive. I took the opportunity to look under the bonnet and found that the dynamo was just resting in place with no fasteners at all! The front lower pivot bolt was missing, the rear bracket was completely broken through, and the tensioning bracket was also broken off completely. I am extremely fortunate that the dynamo had not fallen into the fan or the radiator but just remained essentially in place and still working and charging the battery throughout the previous night's drive in the



report as both a 'hard-copy' (words printed on paper) and on a 3.5 inch floppy disk, so this time they really are his own words, copied here electronically! (saves me lots of time, so I am really grateful, thanks Lance).

drive from the San Francisco Bay area. The top down drive was enjoyable and mostly uneventful. I thought the car was performing very well as



Why should you read **CLASSICS** Magazine?

Pick 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...
Please: reserve ☐ deliver ☐ each new issue of CLASSICS.

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 887244.



dark. After some inquiries, and a visit from a local who informed me of the local British car garage in town that was open on Saturdays, my friends Vic and Lisa were able to take me over to the garage where the welded my brackets back together, while I waited, for a very reasonable price. Without their help, I may have been stranded until Monday. I replaced the dynamo and it's brackets in a short time, while the judging for the Funcours was taking place. The Funcours is a casual beauty contest where strict originality is not a requirement for an award. After the judging, the RAC Rally was held. This was a contest to see who could read a map, follow directions, and answer questions along the way, and drive all at the same time. The rally took the cars through the neighbouring countryside, Pismo beach, and all the way back along country roads.

We were able to join the RAC rally. This event proved to be more difficult than my team could handle. We somehow did not make it all the way on the selected course. Near the beginning, it started to rain, but as we were driving it was not too bad, but by the end, we had to put the top up. The balance of the afternoon was spent exploring the downtown shopping area. An awards dinner was to be held in the evening. Saturday evening, the awards banquet was held. Formal wear was requested and many did participate. Many awards were presented, and this seemed to keep everyone involved. I am the

proud recipient of a bronze award for my '66 Herald convertible. I think this was mainly a sympathy and support gesture really, as the judges were watching me try to figure out how to replace my dynamo while all of the judging was taking place.

PHOTO TWO: The gorgeous White Herald 1200 Convertible of David and Laurie Hodge.

and **PHOTO THREE:** The beautiful Red Herald 1200 Saloon of Chris and Sue Noble. Sunday morning was bright and sunny again. We were able

to get some photographs of my Herald together with a couple other very nice examples of the model.

PHOTO FOUR: The three (very rare in America) Herald 1200's at Triumphest, San Luis Obispo, California.

Chris and Sue Noble brought their early red Herald saloon up from Southern California, while David Hodges brought his white Herald convertible from Silicon Valley. David won first place in the Herald and Other Funcours category. There was at least one other Herald there with a two-tone white and blue paint job.

One of the highly modified Spitfires which was there had a Rover V8 engine and gear box driving through a GT6 differential. The frame was lengthened 8 inches in front, between the front outrigger and front cross member to accommodate the larger engine. The bonnet also was lengthened by the same amount by grafting on the rear most section from another

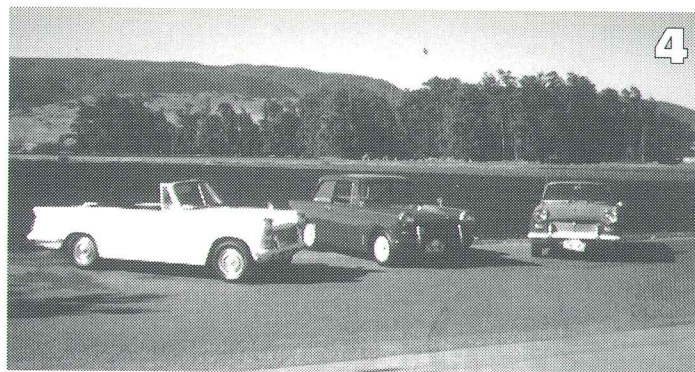


bonnet. The sills were extended forward to match. To save weight the interior is stripped to bare essentials the doors were only shells with all mechanisms removed. This car is used for auto-crossing and is very competitive. Another very appealing modified Spitfire have a V6 motor with a GT6 rear suspension. I wasn't able to spend much time checking out the other cars, unfortunately, and can't provide a complete



report. Next year's Triumphest will be in nearby San Ramon in the S.F. Bay Area, so I should be better able to spend time examining the cars and meeting their owners. Thanks Lance, "Good Job" as you American's say... O.K. I'm back again, and although I have another story and photos from Lance, I'll save it for another time, don't worry Lance, you'll see it soon!

Whilst I was on holiday / vacation in the USA during September '98, tooling around the place in a splendid TR6,



(thanks to Dan Masters), I met two of the nicest Triumph folk by the names of Linda & Bill

to the DJ who was 'running' the meet, they told him that I had a Herald, and he informed them that he knew of one locally up for grabs, strange that because they knew him fairly well, but he had never mentioned it before!

A short while after I left them, they went to visit that Herald and found **PHOTO FIVE:** this White Herald 1200 Saloon on English plates HGT 559 C, registered in Greater London back in 1965, and apparently standing for quite some time, but certainly not in bad order for the asking price of just 200 dollars/120 pounds! The interior **PHOTO SIX:** needs some work, but is definitely not beyond help. (That steering wheel has got to go though!) And finally, the Road Tax Disc was interesting: **PHOTO SEVEN:** (Over Page)

Sohl, at Budd Lake, New Jersey...that evening, they took me along to the local cruise night, (I wish we had those here!), and they introduced me

It expired at the end of 1986 and was stamped at my own local post office on 17 January 1986, almost exactly 13 years ago. My local post office has long since been closed down, and moved into a local department store which



NEW ADDRESS!



**SPITFIRE
GT6
HERALD
VITESSE**

**18 Arden Business Centre, Arden Road, Alcester, B49 6HW
Tel: (01789) 400449 Fax: (01789) 400708**

John Hills 1999 Special Offers

Front Suspension

Front Vertical Links-All Models	£52.00
Trunion + Kit + Seal + Bolt & Nut	£19.50
Front Shock Absorbers (Pair)	£36.00
Anti Roll Bar Link (each)	£12.00
Front Wheel Bearing Kit (State Model)	£14.50

Rear Suspension (Standard)

Rear 1/2 Shafts (State Model)	£55.00
Rear Trunion Kit + Bolt & Nut	£4.00
Rear Wheel Bearing Kit	£12.50
Universal Joint Kit (Hardy Spicer)	£8.00
Rear Shock Absorbers (Pair)	£34.00

Rear Suspension (Rotoflex)

Rear Trunion Bush Kit + Bolt & Nut	£25.00
Rear Hub Assembly	£47.50
Rear Wheel Bearing Kit	£19.00
Rotoflex Coupling OE (including Bolts)	£40.00
Inner Wishbone Bush + Bolt & Nut	£6.50

Braking

Brake Disc-Spit/Her/Vit 6 (Pair)	£23.50
Brake Disc-GT6/Vit 1&2 (Pair)	£29.00
Brake Pad Set-Spit/Her (Not Type 12)	£6.50
Rear Brake Shoe Set-Spit/Her Only	£10.00
Braided Brake Hoses-Set of 4 (State Model)	£32.50

Engine

Timing Chain Kit (State Model)	£8.50
Alloy Rocker Cover-Spit 3/4/1500 & Her 1360	£27.00
Alloy Rocker Cover-GT6/Vit	£55.00
Oil Filter (State Model)	£4.00
Crank Pulley Nut-Spit/Her (State Model)	£6.50

Electrical/Lighting

Starter Motor RECON (Exchange)	£18.50
Dynamo RECON (Exchange)-Spit 1/2/3 & Her	£28.50
Horns-High & Low (Pair)	£15.00
Front Side/Flasher Lamp-Spit 3/4/1500 & GT6 2/3	£20.00
WIPAC Halogen Headlamp Kit-Spit/Her/GT6	£28.50

Panelwork

Main Floor Repair Panel-Spit/GT6	£60.00
Sill Kit (4 Pieces)-Steelcraft OE Copy Sill	£42.50
Rear Wing-Spit 1/2/3 & GT6 1/2 (OE)	£82.00
Rear Wing-Spit 4/1500 & GT6 3 RH Only (REPRO)	£82.50
Front Valance (Steel)-Her/Vit (State Model)	£115.00

Weather Equipment

Exterior Weather Strips + Clips (State Model)	£14.50
Interior Weather Strips + Clips	£6.00
DIY Hood (Black Vynide)-Spit 4/1500 (ZRW)	£82.50
DIY Hood (Black Vynide)-Spit 1/2/3	£72.50
DIY Hood (Black Vynide)-Herald/Vitesse	£80.00

Interior Trim

Door Casings-Spit/GT6 & Herald (Pair)	£46.00
Door Casings-Vitesse (Pair)	£50.00
Seat Recovering Kit-Spit/GT6 3	£115.00
Seat Recovering Kit-Her/Vit (Front or Rear)	£130.00
Carpet Set (REPRO)-Spitfire	£82.00
Carpet Set (REPRO)-Her/Vit	£72.00

Accessories

MINATOUR 8 Spoke Alloy Wheels (each)	£63.00
Stainless Steel Treadplates-Spit/GT6 (pair)	£13.25
Front Spoiler-Suitable for Spit 4/1500 & GT6 3	£35.00
Mudflaps-Triumph Laurel Leaf Logo (pair)	£5.00
Bullet Style Door Mirror-Chrome (each)	£14.00

**Listed above is just a small selection of Parts we can offer from our current
Triumph Spares Catalogue covering all club cars,
Please phone to reserve your copy.**

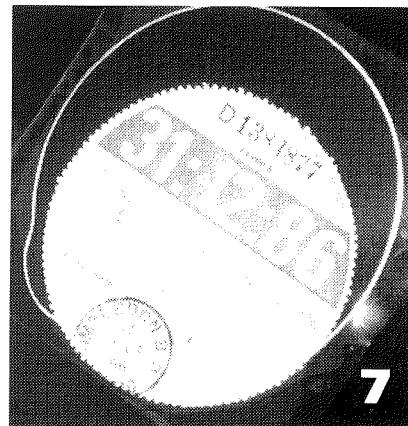
ALL PRICES INCLUDE VAT AT 17.5%

CARRIAGE EXTRA

is a pity. Now that I have written the above, I found the emails pertaining to this car and the DJ mentioned that he had a 'Triumph' for sale which he thought was a Herald, he also has an antique business and got the car as part of a Divorce Settlement deal. The woman, (it was her car), apparently was not a citizen and was forced to go back to England, while the husband had the keys and the title. The history of the car appears to be that it was brought to the USA some time about or after 1986. The car has never been licensed for road use in the USA and still has a Wimbledon Road Tax Disc on the wind-screen with a 1986 date. The English registration plates on the vehicle are also both there. The Registration is: HGT 559C The other vehicle numbers are: Commission Number: GA 180111 DL Engine Number: GA 177912 HE The car appears to be more or less original

condition, White Paint (code 19) and Matador Red Trim (12). The vehicle has not been cobbled up at all. If anyone can provide any additional details about the vehicle we would appreciate it, as there are no ownership papers available on the vehicle. (Leon-I'll send them on if anyone knows anything about this Herald ?)

Linda & Bill went to look at the Herald and subsequently found a saviour for it: a gentleman in the NJ Triumph Club who collected the Herald in early November '98. Linda and Bill followed them home to make sure there weren't any problems. Buzz (the guy who now owns it) power washed it and Bill says it came out pretty good. Buzz said he may not even repaint it since he polished a small area and the rust stains luckily came out. Anyway, they are all excited and plan to bring it next year to the VTR convention in Portland, Maine.



Bill can't believe the woman only wanted \$200 and a ride in it when finished but she didn't have the time to put into it and wanted to find a good home for it before it rusted away. Bill also told Buzz about the TSSC and that parts are available there also. Thanks Bill and Linda. That's another one saved!!! They aren't making any more...

Well, it looks like we are staying firmly in the USA with this particular report, and I haven't even begun to tell you about all the Triumphs and Triumph people that I was lucky enough to meet on my American Holiday yet! Ah well, plenty of space in future reports!

A little while back, I received a letter from member Mark Strickland of Niagara Falls, New York, (sorry I didn't manage to stop off whilst I

was on my whirlwind tour in September Mark! maybe next time ?) You may recall that I featured his beloved Spitfire in my July 98 report, issue 217, pages 67-68. Since his last letter, Mark has entered his Spitfire in six auto shows in New York, Pennsylvania, and Ohio. The car took three Firsts and one Third place!

He thinks that over the years, the Spitfire was overlooked in the USA for the more desirable TR6. Nowadays, at the shows, a clean Spitfire stands out in a



sea of lookalike TR6's.

Mark relates that he met Graham Robson at the Roadster Factory summer party in Indiana, Pennsylvania, he autographed his issue of the Courier!, and they had a great chat. He says that he likes the club and Mark thinks that he was surprised to see an issue and a member in this little village in Pennsylvania. They had a drink at the local pub and talked Triumph for quite a while, had a great time.

PHOTO EIGHT: Graham Robson signs Courier magazine at Roadster Factories Summer Picnic, Indiana, PA. August 98.

PHOTO NINE: So this is what Graham Robson gets up to on his holiday! Mark goes on to say that his Triumph is running very well and always starts up conversations wherever I take it. We, (My girlfriend Dianne and I), drove the car to the village of Wyoming, about a one and a half hour drive from Niagara Falls to the 'Cannon Ball Run' Pub. This pub is owned by Brock Yates who has been a contributing editor to Car and Driver magazine for at least 25 years. The Pub is full of auto related memorabilia, (automobilia), and is situated in a beautiful little village. The pub is a scheduled stop on the '1 Lap of America Run' and was a stop on the earlier 'Cannon Ball Run' trophy dashes. The Triumph looked good outside the pub, as if it should be



a permanent fixture! Mark says that "if anyone in the TSSC is in New York (State), please look me up and I'll show them some really great places to tour, especially if they have their Triumph with them."

PHOTO TEN: Mark's own caption simply says "I LOVE THIS CAR!"

Mark says that he has located a '72 Mark IV J-Type Overdrive and wonders if it would bolt up to his '80 1500 engine ? No.FM

110685 HC. He says that people that he has met at the auto shows have said that it really makes a difference when out on the highways. Well Mark, I do not profess to be an expert on mixing and matching these overdrive boxes, but suggest that you contact John Kipping, who will be able to point you in the right direction regarding which parts fit with which other parts.

And, for what it's worth, yes I have found Overdrive to be a very worthwhile improvement, in fact, I think all Triumphs should have one fitted as standard fitment. If anyone reading this wants to write to Mark, I will forward any correspondence directly on to him for you.

That's all for this month, so until next time, be careful out there! Regards

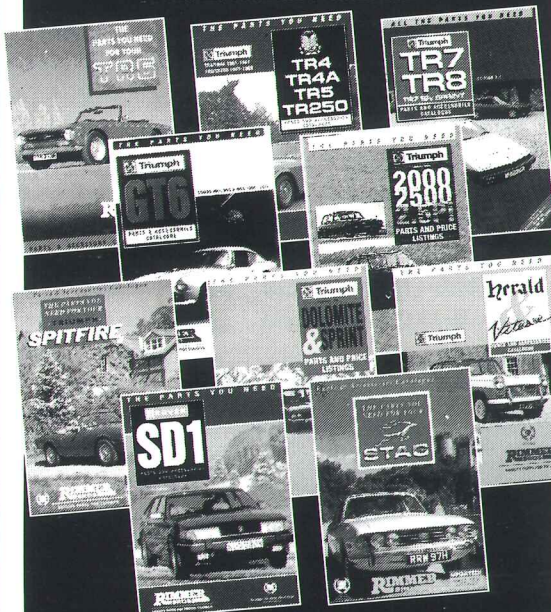
Léon



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.

BRITISH
MOTOR
HERITAGE
APPROVED



Triumph

SD1 ROVER

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 FROM	D/SKIN	SILL FROM	F/BUMPER FROM	R/BUMPER FROM	BONNET ASSY	BOOT LID	1/4 VALANCE HERITAGE
SPITFIRE 1/2/3	£66.82	£81.08	£30.64	£19.31	POA	£70.50 EACH	£605.13 (M3)	£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) from		£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 ECONOMY	PVC LUX	PVC ORIG	CANVAS	MOHAIR
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 SYSTEM (STD)	TUBULAR MANIFOLD	TWIN SPORTS SYSTEM EXC. MANIFOLD	TWIN SPORTS SYSTEM INC. MANIFOLD	SINGLE SPORTS REAR 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 FROM	RADIATOR	HOSE KIT FROM	KENLOWE FAN KIT	ENGINE OIL 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.

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.

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 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



Lledo Models Update

By Chris Longhurst

Since I last wrote an article on the Lledo 1/43rd scale Herald 1200 models some additional cars have been released.

The dark blue saloon in the livery of the Monte Carlo rally for the Motor magazine is an excellent model with good logos on the sides, bonnet and boot. To be truly authentic it should probably be in 948cc style without the



white bumpers. The two-tone car (VA5007) is in red and white and pretty close to the original Signal Red/Triumph White (not Cherry Red as I originally thought). The colour scheme really demonstrates how good the two-tone paint work looks on the Herald. In April of 1999 I'm told that Lledo plan to release a two-tone dark Green and White model.

Lledo released a White car with a Black side stripe in 1998, this side stripe is really in the Vitesse style and was only available as a dealer option on Herald 1200's - I used to have a Jonquil Yellow with Black stripe 1200 convertible which,

as far as I could check, had the stripe applied by a local dealer rather than at the factory. One of the nicest of the new Lledo's is the Panda car in Monmouth police livery, this was released as part of a two car Police Panda set along with

a Hillman Imp in police livery. This was based on information, with a picture of six Police Heralds, in the Standard Triumph Review (1967, 23-3 page 151) which I sent to Lledo:

" POLICE HERALDS. A fleet of Triumph Heralds is being used by the Monmouthshire Police as an experiment to increase

police mobility - at the expense of foot patrols. Chief Constable W. Farley says the cars were selected with 'an eye to manoeuvrability and economy'. With their distinctive Blue and White colours and the word 'Police' boldly marked on the doors they are becoming a familiar site. The cars are part of a six month experiment known as 'Unit Beat Policing'.

If anyone else has any information, especially with a photograph, on Herald saloons with distinctive livery please let me know (30 Shannon Close, Grove, Wantage, OX12 7PT) and I will pass on the information to Lledo.

Heralds

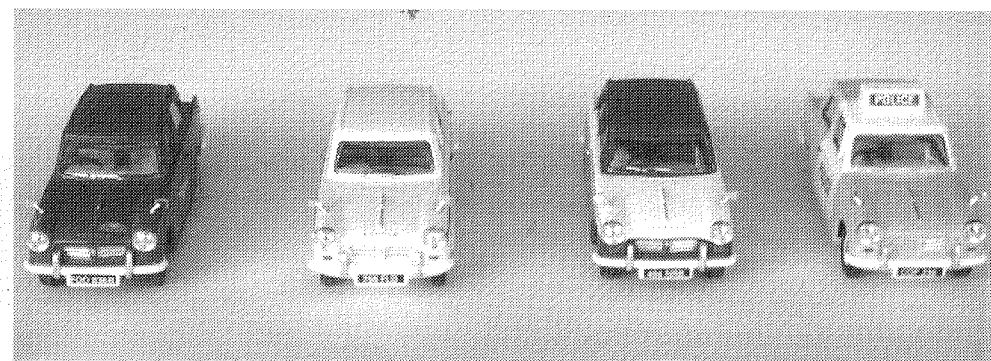


Table 1 - Lledo Heralds

CAR	CODE	COLOUR(S)	TRIM	WHEELS	RELEASED
LLEDO 1200 HERALD	VA 5000	RED	BLACK	SILVER	1996
LLEDO 1200 HERALD	VA 5001	BLUE (BSM)	RED	BLUE	1996
LLEDO 1200 HERALD	VA 5002	GREEN (GAYDON)	TAN	CREAM	1996
LLEDO 1200 HERALD	HB1002	CACTUS GREEN	RED	CREAM	1996
LLEDO 1200 HERALD	VA 5004	YELLOW/WHITE STRIPE	GREY	YELLOW	1996
LLEDO 1200 HERALD	VA 5005	GREY/GREEN STRIPE	RED	SILVER	1997
LLEDO 1200 HERALD	VA 5006	DARK BLUE (MONTE CARLO)	GREY	SILVER	1997
LLEDO 1200 HERALD	VA 5007	RED/WHITE	BLACK	CREAM	1997
LLEDO 1200 HERALD	VA 5008	WHITE/BLACK STRIPE	RED	SILVER	1998
LLEDO 1200 HERALD	PC 2002	POLICE - PANDA CAR	GREY	CREAM	1998
LLEDO 1200 HERALD	?	DARK GREEN/WHITE	?	?	1999 (APRIL)

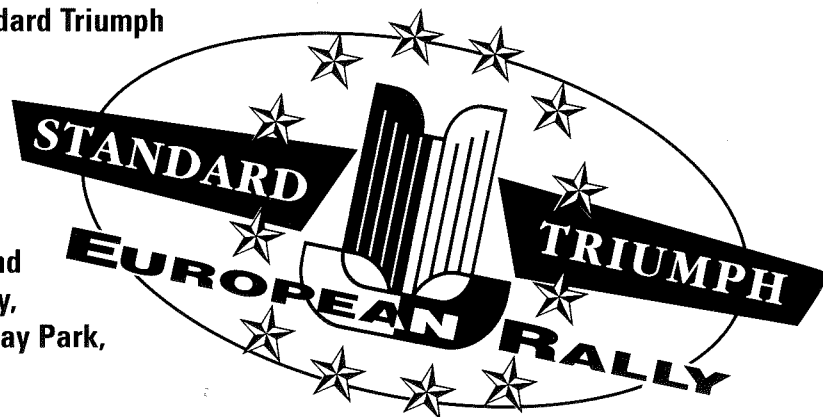


STER it up again!

By 'The STER Team'

'STER' The Standard Triumph
European Rally
THE Standard
Triumph Event
for 1999.

Date and Place:
Saturday 29th and
Sunday 30th May,
Klein Vink Holiday Park,
Arcen Holland.



Winter is here! It's cold and it's dark and the summer seems so far away but in fact it's only four months to STER - the Standard Triumph European Rally. STER promises to be one of this year's brightest shows for Standard and Triumph cars! It welcomes vehicles and enthusiasts of all ages and from all over Europe. Held at the excellent Klein Vink holiday park near Arcen, Holland, STER offers fun and camaraderie for enthusiasts and also, a great weekend away for all the family.

Bring your car to Klein Vink and join the party! Admire the gleaming rows of classic cars on the showground, purchase some elusive spare parts for your car, chat to other enthusiasts in the bar or just relax away from the cars in the hot spa, swimming pool, or in one of the many other holiday park attractions. Whatever you like to do with or without your car,

STER has something to offer and it's only four months away!!

As described below, on site accommodation is available either in chalets or in the very well appointed camp site. Whatever the choice, accommodation can also be arranged for the week before, or after the event, if visitors would like to extend their stay into a longer holiday. The allocation for chalets, in particular, is starting to fill so we would suggest that those aiming to go should book sooner rather than later in order to avoid disappointment. Prebooking will also ensure the receipt of a limited edition rally plaque for cars being driven to the show.

So forget the cold and the rain and the dark nights and think forward to STER 1999!

Book your place by contacting:-

STER Bookings ,

112 Blackmoor Wood, North

Ascot, Berks. SL5 8EN.

Telephone 01344 885541

or e-mail

mikecrewes@compuserve.com

Visit the STER website

at www.

hi-there.demon.co.uk/STER.html

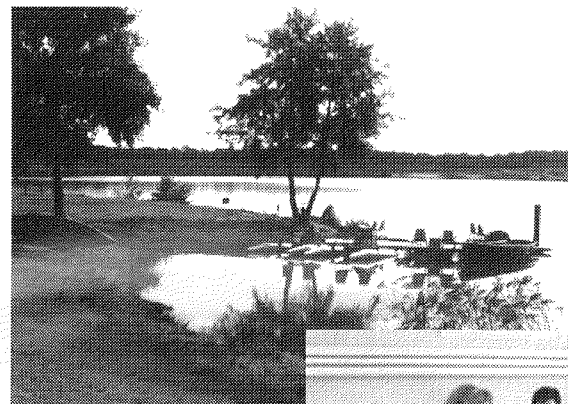
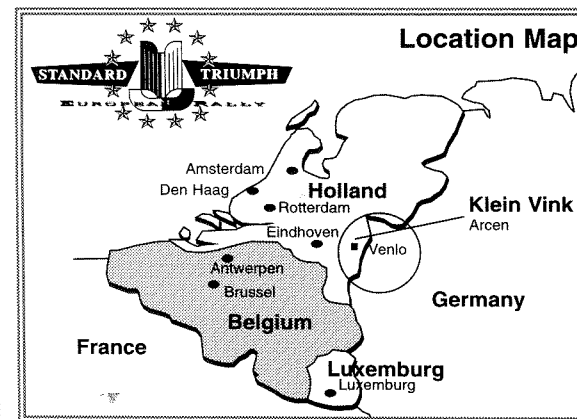
Alternatively, complete the booking form in this month's magazine and return it with your deposit to the above address.

For those of you who didn't attend the inaugural STER meeting in 1997 here's a pictorial taster of the event. 1999 promises to be even better.

THE VENUE

Klein Vink is an inland leisure resort situated between Venlo and Nijmegen, not far from the German border.

The currency is Dutch Guilders, and if you fancy a trip into Germany (approx. 10 mins drive) you will need German Marks as well. Leaded fuel is widely available in Holland, but not available at all in Germany. The local village of Arcen is



only a couple of miles away, and has limited shopping, but a very good supermarket. The nearest town is Venlo which is 8-9 miles away to the south. Venlo is an extremely good shopping centre with all the amenities that you would expect from a modern European town.

On site facilities include, a fully stocked supermarket, a restaurant, two bars plus our own STER bar, several snack bars, a crèche and leisure facilities including swimming pool and hot spa.

THE ACCOMMODATION



Accommodation offered includes the very popular on site chalets which are situated in pleasant woodland surroundings, with ample room for parking. For STER, chalets have been made available in an

Standard Triumph European Rally



exclusive area for people attending the event and are within easy walking distance of the main event arena. Chalets are very well presented, with their own fully equipped kitchen, shower room, two comfortable twin bedded bedrooms and a spacious lounge with colour television. Each chalet also has its own patio area with table and chairs.

Hire costs include three nights from Friday to Monday morning, but they can be hired for the weeks before and after. Bed linen can also be hired by booking in advance.

Camping facilities are also available for those wishing to bring their own tents or caravans to the event. The facilities are certainly five star and better than most British sites. Camping charges are per person per night, plus per site per night. This is quite usual outside Britain. Electric hook-up (220V) is also available.

TRAVELLING TO THE EVENT

If you are travelling to the event from the UK discounted ferry crossings have been negotiated, for example:

Hull to Rotterdam/Zeebrugge

P & O North Sea Ferries

20% discount available from 1999 brochure fares.

Bookings should be made direct through Nicola Watts,

P & O North Sea Ferries

Telephone 01482 708243 Quoting "Standard Triumph"

Dover to Calais & Newhaven to Dieppe

P & O Stena Line Ferries

25% discount available from 1999 brochure fares.

Booking should be made direct through

P & O Central Reservations Office

Telephone 0990 980980 Quoting ref number 51878

Harwich to Hook of Holland

Stena Line 5 day excursions from £99,

Period return from £119.

Bookings should be made direct through

Stena Line Reservations Office.

Telephone 0990 204402 Quoting ref number BC050.

Eurotunnel

Can offer Club members the following rates

Quoting Reference code AP99 For short Break £99.00

and AP159 For Standard return £159.00

Ring Eurotunnel on 0990 353535 for further details.

Continental Car Tours

Dover to Calais Car Ferry, or Eurotunnel.

Special offer for Car Clubs, no advance payments necessary. 5 day return from £79 and Standard Return from £99.

Special rates are available to members throughout the year, plus Continental Breakdown Recovery Insurance from £20. 'Free 6 bottles of wine' offer with your ticket. Bookings should be made through Continental Car Tours

Tel 01304 380244 or 01304 375581. Quoting your Club membership number.

The most popular route is to take a short crossing and a long drive, it is quite simply much quicker. From the Calais area it is approx. 220 miles and motorway all of the way from there onwards.

Remember to take your vehicle log book (V5), insurance certificate (check to see if you require a green card), driving licence, a warning triangle and spare bulb kit with you.

Most of this is compulsory in the rest of Europe and a first aid kit is advisory.

THE MAIN EVENT

The first Standard Triumph European Rally which took place in 1997, was a huge success, with hundreds of

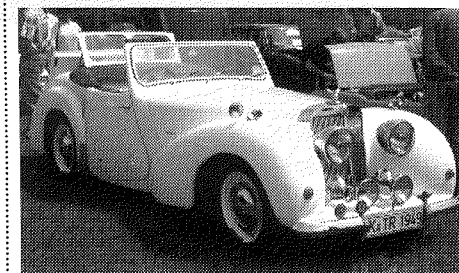
Triumph enthusiasts travelling from all over the world to attend. The event is held over the whole weekend, and includes trade stands, Triumph Clubs displays, the prestigious STER Concours and a range of club-organised side-shows on the main field. This is one



of the most sociable events on the calendar, with light entertainment on the Saturday night including an official welcome and the basement disco which proved very popular last time. The event is



designed to be family friendly, with a full range of activities available



for children and adults alike within the holiday park. Indeed, many

people will only leave the park to go sightseeing as everything that you will need to enjoy the weekend is provided on site.



STER

BOOKING FORM

29th and 30th May 1999

Name Telephone
 Address
 Post Code
 Club/Company Your car(s)

ITEM	COST	NO. OF UNITS	NO. OF NIGHTS	NO. OF PERSONS	TOTAL
Entry per person including entertainment (children and Trade free).	£10.00				
Chalet, per room for three nights.	£100.00				
Camping site per night, per tent.	£7.50				
Adults camping per night, per person.	£4.00				
Children (2 - 12yrs) camping per night, per child.	£3.00				
Electric hook - up per night.	£3.00				
Chalet Linen per Room	£10.00				
Trade Stand Space (4m x 4m)	£50.00				
Covered Market Stalls (4m long)	£30.00				

GRAND TOTAL £

Payment enclosed £ At least 50% of cost must be paid with booking, the remainder must be paid by 31st March 1999. Payment by Cheque / Credit Card / Postal Order made out to "STER". You will receive a Booking Confirmation after each payment. A child is a person under 12 years of age. **Please note:** only advanced bookings can be guaranteed a limited edition Rally Plate. Please read the Booking Information thoroughly before booking.

Credit Card Number Expiry Date/.....

Holder's Name

Please Note: Club Stand Spaces are Free to Triumph Clubs, please request these separately.

Names of people in your party

(continue overleaf if necessary)

Date and time you expect to arrive (Not later than 2200 hrs).

Do you require Concours details:- YES/NO, Local Hotel list:- YES/NO.

Please return this form plus payment to:-

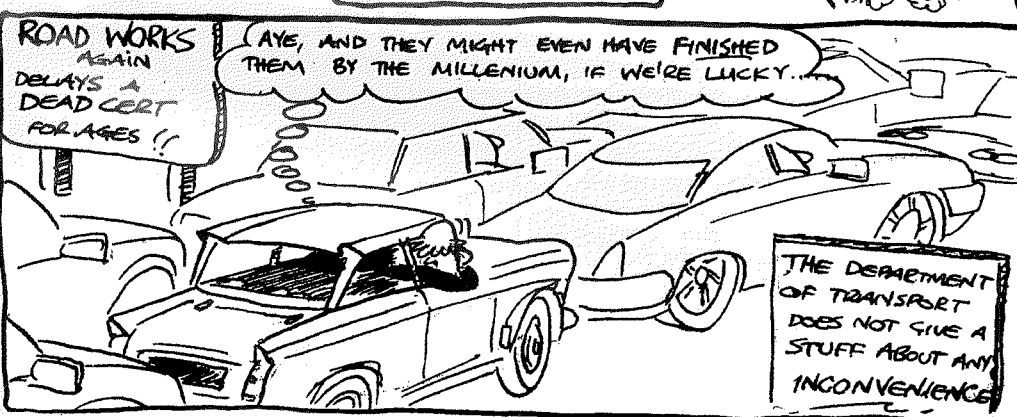
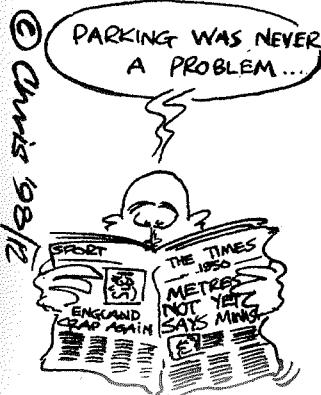
STER Bookings, 112 Blackmoor Wood, North Ascot, Berkshire. SL5 8EN England.

Tel: UK +44 (0) 1344 885541 All correspondence must be in English

Official use only

Programme	Badge	Tent Badge	K V Pass	REF:
Key	Rally Plate	Linen	Gate Pass	Still to pay

Tommy the Triumph



TSSC Services & Officers

Club Headquarters

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£33.00 UK £35.00 EUROPE £38.00 OVERSEAS

RENEWALS

£31.00 UK £35.00 EUROPE £38.00 OVERSEAS

TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK
TSSC - Main Street, Lubenham,
Market Harborough, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

e-mail: tssc@tssc-hq.demon.co.uk
http: [//www.tssc-hq.demon.co.uk/TSSC.html](http://www.tssc-hq.demon.co.uk/TSSC.html)

TSSC INSURANCE QUOTATIONS

FOOTMAN JAMES & CO LTD
TEL: 0121 561 6262 FAX: 0121 559 0814

VALUATION SERVICE - TRUDI SQUIBBS

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

TSSC HANDBOOK

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

TSSC VIDEO LIBRARY

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

TSSC OFFERS

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

RAC SCHEME

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

MAGAZINE COPY DATE

All magazine material must be received
BEFORE 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

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

HERALD 1360

Derek Giles 7 Homefield Close, Winscombe,
Somerset. BS25 1JE. Tel: 01934 842841

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/ II

Mac Reynolds, 'Burrows Mill', Beeny.,
Boscastle, Cornwall. PL35 OHL.

GT6 Mk I/ 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

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 Carisbrooke Ave., High Wycombe, Bucks. HP12 4NL.
Tel: 01494 463422 e-mail: chrismills@btinternet.com

INTERNATIONAL CONCOURS ORGANISERS

Sue Bagshaw, Sunnyside Farm, Deopham, Wymondham, Norfolk
NR18 9EA. Tel: 01953 850073
Angela McGowan, 4 Oak Vale, Grampond, 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, Sprotborough,
Donaster, South Yorkshire. DN5 7LG. Tel: 01302 850740

COMPETITION SECRETARY

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



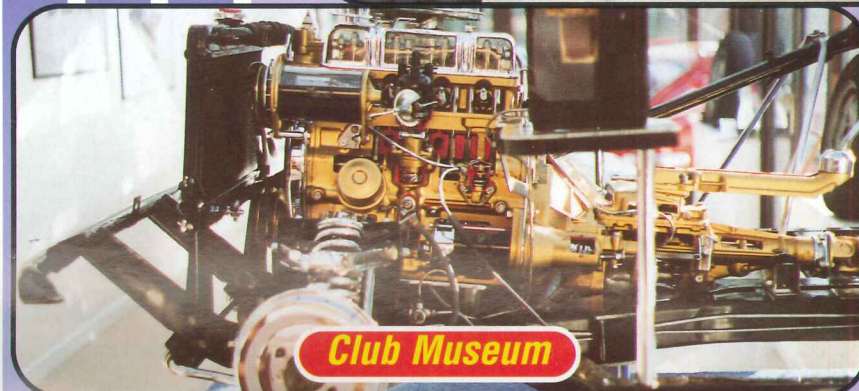
01858 434424

COME AND VISIT THE
**Triumph Sports
Six Club**

WORLD HEADQUARTERS

HOW TO FIND US

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



Club Museum

Car Displays

OPEN

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

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