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SEE OUR LISTINGS AD
INSIDE ON PAGE 72/73.

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**THE
COURIER**
239

MAY 2000

TRIUMPH SPORTS SIX CLUB

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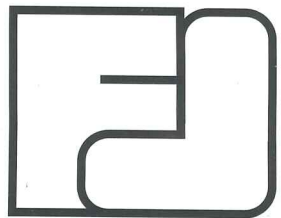


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THE MARKET LEADER

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.239 Vol 20. MAY 2000
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CLUB HEADQUARTERS

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

Tel: 01858 434424 H.Q. Fax: 01858 431936
H.Q. e-mail: tssc@tssc.uk
<http://www.tssc.uk.com>

Headquarters open between
9am - 5pm Monday to Friday
Saturdays - check Courier P.7

CLUB MANAGER

Bill Sunderland

OFFICE MANAGER

Trudi Prettyjohns

MEMBERSHIP ADMINISTRATOR

Victoria Childs

TSSC ADMINISTRATOR

Diane Spence

TSSC OFFERS MANAGER

John Muggleton

TSSC OFFERS CO-ORDINATOR

Cain Foskett

COURIER MAGAZINE EDITOR

Bernard Robinson

COURIER PRODUCTION

Bernard Robinson,
& Jo Sunderland.
*Triumph Sports Six Club,
Main Street, Lubenham,
Leics. LE16 7TF.*

Tel: (01858) 434424

Articles/Area News

Fax: (01858) 468228

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

GENERAL SECRETARY

Peter Williams
5, Frosty Hollow, East Hunsbury,
Northampton. NN4 0SY.
TEL: 01604 705319.

COUNCIL MEMBERS 2000

David Aspinall, Annis Green, Leon Guyot,
Tom Longley, Chris Mills, Stuart Newbould,
Simon Roberts, Vivien Thompson
Bill Sunderland, Trudi Prettyjohns,
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 Picture
Herald 13/60 Estate
Holland
Photo By
David Beechey

Contents may 2000

| | |
|--|----|
| Events Calendar | 4 |
| Comment | 5 |
| News Review | 6 |
| Cop Shop | 8 |
| Spitfire I/II/III Register | 10 |
| Specials Register | 14 |
| International Weekend Changes | 18 |
| 13/60 Register | 22 |
| Vitesse Register | 28 |
| Herald 948/1200 Register | 32 |
| Le Mans Bonnets | 35 |
| Spitfire IV/ 1500 Register | 38 |
| THIRSK 99 | 46 |
| Peak Run & Concours | 52 |
| Concours Register | 59 |
| Talking Technical | 62 |
| Readers Write | 70 |
| 'Bonio' Solutions | 74 |
| TSSC Archive | 76 |
| Tommy the Triumph | 81 |
| TSSC Officers | 82 |
| Plus Area News Review/ Classified Newspaper. | |

T.S.S.C. Events Calendar

PLEASE SEND ALL EVENT INFORMATION TO
TRUDI PRETTYJOHNS AT THE CLUB H.Q.

NATIONAL EVENTS

Contact Club H. Q. for more information

SATURDAY/SUNDAY 13/14 MAY 2000
SOUTH OF ENGLAND MEET
LEATHERHEAD LEISURE CENTRE
LEATHERHEAD, SURREY

FRIDAY TO SUNDAY 14/15/16 JULY 2000
TRIUMPH SPORTS SIX CLUB
INTERNATIONAL WEEKEND, STAFFORD
COUNTY SHOWGROUND, STAFFS.

FRIDAY TO SUNDAY 22/23/24 SEPTEMBER 2000
NORFOLK AREA'S - MILE OF TRIUMPHS
BROAD FARM, GREAT YARMOUTH.
CONTACT JOE: 01493 728764

SUNDAY AUGUST 13 2000
SUNSHINE RALLY
STANFORD HALL LEICESTERSHIRE
CONTACT CHRIS: 01509 814456

REGIONAL EVENTS

FRIDAY 28 APRIL MONDAY 1ST May
THE 11TH ISLE OF WIGHT CAMPINGWEEKEND
CONTACT GARTH: 01983 872913

SATURDAY 6 MAY 2000
CLUB STAND AT JERSEY CLASSIC CAR SHOW
CONTACT MICHAEL: 01978 359263
OR PETER 01534 27809

SUNDAY 7 MAY 2000
TRIUMPH GOLF DAY EPPING GOLF COURSE
FREE ENTRY TO THOSE ARRIVING IN
CLASSIC CAR - 01992 572282

SATURDAY 14 MAY 2000
HANTS & BERKS AREA CLUB STAND
BASINGSTOKE
FESTIVAL OF TRANSPORT
CONTACT BOB: 01256 410192

SUNDAY 21 MAY 2000
WESSEX AREA
MILLENNIUM NEW FOREST RUN AND
CHRISTCHURCH QUAY RIVERSIDE PARADE
CONTACT : TREVOR 01202 548582
OR DAVE 01202 484421

SATURDAY/SUNDAY 3/14 JUNE 2000
SOUTH YORKS AREA CAMPING WEEKEND
PICKERING CLASSIC CAR RALLY
CONTACT: SOUTH YORKS A.O.'S

FRIDAY/SUNDAY 9/11 JUNE 2000
NEWBURY AREA CAMPING WEEKEND
IN WEST SUSSEX
CONTACT: SOUTH NEWBURY A.O.'S

SUNDAY 11 JUNE 2000
AVON AREA CLUB STAND
ASHTON COURT SHOW, BRISTOL
CONTACT: COLIN 01179 691322

FRIDAY/SUNDAY 16/18 JUNE 2000
BREAN BEACH PARTY
CONTACT: COLIN 01179 691322
OR SEAN 01278 421628

SUNDAY 18 JUNE 2000
HANTS & BERKS AREA CLUB STAND
BASINGSTOKE MOTORING CLASSIC
CONTACT: BOB 01256 410192

SATURDAY/SUNDAY 23/25 JUNE 2000
LAKES TRIUMPH WEEKEND 2000
A SPACE ODYSSEY - KESWICK RUGBY CLUB
CONTACT 01946 832080

SATURDAY/SUNDAY 24/25 JUNE 2000
DERWENT VALLEY AREA
PEAK RUN & CONCOURS
CONTACT DON: 01246 278149

FRIDAY 30TH JUNE SUNDAY 2ND JULY
LINCOLNSHIRE OPEN WEEKEND
MALTBY-LE-MARSH
CONTACT DAVE 01529 45561

SUNDAY 9 JULY 2000
NEWBURY AREA CLUB STAND
NEWBURY CLASSIC CAR SHOW
CONTACT NEWBURY A.O.'S

SATURDAY/SUNDAY 8/9 JULY 2000
DEVON AREA CLUB STAND
POWDERHAM HISTORIC RALLY
CONTACT GORDON 01392 668577

FRIDAY/SUNDAY 1/3 SEPTEMBER 2000
19TH ANNUAL NORTH YORKS MOORS
CONCOURS & CONVOY ROSEDALE ABBEY
CONTACT JUDY: 01904 656095

SUNDAY 3 SEPTEMBER 2000
W.A.C. WORCESTER AREA CONCOURS
AVONCROFT MUSEUM OF BUILDINGS
CONTACT IAN 01452 618113

CLASSIC CAR SHOWS (CLUB INVITED)

SATURDAY/SUNDAY 6/7 MAY 2000
BEAULIEU SPRING AUTO EVENT
NATIONAL MOTOR MUSEUM BEAULIEU HAMPS

SUNDAY/MONDAY 28/29 MAY 2000
TRIUMPH INTERNATIONAL MILLENNIUM EVENT
(T.I.M.E.), MALLORY PARK RACE CIRCUIT,
LEICESTERSHIRE

FRIDAY-WEDNESDAY 9-14 JUNE 2000
LE MANS 24 HRS. ENTRY TICKET
AND CAMPING PLUS 6 DAY FERRY - £115.
CONTINENTAL CAR TOURS 01304 380244

Comment

by Peter Williams

Can you believe it?

No sooner had the April 'Comment' announced the arrival of Spring, than it snows! Still, changeable weather isn't going to stop TSSC enthusiasts enjoying themselves and there's a full calendar of events lined up to allow us to prove it. Even as I write shows and events have almost fully mapped out the coming weekends well into the season. For example, just after this Courier's publication deadline the Triumph Monument is to be unveiled as a tribute to Standard Triumph at Coventry. Discussion at the recent FBHVC Seminar concluded that it would probably be up to the clubs to mark the heritage of our sadly disappearing home-grown car industry and thanks are due to Chris Cunnington of the TR Register backed by the clubs of Triumph Forum (including the TSSC) for making this happen. Hopefully many of you will have been able to go along.

Further events will have followed throughout the rest of April culminating with the NEC Classic and Sportscar Show at the end of the month. May brings amongst others the Isle of Wight Camping Weekend, Club stands at both Jersey and Basingstoke shows, the South of England Meet and the Triumph International Millennium Event, T.I.M.E., at the end of the month. Phew. Just as for Formula 1 drivers, winter training is essential to keep up with just a fraction of what's going on and thanks as always are due to all those enthusiasts who are involved in organising these events for us all to enjoy.

Members may also like to put a reminder in their diaries to visit TSSC HQ where there's always something new to see. Not least, this includes the most recent addition to the Club fleet that of an export specification Spitfire 1500. The car has had an interesting history having started life in Switzerland, then moving to the USA and now settling back home in the land of its makers. Fully loaded with the most comprehensive range of exhaust emission equipment and added crash safety features (and an 80mph speedo) it is interesting to note the differences between the home and overseas product. Your eye continually tracks back and finds yet another

change or addition. Further to the FBHVC news item published in March's Courier, the list of garages stocking leaded 4 star grows. The current list includes over 90 sites across the country which either have or will be stocking leaded 4 star. For those with internet access these sites may be found at www.bayfordthrust.co.uk. We will be including a copy of the list in a future Courier, publication deadlines unfortunately not quite permitting us to publish this month. So, the year is already shaping up to be a busy one, and a year to see lots more Club cars at shows, at events and most importantly out on the roads. Happy Motoring.



South of England Meet



TSSC NEWS

Review

Your monthly round up of all
News of a Triumph nature

Self Help Scheme 2001

As members will see in this month's Area News Review, we are starting to update the Self Help Scheme in the Members Handbook for the next, 2001, edition. So, if you are already in the Scheme please check that your details are correct and let us know if any need changing. If you are in the current Scheme we will assume you would like to remain in for the next edition unless informed otherwise. As always, we would be happy to receive details of members not already in the Scheme who would like to be, so please send these in also - all by the end of June this year please.

Equipment Stores Liaison Officer

I have recently been informed by Tony Lancaster, one of the Club's Equipment Stores Liaison Officers, that he has decided to retire from the role. Tony has been offering this service on behalf of the Club since September 1995 and I'd like to take this opportunity to thank him for all his work over the these last years - much appreciated. Stuart Newbould the Club's joint Equipment Liaison Officer has kindly offered to widen the service he offers and will now be covering the whole of these activities so please

contact him from now on for all your show and events' equipment requirements - remembering that many Areas also have events' and other general equipment available to local members. Thanks again Tony and best wishes Stuart on taking on this increased role. Happy Motoring

Peter Williams
General Secretary

Moss Europe Limited

The assets of Moss International, the leading provider of the classic British sportscar parts and accessories, have been purchased by Moss Motors of California and Classic Management Services Ltd. The new company to be known as Moss Europe Ltd., is a return to the original Moss name and structure in the UK, which operated so successfully during the early nineties.

The original founders, Peter Buckles and Neil Aldred have returned to be Managing Director and Sales & Marketing Director respectively. Peter Buckles said "With the backing of Moss Motors and our suppliers, and the dedication and commitment of our staff, Moss Europe will continue to be the leader in the classic car industry. Our planned investment programme will quickly produce a significant increase in parts availability and service levels."

At the centre of the investment is a major restocking programme and orders have already been placed to the value of £1.5 million. Moss Europe would like to thank all of their customers and suppliers for their support in the recent months, and we look forward to restoring our excellent service to all our customers. Please see the website for more information:

www.mossint.co.uk



HQ OPENING TIMES

MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY - 6TH 9AM - 4PM

SATURDAY - 27TH 9AM - 4PM

MAY BANK HOLIDAYS

TSSC HQ WILL BE CLOSED ON

MONDAY 1ST

MONDAY 29TH

JUNE - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY - 10TH 9AM - 4PM

SATURDAY - 24TH 9AM - 4PM

SHOWCAR Register CARS WANTED

Fancy a lap around
Mallory Park?

I have been asked by the organisers of T.I.M.E. on 28th & 29th May to provide a selection of club cars for a 'Lap Of Honour' around Mallory Park Circuit during the show.

So if your car is available please ring John Muggleton on 01858 434424 ASAP.

Advance Orders for Shows

Advance Orders for Collection at the following shows are now being taken. Ring 01858 434424 to place your order
MAY 13TH/14TH - SOUTH OF ENGLAND MEET - LEATHERHEAD
MAY 28TH/29TH - T.I.M.E. - MALLORY PARK - LEICESTERSHIRE



Cop Shop



**Through the year
I visit many of the
wonderful events
that the Club has on offer.**

by Mike Crewes

hope that it may reinforce the safety of future convoys.

Arranging a Convoy:

This is usually the easiest part of conveying but the most ill-prepared. You will of course need a start point. This must be somewhere where you can safely marshal your convoy into its correct order without being a danger or cause obstruction to other road users. The amount of room you will need will depend on how many vehicles you intend to convoy. Usual places are car parks - these are usually both safe and spacious.

You will of course need a destination. Again this must have plenty of room for your convoy to park and if you intend to start a homeward convoy from your destination you will need room to marshal the return convoy. Your convoy should always aim to finish off the road.

Now that you have a start and end to the convoy you will of course need a route between them. The route need not be the shortest distance, but must bear in mind types of road, roundabouts, traffic lights, etc.

All of these features are potentials for splitting the convoy up. Plan your route very methodically and carefully, to avoid as many places as possible where the convoy may be split up.

Once you have got the planning right there is one more thing which you must do to comply with the Law. All convoys must be notified to the Police in writing at least six days in advance. The convoy organiser will become legally responsible for the convoy and the ways it is run under the Public Order Act 1986.

If you do not inform the Police, the organiser and every convoy member all commit offences. An extract of the Legislation is set out at the back of this booklet. You must notify the Police Station at the start of the Convoy, giving the start date and time, route and destination. You must also give at least one of the organisers' names and addresses.

Forming a Convoy:

The convoy leader should be someone who is experienced in convoys and who is thoroughly conversant with the

route. He or she should always have a co-driver who is willing to assist in leading the convoy. The rest of the convoy should be formed up in their order with the slowest cars at the front and the faster cars at the back. It should be borne in mind at this point that a driver's ability will also play a part in his cars speed. A slow driver in a fast car will remain a slow driver.

Each car on the convoy should be given a route card, i.e. a card or piece of paper with route directions on it. If a car gets lost, it may continue using the route card. At the very least it will give the drivers confidence and allay their fears about getting left behind.

It is very easy to forget the proper rules of the road in favour of some all powerful 'rules of the convoy' or 'must stick together' syndrome which may lead to following cars either travelling too fast or driving too close to each other. This should be avoided at all costs.

Once the order of cars is set, it shall remain the same order for the whole journey. If you have more than about ten cars and no Police escort or assistance, consider running two convoys. If you have access to Citizen Band radios these can help tremendously in running a convoy, if the lead and tail are in radio contact. You must abide by CB rules and legislation.

Running the Convoy:

The speed of the convoy must be dictated by the speed of the slowest car. If someone starts getting left behind then slow up. A driver driving beyond his, or her own, or their cars capabilities will put the whole convoy in danger by risking an accident. Keep to speed limits, this is not only a legal requirement but will give all the drivers a chance to relax a little. The lead car should travel at a speed just under the speed limit.

Each driver should be aware of the car behind him and should keep it in sight the whole time. If the car behind is hanging back then the car immediately in front of it should slow up, this will eventually work its way up the convoy to the

front and the leader should slow up.

If the car behind stops or disappears from sight, then the car in front of it should stop, again this will work itself up to the front and the leader will stop. When you stop always find a safe, unobstructive place to pull in and bear in mind how many other cars will need to stop there.

If the convoy turns off then the first and then following cars should wait at the junction in turn to make sure that any convoy cars behind see where the turning is. Whilst a car is at the junction waiting, the rest of the convoy should stop at a suitable place along the road. Once the cars behind have caught up, the convoy may then proceed.

If you need to stop for an emergency or any other reason, flash your headlights several times at the car in front; he will in turn flash his headlights. If the car behind flashes his headlights, flash your headlights at the car in front. This way the signal will eventually reach the convoy leader who will stop the whole convoy in a safe place. Do not flash your headlights unless you want the convoy to stop.

Courtesy:

Remember that a convoy of similar cars attracts attention, particularly from the Police who may be monitoring your progress along your route. It is

essential therefore that all the convoy members drive properly, courteously and safely. Do not jump a set of traffic lights in order to keep up, the convoy will wait for you. Remember that you are not exempt from any of the current Legislation.

The convoy will probably be travelling much slower than other traffic on the route and other traffic may wish to overtake. If other vehicles do wish to overtake they must be allowed to do so safely. Do not follow the car in front too closely and allow an overtaking vehicle into the convoy if he needs a space. If he has an accident overtaking you, you will probably be involved as well as him.

Whilst you are conveying, you are representing the Club, please bear this in mind and continue the good image that the Club enjoys.

Next month the legislation that controls conveying.

Cop Shop

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

mikecrewes@compuserve.com

It never ceases to amaze me the variety and ingenuity of event Organisers. However there is one thing we can all do to help organisers of events, particularly Convoys; and that is to do as we're asked properly. Many years ago I wrote the following article which has been included in the Events Manual ever since, but maybe it's time to show it to a wider audience again.

CONVOY ETIQUETTE A GUIDE FOR RUNNING CONVOYS

Firstly, what is a convoy? There is no legal definition of a convoy, but the Oxford Concise Dictionary defines it as the Act of Conveying; protection; escort for honour or protection - this isn't very helpful either. A convoy is generally held as a number of vehicles travelling together in a procession from one given point to another given point. There is no minimum number and no maximum number. It should be borne in mind that any number of cars from two upwards travelling together constitutes a convoy.

Many of you will be old hands at convoys and will tell stories of convoys with hundreds of cars in them, some of you will wonder what a convoy is all about. This manual is aimed at both the experienced and the inexperienced.

Whilst not trying to teach you to 'suck eggs' I



FD 75000 and Beyond

By Brett Dennis

Here's a nice photo of a very early MkI Spitfire.

FC135, which was originally registered NME 706 in November 1962. It is now owned by one of our overseas members - any information would be appreciated.

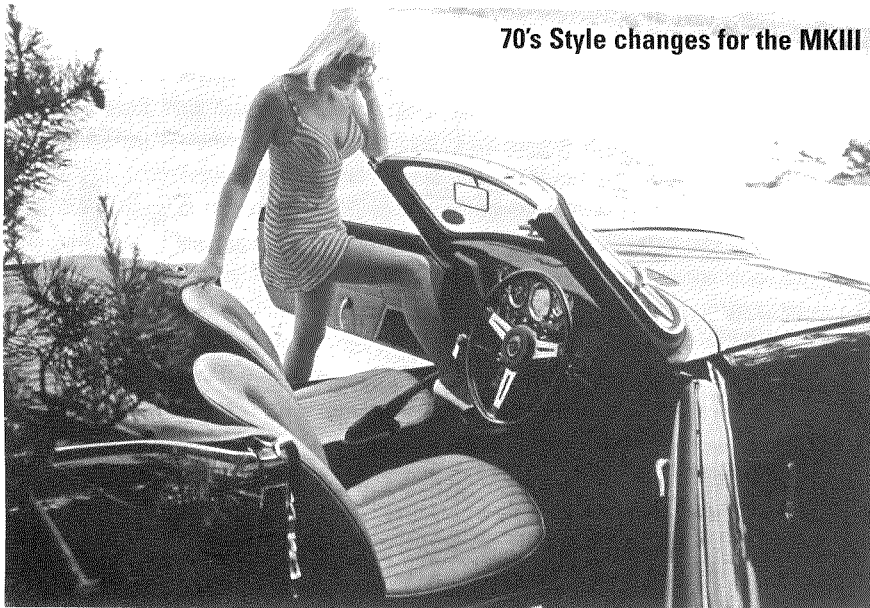


Cracking Spitfire 4 at Stafford last year

FD 75000 and Beyond - what does it mean? It signifies a beginning and an ending. It's the writing on the wall for the

MkIII Spitfire. Times and tastes are changing and a new model is required. So Triumph dressed the mutton up as lamb, to sell off the last 7000 or so to the unsuspecting public to make way for the all new looking MkIV. All motor manufactures are guilty of this

70's Style changes for the MkIII



and Beyond



zip-down soft top rear window screen.

With these improvements, plus its well-proved performance, we reckon that the latest Spitfire MkIII gives you more fun per mile than anything else on wheels and more fun per £". Additional cockpit padding comprises of the knee pads to be fitted to

Number plate Light Plinth including reversing light

promotional ploy. Ford with the Mk5 Cortina called the Crusader (to make way for the Sierra), Vauxhall with the MkII Cavalier called the Commander, just to name a few.

It also marks the beginning of emission anti-pollution laws. This combined with safety measures is what eventually kills off the Spitfire. 77.28% of all Spitfires were exported and most of them went to the USA. The 1500 Spitfire in America (especially in California, where their Health and Safety program is more stringent) was heavy and slow and a bit ugly with those impact bumpers and people stopped buying it.

So what were the whistles and bells added to the UK MkIII? The sales brochure

says "Still exhibiting the clean-sweep Michelotti streamlining which made its Le-Mans-winning predecessors to famous, the latest Spitfire MkIII includes quite a few of '70-style changes". Probably the first things you'll notice are the wheels: New wide 4.5J rims in silver. Notice: The black-for-drama grille and windscreen surround. Take the rear view and you'll see a sleeker, tidier tail. The reversing light and number plate illuminator are now in one combined fitting and the badges are new, neat and attractive. Also new:

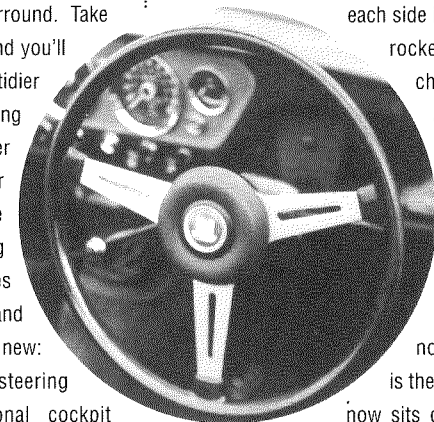
Flat-spoke steering wheel, additional cockpit padding, zip-up -

the MkIV, steering wheel is essentially MkIV but without soft rim and plain centre sponge. Less notable changes include different hood frame assembly, the steering column cowl assembly is now the MkIV type with large hole for fitment of steering lock. If a lockable steering wheel is ordered, it now comes with an anti-torque assembly similar to MkIV. The front side and flasher assembly are now made common with the MGB type etc. (the mounting studs have moved on the base plate which has the knock-

on effect that a new nose panel for each side is required) the

rocker cover changes colour around this time from Keynar Bronze to Silver. One item I have noticed but is not documented is the overdrive relay

now sits on an angle as MkIV and not bolted



Flat Spoke Steering wheel



Imported U.S.A. Spec Late MK II Bodytub. Note large rear lights and side markers, who bought this tub at Stafford a couple of years ago?

the bonnet appeared a Red, White and Blue emblem virtually identical to an RAF roundel insignia.

As 1970 closed, Spitfire sales were strong. It had been three good years for the third model Spitfire but no one was resting on their laurels in Coventry and something new was on the way.

Are there any American members who own one of the last MkIIIs who can send me some photos of the emission

directly to the battery box gusset assembly.

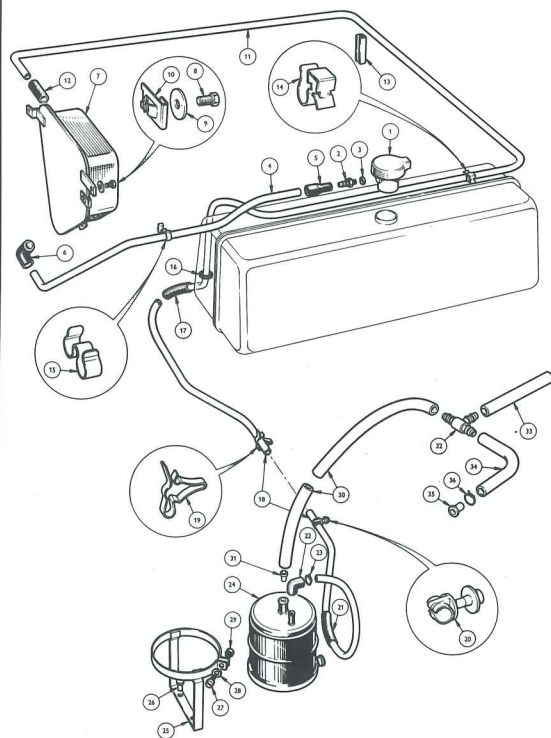
The only other minor changes are to the boot floor, inner wheelarches etc. These consist of small added brackets, captive nuts and extra holes to take the evaporative emission control details for the USA cars including the MkIV petrol filler cap.

The 1969 USA version of the MkIII Spitfire had all new wheel covers, completely new seats with adjustable brackets, federally mandated headrests and a new dash design that for the first time placed the instruments in front of the driver instead of in the centre of the car. This alteration included new instruments and switches to meet safety requirements in to a matt black panel (as per MkIV). A leather covered and padded steering wheel completed the interior alterations. In 1970 from FDU 75000 a zip-out rear window and a Government mandated buzzer to warn when the key was left in the ignition were three interior changes.

The emission controls had required the deletion of both SU carbs with a single Stromberg as their replacement. To meet Californian evaporative emission standards all Triumphs were equipped with sealed fuel tanks vent system and a charcoal canister to filter tank fumes. Safety standards also demanded side-marker lights on the front and rear fenders. On

control details fitted to their cars?

EMISSION CONTROL EQUIPMENT



Anglian TRIUMPH SERVICES

CROSSWAYS GARAGE
LODDON ROAD
DITCHINGHAM
NR BUNGAY NORFOLK
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email: david@angserv.demon.co.uk -http://www.angserv.demon.co.uk



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| | |
|--|---------|
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| Reconditioned differential from | £220.00 |
| Reconditioned gearbox from | £170.00 |
| Fitting service available on the above | |
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| Rear wheel cylinder Vitesse/early GT6 | £9.00 |
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| Brake pads Vitesse/GT6 | £9.50 |
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| Engine mount 6 cylinder | £7.50 |
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| Standard gearbox mount | £1.50 |
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| Clutch kits 1500 | £51.00 |
| Clutch kits 2 Litre | £55.00 |
| Fuel pumps from | £16.00 |

SUSPENSION/STEERING

| | |
|--------------------------------------|--------|
| Front trunnion (STANPART) | £13.00 |
| Front trunnion kit | £4.00 |
| Rear trunnion kit | £4.50 |
| Steering rack rubber mount | £1.90 |
| Half shaft flange | £15.00 |
| Universal joint | £9.50 |
| Driveshaft long/short | £55.00 |
| Front vertical link Spitfire | £52.00 |
| Top ball joint | £10.50 |
| Track rod end | £7.50 |
| Anti roll bar link | £12.50 |
| Front suspension nut/block kit | £15.00 |
| Rear suspension nut/bolt kit | £15.00 |
| Front shock absorber | £22.00 |
| Rear shock absorber | £18.00 |
| Rear wheel bearing roto | £16.00 |
| Rear wheel bearing UNIPART | £19.50 |
| Rear leaf spring MkIV/1500/GT6 | £75.00 |
| Rear leaf spring Spitfire I, II, III | £59.00 |
| Rear leaf spring Herald | £75.00 |
| Rear leaf spring spring Vit MkII | £75.00 |

SUSPENSION/STEERING

| | |
|------------------------------------|---------|
| Steering column bush | £6.25 |
| Lower steering joint | £17.50 |
| Rear spring eye bush | £5.50 |
| Wishbone bushes | £1.00 |
| BODY PANELS SPITFIRE/GT6 | |
| Heritage Spitfire bonnet | £575.00 |
| Spitfire front valance Mk I,II,III | £95.00 |
| Spitfire/GT6 quarter valance | £49.00 |
| Front wing Spitfire I, II, III | £57.00 |
| Front wing Spitfire/GT6 III | £41.00 |
| Inner outer arch Spitfire/GT6 III | £26.00 |
| Door skin Spitfire III | £28.00 |
| Door skin MkIV/1500/GT6 | £28.00 |
| Full floor new improved | £63.00 |
| Rear wing Spitfire I, II, III | £89.00 |
| Rear wing MkIV/1500/GT6 | £125.00 |
| Rear wing GT6 III, left | £145.00 |
| Rear inner outer arch | £34.00 |
| Rear valance Spitfire MkIII | £42.00 |
| Rear valance MkIV/1500/GT6 | £26.00 |
| Boot floor, all models | £57.00 |
| Sills, Rover GENUINE | £42.00 |
| Battery box | £11.50 |

BODY PANELS VITESSE/HERALD

| | |
|-----------------------------|--------|
| Front valance fibre glass | £35.00 |
| Front valance Steel | £95.00 |
| Front wing 13/60 | £58.00 |
| Front wing Vitesse | £79.00 |
| Front wing lip repair | £22.00 |
| Sill Vitesse/Herald | £16.00 |
| Doorskin Vitesse/Herald | £54.00 |
| Rear wing Vitesse/Herald | £84.00 |
| Rear quarter valance | N.A. |
| Rear valance Herald/Vitesse | £48.00 |
| Rear wing lip repair | £18.00 |
| Door step repair | £8.00 |
| D. plate bonnet | £8.95 |

HOODS/CARPETS/INTERIOR TRIM

| | |
|----------------------------------|---------|
| Vynide hood Herald/Vitesse | £95.00 |
| Double Duck hood Herald/Vitesse | £145.00 |
| Vynide hood Spitfire | £95.00 |
| Double Duck hood Spitfire | £135.00 |
| Seat covering kit Spitfire/GT6 | £139.00 |
| Seat covering kit Herald/Vitesse | £129.00 |

HOODS/CARPETS/INTERIOR TRIM

| | |
|------------------------------------|---------|
| Door trim, pair, Spitfire | £48.00 |
| Door trim, pair, GT6 | £52.00 |
| Door trim, pair, Herald | £48.00 |
| Door trim, pair, Vitesse | £52.00 |
| Moulded carpet set, Spitfire | £155.00 |
| Moulded carpet set, GT6 | £220.00 |
| Moulded carpet set, Herald/Vitesse | £130.00 |
| Glove box Spitfire/GT6 | £14.00 |
| All other interior trim available. | |

RUBBER SEALS SPITFIRE/GT6

| | |
|--|--------|
| Screen seal Spitfire I, II, III | £18.00 |
| Screen seal MkIV/1500/GT6 | £18.00 |
| P seal on A post | £3.00 |
| GT6 roof seal MkII | £18.50 |
| GT6 rear screen seal | £21.00 |
| Lower screen seal Spitfire I,II, III | £12.00 |
| Header rail seal Spitfire | £7.00 |
| Outer weather strip Spitfire/GT6 | 8.00 |
| Inner weather strip Spitfire/GT6 | £4.00 |
| Bonnet scuttle seal | £4.50 |
| Door check strap seal | £2.25 |
| Wheel arch seal kit | £6.00 |
| Spitfire Furlflex seal | £12.00 |
| GT6 Furlflex seal | £19.00 |
| Front valance seal Spitfire III | £1.10 |
| Front quarter valance seal MkIV/1500 | £2.20 |
| Triumph pedal rubber | £2.00 |
| Late Triumph pedal rubber | £2.00 |
| Bonnet stop cone | £1.50 |
| 7 in. headlamp seal Spitfire/GT6 | £2.95 |
| Handbrake gaiter Spitfire I, II, III, IV | £7.50 |
| Master cylinder boot | £2.50 |

RUBBERS SEALS HERALD/VITESSE

| | |
|----------------------------------|--------|
| Front screen seal Herald/Vitesse | £17.50 |
| Rear screen seal Herald/Vitesse | £21.00 |
| Outer weather strip | £7.00 |
| Inner weather strip | £4.00 |
| Pedal rubber | £2.00 |
| Wheel arch seal kit | £6.00 |
| Header rail seal | £6.50 |
| 7 in. headlamp seal Herald | £2.95 |

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Triumph Sports Seven ? II

By Trevor Collett

Before we get onto the second instalment of Dean Speer's Locust story I just thought I'd tell you about my day.



A very wet New Forest Run '96

Although my conscience was not entirely clear (there are always jobs that need doing around the house and garden, aren't there?) I managed to spend a few hours tinkering with my Herald 1200 Estate. I've owned this car since 1978, it was my first car, but it hasn't turned a wheel in three years since I drove it onto the drive of my new house. It's been a long held ambition to rebuild the car and having got the garage reasonably well organised, at last, it's time to get the car in.

I had actually started the engine a few weeks ago but could not move the car under

its own power because all the fluid had disappeared from the clutch system. Today the gearbox tunnel came out and new fluid charged through the pipes. I was pleased that the master and slave cylinders worked but, as I expected, the clutch wouldn't release - plate rusted to the flywheel. Turning the starter motor with clutch pedal full to floor only served to jerk the car forward. I was resigned to pushing it into the garage. There was just one

trick I was going to try: I let the engine run for while to let the heat build up and work its way through the transmission. I switched off, put it in gear and turned the starter - there was a satisfying clonk and we were in business.

You might think all this was a lot of trouble to go to for a ten metre trip into the garage but it seems to me that when you embark on a complete dismantling of a car it's important to know that it worked before you started. I'll keep you informed of progress - but don't nag, I'm not planning to rush.

Now back to Dean:

During this time the body had been taken to my brother's garage for the installation of the wiring loom. We decided that as the body was timber and therefore not a good earth a new loom need to be fashioned to provide earth tails returning to a central point. The loom was built up from scratch, in situ, using the Haynes manual wiring diagram as the blue print. The next job was to get the body painted. This was done at a local body shop in 'two-pack' paint in a wonderful British Racing Green to match the fibreglass nose cone and wings, which came pre-coloured. The job was completed for under 200, which was very competitive.

Final assembly was approaching, or so I thought. After having made good progress in the first year and a half things ground to a halt as lack of funds and time dictated the pace of work. Doing what I could at weekends and evenings the body was eventually secured and the wiring connected to the various parts of the engine, as well as lights and instruments.

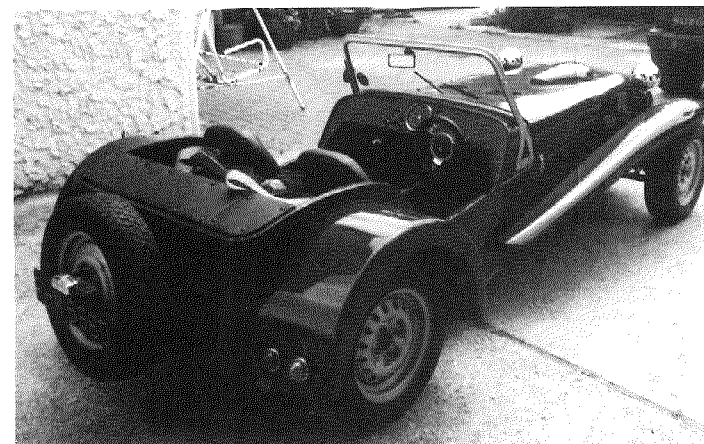
The petrol tank was another of those unexplained items. Where to find one and where to fit it? The obvious place was in the void between the back of the car and the rear suspension? Fabricating one seemed out of the question. A Triumph solution was found. The tank from a Spitfire was found to fit perfectly, almost made to measure and one was acquired second hand from SpitBits. The cap protrudes up through the rear parcel shelf.

Lights, wipers and fibreglass panels were all added. The seats are Corbeau Cub, the only seats that will fit in the seventeen inch gap either side of the tunnel.

The Machine, as it has become affectionately known, was finally ready to be fired up in early 1995. With petrol in the tank and the battery connected the time had come.

I had not reckoned, however, with the effect that five years of sitting in the back of the garage would have on the fuel system. Firstly I could not get petrol to the carburettor. The valves in the fuel pump had seized. This had to be stripped and the valves replaced. Petrol was then flooding from the carb. The float had become glued to the bottom of the float chamber by the petrol residue as it evaporated. A service kit was acquired to overhaul the carb, including brand new floats and jets.

Finally the moment came and she started with little further effort and ran very smoothly considering the long period of lay-up. Following a few late night test runs around the block it was time for MOT.



Mid way throughout the build the local police had come to inspect and certify that the parts had come from principally the same original vehicle and I was therefore allowed to retain the original registration plate. FHM 589D

The MOT went well but was failed on two items, a worn steering column bush and slightly under power brakes. These were easily remedied and a full retest was deemed not necessary. At last **The Machine** was complete. After five years of often bittersweet experience it was a real pleasure to be able to drive something that I had created. The crowning moment was to come in July 1995 when my wife and I drove off in to the night in **The Machine** from our wedding reception, the throaty note of the exhaust drowning out the cheers of family and friends.

Was I glad that the engine started!

The Machine has been running well ever since although the lack of any weather gear has led to some interesting moments. We have joined the Wessex Area New Forest run on three occasions including the very wet 1996 event. We had to literally bale out half way to find shelter and warmth at a Little Chef and await the convoy to complete the route. I have added some further enhancements since completing

the build. Side screens were made to deflect some of the wind buffet experience, which can be very tiring on longer runs. These were fashioned using aluminium panels covered in vinyl glued together to form a sandwich with clear polycarbonate for filling. They work and look a treat.

After leaving the engine untouched during the build it became clear that some work was needed. The timing chain had become excessively worn resulting in considerable backfire on over-run. When I tried to adjust the timing the timing marks were moving back and forward like a tug of war! A new timing chain was fitted and the engine is now much smoother and quieter. As this work involved removal of the nosecone and radiator I took the chance to fit an electric fan.

The original fan, being positioned further back from the radiator, was probably doing little anyway. In the kit builder's spirit I could not just

purchase an off the shelf kit, could I? A functioning fan was acquired from the local scrap yard. In order to control the fan automatically I need to fit a thermostatic switch. I purchased a suitably rated switch from the local accessory shop and had a local engineering firm drill and tap the side of the thermostat housing to accept the switch.

This was simply wired to the fan and it works fine. Switch £8, fan £5 and fitting £2, saving £80 - £90.

Future plans include an overhaul of the engine bay to improve its appearance, easily overlooked in the haste to get on the road, and a tonneau cover to give some weather protection.

Thanks Dean.

You seem to get loads of fun out of your car; that's what it's all about, long may it continue. I don't know how many sets of Locust plans have been sold, probably a lot more than complete Locust cars that made it to the road. I have come across very few in my time - definitely select.

If you're out and about in your kit or special this summer take your camera with you, take some pics and send them to me. Some words would be good, too but if not I will always make up a story to go with them.

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Technical Tip of the Month

FAULTY OVERDRIVE??

Overdrive not working? First thing is to check whether it's an electrical fault, before diagnosing a major mechanical fault with the overdrive itself.

Sit in the car and -

- a) Turn on the ignition but don't start the car.
- b) Put the car into third or fourth gear.
- c) Operate the overdrive switch.

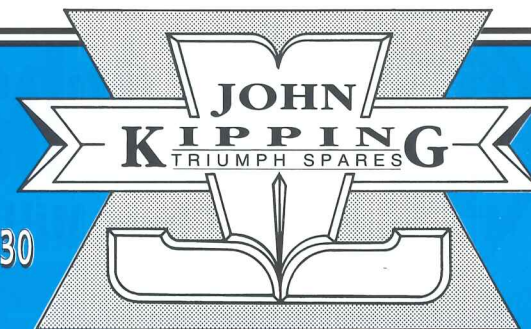
If the electrics are working properly, you should be able to hear a faint clicking as the OD solenoid operates on and off. If you can't, chances are you have an electrical fault, so it's time to check the switches (refer to manual). If you can hear the clicking, it means the electrics are working OK, and you probably do, unfortunately, have a fault with the overdrive itself.

Best of luck,

Mike.

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SATURDAY 9.00 TO 1.00



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806950 FRONT BUMPER SPIT I/II GT6 I £180.00

806901/806900/811477/811476

EARLY SPIT/GT6

REAR 1/4 BUMPERS

BACK IN STOCK £59.50

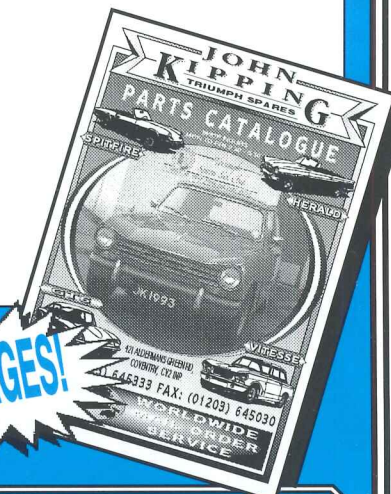
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International '00

By Chris Mills - Event Manager

Following our now customary meeting with the Stafford Showground Manager and the Catering Manager, I have news of some changes to be made to this years event.

Some forced upon us and some new ideas from the Team that brings you the best annual Triumph event

Waterproof Wrist Bands are to be issued on entry to the event for Weekenders only, You will need to wear these at all times whilst you are on Site, these entitle you access to all facilities (A suggestion from last years AO's event seminar) Checks will be made, especially on Saturday Evening on entry and during the Entertainment as the Day pass expires at **17:00hrs (5PM)**

The Saturday evening Entertainment, this year is a band called XS, supported by "Mickey B" Disco.

We accept that moving the Autojumble inside did not work, It is now to be located on the grass area between the back of the Ingestre Suite and work it's way towards the Main Gate. This will obviously affect a small part of the "Lively Camping area" **Please refrain from camping in this area - You will be moved, regardless of circumstances.**

We Have "It's a Knockout " in the Main Arena, We desperately need your assistance during the games to move some equipment in order to vary the

heats. The Pleasure gained is immense as you can throw water at your fellow enthusiasts, all day if you wish. From past experience this should provide lots of fun and if successful can be included into the annual programme.

Also in the main arena will be a Gladiators style "Pugel stick" game and a 12ft X 12ft X 10ft Giraffe Bouncy Castle, I need an Area to run each game for the weekend, all revenue earned will go to your area. Please contact me now if you wish to run these units.

The Beer this year is supplied by Bass (as 1999) with a limited quantity of Real Ale, they will also set up a Marquee within the main arena to supply you all with liquid refreshment after you have watched your colleagues running themselves silly.

Jenkinsons Caterers advised us that they are unable to provide Hot Food within the Ingestre Suite on both Friday and Saturday evenings because of not selling sufficient food to cover staff costs.

We have negotiated with the **Barn Kitchen** to Provide the following :-

Weekend Changes

* **The Barn Shop** will remain open until at least 20:30 on Friday Night for those last minute items you left in the Fridge etc.

* **The Barn Kitchen** to open from 07:30 to at least 20:30 providing Hot and Cold food and Drinks on both Friday and Saturday with Sunday opening from 07:30 to 16:00.

The Barn Kitchen is also to set up Tables & Chairs between the Grandstand and Bingley Hall for you to use, we will therefore ensure that this area is kept vehicle free.

* **A Hog Roast** will be working during Saturday evening to provide snacks. This one has been recommended to us by another user, hopefully it will be good.

For those members who did not use the Barn Kitchen last year, You will find good quality food at a reasonable price and pleasantly served. We can recommend the Bacon Rolls and the Steak Sandwich's !

The lady that runs the operation is keen to work with us, something we have not had for a long time, she will remain open while **YOU** wish to purchase food, even after 20:30 providing she remains

Bingley Hall busy as ever



busy, if she is quiet, the kitchen will close. Please use the facility otherwise it becomes very difficult to provide food for you on site, from discussions with those who attended the AO's seminar, your main request after the showers is for reasonable food !

We have also found a **Radio Control Car** club wishing to display their racing skills to you, first seen last year whilst checking out another venue, they set up a complicated track and race at scale speeds of over 200mph within their very own championship.

Plenty of Thrills and spills and exciting racing to watch, with computer controlled lap timing this should provide spectacular viewing for any age. This

should run on both days.

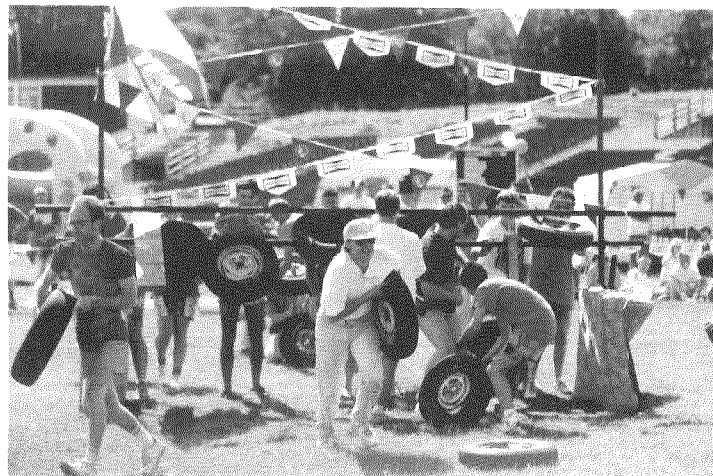
The Creche is under the control of the Organising Team as we have an **NNEB qualified Nursery Nurse** within the team, with students from Stafford College undertaking their Child Care Course to assist. Open from **10:00 to 17:00** on Saturday and **10:00 to 16:00** on Sunday.

A **Face Painter** will also be situated near to the Creche, between **10:00 to 11:30 & 13:00 to 14:30** on Saturday and **10:00 to 12:00 Noon** on the Sunday.

You will I'm sure realise that the International Team has taken on-board your suggestions from the 99 AO's seminar at the event and always attempts to provide the services you require, it is now at the stage of you having to use them or **LOSE** them.

I look forward to seeing you all in July, if you wish for further information or want to give me some feedback please ring me during the evening, or preferable e-mail us at :

chrismills@btinternet.com



"It's a Knockout " features this year in the Main Arena



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| FRONT SUSPENSION AND STEERING | |
|--|---------------|
| Steering Column Bushes all cars except late 1500/GT6 | £5.91 |
| Front Wheel Bearing set (state model) | £12.99 |
| Track Rod end | £6.99 |
| Solid Rack Mount Kit | £22.26 |
| STANPART Trunnion | £14.04 |
| Front Spring (standard OR uprated) | £14.68 |
| Top ball joint (all models) | £11.69 |
| Front Trunnion kit (all models) | £4.64 |
| Front vertical link (state model) | £49.29 |
| Anti Roll Bar Links | £11.69 |
| Front Shock Absorbers + Bushes | £17.95 |
| Steering Rack (exchange) | £41.06 |
| Front Wishbone Bush/Rear Tie Rod Bush | £1.12 |

| REAR SUSPENSION (NON ROTOFLEX) | |
|---|---------------|
| Rear Leaf Spring (Spit MkII, II, III/GT6 MkII) | £58.69 |
| Rear Leaf Spring (Spit MkIV/GT6 MkII) (High spec won't sag) | £87.24 |
| Rear Leaf Spring Spit 1500 (High spec won't sag) | £87.24 |
| Rear Shock Absorber (state model) | £16.39 |
| Rear Trunnion Bush Kit (per side) | £4.64 |
| Rear bearing kit (bearings, seals, hub nut and gasket) | £13.51 |
| Universal Joint (new) | £6.99 |
| Rear driveshaft Her/Spit/GT6 (Short)OE Spec | £57.57 |
| Rear driveshaft Spit IV/1500 (Long)OE Spec | £57.57 |

| ROTOFLEX SUSPENSION | |
|--|---------------|
| 214623 Inner Driveshaft | £88.12 |
| 152273 Rotoflex Coupling with Bolts Original Genuine | £42.24 |
| 149051 Rear Hub | £58.69 |
| 212867 Inner Flange | £25.26 |
| 214514 Outer Flange | £58.69 |
| Rear Bearing Kit | £14.04 |
| 149769 or 149770 Wishbone | £24.95 |
| 308437 or 308436 Rear Vertical Link | £41.12 |
| 148795 or 148796 Bolt / Bracket | £18.74 |
| Complete Roto Trunnion Bush Kit | £28.14 |
| GT6 Rotoflex Rear Spring SPECIAL OFFER | £58.69 |

| MECHANICAL | |
|--|-------|
| Engine Mountings (4 cylinder) | £4.70 |
| Engine Mountings (6 cylinder) | £6.46 |
| Oil Filter Spit/Herald High spec Wipac | £3.52 |
| Oil Filter 6 Cyl (Except GT6) | £4.03 |
| Oil filter (GT6) | £6.99 |

| Oil Cooler Kits | |
|--|--------|
| Kit - £37.50 Cooler - £36.50 Compare our Prices | |
| Fully reconditioned Engine Unloaded | £53.99 |
| High spec any Herald or Spitfire | £69.00 |

| UNLEADED HEADS - Crack tested - Pressure Tested - Bead Blasted - New Valves/Guides Springs - with Hardened Seats - £193.87 | |
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| Gearbox (fully reconditioned, exchange) | £229.00 |
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| Decoke Sets from | £14.04 |
| Bottom End Sets (all) at | £9.34 |
| Fuel Pumps from | £17.56 |

| BRAKES | |
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| New Cross Drilled Discs for better heat and water displacement. Special offer to TSSC Members only | |
| Servo Kit | £169.00 |
| Herald and Spitfire | £34.95 |
| Vitesse and GT6 | £36.95 |
| Fully Restored Calipers as new (exchange) Her/Spit | £53.95 |

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| FULLY RESTORED CALIPERS as new (exchange) Vlt/GT6 | |
|---|---------------|
| Caliper Seal Kit Type 12 (early Spit/Her) | £11.74 |
| Caliper Seal Kit Type 14 (late Spit/Her) | £7.25 |
| Caliper Seal Kit Type 16 P/PB (Vlt/GT6, state chassis no) | £10.51 |
| Caliper Pistons from | £10.51 |
| Front Brake Pads (type 12 caliper) | £12.86 |
| Goodridge Stainless Hoses (Spitfire Set) | £37.95 |
| Front Brake Pads (other models) from | £8.16 |
| Brake Discs Herald/Spit | £15.21 |
| Brake Discs Vitesse/GT6 | £17.03 |
| Brake Shoes Spit/Herald | £12.86 |
| Brake Shoes Vlt/GT6 | £7.95 |
| Brake Drums (all models) from | £25.85 |
| Copper Brake Pipe Kits from | £31.66 |
| Rear Wheel Cylinder (Herald/Spit) | £7.50 |
| Rear Wheel Cylinder (1500/GT6) | £7.50 |
| Silicon Brake Fluid (1 litre) | £19.91 |

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

| | |
|---|---------------|
| Spit MkII/1500 Rear wing excellent quality Still | £82.19 |
| Spit/GT6 Outer Sill (excellent fit) | £21.09 |
| Spit/GT6 Quarter Valance (fibreglass) | £23.44 |
| Spit/GT6 Quarter Valance Teel | £46.94 |
| Spit/GT6 Floor Pan | £62.21 |
| Spit/GT6 Door Skin (high quality) | £25.79 |
| Spit/GT6 Front Wing (high quality) | £28.14 |
| Spit/GT6 Boot Floor steel | £58.69 |
| Spit 1/2/3 Bootlid steel | £152.69 |
| Spit Mk IV/1500 Bootlid steel | £164.44 |
| Rear Valance (MkIV / 1500) | £35.19 |
| Rear Valance (Spit I, II, III) | £43.41 |
| Front Outrigger (Spit/GT6) | £18.74 |
| Front Chassis Crossmember (Spit/GT6) | £25.79 |
| Chassis Outriggers (Her/Vlt) (Heavy Duty) all | £16.39 |
| Front Chassis Cross Tube | £64.62 |
| with overrider brackets (heavy duty Her/Vlt) | £17.03 |
| Front Cross Tube Repair ends (Her/Vlt) | £28.20 |
| Her/Vlt Front Valance (F/Glass high quality) | £67.56 |
| Her 13/60 LH Front Wing | £67.56 |
| Herald 13/60 RH Front Wing | £17.04 |
| Herald/Vitesse Sills | £17.04 |
| Herald/Vitesse Front Wheelarch Lip Repair | £15.22 |
| Herald/Vitesse Doorsills (original pressing) | £53.99 |
| Herald/Vitesse Rear Quarter Valance (f/glass) | £15.22 |
| Herald/Vitesse Rear Centre Valance (f/glass) | £25.79 |
| Herald/Vitesse Centre Valance Original Pressing | £46.94 |
| Herald/Vitesse Rear Quarter Valance (steel) | £21.09 |
| Herald/Vitesse Rear Arch Lip Repair | £15.21 |

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

| RUBBER SEALS/BUMPER COVERS | |
|---|--------|
| Windscreen Seal (Spit 1/2/3 GT6 1/2) | £15.21 |
| Bright Trim Finisher (for Spit I/II/III/GT6 I/II Her/Vlt) | £5.95 |

| | |
|--|--------|
| Windscreen Seal (Spit IV/1500) | £14.98 |
| Pair of Bright Trims for (Spit IV/1500 seal) | £39.89 |
| Windscreen Seal (Herald/Vitesse) | £18.80 |
| Rear Screen Seal (Herald/Vitesse) | £25.85 |
| Door Seal Furlex (per side) from | £12.69 |
| Outer Door Glass Seal (all cars) | £5.81 |
| Inner Door Glass Strip | £4.11 |
| Boot Seals from only | £13.47 |
| T Pedal Rubbers | £2.34 |
| Herald Rubber Bumper Set (6 parts) | £99.87 |

| EXHAUST SYSTEMS (STAINLESS STEEL) | |
|---|---------|
| Herald all types (state year and engine size) | £99.94 |
| Vitesse all types (state year and model) | £140.95 |
| Spitfire MkII (full system) | £99.87 |
| Spitfire MkIII (full system) | £111.56 |
| Spitfire MkIV (complete system) | £115.09 |
| Spitfire 1500 (complete system) | £129.19 |
| Extractor Manifold (1500) | £124.95 |
| Twin Pipe System for above manifold (also see below) | £140.94 |
| Adaptor pipe 1500 (fits standard D/pipe to twin system) | £17.56 |
| 1500 Spit downpipe for use with adaptor/twin system | £35.19 |
| MkIII/IV downpipe (does not need adaptor) for twin system | £29.37 |
| GT6 Mk III downpipe for twin system | £29.37 |
| GT6 MkIII (complete stainless system) | £136.24 |

| HOODS AND TONNEAUS | |
|----------------------------|---------|
| Standard PVC Hoods, all at | £88.06 |
| Vynide Hoods, all at | £111.78 |
| Tonneau Covers from | £59.00 |
| Double Duck Hoods | £157.84 |
| Mohair Hoods | £249.95 |

| LIGHTS, FITTINGS, INTERIOR TRIM AND CARPETS | |
|--|--------|
| Halogen conversion kit with bulbs (2 lights not Vitesse) | £24.95 |
| Wool mix Carpet Sets beautiful quality with fully bound edges. Choice of colours | £22.95 |

| Wool mix Carpet Sets beautiful quality with fully bound edges. Choice of colours | |
|--|--------|
| Spitfire MkI - IV | £78.76 |
| Spitfire 1500 | £78.76 |
| Herald / Vitesse | £70.44 |
| GT6 (state model) | £93.94 |
| Spitfire Door Panels (pairs only) | £42.24 |
| Boot Mat Spitfire full size Hardura to OE Spec | £23.44 |
| Boot Mat Herald / Vitesse full size Hardura | £23.44 |
| Spitfire Spare Wheel Cover | £18.74 |
| Pre Cut Underfelt Kit | £23.44 |
| Gearbox Tunnels Fibreglass all at | £22.91 |
| Pair Sunvisors (passenger with Mirror) Spit/GT6 | £25.73 |

SPITFIRE ROLL BARS
Standard Black Primer - £58.69 Padded - £117.50

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By Derek Giles

80,000+ on Unleaded and still going strong!

TRIUMPH Herald 13/60 Register

Quentin Howell's 13/60 Saloon has covered this and more since he fitted an unleaded head back in 1993. With a recon engine in 1995 and using the car every day since January 1990, it's done around 150,000mls, not bad for a 30 year old car. Quentin advocates an oil change at

regular basis then he recommends a head change is the only way to go. LJO 183G is pictured in November 1999, it having been fully restored in 1989/90, with a respray in 1997, still looking good. In the background can be seen a Pre War Austin Seven, which Quentin uses on 'Castrol' additive for 7/800mls per year. He tried LRP to no avail, he found as did a couple of friends, that it made the cars run rough, left them low on power and smells awful. In one case a Lotus Elan would not do more than 50 mph, no matter what they did!

At £5.99, (or £10.99) if Valvemaster Plus is used it cost's about 2p (or 5p) per litre to treat unleaded petrol, working out at 6/8p cheaper than LRP per litre (I wonder who is short changing us as LRP is taxed less than 4-Star, but still the same price as 4-Star used to be. The Oil Companies I guess).



4,500 mile intervals, new trunnions each year, and all the greasing/oiling kept up -to-date. An ultra reliable machine will ensue. If you are going to use the car on a

His car is driven quite 'roughly' and is a regular 'Motorway Cruiser' doing 75/80 on his trips from Birmingham to Oxford easily, in around one hour five minutes. The engine and car thrive on it with only one oil top-up between oil changes. All this goes to prove that in Quentin's case at least, TRIUMPH got it right back in 1969: 'Well done CANLEY'.

Canley Remembered

ROY EDWARDS, who started as an Apprentice Auto Engineer at Canley in 1968, and became a Senior Engineer in the ensuing years has some memories of his first night as a test driver on the American Spec Spitfires. They were driven through the streets of Coventry in secret to make sure that things were going to plan. Roy being a nervous young lad and eager to please, was told to follow an experienced test driver in a TR6 after about a mile Roy lost sight of the other car and became hopelessly lost, just going round and round trying to find his leader.

The whole point of the exercise was of course not to be seen as the cars were not for Joe Public's eye's, so you can imagine how Roy felt at having to ask for directions back to the factory in a test car on his first night. The answer he gave must have stood the test of time as he went on to be a Senior Engineer by the time he moved to Gaydon: Unless of course he got lost on the way and is still looking for his brand NEW office?

JOHN PARKER, was in the Drawing Office at Canley and remembers one of the better known names from the old days, HARRY WEBSTER, who even in those days tended to like things done HIS way. Quite a taskmaster it would seem. all of which led to better TRIUMPHS in the long run.

John recalls one instance of Harry going a little Ballistic at the sight of a test SPITFIRE which had come from the track with bubbled paint on the edge of the bonnet; He (Harry) investigated it himself and found that the bonnet had not been degreased properly so a well deserved roasting was duly given.

John also says that Harry knew all those around him by NAME and took great interest in what they were doing, offering Idea's and help, not just in Design & Engineering, but everywhere in Canley; With the thousands employed there he must be remembered by more than a FEW:

It also comes to light that the worst Test Drivers (no names here) were the people who RAN LEYLAND / TRIUMPH. The higher the rank (say manager/director) the worse the condition of the car was when it was

returned ALL The test department would cringe when these people asked for the keys of the Latest TRIUMPH to try out, one of the worst being when two of them came walking back After Rolling a Spitfire BEFORE getting to the Test Track!

TIP OF THE MONTH AD 1969:

How do you get home if your ROTOR ARM disintegrates? NO you don't fit your spare one from the boot, you forgot to put it in with the other bits you ALWAYS carry: The answer is to do what any Canley engineer who is worth his Indentures would do and that is make one; HOW? I hear you ask. Well, in best Blue Peter tradition you use a CORK plus TWO NEEDLES (these make the contacts) and Hey Presto you can get home albeit at a slow pace, but it does WORK:- Eddie Quigley says so, and who am I to say otherwise? He worked on 13/60s from their Birth in 1967 so I guess he knows a thing or two, even if today he is more familiar with German Rovers and Lederhosen!

Cheers for now,

Derek



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SEALS - HERALD/VITESSE

| | |
|---|--------|
| Front windscreen seal | £19.50 |
| Bonnet scuttle/bulkhead seal | £4.70 |
| P seal on windscreen frame | £3.82 |
| Saloon roof to header w/ screen frame seal | £11.75 |
| Hood header rail seal, front | £6.99 |
| 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 |
| Door aperture seal, convertible | £11.75 |
| Chrome door aperture seal cappings Convertible | £9.99 |
| Door aperture seal, saloon | £14.69 |
| Front valance seal | £1.41 |
| Door check link seal | £2.64 |
| Gear lever gaiter | £6.76 |
| Handbrake gaiter | £7.99 |
| Triumph pedal rubber | £2.00 |
| Bonnet stop cone | £1.76 |
| Bonnet stop cone. Upgraded, longer lasting, pair | £9.99 |
| Master cylinder dust cover/boot | £3.82 |
| Boot seal - as original | £18.80 |
| Boot seal (non original) | £9.99 |
| Estate rear tailgate glass seal original | £25.85 |
| Rear quarter window seal, saloon | £19.98 |
| Rear windscreen rubber, saloon | £23.50 |
| Window runner channel, front | £6.46 |
| Window runner channel, rear | £4.70 |
| Rear roof to deck seal, saloon | £11.75 |
| Petrol tank filler neck seal | £5.99 |
| 7 inch headlamp seal HERALD | £3.53 |
| Front side/indicator lamp rubber seal | £4.70 |
| Petrol tank sender unit cover | £5.99 |
| Petrol tank drain neck seal, sponge | £5.99 |

SEALS - SPITFIRE/GT6

| | |
|---|--------|
| Front windscreen seal, SPITFIRE I, II, III, GT6 I, II | £24.68 |
| 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/boot | £3.82 |
| Boot seal | £9.99 |
| Tailgate aperture seal, GT6 | £9.99 |
| Tailgate glass seal, GT6 | £24.68 |
| Petrol tank filler neck seal | £5.88 |
| 7" headlamp seal SPIT/GT6 | £3.53 |

ALL OTHER SEALS AVAILABLE - PLEASE RING

CHROME/LOCKS/BRIGHTWORK/BUMPERS

| | |
|--|---------|
| Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II | £6.46 |
| Tailgate rubber insert GT6 I, II, III | £6.46 |
| Cover clip for inserts | £2.00 |
| Door handle I/h HERALD, VITESSE | £25.85 |
| Door cam lock r/h HERALD/VITESSE | £32.90 |
| Outer door handle ass. SPIT II, III, GT6 I, II | £17.63 |
| Outer door handles (matched pair) black or chrome, | |
| SPIT IV/1500, GT6 III (includes lock barrels) | £89.18 |
| Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II | £19.98 |
| Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III | £19.98 |
| Inner door handle assembly SPITFIRE IV/1500, GT6 III | £18.80 |
| Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III | £11.75 |
| Window winder handles and inner door opening handles, | |
| all models - please state model | £7.46 |
| 'B' post striker catch SPITFIRE, GT6 | £14.10 |
| Boot hinges (pairs) HER, VIT, SPIT I, II, III | £24.68 |
| B post strikers, less slider, HERALD/VITESSE, pair | £25.85 |
| Boot 'T' handle and keys HER, VIT, SPIT I, II, III | £16.45 |
| Boot lock assembly SPITFIRE IV/1500 | £17.63 |
| Tailgate handle and lock assembly GT6 I, II | £18.80 |
| Tailgate handle and lock assembly GT6 III | £18.80 |
| Boot latch/striker assay. SPIT IV/1500, GT6 (ALL) | £11.75 |
| Chrome flip top petrol cap SPITFIRE IV/1500 | £29.38 |
| Lock barrel and keys for GT6 III petrol cap | £13.51 |
| Locking petrol cap, SPITFIRE, chrome | £18.21 |
| Locking petrol cap, HERALD, VITESSE | £14.10 |
| 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 | £14.39 |
| Bonnet catch assay, all models | £23.50 |
| Steering column lock assay. SPITFIRE IV/1500, GT6 III | £35.19 |
| Ignition barrel and keys as above HIGHER SECURITY | £12.34 |
| Matched lock set GT6 I, II, door, tailgate & ignition locks | £28.49 |
| Full lock set as above with paired bonnet locks | £38.19 |
| Matched lock set SPITFIRE I, door, boot & ignition locks | £23.50 |
| Full lock set as above with paired bonnet locks | £31.14 |
| Matched lock set, SPITFIRE II, III, door, boot & ignition locks | £27.91 |
| Full lock set as above with paired bonnet locks | £36.19 |
| Full lock set, HERALD/VITESSE, door, boot, ign., c/box, bonnet locks | £49.94 |
| Cubby box lock assay., HERALD, VITESSE | £11.75 |
| Rear overrider HERALD, VITESSE, fully pressed (each) | £34.08 |
| Chrome w/screen washer jet, complete ass., SPIT/GT6 | £4.11 |
| Chrome w/screen washer jet, complete ass., HER/VIT | £4.99 |
| Rear number plate light aluminium cov., orig., HERALD 13/60 | £11.75 |
| Windscreen frame ally capping Spitfire | £39.95 |
| Rubber bumper set HERALD | £117.50 |
| 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 | £123.38 |
| Front valance, quality fibreglass | £34.08 |
| Bonnet D plate, HERALD, VITESSE | £11.75 |
| Front wing, HERALD 13/60 ORIGINAL PRESSING | £88.13 |
| Front wing VITESSE | £105.75 |
| Front wing, HERALD 1200 | £111.63 |
| Front wing arch repair | £17.92 |
| Sill, HERALD, VITESSE | £17.92 |
| Door skin, ORIGINAL PRESSING | £69.33 |
| Door under section repair panel, HERALD, VITESSE | £21.15 |
| Door step/tread panel (not aluminium finisher) as original | £9.40 |
| Rear wing, HERALD, VITESSE | £79.90 |
| Rear wing arch repair | £17.92 |
| Rear quarter valance steel (with or without bumper strip) | £30.55 |
| Rear centre valance, VITESSE, original pressing | £58.75 |
| Rear centre valance, HERALD, original pressing | £61.69 |

PANELS - SPITFIRE/GT6

| | |
|---|---------|
| Battery box | £15.28 |
| Front valance, original SPITFIRE I, II, III, GT6 I, II, steel | £119.85 |
| 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 | £75.20 |
| Front wing, original GT6 II | £99.88 |
| 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 | £69.90 |
| 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 | £63.66 |
| 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 | £47.00 |
| Steering rack rubber mounting | £2.94 |
| Aluminium steering rack mount kit | £22.91 |
| Driveshaft all models, non rotolox | £61.69 |
| UJ flange to diff, small or large | £16.45 |
| NEW propshafts from | £88.13 |
| Front vertical link, VITESSE, GT6, original | £61.69 |
| Front vertical link HERALD, SPITFIRE, original | £61.69 |
| Front wheel bearing kit (inc. hub felt) | £13.51 |
| Top ball joint, all models | £11.16 |
| Track rod end, all models | £7.99 |
| Universal joint, all models | £6.99 |
| Front suspension bolt/nut kit, all models | £14.10 |
| Rear suspension, non roto, 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 16/16PB VITESSE, GT6 State model | £59.93 |
| Type 16PB Metric GT6 III Late | £59.93 |
| Brake master cyl. SPIT IV/1500 single line | £52.88 |
| Brake disc 4 cyl. models | £14.98 |
| Brake disc 6 cyl. models | £16.74 |
| Brake drum, late GT6 MkIII ORIGINAL | £24.68 |
| Wheel cylinders - state model | £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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|--|---------|
| HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM | £71.68 |
| SPITFIRE 1500 | £91.65 |
| VITESSE 2 Litre, GT6 all models | £111.63 |

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) | £7.95 |
| Bump stop rotolox suspension | £4.99 |
| Rear inner wishbone bush rotolox models | £7.05 |
| Rear spring eye bush, all models | £5.88 |

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HOODS, CARPET SETS AND INTERIOR TRIM

| | |
|--|---------|
| Hoods, HER, VIT - original quality | £104.58 |
| Hoods, SPITFIRE zip rear window original quality | £104.58 |
| Hoods, HER/VIT - double duck/canvas | £176.25 |
| Hoods, SPIT - double duck/canvas | £176.25 |
| Headwell Cover HER/VIT including fixings | £49.94 |
| 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 | £178.60 |
| 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) | £41.13 |
| 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 III | £22.33 |
| Halogen headlight conversion set, HERALD, SPITFIRE & GT6 | £36.13 |
| Halogen headlight conversion set, VITESSE | £52.88 |
| Chrome 7" Headlamp Stoneguards per pair | £11.75 |
| Wood rim steering wheel, all models | £49.94 |
| Leather rim steering wheel, all models | £36.43 |
| Fibreglass tunnel covers, state model | £34.08 |
| Overdrive column switch cowl | £18.80 |
| Alloy rocker cover, 6 cylinder | £54.93 |
| Alloy rocker cover, 4 cylinder | £42.89 |

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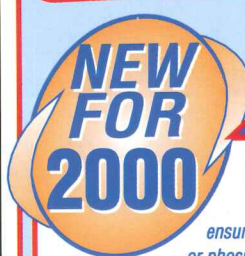
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Rosie ...

By Mac Reynolds

Hi ... position update is that I am writing this on the beach at in the Royal National Park about 20 miles south of Sydney ...



Alan's friend Pete has one he is restoring but unfortunately I was without camera at the time...it has a Toyota Supra 5 speed box and a four wheel vented disc conversion...not to mention cruise control and central locking...

A very convivial day was spent with Alan's wife Mercedes providing a superb chick pea curry for lunch...wine and beer being



Alan Skeates Stag

It's a glorious hot day and the surfs "up"...it was a difficult task to drag myself out of the warm ocean to write this register...last night was symbolically spent in the same location as our first night (in the van) some six months previously...but now with an extra 12000 miles on the speedo..We are heading towards Sydney

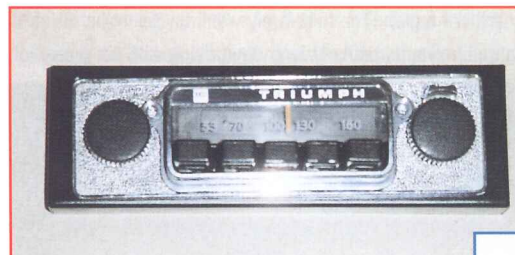
and a visit to Graham Brookes who owns a 1960 948 Herald (and a 1962 boat on the Hawkesbury River)...news of that next month...

We recently experienced the Canberra hospitality of Alan Skeates, a Stag owning TSSC member (he also has a V8 TR7)...Alan's Stag is a 1975 Mark II, finished in a very striking topaz (as orange as our Kombi in its own way)...it's carried along (like a rocket) not with a standard Stag motor but a 4.4 litre Leyland engine (out of a Leyland P76... a short lived saloon of 1973 / 74

the order of the day...followed by a pipe of port (most impressed Alan, must get one of those!!!)...and a tour of Canberra in the Stag which certainly made heads turn...(see photo..is this the first Stag photo in the Courier??)... Alan originally hails from Lincoln but has been resident in Australia for the last 25 years, he says he greatly admires the attitude of the TSSC compared to the snootiness of the Stag owners Club, and enjoys the Courier immensely...also due to the fact that we don't keep going on about "a noggin & a natter" (Stag Club talk)...thanks Alan and Mercedes for making us so welcome ...hi to Patrick...(not forgetting Charlie and Rosie)

Talking about Noggins and Natters, I can't wait to get to Sydney for a few days to catch up with my old Cornish school friend Phil who makes an awesome genuine Cornish Pasty (he in the true tradition eats his with cream)...a pint of Guinness and a pasty...wonderful!!!

Oh Rosie ...



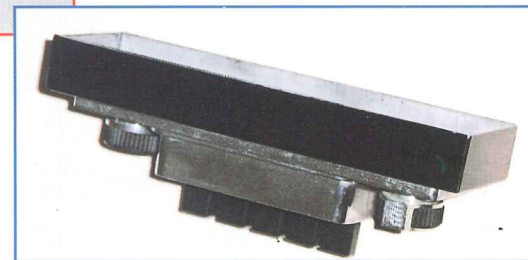
want a 30 year old basic radio???...nice one Graham especially using a Triumph radio front...but oops sorry now we all know your secret (p.s hope the move went well).

This was another Triumph spotting in Perth being rebuilt by a friend of Graham's (Wayne?)..it's an 1963

O.K a couple of photos back from the Perth visit..the false front radio cover is an anti-theft device designed, conceived and created (with help from a friend) by Graham McFayden..the old period radio front fits snugly over the face of his modern (expensive) radio cassette..a very simple idea which works very effectively, convertibles are prone to easy theft..and who would

948 convertible (now with a 1200 engine)...rather foolishly he let his family choose it's final colour...so its in a "Ferrari yellow"....I must admit a tad bright for me but it looks good and will certainly stand out!!...(see photo)

I would at this point like to say thanks to all who have sent emails for whatever reasons...its good to communicate when so far from home, I am but a press of a button away..the feature this month came exactly that way from Geoff Hamilton who tells the story of "Rosie"... take it away Geoff !



Ferrari Yellow Herald Convertible

Hi Mac ... Great to hear from you recently. It always amazes me how E mail allows me to communicate with people like you in a way that would not be possible by mail or phone, given your slightly nomadic existence at the moment. I'm green with envy. I own a Fireplace retail business which precludes me from clearing off around the world on a sabbatical. One day, one day ... dream . .

dream . . . dream . . . **BANG** . . . back to reality. You asked me for a ditty about the old car.

Well here goes . . .

The story of **ROSIE**, a Triumph Vitesse Mk 2 convertible, **YVR 327H**

I bought the car in the way that all perceived wisdom says you shouldn't.

I met the owner on the Hanger lane Gyratory system. He lived in Ilford, I lived in Ascot, Berks. It was a good halfway house. When we got to the meeting point, the car was there with no sight of the owner. It gave me a perfect opportunity to climb all over it without being watched over by the owner. The paintwork was totally flat with horrid black wheels and a black stripe. It looked very tired. Given that this was 1980, the car wasn't that old at the time. However, closer examination suggested that everything was in order. Good chassis and sound interior. The owner appeared shortly after and the deal was done.

As an impoverished student fairly fresh out of school, the old car kept

me mobile in spite of a lack of preventative maintenance, and to this day has proved a very reliable means of transport. Nowadays, she travels shortish distances but is used throughout the year regardless of the weather. After all, cars are meant to be used aren't they, and I am convinced that this has been the secret to her reliability.

Way back in 1981, My girlfriend (now wife) and I took the old girl to Spain and toured the northern region. The roof rarely went up, given the beautiful weather, although after one particularly long day driving with no protection

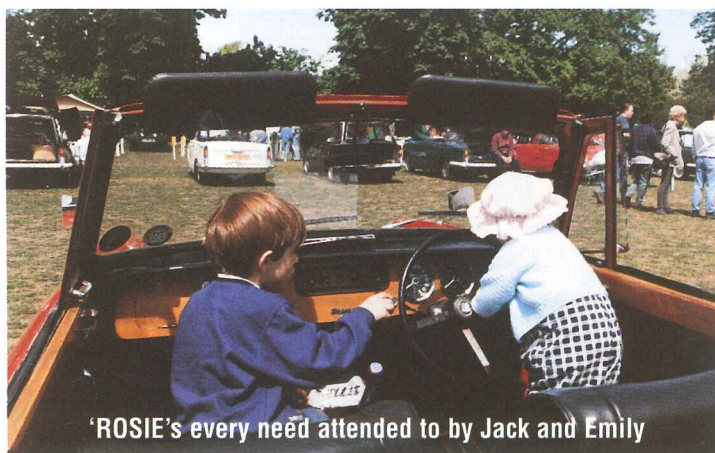


'ROSIE' at South of England Meet

from the sun, we both suffered badly with sun burn. Driving with a breeze meant we had no idea what damage was being done to our skins. When we arrived at our destination, we both looked and felt like a particularly rare cooked side of beef. Boy it was painful. The following morning, still smarting from the sunburn, I inadvertently pulled the choke out to start the car (habit I guess) and drove off for a days travels. 150 miles later, and very concerned at the poor running of the engine, we pulled into our next stop. I was convinced that the car was about to expire on us. It was only the

following morning that I noticed the choke was out. I felt particularly stupid, but all credit to the Triumph. It kept going in 30° of heat on full choke. Not many cars would take this sort of abuse and keep going. It was a wonderful holiday. I can recommend taking an old convertible abroad to sunny climes. These old cars really are in their element.

Fast forward to 1999, and the Triumph blotted her copybook



'ROSIE's every need attended to by Jack and Emily

well and truly. I had taken my wife to the pub in the Vitesse, and we were commenting on how nice it was to go out in an old car. It makes driving such fun. After a very pleasant evening, we headed for home. But, is that neat petrol we can smell? I pulled over and climbed into the engine bay. There was no evidence of leaking petrol, so we carried on, with the smell getting stronger. Once home, I checked again. Nothing. The following morning, I drove it to work. By the time I pulled into the car park, there was a petrol trail following the car into its parking space. Oh me gawd! I opened the boot and a full tank of petrol was no longer in the tank but in the boot. Rot had taken its toll on the underside of the tank and I now had my very own petrol bomb. I became neurotic about anyone lighting up a cigarette within 10 miles of the car. The petrol was seeping out through the spare tyre well

and was spreading around the car park and down drains. Time for the firebrigade I think. Within 5 minutes, and with sirens and lights going, help arrived. The car park was closed and fire blankets laid out over the drains. 10 minutes flat and the fuel tank is out of the car and on its back to stem the leak. The office employees who share the car park with me all looked miffed that they couldn't get to work because some old banger had chosen to spew its fuel onto their car park. What could I say?

Ownership of Rosie is now nearing the 20 year mark and we expect her to stay in the family for another 20 years. Our two children see her as part of the family. The two rear seats are perfect for children so we get out as a family on a regular basis for drives in the country. We attend the South of England meet every year and enjoy that very much. Classic motoring is so much more enjoyable than in a modern car.

We drive just for the hell of it.

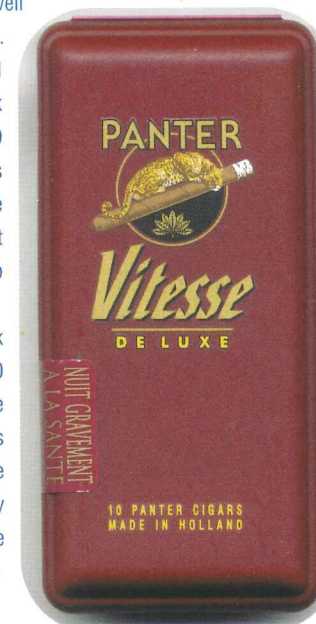
Oh, and a quick plug for John Kipping. Our overdrive had been playing up for some time. The overdrive unit was returned to John and 7 days later, we are mobile once more with a fully functioning motor. Well done John. You would struggle to get that sort of service from a modern car dealer!

Thanks for that Geoff...funny I had a similar leak on VPP's tank some years ago...just filled the tank to the brim...drove to work, parked up, walked towards the Creamery when someone shouted "You've got petrol running out of your boot!!!!" ...a quick inspection revealed a hole the size of a 5 pence piece...so it was panic!...spare wheel out but in my wisdom, I decided to drive home...(five miles)...I just made it before running out of petrol...no fire brigade required this time...back to work on a motorbike...and the tank replaced the next day from one in stock...the old one had rusted from the inside out...irritating but these things are sent to try us!!!!. When

you receive your next Courier (June), we will be in New Zealand ..leaving Australia on May 27th...so maybe an Oz round up is due...are there any Vitesse's in New Zealand???...we shall see ...Finally, does your Vitesse smoke as badly as these?... It's a pack of cigars, which Nev Carr (sometime Avon A.O., perennial bon-viveur and renowned collector of Saffron Triumphs!... still, I like Sienna, so

there's no accounting for taste!) sent to me in Canberra, in holographic form, via Lewis' scanner, a couple of satellites and a non-smoking internet cafe... wonderful stuff, this technology... he found them on a recent cross-channel Triumph Tour... It's a plastic, hinged case for 10 small cigars... Judging by the feline corporate mascot poised on the smoking cigar (a

metaphorical tree bough?), I guess Panther is Panther, the name of the manufacturer, and Vitesse the brand... the type-face bears an uncanny resemblance to the pre-MkII Vitesse boot-script... good to know that, with the imminent demise of the Rover brand (and it's occasional Vitesse performance models), the illustrious moniker lives on... albeit on a packet of gallic fags!... C'est La Vie!...Thanks, Take care, Cheers





A Brace of 12/50s!

By Bill Davies

My seemingly sparse 12/50 photo file fills out

TRIUMPH Herald 948 & 1200 Register

Photographs of Herald 12/50's shouldn't come as a surprise in this column, but until recently I had surprisingly few on file. Graham Eggleton was first to the rescue with a

photograph of his son William's Red 1964 12/50, AOR 280 B. Originally registered 971 DRV, this number was sold by a previous owner, before William bought the car for £50 in 1989. AOR 280 B was rebuilt from the ground up in the following 10 years, with the colour being changed from Wedgwood Blue to Red in the process. All work (including

the painting) was carried out by William And Graham. As so often happens, Graham bought another Herald (a 1200 Saloon) for spares, but has since begun to assess it as his next project - keep up the good work!

As I was preparing this article, I received some pictures of another 12/50, DYU 474 C, this time belonging to Trevor White



William Eggleton's 12/50



Trevor White's 12/50

of Salfords in Surrey. Trevor has a comprehensive history of this car, as it was owned by the family of a friend since 1966 - Trevor has owned it himself for 10 years, during which time an extensive restoration has been carried out. There are a few jobs left to be done - stove enamelling of the wheels and new tyres, then the MOT beckons! Trevor, this car looks truly beautiful, and I look forward to seeing it "in the flesh" at some shows in the near future.

Registered on March 19th, DYU 474 C is another one of those 1965 Heralds with the small sidelights. Having known this car for so long, Trevor is certain that the bonnet has never been changed. When I originally brought up the subject of the small lights I mentioned that there were exceptions to the supposed (Standard-Triumph) 1964 cutoff point, but I never expected to hear of so many. Does anyone have accurate information on when orange front indicator lenses became a legal requirement in the UK? I had believed this was January 1965, but I'm sure someone is going to tell me that I'm wrong!

Windscreen Seals

By the time you read this, delivery of the remanufactured Courier/948 Saloon windscreen seals will be imminent. I hope to have them in time for SEM at Leatherhead on Sunday, May 14th. There will be a handful of seals available for anyone who has not pre-ordered theirs. This was necessary to make the production run a convenient size, and I have kept the surplus to a minimum.

Courier Van Springs

Everyone has their own pet theory on how to improve the handling of a Herald. The Swing-Spring conversion is a favourite,



Trevor White's 12/50

TRIUMPH Herald
948 & 1200 & 1250! Register

and my own 1200 Saloon has one of John Kipping's heavy-duty versions installed. While there is no doubt that the handling on the limit is significantly better than the standard Herald Saloon, I am uncomfortable with the amount of roll on cornering. For a couple of years during the mid 1990's I ran an unmodified Courier Van as daily transport, and the handling of this vehicle was incredible - absolutely flat cornering with no sign of the dreaded rear wheel tuck under any circumstances. The Courier suspension is different to the "normal" Herald in three respects:

- a... Heavy Duty front springs.
- b... NO Front Anti-Roll bar.
- c... Heavy Duty 8 Leaf Rear Spring with reduced camber.

The front springs are available from most specialists, but the rear spring has long been unavailable except for the occasional lucky find at autojumbles.

I was recently told of a spring manufacturer who is prepared to reproduce Courier rear leaf springs on an individual basis. I will be obtaining one of these springs, which will be used in the rebuild of my 1200 Saloon. If any members are interested in obtaining one of these, please contact me and I'll put you directly in touch with the manufacturer. Price is expected to be in the region of £100.

Latest Additions

I've never been good at selling cars, particularly Heralds. I had come to an all time low having accumulated 6 Heralds, none of them road legal! As your 948/1200 register secretary, I didn't want to spend the coming show season driving Karen's Dolomite. I promised myself (and Karen) that I'd sell a couple of the "long term project" 948s in order to make room for a Herald which didn't need extensive work. Well I didn't do very well on the selling front, but buying another road-worthy Herald was particularly easy! We now have a 1961 1200 Coupe to join the fleet. Of the 27 Heralds I have owned since 1989, I have never had a driveable Coupe, so Herald number 28 is something a little different for me.



Born Again!

Have you ever hankered after one of these?

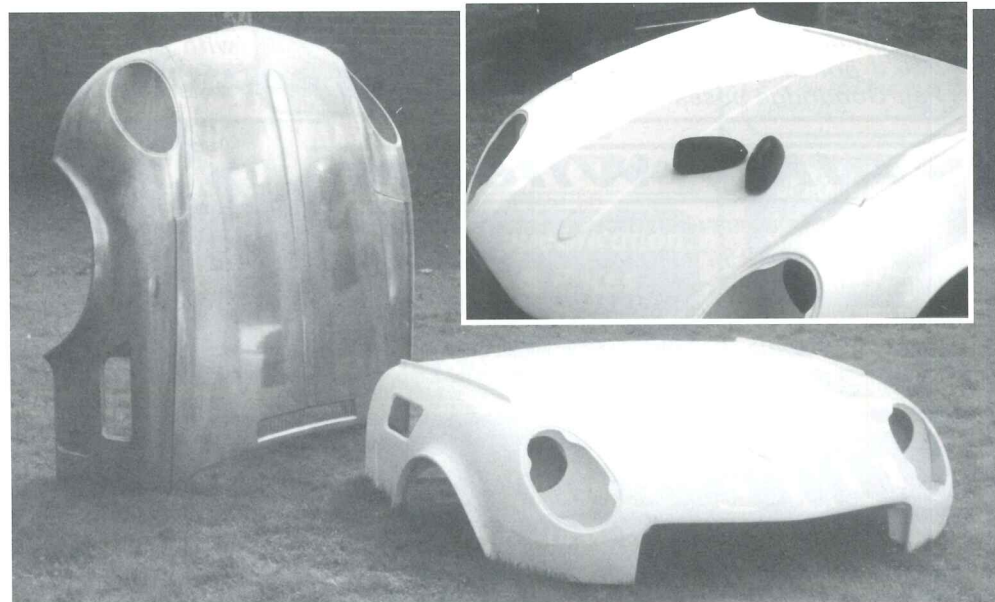


and fibreglass overriders (again as factory). The all Aluminium bonnets are handmade with great skill and so are understandably expensive (serious enquiries only please). The GRP

Well dream no more as at last an **anatomically correct** version of that inspiring bonnet has been created for us all to enjoy . . . and own! Both the all Aluminium (a handcrafted work of art) bonnet and the Fibreglass copy (moulded from the Aluminium one, (and again superb workmanship) are available from Mark Field at **JIGSAW RACING**. Mark is currently building a

replica Le Mans Spitfire and is leaving no stone unturned in his effort to recreate the car as close to the original as can be achieved. The Fibreglass bonnet can be ordered complete with headlamp lenses plus front grille panel

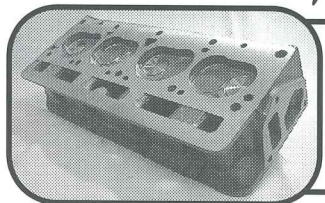
version costs £450 inclusive of Lenses. Front Grille and Overriders available. So should you wish to individualise your Spitfire with a unique piece of Racing style Contact Mark at **JIGSAW RACING Tel:01536 763799** to place your order.



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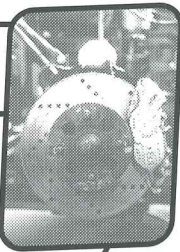
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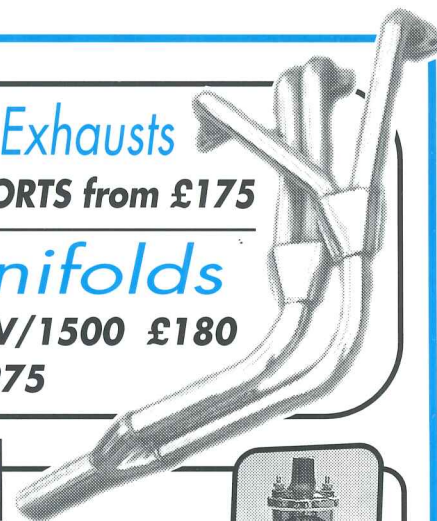
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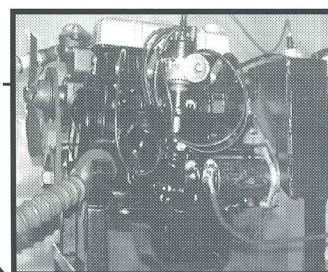
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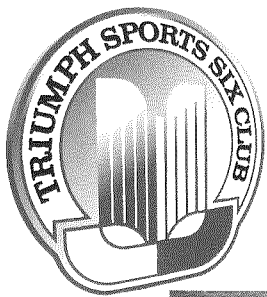
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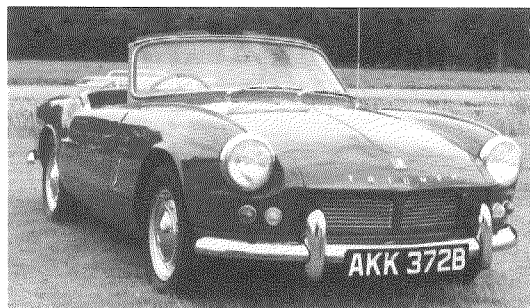
Spitfire Evolution Part 3

By John Thomason



This month's photo is sent in by Bob Rayner of Ipswich, Suffolk and shows his very late Spitfire 1500. The eagle eyed amongst you will notice that the car sports a Y registration plate. Bob has ascertained from DVLC that the car was sold by Henlys of Euston road in London and registered to its first owner on December 18th 1982. However from the production number, the car is approximately 900 cars from the end of production, therefore coming off the production line around July 1980. So the question is, what happened to the car for the best part of 2 1/2 years?!! Did it sit at the factory?, was it used by as a demonstrator by Henlys?, or could they just not sell it? Can any one shed any light on the matter? Its not the first time I've come across very late registered cars, usually because they couldn't be sold. The latest I've personally seen is a Y reg like Bob's. Are there any A reg, B reg out there? We know where the last production Spitfire is, but where is the last registered (excluding Re imports) and what is its story for being registered so late?

How did
the Spitfire 4,
Evolve into ...



...The Spitfire IV?



fixed headlights. A separate housing has been introduced that is actually the same as the production version. Note however that the wing seam at this stage is still along the top of the wing like the MK3. Two months later, **Photo 2** shows something almost there - but 18 months away from production. Shown on a GT6, the production "power" bulge is there, as is the bumper blade and front grille etc, and for the first time the

Concluding my mini series on the development of the Spitfire MkIV styling development, we start off this month with a familiar face. **Photo 1** Christmas Eve 1968 and the pop up headlights have gone and are replaced with

fixed windscreen surround (as opposed to separate on the Mk3), incorporating the taller windscreen and wider windscreen seal and finisher. The front wing seams of Photo 1 have now gone, but have moved to an inboard position - note the seam line at the outer

Photo 1 Fixed headlight housing





Photo 2.
GT6 Power Bulge arrives

edges of the flat section of bonnet. Whilst an attractive split line, thank goodness it wasn't adopted. Can you imagine the problems of preventing rust in those seams as water runs down the bonnet, and what it would look like today with filler bodged in the seams, rather than the production outer ones!! I suspect though it wasn't adopted for manufacturing issues,

either the size of the wing panel or the ability to release the panel from the press tool. Other detail differences are the ribbed front over riders and the Toledo style front indicators.

Photo 3 shows a side view of the same model and immediately noticeable are the louvres in front of the bonnet catch. They look great and are there for exactly

Photo 3. Check out the
different wheels!



Photo 4. Flared wheel arches make an appearance

that reason because they are completely ineffective in providing any cooling function located in that position!! Also of interest is what was referred to as "TR6" style wheels that are being evaluated. Although the wheels didn't make it, (on the Spitfire/GT6 at

least), the plastic wheel centres did. The fixed wind-screen frame is more visible from this angle. The recessed door handles of the MKIV are not yet present, MK3 handles being shown on this model.

Another 3 months on, and **Photo 4** shows the wing

Photo 5. Rear Window Slats

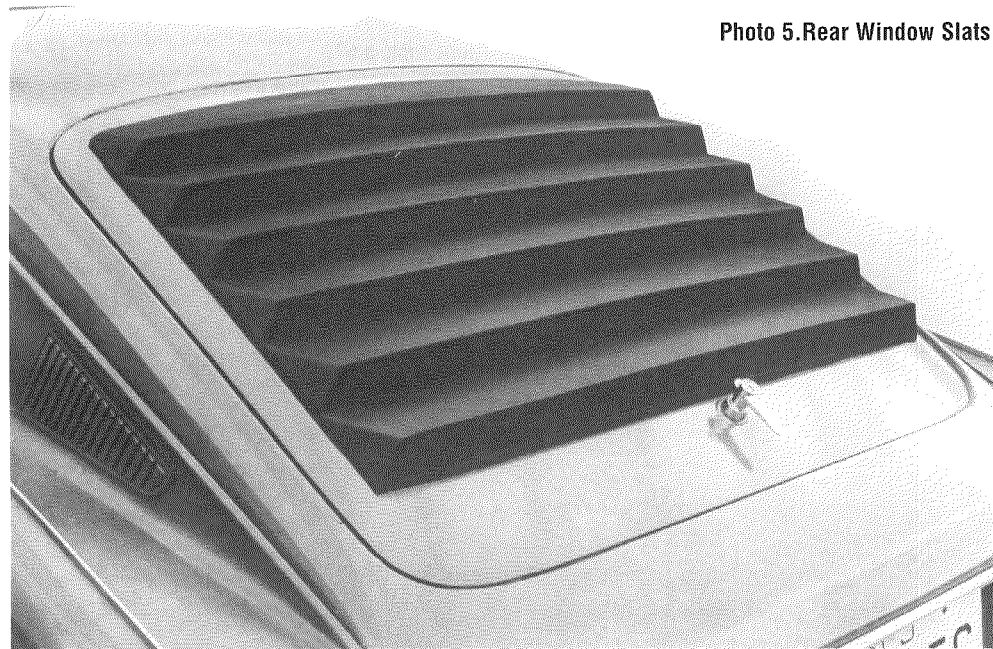




Photo 6. MK IV Hardtop Restyle

seams have now moved to the outside of the bonnet. However there were obviously concerns regarding the aesthetics of these seams as trim has been added along the seam to try and disguise it, the trim continuing along the door to a natural break at the door handle. As we know, it didn't make it into production, either it wasn't liked - perceived as cluttering up the smoother more streamlined image of the MKIV, or simply removed as a cost cutting exercise. The louvres on the side of the bonnet have also been deleted. A feature making an appearance for the first time is 'flared' wheel arches front and rear, which up until now had

been like those of the MK3. Interesting these enlarged wheel arches introduced on the MKIV were initially refereed to as "wheel spats"!

Although a GT6 is shown, as mentioned before, one model was often used to develop both the Spitfire and GT6. The base model shown here is actually a Spitfire, the rear deck is just visible through the window and is the reason why there are no quarter lights on the doors. A GT6 Mk2 roof panel (note the chrome ventilator on the roof panel) has been used to turn it into a GT6.

That's the last photo I have showing the develop-



Photo 7. MK IV Hardtop Restyle version 2!

ment of the Spitfire/GT6, the rest as they say is history! There are however a couple of other interesting features worthy of note such as that shown in Photo 5. The date is July 1969. They may be considered 'boy racerish' today but in the early 1970's rear window slats were all the rage, being fitted as original equipment by many manufacturers, especially in the States. **Photo 5** shows Triumph's version applied to the rear window of the GT6. Whether intended just for the States or as an accessory, unfortunately we'll never know!

Back to the Spitfire and **Photo 6** shows one of the first restyles of the hard top for the MKIV, quite late in the day actually with only a year to go before production. Most noticeable is how tall the rear screen is and the extreme curvature at the base of the hood the corners almost touching the edge of the boot lid. Chrome/stainless trim around the gutter and up the B-pillar (to the rear of door glass) look well. Pop out rear quarter lights, all be it frameless, are evident at this stage

Photo 7 shows the next progression, 2 months later, this time sitting on a MKIV body style. The height of the rear screen has now been reduced and the wrap round at the rear straightened out. The roof is also



Photo 8. MK IV Hardtop Production model

much flatter and for the first time we see the slight recess running down the centre section. At the same time a scallop has been added along the outer edge of the roof - a feature that didn't make it into production. The trim from the B-pillar has disappeared but that along the gutter remains - the gutter now extending down to the rear deck. Just to remind you all, **Photo 8** shows the production hard top. It's a shame that the trim along the gutter was deleted, although we did get some around the rear quarter light frames.

Finally an interesting feature fitted to a production car intended for the States, is this rear panel trim **Photo 9**. Black plastic with a corrugated section, it is the same moulding used on the rear tailgate of the Triumph 2500S Estate.



Photo 9. Backpanel Treatment USA Style.

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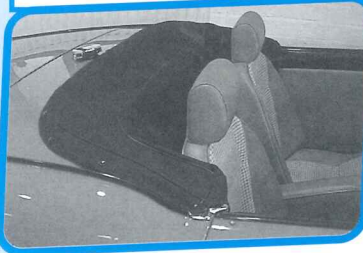
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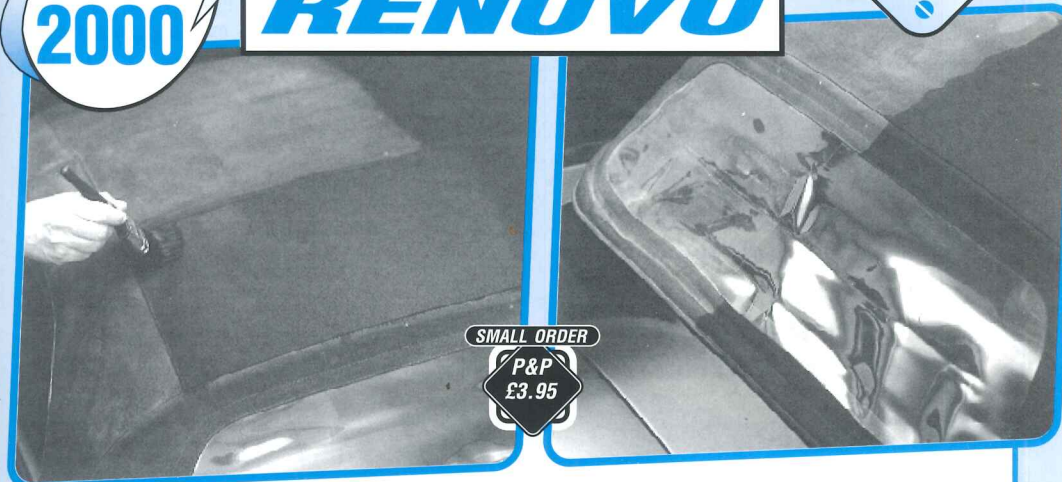
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Last Mistake - Thirsk '99

Part 2 By Paul Pickles AKA 'Big Ted'

THIRSK '99

Finally, credentials accepted Children in Distress agreed to send me some leaflets to make my job of convincing other members it would be worth their while digging into the old cash cow for yet another of my madcap schemes for a worthwhile convoy/charity.

Four days later, no leaflets. Back to the phone again and guess what - they must be lost in the post. Not to worry (HA ! They didn't have my problems). More leaflets **AND** a video would be sent by carrier to speed things up as Thirsk had now fixed a deadline on presents coming in to them. True to their word, when I got home from work the following day the carrier man had left me a card saying he would return the next day with the parcel he had been unable to deliver that day as no one was home.

No you silly little man. No one was home because you came at 10 am and as I live alone and work for a living repairing forklift trucks around Yorkshire, there would not be anyone in the next day either, or the one after that. The phone's been getting a bashing on this job I can tell you The only problem with trying to ring the carrier people to find out where they were was they were having a telephone advertising push. They were engaged for hours at a time and at

times I never knew existed. I thought there was only one 5 o'clock in each day but it now appears that I have been missing the first one for years. I collected FOUR of the stupid "you were out" cards before I found out that they were only half a mile from my own company's workshops in Leeds. Well at least I now had a video to watch. Now while

What the hell. I had got this far and male pride would not let me quit now **Brain to idiot, brain to idiot** ... Something is trying to tell you something bad is about to happen unless you let this particular project go. **ABANDON THE PROJECT IDIOT!!!** **Brain out....**

Most people who have had these sort of odd voices in



Judy Teesdale, Me (Big Ted) and a traffic cop

the video was very good it did tend to worry me a little, there was an awful lot of shots of Kosova, Bosnia and areas like that, but not much in the way of say, Manchester or Sheffield or even Leeds. In fact the only UK name that registered with my bewildered little brain was, yes you got it **THIRSK.**

their head tend to agree with the little voice and thank it for the warning ... **NOT** switch off the head. This is **ME** we are talking about. What do I do ? Carry on regardless. I could have ridden into the valley of death with the 500. In fact me being me, I would probably gone on my own if I could have

done it in my Spit. That's how stupid I can get. Regardless, on we go. West Yorks Area had promised a couple of cars, North Yorks was looking good, so I set the date and rang the nice lady in Thirsk to find out if they would be open an Saturday in two weeks. **TWO WEEKS!** What ever was I thinking of.

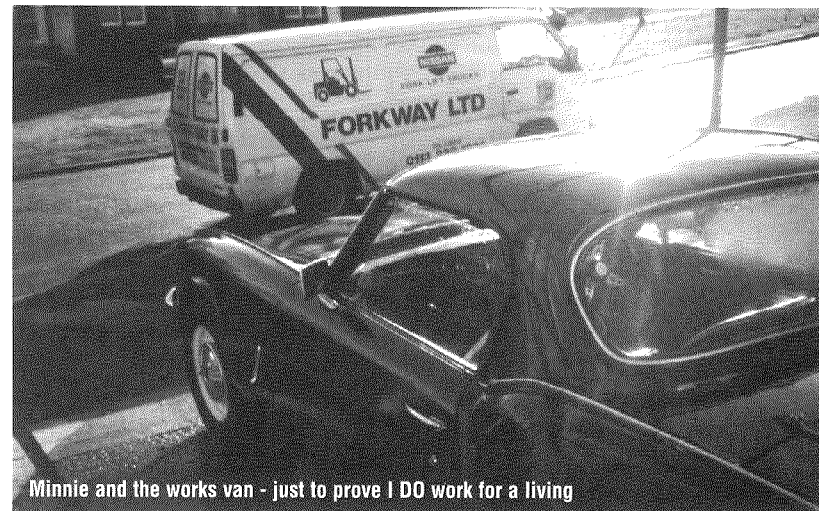
A little break from the story for a short commercial. As North Yorks events Officer (don't let the title fool you. It just means **MUG.**) I am responsible for the annual Teddy Bear convoy from Leeds to Scarborough. Note that

Leeds **TO** Scarborough. This is probably the only major convoy in the UK where we take you from A to B and leave you there. Just remember that bit please it is rather important in my defence

should anyone ever try to get me committed. The Teddy Bear convoy, or as it is officially known "The A64 Teddy Bears Convoy" runs at the end of April each year **BUT** the organising of it actually starts, very slowly I will admit, in January each year **Brain to idiot ... It just gets more frantic in April ... Brain out ... Yes.**



We do make amends for our chaos! Yorkshire police just managing to get a cheque for their chosen charity



Minnie and the works van - just to prove I DO work for a living

Thank you, now get back in the box. Sorry about that it escapes now and again just to prove it is still there and still working sort of thing. So you the reader can see that a simple convoy can take a little while to put together, things like routes, times, meeting point, des-

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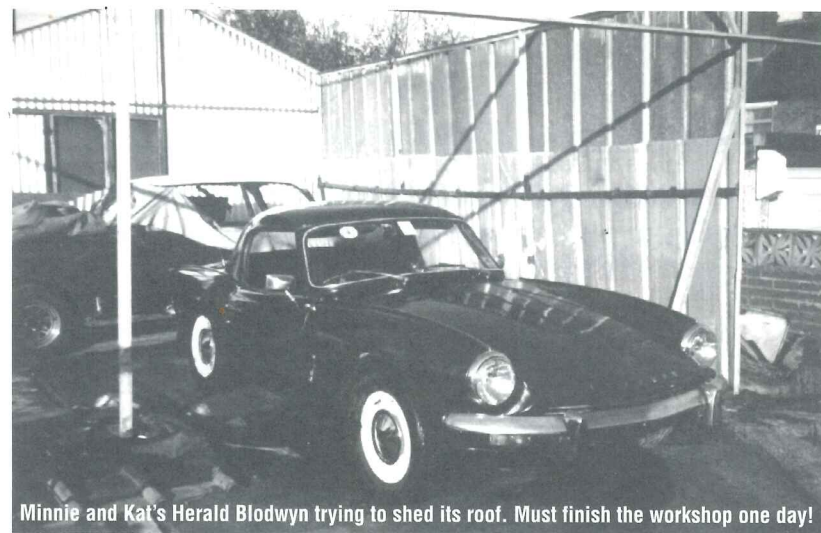


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mination, back-up vehicles. Just the odd one or two items most people an a convoy accept as a given. The Teddy Bear run takes 4 months, others may take a little less or a little more but lets be realistic here TWO WEEKS is pushing your luck Paul. One week to go and everyone is ready.

Not on your nelly. My own car has just come back from a little holiday with a pal of mine and has mysteriously flagged up a faulty dynamo. My Area Organiser has got to go to the N.E.C. for a show that weekend. Most of the Club cars in our Area have been parked up for their well deserved winter rest, and one of my best friends is teaching abroad for a couple of months AND his wife is doing a dancing exam that particular day and cannot cancel. The list goes on but on a personal level I am struck by a four foot long jack bar whilst jacking up a two ton forklift truck and manage to break two ribs right next to my breastbone. Still at least it gives me a week off work and as long as I keep taking the correct painkillers I should be OK. Note the word CORRECT. After two days the 600 mg Ibuprofen given to me at the



hospital have run out. So I go buy some more. It was not until the convoy was over and I was back at home wondering how the hell I had managed to get through the past few days in so much pain that Kat, my daughter realised the tablets I had bought were only 200 mg. That's another one in my defense, see I told you earlier that I didn't let my brain out of it's box very often ... Brain to idiot Brain to idiot I think the readers have realised that by now, and by the way, do you really think it is a good idea to put all this in writing. Remember ZEN and the art of motorcycle maintenance! Brain cut ...

Back to the plot. Minnie the Minx, my new to me Spit MkIII had the original C40 dynamo rebuilt and lo and behold the little red light went out as it should. No problem there then. Then I realised, (this was on

Friday night before the convoy at 9.30am the following day) that not only had I: not fitted my boot rack with the pair of xenon beacons, the high level brake lights (actually fog lights fitted with lower wattage bulbs) and the trademark little furry red devil, but I had not even put the wiring into place yet. Brain to idiot. Brain to idiot You have been saying over since Desperate Dan got hit You were not going to tart Minnie up like you did to Dan, remember! Brain out ... Shut up and get back in the box. Honest if I didn't need that dam brain now and again I could do quite well without it. Er, I just read that last sentence back and I think perhaps the brain might have a point By 9 pm the car was ready and I was shattered but at 4.30 am I was up and ready and swallowing tablets like smarties. Brain to general public ... this looks like another excuse for the idiot. Brain cut. I will ignore that because it was talking to you that time, not me. I collected Lynne, had a pep talk, sort of, with Kat and Richard who promised they would be on time AND try to wake up before they arrived at York and we set off. Great. Just got to get some petrol and we will be OK. Hmm.

More next month

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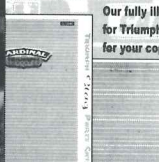
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Run to the Hills

By Don Heathcote

To give you a flavour of the run and hopefully persuade you to book for this year's event (24/25 June) here's a report on last year's **DERWENT VALLEY AREA PEAK RUN AND CONCOURS**

For the minority out there who have never heard of the Peak Run and Concours, it is a National event within the T.S.S.C. run every year on the last week-end in June. It is organised by the Derwent Valley Area and 1999 was its 11th birthday. 1999 saw three major changes to the organisation, which were: to invite companies to sponsor the event, to advertise on a much wider scale, and to encourage non T.S.S.C. classics to enter, and finally to invite Practical Classics along and feature the run in their 'Grand Day Out' series. Sponsors included the following:

Threadwell plc
Manx Engines
Martin Tolley
VRS (Vehicle Refinishing Supplies)
TA. Restorations
Derby Wiring Harness Co.
Moorside Glazing
Autofix
Techman Engineering
Whitwell Service Station
Monition Ltd.

John Pearson, Editor of Practical Classics accepted our invitation and arranged for Simon Goldsworthy to be our roving reporter.

The week before the run everything is checked and double-checked. The route is traversed for the final time to

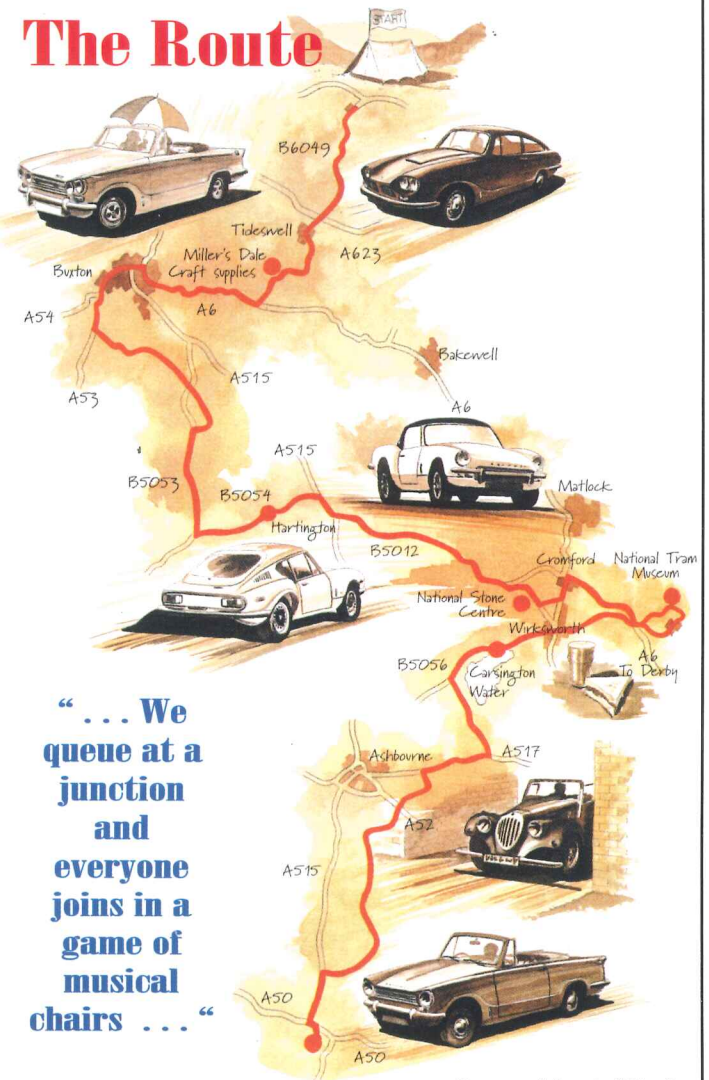
ensure that an unsuspecting council has sneaked in no road diversions. (This actually happened one year throwing the run into total confusion). All the trophies arrived but on close inspection it was found that two had the wrong sponsors name on which raised a small panic. The correct trophies arrived on the Friday before the run. Everyone involved was keeping their fingers and everything else crossed in the hope of good weather, which had, in fact, been excellent leading up to the day.

The day before the run was warm and sunny and the evening was spent partaking of a few beers at the Travellers Rest at Brough, the starting point of this year's run. The campsite was just behind the pub so the campers were able to stagger across the car park and fall into their sleeping bags. Pearl and I, along with other less adventurous souls decided to stay in a B & B just up the road - we prefer the feel of tufted carpet, rather than wet grass under our feet.

The morning of the run I rose early probably stirred from my alcohol-induced sleep by the

beating rain on the bedroom window. I looked through the curtains into the distance across the rolling Derbyshire hills for that chink of sunshine amid the greying sky - it wasn't there. Anyway after a hearty breakfast - once the chef arrived - I dashed off to the Travellers Rest, leaving Pearl to finish her breakfast and cadge a lift with the others. I didn't want Simon from Practical Classics to be the first to arrive and wonder where everyone was. As I pulled into the car park there were two cars - a Vitesse with the hood down in the pouring rain! So that had to be Colin Murrell, who had come all the way from Bristol with the top down. The other car was a Renault 5 which belonged to the wife of Simon Goldsworthy, who'd set off from Norfolk at 5.00 am that morning with his brother Paul. Now we are quite broad-minded in respect of what people define as a classic car - but a Renault 5 is pushing it a bit. Simon then explained that all his attempts to bring a Triumph on the run failed miserably. The TR6 of John Pearsons packed in after barely a mile, the radiator of Simon's newly acquired Herald

The Route

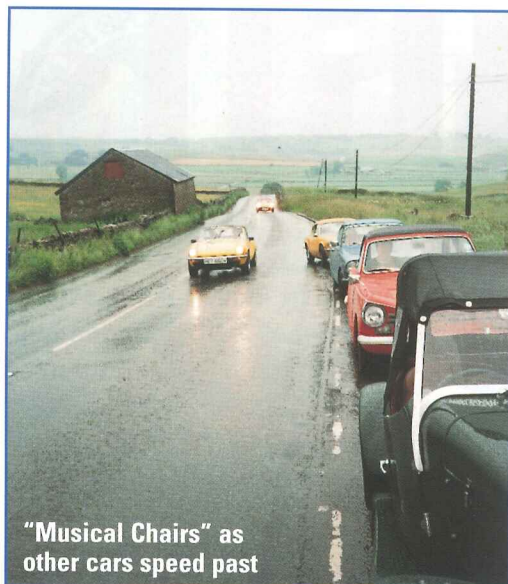


"... We queue at a junction and everyone joins in a game of musical chairs ..."

Courtesy of Practical Classics



Classics gathering at the start of the run



"Musical Chairs" as other cars speed past

13/60 Convertible - Diane thumbed a lift with John, (gets a bit like musical chairs). While seats were being exchanged I watch the other cars in the run steam by and disappear in a flash of spray as the rain continues to pelt down on us.

Simon was soon commenting about the size of the bulge (I think he was referring to the one on the bonnet and not my

T.S.S.C. So along with my GT6 MKIII he picked David and Janet Nicholls' MkIII Spitfire, Diane and Kev Hadfields' 13/60 Convertible, Colin Murrell's Vitesse MKII, John Molyne Bond Equipe GT4S and finally the Moss of Bev and Stuart Smith representing the Specials. Simon's day would consist of him swapping from one selected car to another. For the rest it would consist of following a simple set of instructions to bring them first to the lunchtime stop and then on to our final destination. At my address I made the stupid mistake of saying even an idiot could follow these instructions - a comment I lived to regret.

Off we go - Simon setting off with John in his GT4S which he described as being a combination of Jensen CV8 at the front and Aston Martin DB4 at the rear. To his consternation he found that this was the Bond's first trip out after receiving its new MOT only three days earlier, which wasn't improved by the strong smell of petrol permeating its way into the cabin, but the Goldsworthy jinx didn't strike again and the Bond continued faultlessly to the end of the run. The six cars pulled into the roadside to allow Simon to swap from the Bond to join Kev in his

stomach overhanging the seat (reminded him of the Spitfire

but the layout of the gauges and overdrive of his current Dolomite. We arrived at the National Tramway Museum for a photo shoot along the cobbled streets, where the rain eased off and the convertibles get their tops down. It's worth noting here that classic owners can get in for free if they agree to park their cars on the main street for a minimum of three hours. We were soon on our way again with tops down, but not for long. As we pass through Cromford the rain starts to hammer down again. The hardy souls could stand it no longer and we were soon racing round putting hoods back up, with the exception of



Colin Murrell with modified Hood!

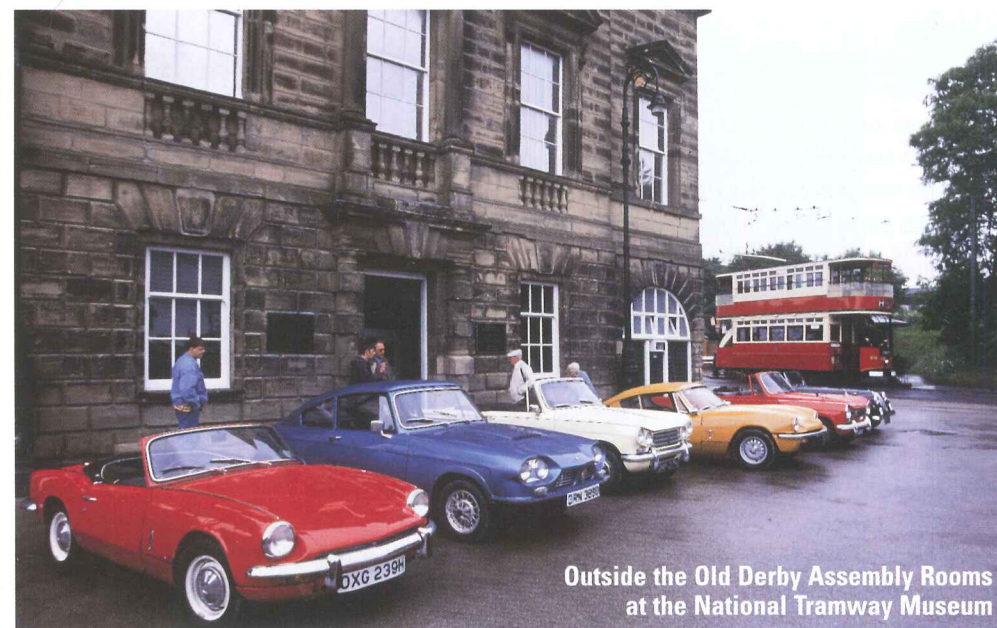


The Cobbled Street at Crich

Colin of course, who relied on his trusty umbrella to keep dry. Passing the National Stone

Centre and on to Britain's newest reservoir - Carsington - we noticed we had lost the

Vitesse, Bond and Spitfire. The Herald goes in search whilst we wait by the roadside. This gives Stuart a chance to change his sodden



Outside the Old Derby Assembly Rooms at the National Tramway Museum

jeans courtesy of an incoming vehicle depositing a wave of water though the Moss's open side window. Kev and Diane returned alone so we pressed on to our final destination - Sudbury Hall and thus the National Museum of Childhood; where we arrived last again. Here the weather was at its best (not great) for a final photo shoot outside the hall. Whilst this is going on Kim, Richard, Merv, Diane and

event is over 2 days - we have learnt that there is a hell of a lot to try and fit into one day. This year's event takes place on Saturday/Sunday 24th/25th June. Saturday will host the main concours event along with a treasure hunt, BBQ and live music in the evening.

Herald on £155.00/year. Whilst passing through Tideswell, Kev explained the old Derbyshire custom of well dressing to our Norfolk friend, where villages celebrate their May Queen or carnival week-end. As we were making progress on the run a guy in a white Porsche 911



The Finishing Point - Sudbury Hall

Jeanette are collecting concours votes and selling raffle tickets to the occupants of the 84 cars which took part. This was reduced from the 100 plus entrants due to the foul weather.

The "CAR OF THE SHOW" was won by Simon Marshall from Stafford with his beautiful GT6 convertible, and he received the Threadwell Trophy, a plaque and tools courtesy of Threadwell Plc. All other prizes were distributed to their proud owners, and most people went home with at least one raffle prize - Simon's luck changed when he won a bottle of gin.

After all that I said I'm not getting involved in another run, but here I am again in April 2000 in the middle of organising (with many others) the 12th Peak Run and Concours. This year the

Sunday will be the day of the run, which starts from our regular meeting place - The Ambergate Sports and Social Club, stopping for lunch at the Bull I' th' Thorn at Hurdlow, and finishing at the historic village of Eyam, famous for its isolation of the Black Death plague in 1665. Being in Kev's Herald gave Simon time to reflect back to his student days and running a similar machine on a shoestring budget (nothing changes here Simon - see Practical Classics; "Run a

kept flying past, this was John the photographer darting from one location to the next, and to say he had no idea of what lay in store, he took some excellent photos. Comfortable as Simon was in the Herald he felt the pull of Bev and Stuarts Moss in front, as it sits low and mean (a bit like Stuart). In the Moss he felt the hard suspension and the whine from the Dolomite engine as Stuart throws it round the country lanes with the wind and rain blowing through the open windows. At

this point the rain starts to ease up and Simon moves from the Moss to the Vitesse of Colin, who still had the hood down of course and unzips the tonneau to allow Simon to settle in. He was immediately impressed by the smooth straight six and how it pulls strongly up hill with the minimum of gear changes. Whilst in the Vitesse we pass the Banger racing circuit of High Edge Raceway, where everyone shed a little tear. The rain again starts to pour but there's no way that hoods were going up, and if you keep your foot down the rain passes straight over, with only the wipers reminding you its raining. It's at this point with all the musical chairs that I'm requested via mobile to take the lead. This was a very satisfying moment being able to floor the GT6 and go down the

outside of five beautiful classics. The next moment was not so satisfying - you recall my statement regarding an idiot could follow these instructions - well I (sorry we) missed a left turn, which resulted in us doing a 'U' turn approximately 2 miles down the road, with a very red faced organiser.

Simon didn't think this was a good time to join me so he spun round and jumped in the Spitfire with David, leaving Jan to don her mac and join Colin. Snugly tucked up in the Spitfire and starting to slow, we pass through Hartington (famous for its Stilton cheese) under the Tissington Trail and through Newhaven with its Scimitar garage prominent on the corner. We finally arrived at our lunch time stop Ye Olde Bear Inn at Alderwesley, last by a long margin, thanks to me. Lunch for the late arrivals became a flying pit stop, so we were soon on our way again with Simon joining me in the GT6 and Pearl joining the back-up team of Martin (our son) and friend with much relief.

If you would like to join us for a great weekend, or just one-day, look for the application form in the Area News and reserve your spot or give me a ring for more information. Finally, I would like to thank everyone who was involved in the organisation in helping make the event such a success, despite the weather. Special thanks go to Simon and Paul for travelling all the way from Norfolk to get soaked. If you would like to see the Practical Classic report in 'Grand Day Out', you will find it in full colour in the October 1999 issue.

Don Heathcote



Some of the Trophies

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THE MARKET LEADER



On your marks!

By Angela McGowan

Entering the Concours at Stafford is not difficult. The advance entry form will be in next month's Courier or you can enter on the day.

The main judging takes place on the Sunday, but if you want to come on the Saturday too, then space is made available for you to prepare your car under cover and remain there overnight. It really is as easy as that. So, maybe the difficult bit is the decision whether to enter or not, or, perhaps you're not sure about what you have to do or what's involved. First, any member is welcome to take part in the concours. Second, if you're concerned that your car may not be good enough, then think again because no car is perfect. What can make all the difference is the presentation - get your car looking as good as it possibly can and you're on

your way. The atmosphere of the competition is informal and friendly but I cannot guarantee that some of you won't feel a bit tense around the time of the prize giving! Those who've entered before will of course know what to expect but if this will be your first competition and you've any queries at all, please don't hesitate to give me a ring.

To help you decide which class to enter, they are: Masters Class, Original Herald, Modified Herald, Original Vitesse, Modified Vitesse, Original Spitfire, Modified Spitfire, Original GT6, Modified GT6, Bonds and Specials, Cruised and Used, Unrestored, Engine Bay, Paintwork and Interior. If you enter one of the last three classes, your car will only be judged on that particular section and nothing else.

Generally, the only time a competitor sees the score sheet is after the event has taken place so I thought it might be helpful to see one beforehand (overpage). Taking it section by section and comparing it with your car is one way of drawing attention to where marks may be lost

and improvement might be made. Areas like the boot can easily be forgotten but a bit of polish on paintwork (e.g. under the boot lid) can make a big difference. Making sure your tool kit is complete and having the manual will give you five easy marks.

Work on Custard's (our GT6 MkIII) carpets continues although now they are almost finished. It seems odd that at weekends Andy spends most of his time sewing in the kitchen while I'm alone in the garage busy on the paintwork. Do you think he'd notice if I gave him all the shirts that needs buttons replacing? Better not! Not only do I want Custard back on the road after a break of two years but also, I would like to have our GT6 in the hall at the International on the Saturday. As you will have seen, it's hoped to have up to seventy GT6s on display and I very much hope that Custard will be one of them. In fact, why not make a weekend of it? If you have a GT6 and would like to stay in the hall for the Concours on the Sunday, there's no less than seven different categories of classes

TSSC Concours

to choose from. At the 1991 GT6 Silver Jubilee meeting there were twenty-two GT6s entered in the concours. How about a repeat performance? More next month

Concours Tip of the Month: *Use glass cleaner not only on windows but also for headlights*

Angie and Sue

Score Sheet

CLASS: NAME:

Car: Colour: Reg:

| EXTERIOR | Max points | Score |
|------------------------------|------------|-------|
| Paintwork | 40 | |
| Body Panels | 30 | |
| Chromework, rubber & glass | 20 | |
| Wheels, tyres and wheeltrims | 20 | |
| Toolkit & manual | 05 | |
| Total | 115 | |

| ENGINE | Max points | Score |
|-----------------------|------------|-------|
| Major Castings | 20 | |
| Pipes, wires & cables | 20 | |
| Engine bay fittings | 35 | |
| Bulkhead | 30 | |
| Exhaust | 10 | |
| Total | 115 | |

| CHASSIS | Max points | Score |
|--------------------------|------------|-------|
| Front suspension | 30 | |
| Rear suspension | 30 | |
| Chassis frame | 30 | |
| Wheelarches & floor pans | 25 | |
| Total | 115 | |

| INTERIOR | Max Points | Score |
|-----------------------------------|------------|-------|
| Seats | 25 | |
| Trim panels | 10 | |
| Carpets | 10 | |
| Headlining/hood/frame | 20 | |
| Dashboard & Instruments | 15 | |
| Steering wheel, column and pedals | 15 | |
| Boot, petrol tank and spare wheel | 20 | |
| Total | 115 | |

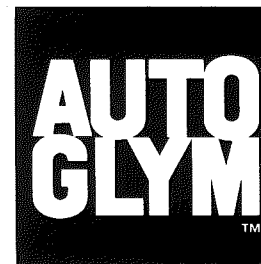
| | | |
|--------------------|------------|--|
| Grand Total | 460 | |
|--------------------|------------|--|



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Talking Technical

By Carl Heinlein

Here's another selection of your questions and answers coming from phone calls to me ... you can call me on 01633 412377 (between 6pm and 7pm only) or e-mail me at carl@heinlein.freemove.co.uk

TSSC Technical Secretary

Q. "Read your answer to Brian Goodwin's question in the Sept 99 Courier and your response where you mention venting of the gearbox and OD. I just put together a box for my GT-6 with a J-type OD (an involved project for one not familiar with the required mixing and matching of parts). The box has a 3 rail shifter with a vented cover. I'm not sure where the OD came from (a local Triumph specialist couldn't cross reference the number on it to a Triumph car, could be from a Volvo...), but the OD case does not have a vent. Any idea if the vent in the 3 rail cover will be adequate? Also I would like to run synthetic gear lube, but am unsure what is compatible with the OD cone brake. GL4 or GL5? GL5 is intended for use in Limited Slip Diffs. Any advice you can offer would be appreciated."

Jason Constantino

A. Yes, the small vent hole at the front end of the 3-rail gearbox cover should be adequate. As far as I can tell, this is in fact the set-up used on the last of the MkIV Spitfires that were fitted with the J-Type. Here the overdrive had no extra vent and relied on the gearbox vent.

As to the gear-oil, I have not heard of any problems with GL4 or GL5 in the overdrives but I do know that you should not use any anti-friction additives. The uni-directional clutch fails to work (it relies on a "locking" friction). I had heard of a problem with the additives in GL5 causing damage to synchro rings, brass parts, etc. but I asked John Kipping about this as he has been reconditioning gearboxes and overdrives for many years. He said that they "had found no problems with using GL5 spec stuff in gearboxes and overdrives. Products such as MolySlip cause the overdrive linings to slip. However, Slick say their product is OK for overdrives but I have never tried it". John also points out that both GL4 and GL5 oils are available part synthetic from Unipart.

Q. "HELP! I'm a TSSC member living in France, I'm not sure if I should be addressing this problem to you or the GT6 secretary, but you got elected as you are on e mail (Sorry). I recently bought myself a 1970 GT6 mark2 in pretty good shape, it had been restored in 1982 and has done a very low mileage since. Having gone through the brakes and suspension and fitted a servo, I started to think in terms of a bit more grunt. Having read the Triumphtune manual saying that engines from 72/3 on only needed a crank and piston change to go to 2.5 litres, I decided to check the engine number (It had after all been restored, the engine pulled like a train and was not using any oil. Perhaps it was a later or overhauled engine.). To my amazement it was what the Rimmer catalogue calls an early mark 1 engine (KC3301). The Rimmer catalogue says that the block, head, crankshaft, conrods and flywheel are different to those of the later mark1 engine, and that spares are difficult! Assuming all this is true it would appear that the only easy route for some more power is to fit a complete 2.5 litre engine from a saloon. If this is so I have a few questions; 1. Assuming its still got the early flywheel, will it fit the 2.5 ltr engine? If not what should I fit?

2. I've read that the later 2.5 PI engines had a shorter crankshaft and a non recessed flywheel instead of a longer crankshaft and recessed flywheel. Which motor do I need? and what are the engine numbers?
3. Is anyone out there likely to be interested in an Early mark 1 engine?

As you may have gathered this is my first Triumph and I bought it because I like the shape and thought with only three different models of car, it would be simple in comparison with my Alfas. Oh well! at least it's easier to work on. Many thanks."

Tony Pye

A. Firstly, you are right in thinking that you will not be able to easily increase the capacity of the Mk1 engine by simply swapping parts from a 2.5L engine. If you really want a 2.5 litre, the easiest swap is to fit a complete engine. Again I needed some help on what are the easiest 2.5 litre engines to use because, as you say, some engines had a long portion of crank coming from the back of the engine while others were short, like the GT6/Vitesse. John Kipping was also able to offer help here; "To the best of my knowledge the only 2.5 engine that had the long crank was a TR5, which then went with its own flywheel (lightweight). I think that all the other 2.5's had short cranks with the heavier flywheel which doesn't matter, as in a GT6 you always use the GT6 flywheel. Early TR6 and 2.5 PI Mk1 may have long cranks. All autos use a short crank, but it was lengthened by fitting a spacer to a short crank from say 1971." "Short" crank engines have the same length of crankshaft protruding from the back of the engine as our 2-litre engines and you can easily fit the 2-litre flywheel and clutch, enabling it to mate to the 2-litre GT6/Vitesse gearbox. Due to the different installations of the 2.5 litre, you will need to use the 2 litre front engine plate or cut the extra lugs off the 2.5 litre. Also, the manifolds from the 2-litre will need to be used if the engine came from a saloon because the engine is canted over at 6 degrees in these cars.

Q. "May I start by saying what a great idea your articles are, especially for people like myself with limited knowledge of the technical workings of our cars. I own a 1980 Spitfire with an overdrive gearbox. My problem is that occasionally when setting off in first gear, the gearbox seems to slip in to neutral. If I lift off the throttle and then reapply the power, the gearbox engages OK. The problem does not then reoccur. The clutch has been replaced and there is no other indication that the gearbox is worn. Also, the problem can occur at anytime during a journey.

Any suggestions on how to solve this problem would be appreciated.

Chris Hartley

A. I think that it is your overdrive that is causing this to happen. It sounds to me like the main driving clutch within the overdrive is slipping. The torque through this clutch (the inner cone on the clutch annulus) is normally supplemented by the uni-directional roller-bearing clutch running on the end of the gearbox mainshaft but these are notorious for slipping and are very friction sensitive. Therefore, you potentially have two problems giving you one symptom. Taking the clutch facing in the overdrive first. This is held engaged by four pressure springs and it is disengaged by hydraulic pressure working against these springs. I doubt that the springs are at fault, so this points to a high residual pressure in your overdrive. This would have the effect of relieving some of the force of the four springs. To explain, the J-type design constantly circulates oil around it's circuit. To engage the overdrive a solenoid prevents oil being released from the "loop" and the pressure slowly builds within the circuit, overcoming the four pressure springs. This disengages the normal driving clutch (the inner cone) and engages the overdrive clutch (the outer cone). Referring to a factory workshop manual, I would check the solenoid is clean and operating correctly (you can check this when it is removed) and that the small control orifice is clear and not blocked. However, the possible bad news is that now the inner cone clutch has been slipping, the linings will have been burnt and will need renewing but I wouldn't do that

until you have tried the next possibility!

Turning to the uni-directional clutch, this must be slipping to allow the input to the overdrive (the gearbox mainshaft) to turn faster than the output (the propshaft). In my experience these are very sensitive to contamination and a good clean would probably fix it. However, if you are checking the solenoid and the control orifice above, now is an excellent time to clean the filter of the overdrive and to change the gearbox oil. Clean oil, without the contaminating debris from the wearing of synchro baulk rings and the overdrive clutch linings that get into the oil over time will probably mean that the uni-directional clutch will start to behave itself.

The reason you only see this problem in first is because the torque into the overdrive is at its highest and the uni-directional clutch takes the most "stick". By lifting off and then reapplying the throttle, you are giving the uni-directional clutch another go at biting! I would use a synthetic 75W90 gear oil without additional gearbox additives.

Q. "Only a quickie! In the latest Courier you printed a letter from Andrew Fleetwood regarding Vitesse's running on unleaded. I am currently having the head on my 1970 MK11 converted and I have been considering fitting electronic ignition to it. Is the Hall effect electronic ignition the best one to fit? if so where can I get it from (have you a contact number for Holden Vintage and classic?). Or can you recommend any alternative ones. Many thanks for your help,

Mike Cammack

A. I cannot say whether the Hall-effect type is better but it was the later type adopted by Lucas on a number of cars in the 80's (SD1, Maestro, Montego, etc.) so it was either more reliable or cheaper for them to fit! I have been told that the Lumentition kits are good, but that is not to say that others are bad; it is just that I have not experienced others. The April 1996 Courier had an article dealing with retrofitting the internals of the Lucas Maestro unit in to a

Spitfire 1500 distributor which looks a good solution!..but this won't work for your six cylinders! However, Lucas distributors were used on the Rover SD1 2600 engines and, maybe, the internals of one of these could be converted to fit your distributor in the same way as the Maestro's. Please let us know how you get on if you do try this.

Holden Vintage Classic can be contacted on 01885 488 488 and market all 3 types of Lumentition ignition kits. They'll send you a catalogue on request (but they seem quite pricey to me but, the trouble is, they often have those parts you need!). Another company selling electronic ignition conversions for Lucas distributors is Aldon Automotive in the West Midlands. I know this company because they have a brilliant rolling road facility but they also do modified distributors and have a kit that fits within the distributor for around £70. People have told me that the "Ignitor" kits work well too. They are on 01384 572553 or you can order from the latest TSSC Offers Catalogue.

Q. "For the last three years I have owned a green 1967 Triumph GT6 convertible. It originally was a GT6 Mk2 but the previous owner fitted a Spitfire Mk3 tub whilst restoring her. Presently I have no roof and am limited to driving her on guaranteed sunshine days which alas in this country are few and far between. I want to fit a canvas roof and this is where my problem arises. I have a Spitfire Mk3 roof frame but think a Mk3 canvas will not fit because the car still has the original doors with quarter lights fitted. The corners of the main windows end in a point. I believe that Spitfire Mk3's have curved windows. This means that I am unable to fit a Spitfire Mk3 canvas. I see only 3 possible solutions:

1. Replace the window & quarter light with a window from a Spitfire Mk3 (can this be done and if so how easy is it).
2. Replace the doors with Spitfire Mk3 doors (could be a tad expensive!).
3. Have a custom made canvas (do you now of any persons capable in the Salisbury area?). Any ideas? I will appreciate your assistance in this matter.

Marcus Richards

A. A lot of people like to fit the GT6 quaterlight assemblies to Spitfires. This prevents the classic draught at the edge of the screen and pulling-out of the side windows when at speed. The quaterlight gives a much stronger support for the window (I've got some ready to fit to my Spit.Mk1 doors and, like you, have a window problem to solve).

My first shot would be to get some glasses made. Essentially you need to get a mixture of the GT6 window you have and the Mk1,II

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| Vitesse front wings | £80.00 each |
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| Complete door shell (902256/7) | £170.00 |
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| Stainless steel tread plate/finishers Triumph logo | £16.00 pair |
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| B post mounting bracket 703625 | £13.00 |
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| 1200/1360 rear centre valance | £45.00 each |
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| Rear Outer wheel arch, 802845/6 | £35.00 |
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| Bonnet corner moulding 706161/2 | £17.50 pair |
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| Wheel arch to bulkhead seal 704033 | £2.50 |
| Bonnet catch (chrome) 607663 | £14.00 each |
| Door hinges 607824 | £23.50 per pair |
| R/H engine bay valance 1200 1360 903155 | £5.75 each |
| Door to glass outer weather strip | £85.00 each |
| Hoods vinyl inc. zip out window | £130.00 each |
| Hoods original ICI flame retardant inc. zip window | £25.00 each |
| Pedal rubbers 122289 | £7.50 |
| Accelerator pedal bracket 147655 | £12.00 set |
| Set of 8 front suspension bushes (119451) | £1.25 each |
| Front Suspension Shim 120222 | £19.50 per caliper |
| Caliper repair kit inc. pistons type 12 | £15.00 per caliper |
| Caliper repair kit inc. pistons type 14 | £25.00 per caliper |
| Caliper repair kit inc. pistons type 16P | £25.00 per caliper |
| Caliper repair kit inc. pistons type 16PB | £36.00 |
| Recon exchange Caliper type 12 | £55.00 |
| Recon exchange Caliper type 14 | £55.00 |
| Recon exchange Caliper type 16P | £12.00 a set |
| Recon exchange Caliper type 16PB | £5.50 a set |
| Brake pads type 12 | £12.00 a set |
| Brake pads type 14 | £12.00 a set |
| Brake pads type 16P | £40.00 |
| Recon steering racks RHD | £7.00 |
| Track Rod Ends | £20.00 |
| Rear Shock Absorbers 380 | £72.50 |
| Front Shock Absorber | £14.00 each |
| Herald Rear Leaf Spring 305945 | £57.50 |
| Herald recon exchange drive shaft assembly inc. shoes | £6.50 |
| Herald/Vitesse Non Rotoflex Driveshaft | £57.50 |
| Universal joint with grease nipple | £57.50 |
| Herald new alternative distributor (exchange) | £9.00 each |
| Vitesse Delco Distributor Cap | £3.00 |
| Inlet manifold banjo bolt (145155) | £3.00 |
| Herald oil filter GF 11150 | £4.50 set |
| O.E. Herald Gasket | £40.00 |
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| Vitesse 2 litre O.H. Clutch Kit | £70.00 |
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| Spitfire MkIII bootlid steel 575787 | £27.50 |
| Dash top cover 706569 | £60.00 |
| Hard top rear screen 807499 | £85.00 |
| Vinyl hood MkIII inc. zip window | £130.00 |
| Hood MkIII original ICI flame retardant inc.zip window | £20.50 each |
| Bonnet catch (chrome) 607663 | £37.50 |
| Rear lamp assembly 20832/217028 | £7.00 |
| Track Rod Ends | £65.00 |
| Rear Leaf Spring 305894 | £45.00 exchange |
| Recon Brake Caliper type 12 | £36.00 exchange |
| Recon Brake Caliper type 14 | £6.50 |
| Original Head Gasket GEG314 | £9.50 |
| Distributor Cap | £9.50 |
| Speedo cable GSD165 | £8.00 |
| Front Valance Support Bracket 712567/8 | £27.50 each |
| Front wheelarch 909663/4 | £32.50 each |
| Front wheelarch outer L/H and R/H 909797/8 | £17.50 each |
| Headlamp support panel assembly L/H and R/H 818671/2 | £45.00 each |
| Front quarter valance offside and nearside (81581/2) | £25.00 each |
| Door skins | £22.50 each |
| Nearside/offside sill 903097/8 Non OE | £38.50 each |
| Nearside/offside sill 903097/8 OE | £5.50 each |
| Sill reinforcement panel L/H and R/H 806634/5 | £12.50 each |
| Inner sill L/H and R/H 806638/9 | £39.00 kit |
| Sill and plate 806639/1 | £12.50 pair |
| Stainless steel oversill kit | £12.50 pair |
| Stainless steel tread-plate finisher Triumph logo | £12.50 pair |

SPITFIRE MkIV & 1500

| | |
|--|-------------|
| Front wings 909663/4 | £27.50 each |
| Front wheelarch 909663/4 | £32.50 each |
| Front wheelarch outer L/H and R/H 909797/8 | £17.50 each |
| Headlamp support panel assembly L/H and R/H 818671/2 | £45.00 each |
| Front quarter valance offside and nearside (81581/2) | £25.00 each |
| Door skins | £22.50 each |
| Nearside/offside sill 903097/8 Non OE | £38.50 each |
| Nearside/offside sill 903097/8 OE | £5.50 each |
| Sill reinforcement panel L/H and R/H 806634/5 | £12.50 each |
| Inner sill L/H and R/H 806638/9 | £39.00 kit |
| Sill and plate 806639/1 | £12.50 pair |
| Stainless steel oversill kit | £12.50 pair |
| Stainless steel tread-plate finisher Triumph logo | £12.50 pair |

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|--|----------------------|
| Half floor L/H and R/H Deep Pressing | £62.50 |
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| Heater valve 724021 | £18.00 each |
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| Front Wishbone bushes 119451 (set of 8) | £10.00 |
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GT6

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| R/H front overdrive GT6 Mk I 710717 | £27.50 |
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| Boot floor carpet Mk I and II 810841 | £17.50 |
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| Quarter light seal from L/H 574098 | £1.50 |
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| Dash veneer set Mk II 82073 | £90.00 |
| Steering lock 217219 | £27.50 each |
| Seat Belts | £40.00 pair |
| New crankshaft 308034 | £95.00 exchange |
| Recon exchange water pump GWP201 | £20.00 |
| Clutch Kit Q.H. | £35.00 |
| Front suspension vertical link (209072) | £52.50 |
| Track Rod Ends | £20.00 each |
| Rotoflex coupling 152273 | £20.50 each |
| Recon Brake Caliper type 16P | £55.00 exchange |
| Recon Brake Caliper type 16PB | £55.00 exchange |
| Rear brake shoes MkI and Mk II and Mk III Rotoflex, GBS 750 OE | £13.50 set |
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and III Spitfire window. I have done some research on this and glasses can be cut, edges ground and toughened to suit your requirements by most glass merchants. In particular, the glasses that we need are flat, so it is a lot easier. I suggest removing the GT6 door glass and laying an early Spit version on top of this, lining up the rear bottom corner and lower edge. Mark on the glass the shape you want using a felt pen, and take this to a glass merchant to be produced. I think that this is the best option.

Still keeping the quarterlights, possibly the next option is to use a MkIV hood and try fitting it to the MkIII body, but using a MkIV hood frame. I am worried that there will be a number of detail differences that may well have to be overcome (frame to header rail fixing, spacing of poppers on the body, for example) but I am sure that this solution could work also with a bit of effort. Lastly, you could take the route of most convertible GT6 conversions and use the Spitfire doors which is fine but I would personally strive to keep the quarterlights. If you opt to simply fit Spitfire doors and windows you can either refit the internals of a Spitfire III door to your doors (all the holes and lugs are present in your doors) or you could fit complete Spitfire MkII or III doors without any other modifications. If you do rebuild the GT6 doors with Spitfire internals, watch out for the position of any rear view mirrors fitted to the door skin. I want to fit quarterlights to my Spitfire doors but if I do then I cannot see the rear view mirror. On GT6s they were fitted further back on the skin so that you could see them. (I will have to wait until I need to do some paintwork and then take the opportunity to weld up the old holes and reposition the mirror!.)

Good Luck and let us know how you get on.

Q. "In a recent Courier, you make reference to a previous article in the Courier, about using a Maestro ignition system in a Vitesse as a solution to ignition problems/upgrade. I am interested in fitting some form of electronic ignition to my recently acquired MKIV Spitfire. My questions, therefore, are
i.) can you fit a Maestro distributor into a MKIV Spitfire engine or do you use just the internal parts?

ii) what about the advance characteristics? and
iii) can you remember which Courier the article

appeared in. I look forward to your reply and Talking Technical in next months Courier. Regards"

Stuart Young

A. No, you cannot fit the Maestro distributor to your engine but it is possible to fit the internals of that distributor (with the electronic ignition pick-up) inside a Spitfire 1500 distributor. There was an article in April 1996's Courier on how to do this. Spitfire 1500s had a Lucas distributor that is relatively easy to upgrade and modify whereas all earlier Spitfires used a Delco-Remy part.

So, with a MkIV you have a number of options;

1.. You can keep your Delco unit and upgrade it with an electronic ignition kit from the Club or many of the Triumph Traders advertising in the Courier. Expect to pay around £70. As discussed in last month's Talking Technical, this will remove the effect of worn spindle bearings but retain your distributor's original advance curve.

2.. Fit a Spitfire 1500 unit. This will have slightly the wrong advance curve but you may find that it works fine.

HOWEVER, it does not have a tacho drive and this will represent the largest part of the swap. You will need to fit a Spit1500 electronic tacho and complete the necessary wiring 3.. After fitting the Spitfire 1500 Lucas unit, you can then fit either, an aftermarket ignition kit as in option 1 or you could complete the Maestro conversion described in April 1996's Courier. Personally, if you don't have any running problems but simply want a maintenance-free ignition system, I would opt for option 1 and keep the base (and advance curve) of your Delco unit.

Q. "I fitted a replacement cylinder head for unleaded petrol to our Spitfire 1500. I cleaned the old engine block thoroughly and got rid of all traces of the old gasket. I fitted a new gasket - dry and tightened the studs in the order shown in the handbook - at first, finger tight, then at half the recommended torque and then at full torque. I replaced all the other parts and got it started OK; took it for a test drive of about six miles, filled it up with unleaded petrol; took it out a couple of hours later and it broke down after five miles or so. My wife called the RAC and the mechanic found that cylinders 3 and 4 were not firing, due to water having gained access to the cylinders. He suggested it was either a blown gasket or a faulty cylinder head. Is it possible to identify which is causing the problem? I would really appreciate your help and advice

on my problem please"

Norman Dealtry

A. It sounds to me like you have the wrong head gasket. The gasket for a 1500 should have a pronounced raised ring around each cylinder that drops down in to a recessed diameter around each cylinder. This 'bead' provides a mechanical lock for the gasket and prevents it blowing between cylinders 1 and 2 or 2 and 3. I suspect that you have fitted/been sold a gasket for a 1300 MkIII or IV engine. These did not have recessed blocks and didn't have the raised ring around each cylinder bore on the gasket. Remove the head again and I suspect you'll find it blown between the cylinders. Clean it all up and get the correct gasket from a trader who acknowledges that he knows the difference between the two types.

It is nothing to do with unleaded petrol **UNLESS** the ignition setting is so advanced that your engine was pinking very strongly, but I think that you would have noticed this during your drive. Good luck

Q. "My rear brake drums were scored when I overhauled the system. I skimmed 10 thou off to remove the scores (20 thou increase in overall diameter). Is this acceptable? What is the maximum recommended oversize for the drums?"

Harold Brown

A. Yes, I would think 10 thou is fine. On some drums you can find a max oversize dimension cast in to the rim of the drum.....but I would not be concerned until the drum was more than 3/32" -1/8" oversize.....the important thing is to keep them well adjusted to ensure that the pistons in the wheel cylinders are not stroking too much. I cannot find any mention of the oversize allowance in either of the factory Herald or Vitesse workshop manuals.

Q. "I read with interest your response in the February magazine about low oil pressure in a Vitesse. You mention that oil pressure at "tickover" should be at least 15psi. I wish!! Mine is a 1962 Herald 1200cc. The short engine was professionally rebuilt about 20,000 miles ago but probably not very well as it seized the following week and was returned to the reconitioner. Over the last few years oil pressure on "tickover" is reading zero on the gauge and the oil light often comes on. I have just today fitted an unleaded head and reconitioned rocker shaft. I

was hoping the latter would help oil pressure but it hasn't. That is rather a long introduction to my question. Where is the relief valve spring mentioned in your bullet points and how do I remove and check it? Many thanks"

Trevor Pepper

A. The relief valve spring is easily checked on our engines. Below the oil filter on the four cylinder engines you will find a hexagonal block screwed into the side of the engine block (on the six cylinder cars the valve is below the distributor, to the left of the oil canister). This is the relief valve body. Undo this and inside you will find the relief valve and spring. For the cost of it, I would recommend buying a new relief valve spring from one of our traders and replacing the spring. While it is in pieces, also check the face of the valve itself. This seats in the block and the face must be flat and clean. You can clean it up lightly with emery paper (clean it after) but if it is in poor condition you will need to get it lightly skimmed by a machine shop.

Trevor has since replied after trying this "fix";

"Many thanks for this. I bought a new piston and spring both of which are about 1/16" shorter than the ones I took out. Unfortunately the new bits seem to have lowered the oil pressure. Previously on the motorway I had been getting about 50 psi, dropping to zero on the gauge when hot on tickover. On the motorway I now get about 40 psi with the gauge still dropping to zero on tickover. I still haven't got 15 psi on tickover and the oil light still comes on from time to time. Thanks for your help anyway!! "

What this does tell us though Trevor is that you are losing oil pressure because of the relief valve otherwise it would not have made any difference!..the pressure is being limited by the relief valve rather than just being lost in large bearing clearances within the engine. Therefore, I would try putting some packing below the spring seat on the valve (you can drop washers over the valve's stem before fitting the spring) to increase the load from the spring. This may increase the pressure on the motorway (which is okay at 50psi) but I doubt that it will make any difference to your tickover pressure, I am afraid.

Q. "You mentioned in a recent column that a Ford part might cure pinking, do you now have the part no?"

Also, I have a MK1V Spit A1+, its great but I could do with overdrive, is there an easy way to do it? It does not have to be as original. Thanks for the excellent column. Regards"

Steve Hewett

A. I hope that the information in last month's Courier answered your questions on the Ford part numbers for the vacuum retarders. The best source for these would be your local Ford main dealer. With respect to the overdrive, I would recommend an overdrive conversion kit from one of our Triumph traders. This offers the quickest solution and gives you reconditioned units. Very often it seems that you can save money by using a secondhand gearbox but, unless you know the seller or the unit's past, it is quite probable that you will have to remove it again for repair or reconditioning of at least one part of the gearbox/overdrive. The catalogues detail all the parts you need.

Q. "I have a puzzle that's been giving me grief for a few weeks now. I have renewed the front suspension on my Spitfire 1500, both dampers and springs. However the wheel arch is now only just above the tyre giving it a drag car look. The front wheels are also showing distinct negative camber rather than straight up or slightly positive.

I double checked the springs and dampers and the order numbers from Moss seem ok. The only thing I can think of is either I have jacked the car on the wrong point, (I used the front of the chassis) as the top wishbone is almost parallel to the ground, rather than pointing down as in any photo I have seen so far, or that my spring lengths are incorrect.

Is there a special jack point that has to be used or am I fitting them incorrectly? Can you give me a measurement of the spring length under load, so that I can gauge whether I have the right springs. Thanks in advance

James Darke

A. The correct jacking point is on the outer body fixing on the outriggers behind the front wheel (below the accelerator pedal on RHD cars) but I also use a central point on the front crossmember (under the crankshaft pulley area). I have had no problems doing this and I am sure that your problem is nothing to do with where you are jacking the car.

You need to check the fitted spring length before you can decide whether there is a chassis problem. The fitted length of a 1500 spring is 8.0". If it is around 7" then you have been supplied with lowered/uprated springs. You can correct this by either getting a new pair of correct springs or sticking with the uprated versions and fitting the 0.5" spring seat spacers above the shock absorber/spring assembly that you can buy from TriumphTune for fine tuning the ride height. This latter option does seem like two wrongs making a right though!

If the spring length seems correct, check the position of the spring seat on the shock absorber. I have noticed that these seats can be welded at different heights from the lower bush centre line and maybe your problem is here. Check the new ones against the old.

Talking Technical

Q. "A little question for you. My husband and I have just purchased a Mk 1 GT6 with engine number KC5439E. Just below this number is what seems to be another number - SS101/ 61. It also seems to have a Canadian fuel pump ?? Is this engine likely to have a history that we are not aware of?"

Emma & Martin Richardson

A. Well the engine number is a GT6 Mk1 engine but I have not come across the "SS" range of numbers before. Does anyone know what this is? Could it be a special range of numbers for modified engines from Standard-Triumph or is it simply a reconditioner's range of numbers so that he can identify engines he has rebuilt? If you have any ideas, let me know please!!!

That's all for this month. If you have a burning Triumph-like question, you can call me on 01633 412377 (between 6pm and 7pm only) or e-mail me at carl@heinlein.freesevice.co.uk. If you need a quick answer, phone because the e-mails are quickly stacking up!..technology gets them to me quickly but I am afraid that I am the weak link in the chain.



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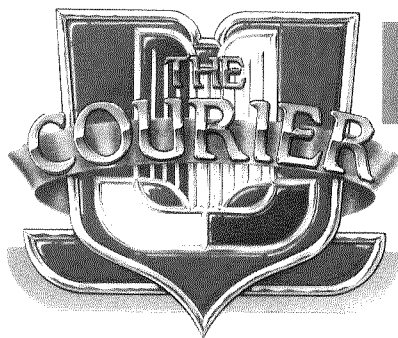


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Goathland Station Group

Goathland Station Group is composed of the staff (both paid and unpaid) who are directly involved in the running, maintenance and preservation of Goathland Station, and the owners/restorers of the historic roiling stock permanently based at the station. It is recognised as an Area Group of the North York Moors

Historical Railway Trust - the body which owns the Railway.

At the last Group meeting it was proposed that the status of 'Friends of Goathland Station' was created to recognise the contribution of various groups and individuals from outside the Railway, particularly with regard to events and other such activities. Whilst this can have no formal status within the Trust constitution, the Group felt this is a means of strengthening and acknowledging the links that have been built up.

'Friends of the Station' will receive minutes of the Group meetings, and a Station newsletter which it is hoped will have its first issue shortly, and it is hoped that social events will occasionally be arranged to which representatives can be invited.

One of the groups/individuals nominated at the meeting was the Triumph Sports Six Club, and the Group hopes that you will feel it appropriate to accept this status on behalf of the Club.

Yours sincerely,

John Bruce.

Station Group Chairman
& Station Master, Goathland.

Thanks from South Yorks

On 8th April TSSC HQ were invaded by a contingent from South Yorkshire, I would like to convey my sincere thanks to everyone particularly Bill, John and Pete for making us feel welcome. I believe our HQ is a valuable resource to all our members and even if you have been before as some of us had there is always something new to see and enjoy. From the initial feedback I received, everyone seemed to thoroughly enjoy the visit and thought it was well worth the journey.

Victor Thompson

South Yorks. AO.

Cape Town Capers

Sue and I were recently in Cape Town and before leaving for God's country, we obtained from Leon the 'phone number and address of Peter du Sautoy and his wife. Having made arrangements to meet up, we were taken to the Cape Town meeting of the Triumph Club of South Africa. We had a most enjoyable time swapping

stories and gossip and, true to Triumph form, we think there was only one Triumph in the car park!

We would like to thank Peter for taking us to the meeting and also to Rudi for the two Club shirts which we will wear with pride. Also thanks for the hospitality and friendliness of the local members, true Triumph nuts.

Hope to see you all at your National events next year.

Dave and Sue Bayliss

Look no Lead

I had been thinking about it for a long time, ever since the threat of leadless fuel had reared its ugly head. The end of December 1999 concentrated the mind however.

Because the car still has the original engine I wanted my own head converted rather than have an exchange unit. The first job was, therefore, to remove the head. The Herald is almost a pleasure to work on - but then we are all masochists I suppose. But open the bonnet and park your posterior on the front wheel and at least you can be comfortable whilst working. I took off the manifolds and carburettor and all the other bits that get in the way and removed the head bolts. However much I tugged and pulled at the head I couldn't shift it. Even turning the engine over with the sparking plugs still in didn't have much effect either. Then I found another head bolt!! Difficult to see how I missed it really. Having removed all the bolts the head just about fell off indeed I reckon I could have re-used the head gasket if I wanted. I didn't though, of course.

I then arranged for the head to go to the reconditioners. I had been told that the conversion would take 10 to 14 days and this fitted in well with the expiry of the MOT of my main car giving me a week's leeway. This dove tailing of the two events is particularly important as I work during the week in Reading but live in Nottingham so I need a usable car all the time with only weekends to wield my spanners. In the event it was only my pressing that enabled me to get the head returned before the end of the third week. And then it came back without the studs. It was never suggested to me that I should remove all the rocker and manifold studs and the point never crossed my mind I had expected it all to be returned to me. I didn't discover this omission until I got home Friday night and opened the package. Of course, the reconditioners are closed at weekends. I had some studs on a spare engine but I spent a considerable part of Saturday running round in circles trying to get enough studs to reassemble the engine so I

could get to work on Monday. All very frustrating. Nevertheless, armed with all the bits I set to and put it all back together. I had had the rocker shaft reconditioned as well although in truth except for its new found cleanliness the movement of the rockers felt exactly the same - a bit jerky. I had also hoped that the reconditioned shaft would aid oil pressure which is a little on the low side. No effect there though.

I used plenty of oil - when putting all the bits together to ensure there was lubrication a-plenty in those first few seconds as the engine (I hoped) would burst into life. Nevertheless I spun it a few times before approaching the moment of truth. A few prods on the accelerator to get some fuel into the carburettor - then turn the key. Music to my ears. For one reason or another I didn't get chance to check it out, other than a quick run round the block to the petrol station for some of this new fangled green petrol, before setting out the following morning 120 miles to Reading. A bit silly really I suppose. But it ran like a dream. At this stage it had a 50/50 mix or leaded/unleaded. Filling up in Reading resulted in a more or less 100% unleaded. I have not adjusted the timing as there seems to be no need and other than being very marginally less enthusiastic to start it runs just as it did before. So is it worth it?

The overall cost, including gaskets came to about £230. Assuming that some sort of 'leaded' fuel remains available and costs about 5 pence per gallon more than unleaded then I will have to traverse around 38,000 miles to break even. I haven't done that many miles in my Herald since I bought it 16 years ago! I think that answers the question fairly clearly - perhaps I should take up train spotting!!

By the way - is anyone else doing the London to Brighton run, starting from Syon Park, on 4 June? If so perhaps they could give me a call at work on 0118 9581222.

Trevor Pepper

Nottingham

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'Bonio' Solutions

By Colin Sutherland

I have been following Jonathan's "Project Bonio" with interest having carried out a similar conversion on my 2.5L Spitfire about five years ago.

I obtained a Dolomite Sprint gearbox as it was cheap (£25) and they come with a beefed up J type overdrive as standard. The Sprint box also has the clutch slave cylinder and operating lever mounted high on the side of the box which lets it clear the Spitfire chassis.

There are three points to note if you use this box. Firstly the input shaft needs changing to the saloon type as the shaft on the Sprint box is too long. This was not a problem for me as I was fitting a close ratio gearset

(STR 1) as used by the racing TRs which came with the correct length input shaft. Also the front oil seal carrier/extension is too long and either needs cut down or a saloon version fitted. Finally the clutch slave cylinder has 3/8" unions and 1/4" pipe, rather than the Spitfire's 5/16" unions and 3/16" pipe. However the 3/16" pipe is a close fit into the 1/4" so I simply soldered the two together.

To fitting the gearbox to the engine you need a

TR5/6 engine backplate as the holes for the mounting bolts and starter motor in the bell-housing don't match some of those in the GT6 backplate. The saloon backplate is no use as the engine is canted to one side in that car.

You also need a saloon flywheel, either 2000 or 2500 will fit, or a late TR flywheel (the early TR flywheel won't fit unless the matching crank is

thicker flywheel the clutchplate will wear and may jam on the end of the shaft. The other point to note is that the pilot bearing that supports the front of the input shaft fits in a recess in the saloon/late TR flywheel not in the end of the crank as GT6. Without the matching flywheel and pilot bearing the input shaft won't be supported properly and will wear rapidly.

"... Fitting the box into the car is not really a problem, the gearlever even comes out in the same place although the propshaft need to be shortened to fit. The box should be fitted with the back as low as possible ..."

used as the tail on these early 2.5 cranks is longer than the 2000/late 2500 type. The GT6 flywheel is about 1/2" thinner and although it will work the clutch plate does not fully engage the splines on the shaft. The shaft on the bigger box is slightly shorter than on the GT6. If you don't use the

The thicker flywheel also means that you need to fit the saloon release bearing carrier or shorten the GT6 one otherwise the bearing won't release fully and the clutch will slip. If using the GT6 carrier, the groove for the fingers on the release arm needs to be widened slightly. As standard

the saloon flywheel is a lot heavier than the GT6 one but a decent machine shop should be able to take off a lot of metal from the back to bring the weight back down without compromising strength.

The standard GT6 clutch (plate, cover and bearing) can be used as the saloon input shaft has the same splines as the GT6 (1" dia). The TR box has a bigger input shaft and needs a different plate.

Fitting the box into the car is not really a problem, the gearlever even comes out in the same place although the propshaft need to be shortened to fit. The box should be fitted with the back as low as possible, not only does this minimise the angular displacement of the UJs but unless it is fitted in about the same place as the standard box the body won't fit.

Basically the propshaft runs very close to the top of the underside of the tunnel, particularly under the handbrake and raising the shaft any more than about 1/2" will cause it to foul.

To fit the new box I extended the two cutouts in the chassis rails back as far as the small crossmember and then made up a 'T' shape bracket. The

cross of the 'T' bolts between the two cutouts, like the standard mount but about 4" further back, the leg extending back between the two chassis rails to pick up the Spitfire/GT6 type overdrive mount.

I needed to slightly modify the gearbox tunnel cover to clear the back of the larger box and cut back the propshaft tunnel so that I could get to the propshaft flange. I also made a hole in the side of the cover to gain access to the gearbox oil filler plug which is on the opposite (left) side and almost completely hidden by the slave cylinder. You can (just) top up the oil in the GT6 box without removing the cover. It is impossible with the larger box.

The last modification needed is to shorten the gearlever. I cut the top off the Sprint lever and welded on the top of the GT6 lever, just make sure the bend is in the right place. The first time I did it I simply welded the two bits together. Then during a rally, whilst going for reverse in a hurry (right and back on the big box) I managed to snap it off at the join and had to complete the rally using mole grips to change gear! When I repaired the lever I drilled and tapped

both bits and screwed them together with a length of stud before welding up again.

In use the bigger box has been completely reliable. When I first built the car I used the standard GT6 box and D type overdrive. After going through two of these in 18 months I fitted a John Kipping uprated box and J type overdrive. This lasted about 30,000 miles before needing a rebuild and was needing another rebuild 20,000 miles later when I fitted the big box.

The gearchange is a little slower with the bigger box, but otherwise the most noticeable difference is the position of reverse. My gearbox has the close ratio gearset, on which first is very high. With a 3.89:1 diff the car will do about 48 mph at 5500rpm in first! but it is still possible to spin the wheels although more revs are needed than with the GT6 box. I found that a slightly stronger clutch cover plate (AP) was necessary to totally eliminate clutch slip with fast take-offs.

Also I always use fully synthetic gear oil, API GL4, as this won't attack the brass synchro rings and with a 75W/90 viscosity the overdrive works much more smoothly and reliably both hot and cold. It also smells much better and doesn't go "off" the way hypoy gear oil does. Always use a magnetic drain plug and change the oil regularly.

I use the car a lot, both on the road and competitively and the gearbox takes a fair bit of stick so for me ultimate strength and reliability was important. For lower mileages or normal road use I would stick with the lighter GT6 box, with a Kippings J type overdrive conversion as this is a lot simpler, has a nicer change action and is plenty strong enough for ordinary use.



As promised this month a special feature concentrating on Triumph Dealerships

First though, can I say, "take a bow" to two more Members who responded to my appeal in December Courier (p.71) for help with old Triumph documentation. Lindsay Dearing and Ben Thompson both came up with some real gems! It was all material that I didn't have, that I believe I can expand on by combining with other sources, and use for everyone's enjoyment and benefit! Thank you both for getting in touch.

TRIUMPH DEALERS

A subject that I think offers Members a new glimpse, a new flavour of their car's past! It struck me many Members may know the Dealer where their car began life, without necessarily possessing the original paperwork - your car may

Out of the Archive

By Dick Plumridge

carry a Dealer's treadplate or dashboard plaque, you may have a BMIHT Certificate, or just a 500-mile Service stamp! If you'd like more on your car's Dealer, I may be able to help: if you only have a name, then I can certainly find you the (old) full address and phone no., at the very least. Also, if it's one off the list below, I can supply you a rough facsimile of the Dealer's paperwork. Just drop me a line and I'll be pleased to fill this gap. (Address below - no charge, other than my usual "please enclose a couple of stamps and your IVR if you haven't already done one.")

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Looking at this list, one striking thing is how many of the big Area Dealers I HAVEN'T



got anything for! In Coventry, S.H.Newsome (later Henlys); in Birmingham, P.J.Evans (!!); in Kent, Stevensons; in Nottingham, Mitchell's; in Stockport, Hollingdrakes. Archers of Shirley, Moores of Brighton, College Motors of Bristol - to name some of the "biggies". All these Dealers will have supplied hundreds of our cars, and hopefully someone out there can let me have a copy of an Invoice or Order Form? (Needless to say when I copy these on to other Members, I first blank-out any details of your own car.) If you can help swell the list of material I can offer out, I'd be very pleased to hear from you! Thanks in anticipation..

A bit more about P. J. Evans of Birmingham, pictured here. Yes, it's the same P. J. Evans that Mac wrote about in March (p. 46). (Quite a coincidence that: I was already working on this article and I rang Bernard to ask if he could photograph the P. J. Evans treadplate, which I knew was in a display cabinet at HQ. The very thing he'd just done, for Mac!!! Great minds, Mac/Bernard, or telepathy?) Anyway. We've an IVR on one 948 from here; one 2L, and six Mk2 Vitesse's. Many with the "middle-O" in the Registration that mostly indicated Birmingham: a **POF**, **POV**, **ROX**, **TOP**, **UOC** and **XOV**! Also, we've a 13/60 with a

Registration consecutive with the UOC Vitesse, so it's extremely likely also to be from P. J. Evans! To these I guess we can now add Mac's RON23G! Sadly, none yet, out of the collection of NOV 13/60s seen in the photograph - part of a fleet being handed over by the Sales Manager. (Note the other franchises fortunate enough to live under the same roof as Triumph here - Bentley, Daimler, Rolls-Royce.) A great picture. Yet we've no Dealer paperwork! - can anyone help me with this please?

I'm now doing a lot of cataloguing of pictures or information from various sources, particularly from old copies of "Standard-Triumph Review" magazine. This magazine is another item which I'd like to appeal for, if any Member has copies available to donate or even sell - even odd copies.

Give me a ring or please drop me a line,
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THE HQ LIBRARY COLLECTION

In addition to the Archive Enquiry service that I launched in December, I'm also collecting material for display or reading in the Library Room at HQ. I've just recently bought for the Club Library, a full set of "High Road" magazines - the 1969/70 successor to "Standard-Triumph Review". (Actually I should say, a NEARLY full set - anyone got May '69?) Currently I'm not having much luck finding binders, able to take the large format (12.5in and 13in, x 9.25in), but I hope by the time you read this to have found some, and during May to get these great period items onto the shelves at Club HQ.

I mentioned in my December feature that I'd also started an indexed collection of various Showroom publicity material in the Library at HQ. Again, before May's out, I hope to have extended this HQ collection quite a lot - do have a look for yourself, if you're visiting HQ this Summer. Visitors are warmly welcomed at HQ and there's loads to explore there now.

TAX-EXEMPTION REBATES - IMPORTANT TO ALL MODELS!!

Do DVLC owe you £140? I know dozens of Mk2 Vitesse Owners have already successfully reclaimed a full year's tax, due to a glitch in the way DVLC implemented Tax-Exemption in the past few years! There must be many other Club cars (of various models) that will qualify similarly - it's just that I've been able to alert the Vitesse Owners to this situation when I got their IVR. (I've put a "Rebate-Qualifier" detector on the Mk2 Vitesse IVR database, so none slip by me!) I wrote a feature about this (Courier 207 Sept 97, p.38) but it's clear from the number of Vitesse still emerging that qualify for this rebate, that there must be even more - lots more! - Herald, GT6, Spitfire and Bond Owners who need to check this. Also, I now have more info which will help these Owners to see if they qualify. DVLC are paying these rebates without any great complications.

This isn't just about being Tax-Exempt; it's about THE DATE WHEN Tax-Exempt status was given to your own car - in many cases it was given a year later than it should have been, so any tax you paid then is due back. Why? The legislation uses the date of MANUFACTURE as the reference-point on which the original "25-year" (now replaced by "pre-1973") period is based. But DVLC, who had to put this into effect, don't know dates of manufacture! What they do know is the year it was FIRST REGISTERED, so they applied this instead. It's apparently UP TO US to advise them if it was manufactured the previous year - as many of our cars were - and then they're happy to correct the glitch and refund any tax you paid. Typically this might be £145. Here's a fuller, updated run-down of cars that should qualify. Any of these if not Reg'd until 1971:

Any Herald 1200

Any 13/60 Saloon

13/60 Conv or Estate below Comm No. GE79499

Mk2 Vitesse below Comm No. HC57630

Any Mk3 Spitfire

MkIV Spitfire below Comm No. FH5165

Any Mk2 GT6

GT6 Mk3 below Comm No. KE334

Any Bond Equipe GT4S

Any Bond Equipe GT 2L Mk2

Any of these if not Reg'd until 1972:

MkIV Spitfire below Comm No. FH30963

GT6 Mk3 below Comm No. KE11610

Any of these if not Reg'd until 1973:

Check Spit MkIV below Comm No. FH50001, this is the Feb 73, not Jan 73 figure.

Check GT6 Mk3 below Comm No. KE20001, this is the Feb 73, not Jan 73 figure.

In fact for a couple of reasons, if you're even close to these figures (perhaps even a few hundred adrift for high-production cars like the Herald and Spit), it's worth a call to BMIHT. I say this because a) different sources don't quite tally on these Comm Nos., and b) BMIHT's Build-Date will be the completion date, whereas DVLC have accepted that a car completed in the first week of a January, was in fact "being manufactured" the previous year. So they're showing willing! It's worth checking though that you actually

had the car taxed for at least part of the year concerned - we don't get back what was never paid in the first place!

What "Build-Date proof" is required?

The standard source will be the BMIHT (below), who hold Factory Production Records. For £25, BMIHT supply a well-presented "Production Record Trace Certificate" carrying details taken from Factory Records (all fascinating stuff) and including Build Date. I was dubious about us posting these valuable Certificates to Swansea, so I checked with DVLA and I can confirm they appreciate this point and will accept a photocopy! BMIHT also do a totally basic "Letter of confirmation of year of Manufacture" at £10. If you've seen my scribbles about IVRs, you won't be surprised that I'd urge you to pay the extra for the full Certificate - especially if you're going to recover a year's Tax! But the choice is yours. I can send you an application form to get the BMIHT Certificate. Or, apply to:

Archive Department, British Motor Industry Heritage Trust
Banbury Road, GAYDON, Warwickshire CV35 0BJ
Tel: 01926 641188. Fax: 01926 641555

Send your proof, with a covering letter, to: **Rebate Team, D15, DVLC, SWANSEA SA99 1AQ** (important - DVLC sort their mail by its postcode!).

Last, one point I'm not clear on is whether we can now get refunded, tax that a previous owner paid due to this glitch? Has anyone done this successfully, or does anyone definitively know the position? (After all, you can "trade-in" a tax disc on a car you buy and aren't planning to keep on the road - so the tax seems to be considered tied to the car, not to the person who paid it?) This will make quite a difference to the number of Members who can benefit. Please let me know, if you know (asking DVLC isn't necessarily the best way to clarify trickier points like this).

IVRs

A quick word on IVRs - these have picked-up well again since March, but I think there must be lots of you with Vitesses in the back of the garage that I'm still not getting, and I need for the IVR Register! You might not be able to give the world the pleasure of seeing and hearing it on the road yet, but the IVR information will help right now - condition of car immaterial! Warm weather and light evenings now - no excuses! Other good news is that the Bonds have joined the scheme - we all benefit each other, the more Registers that join, so this is good for everyone. I'll do a detailed IVR update report ready for July.

Meantime - may see you at Leatherhead on 6/7th for the South of England Meet? SEM's always a really good show, extremely relaxed yet, if you want, loads to see, to do, or buy. Enjoy your Triumph, drive careful,
Dick.

P. H. Sportscars

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