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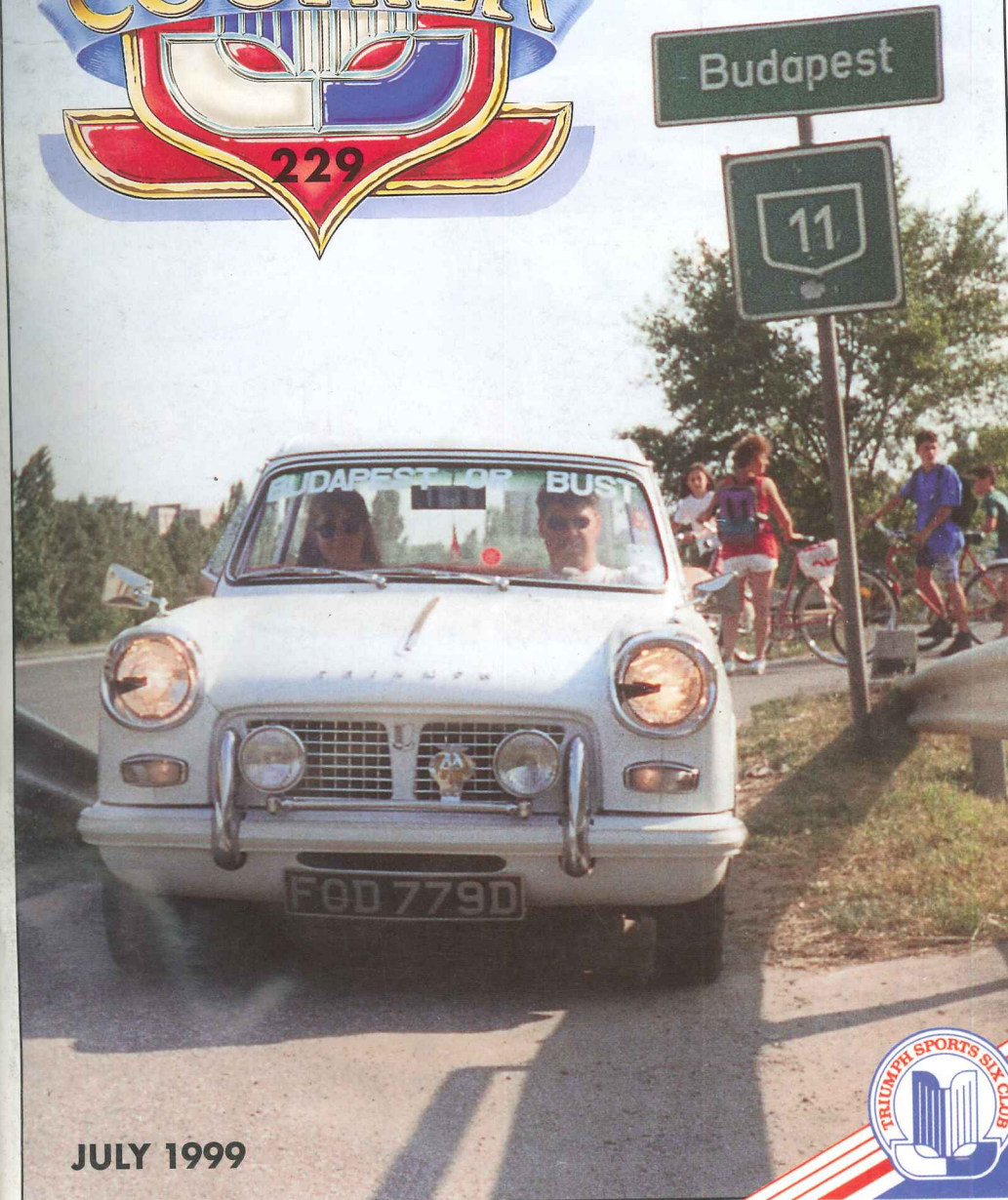
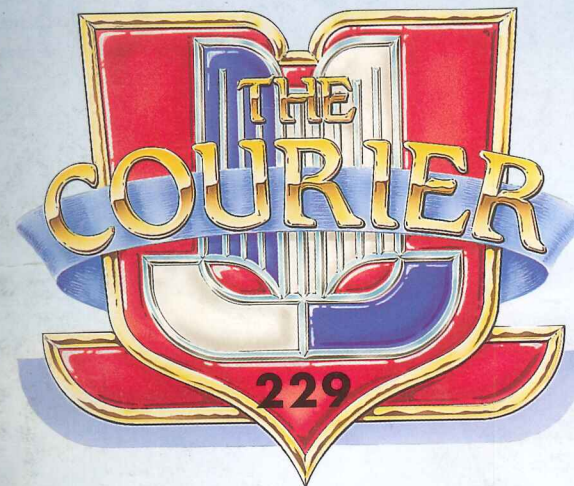


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INSIDE ON PAGE 72/73

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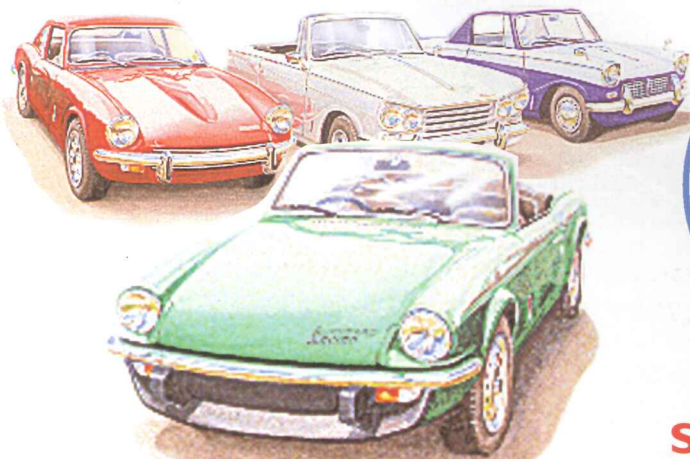


JULY 1999



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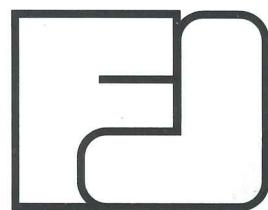
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.229 Vol 20. JULY 1999
Price £2.25 Free to Club Members.

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We will only accept TXT files **NO** Attachments

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COUNCIL MEMBERS 1999

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

For a full list of TSSC officials see page 82.

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:
People are coming a
Long Way to
STAFFORD!
Pic:
Sarah Johnson

Contents july 1999

Events Calendar	4
Comment	5
Race News	6
International Concours	8
13/60 Register	11
Specials Register	14
GT6 Register	18
Bond Register	22
Cop Shop	26
Herald 948/1200 Register	28
Vitesse Register	30
TSSC TUNING	36
Spitfire IV/ 1500 Register	38
STER Pictorial	42
Lost yer Bottle?	46
Herald beats Porsche.....	51
Vitesse IVRs	57
Readers Write	60
Spitfire I/II/III Register.....	62
Sitting Comfortably?	70
Sticky Problem	74
Oh that's Tacky	78
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

JULY

SAT 3rd/SUN 4th
OXFORD AREA PRESENTS
LLANGORSE '99
Lakeside Caravan Park
Llangorse, Powys, Wales
Contact: Andy Webb 01865 863467

SAT 10th/SUN 11th
DEVON AREA STAND
ANNUAL HISTORIC VEHICLE GATHERING
Powderham Castle, Nr Exeter
Contact: Gordon 01392 668577

SAT 17th/SUN 18th
TSSC INTERNATIONAL WEEKEND
Stafford County Showground
Tel: TSSC HQ 01858 434424

FRI 23rd/SUN 25th
LINCOLNSHIRE OPEN WEEKEND
Maltby-la-Marsh
Contact: Dave 01529 455561
or Berkeley 01507 328712

AUGUST

SUN 8th
LEICESTER SUNSHINE RALLY
Stanford Hall, Leicestershire.
Tel: 01509 814456

Fri 13th/SUN 15th
NORTH EAST AREA'S
BEAMISH WEEKEND
Contact: Tony 0191 5870933

SAT 14th/SUN 15th
SURREY AREA STAND LOSELY PARK
CLASSIC CAR & COUNTRY SHOW
Contact: Karen 0181 873 3022

SUN 22nd

CANTERBURY AREA EVENT
RETURN TO HELLFIRE CORNER
End point Dover castle.
Contact: Tim 01233 812616

SEPTEMBER

SUN 5th

WORCESTER AREA CONOURS (WAC)
Avoncroft Museum of Buildings
Stoke Heath, Bromsgrove, Worcs

FRI 24th/SUN 26th

TSSC MILE OF TRIUMPHS
In aid of East Anglias Children's
Hospices, Broad Farm, Nr Great
Yarmouth, Norfolk.
Contact: Rob 01603 434544 or
Joe 01493 728764

OCTOBER

SUN 18th

INTERNATIONAL TRIUMPH SHOW
AND SPARES DAY
Sandown ParkEsher, Surrey.
TEL: 01568 797881

NATIONAL & LOCAL TSSC INVITED '99

JULY

SAT 3rd SUN 4th

CLASSIC 100 AT RAWCLIFFE HALL
100 cars allowed to take part
entry £15.00 01995 605613 eve.

SUN 4th

PRE 67 FORD OWNERS CLUB RALLY
Site of old Motor Museum, Doune,
Nr Sterling
Contact: Ian 0131 539 1402

SUN 4th

STANDARD TRIUMPH MARQUE DAY
Heritage Motor Centre
Gaydon, Warks.

SAT 17th SUN 18th

S.A.V.E. WHEELS OF YESTERYEAR
RALLY
Dalmeny House, South
Queensferry, Nr Edinburgh
Contact: Ian 0131 539 1402

SUN 25th

ALVEY CLASSICS SHOW
Between Bridgnorth &
Kidderminster, Shrops
Contact: Keith 01746 780637

SAT 31st - Mon 1st AUG

F.A.V.V.O. RALLY
Equestrian Centre, Gifford Town,
Ladybank, Fife
Contact: Ian 0131 539 1402

FRI 30th - Mon 1st AUG

COYS INTERNATIONAL HISTORIC
FESTIVAL
Silverstone. Tickets£30.00
01327 850215

AUGUST

SUN 1st

CULZEAN CLASSIC CAR SHOW
Culzean Country Park, Maybole,
Ayrshire
Contact: Ian 0131 539 1402

SUN 1st

6TH BMC/BL RALLY & SPARES DAY
Ferry Meadows, Nene Park,
Peterborough.

SUN 8th

6TH TRANS PENNINE CLASSIC CAR RUN
Starts Preston Finishes Harrogate.
£25.00 per vehicle

SUN 22nd

JAGUAR DRIVERS & CLASSIC CAR SHOW
Capel Manor Gardens, Enfield,
Middlesex

SUN 29th

4TH BRITISH MOTORING CAVALCADE
Starts Peterborough Finishes
Donington park £35.00 per vehicle

SEPTEMBER

SAT 11th SUN 12th

BEAULIEU SEPTEMBER AUTOJUMBLE
National Motor Museum,
Beaulieu, Hants.

SAT 18th SUN 19th

STANDARD TRIUMPH
& CLASSIC CAR SHOW & TOUR
Royal Air Force Museum, Cosford,
nr Wolverhampton
Contact: Alan Withy 0121 7446414
or Malcolm Greenly 01922 476039

OCTOBER

SAT 2nd SUN 3rd

SCOTTISH MOTOR FESTIVAL
Royal Highland Centre
Edinburgh

COULD ALL EVENT
ORGANISERS CONTACT
TRUSSARDI H.Q. OF DATES
FOR THE 1999 EVENTS
CALENDAR AS SOON AS
THEY BECOME AVAILABLE
01858 434424

66 Comment

by Bill Sunderland

What a Month!

Where is the year going? It's the International Weekend issue already - May and June have flown! Summer is here and it

will be on 'special order' for the 17th and 18th at Stafford.

It was good to see such an excellent turnout of TSSC cars especially from the U.K. at STER in Holland. The venue, weather and company made the Triumph Marque shine and I thank everyone who helped to make it an enjoyable occasion. There will be a full report in a future issue on this Triumphant event plus a pictorial this month.

I mentioned last month the completion of the TSSC H.Q. and on June 12th Harry Webster officially opened the new TSSC Showroom. Harry and his wife Peggy along with some ex-Triumph factory personnel joined with the TSSC in seeing the H.Q. well into the next millennium.

Whilst writing comment, it would be very easy to be extremely controversial. On reading John Thomason's article I would like to add to why and how TSSC Club cars are valued.

At present there are a disproportionate amount of Classic cars for sale, many at bargain prices and within the TSSC this is just the case. Often you see cars sold for far less than an agreed value; were these cars overvalued originally, probably. The point is, we rely to an extent on what the Member writes. I find that cars that are advertised below a Club valuation are still overvalued but this will change when the new Member goes to value the car. We do take into account what is paid for the car and what has

Harry Webster cuts the ribbon



been done. Unfortunately it is not an exact science. Cars that sell for their agreed value are generally the better ones. The Club strives to keep you on the road, we want you to get a fair deal if you hit trouble. Our insurance scheme is one of the best and we are constantly updating Club car values. Confidence in rebuilding a car, which can cost far in excess of its value is fair and squarely relying on agreed value insurance, we will reward Members' cars that have been rebuilt or looked after within

limits, ensuring the survival of Triumphs and the Triumph Marque.

I am pleased that John has now plumped for another Spitfire and can agree with much of his article, enthusiasts will always want Triumph cars and if maintained at a high standard will command a good

price. If we are really honest Club cars are cheap, a new sports car would be 20K, a good Triumph whether Vitesse or Spitfire, 5K will see you smiling. We live in a world where motor car production far exceeds demand, pressure on new car prices dramatically reflects on second hand values, thus everything today if you believe Quentin Wilson can be bought for nought.

Being three weeks away from our International we hope to see members from all over the globe at Stafford 1999.

SHOWCAR Register

We are always looking for display cars for the Classic Motor Shows, Magazines and Television work. If you would like to make your car available, please ring and I will give you more information on the Showcar register.

John Muggleton 01858 434424



News Letter

By Jo Field

APOLOGIES

Many apologies to all you ardent race fans for the lack of communication during the first half of 1999, work and various personal matters seem to have taken over somewhat. Nevertheless, the 1999 season with the combined TSSC and TR Register championship has got off to a very good start, with a good turn out of competitors from both sources. Here's hoping that the season continues to be a success for all concerned, and that with the combined championship we continue to furnish full Triumph grids.

1999 Calendar of events

4 July, Sunday Mallory Pk, Aston Martin OC
17/18 July, Sat/Sunday Anglesey, Jaguar CC
1 August, Sunday Cadwell Park Jaguar CC *
21/22 August, Sat/Sun Croft, Aston Martin
4 September, Sat Oulton Park, Jaguar CC
18/19 Sept, Sat/Sun Zandvoort GP, HARC
2/3 October, Sat/Sun Brands Hatch, MGCC
10 October, Sun Donington Park, Aston Martin
* Note - Should there be sufficient entries (14 or 15) from ourselves, the TSSC, and the same number from the TR Register, then there is the possibility that we, the TSSC, can have our own race, rather than a combined one. However if there are in-sufficient entries then it will revert to one race. Please thus bear this in mind, and make Cadwell one of your MUST DO rounds for this year.

TSSC International

Are you and your car available to assist at the TSSC International event this year, **17/18th**

July, at Stafford? The date does unfortunately clash with the race meeting at Anglesey, but anyone not attending the race, and of course, not on holiday, your assistance would be most welcome. Please let me know at the earliest opportunity if you can help out, the more the merrier.

So you want to be a racing driver?

For all of you would be racing drivers, or those of you who just fancy a go at racing. A track day has been organised for 8th July, Thursday, at Cadwell Park. in conjunction with CMS Trackdays. For an entry fee of £80 per TSSC member, you will be entitled to 20 minutes track time in every hour, 9-5, excluding an hours break at lunch. There is also available exclusive use of instructors during the allocated time. If you are interested in attending the event please contract Mark Field **Tel: 01536 763799 or 07970 938761** for more information.

INVITATIONS

Do you fancy a sprint down Boscombe Down or a run round the Isle of Man, then now is your chance. 25th July, Sun. Boscombe Sprint Organised by the TR Register, at Boscombe Down, nr Salisbury, over 2.4 miles on tarmac and concrete. Entry list now open, closing date **17th July**, fee £48, which includes 2 practice and 2 timed runs.

23rd to 26th September. Isle of Man Manx Classic. Organised by the Manx Motor Racing club, events include Concours D'Elegance, heritage tour, sprints, hill climb and circuit race. Fees range from £55 to £100 dependent on event entered, with closing date being 6th September. I have a small number of entry forms available,



HQ OPENING TIMES

JULY- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY - 10TH 9AM - 4PM

SATURDAY - 31ST 9AM - 4PM

PLEASE NOTE WE WILL BE CLOSED ON FRIDAY 16TH JULY WHILE WE ATTEND THE TSSC INTERNATIONAL WEEKEND

TSSC International Weekend

Stafford - Sat/Sun 17th/18th July

ADVANCE ORDERS

Orders are now being taken for collection at the show. Please ring with your requirements

01858 434424

Last Orders

Thursday 15th July

CYLINDER HEADS REQUIRED

Due to the huge demand for new Club Unleaded Heads, we require old heads for Re-conditioning. If you have any old heads which you no longer require - Please ring John Muggleton at TSSC HQ - 01858 434424 we will arrange collection and will give you a fair price. All members who have taken delivery of a Club Head but have not yet arranged collection of your old unit - Please ring to arrange collection.

BELL EXHAUSTS FLYER

Included with this months magazine is the latest price listings for Club Exhausts.

We have negotiated some great Discounts

For this Month ONLY

Save £££'s from normal price - Order Hotline

01858 434424 or collect at Stafford. Save P&P



Masters

By Angela McGowan

TSSC Concours

We're now just a couple of weeks away from the 1999 TSSC Concours and entries in advance can still be made up until 10th July. In addition to each competitor receiving a TSSC £5.00 Offers Voucher, the first thirty entrants will also get a free bottle of Autoglym polish. So, if you've not secured yours already, get your entry off **NOW!**

Thanks to all those who've been in touch about judging. We still need more though so if you would like to judge please give either Sue or myself a ring as soon as possible.

The classes were listed in last month's Courier and the criteria for each is in more detail in the rules. However, if anyone has any questions or are not sure which class to enter, then please give either Sue or myself a ring. Don't forget that if you don't want to enter one of the original or modified major classes, there are separate classes for best engine bay, paintwork and interior. Cars entered in one of these will be marked on the specified section only, nothing else. Also, if your car has not had major restoration work, then maybe the Unrestored class is the one for you. The Cruised and Used class has proved to be a popular addition for those who cover a minimum of 2,500 miles a year.

The Master Class was introduced in 1992 and each year continues to produce a superb line up of the various marques covered by the TSSC. For 1999, those eligible to enter the Master Class are as follows:

Steven Pain,	Herald,	BYE 696H
David and Lesley Beechey,	Herald,	LBF 730K
Margaret Hobbs,	Vitesse,	FYY 260J
Mike Ward,	Vitesse,	KXC 202H
Barry Chapman,	GT6,	YYU 500H
P. Moore,	Spitfire,	FVJ 220W
David Bailey,	Herald,	9673 WY
Phil Dickinson,	Herald,	BTA 345B
Jacques Lawrenson,	GT6,	SOU 786M
Keith Murray,	Spitfire,	TMC 367M
Roger Chapman,	Herald,	YAN 930G
Darran Humpheson,	Herald,	RSS 514J
Les Wrighton,	Vitesse,	BWC 794
Leon Guyot,	Vitesse	7456
PJ Nigel Bennett,	Spitfire,	SWB 831 G
JYN 366K, Modified Spitfire (previously owned by John Bloom)		
David Moore,	GT6,	SED 180M
Peter Weaving,	GT6	OHL 868M
Finn Adam Egeland,	Bond,	PDV 929G

The judging of the Master Class will take place in the Main Hall at 2.30 p.m. on Saturday and entries for this class will be accepted up until then. The winner of the Master Class is excluded from competing in the concours for two years, but is invited to bring the car for display. The 1997 and 1998 winners respectively were Ken Rathbone and Stan Robottom with Spitfire Mk IVs and we hope that they will be able to bring these superb vehicles for us all to see.

The rest of the classes will be judged on Sunday and cars must be in the Hall by 9.30 am. Entries will close at 10.00 am. Cars arriving during Saturday for the concours may be prepared under cover in the area allocated and left there overnight. The awards ceremony (including the Master Class) will be at approximately 4.00 pm on Sunday afternoon. Please note that no car will be allowed to move until the end of the event.

And last but not least, whether this will be the first time you've competed in the Concours at Stafford or not, it's a great way to make new friends and be part of the International Weekend. With no less than thirty trophies to be won, many of you will be glad you entered

See you there!

Angie and Sue

Concours tip of the month: Attention to detail maximises marks - see Concours articles of January, February and March

INTERNATIONAL CONCOURS ENTRY FORM 1999

ABOUT YOU	
Name	
Address	
County	
Postcode	
Country	
Telephone no	

CONCOURS CATEGORIES	
Please circle ONLY ONE of the appropriate categories.	
Modified Herald	Original Herald
Modified Vitesse	Original Vitesse
Modified GT6	Original GT6
Modified Spitfire	Original Spitfire
Bonds & Specials	Masters Class
Cruised & Used	Interior
Paintwork	Engine bay
Unrestored	Guest Class

**All entries will be considered for
Paintwork, Engine Bay
and Interior**

Photocopies of this form are acceptable

YOUR CAR	
Model & Series	
Colour	
Registration	
Total Mileage	
Annual Mileage	
MEMBERSHIP NO.	
Advanced entry£5	
On the day£6	
I have STER 99 entered STAFFORD 98 Before at :- STAFFORD 97 TICK AS APPROPRIATE	
Advanced Entries to: Angela McGowan Fairview 4 Oak Vale Grampound Truro TR2 4QY. Telephone: 01726 883884 9:00am - 8:00pm Cheques payable to T.S.S.C. Ltd. DEADLINE (for postal entries) 10 July 1999	

TSSC CONCOURS RULES 1999

1. All cars entering must be road legal, taxed, MOT'd and insured. All cars must be driven to and from the event. Cars that are not driven to the event will be for display only. All entrants (with the exception of the guest class) must be current members of the Triumph Sports Six Club. Anyone unable to prove their membership of the TSSC will be required to pay an additional fee of £5.00 or may enter the Guest Class.
2. The Concours Organisers' decision shall be final and no discussions on the marks awarded will be entered into. Any correspondence should be addressed to the Organisers after the event. Details in The Courier.
3. For the purposes of this competition, the following definitions will apply: Original - cars whose specification is as the cars were originally constructed. This does not mean that the original components are required, but any replacements should be of the same materials and construction as was originally used. Modified - Any car which is deemed not original by virtue of modifications not specifically excluded in Rule 4.
4. Any car will be considered modified if its specification has been changed from the original. The following exceptions will apply: radial tyres, stainless steel exhaust in the standard pattern, laminated windscreen, seat belts where these were not originally fitted. Any factory available option, correct for that model/year, copper cupro-nickel brakel/clutch pipes, rear fog lamps, uprated standard configuration lighting, non-original paint materials, alarm systems. In addition, the Concours Organisers maintain the right to accept further modifications into the Original classes at their discretion.
5. For the purposes of these rules, the following will be referred to as the major classes: Original and Modified Herald, Vitesse, Spitfire, GT6, Cruised & Used and Bonds and Specials.
6. Cars entered in the Cruised and Used Class can be in original or modified specification. Cars must cover a minimum of 2,500 miles a year to be proven by MOT certificates. The winner will be excluded from entering the Cruised and Used class the following year. However, the competitor may enter the relevant Original or Modified major class or Paintwork, Interior, Engine Bay or Unrestored class during that period.
7. The judging of the Master Class will take place on the afternoon of the first day of the International Weekend and entries may be made up until judging commences. Late entries may be accepted at the discretion of the concours organisers. Eligibility for the Master Class will

comprise Car of Show and the winners of the major classes except Cruised & Used from the previous three years' competitions. Those cars must make one appearance in the Master Class to be eligible to re-enter the ordinary classes within the three years following their initial class win. The winner of the Master Class will be excluded from the competition for a period of two years, during which time they will receive free entry to the International Weekend where they will be invited to display their cars for the benefit of the membership.

8. The Car of Show award will be selected from all classes, excluding the Guest Class. No car shall win more than one award. The hierarchy for the distribution of the awards will be as follows: Car of Show, Master Class, Major and Unrestored Classes, Paintwork, Interior and Engine Bay, Guest Class.

9. Paintwork, Interior and Engine Bay awards will be selected from all cars except those in the Guest Class. However, a car may be entered in any one of these classes specifically, allowing the entrant to concentrate their efforts on that area. Cars so entered will not be marked on any other areas.

10. Entrants shall display the class indicator, as issued by the Concours Organisers, on the windscreen of their car. Failure to do so may result in the car being incorrectly judged. The Concours Organisers cannot accept any responsibility for this occurrence.

11. The Unrestored Class will not be formally marked, but will be the selection of the award sponsor or their representative. An Unrestored car is one which has not received the benefit of restorative work. The difference between restoration and maintenance shall be the decision of the class sponsor.

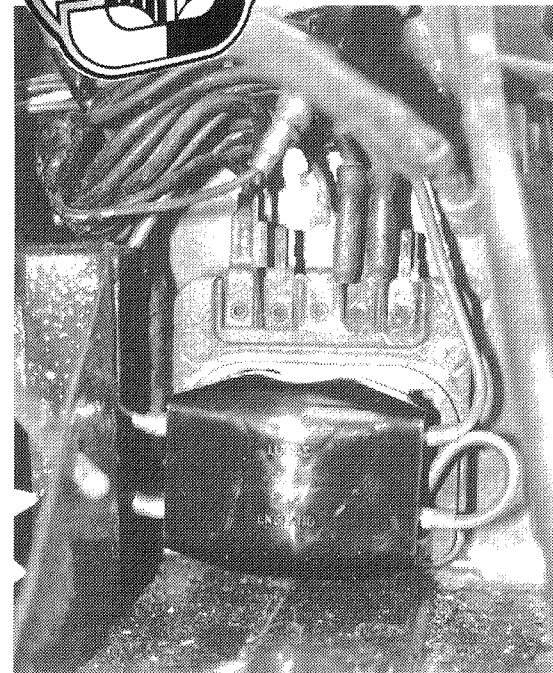
12. Entry in the concours may be made in advance. Entries will close at 10.00 am on the second day of the International Weekend. Late entries may be accepted at the discretion of the Concours Organisers. For entries in the Master Class see rule 7. The order in which cars are judged will be decided by the Concours Organisers.

13. Judging will commence at 10.00 am. Cars must be available in the concours arena by 9.30 am. Once in the arena, cars may not be removed until the end of the event without the permission of the Concours Organisers.

14. Entrants may be requested to prove that the stated mileage has been covered during the preceding twelve months (to be evidenced by MOT certificates). This is mandatory if entering the Cruised & Used Class. A guest car will be any car which would qualify for membership of the TSSC or another Triumph Club.

15. Unattended cars will score nil for any element of the marking sheet to which the judge cannot gain access to mark. The completed mark sheets will remain the property of the TSSC. Copies will be available on request by post after the event from the Concours Organisers.

(April 1999)



Fuse box conversion of Cut Out on LJO 183G

Con - fused as to why Standard Triumph fitted so few fuses to our cars?

I guess they had their reasons but I am not sure why; cost perhaps, or did they trust the design, or even luck. There are a few ways to protect the system and prevent a smoking loom, it depends on what you think is necessary.

You can, as I did whilst rebuilding, fit individual in-line ones to each circuit (time and cost consuming) or do the

same as was done on the later Spitfires and fit a couple as Quentin Howell from Fairford in Glos has done. The photo shows what he did after fitting an alternator to LJO 183G. What follows is basically the way Quentin went about the job and if read in conjunction with the photo and wiring diagram, should be reasonably easy to copy. Even if you don't have or fit an alternator, it

Con-FUSED?

By Derek Giles

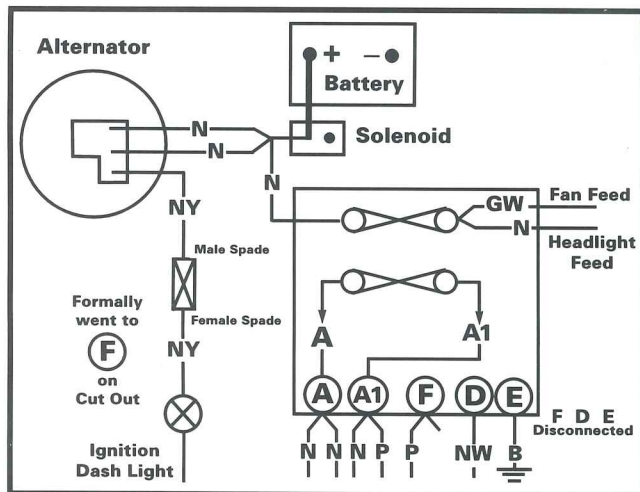
should be possible to adapt the layout to suit a dynamo. So over to Quentin:

I had several cut-outs of dubious origin and one of these was sacrificed. The gubbins were removed from the plastic base leaving just the terminal connectors. On to this was mounted a brand new twin fuse box of 1960s origin which is used on Austin 1100/1300 cars and although I know can become unreliable when wet and old, I have had no problems with the fitted brand new part to date. The mounting was straightforward even using an existing bolt hole. Some of the cut out terminals need reconnecting to the fuse box, and any new wires and additional looms that have subsequently been fitted have been wired straight to the new fuse box.

Basically the fuse box has two 35 amp fuses which are split between two circuits.

Circuit 1: In the new set-up one circuit is basically all the load between terminals A and A1. This is everything on the car except for the headlights. It includes the sidelights and the relays used for the operation of

TRIUMPH Herald
13/60 Register



NEW FUSE BOX/ALTERNATOR WIRING DIAGRAM

the dipping of the halogen headlights. The only things not included are the originally self-fused items such as the horns and the headlight flash feed. If you remove the headlights from the load across A and A1, the fused load can run off one 35 amp fuse. See accompanying calculations.

Circuit 2: This fuse is used for the 60/100W halogen bulbs fitted to the headlights. It is also used for any further additions to the car's circuits such as the radiator electric cooling fan that has since been fitted. Obviously the fused load need calculating and must not exceed the maximum load of 20 amps for a 35 amp glass fuse.

I have undertaken these modifications primarily as tweaks to the articles that have appeared in the magazine to date. I did

not want to fuse every circuit. My reason for this is that the car has survived this long like it and will for a while longer. The modifications are not original and have been documented elsewhere. What I feel I have done is to take out the damage done to the original Triumph installation and not having to drill any extra holes and such in the bodywork. Where ever possible I use components that could have existed in the 1960s.

My main recommendations are

- to put in the extra effort needed to make any additional wiring look as professional as possible.
- solder all joints.
- try to use proper coloured wires.
- use solderable bullet connectors and spades and plastic spade covers.
- use loom tape.

I have found it makes all the difference and although difficult to find, any good proper auto electrician should be able to supply it.

It is important to keep an accurate record of the modifications and colour codes of any extra wiring for future reference of both you or any new owner for two main reasons. Firstly, it is likely to be more probable that your new wiring additions are likely to be suspected in the event of a fault. And secondly, in a years time you will have forgotten exactly what each wire does:- **So write it down: As with all electrical jobs disconnect the Battery First**

THIS MONTH'S TIP:

If like me you from time-to-time you use Waxoyl to help to rustproof/protect your car, then perhaps you may like to try this little ruse; Waxoyl can at times be rather thick and not easy to inject into some parts of the body. It does tell you on the can to stand it in warm water to make it flow more easily, which is true but I have also found that if it is thinned down with White Spirit it can be made to go a lot further without losing any of its protective properties: The white spirit soon evaporates and the Waxoyl stays in place, it may also get into some places not reached before, (as it flows more easily). You can if you have one use a pump action oilcan with a flexible spout to reach quite a few places that are not so accessible even with the Waxoyl wand; it is less awkward to take just the oilcan inside the car and not have to worry where to put the larger can. If you get a chance try it. I don't know if it works with other types of rust-proofer but it may be worth a try also.

Cheers for now.

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The Classic Run

By Trevor Collett

I have just got back home after a long classic car Sunday.

It's been tiring but hugely enjoyable. The day started with a 07:00 rising for a 07:45 departure in my Herald

seconds behind a sixties show-car Masarati and one minute behind a thirties 4 1/2 litre Bentley.

Part of the fun of this event is that you don't know the route you are going to take until you get to the start - you get a detailed route book to navigate

Surrey, which, as it happens, is less than a mile from chez moi. I had to memorise the first part of the route book (no, I didn't rely on the Masarati, would you?) and just before Polesden I peeled off to pick up the rest of the crew.

Jackie took over the driving,

the same thing as we finished as he did last year, something about not having to give up open top motoring when you've got a family.

We found a spot to park amongst the hundreds of other classics that had already arrived. I was looking forward to checking out the other participants but the girls had their own plan - off they went to the sea life centre to check out the sharks. There was a good turn out of Triumphs, I particularly noticed two six cylinder Spitfires, or convertible GT6s if you prefer. The one Triumph Roadster was an outstanding, concours example and was much admired. There was a

great variety of makes and models, Austins, Bugattis, Capri convertible, (how long can I keep this up), Daimler SP250... OK I give up!

Eventually we had to drag ourselves away - not before a round of crazy golf on the front at the insistence

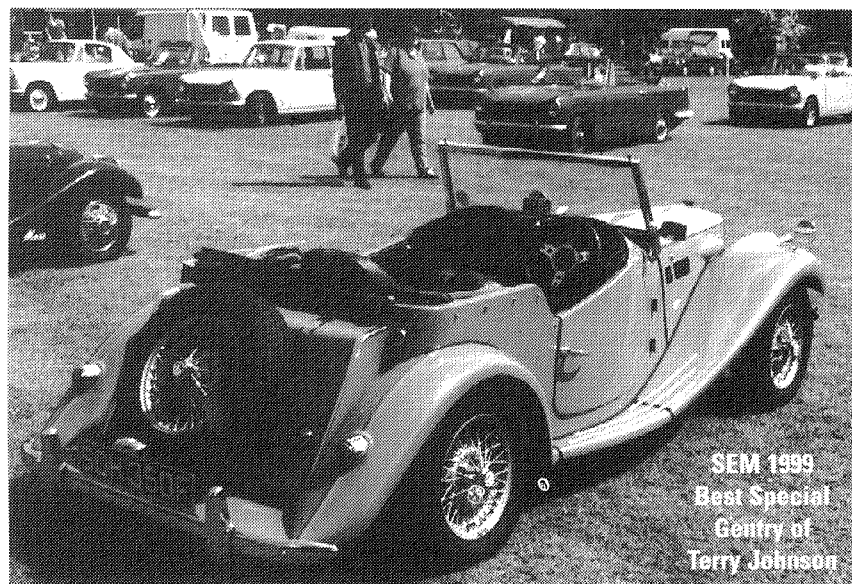
“... The Starter asked the same question he asked me last year, “Where’s your Navigator?” ... “

of Abby, a serious gameswoman. It's only fair to mention that she took me by one stroke - she fluked a two on the last hole! We headed back to Surrey by the direct route, the Herald performing as well on the dual carriageways as it had on the single track roads earlier.

The oldest car on the run was a Ford Model T Special built in 1922 - the art of Special building is as old the car itself. This car was really eccentric, you would not believe the windscreen it had, talk about exposed driving position, the epitome of fun motoring.

TOP CAR

The pictured car this month is a Gentry - you all knew this. It is an extremely well finished, good looking car. The photos were taken at this years South of England Meet where I awarded it Best Special. There were several nice kit cars at the show



SEM 1999
Best Special
Gentry of
Terry Johnson

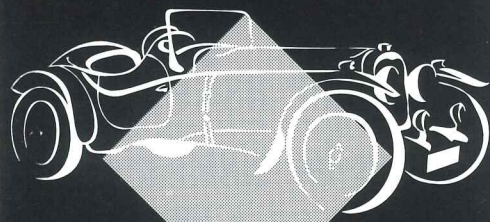
1936/60 Convertible to drive to Syon Park in South London to check in for the start of the 1999 Classic Car London to Brighton Run. This would be my third time in this event so I knew the form. Things are well organised and spot on my allotted starting time of 09:10 I was waved away; thirty

with. The starter asked me the same question he asked me last year, “Where’s your navigator?” Well, although you don’t exactly know how you are going to get to Brighton you do know that there are two planned stops on the way. The first stop is the National Trust property Polesden Lacey in

no reflection on her navigating skills, but I did want to get there before dark. The route was a picturesque one, the second stopping off point, Leonardslee Gardens was interesting and provided a passable lunch. We arrived at Brighton early afternoon - funnily the commentator said



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but Terry Johnson's Gentry was smart enough to make my decision straightforward. The car boasts a 2 litre Vitesse engine which probably means it goes as well as it looks. Terry lives in Ringwood and works in Lymington - a lovely area of Southern England. I can just see this Gentry gliding along the roads of the New Forest and the Hampshire coast - do I sound green? As usual I was so engrossed in the goings on at the SEM that I failed to note all the interesting details of the specials there, it's a good job I don't have to make a living as a journalist. One little nugget I must share with you - this Gentry was within a gnats whisker of taking Car of Show. Well done Terry, come back to Leatherhead in 2000.

ADDRESS CHECK

I have been sent an impressive brochure on the Type 48 by company proprietor Rob Askew. He tells me that I got his company address and phone number wrong in last month's article. If you're interested in this kit contact, **D G Engineering, 9 Doyle Road, London, SE25 5JN, telephone 0181 409 1083 or 0956 456936.** If you want some pics and words on Type 48s here are some references to relevant articles in The Courier magazine:

Aug 1991 page 30 Alan Hooper's Type 48 (BRA 808L)

Dec 1991 cover Alan Hooper's Type 48

Mar 1992 page 10 Alan Hooper Type 48

Jul 1994 page 26 HDS Type 48 Spyder,

Crusader & Warrior **Jan 1996** page 38

Build A Legend - Alan Hooper's Type 48

Aug 1996 page 22 HDS Type 48 Spyder

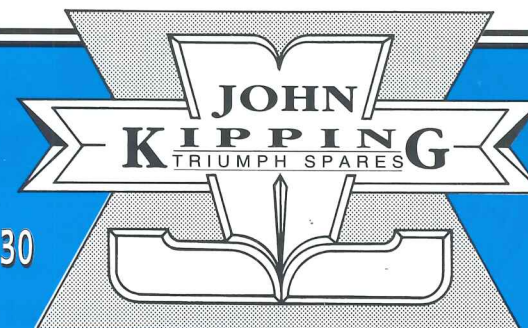
Mar 1998 page 44 Type 48 Spyder finds

new home. **Oct 1998** page 54 Type 48s.

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Paint n' Power

By Mike Scott

Hello, everybody. Just a quick report this month to let you know I'm still around!

This month's photos come from Brian Lees of Willingham in Cambridgeshire. Amongst the many goodies fitted to Brian's 1971 Rotoflex Mk III are a foldback sunroof (apparently fitted when the car was two years old), a tow bar (fitted by a previous owner), overdrive, a brake servo, electronic ignition and K&N air filters. Brian's GT6 underwent a full ground-up restoration in 1992 and has won a number of concours prizes since. Brian has a full ownership history for the car. His boys seem to like it!

Mr D. Stevenson of Kent sent me two samples of Conifer green paint, (paint code 25). One from the TSSC range of touch-up colours and the other he had mixed for by a (presumably) local company by asking for BL025 Conifer green.

The formulation is as follows:

Mix No.	Gms
M0	98.9
26	240.9
5	352.7
96	459.1
52	496.6
60	522.0

To me, the two samples look about as close as you could expect two paints from different manufacturers to be, with the TSSC paint just a shade lighter and (dare I say it?) duller than the custom mixed sample. Mr Stevenson says the latter is a closer match to the original paint on his 1968 Mk I. Food for thought.

By the way, if there is anyone out there who can explain the meanings of the numbers in

the table or the mysteries of paint mixing in general I would be grateful to hear from them.

Next an appeal from a member who needs some help. Steve Hewitt is thinking of fitting a 2.5 l engine to his GT6, but

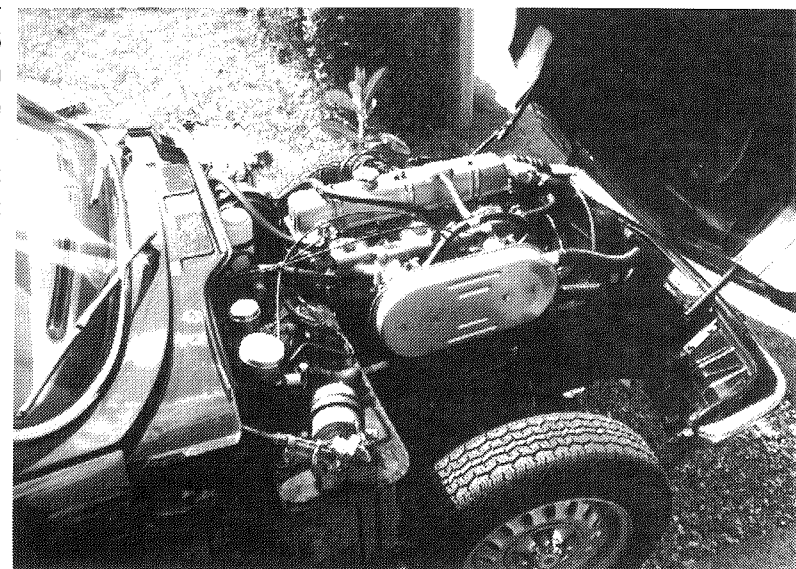
wonders if the crankshaft of the 2.5 engine he is thinking of using will fit the GT6 flywheel. I'm afraid that I don't know enough about the 2.5-litre engine to advise which crankshafts are compatible. Is there anyone who has undertaken a 2.5 l conversion who can help? If so contact me or phone Steve direct on **01705 790383**.

Steve is also wants to convert the 2.5 engine to EFI by fitting the gubbins from a six-cylinder BMW engine (325i). He's hoping that the BMW unit will operate with the similar-sized Triumph engine. I'm not so sure: I think it will all depend horribly on compression ratio, valve timing, cam profile, ignition advance curve etc. But, I'm no expert, is there anyone who could advise?

I was contacted by an enter-

prising Mk1 owner who is privately re-manufacturing an obsolescent bolt-on handling goody. It originally featured in the Triumph Competition Preparations manual (page 23 part number V170) and consists

(whose name and contact details I have to admit to losing - sorry! Perhaps he could contact me again) found an original example in a breakers yard and decided that the spring could be reproduced relative easily by a spring manufacturer and that he could knock out the brackets in his own workshop! He is currently



of a single leaf spring which bolts to the differential and the radius arm via special brackets at the outer ends. The device rocks at the centre where it bolt to the diff in much the same way as the 'swing-spring' arrangement fitted to later Mk IIIs and works to limit the tuck-under effect that blights the Mk I handling (the same device is also suitable for early Vitesses).

The aforementioned member

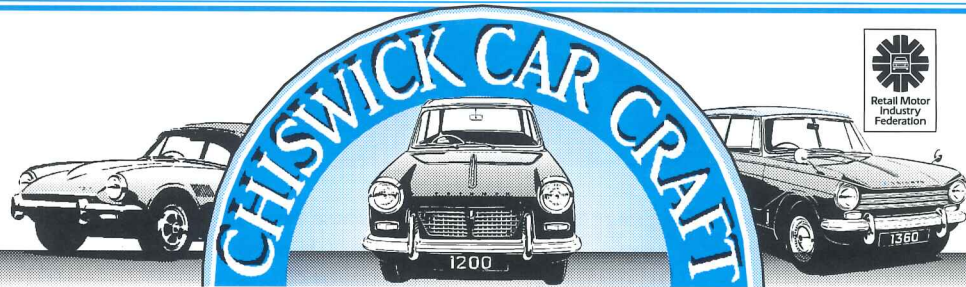
looking for orders for the unit which will sell for £85 - delivery about four weeks.

Finally, if you want to call me about anything (that's what I'm here for), please try and do so before 9 o'clock in the evening. I don't appreciate being phoned at nearly 10 pm just to be told that a particular Licensing Authority number is no longer available and that they aren't very helpful when one does get through. I can't be held responsible for the conduct of our Civil Service! So, please, just a little consideration when calling.

Till next time, happy motoring!



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Production Details

By Guy Singleton

I have just returned from STER

A very enjoyable weekend, 800 miles and no problems.

Hopefully none of Mike Crewes' magic cameras were switched on - I was a bit late and needed to make up time 3500 rpm overdrive top 3.27 diff - you work it out!

Congratulations to Graham Hill and family with their rallying 2 + 2 for winning the runner up prize in the Concours in the Triumph based Special Class, the winner was a very nice Swallow Doretti. Graham's 2 + 2 is featured in the next issue of the Triumph World magazine.



Whilst on the subject of 2 + 2s I have heard of two for sale: One consists of fibreglass etc. with no floors or chassis; the other has been rebuilt on a Herald chassis, floors etc. but still needs work to finish. If you are interested please ring Mr. Curtis on Southampton (01703) 485386 - he is looking for £600 for the pair. I have seen the cars so give me

a ring if you want to.

I have finally replaced the boot hinges on my Convertible they were letting the side down a bit, mind you I had to save up for them - £85.33 for the pair. If you need any they are available from Ashwater Forge and Foundry Ltd., 34 Fore Street Devon EX12 2AD tel: 01297 20787. Their ref 8/0112/1 and 8/0112/2.

I attach an extract from details of Equipe production produced by Peter Jacklin, further sections will follow over the next few months.



EQUIPE MAY 1963 TO AUGUST 1970

DATE	CHASSIS NO.	DETAILS
MAY 1963	015/101	The GT 2+2 was introduced. This was a sports saloon based on the Triumph Herald chassis. It had all independent suspension, front disc brakes and the Mark I Spitfire 1147cc engine fitted with twin carburettors. The body utilised the Herald floor, bulkhead, windscreen and doors with the roof, rear body and front, forward hinging, bonnet being designed and manufactured by Bond. The front had an oval mesh grille and rectangular side/flasher lights below single headlamps. From the windscreen, the roof sloped rearwards to finish with three separate, round, rear lights each side of the number plate. There was no external opening bootlid and luggage access was from inside with the rear seat folded down. Pre-production and very early production vehicles had fixed, non-opening, rear side windows. Length 12' 11", Width 5' 0", Height 4' 5", Wheelbase 7' 7". Colours initially available: Signal Red, British Racing Green, Dove White, Powder Blue and Opalescent Silver Grey. The first production GT was Opalescent Silver Grey, with the registration number 516 FYL. NOTE: It is believed that at least seven pre-production cars were built prior to May 1963 with the registration numbers SRN 999 (S. Red), SRN 998 (P. Blue), SRN 990 (B. R. Green), TCK 888 (D. White), TCK 300 (S. Red), TCK 301 (P. Blue) and TCK 302 (unknown, possibly Opalescent Silver Grey.).
SEP. 1963	0/9/176	A full rear floor was fitted.
OCT. 1963	0/10/193	Standard White was substituted for Dover White.
OCT. 1963	0/10/207	A "Motor Show" vehicle, body colour Opalescent Silver Grey.
OCT. 1963	0/10/211 A	"Motor Show" vehicle, body colour Cherry Red.
OCT. 1963	0/10/223	The angle of the door pillar was altered.
OCT. 1963	0/10/242	Positive lock catches were fitted to the rear quarterlights in place of the friction type. Wedgewood Blue was substituted for Powder Blue.
OCT. 1963	0/10/247	A mechanical stoplamp switch was fitted in place of the oil type switch.
OCT. 1963	0/10/248	Cherry Red was substituted for Signal Red.
OCT. 1963	0/10/255	Rear springs with a modified "set" were fitted.
JUNE 1964	P/6/492	This vehicle was fitted with a Mark II Spitfire engine and tested on 26th September. Body colour Cherry Red. (Also fitted with a Mark II engine were 534 and 542, Cherry Red and Conifer Green respectively).
JUNE 1964	P/6/508	The bulkhead was modified ref. the heater outlet.

Following last months 2 + 2 photos this month some 4s photos.



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Hood front outer finisher/ seal (white only) original	£14.98
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)	£3.17
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Chrome door aperture seal cappings Convertible	£9.99
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Door check link seal	£2.64
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Handbrake gaiter	£7.99
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Bonnet stop cone	£1.76
Bonnet stop cone. Upgraded, longer lasting, pair	£9.99
Master cylinder dust cover/boots	£3.82
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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	£5.99

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	£23.50
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)	£3.17
Door check link seal	£2.64
Door aperture seal (Furlex) SPITFIRE	£14.10
Door aperture seal (Furlex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.41
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaiter, SPIT I, II, III, IV	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
Bonnet stop cone. Upgraded, longer lasting, pair	£9.99
Master cylinder dust cover/boots	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
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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
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
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Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£16.45
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	£22.33
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
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 assy. 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
Chrome wiper wheelbox Hexnut	£2.00
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	£18.50
Bonnet lock kit (pairs) all models	£12.93
Bonnet catch assy. all models	£21.15
Steering column lock assy. 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	£11.75
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 I, 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
Full lock set, HERALD/VITESSE, door, boot, ign., c/box, bonnet locks	£47.00
Cubby box lock assy., 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., orig., HER/VIT	£4.99
Rear number plate light aluminium cowl, orig. HERALD 13/60	£11.75
Windscreen frame ally capping Spitfire	£39.95
Rubber bumper set HERALD	£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	£117.50
Front valance, quality fibreglass	£34.08
Bonnet D plate, HERALD, VITESSE	£11.75
Front wing, HERALD 13/60 ORIGINAL PRESSING	£82.25
Front wing VITESSE	£99.88
Front wing, HERALD 1200	£105.75
Front wing arch repair	£17.04
Sill, HERALD, VITESSE	£17.92
Door skin, ORIGINAL PRESSING	£58.75
Door under section repair panel, HERALD, VITESSE	£19.98
Door step/tread panel (not aluminium finisher) as original	£9.40
Rear wing, HERALD, VITESSE	£79.90
Rear wing arch repair	£17.04
Rear quarter valance steel (with or without bumper strip)	£30.55
Rear centre valance, VITESSE, original pressing	£51.70
Rear centre valance, HERALD, original pressing	£55.23

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	£49.94
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£32.90
Front wing, original, SPIT I, II, III, GT6 I	£69.33
Front wing, original GT6 II	£89.30
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	£64.63
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 with Captives	£61.39
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	£14.10
Rear suspension, non rato, bolt/nut kit, all models	£12.93
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	£79.90

BRAKES ETC.

CALIPERS ALL FULLY RECONDITIONED AS NEW EXCHANGE	
Type 12 HERALD, SPITFIRE to '67, VITESSE 1600	£58.75
Type 14 HERALD, SPITFIRE '67 onwards, for only!	£49.94
Type 16/16B VITESSE GT6 State model	£59.93
Type 16B Metric GT6 III Late	£59.93
Brake master cyl. SPIT IV/1500 single line	£52.88
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Brake disc 6 cyl. models	£16.74
Brake drum, late GT6 MkIII ORIGINAL	£24.68
Wheel cylinders - state model	£8.99
Brake hoses front/rear - state model	£8.81

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

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SPITFIRE 1500	£89.89
VITESSE 2 Litre, GT6 all models	£96.35

MOUNTS & BUSHES

Engine mounts, 4 cyl	£4.99
Engine mounts, 6 cyl	£6.76
Overdrive gearbox mounting	£16.92
Standard gearbox mounting	£2.00
Steering column bush (excluding late 1500)	£27.95
Bump stop rotolox suspension	£4.99
Rear inner wishbone bush rotolox models	£6.46
Rear spring eye bush, all models	£5.88

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Hoods, SPIT - double duck/canvas	£176.25
Hoodwell Cover HER/VIT including fixings	£49.95
Headlining, HER/VIT, saloon, coupe	£49.94
Pair of front seat recovering kits HERALD/VITESSE	£141.00
Rear seat covering kit HER/VIT	£141.00
Pair of door trim panels, HERALD	£52.29
Pair of door trim panels, VITESSE	£56.40
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£62.28
Front scuttle side panel, HER/VIT	£11.75
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
Halogen headlight conversion set, VITESSE	£52.88
Chrome 7" Headlamp Stagnards 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	£54.93
Alloy rocker cover, 4 cylinder	£42.89

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Cop Shop



by Mike Crewes

Are you fit to drive?

When you applied for your Driving Licence, part of the application form required you to state whether you were or, had ever suffered from any relevant disability or, any prospective disability. This is covered under Section 92 Road Traffic Act 1988, where relevant disability means any prescribed disability or disease likely to cause the driving of a vehicle to be a danger to the public. A prospective disability is any other disability or, one which is not yet dangerous, but may become so. The Secretary of State must not refuse a driving licence application on account of any relevant disability if the applicant has passed a relevant test and the disability has become worse, or if the applicant satisfies any such conditions as the Secretary of State may make. If such a disability is found and the type of vehicle to be driven is limited, then the Secretary of State must serve notice on the applicant to that effect.

Under Section 93, if the Secretary of State is satisfied, at any time after an inquiry, that a licence holder is suffering from a relevant disability, he may serve written notice on the licence holder revoking the licence. On receipt of a revoked licence, the Secretary of State may grant a further licence for a determined period, free of charge. When a licence is revoked it must be returned forthwith to the Secretary of State.

If a licence holder becomes aware of a disability or a worsening disability, he must, under Section 94, inform the Secretary of State also, if he has a disability which will extend past three months, the Secretary of State must be informed. If he

fails to notify the Secretary of State, then he commits an offence. The Secretary of State may require a licence holder to attend a medical either with a specified G.P. or, officer of the Secretary of State. The Secretary of State must defray any fees or other reasonable expenses.

If a licence holder is refused Insurance on medical grounds, the Insurer must notify the Secretary of State, under Section 95, of all the licence holders details.

Section 96 (1) deals with eyesight. If a licence holder cannot comply with the requirements as to eyesight then he is guilty of an offence. The requirements provide for corrected vision. (i.e. you can wear spectacles or contact lenses to take the eyesight test.) Subsection (2) gives a Constable power to test a driver and subsection (3) makes it an offence to refuse a test.

"... The Secretary of State may require a licence holder to attend a medical either with a specified G.P. or, Officer of the Secretary of State ..."

The Driver and Vehicle Licensing Agency (DVLA), Swansea is an agency that carries out duties on behalf of the Secretary of State.

So there you have it. If you think that you may have a disability that may affect your driving; consult a Doctor. If you are not safe on a road, then neither are your passengers or, other road users around you. We have all heard stories about the 'silly old codger that shouldn't have been driving' - make sure that you are not in that group, irrespective of your age. It's too late once the accident has happened, act now and be safe.

If you have any topics or queries on road traffic law write to **Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN** or email: mike-crewes@compuserve.com.

Please enclose stamped addressed envelope if a reply is required.



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Pinking Herald!

By Bob Westgarth

TRIUMPH Herald 948 & 1200 Register

With around twenty cars now booked for the Stafford display things are looking up. I am told that we will have space in the main hall for about fifty cars so anyone who has not pre booked may not get in as we will be taking interesting looking cars at the gate on the Saturday morning. Those of you who have written or e-mailed me will now have had a message of confirmation. Access to the hall will be from 8.00 am on the Saturday and I am told that signs to the entrance will be posted. A smaller display may be organised in the second hall for the Sunday if anyone is interested but that will be sorted on the Saturday morning.

Now for a bit of fun. The featured car has been proposed to me for the display as a daily driver. It is as you can see a 1200 Coupé. It has been much modified over the years and sits on a Herald 13/60



Tony Hendersons' Coupé should get noticed on the 'Round Britain Run'! Anyone have a Huntmaster seat?

chassis and is fitted with a 1500 Dolomite engine and overdrive gearbox. The engine has been fitted with a single SU carb on a log type manifold and has a 13/60 exhaust manifold. The 13/60 bulkhead was also used in the rebuild but the 1200 dash and switchgear have been fitted. A 13/60 estate petrol tank has been fitted which necessitated changing the petrol gauge as the senders work in a different

way. The interior is pretty much standard, apart from the Corbeau and Hunt Master seats that is. These have been fitted to help in plans to use the car for the Round Britain Run, as they will mean that driver and co-driver can get some sleep (though preferably not at the same time). In fact if you have a Hunt Master seat, or a pair of them, for sale please get in touch as Tony Henderson, the creator of this car would like them. He

has topped the car off nicely with a home respray in a delightful shade of shocking Pink! It is interesting to note in his letter that he has been given the cold shoulder at shows he has attended for what he has done to the car. It seems a shame that he feels that this 'highlights the snobbery undercurrent that runs through the TSSC'. Those are his words not mine but I do feel that we all have a right to

do what we want with our cars, and whether his car is pink or has been returned to its original Black and Cactus colour scheme I hope that he is willing to bring it to Stafford. In case you think that this man is wrecking our cars by doing these things you should know that he rescued the car from certain destruction and put in more work than the car was worth to save it. He also owns an excellent unrestored 13/60 convertible

that he says will stay that way, but he does not want to show it as there are so many around. Now last month I asked if anyone had a Tristan conversion kit for sale. I have had no luck with this but have been told by another potential customer that they are no longer available from the supplier. Perhaps the cost was too high, or maybe people did not appreciate the extra benefits that this has over a

true convertible. Anyway I no longer have the need for this kit as I have sold my Herald. It has not gone very far though and now belongs to my son who has recently started work in a bodyshop and intends to restore her 'properly'. I presume this will mean new panels, body off chassis, engine rebuilt and so on but he will have to wait as I have finally obtained my Herald Coupé. It requires major mechanical restoration as it has been standing in a garage for 25 years, indeed it had a new factory replacement chassis fitted not long before it was last on the road. Unfortunately, this has been completely smothered in underseal which will have to be removed before the car is rebuilt with all new bushes springs brakes and so on. It may take some time as work on the house will still occupy me for most of my free time. I suppose that 'car restoration' will make a change.

Finally, this month I have a request for anyone with a really clean Herald Convertible who would like to exchange it for the more modern delights of a 1500 Spitfire, to get in touch. The Spitfire has just undergone much body restoration and is fitted with many new trim parts and comes with a new hood, although the seats need to be recovered. It will have about 12 months MOT and be at Stafford for anyone interested. In fact, she belongs to my wife who prefers the Herald as a fun car. While I am doing the Coupé, she felt she would have withdrawal symptoms and so has decided to offer her car for sale. It has not yet had a Club valuation but I would expect it to be valued at around £2500 to £3000. If you would be interested in this type of deal, give me a ring.



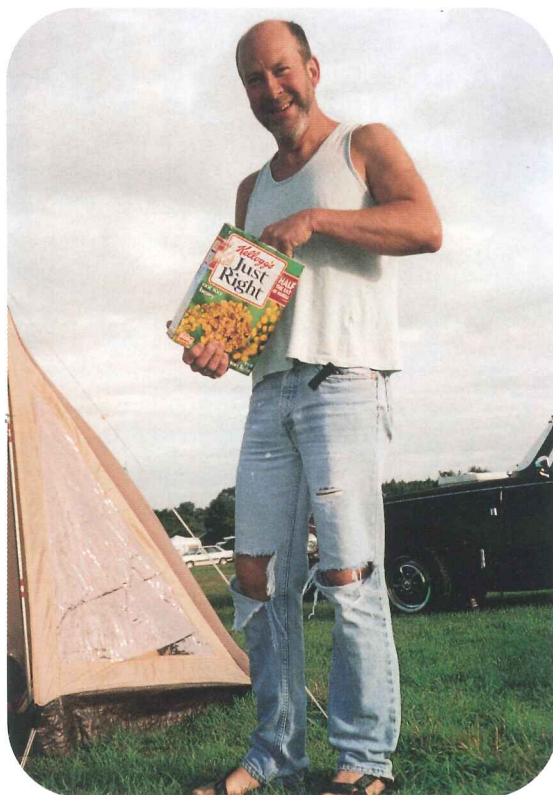
Mac's Centennial Register

By Mac Reynolds

Hi ... well!



If you thought that June's Register was symbolic ... then look out this month ... this Register being my one hundredth! Reminds me to look back at the beginning Register in April 1991, which was then written on my old 1954 portable typewriter ... I finally graduated to a word processor which was more in control of my mind than I was ... So here I am now more full circle than before as this Register is being written in hand! Back to the good old pen! ... It marks a change in direction, quite a landmark ... or milestone ... whatever you want to call it ... I have no fixed abode ... no job ... and none of your queries to answer or relate to ... It will all take some adjusting to ... but I'm sure that I can cope ... I hope to communicate with Dick as often as possible without becoming a nuisance or driving him mad! Whilst he 'minds' the Register for me ... I'm sure things will run smoothly ...?!



"As it says on the Box" - Ed

A couple of Triumph spottings! ... A MkII Vitesse Saloon, finished in Sienna, H reg. (I did manage to write the registration down ... but lost the piece of paper). I could tell that it was used frequently as it changed position (I passed through on more than one occasion). Spotted at High Littleton, near Bath ... Speaking to Dick on this Vitesse, he did say it was 'known' to him - so well done, whoever you are, for completing an IVR ...

The second spotting was at Dorrington ... there was a Herald Coupé visible from the road ... in a field ... but on returning recently ... it was nowhere to be seen ... Talking about spottings ... quite an amazing co-incidence happened to us on the 21st May

(Friday). We were in London by the Bath-Beeny Spares Emporium at Leatherhead. It wasn't quite for the weekend to see Bruce a sell-out as I had hoped ... and we did suffer a blow-out on the Springsteen in concert at Earls Court ... So there we were opposite Earls Court, sitting on the wall ... just watching the world go by ... when who should walk past ... but Leon (Guyot) on his way home from work to catch the tube ... As Leon said ... there are only 8 million people in London; he should have been quite easy to find ...!! Nice to have a chat Leon ... Where will we turn up next? ... Who knows? Oh! a good weekend was had



Jonathan Del Mar visits Burrows Mill

trailer at Oakhampton on the way home ... but the sunshine on Sunday made up for any other shortcomings ... including the band on Saturday night ... they were entertaining ... !! (sort of!!).

A couple of photos now ... The final Vitesse to visit 'Burrows Mill', Jonathan Del Mar with his excellent MkII Convertible finished in

Royal Blue ... APH 857H. I'm so pleased you managed to 'pop over' once before I sold up ... So nice to be able to repay your hospitality and catch up with yourself, your good lady and ever-growing son.

... The scrap man commeth ... and taketh away ... two enormous loads ...

"The Scrap Man cometh" ... and taketh away!



TRIUMPH Vitesse 100

TRIUMPH Vitesse 100



Where did it all come from? ... Then a nice shot of the Bath-Beeny stall Parts Emporium at Leatherhead ... (whose is that white Vitesse in the background!?) ... Which reminds me ... I also got the bargain of the year at Leatherhead (thanks Shaun): a brand new, bagged, Stanpart gearbox

tunnel carpet in black ... for the rebuild of the MCR ...! Wonderful!! ... (I think the infamous Lewis took a photo of this event!). **Yup! - ED**
Changing the subject entirely ... reading Graham Robsons book 'Triumph Herald and Vitesse ... The Complete Story' I have to say that, seeing the photograph on page 83 of the four door Saloon, later restyled and badged as the Gazel, being adopted for assembly in India ... I just have to search (on my travels) for one of these individual beasts ... Has



MCR Loaded and ready for the Trip to SW Classics

And finally, for this last complete Mac's Register for some time ... thanks for all your wishes of good luck ... (we may need it!). Do watch out for us on the road ... keep enjoying your Vitesse ... and do please write to Dick with your queries (always making sure you've completed an IVR previously!!). Watch out for updates of our progress around the world ... I'll leave you with a photo of the final sunset at Beeny ... Thanks ... take care ... cheers ... **Mac**

anyone ever imported one I wonder? ... Perhaps on this occasion you could let Dick know ... or you could E-mail me. Although, don't expect an answer ... as I have to be in the right place at the right time to find one of these 'cyber cafes' ... but ... if anyone has the urge to contact me ... leave a message or thought ... then my address is macfreedom@hotmail.com (only one dot in that .. how can I survive!?).



Never Mind the Quality, feel the Originality! Mac and Dick Plumridge

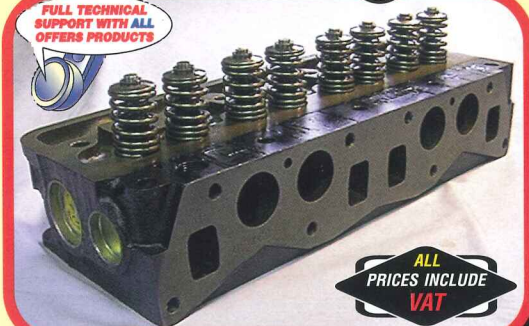


Keeping you Motoring into the Millennium

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 following unleaded 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

HER 1200 SPIT MK1/2/3 BOND
£205.00 inc VAT plus £60.00 surcharge
HER 13/60SPIT MK4/1500
£205.00 inc VAT plus £40.00 surcharge
VIT Mk1/2 GT6 MK1/2/3 BOND
£295.00 inc VAT plus £120.00 surcharge



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 TWO MODIFIED UNLEADED HEADS

Available for the cars below 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.

HER 1200 SPIT MK1/2/3 BOND
£385.00 inc VAT plus £60.00 surcharge
HER 13/60 SPIT MK4/1500
£385.00 inc VAT plus £40.00 surcharge
VIT Mk1/2 GT6 MK1/2/3 BOND
£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.

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

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,

PLEASE RING FOR FURTHER DETAILS.

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



SPITBITZ HAS MOVED HOUSE.

Would customers please note, we have moved from Jingles Farm House but only across the road into our yard. We will be in temporary accommodation (caravans) until we build a new home in the adjacent paddock, so will all callers please come straight to the yard when collecting parts and all persons sending orders or calling to see cars come to our new address:

**Lakeside Retreat Off New Mill Road
Finchamstead Berks RG40 4QT**

Phone and Fax stays the same:



01189 732648



**P.S. We won't be beat on the price of
Spitfire/GT6 secondhand parts!**

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SUE & STAN WALTERS -01803 865842
BROOK HOUSE, DARTINGTON, TOTNES, DEVON;
RESTORERS OF THE PRACTICAL CLASSICS, VITESSE & TR6.
The countries leading manufacturer of Herald and Vitesse repair panels e.g.

**MECHANICAL WORK
CHASSIS REBUILDS
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BODY REBUILDS
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COMPETITIVE RATES**

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

OUR REBUILDS CONSISTENTLY
WIN MAJOR AWARDS
AT TSSC CONCOURS.

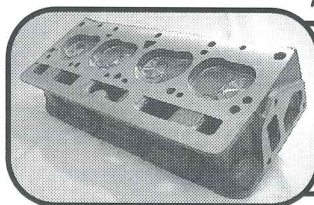
**RING FOR FULL LIST OR
TO DISCUSS YOUR
REQUIREMENTS.**



TSSC SPECIAL TUNING



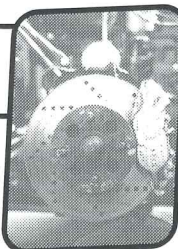
The Ultimate Range of Tuning Accessories for your Triumph!



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4 CYLINDER - £385
6 CYLINDER - £575

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For Spitfires: £349.95
 Pair cross drilled discs
 Set uprated brake pads
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Racing Mirrors

£19.95 each
£37.95 pair



High quality chrome on brass racing mirrors with fully adjustable head. Universal fixing, will suit all Club cars.

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PRICES QUOTED ARE FOR A SET OF 4 WHEELS (EXTRA WHEELS ALSO SUPPLIED - RING FOR PRICE).

WH004MX - SILVER 5½" x 13"**£280.00**
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 WH007SUPASLOTS - POLISHED SILVER - 5½" x 13"**£285.00**
 WH014WHEELNUTS - (SET 16) (MUST BE USED WITH ALL THE ABOVE)**£28.00**

ALL WHEELS SUPPLIED HAVE TRIUMPH OFFSETS TO ENSURE A PERFECT FIT ON ALL CLUB CARS.



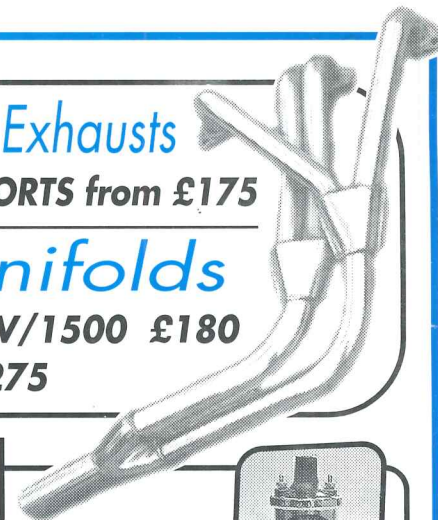
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Spitfire 4/II £215 Spitfire III/IV/1500 £180
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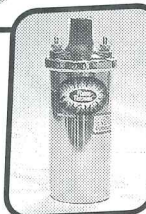


Aldon Electronic Ignition kits



IGNITION KIT (All Models) **£75.00**
 IGNITION KIT (Positive Earth cars) **£85.00**

Aldon Flame Thrower Coil
 HIGH PERFORMANCE CHROME COIL **£38.50**



Rear Bracket Conversion Kit



Kit includes:- Pair Spax Dampers Pair High Quality Brackets
 Fitting Instructions CONVERSION KIT **£145.00**

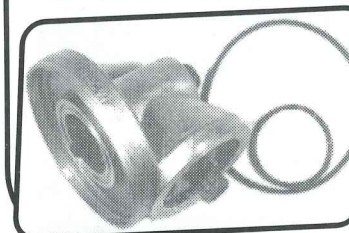


SPAX Dampers
 FRONT (PAIR) **£97.50**
 Front Pair Adj S/Seat **£125.00**
 REAR (PAIR) **£87.50**

Oil Coolers



10 ROW **£42.50** 13 ROW **£51.50**



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GT6/VITESSE (KIT INCLUDES FILTER)
 SPIN-OFF FILTER WITH ANTI-DRAIN **£35**

For Roll Over Bars & Full Race Cages Please Ring



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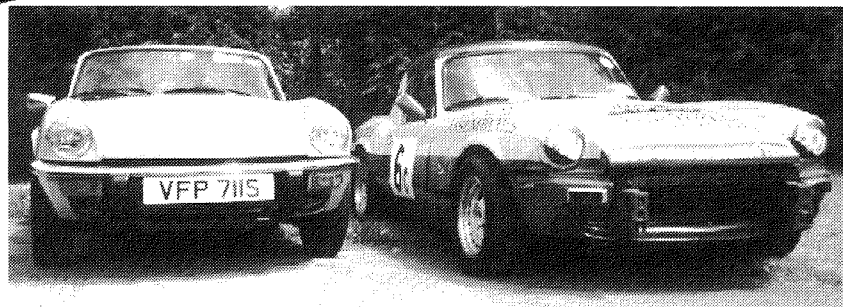
e-mail: Cluboffers@aol.com

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



What Value A Spitfire?

By John Thomason



This month's photo is sent in by Steve Crane of Leicester and features his two Spitfires; his road car and his race car! Steve won the TSSC Race Championship last year in his Blue and Yellow race car, through driving skill and, more importantly, reliability. Watch out for him this year.

RUNNING REPORT

Well, it's been nine months and 17,000 miles since I last reported upon the day-to-day running of my Spitfire 1500, OSW! Quite remarkably, considering the winter useage and the hard miles with minimal maintenance, I can honestly say that not one thing has gone wrong in the last nine months (I hope I am not tempting fate with that statement). All that

has been required is a couple of oil and filter changes, a set of points and a pair of tyres. Oil drips from the diff and gearbox have miraculously stopped - why's that? Yes, they do have oil in! The unleaded head fitted three years ago, has given no trouble and paid for itself several times over. Combined with the single SU carb fitted, OSW returns a regular 35 mpg of 'hard' driving. The ideal Spitfire! - for me, not for you - it doesn't give me a lot to report each month on running repairs!

WHAT VALUE A SPITFIRE?

After my last statement about owning a very reliable and economical Spitfire and as my position as Spitfire Secretary, the following may sound a little strange, almost sacrilege! In the last couple of months, I have been in the market for another Spitfire and it was quite an eye-opener. I was after a Spitfire - didn't matter which Model - that was smart, i.e. no rust patches, didn't need anything major



doing to it, that I could buy and drive. Not a tall order? The good thing was that there seemed to be an awful lot on the market - the Club had commented that there seemed to be more up for sale than ever before, even allowing for seasonal trends - more on this later.

I went to see several cars and suffered a number of wild goose chases - are my standards too high, or does 'immaculate paintwork' really mean orange peel, micro blistering and rust bubbles?! From the cars I did see and vendors I spoke to on the phone, I made the following observations:

1. There seem to be very, very few cars around now that haven't had a respray at some time. This needn't be a problem, provided it's been done well. But standards do vary and you're never sure what's hiding underneath that new paint. Ascertain, if you can, how long ago it was resprayed - an 'old' respray, not showing rust bubbles or micro blistering, suggests that it was done well.

2. Not many cars will have their original sills or wheel arches - again not a problem if done well but welding new sills over the old original ones still seems to be practised.

3. Original carpets don't seem to be in evidence very much. The quality of replacement carpets varies a lot but not as much as how well owners fit them; most notable being the vertical piece behind the seats and the piece at the base of the A-pillar.

4. Whether or not the car is fitted with an unleaded cylinder head is now becoming a consideration/bargaining point between buyer and seller. If it hasn't one fitted, then the buyer will have to spend some time in the future £100 -

£300, to convert it.

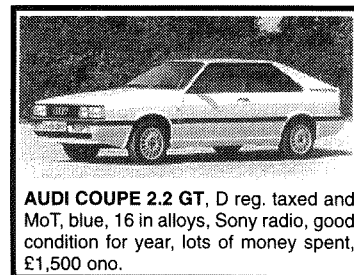
In essence, the majority of Spitfires out there now have been the subject of renovation or restoration to some degree or other. The trend appears to be that the majority of the work is now done by the DIY owner. Like all DIY work, the standard of work varies tremendously! Another aspect of the renovation/restoration work appears to be the degree to which parts are interchanged between the different Mk's of Spitfire - I didn't see one with all the right parts in place.

Having done so much restoration/renovation work, owners are looking for a return on their investment and hope to pass it on to the buyer. However a rebuilt engine for £300, fitting new sills for £160 or carpet set for £95 doesn't increase the value of the car by the same amount.

Beware also the owners who 'love' their car either for sentimental reasons or from a painstaking restoration and don't really want to sell them. Their car means a lot to them and this is reflected in their selling price.

It soon became clear, that in order to find a Spitfire, nothing special, just straight, clean and tidy, I was going to have to spend £3000 - £4000 and even that wouldn't provide any guarantees against some of my above observations.

The country is currently awash with cars, so what else could I buy for around £3500 that was sporty and a little different to the norm? A glance through the local Auto Trader revealed the following:

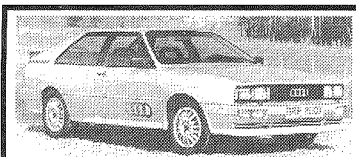


AUDI COUPE 2.2 GT, D reg. taxed and MoT, blue, 16 in alloys, Sony radio, good condition for year, lots of money spent, £1,500 ono.

1987 Audi Coupe 2.2 GT £1,500

0-60 8.7 sec 121 mph 136bhp

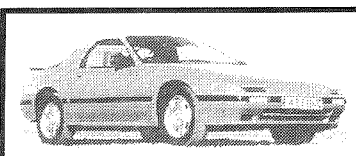
Insurance £316



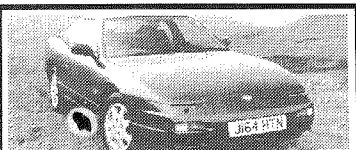
AUDI QUATTRO 2.2 4WD, 1969, F reg, diamond black, very good condition throughout, long MoT, fully loaded, inc f/sunroof, pas, e/windows, mirrors, c/locking, r/w/w, 1 former keeper, looks and drives 100%, excellent performance, only £3,795



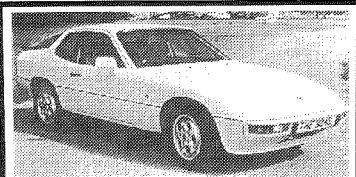
FORD ESCORT XR3i CABRIOLET, 1990, metallic blue, p/hood, e/w, e/mirrors, h/screen, new steering rack, fsh, years MoT, £3,000 ono.



MAZDA RX7 SPORTS COUPE 1990, G reg, 80,000 miles, excellent diamond white, electric windows, p/steering, electric sunroof, beautiful alloys, flip-up headlights, alarm, immobiliser. £2,895



1992 NISSAN 100 NX. 1992, J reg, 88,000 miles, red targa roof, two owners from new, c/locking, alloys, p/steering, taxed, MoT'd, £3,795.



PORSCHE 924S, 1987, D reg., 88,000 miles, standard 2.5 Porsche engine, red, MoT til Sept, £3,000 ono.

1989 Audi Quattro 2.2 4WD £3,795

0-60 6.3 sec 136mph 220bhp

Insurance £330

1990 Ford Escort XR3i Cabriolet £3,000

0-60 8.6 sec 116mph 105bhp

Insurance £344

1990 Mazda RX7 Sports £2,895

0-60 8.4 sec 128 mph 150 bhp

Insurance £324

1992 Nissan 100 NX £3,795

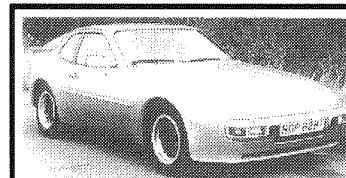
0-60 10.1 sec 114 mph 95 bhp

Insurance £291

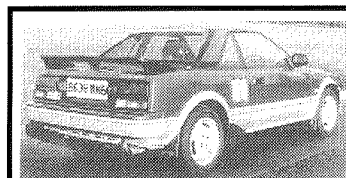
1987 Porsche 924S £3,000

0-60 8 sec 134 mph 125 bhp

Insurance £409



PORSCHE 944 Lux, 1983, A reg., guards red, fsh, absolutely immaculate throughout, Taxed. MoT Sept 99, alloys, sunroof, r/class, must be seen, £4,000



TOYOTA MR2 1.6 1988, F reg., 68,000 miles, white, fsh, 2 lady owners, e/windows, c/locking, alloys, sunroof, immobiliser, new exhaust/tyres. Excellent condition. £3,500.

1983 Porsche 944 £4,000

0-60 7.1 sec 134mph 163bhp

Insurance £448

1988 Toyota MR2 £3,500

0-60 7.6 sec 120 mph 122 bhp

Insurance £279

Well, quite a collection of cars that I could buy for the same money as an A1-ish Spitfire, with some quite prestigious marques amongst them. All will run on unleaded petrol with some of the engines, notably those of Audi, Porsche and Toyota, having reputations for lasting for ever. These cars are also from a period when manufacturers went forward in leaps and bounds in terms of reducing corrosion, and whilst there will be exceptions to the rule, generally the bodywork is usually corrosion free - bar better than likely to be encountered in a Spitfire for the same price. Without exception, all will run rings around the Spitfire in terms of performance, ride, handling and refinement. Obviously, there are down sides to these cars, notably in parts prices and insurance. The insurance premiums quoted are from Footman James, for fully comp., unlimited mileage, which for a Spitfire 1500 would be £232. However, many of these cars, e.g. the MR2 is now regarded as a classic car, have their own owners clubs and insurance schemes, that may possibly offer better premiums.

Now people buy the Spitfire for many different reasons. The classic styling; a car to tinker with; as open-top motoring, being a number that immediately spring to mind. However, is the Spitfire still a cheap, affordable sports car? Compared to the selection above, I would say not and add that it no longer represents very good value for money! Is the Spitfire now over priced?

When I bought my first Spitfire as a student and the Club started at the beginning of the 1980s, the Spitfire was indeed

a cheap sportscar, that could be bought in reasonable condition by 'youngsters' who couldn't afford anything else and wished to get a taste for open-top motoring. You could find them in the scrap yard and parts were cheap. 15-20 years on, we could be in the situation whereby the Spitfire has become a victim of its own success in the classic car movement, being too expensive and not offering value for money compared to competitors. Certainly it is moving out of reach of the younger generations, so if they do have the money, can buy more modern cars of the type listed above. This is born out by the fact that the average age of the Club membership is now mid to late thirties!

The TR Club has an average age of 45 and is worried that it is not attracting younger members. Have you seen the prices of TRs? Will this be the TSSC in 10 years?

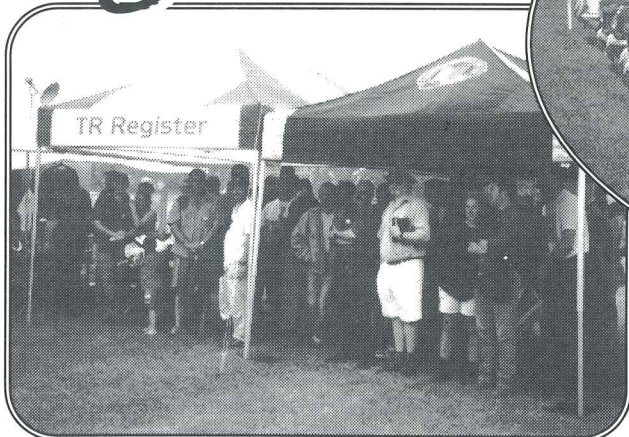
Increasing values of our cars are understandable with the backing of their own mini industry and as more and more are restored and owners are looking for a return on their investment. However, cars are rarely worth the money they have had spent on restoring them. Is an A1+ Spitfire 1500 really worth £4700 in today's market and does it offer good value for money?

In the end I did buy another Spitfire, a MkIII but I wonder how many other potential Spitfire buyers and indeed existing owners are being tempted by other 'sports cars' offering what could be considered better value for money?



May 29th &
KLEIN VINK

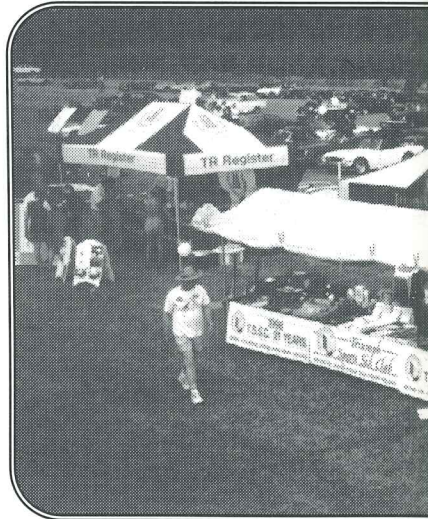
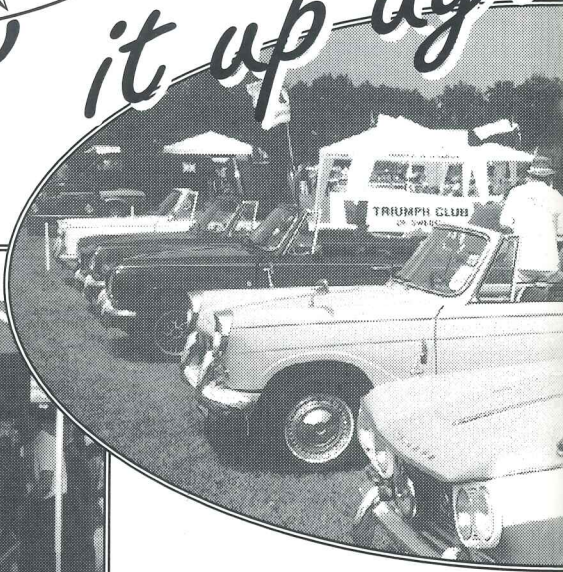
'STER' it up again



TR Register and TSSC get together at the prize giving



Rimmers' TR 7 V8 Cools off!

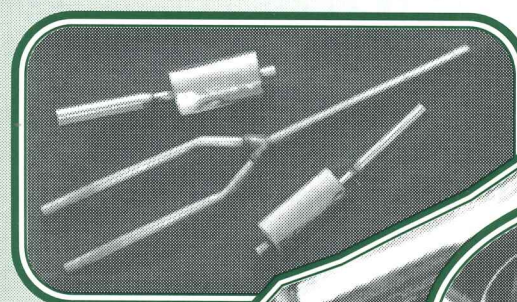
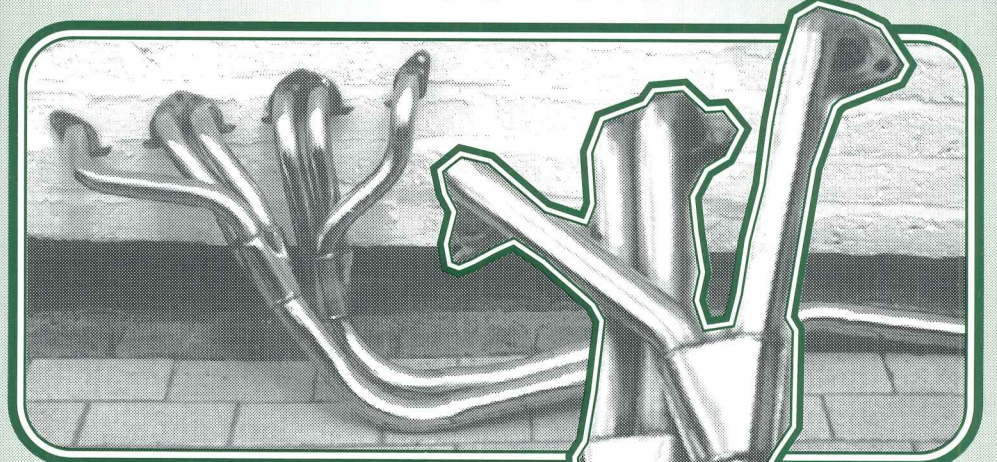


Club Dis



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STAINLESS SYSTEMS

YOU ONLY FIT OUR SYSTEMS ONCE!



BELL

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FREE FITTING KIT (NORMAL RRP £16)
PLUS FREE CARRIAGE - UK ONLY (SAVE £10.95!!)



BELL STAINLESS STEEL EXHAUSTS

WHY COMPROMISE?

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Original spec systems with the benefit of full stainless steel construction.

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948 Single carb	£175
948 Twin carb	£175
1200 Early single carb	£175
1200 Early twin carb	£175
1200 Late single box	£120
1250	£130
1360	£120

SPITFIRE

4 MK I	£150
Mk II (EXC Downpipe)	£95
Mk II + Tubular Manifold	£295
Mk III	£150
Mk IV	£165
1500	£185
BOX ONLY	£125

GT6

Mk I	£185
Mk II	£230
Mk III	£220

VITESSE

1600	£160
Mk I	£160
Mk II	£145

SEMI SPORT SYSTEMS

Ideal for people who are looking for a 'sports' system but do not want to change the original exhaust layout.

HERALD

1200 1964 ONWARDS

AND 13/60 £160

BOX ONLY £115

SPITFIRE

Mk IV £160

1500 £185

BOX ONLY £115

GT6

Mk III £175

BOX ONLY £120

VITESSE

Mk I 2ltr £170

Mk II 2ltr £160

BOX ONLY £115

THESE MANIFOLDS CAN ALSO BE USED WITH ANY BELLS STANDARD OR SEMI-SPORT SYSTEMS.

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Constructed from 304 high grade non magnetic stainless steel, not to be confused with cheaper tubular manifolds that are on the market. As well as improving performance, in conjunction with the full sport system, TSSC manifolds re-juvenate your engine bay, giving a clean and shiny finish to an otherwise dull and dreary side of your engine.

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GT6 Mk II / Mk III - VITESSE Mk II £275

FULL SPORTS SYSTEMS & MANIFOLDS

The ULTIMATE system for your Triumph not only giving you increased power, but shining good looks to match. Price includes Fitting Kit.

SPITFIRE Mk II £385

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SPITFIRE Mk III/IV/1500 £365

FULL SPORTS & MANIFOLD

GT6 Mk I / VITESSE Mk I £465

FULL SPORTS & MANIFOLD

GT6 Mk II/III - VITESSE Mk II £450

FULL SPORTS & MANIFOLD

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PLUS FREE CARRIAGE - UK ONLY (SAVE £10.95!!)

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SPITFIRE Mk III / Mk IV 1500
GT6 Mk II / Mk III
VITESSE Mk II

£175

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DAYTIME PHONE NO.			POSTAL CODE	
			FAX NO.	
CREDIT CARD NO.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>			
CARD EXPIRY DATE	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>			
SWITCH NO.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>			
CARD EXPIRY DATE	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		ISSUE NO.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
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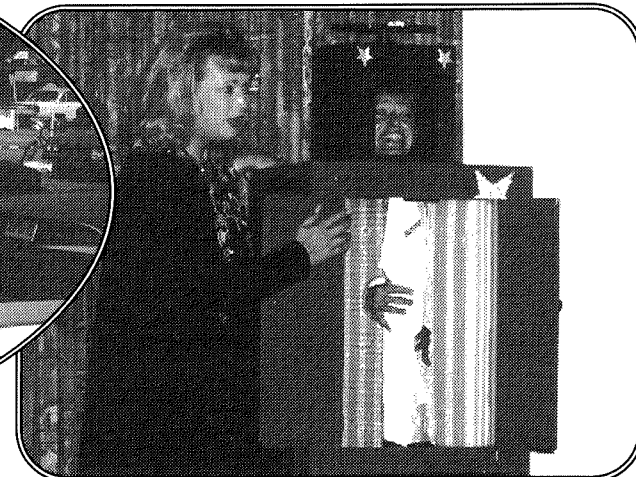
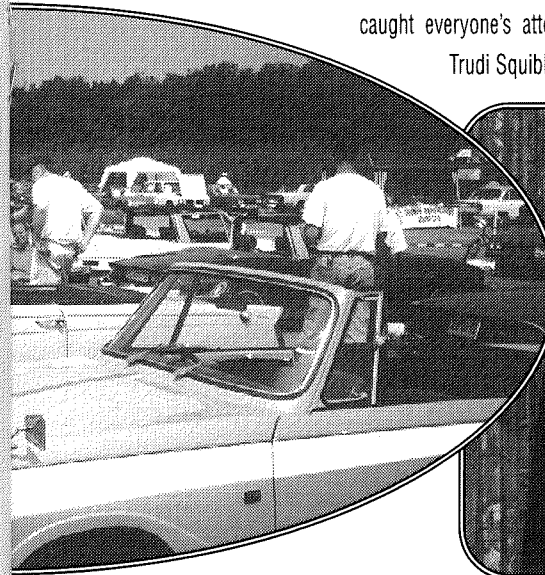
IF YOU DO NOT SEE YOUR SYSTEM LISTED PLEASE
TEL 01858 434424 FOR MORE DETAILS.



30th
'99
in!

STER it up again! was the motto that show organisers Mike and Tracey Crewes more than lived upto when providing the excitement at this years Standard Triumph European Rally.

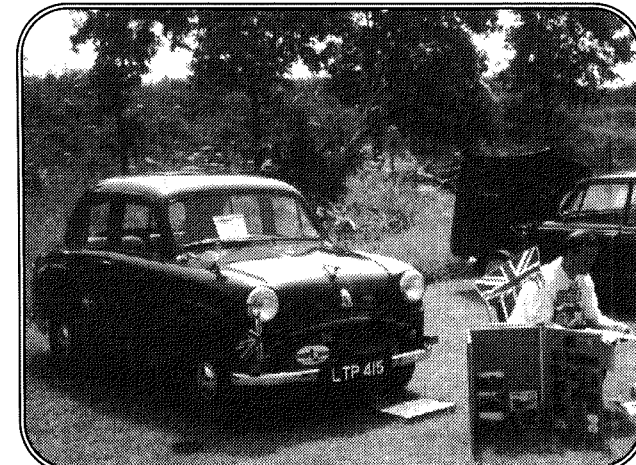
Triumphs and Triumph owners gathered in Holland to celebrate and display with gratifying marque enthusiasm at this the Second STER event held at Klein Vink Holiday Park in Holland. For those of you who couldn't attend here is a pictorial montage to give you the flavour of the weekends happenings. This time all the Clubs attending put on a fantastic display and the Rimmer Brothers TR7 V8 demonstrations certainly caught everyone's attention (V8 How!!) as did Fay Presto when she gave TSSC's Trudi Squibbs a Magical way to lose weight!



Fay Presto's Slimming routine



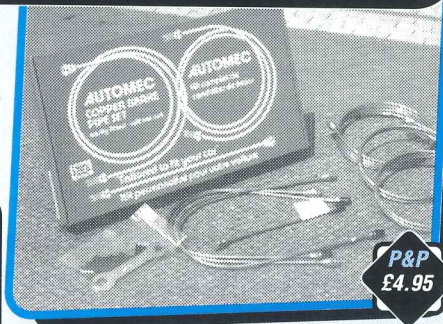
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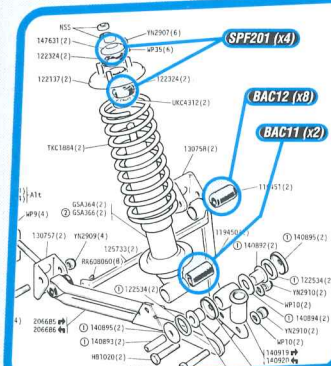
BRASS BLEED SCREWS

GBE10	SET 4	£5.95
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COPPER CLUTCH PIPES

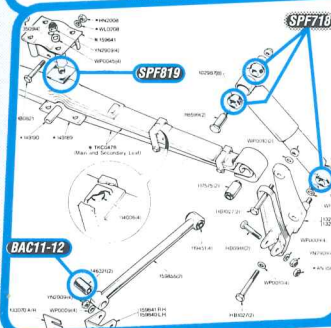
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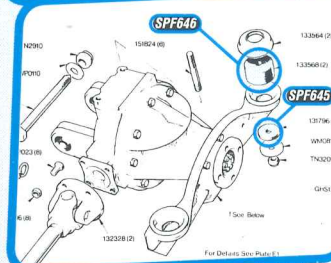
FRONT SUSPENSION

Part No.	Description	Car Model	QTY	Price
BAC12A	Inner wishbone bush (inc. s/s sleeve)	ALL	8	£42.50
BAC11A	Lower shock absorber bush (inc. s/s sleeve)	ALL	2	£9.25
SPF201	Upper shock absorber bush (with location spigot)	ALL	4	£12.75
SPF941	Steering rack mounts	ALL	2	£9.50
SPF754	Front anti-roll bar bush 11/16"	EARLY	2	£6.75
SPF755	Front anti-roll bar bush 7/8"	LATE	2	£6.75



REAR SUSPENSION

Part No.	Description	Car Model	QTY	Price
BAC11B	Radius arm bush (inc. s/s sleeve)	Rotoflex	4	£18.50
BAC12B	Radius arm bush (inc. s/s sleeve)	Non Roto	4	£21.50
SPF808	Rear inner wishbone to chassis bush	Rotoflex	2	£12.95
SPF718	Rear shock absorber bushes (inc. s/s sleeve)	ALL	4	£21.95
SPF819	Rear leaf spring pad swing spring	Spit IV/1500 GT6 III non-rot	1	£2.50



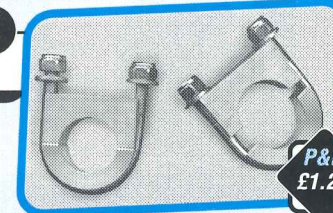
MISCELLANEOUS

Part No.	Description	Car Model	QTY	Price
SPF645	Differential mount front lower	ALL	2	£6.50
SPF646	Differential mount front upper	ALL	2	£10.95
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Lost yer' Bottle?

By Mervyn Stoneman

A replacement Washer Bottle cradle

Well the time has arrived to replace the windscreen washer system on 'Midnight'. You may recall that my Spitfire 1500 is being rebuilt toward a dream concept (first reported on in Courier no. 221).

I have decided to use a very deep blueish black in the painting of the car and in preparation the engine, well bulkhead, has been finished to make the fitting of local units easier. This is underway with many parts having been chromed. You see, in my dotage I have somehow gathered the idea

that the car of my dreams should have lots of chrome - chrome seems to go along with the idea of the classic car don't you think? (see the photographs).

I looked at the water bottle which was fitted to the original car and knew that something had to be done. After all, it was grotty in the extreme and had just sat there without the benefit of a securing bracket. A brief examination of the Parts Manual quickly established that this item should have been

on a German specification car. I wonder if this replacement might have been made when I understand a previous owner had tried to export her there. Apparently the German equivalent to our MOT didn't like the fibreglass panels which were fitted at that time - well nor do I, so off they have come. Anyone looking for a bonnet?

Furthermore, I didn't like the idea of replacing the water bottle with that small and round British specification fitting; and if the securing bracket was as fragile as it looked, then the time was present to redesign and replace things.

The washer pump also looked somewhat suspect so I decided to start there. A quick telephone call to those very helpful types at 'Spit-Bitz' found me another pump, but not a direct replacement for the original. The offered Pump looks much more substantial, was made in Germany and seemed to talk to me "Replace the bottle with another rectangular item - the German specification". Enquiries revealed that it was still available via the local Rover dealer but no longer included a new bracket.

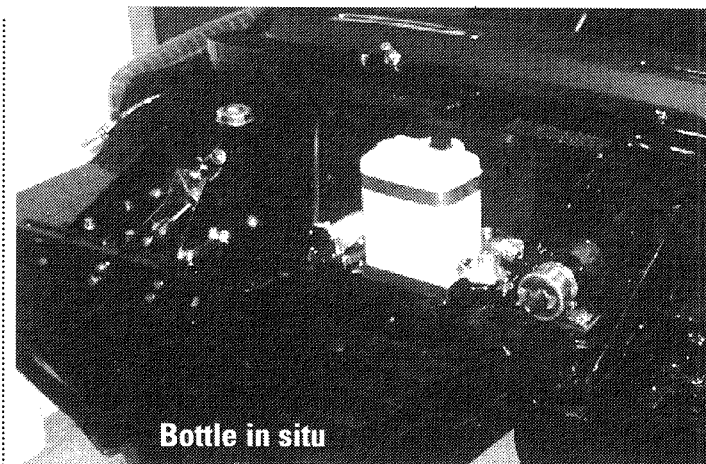
It would seem that the great and the good of that organisation have foreseen that brackets would no longer need replacement.

Just as I went and sought help in the design for my security lockers I decided to seek advice even for this apparently simpler item. This time I spoke to Dave and Paul. Dave because he helped me with the metalwork during the rebuild and Paul because - well, if he is able to design and market a new bicycle seat with built-in springing, a simple bracket for a water bottle should hold no fears. The outcome of their efforts is this new fitment!

The Idea

I wanted a new bracket which would still use the securing bolt to the engine well bulkhead, but would be more substantial than a simple band and include a tray on which the washer bottle might stand to protect the paintwork from friction between the two.

I had decided to attach a rubber mat to the bottom of the tray as added protection. I have already added mats to the other assemblies bolted onto the bulkhead panel and they seem to work well. Bye the bye



Bottle in situ

I have discovered that old inner-tubes are perfect for this operation. What's more, most of your local tyre suppliers are happy to pass them on for free!

The Solution

Dave and Paul came back to me with a cardboard model which looked just the business. It embodied all that I had foreseen, and more. The lower tray had acquired drainage holes to ensure that there could be no accidental standing water left after refilling (one to each of the corners); and the presence of a base mat should assist runoff. A substantial backing plate and a box bracket through which the securing bolt will attach the unit to the bodytub were also included. Access holes in the

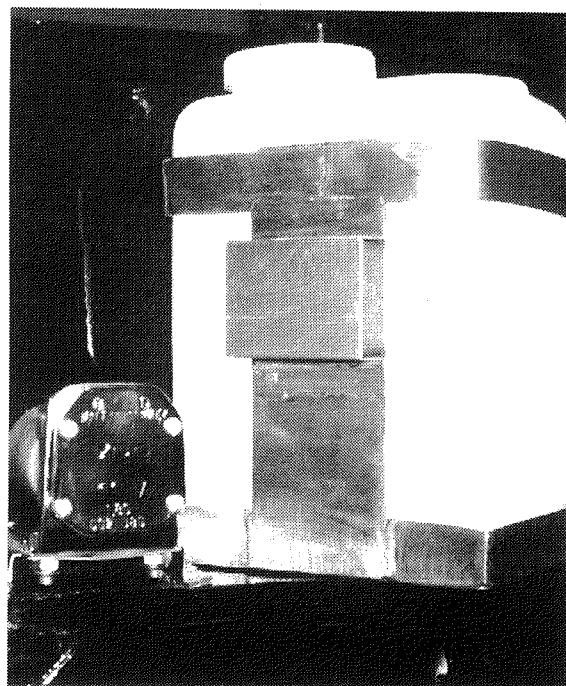
backplate to the securing bracket will ensure attachment can make use of a socket and extension bar no boring spanner welding for me.

The necessary pieces for the whole bracket are therefore fabricated from mild steel. The base plate and tray being cut to permit the folding up and welding of a securing lip. The upper securing band is made to the similar depth as the tray lip for aesthetic reasons. Additional plates form the back plate and securing bracket. The relationship between the plates is self explanatory from the photographs.

The various plates were offered up for final adjustment to the bottle itself and then spot welded together. After a final smoothing and finishing the whole makes a stout and workmanlike unit which may be painted to suit to individual car. In 'Midnights' particular case it will be chromed.

I believe that the finished unit is an improvement of the standard part and contributes to the overall good looks of this somewhat crowded area of the car.

Rear to Mounting.
A hole large enough to take a socket / extension, having drilled through the bottle frame to permit ease of access to securing bolt to bulkhead



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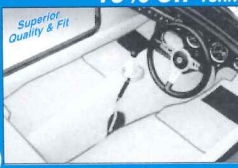
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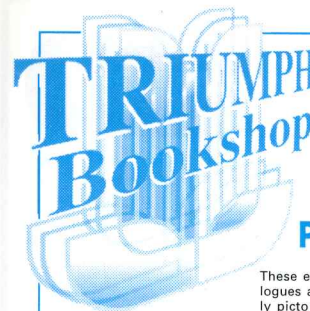
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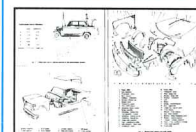
Parts Catalogues

General Interest

These excellent catalogues are completely pictorial and give superb exploded diagrams of all the parts that make up your Club car. All of the original Triumph/BL part numbers are shown, which is a great help when trying to identify your own parts or to order new items from Triumph parts suppliers.

Herald 1200 (all models)	£22.95
Herald 13/60	£18.95
Vitesse 1600/2 Ltr MkI	£22.95
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Spitfire Mk III	
Spitfire Mk IV	
Spitfire 1500	
TR4/TR4A	
TR250 (TR5)	
TR6 - TR7 - TR8	
Stag	
Triumph 2.5 PI	

Guide to Purchase & D.I.Y. Restoration - Her/Vit/Spit/GT6	£22.95
Triumph Cars - The Complete History - Robson/ Langworth	£24.00
The Complete History Spitfire GT6 - Graham Robson	£16.95
SPITFIRE/GT6: Collectors Guide - Graham Robson	£16.95
The Works Triumphs - Graham Robson	£23.50
Complete Guide to HERALD & VITESSE - Mike Costigan	£16.95
Original Triumph T.R. The Restorer's Guide - Piggott	£22.75
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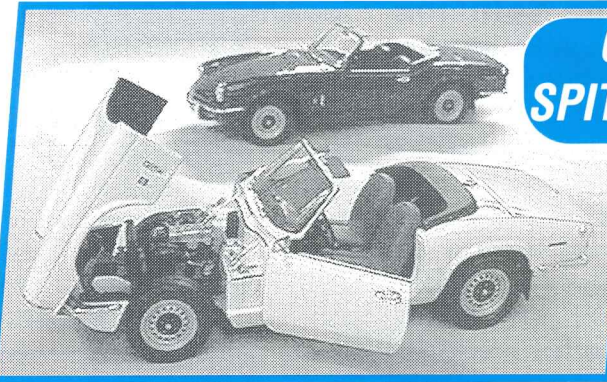
NEW BOOKS

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The Complete Story	
Graham Robson	£23.95
Triumph Spitfire & GT6	
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Graham Campbell and Andrew Maxwell were in action again recently in their stage prepared Herald.

The venue was Ingliston near Edinburgh and the final outcome was a bit of a nail biter. After the first two stages the Herald was well off the pace with an extreme lack of power.

HERALD **beats** *Porsche* **911!** by Graham Campbell

Investigation revealed that the points had closed up and were badly pitted. They had been replaced some 100 miles

previous to the event, and checked the night before, but were now well out of sorts. A replacement set was 'con-



McRae Stages 1997

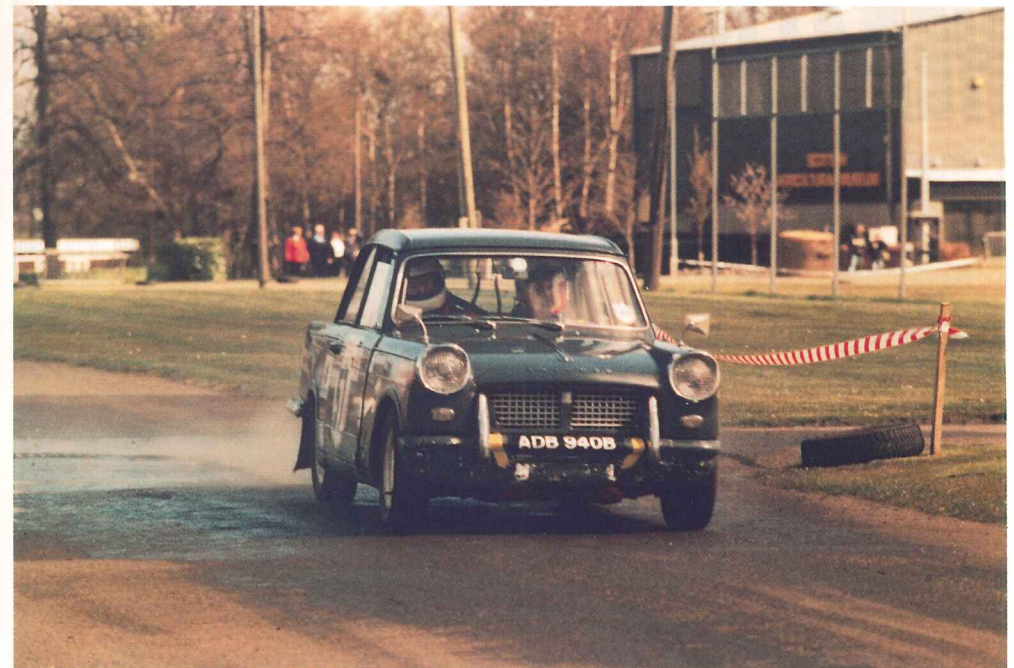


Inaliston Stages October 1997

structed', as the spare ones turned out to be for the last distributor that was fitted to the car (Cooper 's').

Lost time was made up on the following stages with times being exactly the same as those set by fellow TSSC members Robert Leech and John Young in their TR4.

The 5th and 6th stages saw the Herald pull out some time against the TR4 with some very competitive driving. Andrew



was heard commenting to Jim Campbell (Chief member of the service crew, and Graham's Dad) that he needn't bother checking the brakes as they were obviously working well -

smoke could be seen billowing from under the arches at this point! What the Herald lacks in power it makes up for in braking ability!

In the 7th and 8th stages Graham made a couple of 'errors' and went off in both loosing around 5-7 seconds on each occasion. You should always listen to your co-driver!

At the end of the 8th stage Jim declared that the intermediate tyres were scrap -



HERALD beats Porsche 991!

not bad almost 100 miles out of that set! The Herald was re-shod with the spares which were for forest use, and were not suited to the warm and abrasive asphalt surface of Igliston. Graham had been hoping for a really wet day as both he and the Herald prefer those conditions. "Wet conditions are great because it evens things out. Other cars have to slow down but I'm still flat out in the Herald." commented Graham. Andrew would agree as he can still recall a really wet and miserable day at a previous event where the pair were flashing their lights at the Ford Cortina in front to get out of the way. Andrews conversa-

competition for that slight competitive advantage!

Back at Ingliston the final two stages were not as good as they should have been with the cars handling being badly affected by 'new' rubber. The pair finished third overall with an indecently quick Mini Cooper in first place, Robert and John were second So TSSC took 2 out of the three top slots!

are not suitable for motorsport think again.

If you are thinking of Stage rallying a Herald you can contact Graham directly and he will happily point you in the right direction. If you want to see the Pair in action check out the 'Herald and bouncing barrels' photo at www.btinternet.com/~hbcc/aeroweb or you can see the pair in action in soon the re-run of



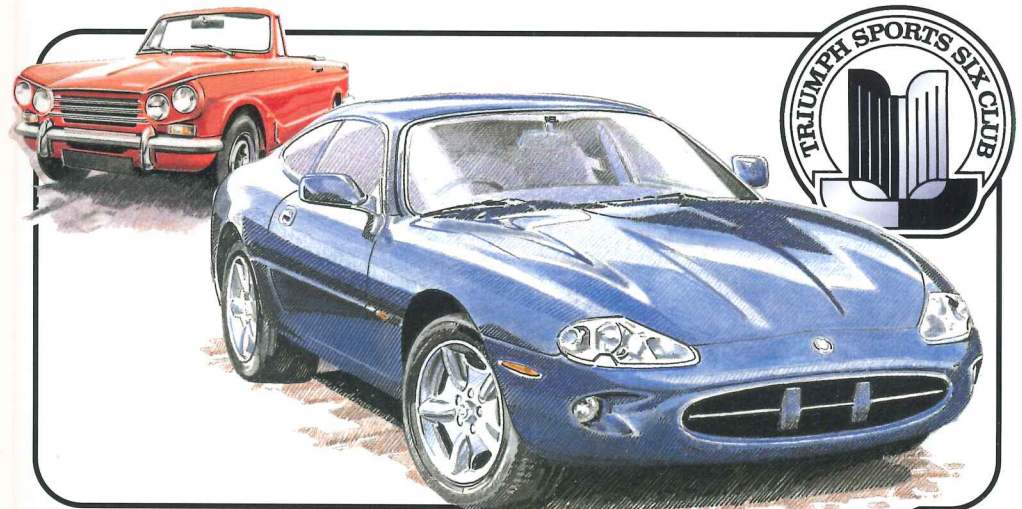
tion with the Cortina crew revealed that they were rather disgruntled, firstly because we caught them up IN A HERALD! Secondly because Andrew "suggested" that they should get a Lotus engine and replace the standard Cortina GT unit. OOOOPPPSSSS It turns out that it WAS already a Lotus twin cam engined car! Well, there is nothing like winding up the

The greatest satisfaction came when the final results were issued and Graham and Andrew discovered that they had beaten a Historic rally entered Porsche 911 by three seconds over the 10 stages! So anyone who thinks Heralds

Deals On Wheels' (Channel 4 Saturdays 1pm).

Photos by
Jim
Paterson

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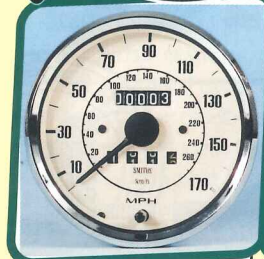
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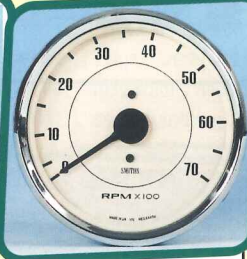


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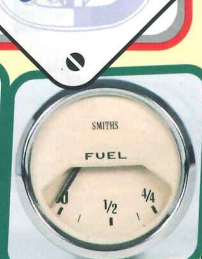
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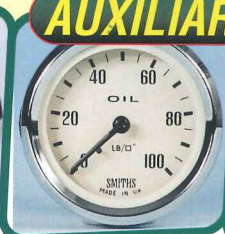
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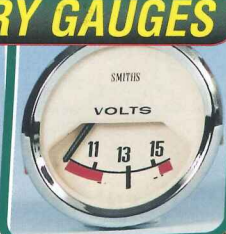
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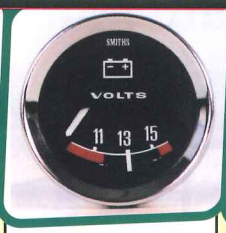
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Vitesse IVRs

By Dick Plumridge

Rarity of Types & Colours

Stop Press:
Blank IVR Form in this
month's Area News!
Grab it now - fill in the
bits off your V5, and do
those vital bits off the
car one light evening or
at the week-end!

I had a good response with Vitesse IVRs especially Mk2s since my May article. Thanks again, if you've just done your IVR Form. Do I detect the hand of some Area Organisers here a bunch of responses from Coventry and Newbury areas well done noticed and appreciated! Now seems a good moment to update that Table of Mk2s: "Rarity of Types and Colours" (last published March 98). It's a format many Vitesse Owners liked. I'm glad to say overall numbers in the Table are 25% up in that year really very good going considering the Project's now entering its fourth year.

"Which colours were available which years?" is a frequently-asked question. So I've incorporated this information into the Table this time - hopefully with some welcome colour if Bernard, our Editor, can lift this off my colour-charts successfully! (As Bernard has pointed

Comm. Plate Codes	Paint / Trim	Convertible		Saloon (inc Est.)		Sunroof-Saloon		Total this Colour:
		CV	with O/D CVO	DL	with O/D DLO	DLRS	with O/D DLRSO	
19 - 11	White / Black	70	32	23	14		1	140
19 - 12	White / Matador Red	10	1	2	1			14
19 - 13	White / Light Tan	2	2	2	3			9
18 - 11	Gunmetal / Black			1			1	2
18 - 27	Gunmetal / Shadow Blue	1		7				8
68 - 11	Slate Grey / Black	1						1
68 - 12	Slate Grey / Matador Red	3		2	1			6
68 - 27	Slate Grey / Shadow Blue	2				1		3
17 - 11	Damson / Black	15	6	9	3			33
17 - 13	Damson / Light Tan	7	4	8	5			24
26 - 11	Wedgwood Blue / Black	8	2	5	2	1	1	19
26 - 27	Wedgwood Blue / Shadow Blue	8	4	7	1			20
56 - 11	Royal Blue / Black	8	5	3	2			18
56 - 27	Royal Blue / Shadow Blue	8	2	6	2			18
66 - 11	Valencia Blue / Black	23	8	14	7			52
66 - 13	Valencia Blue / Light Tan	18	8	10	6			42
66 - 27	Valencia Blue / Shadow Blue				1			1
96 - 11	Sapphire Blue / Black							0
96 - 27	Sapphire Blue / Shadow Blue							0
25 - 11	Conifer Green / Black	1			1			2
25 - 12	Conifer Green / Matador Red	1						1
25 - 13	Conifer Green / Light Tan			1	1			2
55 - 11	Laurel Green / Black	4	4	2	1			11
55 - 12	Laurel Green / Matador Red		2	3	1			6
55 - 13	Laurel Green / Light Tan	4	1	3	2			10
34 - 11	Jasmine Yellow / Black	3	3	3	1			10
34 - 13	Jasmine Yellow / Light Tan	3						3
54 - 11	Saffron / Black	10	4	2				16
54 - 13	Saffron / Light Tan		2					2
23 - 11	Sienna Brown / Black	3		1				4
23 - 13	Sienna Brown / Light Tan	7	6	6	2			21
32 - 11	Signal Red / Black	19	8	7	7			41
32 - 13	Signal Red / Light Tan	3						3
Total this Body-type:		242	104	127	64	2	3	542

out, please don't rely on these reproductions-of-reproductions for definitive shade!) The dates that colours were introduced, or dropped, are taken from my six contemporary Triumph colour-charts covering the period of the Mk2. I think this is the complete story! The first two columns are both Oct 1968, to show the transition from the old 2-Litre Vitesse colours to the

Mk2. A special thank-you here, to Lewis Barton, Stefen Wells and Jonathan Davies, who all helped at different times with lovely period documentation on this thank you all!

Still really striking is the number of blanks, 1s and 2s -

showing the great rarity of many of the individual variations. Many of you own cars that are now "one of a kind" or at best, one of just a handful. True, there's a lot of cars missing off our IVR Register, so you may feel I'm over stating the rarity angle? But bear in mind this data is from all IVRs going back to 1990, and sadly, quite a number of these cars by now will be gone! And even if you quadrupled the totals, 4x0 or 4x1 is still .not very many!

The "grand total" here of 542 Mk2s is actually well short of the total of IVRs: I've had to leave out of this Table, cars with missing Commission Plates, or (I'm afraid) obviously "cooked-up" replace-

Comm. Plate Codes	Period that the Factory offered this Colour:					
	Oct 68 (2-Litre)	Oct 68 (Mk2)	Oct 69	May 70	Dec 70	1971 (no date)
19 - 11						
19 - 12						
19 - 13						
18 - 11						
18 - 27						
68 - 11						
68 - 12						
68 - 27						
17 - 11						
17 - 13						
26 - 11						
26 - 27						
56 - 11						
56 - 27						
66 - 11						
66 - 13						
66 - 27						
96 - 11						
96 - 27						
25 - 11						
25 - 12						
25 - 13						
55 - 11						
55 - 12						
55 - 13						
34 - 11						
34 - 13						
54 - 11						
54 - 13						
23 - 11						
23 - 13						
32 - 11						
32 - 13						

TRIM COLOURS

MATADOR

BLACK

SHADOW

LIGHT TAN

SIGNAL RED

DAMSON

SLATE GREY

WEDGWOOD

LAUREL

CONIFER

VALENCIA

SIENNA

GUNMETAL

WHITE

ROYAL BLUE

SAPPHIRE

SAFFRON

JASMINE

ment Commission Plates, often bearing Codes that Triumph just did not use on the model! Often this is not the work of the present Owner, and through the IVR scheme I'll always try to help an Owner sort out the authentic identity of the car, to put this right. The Commission Plate is there to show the identity of the car as built unlike the Registration Document, it's not for altering when a colour change is made. Nor even, when overdrive or a sun-roof or a convertible rear-end is fitted as a modification.

Other notes on the Table of Mk2s:

- LHD cars are grouped in with the rest this time, eg LCVO cars come under CVO. LHD figures are unchanged since the March 98 Table.
- Estates are included under Saloons DL or DLO - as they left the Canley Factory.
- The one 66/27 car - a colour option as you see, not offered as standard by the Factory has been confirmed as original - a special order Estate in fact. The one 68/11 car has not (yet?) been confirmed as original.
- The great rarity amongst the survivors, of any genuine original Sunroof Mk2 is due partly to lack of demand (or ready availability) early on, then the option was dropped by 15th July 1969.
- Paint Code 96 Sapphire - also called Imperial -Blue. This was supposedly offered, but were any Viteses (or 13/60s) ever actually built??

Now here's a chance meeting! I remember mentioning previously, seeing DUL201J then days later, getting an IVR on DUL 202J! Well, Owners John Strickland and CH Searle may like this - what should follow me into Waitrose Car Park this week but Mk2 DUL209J! It was nice to meet the Owner, Nigel Lascelles, who I hope as a result may re-join the TSSC. The car spends most of its life in France so it really was quite a chance meeting. And have I seen DUL20?J on a 13/60?

The South of England Meet was very well-attended by Viteses in fact on the Saturday they out numbered Heralds most unusual, and there were plenty of Heralds. Lots of familiar faces, and also nice to meet Phil (did you buy the Convertible then there's a blank IVR Form just for you in this Area News!); Chris and Tessa and their nice reborn Laurel Green Mk2; James and Stephanie (of Triumph Anniversary Card Fame, Sept 98 Courier), with a nice 1966 Conifer Saloon at home; Simon, Russell, Wayne and Jonathan and your Mk2s, albeit all lacking their Commission Plates!!!! (That's one ! each!) And Andy, Vitesse-less on the day, with a request - has anyone got any spare 60s/70s copies available of AA "Drive" magazine? SEM for me though was really "Farewell To Mac". Look out for them in their blue VW Camper, but a word of caution: identify yourself and approach with care - as they disappeared in the direction of East Grinstead they were carrying a frightening collection of Zulu bows and arrows,

Stop Press:

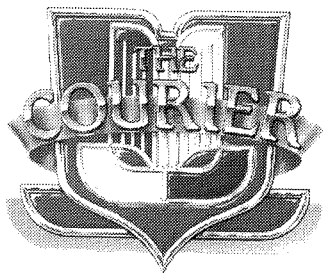
Blank IVR Form in this month's Area News! Grab it now - fill in the bits off your V5, and do those vital bits off the car one light evening or at the week-end!

spears, and poison tips. Said they were "selling them for a friend"! Hmmm ...

OK. Lastly, if I may repeat a plug I made last month for Stafford and Vitesse IVRs! Amongst the pleasures of the Stafford International Event (17-18th July) - the picnics, the autojumble, the concours, the chat, the reading-the-papers-in-the-sun, that summer music of purring sixes muted against the grass ah well, anyway, I'd like to offer something extra on IVRs! From 2.30pm on both Saturday/Sunday, I'll make myself available to take your Vitesse IVRs and produce a basic reply-letter with all sorts of info for you on the spot! Hopefully we can do this out amongst the Vitesse-parking on the grass in the er, sunshine!

If for any reason you're not clear about doing your IVR, then just bring your V5 (that's your Swansea Registration Document) and we can do an IVR there and then by your Car. Something else if it's a Mk2, I can also show you where your Car fits into the whole Register -there's probably some interesting close "relations" of your Car already on the Register! Of course, don't let this put you off doing your IVR now, if you can - grab the blank Form in this month's Area News -or they're available from Diane or Vicky at HQ.

Also here's an opportunity to collar me in person if you've any other ideas or questions about the scheme! By the way, Stafford's quite a nice Town, and its Tourist Information Centre will help you find a B&B or other accommodation 01785 240204. Drive careful - and maybe see you there! More IVR news in two months!



READERS Write . . .

Triumph Golf Day



vouchers from TR and Rimmers with a team prize of 68 points; Will Sjoborg won the individual prize of Herald bumper rubbers

from TR with a score of 38 points and Dad Neil, won the longest drive prizeon the first.

Following a Barbecue the prizes were presented by Epping Town Mayor Richard Brady and his daughter. We hope to hold a similar event next year.

Individual Winner
Will Sjoborg receives
his Herald
'Bumper Prize'

The first Triumph Golf Day was held at The Epping Golf Course, Fluxs Lane, Epping Essex on Friday 14th May. The event received sponsorship From TR Improvements at Carnarvon Road, Woodford London E18 2NT, and Rimmer Bros.

Triumph owners and friends played for The Old Cranks Trophy (A beautifully mounted broken Spitfire Crank) for the team prize and various individual and fun prizes over an 18 hole stableford round.

Although Epping was dry all day flooding and thunderstorms all round doubtless contributed to the non appearance of some of the entrants.

There was an impressive display of "our cars" present with a very smart guest MGB plus an immaculate Triumph 2000 provided by Ray of TR Improvements. The Gophers team of Ken South and Chris Williams won the trophy and

Is your Diff leaning?

Carl Heinlein's article in the June Courier mentioned the much discussed phenomenon of Club cars leaning to one side. I can offer a further known cause.

My GT6 MkII must have been leaning to the offside since the day it rolled off the production line (the production trace confirms it was a Friday car!). When I bought the car over eleven years ago, the rear leaf spring may well have been the original; it was certainly well past its best. I fitted a new reproduction spring during a rolling rebuild, but the car still leaned. A short time later, I stripped the front suspension, during which time I checked the anti-roll bar for twist; it proved to be straight.

The fact the car continued to lean didn't bother me too much, but when I later embarked on a full restoration, I was determined to find the cause. When the car returned to the road some six and a half years later, it retained the replacement rear spring I had fitted before, but now had new front coil springs. The car still leaned just as before!

A little more investigation proved that the body was sitting square on the chassis, and that the lean was suspension based. In the end I traced the cause to misalignment of the differential, which turned out to be skewed by about 1 degree relative to the chassis. This caused a height difference of a little over half an inch either side of the car. If one considers the way in which the diff. is located, it will be appreciated that owing to the nature of the rear mountings, it is not possible to alter the angle of the diff. about the pinion axis without some chassis surgery (or some eccentric diff. mounting bushes!). I should point out that this area of the chassis was found to be perfectly sound during restoration, so the misalignment couldn't be attributed to any repair work.

One solution to the problem would have been to place some kind of spacer between the top of the differential casing and the leaf spring to correct for the misalignment, although I didn't much like this idea. The final answer resulted from the need to correct for another fault. The reproduction leaf spring settled considerably over just a few thousand miles, leaving less than a couple of inches of suspension travel and an appalling ride. My intention was to have the spring retempered and at the same time reset so as to compensate for the skewed diff. However, the springsmith proclaimed the steel of the spring to be useless and set about making a new one from scratch.

The hand made spring incorporates the required offset to correct for the lean and has now solved all the problems. I would therefore encourage anyone with a leaning "Herald" based car to check the diff., although any misalignment here is likely to be less influential on a swing spring car, owing to the reduced rear roll stiffness.

Simon Anderson
Bromley, Kent

A64 Thanks

I would like to thank all who attended the A64 Run in April, as reported in North Yorks Area news, June. Three hundred pounds was collected, a large van filled with teds 'n' toys sent off the children of Kosovo and last year's takings of two hundred pounds passed on to local charities during the convoy. Please note: The word 'takings' - this was not profit but every

penny collected on last year's run.

Despite a chilly wind and a little mist, it seems to have been an enjoyable day out. However, I would like to comment on two other Area reports in the June issue: Firstly John Kenyon's excellent report; thanks for the kind words, John, but after Rosedale even you must admit it was only a little bit misty in Scarborough! I was sorry to read of your Areas' car troubles but for most of the convoy our two main back-up vehicles and mechanics were 'servicing' a dead Herald on the slip road of the A64 at York. This was the only officially reported breakdown of the day and our back-up crew did bring the Herald back, without a tow rope. We do hope your problems will not put your Area off next year's Run and by the way, BIG thanks for all the teds 'n' toys.

Next, West Yorks seem to think that giving half a dozen massive teds and about 150 smaller ones to our collection is 'touting for business'. May I come to the defence of Richard of the Spitfire Graveyard in Sheffield. I would like to inform Giles and anyone who has or intends to take part in the A64 Run, that at no time in the last nine years has the Spitfire Graveyard touted for business. In fact it is quite the opposite. The Graveyard has continually acted on the Organiser's behalf with such things as free advertising, a back-up supply of parts on the Run, e.g. starters, carbs, dynos, heads, dizzys etc. - all stuffed in his own private vehicle, which waits for our convoy at most of the break points but does not join in. Richard carries much more than our own back-up cars can possibly carry on a 'just in case' principle. And finally a seemingly endless supply of teds'n' toys; some costing up to a hundred pounds in local shops but all freely given to our charity.

If you dare to take your TR6 to the Graeyard in Sheffield, Giles, I am sure you will still be met with smiling faces and despending on the time of year, either hot coffee or a cold beer. The North Yorks Area continually strives to provide what we hope is a decent convoy, a good day out and a little bit of something to cuddle for children anywhere we find them and on that note I would like to pick out Darren (West Yorks Area) and Andy (non-member) and their respective partners, who as our back-up crew, gave up most of the fun of the convoy to assist a stranded car; the Spitfire Graveyard for nine years of fantastic support and finally Ian and Jan (Lincolnshire Area) for an unprecedented 291 ted 'n' toys in their 2000 Saloon.

Thank you all who came for all you gave.

Paul Pickles



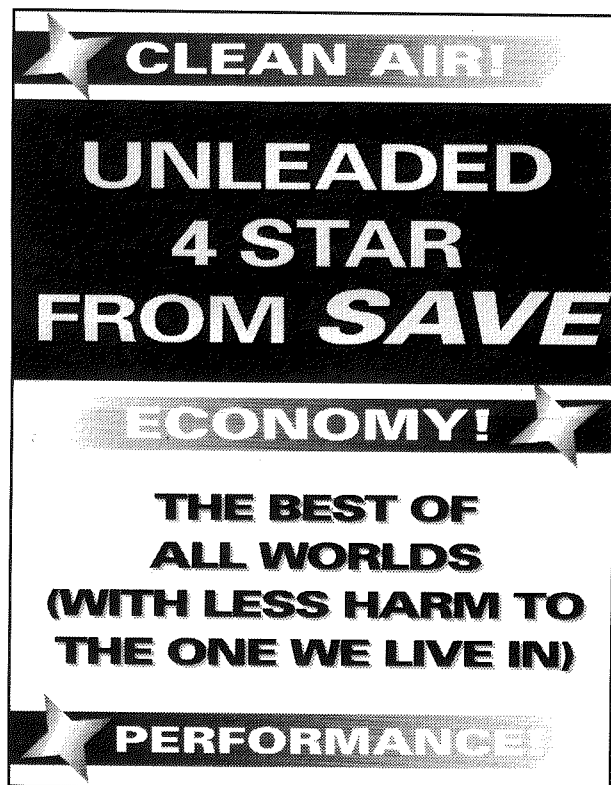
Owners Respond!

By Brett Dennis

Fuel update

We went to Southwold the other weekend, which is on the Suffolk coast. This is a lovely, small, unspoilt seaside town. It's like going back to the 1960's. Why are there only pockets of old England left now? Anyway, the route we took to get to Southwold passed through Thetford, where I needed some petrol. I pulled into a 'Save' station and I was just about to pick up the unleaded nozzle when I noticed a sign saying 'Unleaded 4-Star'. So I used this instead and asked for a leaflet. So, as you can see, LRG-Lead Replacement Gasoline is already here. Use it and tell me how you get on.

The answer for the eyelets in the hoodbags will have to wait until next month as I have not had time to get the photos printed.



It looks like the very first MkII Spitfire FC50001 has come to light. More information as I get it.

PBR 697J.

In response to your request for photos of Club cars, please find enclosed my 1970 MkIII Spitfire, number FD 91547. I acquired the car in 1996, it was in a sorry state having been stood for seven years. When I went to see it, it was in a nice garage with a concrete floor but when the cash had changed hands and I got the car home, I found out that it had been standing on soil for six of its seven year lay-up. This had a dramatic affect: On the underside there was rot everywhere and an inch of play in the windscreen as well as the outer and inner sill being like paper; the A posts were also rotten. After this was cut out, we found,

to our dismay, that the last restoration that had taken place had been done with fibreglass and catty: This was an inch thick on the A posts. Anyway it all came out and the new panels from Sports Car Supplies were welded in place.

Then I started on the engine: The engine has a Stage III tune on it with double DC40s, a 4-branch manifold to a Pico exhaust. After stripping it down and having the head trued and skimmed, I rebuilt it all, put a new clutch plate in

were no cracks. It was rebuilt for a third time, then I found out that I'd been given the wrong torque settings for the head. With the correct ones there were no leaks. The wiring was a joke and broke my heart but I got it all sorted out and everything worked. It passed its MOT and then we were off. Then we found the diff had to be replaced.



The brakes were also seized, so new cylinders and shoes were fitted. The front calipers only needed kits and new pads. The handbrake cable was renewed and all the brake pipes were copper so they were OK. The next job was to renew all the shock absorbers.

and fired it up. It started second time and the head leaked, so down it came again and more new gaskets fitted. I then rebuilt it again, started it again and it still leaked, so once again it came to bits. I checked the head and block with Engineers Blue; there

It's all done now but I still find bits to do. It looks nice in its BRG colour but the painters let me down a bit. The car rattles and shakes, doesn't handle and uses 4-star like its going out of fashion (the next job is a lead-free conversion), but I love it. I call the car Barclays as it's got more of my money in it than the bank. The car was last registered with the Club in 1986, so it's second time around.

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1200 front wing - L/H, R/H, 805867/7	£85.00
13/60 front wing inc. rear strip, 713267/8	£67.50 each
Vitesse front wings	£75.00 each
Front wing ID plate 703827/8	£7.00 each
Herald/Vitesse door skins 901338/9	£45.00 each
Complete door assembly (902256/7)	£170.00
Sills 803070/803071	£15.00
Tread plate repair panther	£7.00 each
Stainless steel tread plate finishers Triumph logo	£16.00 pair
948 Herald/Vitesse rear centre valance	£37.50 each
1200/13/60 rear centre valance	£40.00 each
Inner front wheel arch, left hand/light 903 073/6	£1.50 each
Rear Outer wheel arch, 802845/6	£35.00
Front wing arch repair panel	£15.00
Rear wing arch repair panel	£15.00
Bonnet corner moulding 706161/2	£17.50 pair
All chassis outriggers/side rail/ boot extension	£13.50 each
Full white rubber bumper set	£80.00
Rear overriders (703708/9)	£31.50 each
Wheel arch to bulkhead seal 704033	£2.50
Bonnet catch (chrome) 607663	£20.50 each
Door hinges 607624	£15.00 each
Boot hinges	£23.50 per pair
R/H engine bay valance 1200 13/60 903155	£27.50
Door to glass on door hinge strip	£5.75 each
Hoods original ICI flame retardant	£95.00 each
Hoods original ICI flame retardant	£130.00 each
Pedal rubbers 122289	£2.50 each
Set of 8 front suspension bushes (11945 1)	£2.50 each
Front Suspension Shim 120222	£10.00 set
Caliper repair kit inc. pistons type 12	£19.50 per caliper
Caliper repair kit inc. pistons type 14	£15.00 per caliper
Caliper repair kit inc. pistons type 16PB	£25.00 per caliper
Recon exchange Caliper type 12	£45.00
Recon exchange Caliper type 14	£36.00
Recon exchange Caliper type 16PB	£55.00
Brake pads type 12	£9.50 a set
Brake pads type 14	£9.50 a set
Brake pads type 16PB/16PB	£10.00 a set
Track Rod Ends	£6.00
Rear Shock Absorbers GSA 385	£17.50
Front Shock Absorber	£20.00
Herald Rear Leaf Spring 305945	£67.50
Herald recon exchange drive shaft assembly inc. shoes	£130 each
Herald/Vitesse Non Rotoflex Driveshaft	£55.00
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Herald new alternative Distributor (exchange)	£57.50
Vitesse Delco Distributor Cap	£5.50
Inlet manifold banjo bolt (145155)	£3.00
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Herald O.E. Head Gasket	£6.50
Set of 4 SparkPlugs 1200 and 12/50	£3.50 set
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Vitesse 2 litre Q.H. Clutch Kit	£65.00
Clutch Slave Cylinder 13/60	£45.00
Vitesse inner sealed beam light unit GLU105	£55.00 pair
Boot catch 611225	£8.50
Seat Belts (nertia type)	£45.00 pair

SPITFIRE MkI & II & III

Spitfire MkIII complete bonnet assembly	£558.12
Nearside/offside front wings 907154/5 903088/9	£58.00 each
Left/Right hand front wheelarch 901337/8	£35.00 each
Left/Right hand front inner wheelarch 706548/9	£35.00 each
Left/Right bonnet hinge tubes 811679/811680	£20.00 each
Spit MkIII side lamp mounting panel (910157/8)	£45 each
Door skins	£25.00
Battery box 806707	£11.50
Rear valance lamp panel 569900	£37.50 each
Spitfire MkIII bootlid steel 575767	£129.00
Dash top cover 706569	£25.00
Hard top rear screen 807499	£60.00
Vinyl hood MkIII inc. front window	£85.00
Hood MkIII original ICI flame retardant inc. front window	£130.00
Bonnet catch (chrome) 607663	£20.50 each
Rear lamp assembly 208532/217025	£27.50
Front competition road springs 209033	£25.00 each
Track Rod Ends	£6.00
Rear Leaf Spring 305894	£65.00
Recon Brake Caliper type 12	£45.00 exchange
Recon Brake Caliper type 14	£36.00 exchange
Original Head Gasket GEG314	£6.50
Distributor Cap	£3.50
Speedo cable GSD165	£9.50
Speedo cable Overdrive GSD113	£7.00
Front Valance Support Bracket 712567/8	£8.00

SPITFIRE MkIV & 1500

Front wings 909663/4	£23.00 each
Front wheelarch outer L/H and R/H 909351/2	£27.50 each
Front wheelarch inner L/H and R/H 909727/8	£32.50 each
Headlamp support panel assembly L/H and R/H 818871/2	£17.50 each
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GT6

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Keep up the good standard of the mag. - I look forward to it every month. Roll on the summer for some sunny, top down motoring (I had it out two weeks back on a day when it wasn't raining but it was pretty cold with the top down ... (I must be getting soft!)).

Regards

Bill Walker

I've received a letter from Michael Vowels of Monclair, Republic of South Africa.

"My first recollections of English sports cars is the thrill of bouncing around Southern Rhodesia, as it was called at the time, in a slightly modified MG TC. I use the word bounce in the literal sense as the roads were not the best in the world. My wife, on the other hand, had a deprived childhood, growing up in Lancashire and only reaching the African warmth as a teenager.

During my last leave, I am in the Merchant Navy, we were discussing the acquisition of a motorcar that she could play taxi for the kids with. Browsing through the newspaper one morning, classifieds of course, I had suggested the ideal cocktail of Toyota, Golf, Mercedes etcetera, when I noticed an advert for a Spitfire MkIII. The conversation deteriorated slightly around the fact that, apart from not having a licence to fly, there was nowhere to land the stupid thing. Once sanity had been restored, I was allowed to phone and make an appointment to view the car. Battle won as I knew the Spitfire was sold!

The car in question was superficially in reasonable condition, driveable anyway and was the young owner's pride and joy. I would hate to see the condition of something he did not care for! Still, we purchased the car and made our way back to Durban with my wife making full use of the reclining passenger seat, she could hardly see over the dash panel. A very interesting drive as the brakes were slightly off, hand-brake ineffective but the accelerator worked very, very well.

To work with a vengeance. During the next couple of weeks we replaced the driveshaft universals and the missing bolts, and at the same time renewed the two old bolts on the propshaft and filled the spare holes with new bolts as well, just to be on the safe side. The passenger seat was also stripped down and the back support rewelded to the base frame; at last my wife could see where we were going. To clarify a point, Audrey is not very tall, the first time she drove the car she managed to reverse into a potted palm tree that she did not see. To this day she insists that it was a very small palm tree in a large pot. The bodyshell was rubbed down with 1500 wet and dry and then burnished with

rubbing compound, a shine at last. In addition I ran checks on the electrics, compression, reset the points and timing and reset the valve clearances. This may sound very basic but it was complicated by the fact that I was certain that we did not own a MkIII. After several bouts of cleaning we revealed the engine and chassis numbers and we were able to establish that the poor car was in fact a MkI - all the settings had to be carried out again.

Finally the big day dawned. We were off on a 'Midlands Meander' with the Durban branch of the Triumph Club of South Africa. Being very new to the area, we managed to loose ourselves on the way to the rendezvous and snuck in rather late amidst all these gleaming TR3s, TR7s, a few Spitfires and a Herald or two. Received a lovely welcome though and were told where we would be heading. Meant absolutely nothing to either of us but we nodded wisely and said we would follow the crowd.

For those of you that do not know South Africa, the Natal Midlands is very picturesque and very hilly, the Drakensberg Mountain range foothills to be more precise.

Back to the convoy disappearing at great speed into the distance, fortunately the accelerator was still as good as the day we bought the car but was

A Spitfire in our life

still having a problem maintaining a steady 140 km/hr. Audrey was not happy with the speed and to be honest, I was having serious reservations about our host for the day. We will not divulge the conversations for ethical reasons.

About 80 km out of Durban, whilst battling up one of the steeper hills, there was an exceptionally loud explosion from the engine and copious quantities of smoke surrounding my highly agitated wife. As the engine stopped running there was no alternative except to pull over to the side of the road and apply the now functional handbrake. As luck would have it there were still two Club cars behind us, the driver of the first still suffering from the shock of having a flame thrower directed at him by what he regarded as a fellow club member. Having established that the engine had not blown and that we had merely suffered a minor electrical fire, I reassured Audrey that all was not lost and we would still be able to carry on with the festivities.

In order to work on the car we suffered the embarrassment of being towed for approximately 5km to a lay-by where all the other participants were waiting for us. Cell phones are a fabulous invention. By ripping out the speaker wires from one car and removing a few surplus ones from ours, we duly rigged the system in about 30 minutes. The speaker wires were crucial to the operation as they were the on/off switch. Twist the ends together and turn the key and the engine ran 'as good as new', turn off the key and untwist the wires and the engine stopped, as simple as that. Having made a few caustic comments about not having driven at Brands Hatch for some time and being slightly out of race practice, we set off again at a more sedate pace finally arriving at Rawdons' Brewery for lunch. Towards evening we made our farewells and set off for home with the added insurance of a kindly lent towing frame in the boot and an escort vehicle to ensure that we at least arrive home safely. After about an hour on the road I waved our escort on and stopped at a garage in order to rewire the lights, something I had omitted to do in the morning and we made our way home at a pace more conducive to admiring the scenery..

More work this time to rewire the complete car. A word for fellow freaks: Do not be tempted to use masking tape to insulate joints in the wiring system. Our problems had been caused by an insulation breakdown on the front bulkhead, no grommet and masking tape. This was the remains of the repair by the previous owner after he had set fire to the car about 6 months previously and which he had omitted to mention.

There is more, the good Samaritan that lent us the towing frame never came to fetch it. I was slightly concerned as I was due to return to work and eventually managed to contact him. As the proud owner of an immaculate TR7 he was the last to leave the brewery, along with a good friend in a recently restored TR7 who was leading the way. Whilst negotiating a blind corner, the lead vehicle lost control trying to avoid a drunk local resident weaving in the middle of the road - quite common I assure you - and managed to stall his car across the centre of the road. This left very little space for the second car and a collision resulted. They tried, unsuccessfully, to contact me as they had urgent need of the towing frame. If any of you should ever be in the vicinity of Durban, please contact the local Triumph Club and enjoy a warm welcome. It is anything but boring, and yes the Spitfire is still on the road and going strong even with its MkIII front bumper and is now Audrey's pride and joy, now that the small palm tree stain has been removed from the rear quarter. As for the two TR7s, well the insurance companies are still having a field day and neither of them are, as yet, functional. There must be moral in there somewhere but it escapes me for the moment."

Please keep the letters, questions coming - I really look forward to reading them over my boiled egg and soldiers.

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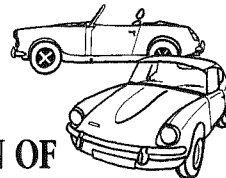
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CARRIAGE EXTRA



Are you sitting Uncomfortably?

By John Fairey

How many of you have heard of the expression 'A Cobblers shoes always have holes in them'.

Well, it applies also to my car, a 1968 MkIII Spitfire, used every day, now in need of some TLC and paintwork (again). The trouble is that when I approach ANY paint shop, my car turns into a Ferrari, Roller or a Bentley judging by the way the quote rises. After all a paint job on a Ford, Fiat or Spitfire should be roughly the same and not into figures of £1500 plus for a normal paint job. I do not include concours finishes here as most of these seem to be for people who like to keep telling others how much they paid for their very nice finish (the car that is).

I digress. I finished a job at a customer's, packed the boot with tools, slid into that rather nice bucket seat, turned to belt up, **THUMP**, my left-hand side went back and the seat semi reclined.

'O blow', I thought, 'the seat's broken'. The 23 mile-drive home was carried out easing my back to the right to ease the pressure on the frame. On arrival at base my back really did ache. Obviously a job to do straightaway.

Seat out in five minutes, remove all those little

clips complete with nails, NAILS?, yes the back cover is nailed to a piece of plywood(?). The break was obvious and as I didn't want it to go again, I decided to reinforce this point to take the pressure of getting in and out. It had, I noticed, been welded before. I removed all the material to prevent any burning etc. and then ground off ALL the previous weld. A 1/8" thick plate was cut to fit over the corner and bent to fit approximately, in the vice. The frame was ground to ensure a good weld and a continuous

through the back rest at the bottom to secure to the wood and then the clips were tapped back onto unbroken material. The seat was then put back in and, **HEY PRESTO**, it was as if I was sitting in a new car, no give and it felt more forward. Perhaps the seat had been weak for some time and was gradually leaning backwards. I know that in quite a few customers cars I have felt this 'sinking' feeling in the seat back. Perhaps a check on yours might prove this to be a weak point.

"... HEY PRESTO, it was as if I was sitting in a new car, no give and it felt more forward than before. ..."

weld was applied to end and bottom. It was then hammered (cross pein) to the rest of the frame and when I was satisfied of the fit, clamped and welded round again on the remaining sides. The gusset was then ground off, zinc oxide applied and then black painted.

Re-assembly of the seat was easy. New tacks were used

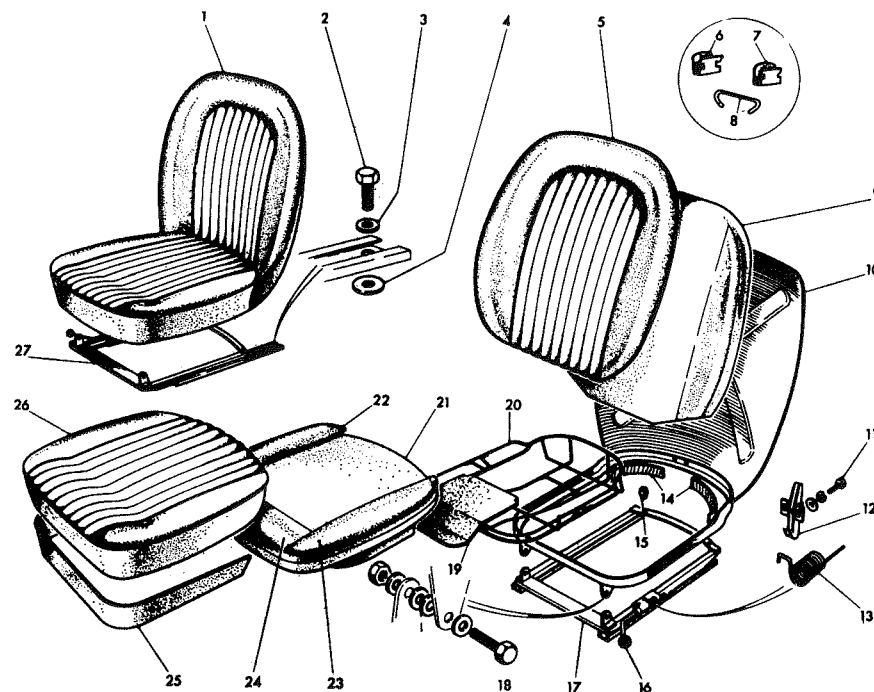
Altogether the job took about two and a half hours.

The seating position is now much better and feels a lot more

substantial when turning to get something from the rear of the car or just putting on the seat belt and of course, most pressure is on this point when getting in and out of the car. I hope this has been of some help to others and makes your driving more comfortable and obviously more safer.

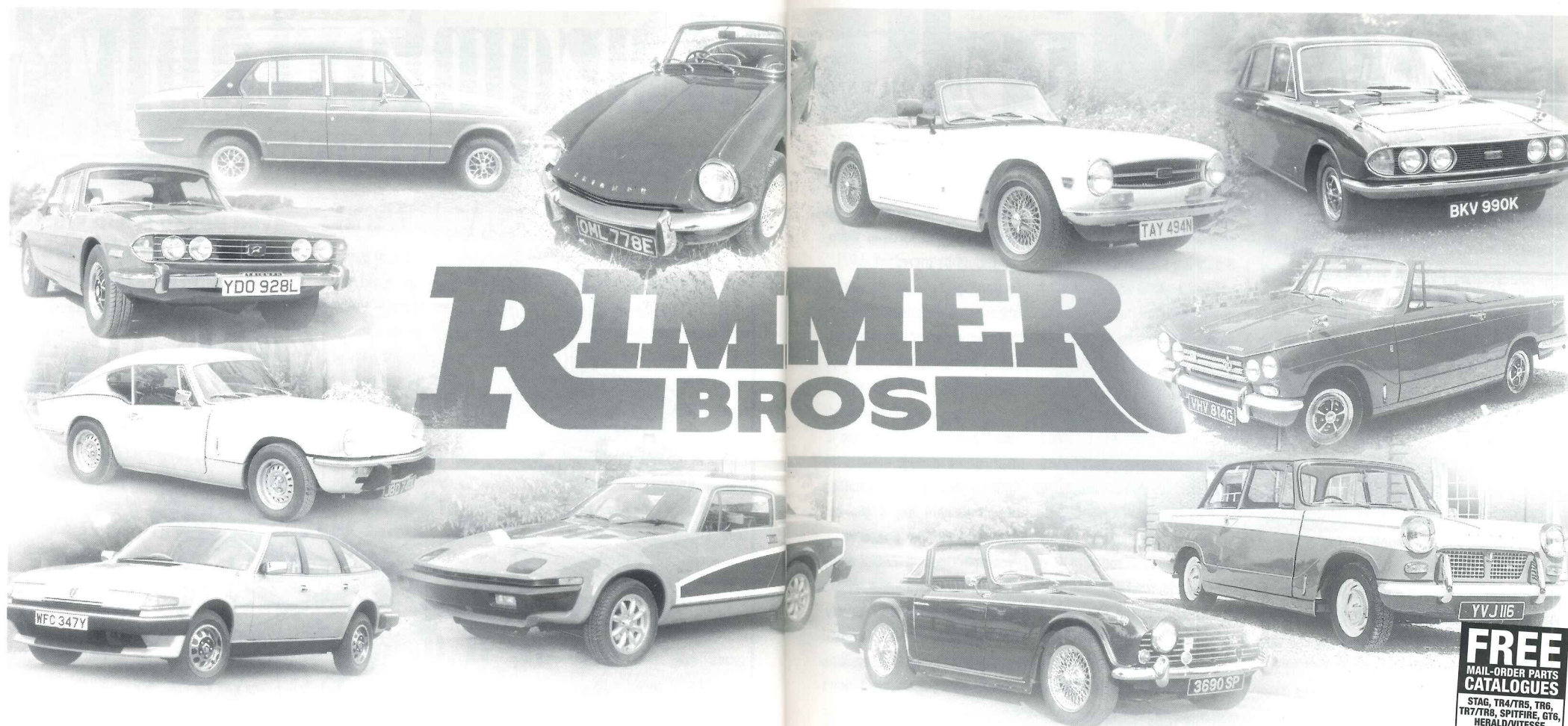
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- 7 Trim clip
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- 10 Seat frame assembly
- 11 Setscrew — clip to seat
- 12 Seat clip
- 13 Catch rod spring
- 14 Tacking piece — seat squab

- 15 Rubber plug — seat slide to seat
- 16 Knob — seat slide
- 17 Seat slide assembly
- 18 Setscrew — seat slide to seat
- 19 Cushion base
- 20 Cushion frame assembly
- 21 Cushion pad
- 22 Top cushion pad
- 23 Top cushion pad
- 24 Front cushion pad
- 25 Cushion border foam
- 26 Cushion cover assembly
- 27 Seat slide assembly



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A Sticky Problem ?

By Roy Fitzsimmonds

How often have you seen a car with some horrendous garish graphics plastered on it?

Sadly, vinyl graphics have earned a bad reputation over the recent years by the people who have little or no idea of design or style and go totally overboard, covering their vehicles in gruesome badges, stripes and pictures, with little or no thought as to the lines, shape or colour of their car. Gone are the days of 'Starsky and Hutch', with the famous Red and White Ford Torino, yet you still see people driving around in cars with graphics that look similar, all too often on cars that don't suit the design, how many of you have seen the boy racers in Mk 3 Escorts sporting such stripes? Don't they realise how childish and cheap their cars look? There is nothing wrong with vinyl graphics if you

are **THOUGHTFUL** and **CAREFUL**. Choose designs and shapes or words that **LOOK** as if they are **MEANT** to be there - not some awful add-on blob of colour. One of the best, if not easiest designs to apply is the name of the car in **THE ORIGINAL STYLE** on the lower part of the door, with a simple line each side of it. **NOT PLASTERED ALL OVER THE BONNET, OR DIAGONALLY UP THE DOOR AND REAR WING!**

Look at the pictures of my Spitty. The car is red with gold wheels, so gold lettering and lining was chosen to match. I could have gone berserk and lined everything a.k.a. JPS, but Spitfires were **NEVER** painted

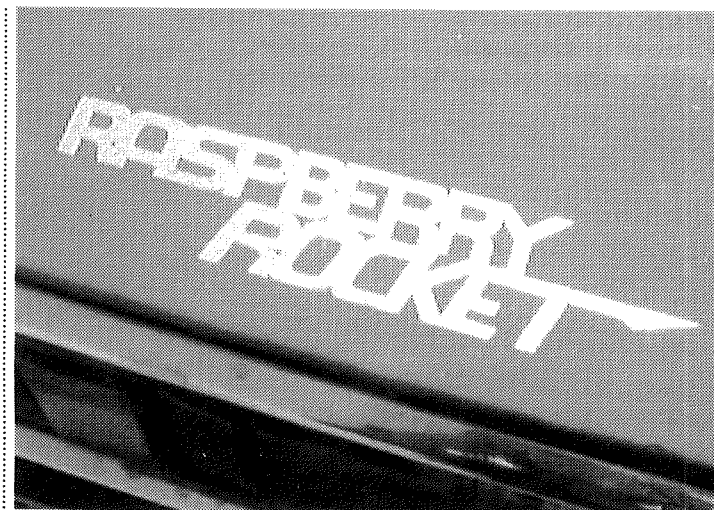
that way, so why do it? Keep to something that looks as if it may always have been there, or should be there.

Don't get me wrong. By all means individualise your car. You can do what you like, after all, it's your car. Also, it's true that it doesn't really matter whether anyone else likes what you have done, if **YOU** like it. But don't expect people to admire your handywork half as much as you do, if the car looks tacky. Be honest with yourself. Does it **REALLY** make the car more attractive, or are you being blinkered? Surely, it's better to have a car that everyone admires than one where you say, "Well, I don't

care, at least I like it..."

This brings us back to the start Choose something that **SUITS** the car. Draw it out **FULL SIZE** on paper, correct it as much as you need to. If you can't draw up lettering neatly yourself, photocopy a badge from a magazine, and enlarge it three or four times, pasting the resulting pieces of paper together until you have a name about 18 inches to 2 feet long. All the different Triumph badges are in this very magazine over the period of a few months, so finding the right one isn't a problem.

Get some typists carbon. Remember it? Before the days of word processing? Buy some self adhesive vinyl from a



quality a lot of it isn't. It usually comes in sheets 1m x 600cm. Enough for about 6 large logos, so there's plenty to spare if you mess-up your first attempts. A sheet is about £7.

excellent. So you can see your stickers aren't exactly expensive to make yourself. Tape your paper template to the face of the vinyl, on the top edge, and put the carbon paper between. If you draw over your lettering **CAREFULLY** with a biro, you can see where you have been, and the

lettering is transferred to the vinyl.

Get a **NEW** scalpel from a bobby or art shop, about £1 and cut the lettering out. **DON'T CUT RIGHT THROUGH THE BACKING PAPER OR YOUR STICKER WILL FALL APART AND WILL BE VERY DIFFICULT TO APPLY TO THE CAR.** This does take practice, so try it first on a corner of vinyl, cutting smooth curves and straight lines with a

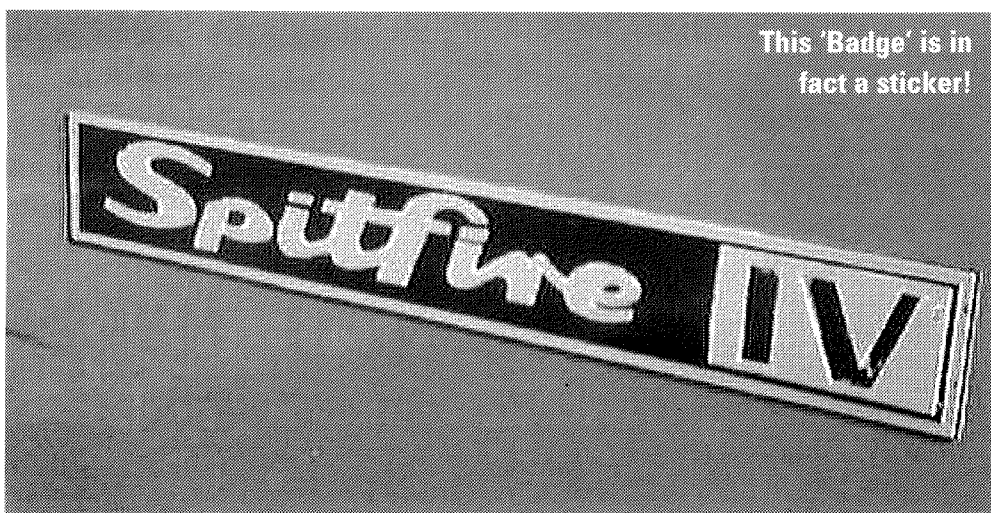


paper company. You will find them in the yellow pages. Make sure it's automotive

and is available in a range of about 50 colours. I have found 'FASSON' and 'FASCAL' to be

RULER, only cutting the vinyl, not the backing paper.

Wipe the surplus carbon ink **CAREFULLY** from



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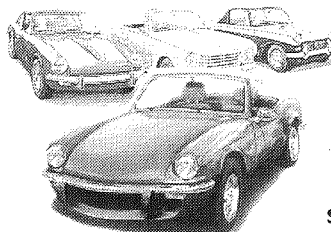
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THE MARKET LEADER

the surface of the vinyl with a damp cloth. NOT WET. And be careful not to 'pick up' the corners of any letters.

Peel out any spare unwanted vinyl and cut out the whole thing about 3 cm. clear of the words. You should be left with a rectangle of paper with your sticker on it!!!!

Stand back and admire your work. Then cut another one for the other side of the car.

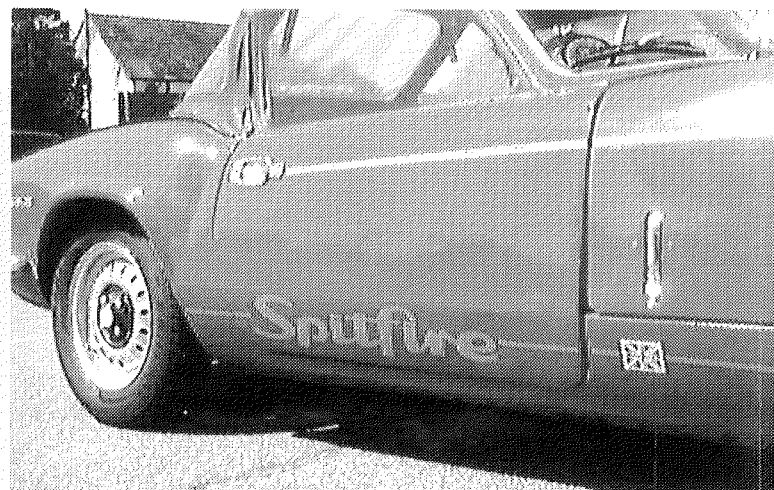
To put them on the car is easy. Getting them

the tape. Keep the tape taught and don't let it fold on itself anywhere. If the vinyl sticks to itself you WON'T get it apart and the sticker will be ruined.

Hold the tape carrying the sticker level and flat and carefully line it up with your masking tape line before gently touching it to the door. I SAID

masking tape. This is easy to remove and correct. When it's EXACTLY right, then closely follow the tape line with your vinyl coachlines and peel the masking tape off afterwards. A point worth noting Coach lines professionally done DON'T wrap round the corners of doors or stop at the very end

of a panel. Look closely They end about 4 - 5mm. short at each end. Try it. You will see it looks RIGHT. The only problem you now have is that you will be so pleased with your work, you will WANT to cover the car with graphics. Just try to remember. Take care, don't go overboard with O.T.T. graphics, choose your designs and colours thoughtfully, paying



STRAIGHT isn't. CLEAN your car door, DON'T wax it, then DRY it. Get a roll of paper masking tape and stick one end to the rear wheel arch at the level of where you want the top of the sticker to be. Pull out about 2m. of tape and pulling it taught, carefully move it toward the car at the front wheel arch, keeping the tape level with the rear. You should end up with a line of tape on the side of the car, level with where you want the top of the sticker to go. Take time here... It's important and if it's not right, you end up with wonky stickers.

Next, carefully cover your sticker with strips of slightly overlapping masking tape, so it ends up covered in one large sheet of tape. Press the tape ALL OVER the sticker.

SLOWLY peel the tape from the backing paper and the sticker will come away on the back of

GENTLY If there are any bits not lying flat, you can still lift them away from the car and pull them straight. WHEN all is level and flat, use the heel of your hand or your thumb and press every part of the sticker firmly onto the car. Slowly peel off all the masking tape and voila! You have a sticker! Don't worry about the dozens of tiny air bubbles. They will 'soak' away in about 24 hours. Big ones can be pricked and gently pushed out. Much the same method should be used when applying gently curving coachlines. Put the line on first with

attention to the line, design and colour of the vehicle and take pride in doing it yourself. I have been an art teacher and a signwriter for 25 years and have applied hand cut graphics and lettering a metre high onto the sides of SHIPS! Even the 'Spitfire IV' badges on my car are stickers. It only takes patience and care. HOWEVER If you really CAN'T do it, phone me on **01473 411786**, or 'e' mail me on roy@rftzsimmonds.freemove.co.uk and I will give you a price for whatever stickers you want.

Have fun Don't spoil your car.

M. W. Restorations

Technical Tip of the Month

CAR VIBRATING???

If you've got a bad vibration and you've checked all the usual things, it's worth checking that the wheels aren't buckled before you invest in a recon propshaft (which is usually the last resort).

Steel wheels can easily bend out of shape after a knock against the kerb, even at low speeds, and you can't see it when you're stationary. If you suspect this, take the car to a tyre centre and ask them to check it on their balancing machine.

All the best *Mike.*



Oh but that's Tacky!

By Mervyn Stoneman

Let's change the way we engage Overdrive

The dream continues its progress for with the replacement of the rear axle etc through to the gearbox the time has come to look at other items, the gear knob was after all tacky, serviceable but very tacky!

The Overdrive Gearknob

Having ensured that the gearbox and overdrive were on top line the time came to begin the installation of the wiring loom which coincidentally, I purchased via the Club facilities and found to be both a high quality product and was supplied by a most efficient and helpful company. It was at this point that a closer inspection of the gear shift assembly was made. It was, as I have said above - tacky, serviceable but very tacky! This being so I set about researching my options.

It would cost me around £60.00 to simply replace all the necessary parts to the upper gear shift. The TSSC was itself able to offer improvement and/or replacements for non-overdrive systems but seemingly nothing for the overdrive vehicle. It was at this point that I recalled that years ago (and those of a nervous disposition should skip the next few lines) when I owned and refurbished a MGB GT that I had first come across a machined alloy replacement knob with the overdrive switch located on the side rather than on the top. The switch thus located falls easily to hand during the process of gear changing, an easier and more positive process to my way of thinking.

Modified gearshift



I went and spoke to yet another Dave in my life who had owned a Sebring MGB GT and he was able to advise me that this replace-

ment was still available. I asked him if such an item might fit the Spitfire and got a typical engineers reply:

"Anything can be made to fit, can't it?"

Once again those who are in the know came to the assistance of those who have yet to know - and this is yet another facet of the wonderful experience of the process of working with classics - I cannot be alone in discovering the vast

might be made serve within the new set up.

We planned to remove the old wiring completely and thread the new down through the central shaft in the replacement set up.

Great - I now had the means of modifying what I (from past experience with other Triumph and Leyland cars) knew to be a potential trouble spot. At the same time I would be able to fit an item which would fit in with

Having sourced the knob; away it was sent onto night duty and returned the next morning re-threaded and in situ - looking great but disgracing the rest of the assembly. A little elbow grease with some wet and dry prepared the shaft for repainting. With the usual two coats of rust preventative primer and black enamel gave me the finished article (see photograph). With the gaiter in place most of this won't be visible but I feel better knowing that it has been properly done.

Should the switch malfunction or wires short out in a manner similar to the original assembly then access is gained via a top cap which is secured with a screw - located above the overdrive switch and visible on the photograph.

The Finished Article

I guess it is a matter of personal preference if one takes to the idea of an overdrive switch which is

operated with the side of the thumb. One thing is for certain the target area for operation is more easily 'felt' and therefore more positive in operation.

Will the new unit prove to be more durable? Well there is no reason to suppose that its operation should bring to it any more wear than in other locations where it has been reported to be a great improvement.

As to whether or not you like the look of it - well that is as I previously said - a matter of personal choice.

And cost - a total of £42.42, and that includes the usual postage costs and the dreaded Vodka And Tonic. The replacement unit is available from **Brown and Gammon** and carries the part number of **STN 1051**.

"... chrome seems to go along with the idea of the classic car. Polished alloy will fit the concept quite nicely I feel..."

skill base which is out there and available if and when you start to rebuild a classic and are willing to listen and learn.

Apparently, if I obtained a Sebring gearknob he undertook to machine a new and appropriate thread so that it would fit. We measured the present diameter of the host shaft carefully and determined that if I was to obtain the 5/16" UNF version then the modification might be made. The lock nut from the original assembly was in a reasonably condition and with a little refurbishment

my vision to base the refurbishment within the idea that "chrome seems to go along with the idea of the classic car". Polished alloy will fit the concept quite nicely I feel.

I was sure that the finished item would look great and be functional. This leads me to wonder that, if enough Club members were interested, whether this might make an interesting future addition to the Club's excellent accessory catalogue for our Club cars? Maybe even with the modification already completed.

TSSC INSURANCE CAR VALUES

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Triumph Herald	fhc	1959-61	948/4	3500	2300	1700	1000	400
Triumph Herald	dhc	1960-61	948/4	4200	2900	1900	1200	500
Triumph Herald "S"	sal	1961-64	948/4	2800	2100	1500	800	350
Triumph Herald 1200	sal	1961-70	1147/4	3200	2400	1700	700	300
Triumph Herald 1200	fhc	1961-64	1147/4	3600	2400	2000	1100	450
Triumph Herald 1200	dhc	1961-67	1147/4	5000	3800	2400	1500	700
Triumph Courier Van	van	1961-64	1147/4	3300	2700	1700	800	400
Triumph Herald 1200	est	1961-67	1147/4	3500	2300	2000	1000	400
Triumph Herald 12/50	sal	1963-67	1147/4	3300	2250	1600	1000	450
Triumph Herald 13/60	sal	1967-71	1296/4	3600	2400	2000	1300	450
Triumph Herald 13/60	dhc	1967-71	1296/4	5800	4300	3200	1800	800
Triumph Herald 13/60	est	1967-71	1296/4	3800	2500	2200	1300	500
Triumph Spitfire 4	sp	1962-64	1147/4	4700	3800	2500	1500	700
Triumph Spitfire II	sp	1965-67	1147/4	5000	3800	2700	1600	700
Triumph Spitfire III	sp	1967-70	1296/4	6200	4300	3400	2000	600
Triumph Spitfire IV	sp	1970-74	1296/4	5300	4300	3200	1800	700
Triumph Spitfire 1500	sp	1975-78	1493/4	6400	4600	3700	2400	800
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Triumph GT6 Mk I	fhc	1966-68	1998/6	6800	4600	4000	2000	800
Triumph GT6 Mk II	fhc	1968-70	1998/6	9000	6700	4900	2700	1100
Triumph GT6 Mk III	fhc	1970-73	1998/6	10,000	7300	5000	2700	1100
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Triumph Vitesse 2L Mkl	con	1966-68	1998/6	7200	5300	3500	1900	800
Triumph Vitesse 2L MkII	sal	1968-71	1998/6	5800	4300	3400	1800	700
Triumph Vitesse 2L MkII	con	1968-71	1998/6	9000	6400	4200	2200	900
Triumph Vitesse Estate	(all)	1962-71	1596/1998/6	6300	4500	3500	2000	700
Bond GT 2+2		1963-64	1147/4	3000	2600	2200	1400	600
Bond GT4S		1964-67	1147/4	3000	2200	1900	1200	500
Bond GT4S 1300		1967-70	1296/4	3300	2700	2400	1350	550
Bond Equipe 2L	sal	1967-70	1998/6	3600	3300	3000	1500	650
Bond Equipe 2L	conv	1968-70	1998/6	4000	3700	3500	1800	800
Amphicar		1960-63	1147/4	12,000	8000	5000	2500	1000

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- N.B. - Definitions (i.e. Concours, A1+, A1, A2, etc.) as per Valuation Form.
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- Values above are averages.

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- ★ See guide to car Values. These are averages but may help to provide an indication of your car's value.
- ★ Please note that car values rarely reflect the amount spent on restoration or major repair work. Always quote a realistic replacement/ market value.
- ★ Please ensure only good quality photographs are used.
- ★ You may describe your car as A1+/A1 OR A1/A2 or A2/A3 This would be appropriate where, for example your car meets the A1 criteria in all respects except perhaps for mileage and history.
- ★ Please ensure you state the full date of registration from your vehicle registration document (i.e. day, month, year).
- ★ Where you are enclosing numerous photocopy invoices, please state on the form the total amount spent.
- ★ Refunds are not generally available once Valuations have been issued.

N.B. Your car is not Agreed Value covered until the Valuation Certificate is signed by a Club Official.

Tommy Triumph

IN LAST MONTH'S CARTOON, THERE WAS A PICTURE OF THE BACK OF A TRUCK, WITH A "WELL DRIVEN?" PHONE NUMBER ON THE BACK....



RING IT? WELL, YOU WOULDN'T, WOULD YOU...??



BY CHRIS SHEPARD

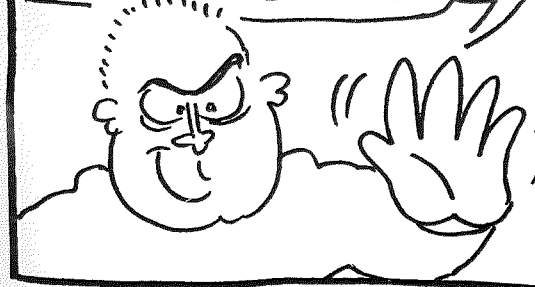
.. NOT UNLESS YOU WERE SAT IN YOUR OFFICE, WITH ABSOLUTELY NOTHING TO DO....



NO PAPERS TO SHUFFLE, NO COFFEE TO DRINK, NO RACE CAR TO BUILD, NO PENCILS TO CHEW, NO GARS TO CLEAN, NO PAPERCLIPS TO FOLD... NO CLOCKS TO WATCH, NO LIFE TO LIVE, NO HOME TO GO TO, NO NEWSPAPERS TO READ, NO BOSS TO CREEP TO, NO FRIENDS TO CHAT TO, NO TOENAILS TO CLIP, NO THUMBES TO TWIDDLE....



SO WHO'S THE SAD PERSON WHO ACTUALLY RANG THE NUMBER TO SEE WHO WAS AT THE OTHER END? WELL, I'M NOT GOING TO TELL YOU, SO THERE — BUT SOMEONE DID....



PSST — KEVIN GINGER — I TOLD YOU I WOULDN'T TELL 'EM IT WAS YOU!



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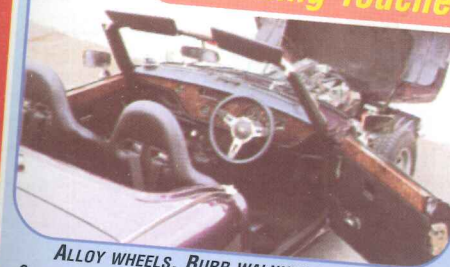


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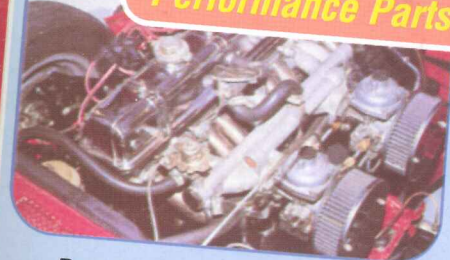
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