

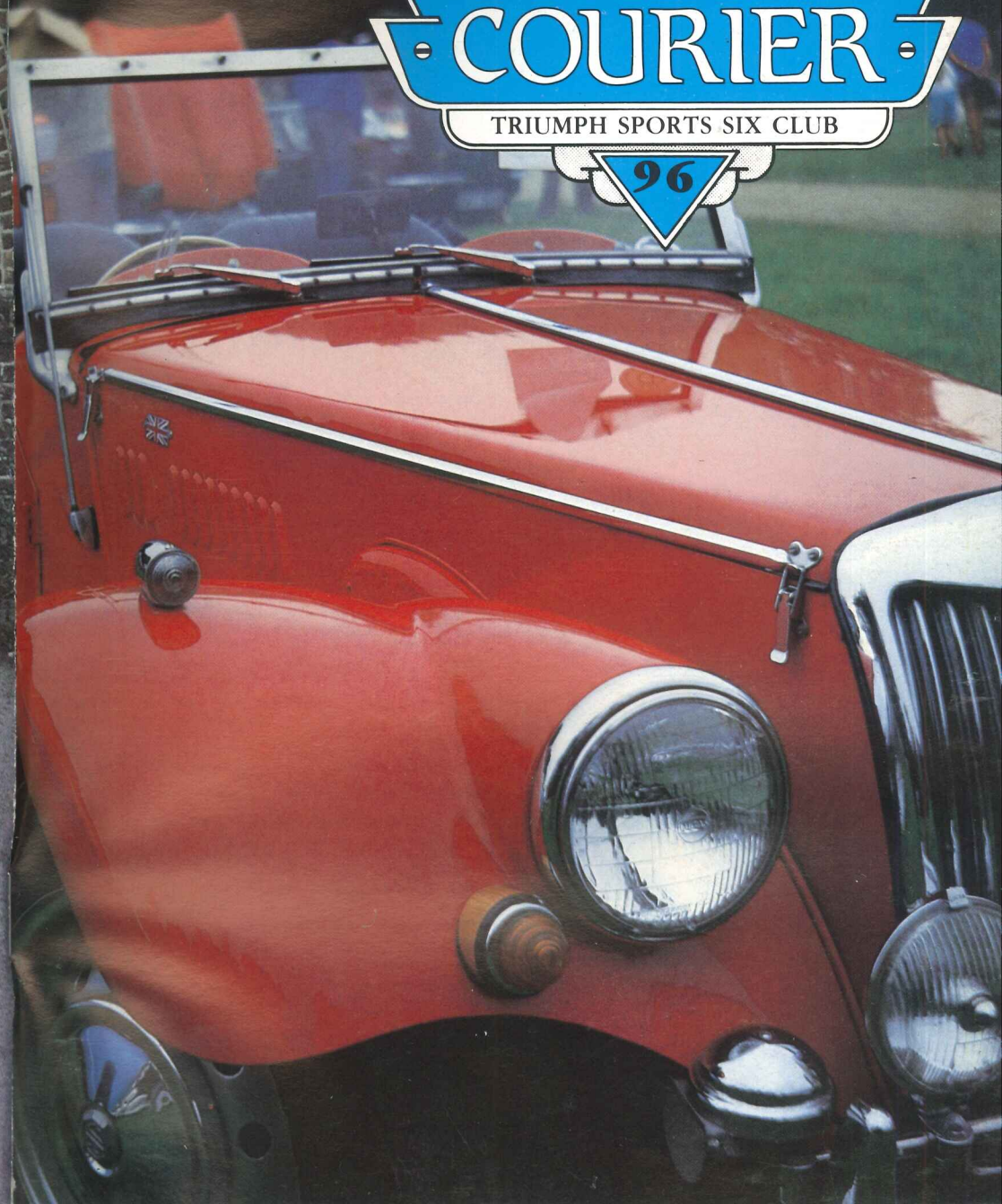
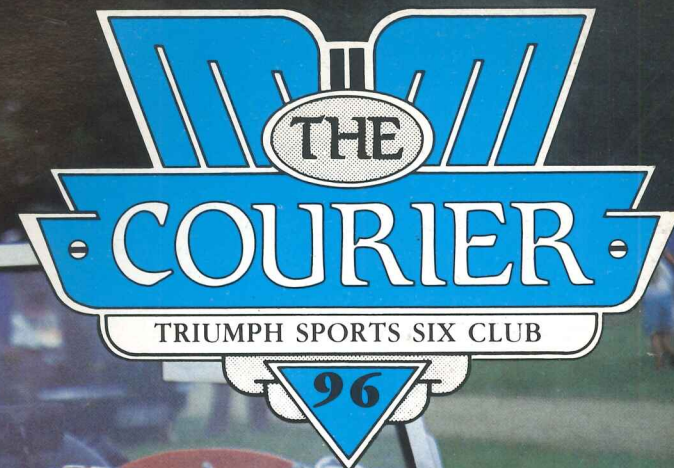
Spitfire, GT6, Herald, Vitesse  
Spares Specialists



**British Sports Car Centre**

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# THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

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**John Cudmore, Dave Bayliss, Peter Williams, Mike Costigan,**

**Trudi Squibbs, Dennis Benson, Bill Sunderland, Mike Crewes.**

## *C o v e r   P h o t o g r a p h*

Moss taken at Cornwall Rally for Triumphs September 1987

Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within THE COURIER OR TURNING CIRCLE and cannot accept any liability for erroneous or misleading information found therein.

**For a full list of TSSC Officials see page 66**

# EDITORIAL

## Bringing yesterday back

**B**ritish Motor Heritage have recreated the MGB bodyshell using genuine presses. This is an achievement that seemed impossible a few years ago. The incredible interest in the MGB, together with two strong MG Clubs has been instrumental in this recreation and there is now a base to build or re-build brand new MGBs.

There must be hope for the TSSC too as over the past five years the Club and Trade have come together with much personal and financial investment to keep our cars going. Although, being realistic, the only viable Club car is the Spitfire, which could possibly give many parts to 'big brother', the GT6.

We must congratulate British Motor Heritage and hope that the success of the MGB will result in some of our cars being recreated for the next century.

Having recently returned from a very successful NEC and South of England Meet, we must now look forward to the TSSC International Weekend on 9th and 10th July. Please help to make this our best International yet!

This month we have an exclusive which we don't think has seen the public light of day before see page 32.

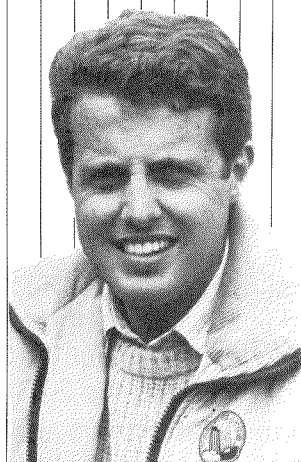
**The TSSC Special Offers department is now fully operational. This month brakes are the flavour of the month and next month we will be offering Spax shockers and springs ..... so get saving.**

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*Incorporating 16 page Area Review & 8 page Trade section*

# PRESIDENTS INTRO



John Griffiths

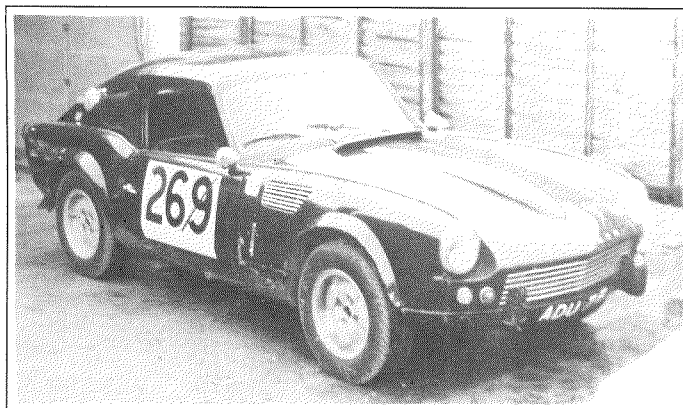
## LE MANS - NOW AND THEN

I was very interested to hear William Woollard on the box the other night saying that the British loved a car with a racing pedigree. He was talking about Jaguars in particular ..... but how right he is. If Jaguars win again this month at Le Mans, the excitement will be uncontainable. I often wonder how marvellous it must have been to have been part of the Racing Triumph Team in the early 1960's. Perhaps at Le Mans with the Works Spitfires, at the Tour de France with the four Rally Spitfires, or at Monte Carlo with the Vitesse.

Many of you will know that Graham Robson is an honorary member of the TSSC. He was Competition Secretary at Standard Triumph (which effectively meant Team Manager but Harry Webster was a bit sensitive about titles) from February 62 to January 65. The Spitfire racing and rallying project was conceived by Harry Webster, J Lloyd and Graham in the autumn of 1963 once it became known that Standard Triumph was profitable after the Leyland takeover and once Harry Webster had persuaded the Board that Triumph should go back to Le Mans again.

They decided that a team of cars should be built to race at Le Mans, and that another team should be built to go rallying. The Le Mans cars were built and maintained in the main Engineering (Experimental) Department, while the rally cars were built in the Competitions Department, which in fact was next door. There were different mechanics and different administration, though development was all done by 'common consent', with Fred Nicklin doing almost all handling development and proving.

*But let's look specifically at the Le Mans cars.*

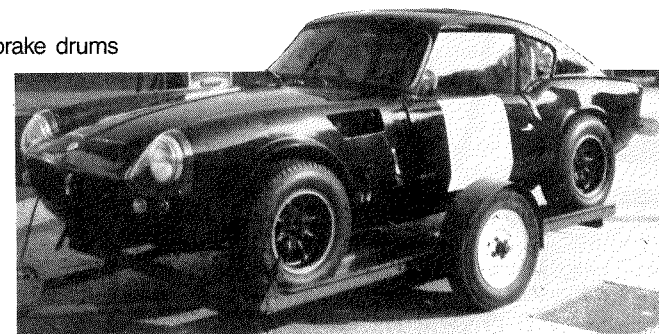


ADU 1B, 2B, 3B and 4B were built up during early months of 1964 specifically for the Le Mans 24 hour race.

They were entered as prototypes because Harry Webster thought that the various Stage II parts homologated in time for use by the rally cars, might not last 24 hours. They differed from the homologation specification by the use of the heavy TR4 gearbox, by the removal or modification of various items of trim, removal of bumpers and by the use of a completely light alloy bodyshell.

### Other Details:

- 3.89:1 axles (non-standard Vitesse/GT6 ratio)
- 8 port cast iron cylinder heads (used in later Spitfires and in the front wheel drive Triumph 1300)
- 70X engine
- Light alloy front braker calipers
- 9 in diameter (TR4 type) rear brake drums
- Large TR4 type clutches
- 18 gallon fuel tanks
- Weight - c.1640 lbs
- Never wind tunnel tested!
- Alloy wheels
- Twin choke weber (42 DCOE)
- Camshaft 104 degree overlap
- 10mm spark plugs
- New axles were developed and Salisbury limited slip diffs fitted
- The cars were only slightly lowered, but had much harder transverse rear spring and better dampers
- They had stiffer front springs and revised damper settings



(Please note the Race Spitfires of 1965 were quite different in a number of respects. The Rally cars were different again).

Fast backs were in glass fibre, without any rear hatch, and were grafted on. They were moulded from the body of the prototype Spitfire GT (as it was then called - later it became the GT6, but the first car had a 4 cylinder engine), which already existed. Indeed when there was some dispute with the Le Mans organisers over the height of the windscreen, Graham actually had to take the prototype Spitfire GT to Paris to make the point!

The bonnets were in light alloy, modified a la E Type with enclosed headlamps.

The cars actually practised at Le Mans at the Test Weekend in April 1964 with conventional shape bonnets (as proved by pictures in the motoring press at the time). These bonnets were never used in a race, and were handed on to the rallying department for possible use by them.

That year it was to be their *only* race. All four cars travelled to Le Mans, but only 2 got entered with one reserve. In the event the reserve entry (Comp. No. 65) also started.

### RESULTS:

ADU 1B	Mike Rothschild/Bob Tullius	Crashed (No. 49)
ADU 2B	David Hobbs/Rob Slotemaker	21st overall (No. 50)
ADU 3B	Jean-Louis Marnat/Jean Francois Piot	Crashed (No. 65)

ADU 2B finished averaging 94.7 mph and achieved 1335 mph on the Mulsanne straight. It beat the works Sprite which finished 24th at 89.5 mph.

Half a million people watched the 64 race. ADU 2B completed 271 laps and a total distance of 2270 miles. It was the 2nd British car to finish and was placed 3rd in its class and 21st overall.

Both the crashed cars were written off. ADU 1B crashed due to driver/car error. The French pair (ADU 3B) became asphixiated due to the entry of exhaust gas through the tail panel already holed by an earlier excursion by Piot 4 laps before. The car hit a barrier - it was the 13th hour! No blame could really be attached to anyone.

Let's hope Jaguar can do the business for Britain this year. All the best to all the team. Anyone need a Pit Helper?

Many thanks to Graham for the above detailed information.

★

# NEWS REVIEW

If you have any news of which may help and inform members or snippets of information send them in marked news review.

## TSSC CHILDREN IN NEED APPEAL

We hope to raise a great deal of money for this worthy cause. It's also our chance to put the TSSC on the map as a charity conscious Club as well as gaining valuable publicity and new members.

### WHAT WE WOULD LIKE YOU TO DO .....

We hope to have some joint TSSC/BBC Children In Need labels available shortly. These can be used by Areas for collecting tins to be used at Club meeting places and rallies. Full instructions will be given on how to pay the money into the TSSC special bank account. Alternatively, Areas can make a presentation to their local BBC Station.

**NEXT MONTH (JULY):** look out for the Giro Credit Note to enable you to make your donation direct to the Club Account.

**REMEMBER** - we hope to raise at least £3,000. Please help your Club help Children In Need. For further information please contact me at the address below:-

**STEVE ASH APPEAL ORGANISER**  
40 Howard Road Plymstock  
Plymouth PL9 7DT

## TSSC INTERNATIONAL WEEKEND

As is often the case, the initial response to the previous call for areas to organise side shows to add to everyone's enjoyment of the TSSC International Weekend (and not insignificantly to add to your own area funds) has led to only very limited response. Mad Max - I think wanging the wheel brace is a bit too dangerous but throwing the Cross Ply might be OK.

Now then, come on you areas. There's lots of you out there and I'm sure you're raring to go with enthusiasm. Throw away your inhibitions, put on your thinking caps and come up with a good idea for a side stall. I'd be pleased to hear from you. It needn't last all day or have to be done on both days of the show. Be a part of the brightest and best show of the year.

Peter Williams

## HELP!

The 1988 International Weekend with be THE EVENT OF THE YEAR and as such, requires a great deal of organisation and co-operation.

I have been asked to organise the running of the Gate for the weekend and I would greatly appreciate help from anyone who would be willing to man the Gate for an hour or two. Anyone who helps for more than three hours will receive FREE entrance to the event

**If you are willing to help, please ring me, Chris Childs, on (01) 330 1389 after 6.30 in the evenings or at weekends.**

## DINKY CONCOURS

The first International Dinky Concours will be held this year at the T.S.S.C. International Weekend on Sunday 10th July.

There will be two classes held:  
1. Original  
2. Rebuilt cars & kits

A maximum of 5 cars per person may be entered and these will be safely displayed (behind glass bars) at the Information desk.  
So start polishing!

Dennis Benson

## CLUB MEMBER OF THE YEAR

Jonty Wild

Some time ago one of our more famous members, magician FAY PRESTO (of television and Club Barbecue fame), suggested that the Triumph Sports Six Club should have a trophy to give to a Club member who has made an outstanding contribution during the year. This excellent and very simple idea is something that we should have thought of before. Fay didn't stop at just making the suggestion, but also offered to fund a suitable trophy. After some discussion, it was decided to commission a high quality oil painting; I won't spoil the surprise by giving away the subject except to say that it represents two of the most important aspects of the history of 'our' cars.

The painting is unique and would take the pride of place on any enthusiast's wall. It will be given to the most suitable candidate in the opinion of the Council of Management and Fay to keep for a year. So what we need now are suitable candidates. Any member can propose any other member. It could be for one particular incident or for efforts made over a long period of time. Nor does it have to be for work of national prominence for the TSSC, it could be a long-standing, hard working Area Organiser, or somebody who spends a lot of time helping an Area to run, somebody who has put a lot of work into starting a new Area, running an event or somebody who has been very helpful to another member, perhaps helping out via the Self Help Scheme or by helping an Overseas member.

In fact, any member who, during the year, has made an outstanding contribution in the spirit of TSSC comradery. If you know of a member that you feel fits the description, write to: Jonty Wild, 13 Common Rise, Hitchin, Herts SG4 0HN.

Include your name, membership number and telephone number, the proposed member's name and briefly your reason for proposing him/her (don't worry, your writing prowess will not influence the decision). Please don't delay if you know of a suitable candidate(s) - write now as we would like to make a decision in time for presentation at the TSSC International Weekend at Peterborough in July.

## RECRUITMENT DRIVE - Jonty Wild

I am constantly surprised by the number of enquiries that arrive through my letterbox. It's not that I am surprised that people want to know about us and the benefits of belonging to the TSSC but I am surprised that so many owners still have not heard of us. There are literally thousands of Club cars out there whose owners haven't the remotest idea that the TSSC exists. The Recruitment Drive, using the windscreen leaflets (more available from me!) is the only certain way of reaching these owners. Quite simply it is important for all serious owners to have as strong a Club behind them as possible as this is the only way to really ensure the future of 'our' cars.

It is very interesting when driving along to play 'spot the Club member' - try it as I think you may be staggered at the number of non-member owners. Mind you, the trick is to find them when they are stationary.

On to the rewarding aspects of the competition: firstly I would like to say that in the past my efficiency in getting the prizes out has left a little to be desired, so I apologise to those affected. The problem is that the Recruitment Drive and my other Club commitments now take up a great deal of time and sometimes this means that I can't be as efficient as I should be. I promise to try harder in future.

The winner of the first of this years' monthly prize is: **88/20650 - Stuart Crosbie.**

And the prize is a **STAINLESS STEEL EXHAUST** for your Club car (watch out for the forthcoming TSSC Special Offer on these items). Well done, Stuart, I am sure that you feel your efforts have been worthwhile.

### KEEP RECRUITING

Next months' drawn prize will be a set of Copper Brake Pipes for your Club car PLUS a set of Goodridge Cadmium Brake Hoses (see this months' TSSC Special Offer for details). ★

## 7TH NORTH YORKSHIRE CONCOURS & MOORS RUN 1988 SUNDAY 4TH SEPTEMBER

**THE BLACKSMITHS ARMS HOTEL, HARTOFT END, ROSEDALE  
ABBAY, NR. PICKERING, NORTH YORKSHIRE**

Come along to our popular annual get-together in the beautiful North York Moors National Park.

The Blacksmiths Arms is situated in picturesque Rosedale and offers accommodation, meals and real ale.

For those wishing to enter the light-hearted Concours, there will be awards for Heralds, Vitesses, Spitfires and GT6's, plus the 'Worn Trunion' award for the most forlorn-looking, 'well-used' car entered. All entries receive a commemorative brass plaque. Following the Concours there will be a mystery Moors Run to round off the day.

For those interested in a Saturday evening Barbecue and camping or require a map of the location please send me an S.A.E.

**Concours Entry Fee £3.00 payable to: North Yorks TSSC**

**Further Details From: Peter Johnston, tel: (0757) 618787.**

**Entry Forms & Fee To: Judith Teesdale,  
3 West Moor Lane, Heslington, York YO1 5ER.**



# WHAT'S ON '88

If you have any event news it must be sent to Jonty Wild for future publication in The Courier

**W**ell, the season is now well and truly underway, with events springing up all over the place. This page is to help you find your way through the maze.

June sees the Anglia Event which has taken over from the well-known Anglia Area Birthday Barbecue. This revamped meeting takes place at Shelford Rugby Club near Cambridge on Friday 3rd to Sunday 5th. Contact Gary Morton, (0799) 27455.

Also a must for all Bond owners and enthusiasts is the Bond Equipe Weekend. The venue is the Three Horseshoes at Yaxley near Peterborough on the 11th and 12th. Contact Peter Jacklin, (0733) 232818.

The TSSC Test Day at Goodwood Race Track, on the 11th. This is probably full by now, though probably worthwhile spectating. Contact Hugh Davies, (0703) 868513.

Regional Events include the Somerset Beach Party at Unity Farm, Brean near Burnham on Sea. Contact Rod Warren, (0278) 424234 and the West Midlands Fun Day, the Unicorn, Hampton Lode, West Midlands. Contact Tony and Janis Spicer, (021 353) 9961.

The outdoor shows include the following at which the TSSC has stands:-

The Wessex Vehicle Preservation Society Motorcade, Breamore House, Fordingbridge, Hants on the 5th.

The Redbridge Roadcraft, Ilford, Essex on the 18th.

The Rotherham Vehicle Vintage Rally, Rotherham Leisure Centre on the 19th.

**CORRECTION CCCCC OOOOO RRRRR RRRRR EEEEE CCCCC TTTTT IIIIIIIII OOOOO NNNNN**

The Vintage & Classic Car Show at Springfields, Spalding, Lincs, takes place on the 31st July not on the 24th as previously advertised.

**The following are new events which should be added to the Events Calendar previously published:-  
(FOR ADDITIONS AMENDMENTS CONTACT JONTY WILD, TEL (0462) 56315**

## JULY:

Fri/Sat/Sun 22 to 24 - North East Area 2nd Camping Weekend, Witton Castle, Nr Durham - John Atkinson, (091) 4142870

### NATIONAL/LOCAL SHOWS WHICH THE TSSC IS ATTENDING

## INDOOR SHOWS:

### DECEMBER:

Sat/Sun 3 & 4 - The Classic Car Show, Wembley Exhibition & Conference Centre, Wembley, London - Jonty Wild (0462) 56315.

## OUTDOOR SHOWS:

### AUGUST:

Sat/Sun 13 & 14 - Yeovil Festival of Transport, Barwick Park, Yeovil, Somerset - Rod Warren, (0278) 424234.

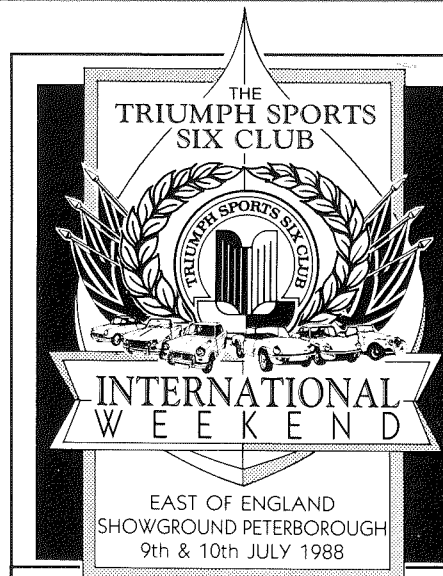
Sat 13 - Castle Combe Action Day, Nr. Chippenham, Wilts - Ivan Kirk, (0793) 613922.

Sun 21 - Bognor Regis Rotary Motor Gala, West Park, Bognor Regis - Mark Bickerdyke, (0903) 203959.

### EVENTS ORGANISED BY OTHER MAJOR CAR CLUBS TO WHICH WE HAVE BEEN INVITED

## JULY:

Fri/Sat/Sun 29, 30, 31 - Triumph 2000, 2500, 2.5 Register National Weekend, Dalemain, Pooley Bridge, Cumbria.



**ENTRANCE ON THE GATE  
£3.00 per person - UNDER 16's**

**FREE - O.A.P.s £1.50**

**OVER 4000  
PEOPLE  
EXPECTED**

### ADVANCE BOOKING - Discount Prices

NAME: ..... Telephone No: .....

ADDRESS: .....

Entrance Tickets £2.00 per person - Number Required: ..... Total £ .....

### Camping & Caravan Spaces

Saturday night £3.00 per unit, Friday & Saturday nights £5.00 (Sunday night camping at no extra cost, but site must be vacated by 10.00am)

No. of Spaces Req'd: ..... for which nights and which area

(\* 'lively' or 'quiet') ..... Total £ .....

Disco/Buffer (excellent quality) £6.00 per person - Disco only £2.50 per person

Disco/Buffer Tickets No. Req'd: .....

Disco only Tickets No. Req'd: ..... Total £ .....

### SPECIAL ENTRY/DISCO/BUFFET PRICE £7.50 PER PERSON

Number of Special Entry/Disco/Buffer Tickets Req'd: ..... Total £ .....

Special Rate Luxury Accommodation in the Swallow Hotel - including breakfast and free Saturday night pick up and return by coach.

• Double/Twin Room £24.50 per person per night

• Single Room £30.00 per room per night

A £10.00 Deposit is required per room, remainder payable at the hotel.

No. of \*\*Double/Twin rooms req'd ..... Nights req'd .....

No. of Single rooms req'd ..... Nights req'd .....

Total £10.00 deposit per room .....

\*\*Delete as appropriate. Complete form and return to:

**Grand Total .....**

**Jonty Wild, 13 Common Rise, Hitchin, Herts SG4 OHN  
Telephone 0462-56315**

**ENCLOSE A S.A.E.**

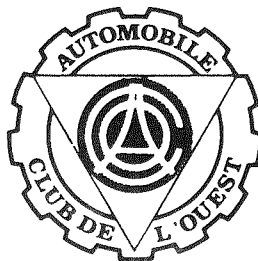
**PLEASE NOTE:** Members who wish to join in the evening entertainment at the 'International on Saturday evening. Whether for the full Disco/Buffer (excellent value), or just the disco or indeed just to enjoy the bar extension, then PLEASE NOTE that numbers are going to be strictly limited and therefore you are strongly advised to book in advance to avoid disappointment.

First of all tickets - buy a ticket that admits you to all parts of the circuit except the pit balcony, unless you particularly want to watch from there. But be warned, it is a tremendous crush and involves a lot of queuing, and not a little pushing and shoving. Having made it to the front the many rounds of pit stops both planned and unplanned are very exciting and it is difficult to leave. But leave you must, as there are many other attractions at Le Mans.

For the first timer where to watch the start of the race? I'd suggest the start line or as close as you can get to it!! The area is seething with people. Possibly the high ground opposite the pits is best as this gives a panoramic view. Also the preparations prior to the race mean that there is always something happening. Plan to be in position at least one hour before the start and preferably two hours. Contrary to what you have read or heard, the traditional start time of four o'clock has been moved forward by one hour to 3.00 p.m. For the first two hours spectators remain more or less where they are. In fact I don't think the car parks around the circuit are open to allow movement of spectators cars during the first two hours. But after these opening stages move around. Visit the Dunlop chicane and bridge, and the Esses packed with fans, especially Jaguar fans, the funfair, but not yet, Tertre Rouge (the bend leading onto the Mulsanne Straight). Much of the straight is off limits but the cafe isn't. Come with me to Les Hunaudieres and have a beer or even dinner. Come and watch from the garden as the cars flash by at around 200 MPH forty feet away!! Tear yourself away and go to Mulsanne corners and soak up the atmosphere, sit opposite the signalling pits and eat chips and drink beer as the night descends and the cars, lights blazing hurtle towards you and then head for Indianapolis, Arnage, Porsche and Ford bends and the end of one lap. Four minutes later and they are back again! On into the night, try for a few hours sleep, or maybe the funfair, the cars keep going. The pits in the middle of the night are worth a visit if you have tickets. Dawn and the race goes on and you still have 'til 3.00 p.m. Stamina

## LE MANS

Dave Bayliss



*Having spent 120 hours or 5 days watching sports cars race around a very special track and proposing to increase those hours to 144 or 6 days in June, perhaps I may be able to help first timers to enjoy what should be the finest Le Mans 24 Hours for many a year.*

counts now, but there is still plenty to do and see. Breakfast, a good wash (difficult), church (if you wish) its Sunday and the race, that's why you're here. What to do, where to go? Try revisiting places you went yesterday, buy a paper with all the race news in case you haven't been

able to keep up. Depending on the state of the race you will be riveted by the closeness or bored because the leaders are so far ahead. Just bear in mind many things can happen in endurance racing, and also there are several classes within the overall race and Class C2 always provides very close racing.

The finish comes round and sometimes something of an anticlimax. But then it's time to head for the ferry. Go carefully you will be tired and the gendarmes will have you for speeding and dangerous driving. On the drive back the French come out to their doorsteps and wave and smile. Go on crack that British reserve, wave and smile back, you've just enjoyed the best sports car race in the world in some pleasant countryside. Ah! the memories come flooding back and with it the goose bumps.

O.K. so what should you take with you? Clothes will vary from shorts and T shirts and trainers to jeans, warm sweaters and wellies. The weather can be unpredictable and that region of France generally has a thunderstorm around that time. It can also get very cold during the night. Daytime temperatures can be very hot. Take a Walkman with you and spare batteries, as in recent years a very good English commentary has been broadcast and it makes keeping tabs on the race that much easier. A torch is also a useful item to have with you. Buy the June 2nd issue of Autosport for the supplement and latest news of Le Mans.

If anyone wants to meet up with Sue and me, we will be at Tertre Rouge, at the beginning of the spectator banking, on the inside of the track between 6.00 and 7.00 p.m. Who will win? With Jaguar, Porsche and Mercedes plus Japanese works or works supported cars and many private teams there it will be a good race. I hope a Jaguar XJR9, but I think not. I believe we will see Derek Bell, Hans-Joachim Stuck and Klaus Ludwig and their works Porsche 962C as the winners. Whomever, it will be good. So go and enjoy yourselves.

If you aren't able to go to Le Mans visit Brands Hatch on 24th July for the 1000 KMS to get an idea of what you have missed. ●

## COP SHOP

Mike Crewes



## CALLING ALL CONVERTIBLE DRIVERS....

Now Summer is here and many of us are going topless, I thought it may be appropriate to remind you of the following. For long term members, I apologise for repeating it again, but it still needs saying.

On a nice day, in any part of the country, you will see hundreds of convertibles with their hoods down. So far so good. You will also see a handful of lunatics sitting on the backs of the seat

with their feet on the seat. It's great to feel the air rushing past you. There's nothing holding these 1½ cwt. (12 stone) projectiles to the car. There is somewhere around 70% chance that you may be killed.

It is the driver's responsibility to see that his passengers are correctly seated, no one elses. As was stated, it is an offence to have any person seated in such a position that danger is caused to any person in, or on the vehicle or on a road. Regulations 185/186 Road Vehicles (Construction and Use) Regulations 1986, if you cannot see clearly to the rear of your car, this may be an offence. This depends on how clear a view you have.

Regulation 185, it is also an offence to have a load that is not secured to the vehicle. If it comes off at all whilst you are on a road, you commit an offence; beware when carrying spare parts. It also applies to loads inside the vehicle if they are likely to endanger anyone inside the vehicle.

Regulation 186, it is also worth mentioning your load must not overhang any part of your vehicle. Yes, I know everyone carries ladders on their roofs; strictly speaking it is an offence and it depends on how your local Police view the matter.

All of the above also applies to trailers, so there is no getting round it.

A word to Spitfire owners: your car is built for two people, I know the squab behind the seats is big enough for a third person, I have used it myself but you are upsetting the weight distribution of your car and committing an offence under these regulations. Your Insurance Company may cancel your insurance if you are involved in an accident with three people aboard, as it may be argued (depending on how the accident happened) that because the weight distribution was upset, this may be one of the causes of the accident. By the way, if you want to carry a large load that overhangs your vehicle, contact your local Police for a permit.

## ARE YOU TOWING A TRAILER THIS YEAR?

Whilst towing a trailer you must not exceed 50 mph on national speed limit roads or any other speed limit in force.

If the trailer has no brakes of its own, the trailer's maximum gross weight (fully laden) must not exceed 750 kg OR half of the towing vehicles weight, whichever is the smaller. For kerb weight refer to the Owners Handbook.

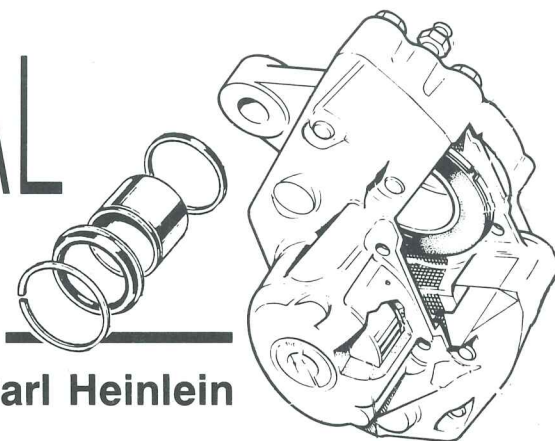
There does not appear to be any trailer dimension limitations. 50 mph stickers are no longer required but if the trailer is unbraked, it must display its weight and the vehicle towing it must display its kerb weight. I hope that's clear to you all.

As a footnote I refer to Charles Sutherland's article on Spitfire tuning on the cheap, in April Courier. Tuning your exhaust may well do all the things he describes, but beware, if it makes more noise than the original system it may well commit an offence under Regulations 97 or 102 of the Road Vehicle (Construction and Use) Regulations 1986. I'm not trying to be a kill-joy, just sending you the facts.

*If you have a query or topic on Road Traffic Law write to Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ enclosing S.A.E. please. Remember help is only 26p away.*



# TECHNICAL 4 Cylinder



Carl Heinlein

## BRAKE CALIPER SEALS

**A** reply to David Herriman's article on Brake Caliper Seal Renewal: Some Points To Note:

i) The need for an air-line to extract the caliper pistons can be overcome by ensuring they are almost out of the caliper body prior to disconnecting the brake pipe from the caliper.

Use the packing as described in D. Herriman's article and when the pistons are *both* well out, remove the packing and keep pumping the brake pedal. One piston may 'pop' out - depending on the thickness/condition of the disc but this does not matter. Remove the caliper.

ii) NEVER split the caliper halves. On manufacture the four bridge bolts are torqued to just below their yield point. New bolts and a new seal are required when the caliper is reassembled and neither of these come in the service kit. The Lucas Girling G202 Service Manual states 'NO ATTEMPT SHOULD BE MADE TO UNSCREW THE BOLTS OF SEPARATE THE TWO HALVES OF THE CALIPER BODY' - so don't!

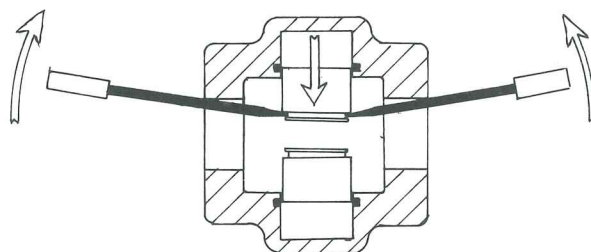
iii) With the caliper now off, the pistons will be nearly out if you've followed what's in i) above. Use two broad-tipped screw-drivers to lever out each piston. Keep the piston square to the bore and they will come out easily.

iv) NEVER clean the caliper in petrol or gunk. You might think that you can get rid of all traces of the petrol but the slightest trace of mineral fluid near the seals will cause them to

expand and soften. The caliper will then seize. Wire brush the caliper prior to removing the pistons to prevent dirt ingress. Renew seals (and pistons if necessary).

v) Replace the caliper and connect the hydraulic pipe. You should not need to bleed the system to push the pistons out on the opposite side caliper. The action of pumping the pedal will still compress any air in the system and generate enough pressure to force the pistons from the caliper body.

iv) Finally, wipe both sides of the discs with a thinners-soaked rag to remove all traces of grease/oil that may have got into the disc. Bleed the brake furthest from the master cylinder first and work your way around until complete. In this way you will get rid of all the air in the system in the shortest time.



# CAMBRIDGE TRIUMPH SPARES

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# LETTER TO OVERSEAS MEMBERS - JUNE 1988

First of all may I say "Hallo" to all our overseas members and thank you to those of you who filled in the questionnaire and returned it to me. As you will know from the letter that was sent to you, I was hoping to obtain the post of Overseas Secretary. I am pleased to say that this has now happened, and I took over the job on March 11th. At the same time I gave up the job of Area Liaison Officer.

Returning to the Survey for a minute, there were some predictable answers, some novel ones and many interesting ones. Also many of you wrote letters to accompany the Survey. Thank you for taking such an interest and replying in what is for some obviously not your native language. I will get around to answering you all either by letter, or through this page over the coming months. I also have a backlog of correspondence to attend to when I receive the files from Brian. All I would say is, please be patient, there are many things to be done so that the TSSC may be of better value to you.

One of the problems highlighted in the Survey, and not unexpected, was spares. I must tell you that as much as I would like to, I am not in this job to buy spare parts to be collected/delivered/paid for at some future date. Likewise, even if payment was upfront, I am not in the spares business. What I will do for you is to contact the various advertisers in 'The Courier', find out their policy regarding overseas members and ask them to make it clear in their adverts that they welcome customers from abroad.

I hope in future issues, Mr. Editor Bill, will let me put some of the news in your own languages, after all it might prove educational to those of us who speak to foreigners by shouting ever louder in English!

I have several ideas for the Overseas Secretary's page, some started by Brian that I will continue, some of my own. I also intend to attend some of the events you hold over the coming year. For example, already pencilled in are the German Spitfire Weekend in Hannover, the STIR 13/NATCL3 and VTR National Convention in Dallas. In June I am going to Le Mans for the twenty-four hour race (see letters page) and in July I will, of course, be at the Club International Weekend. So somewhere come and say hallo.



**Dave Bayliss**

Paul Magro Herald 1200 (Malta)

# BODY PANELS



FIBREGLASS FRONT ENDS Each		SPITFIRE STEEL PANELS Each	
Herald 1200	110.00	Outer Sill	8.25
13/60 or Vitesse	140.00	Sill closing Panel	3.10
Spitfire MkI/II/III/IV	110.00	Stainless steel oversill	15.87
Spitfire MkIV + noseconws	130.00	Stainless steel finisher	5.98
Spitfire Le-Mans	140.00	Inner sill	4.83
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GT6 MkIII	140.00	S/steel threshold plate & logo	6.55
FIBREGLASS WINGS		Door skin MkI/II/III	16.22
Spitfire MkI/II/III rear	15.00	Door Skin MkIV	18.11
Spitfire MkIV front	16.50	Front corner valance MkIV	44.27
Spitfire MkIV rear	15.00	Front cross rail	18.63
MISCELLANEOUS F/GLASS		A post lower repair Panel	7.25
Herald/Vitesse f/valance	13.20	Side plate	6.78
Herald g/box tunnel cover	15.40	Rear lower corner MkIV	8.16
Herald boot lid	19.80	Front footwell	12.42
Herald rear centre valance	11.00	Repair section rear floor	21.39
Herald rear qtr. valance (Pair)	12.00	Half floor section front to rear	30.00
Herald rear valance set of 3	19.00	Front cross member MkIV	11.04
Spitfire & GT6 g/box tunnel	15.40	Rear valance MkI/II/III	28.92
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Spitfire MkIV c/valance	16.00	Front wing MkIII	59.80
Spitfire MkIV rear valance	15.00	Rear wing MkI/II/III	54.68
Spitfire MkIII boot lid	28.00	Plastic headlamp bowl & kit	5.29
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Spitfire MkIV rear w/arch		Rear Qtr. Valance	ea. 9.86
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Herald/Vitesse	56.75	Herald/Vitesse	185.00
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Master cylinder Tandem Vitesse, GT6	£85.00
Master cylinder seal kit Single systems	£2.99
Master cylinder seal kit Tandem systems	£12.00
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Servo overhaul kit late GT6 MKIII	£85.00
Caliper assy type 12 Herald, Spitfire (exch)	£39.50
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Caliper assy type 16p Vitesse, GT6 (exch)	£35.00
Caliper assy type 16p Vitesse, GT6 (exch)	£35.00
Caliper seal kit all type 12	£7.50 pair
Caliper seal kit all type 14	£3.99 pair
Caliper seal kit all type 16p	£7.50 pair
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Caliper piston (GIRLING) type 12	£7.99 each
Caliper piston (GIRLING) type 14	£6.95 each
Caliper piston (GIRLING) type 16p	£7.00 each
Caliper piston (GIRLING) type 16p	£7.00 each
Caliper piston (NON GIRLING) type 14	£4.99 each
Caliper piston (NON GIRLING) type 16p	£5.99 each
Caliper piston (NON GIRLING) type 16p	£5.50 each

Brake pad set (GIRLING) Herald, Spitfire - 67	£4.50
Brake pad set (GIRLING) Herald, Spitfire 67 on	£7.50
Brake pad set (GIRLING) Vitesse, GT6	£9.50
Brake pad set (universal) Herald, Spitfire 67 on	£5.50
Brake pad set (universal) Vitesse, GT6	£6.95
Brake discs new Herald, Spitfire	£10.50 each
Brake discs new Vitesse, GT6	£12.50 each
Pad anti-squeal shim kit type 12	£2.50
Pad anti-squeal shim kit type 14	£2.50
Pad anti-squeal shim kit type 16	£3.50
Pad anti-rattle spring clips type 14	50p each
Pad anti-rattle spring clips type 16	35p each
Pad retaining pins all models	50p each
Pad retaining pin R clips all models	10p each
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Front wheel cylinders Herald	£5.50 each
Front wheel cylinder seal kit (does 4 cyls)	£3.50
Front brake shoe set (GIRLING) Herald	£7.49
Front shoe return spring set Herald	£2.50
Front flexible brake hose (GIRLING) all	£5.50 each
Front brake adjuster set Herald	£8.00

Rear wheel cylinder Herald, Vitesse	£6.99 each
Rear wheel cylinder Spitfire MK I, II, III	£6.99 each
Rear wheel cylinder Spitfire MK IV, GT6 Mk II	£7.35 each
Rear wheel cylinder Spitfire 1500	£6.99 each
Rear wheel cylinder GT6 - 72 not MK II	£6.99 each
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Rear shoe hold down clip set all models	£2.15
Rear flexible brake hose (GIRLING) all	£5.50 each
*Rear flexy brake hose Vitesse, GT6 right hand	£6.50 each
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#### BRAKES CONTINUED

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Brass male/female brake pipe unions	20p each
Pure seamless copper brake pipe 25ft roll	£7.00
Servo vacuum hose 3ft length	£4.50
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Servo non return valve for Girling type servo	£6.99
Servo non return valve in-line type	£9.00
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Plastic brake pipe clips double	18p each
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Silicon brake fluid 1 litre bottle	£13.25
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Silicon brake fluid 250ml bottle	£3.75
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Hand brake cable rear Herald, Vitesse - 66	£2.00
Hand brake cable rear Spitfire MKI-4, GT6 MKI	£2.15
Hand brake cable rear Spitfire 1500, GT6 MKIII	£3.50

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Front shock absorber bottom bush all models	£1.00 each
Front shock absorber top bush kit all	£3.00 each
Anti-roll bar bush small or large	95p each
Rear radius arm bush Herald, Spitfire	50p each
Rear radius arm to link bush GT6 non roto	50p each
Rear radius arm to chassis bush GT6 non roto	£9.00 each
Rear radius arm bush Vitesse, GT6 rotoflex	£1.00 each
Rear spring eye bush all models	£3.50 each
Rear wishbone bush Vitesse, GT6 rotoflex	£4.05 each
Engine mounting all 4 cyl	£3.50 each
Engine mounting all 6 cyl	£5.00 each
Gearbox mounting non overdrive	£1.50 each
Gearbox mounting overdrive	£1.50
Diff carrier rear mounting bush all	£3.50 each
Diff front lower mounting rubber all	25p each
Diff front upper mounting rubber all	£3.50 each

#### CLUTCH COMPONENTS

Master cylinder all models	£26.50
Master cylinder seal kit all models	£2.99
Slave cylinder Herald, Spitfire - 67	£18.50
Slave cylinder Herald, Spitfire 67 on	£20.50
Slave cylinder Spitfire 1500	£23.50
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#### CLUTCHS CONTINUED

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Friction plate (diaphragm) Herald, Spitfire	£14.00
Release bearing for above	£6.00
Pressure plate Spitfire 1500	£23.00
Friction plate Spitfire 1500	£17.50
Release bearing for above	£6.00
Pressure plate Vitesse 1600	£30.00
Friction plate Vitesse 1600	£16.00
Release bearing for above	£6.00
Pressure plate Vitesse 2ltr, GT6	£30.00
Friction plate Vitesse 2ltr, GT6	£18.00
Release bearing for above	£6.00

#### QUALITY REMANUFACTURED UNITS

Pressure plate (diaphragm) Herald, Spitfire	£12.00
Friction plate (diaphragm) Herald, Spitfire	£8.00
Pressure plate Spitfire 1500	£16.50
Friction plate Spitfire 1500	£9.50
Pressure plate Vitesse 2ltr, GT6	£18.00
Friction plate Vitesse 2ltr, GT6	£10.00

All release bearings as with above Borg & Beck units

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Vertical link Herald, Spitfire, discs brakes	£36.00 each
Vertical link Vitesse, GT6	£36.00 each
Stub axle Herald drum brakes	£18.00 each
Stub axle early Herald discs	£10.50 each
Stub axle Herald, Spitfire, Vitesse, GT6	£18.50
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#### STEE RING & SUSPENSION CONTINUED

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Rear wheel bearing kit GT6 non roto (as Spitfire)	£9.99 each
Rear hub special HT nylon all models	£1.50
Rear shock absorber all models	£12.50 each
Rear lever arm (exchange) Vitesse 2ltr	£12.50 each
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Oil filter Vitesse & GT6 with oil cooler	£1.75
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#### ELECTRICAL COMPONENTS

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#### ELECTRICAL CONTINUED

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Extra powerful Halogen bulb 100/80 watts	£4.50
20 amp relay for use with above bulb (2 per car)	£2.50
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Front flasher lens Herald, Vitesse	£5.75
Front sidelight complete Spit MKII, GT6 MKI	£8.95
Front sidelight lens only as above	£4.00
Front flasher complete Spit MKII, GT6 MKI	£8.95
Front flasher lens only as above	£4.00
Front sidelight/light complete Spit 3.4.1500	£17.50
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Above lamp also does GT6 MKII & III Rear stoplight complete Herald, Vitesse	£18.00
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Rear stoplight lens only Spit MKI, 2.3, GT6 MKII	£6.00
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Rear flasher lens only for above	£4.00
Rear flasher light complete Spit MK3, GT6 MKII	£8.95
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Reversing lens only for above	£4.00
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Amber lens only for above	£4.00
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Steering column light switch Herald, Vitesse	£14.00
Steering column light switch GT6 1.2, Spit 1.3	£14.00
Steering column light switch GT6 3, Spit 4, 1500	£18.00
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New barrel & keys for above	£2.75
Stop light switch all	£1.75
Oil pressure switch	£2.25
Basic electric horn	£5.50
Battery isolator switch all	£6.50
Wiper wheel box all	£18.50
Chrome brass nut for wheel box all	£1.00
Flasher relay Herald, Vitesse	£3.00
Flasher relay Spitfire, GT6	£2.50
Hazard warning relay Spitfire, GT6	£3.25

#### DRAIN FASTENERS

Turbid dot button & socket for hood/tonneau	22p each
Metal stud for above goes on body	8p each
Plastic stud for above Spitfire 1500	22p each
Door trim steel spring clip top of door	12p each
Door trim steel spring clip sides of door	9p each
Outer weatherstrip clip on door Spit, GT6	10p each
Outer weatherstrip clip on door Herald, Vit	7p each
Inner weatherstrip clip on door all	7p each
Rear moulding trim clip Spitfire, GT6	18p each
Clip for trim around rear lights as above	7p each
Clip for rear wing trim Spit, GT6 to rear	7p each
Clip for rear wing trim as above to centre	7p each
Plastic badge clips all	4p each
Carpet retaining fastener/irring all	28p each
Stud for above	8p each
Wash moulding trim clip/wet Herald, Vit	22p each
Wheel arch to bonnet rubber seal clip Her, Vit	22p each

#### GENERAL HARDWARE

Caliper mounting bolt all except late GT6	65p
Caliper mounting bolt GT6 72 on	90p
Disc to hub bolt all models	30p
Flexible brake hose half nutlock washer all	7p
Rear wishbone pivot bolt Vitesse, GT6 rotoflex	75p
Brake drum attachment screw	10p
Top ball joint fixing HT bolt/nyloc all	24p
Lower trunnion HT bolt/nyloc all	60p
Top wishbone pivot HT bolt/nyloc all	30p
Split pin for front stub axle all	4p
Nylon nut for rear of front stub axle Herald, Spit	15p
Nylon nut for front of front stub axle Vitesse, GT6	30p
Radius arm HT bolt/nyloc Vitesse, GT6 rotoflex	43p
Bottom of front shock absorber HT bolt/nyloc all	43p
Special stud for end of anti-roll bar all	40p
Top rear shock absorber fulcrum pin Her, Spit	£2.50
Top of rear shocker HT bolt/nyloc GT6 rotoflex	£3.25
Rear trunnion HT bolt/nyloc Herald, Spitfire, GT6	60p
Rear spring eye HT bolt/nyloc as above	60p
Rear spring eye HT bolt/nyloc Vitesse, GT6 roto	68p
Rear trunnion HT bolt/nyloc Vitesse, GT6 roto	£3.45
Propshaft for halfshaft HT bolt all	30p
Rear diff carrier HT bolt/nyloc all	£3.25

#### NUT & BOLT PACKS

UNF nuts/bolts/washers 1/4, 5/16, 3/8, 1/2" to 2"	£7.00
UNF as above but over double quantity	£14.00
UNF nylocs 1/4, 5/16, 3/8 diams qty 75	£3.50
UNF nylocs 7/16, 1/2, 9/16 diams qty 35	£4.00
UNF plain nuts 1/4 to 1/2 diams qty 130	£4.00
Plain or spring washer packs	£3.00
UNF nut & bolt tray 1/4 & 5/16 diams qty 340	£8.50
UNF plain nut tray 1/4 - 1/2 diams qty 325	£8.00
UNF nylocs tray 1/4 - 5/16 diams qty 160	£9.00
Plain washer tray 3/16 - 5/8 diams qty 600	£8.00
Lock washer tray 3/16 - 5/8 diams qty 1080	£8.00
Body washer tray large diam repair washers	£9.00
Self tapper trays various types from	£9.00

Revised Suspension Kit  
The kit does cover both sides of any model, some people thought they needed two kits.

The points covered are as follows:  
The steering rack mountings, the lower steering U/J, the front wishbone, the lower steering brackets to the chassis, the front wishbone pivots, top ball joint and lower brass trunnion fixings to wishbones, front shock absorber fixings to both top plate and wishbones, brake discs to hubs, front caliper mountings, all the bolts, nuts and washers associated with either type of vertical link, nyloc and castle nuts for stub axles, all anti-roll bar fixings including the special HT studs at the ends, the front suspension towers to chassis, engine mountings to towers, the bonnet stay to top of towers, finally the brake three-way unions to the front of the chassis. Quite comprehensive as you can see, every item is the correct part for its particular fitment, all bolts are high tensile to current British Standards, all items are fully zinc passivated plated to help with weathering. It also helps to make the finished job look good. It's not just a mixed bag of nuts and bolts either, there are 16 points covered by our kit, each separate point has its own individual pack numbered and there is a key to these numbers provided so it's simple to find any particular part, this saves a great deal of time when actually assembling the front suspension. The cost to members of this new kit is just £12.50 plus VAT.

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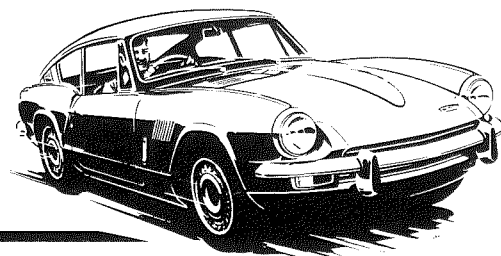
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# GT6 I II III REGISTER



**Barry Thurgood**

**I**t seems you need a hairy chest to drive a GT6 with a name. As I sit behind Ralph's wheel, I can hardly see the road for the equatorial rain forest erupting through the neck of my shirt. It was once remarked that I have more hair on my chest than on my head, in fact most people have more hair on their chest than I have on my head. I have noticed some GT6 drivers have chest lumps instead of hair, can they give their car a name?

I don't drive my GT6 every day, only when I want to; for the same reason I don't eat my favourite food or polish off a bottle of Graham's Port every day. It gives me something to look forward to. When not in the GT, I usually drive a Citroen called Fanny.

## A Quick Flash of Technicals:

A lot of us seem to be playing with our suspension and generally having fun with our front bouncy bits. Before you all rush out and buy Mega-rate springs, BilKonSpax shocks (price as well as absorbers), it is as well to make sure that what you have is doing what it should. All GT6s are now fifteen years or more old and the chances are all the bouncy bits are more bouncy than they should be, or seized solid. So before you rush out and blow several hundred pounds on new bits, ensure that what you have works properly. If you are in doubt over the parts to replace/recondition, basically if it is a bush or it swivels, do it.

Starting with the front suspension, which is common to all models, you should replace:-

1. The trunnion bushes and the trunnion if worn. Try 'rocking' it on the end of the vertical link.
2. The wishbone bushes.
3. The top ball joint if worn. Basically, it is worn if the threaded pin is loose and/or easy to move.
4. The shock absorber bushes, top and bottom.
5. The anti-roll bar.

And that's a lot of bushes. The old ones can be real naughties to get out. Usually lubrication and swearing help, a blow-lamp is last resort.

The drawings refers to the various parts.

### Some points to note:

1. Do please follow the Workshop Manual.
2. If changing shock absorbers, you need a spring compressor. If using the bolt and two hook variety, three are much safer than two. The front spring has a compression rate of about 200 lbs per inch and is compressed about three inches. That comes to about

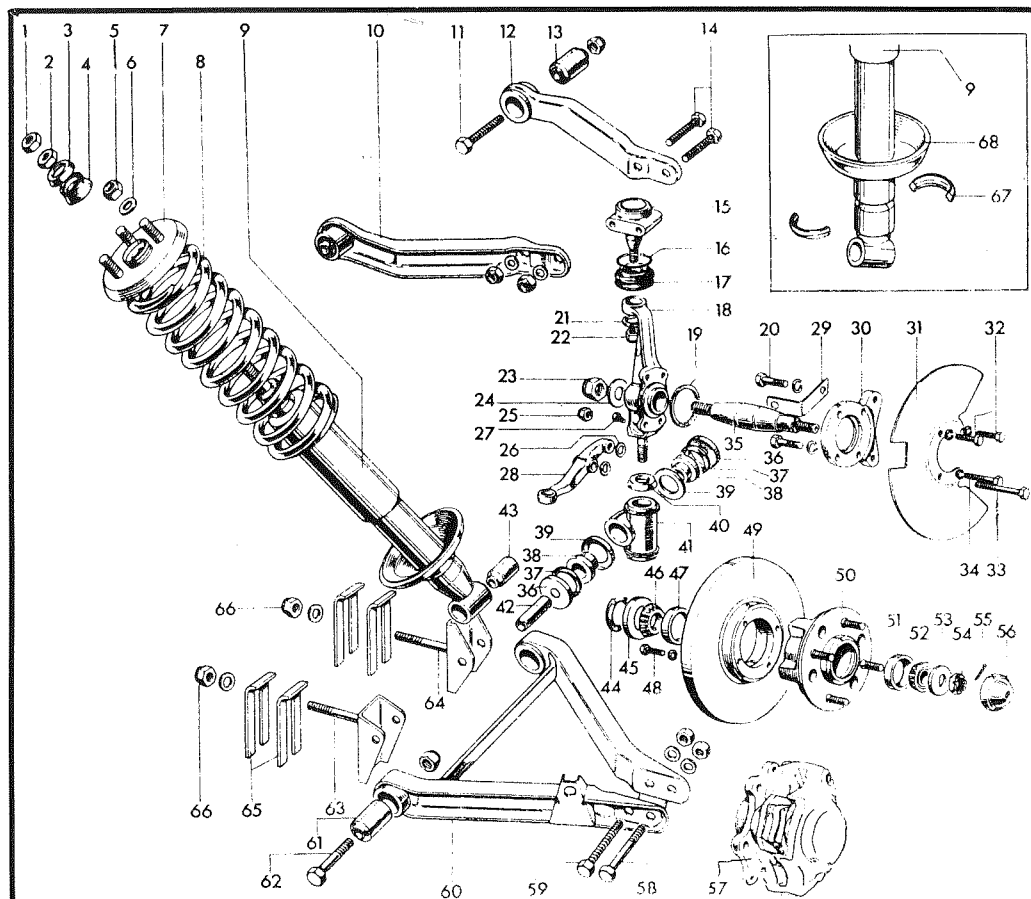


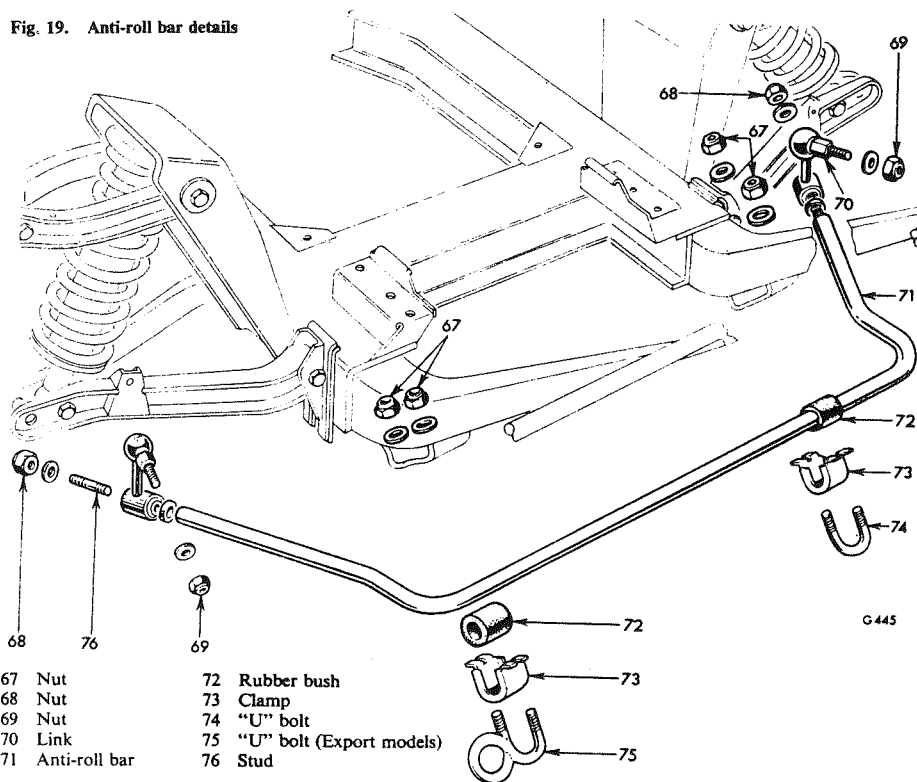
Fig. 3. Exploded view of L.H. front suspension (Inset: Woodhead-Monroe type)

### Key to Fig. 3

1 Nut	18 Vertical link	35 Stub axle	52 Inner race
2 Nut	19 Rubber seal	36 Dust seal	53 Washer
3 Washer	20 Bolt	37 Rubber ring	54 Nut
4 Mounting rubber	21 Washer	38 Nylon bush	55 Split pin
5 Nut	22 Nut	39 Dust seal	56 Grease cap
6 Washer	23 Nut	40 Rubber seal	57 Brake caliper
7 Upper spring pan	24 Washer	41 Trunnion	58 Trunnion bolt
8 Road spring	25 Nut	42 Bush	59 Damper bolt
9 Damper	26 Spacer	43 Fulcrum bush	60 Lower wishbone
10 Top wishbone arm	27 Plug	44 Felt seal	61 Fulcrum bush
11 Fulcrum bolt	28 Steering arm	45 Seal holder	62 Bolt
12 Top wishbone arm	29 Bracket	46 Inner race	63 Front fulcrum bracket
13 Fulcrum bush	30 Caliper bracket	47 Outer track	64 Rear fulcrum bracket
14 Bolt	31 Dust shield	48 Bolt	65 Shim
15 Ball-joint	32 Bolt	49 Brake disc	66 Nut
16 Retainer	33 Bolt	50 Hub	67 Collet
17 Rubber seal	34 Bolt	51 Outer track	68 Lower spring pan



Fig. 19. Anti-roll bar details



#### ANTI-ROLL BAR

##### To Remove

1. Remove the nyloc nuts (69) and plain washers.
2. Remove the nyloc nuts (67), plain washers, clamps (73) and "U" bolts (74) and withdraw anti-roll bar (71). If necessary remove the nuts (68), washers and detach links (70) from anti-roll bar (71).

##### To Refit

1. Fit the clamps over the rubber bushes (72) on the anti-roll bar (71) and attach to the chassis crossmember with "U" bolts (74), plain washers and nyloc nuts (67).
2. Assemble the links (70) to the anti-roll bar (71) with washers and nuts (68).
3. Engage the links in the lower wishbone bracket and fit the nyloc nuts (69) and plain washers.
4. Tighten all nuts whilst the vehicle is static-laden.

600 pounds. If it flies apart, something soft, like a person, is not going to stop it very much.

3. If in doubt, ask someone who knows.
4. To decide if a rubber bush is worn, squeeze it and then try squeezing a new one.
5. If in doubt, replace.

Next article: some tips on removing stuck bits and replacing skin on knuckles.

#### Pig Job of the Month:

As I don't seem to be making it every month (sic), perhaps I should rename this section but then again, why? Not so much a job, more of a statement, this month's 'pig' is:

Driving a GT6 in a dinner jacket without vents. Georgio Armani eat your heart out!!!



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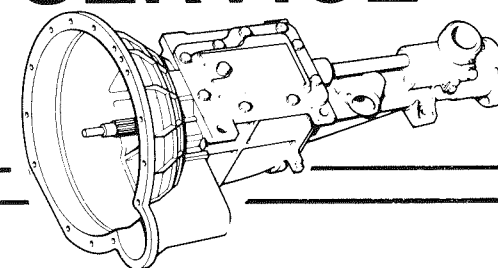
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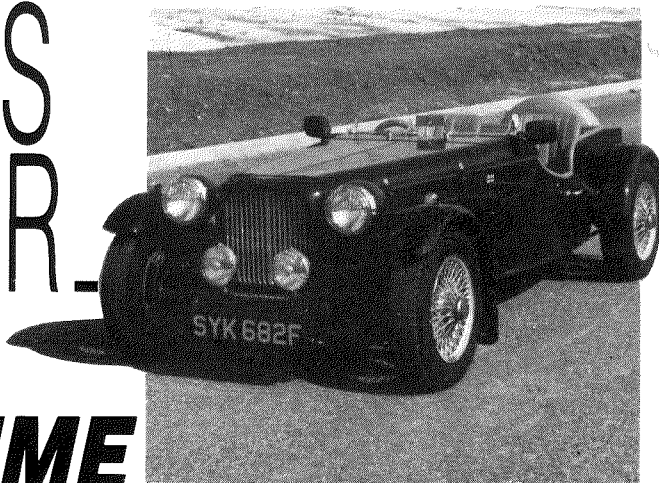
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# SPECIALS REGISTER

Dennis Graves

## COST, TIME AND VALUE



One of the most frequent questions I have been asked during my short spell as Co-Secretary of the Specials Register is ..... "How much will it cost and how long will it take?" Of course, the easy answer is "As much as you like and as long as you want". However, that really is an unfair and unhelpful statement. So I thought, this month, I would try and put things in perspective.

### COST:

One of the most common mistakes made by all would-be kit-car builders is a basic underestimation of build cost. It is all too easy to be carried away on a wave of enthusiasm, purchase a donor vehicle, order a kit and commence building only to find that you have insufficient funds.

Throughout my build, I kept a log of expenditure and, considering I was given a donor vehicle and bought a set of plans, not a GRP kit, I still find it amazing where all the cash was spent. I will confess to a professional paint job and internal trimming but this only comes to a small percentage of my total outlay. In short, it's the cost of the little things that mount up. Wheel cylinder kits, bearings, brake pads, shoes and hoses, adhesives, nuts and bolts etc. all take their toll, so beware.

Wheels and tyres are another area where vast sums of money can be spent. There is no argument against a really good set of tyres but do you really need those 6" split rim wheels at £90 each?

Well, how do you work out what it's going to

cost? A good rule of thumb, especially if you are going to build a kit where the body is supplied in GRP, is to take the kit price and add the options you want; "wet weather gear", trims etc. and then add a further £1000 - this will give you something pretty respectable. If you add a further £800 to this and you have the ability, you should be well on the way to a car of concours winning standard.

Cars from plans are a particularly difficult area in which to estimate cost as it depends greatly upon the ability of the individual. In short, how many mistakes are you going to make and therefore, how often will you have to re-make. Don't forget the golden rule, "measure twice, cut once" - it will save you time and money in the long run. All I can advise is that you sit down with your plans, work out exactly what you require in the way of bulk items: plywood, aluminium, steel stock etc., and shop around for quotes. Don't be frightened of going to the Trade Counter armed with pound notes - you will be amazed how helpful people can be. I would then suggest that at least a further £800 is needed for 'bits and

pieces' and don't forget, if you are going professional for any work, make allowances.

I have seen cars costing as little as £800 and as much as £4,500. The standard of finish varied accordingly as did the build time but remember, it's up to you. You can have a cheap, fun car or a potential concours winner, depending purely on time and what you wish to spend.

Although not a direct cost as building is concerned, Road Tax and Insurance must be allowed for in your final estimation. The kit-car season is usually between May and October, the good months (did I say good?) and most owners have their cars taxed for this period only. However, the choice is yours.

Insurance was at one time a potential minefield for kit-car owners but I am glad to say that this is not now the case; Insurance can be easily obtained although shopping around for a good quote BEFORE you decide on your kit is essential. After all, what's the point of building the kit if you're not going to be able to afford the insurance?

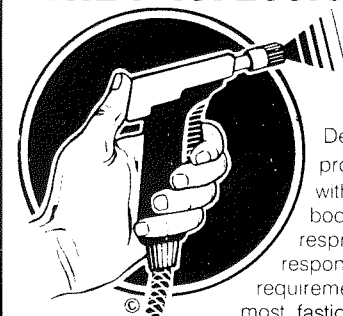
### TIME:

Some kit manufacturers quote build times of "A few weekends work", or "Just over 100 hours". I would suggest that you are very wary of statements like these. Yes, I know it is possible to build a kit in a very short time, Trevor Collett, my Co-Secretary is a case in point, however, people like this are the exception rather than the rule. Taking that we are, in the main, average you should allow the minimum of one year where a body is supplied and 18 months where it isn't. Revise a schedule with target dates for certain tasks and try to stick to it. You will find adjustments are necessary along the way as some of the easiest of looking tasks take much longer than originally planned. But whatever you do, don't rush. Haste leads to mistakes and mistakes cost time and money. Take your time and enjoy yourself, after all you are doing it for pleasure.

### VALUE:

It is impossible to give a hard and fast rule here as so much depends on the finished article. However, I will say that it is unlikely you will make a profit, although there are exceptions. As with most things, the better the standard of finish, the more you can expect in return. A well finished interior and a first class paint job will add greatly to the re-sale value but ultimately it depends on how much in demand your vehicle is at that time. The local paper is not a particularly good media to advertise through as the area of interest is too small; try kit-car magazines, our own magazine or attend one of the auctions held at the major kit-car shows. Don't forget, you are looking for a buyer who has an interest in kit-car and/or Triumphs, so choose your market accordingly. All the best ....

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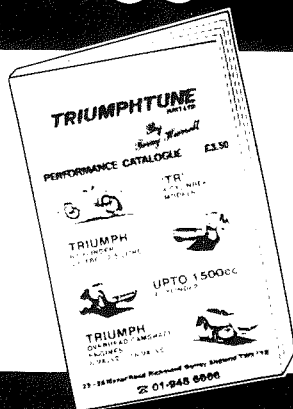
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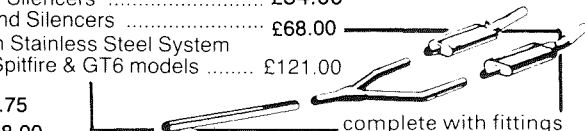
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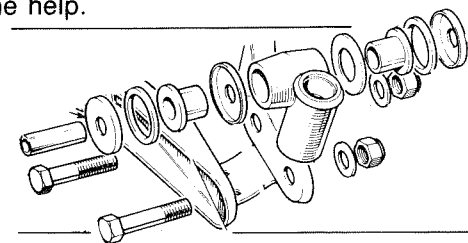
# SPITFIRE IV 1500 REGISTER



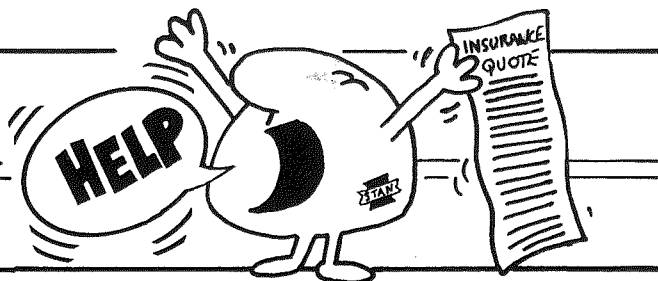
**Sheridan Earl Russell**

As some of you will already know, I have recently started working at the British Sports Car Centre in Shepherd's Bush, London, as one of their team of 'parts people'. Because of this, I am no longer able to answer queries by phone during the day but I am usually available during Monday to Thursday evenings between the hours of 7.30 and 9.00 pm. I apologise in advance if I am not around or if my phone line is engaged. Please try again as I do like talking to you. Although I am also available by mail, I much prefer chatting and, as I am already behind with my mail (for which I hope you will be patient) I trust I and my knowledge can be of some help.

Seeing as the year is charging by, and all the Spitfires are now out of hibernation, I thought it might be a good idea to go through some rudimentary checks that everyone ought to make or have done. Starting at the front of the car, have you oiled your trunnions? We always go on about this but the amount of three-wheeled Spitfires (and Heralds) around, seem to prove that some of you don't check this frequently enough. These must be oiled, NOT GREASED, with EP90 gearbox oil, through a nipple which fits in place of the hexagonal blanking plug fitted just above the brass trunnion, on the inside of the front suspension vertical link. Anyone who has ever replaced their trunnion will know that these parts have three vertical reservoirs for the aforementioned oil built into them and each turn of the steering should lubricate the threads on the link and the equivalent part of the inside of the trunnion itself. This is vitally important and if your steering feels stiff, this could be one of the reasons. Next, especially on MkIVs with their Delco-Remy D204 distributors, check the points setting in the distributor. For those with feeler gauges, the gaps for both types of cars - MkIV and 1500 - should be set to .014 to .016 thousandths of an inch. I think they were trying to get you to set them at .015 thousandths!!! For those with electronic equipment, the MkIV has a dwell angle of 39° +/- 1° and the 1500 with its Lucas 45D4 distributor 51° +/- 5°. The other important thing is to grease the rear trunnion. Again there will either be a blanking plug or a grease nipple just under where the driveshaft goes in on the inner side, obviously on the outer face of the trunnion. This is to lubricate the rear wheel bearings, which consist of one set of caged needle roller bearings and one ball race, with a grease seal either side. These are the same parts on any Spitfire. Whilst also underneath the rear end, check your three (on 1500s) or four (on MkIVs) universal joints for play. And finally, you can adjust your rear brakes properly by using the single rear brake adjuster poking out of the bottom of the brake back-plate on each side. What do you mean, it's seized through lack of attention?



This is by no means a comprehensive check-list but which I feel is the absolute minimum to keep your Spitfire where it belongs ..... On The Road!



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# HERALD REGISTER

## HUBS AND CALIPERS

Chris Longhurst



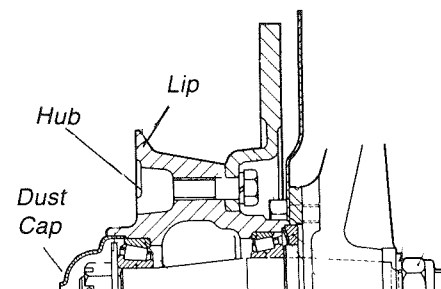
Two sizes of disc brake front caliper were fitted to 1200 Heralds. Early cars had 12LP calipers, these were fitted up to commission numbers GA229454, GB53669 and GD54348. The hub fitted to these cars was part number 132425. The 12LP calipers have smaller caliper bodies, pistons and pads than those fitted to later 1200s and all 13/60 Heralds.

The later 1200 Heralds and 13/60s have Girling 14LF calipers with larger caliper bodies, pistons and pads. The discs are the same size on all Heralds (9" disc). The hubs fitted to these later cars have part number 146479 and are also found on Spitfires III, IV and 1500 (at least to 1975, my last Parts Catalogue). The sketch in Fig. 1 illustrates that the only difference between the two hubs is the cut-away outer lip of the later hub. It might seem logical to assume that this cut-out was to accommodate the larger 14LF calipers. On my 1200 Heralds, which I have fitted with larger calipers, this does not seem to be the case - in fact I have a 1962 saloon with 14LF calipers with an early hub on one side and a later hub on the other, with no problems of caliper fouling the hub. The calipers came from a J registered 13/60.

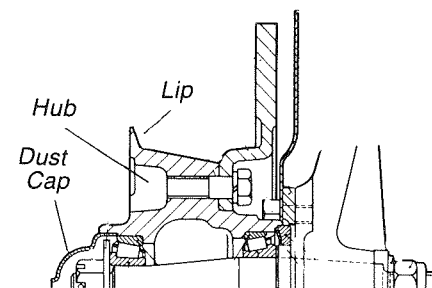
I have heard of people having problems with fitting 14LF calipers to Heralds; possibly some late Spitfire calipers have larger bodies which do need the later, cut-out hub. I note the 1975 1500cc Spitfires have calipers with a different part number (159130/1) to 13/60s (14651/2) even though pistons, sealing bit, etc. are the same.

I would be interested to hear from anyone who has had problems fitting larger calipers to Heralds - details of caliper origin, hub origin, commission number and vertical link (one-piece, three-bolt fixing or two-piece four-bolt fixing) would be useful!

Fig. 1  
- Early (132425) and late (146479) front hub lips



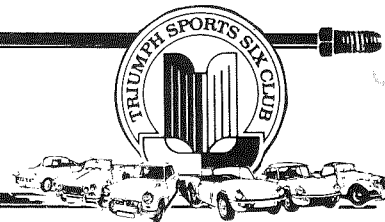
Hub 132425 Early



Hub 146479 Late



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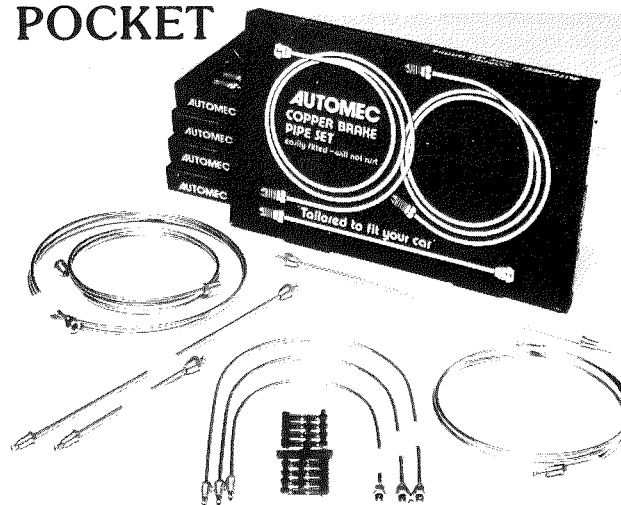
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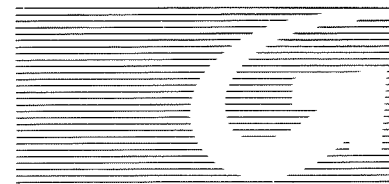
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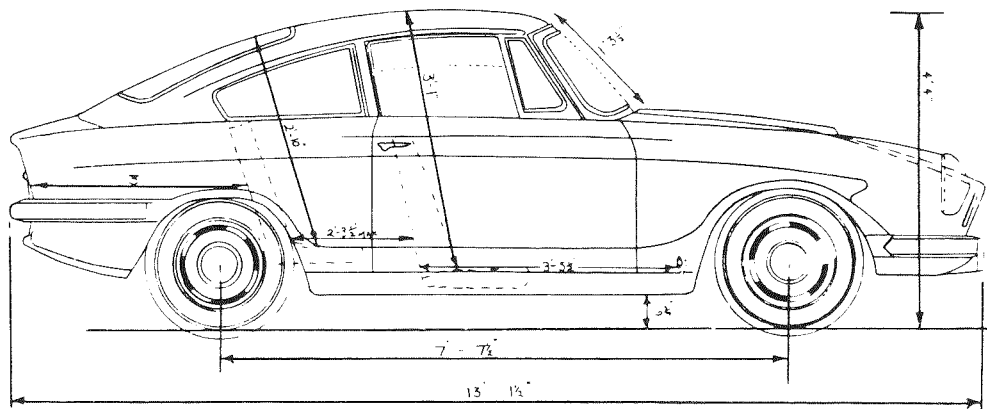
Members wishing to purchase by Access or Barclaycard should also include the following details: Card number and name appearing on the card.

# BOND EQUIPE REGISTER

Peter Jacklin

This is my last chance to remind you that the Bond Equipe Weekend, "the friendly get-together", takes place on the 11th/12th June at Yaxley nr. Peterborough. Let's have a good turnout of Equipes to celebrate the 25th Anniversary of their introduction. There will be awards for the 'Choice Bond Equipe', a Distance Award and all Equipes attending will receive a Commemorative Plaque. All the arrangements have been finalised for the event, so it is just a case of praying for fine weather!

Now to continue the Equipe story .....



No doubt in response to the criticisms of the 2+2, after 18 months production it was replaced by a revised version called the 4S. This was mechanically the same as the 2+2 but with a re-styled body to give increased rear headroom and outside access to the boot area. Introduced in October 1964, the 4S was a true four-seater, with access to the boot via a bootlid and a re-styled bonnet incorporating twin headlamps. There was an increased weight penalty brought about by these modifications and performance, therefore, suffered. However, in February 1965 Triumph introduced the MkII version of the Spitfire and this

engine was utilized in the 4S, giving an increase in power to 67 bhp. Several Factory options were offered during the next two years including wire wheels (June 1965), heated rear windows (February 1966) and a sunroof (April 1966).

A further increase in engine power (to 75 bhp) became available in February 1967 with the introduction of the GT1300 version of the 4S, this being fitted with the MkIII Spitfire unit.

The Serial Numbers for this model start at 1001 and run to 2934 for the GT4S and from 2935 to 3505 for the GT1300 version. With a total production of over 2,600 cars, this makes the GT4S/1300 the most numerous

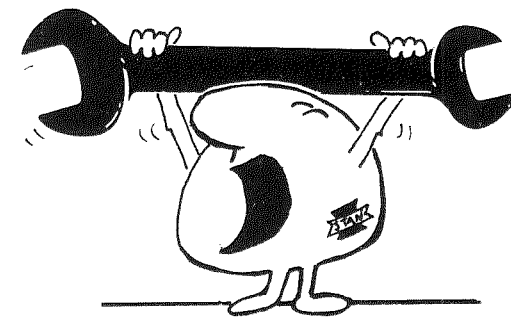
model by far and with the longest production run - from its introduction in 1964 until the demise of Bonds in late 1970.

Two interesting cars on the Register are as follows:-

1. P11 - 1009: a very early ONE OWNER car which has lived nearly all its life on the island of Jersey and is the property of Sheila Tyler Jepson. Registered as J33369.
2. V6 - 3479: an attractive blue GT1300 owned by Carole Weir, produced in June 1970, so it only just made it! Registered as PER 382J and winner of the first 'Choice Bond' Award in 1986 at Yaxley.

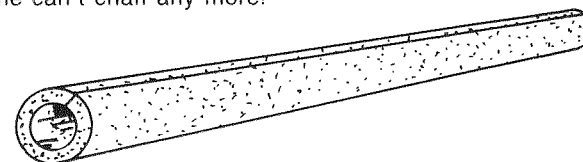
NEXT MONTH THE 2-LITRE STORY

# Technical Tips



## Some Helpful Hints From Paul Moore, Bournemouth

1. Sponge pipe lagging around hood frames has three functions: it is softer on the head, there is more tension in the hood material and there is no more scuffing of windows with the hood down as the frame can't chaff any more!



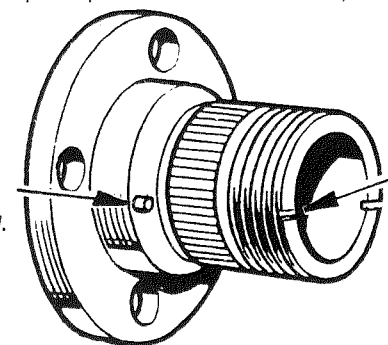
### Thin Wall Variety

2. To get to the rear propshaft bolt with ease (single-handed, without climbing out from under the car), put the car on ramps, with the wheels to the outside of the ramps. Now there is enough room for a scissor jack to be placed under the shock-absorber to lift the wheel 1/4" and rotate to any position: to lower, tighten, raise, rotate, lower, tighten - all while lying comfy! The job can then be done in minutes.

**Warning:** there is no need to run too far to the edge of the ramp.

3. I am looking at the possibility of reclaiming splined spoked wheels which 'clonk' - wheels can still be perfectly true, sound etc. apart from annoying clonks (maddening isn't it!). I am toying with the idea of a hardened driving-pin or pins on the adaptor face to small indents in the wheel face, with alignment marks on the adaptors and wheels, to allow easy fitting - perhaps a saw cut (or even perhaps a stud on the wheel).

Hardened Driving-stud,  
drilled and tapped.



Saw cut for wheel alignment,  
(another on wheel hub)

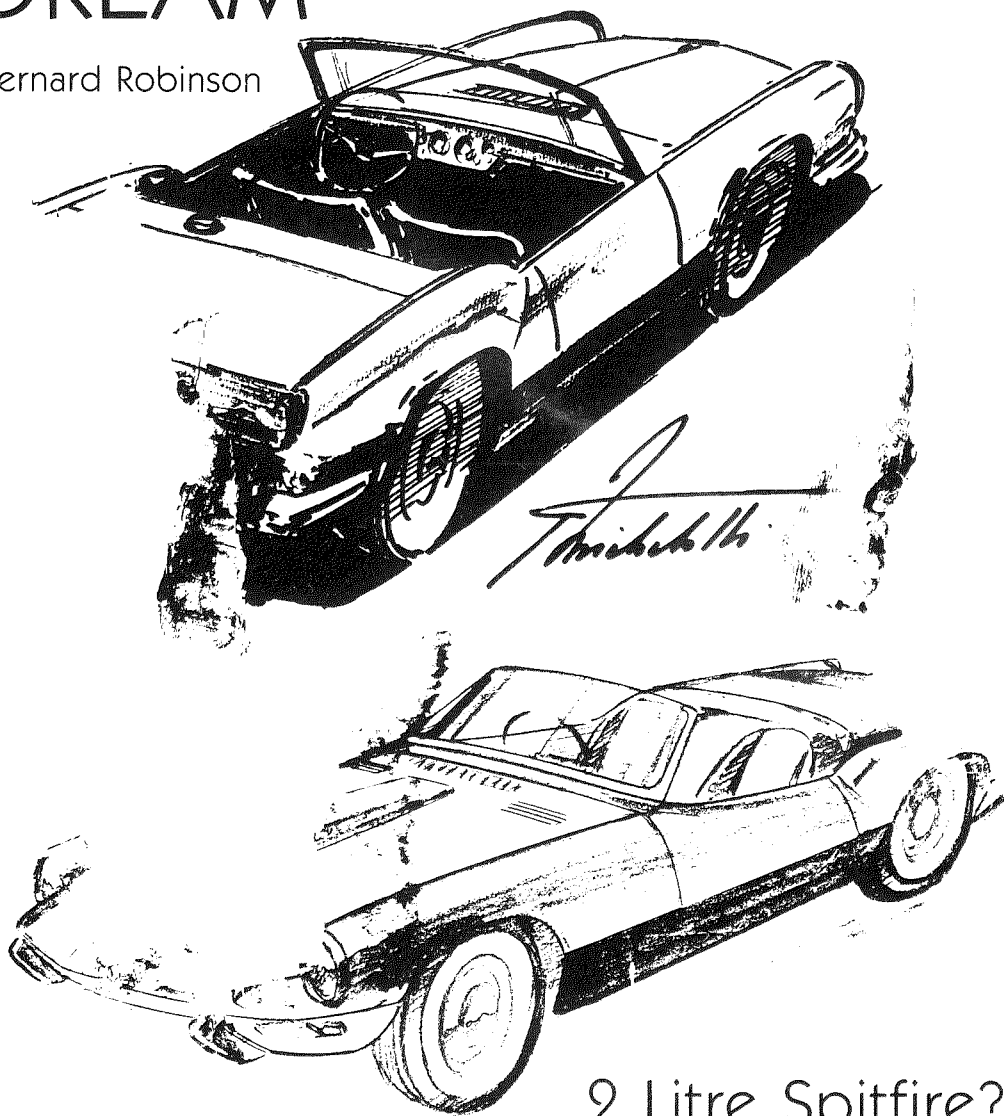
I may try a hardened steel ball-bearing lying between two indents in the faces of the hub to the wheel-joint, to stop the slack. That 'clonk' must go without discarding perfectly good wheels - they look so nice! Are there any thoughts from members?

4. I have discovered a paint source for paints mixed to original Triumph paint numbers - I've just obtained Royal Blue. Try Millbrook Paints at Curzon Road, Bournemouth. I have also found a paint source for brushing enamel to original colours they are Millbrook Paints of Bournemouth or Southampton.



# FRAGMENTS OF A DREAM

Bernard Robinson

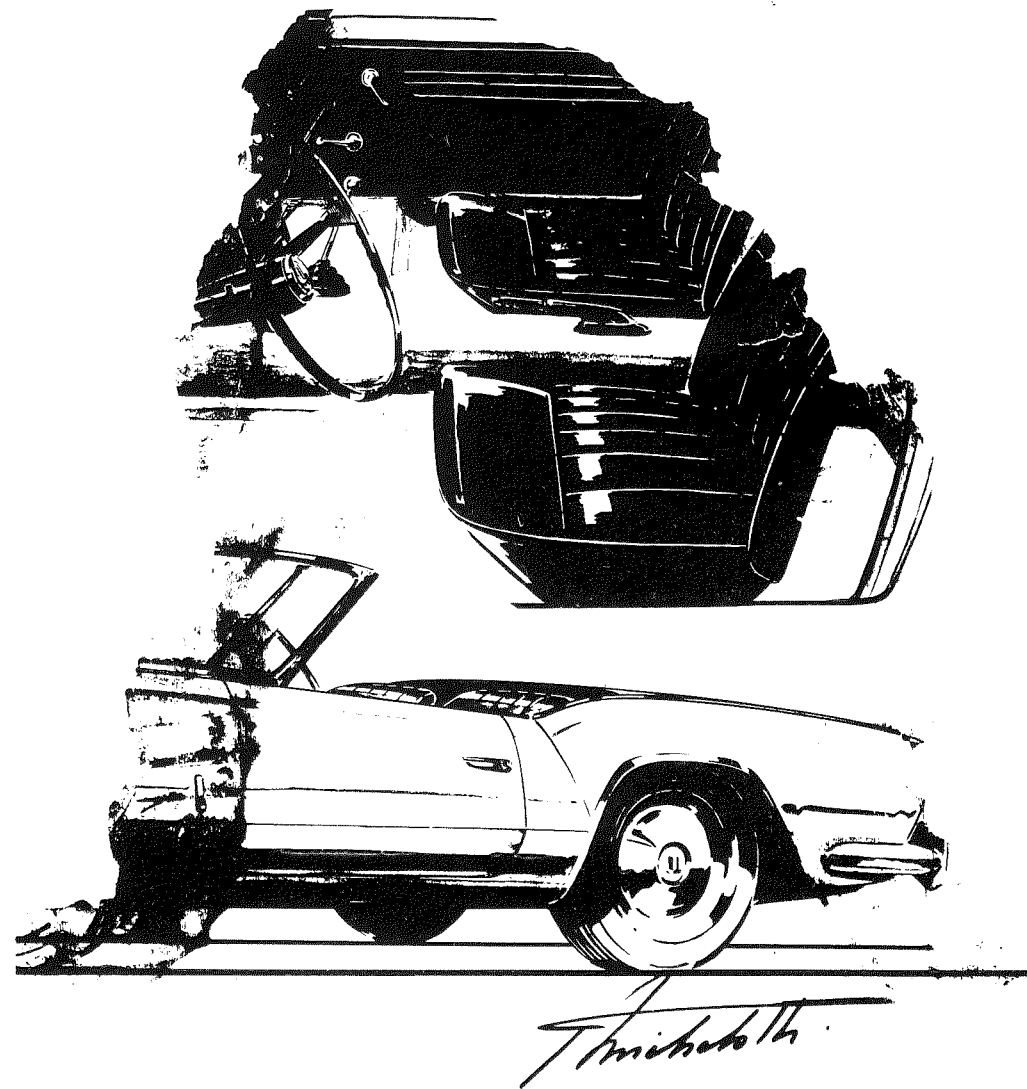


2 Litre Spitfire?

Whilst working on the Club stand at the recent NEC Classic Car Show I was talking to a member, when all hell let loose at the other end of the stand. Quickly moving in to enquire about what the various shouts of amazing, brilliant! oh wow! etc. were being caused by and looking over the assembled

group's shoulders, one signature sung out from a rather brown, shredded piece of cartridge paper: G. MICHELOTTI. Originals?

Positively, painted by the master's own hand in black gouache and pencil. The man responsible for this excitement was another car enthusiast, namely Mr Peter Marshall to whom our grateful thanks must go, since, as in his words, he ..... "Thought that these fragments were too good for the waste paper bin".



Having reproduced them for us all to share in The Courier the originals shall now of course be passed on to our Archivist, Mike Costigan. Enjoy them now as I believe these sketches have never been shown before. So, turn over the page for an exclusive surprise for all Vitesse owners .....





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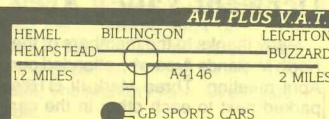
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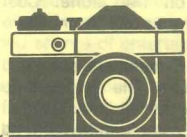


## Join in with the TSSC PHOTO COMPETITION

Send in your best shots and have  
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subjects to include anything  
to do with the Club or  
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Closing date:

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P.O. Box 28 Market Harborough Leics LE16 7FX

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Sweatshirts, 3rd Prize His & Hers Teeshirts,

+ 20 Runner-up Prizes of TSSC Cloth Badges.

## AREA NEWS

# REVIEW

## Hants & Surrey ... Isle of Wight ... North Herts & South Beds ... South Herts

on Sunday 16th September. Any traders or TSSC members wishing to sell at this event, please contact Dave Hearnden on Basingstoke (0256) 464428 for full details. The Fairthorpe Owners Club have also been invited.

*Graham Sturgess*

### Hants & Surrey

Well done all those who turned up for the second meeting at The Fox, despite the lack of warning - there's no excuse for anybody in the future, though!

The Royal Oak meeting continues to be well attended, including extra support from Thames Area in May. For anyone who didn't make either meeting, two events for June are now imminent, so please let me know immediately if you want to attend. The events are:

**The Seaside Trip:** which has been extended to two days, travelling down on Saturday 4th (lunchtime-ish) for a Barbecue and camping over to the Sunday.

**Beer & Skittles:** the return-return match against Hants & Berks (when will they give up?) on Tuesday 14th. I must know numbers as soon as possible, i.e. as soon as you read this!!!

It may come as no surprise to many that the Treasure Hunt has now been moved back to July at the earliest, but keep an ear open, it must happen one day. Keep coming to the meetings.

*Mark*

### Isle of Wight

Yes! You read it right. The Isle of Wight now has official Area status. Our first meeting will be on Thursday June 30th at 8.00 pm. It will be held at Princess Royal, Stapplers, Newport. You can find it by taking the Ryde exit from the Coppins Bridge roundabout turning right, up Stapplers Road past Broadlands House for 400 yards. Then turn left into Cross Lane and on for 50 yards and the pub is on your left. Just look for the really nice white Vitesse convertible parked outside. It belongs

to the landlord, Dave.

Now, for this to work, we all need to get together to promote the Club further on the Island. We are small in number at the moment but from little acorns ..... Once we get the ball rolling, it will be great fun and there are endless numbers of Club cars on the island, so please attend. It's your Area, let's make it work. I'm Paul Fishburn and I hope to see you all on the 30th.

*Paul Fishburn*

### Nth Herts/Sth Beds

Recently, the Area Committee discussed this year's events and the following calendar has been arranged:

**Wed 1st June - Area meeting at Whitwell where a 'feely bag' competition will be held.**

**Fri 24th June - Game of Golf in Stevenage against the Triumph 2000 Register.**

**Wed 6th July - Area meeting at Whitwell where a Car Boot Sale will be held - time to clear out those garages again!**

**Weekend of 9/10th July - TSSC International.** Our Area will be arranging the Low-Speed Trials and Gymkhana at the Show. We need YOUR help so please give your names to Irene if you can spend some time helping to run these events during the weekend.

**Sun 24th July - Treasure Hunt.**

**Sun 21st August - Another Rounders Match - just after lunch.**

**Sun 11 Sept - Area Barbecue.**

The exact details of all the events will be announced nearer their dates but, in the meantime, please make a note of them in your diaries. All other Area meetings not listed above will take place as usual unless you are notified otherwise.

In May we held a mini-Concours at Whitwell. Well done to Dave (1st) and John (2nd). Dave said his car always looks like that! Never mind, Steve, they'll all be jealous when you win races in your new project - the Spitfire!

Finally, we know there are more

members in Dunstable, so why don't you come along to Area meetings and meet some fellow enthusiasts?

*Irene Fussell*

### South Herts

Near enough 40 people turned up at the last Club night with all manner of Club cars, to talk about themselves and their vehicles. Absolutely excellent! One of the best meets South Herts has ever had. Now, all we need are the missing 40 females, to make the 10 or so ladies already present feel more at home. We don't want you getting the idea that this isn't your Club as well. All enthusiasts are welcome.

Events coming up include the new Great Amwell Steam Rally event, previewed last month, taking place at Great Amwell, nr. Ware, Herts on the weekend of 11th and 12th June. Several of our local cars will be on display and a good time is guaranteed to be had by all. Then, on Sunday 19th June, there is another of the joint TSSC S. Herts/Club Triumph North London lunchtime meets, which were asked for by many members and this takes place at The Cock of the North pub on the A1000, just north of Potters Bar. This is a NEW regular feature, taking place on the 3rd Sunday of every month.

And finally this month, tickets are now available at £1 per car, which includes map, for the South Herts run taking place on Sunday 26th June, starting from the Coach and Horses pub, Newgate Street Village, at 2.30 pm. This will be a nice, lazy amble round glorious Hertfordshire, taking in all those bits we missed last year. One not to be missed. So, to find out more about this and all those other goodies you've been missing, get down to the South Herts meet - the Area that's been places.

*Sheridan*



# CLUB REGALIA ... 1988

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REAR WINDOW STICKER (old style) .....	<b>£0.80 + 20p P/P</b>
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KEY FOB (leather with metal badge) .....	<b>£1.00 + 25p P/P</b>
LAPEL BADGE (with safety catch) .....	<b>£1.00 + 25p P/P</b>
BLUE SUNSTRIPS (Triumph Sports Six Club) .....	<b>£3.00 + 50p P/P</b>
4 x 4 SILVER ON BLACK ROUND WINDSCREENS STICKERS TSSC LOGO .....	<b>£0.55 + 20p P/P</b>
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HERALD, VITESSE, SPITFIRE AND GT6 .....	<b>£0.55 + 20p P/P</b>
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GT6 BORN IN LE - MANS STICKER .....	<b>£1.00 + 20p P/P</b>
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I LOVE MY TRIUMPH WINDSCREEN STICKERS .....	<b>£1.00 + 20p P/P</b>
I LOVE MY HERALD, VITESSE, SPITFIRE, GT6 (3 colours) .....	<b>£1.00 + 20p P/P</b>
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TEE SHIRTS Individual Marque Tee Shirts with 3" logo on left hand side for the following Herald, Vitesse, Spitfire (only small & Ex Large) GT6, and Marlin Colours are Navy, White, Red and Black Sizes: Small, Medium, Large & Ex Large <b>£4.95 + 75p P/P</b>	
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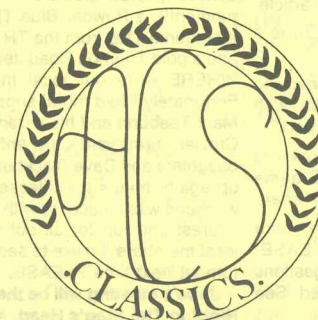
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# AREA NEWS REVIEW

## Hull ... Manchester ... Mersey ... Northants

### Hull

Our May meeting went very well; 16 people attended and 6 of those were new members. 2 of the new members are completely rebuilding a Vitesse convertible and a GT6. Good luck to them in their projects - it will be nice to see them on the road again in the near future.

Kirmington Air Show, July 24th: there has been great interest shown once again for this event and all 20 places have now been filled.

*Gordon*

### Manchester

Well done to everyone who supported the Oulton Park Show last month, especially those who returned for the second day. The convoy of cars from The Nag certainly turned a few heads along the way! A marvellous two days supported not only by Manchester members but also cars from the N. Midlands and Merseyside Areas. The TSSC stand attracted plenty of interest from the public and enthusiasts alike, probably due to the friendly and cheerful members, just as much as the cars themselves. Definitely an event to short-list for next year!

I can't report on the Scalextric racing last month as The Courier goes to press prior to the meeting date but I do have the winners of April's 'Guess The Part' Quiz. Running off with first prize was Chris Hewitt, who probably guessed the cavity wall plug and a clip from Dave's tool box as well as quoting every part number! (Well done). Picking up the Ladies Prize as Phyllis Bush and the Booby Prize went to a new face, Graham Potts.

Next, an important point which has been brought to my attention: it seems that we have no members of the fairer sex bringing their cars to the local meetings! I hope no-one has been been telling nasty stories about us! I would like to see some of you attending this month's meetings and bringing your wives and girlfriends so that they can have a good chat and, hopefully, make new friends as well!

The Tatton Park Show is upon us so call me if you want to go. It's a two-day event and you are welcome on either day or both if you wish (feeling brave?). See you at the next meeting!

*Paul Howarth*

### Mersey

The Woodvale Show is on the 6th and 7th August and we need plenty of cars and good ideas to put on an impressive Club stand. The whole Whitby family will be camping there again for the whole weekend. Come and show off your cars and your Club to the estimated 50,000 visitors and have an action-packed weekend with model aircraft, railways, lawnmower racing, fairground, trade stands, steam engines etc., etc., and all for £1.00 if you exhibit with the Club. I will have loads of entry forms at June's meeting so join the queue then.

Great to see Ian Ashcroft back with us and to hear about his meticulous rebuild of Millie's GT6. Good luck Ian and thanks for the magazine article.

IMPORTANT items for June's meeting:

1. Who wants to join our convoy to Mouldesworth Motor Museum with free afternoon tea in the car park?
2. The 1988 Mersey Area Treasure Hunt is all planned thanks to Graeme Smith. We only have to decide when.
3. Top Traders List. We still need more names and addresses PLEASE, PLEASE think of more suggestions and let us get this one finished. See you in June.

*Tony Whitby*

### Northants

First, the results of the Quiz. The winner by a clear margin, was Bernie Robinson with a total of 45 out of 60. A very good score but some of the more amusing answers were: AC = A Car and MG = Made Grotty. Amusing but incorrect.

Next a report from the Rusden Historical Transport Society's Grand Transport Cavalcade. My thanks to

those of you who made the effort and got there with or without their cars. On the Saturday it started murky but not raining with the afternoon boding well. We only had three Club cars but with Terence Staggs' black Burlington Arrow, Dave Blackburn's white Mk1 Vitesse convertible and Kevin Silvester's Royal Blue 1200 Herald convertible (from Milton Keynes Area), at least they were varied. Terence was in the convoy around Rushden and both the Vitesse and the Burlington led the Classic Car Parade.

On the Sunday morning it started raining and there were NO Club members. I had arranged a large enclosure and it was empty when everywhere else was full. Oh! the depressing life of an A.O. Not to be outdone, I arranged for all Triumphs in the place to come onto the stand. By the afternoon we had a club member in his car, a white with red stripe MkII Vitesse saloon belonging to Keith Ledger, an Olive Green 1200 Herald belonging to a couple from Clacton, non-members (at the moment!), a Powder Blue TR3A and a Magenta TR6 from the TR Register and a gold Triumph Roadster too. But WHERE were our local members? Fortunately I had moral support from Mark Teeboon and his parents, Dave Crozier, Fred and Jan Anfield and daughters and Dave Blackburn turned up again, minus his Vitesse. So the weekend was a success with plenty of interest and fun for all but with 125 local members, I'd like to see a better turnout next time PLEASE.

June's meeting will be the Spitfire Night at The Stag's Head, Maidwell on Wednesday 15th. I know they are very popular, so let's fill up the car park and run a mini concours like last month.

Also this month there will be a '50s Buy Sell Swap Meet and Show' at Billing Aquadrome on June 12th. Contact me if you are interested or just go.

Calling all book worms. Shire Publications have bought out a booklet called 'Triumph Sports Cars' by Graham Robson which has a local club car (my wife's GT6 MkII) on the cover. The photo was taken at Ruston

# TRIUMPH BOOKSHOP

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Workshop Manuals	UK	O'seas
Herald 1200	£19.95	£21.95
Herald 13/60	£19.95	£21.95
Herald Servicing Cards	99p	£1.50
<b>Handbooks</b>		
Herald 1200/1250	£5.00	£5.50
Herald 13/60	£5.00	£5.50
<b>Parts Catalogues</b>		
Herald 1200 (secondhand)	£16.00	£18.00
Herald 13/60	£14.00	£15.00

## SPITFIRE

Workshop Manuals	UK	O'seas
Spitfire 4/11/111	£19.95	£21.95
Spitfire 4/11/111 Dutch	£18.00	£20.00
Spitfire IV/1500	£18.00	£20.00
Spitfire IV/1500 Dutch	£18.00	£20.00
Spitfire IV/1500 French	£18.00	£20.00
Spitfire IV/1500 Danish	£18.00	£20.00
<b>Parts Catalogues</b>		
Spitfire MK111	£18.00	£16.00
Spitfire MKIV	£14.00	£16.00
Spitfire 1500	£14.00	£16.00
<b>Handbooks</b>		
Spitfire 4	£5.00	£5.50
Spitfire MK11	£5.00	£5.50
Spitfire MK111	£5.00	£5.50
Spitfire MK111 Swedish	£5.00	£5.50
Spitfire MKIV	£5.00	£5.50
Spitfire MKIV German	£5.00	£5.50
Spitfire 1500	£5.00	£5.50
Spitfire 1500 U.S.A.	£5.00	£5.50
Spitfire 1500 Canada	£5.00	£5.50

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Triumph GT6 1966/1974	£7.50
Triumph Spitfire 1962/1980	£7.50
Spitfire Collection No. 1 1962/1982	£6.50
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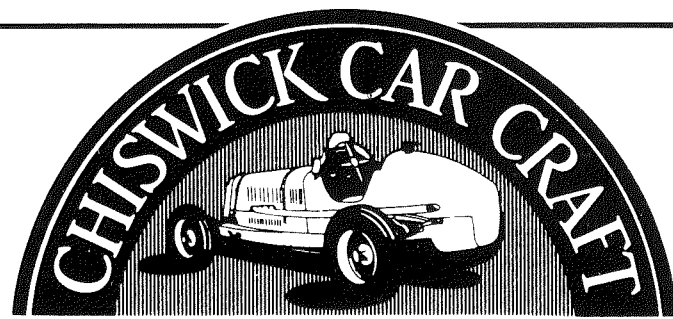
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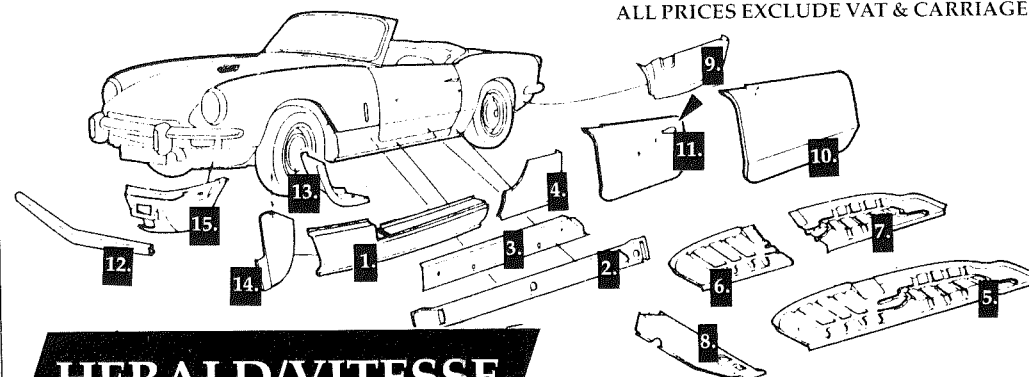
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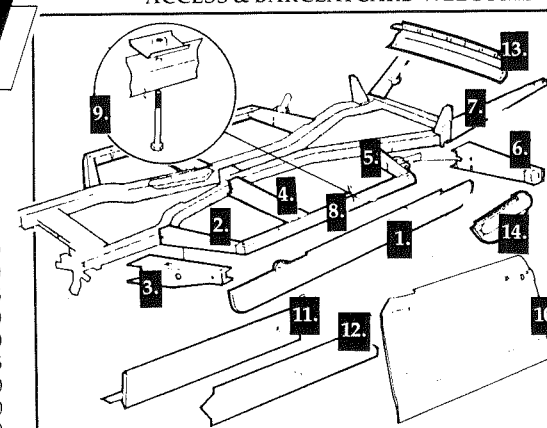
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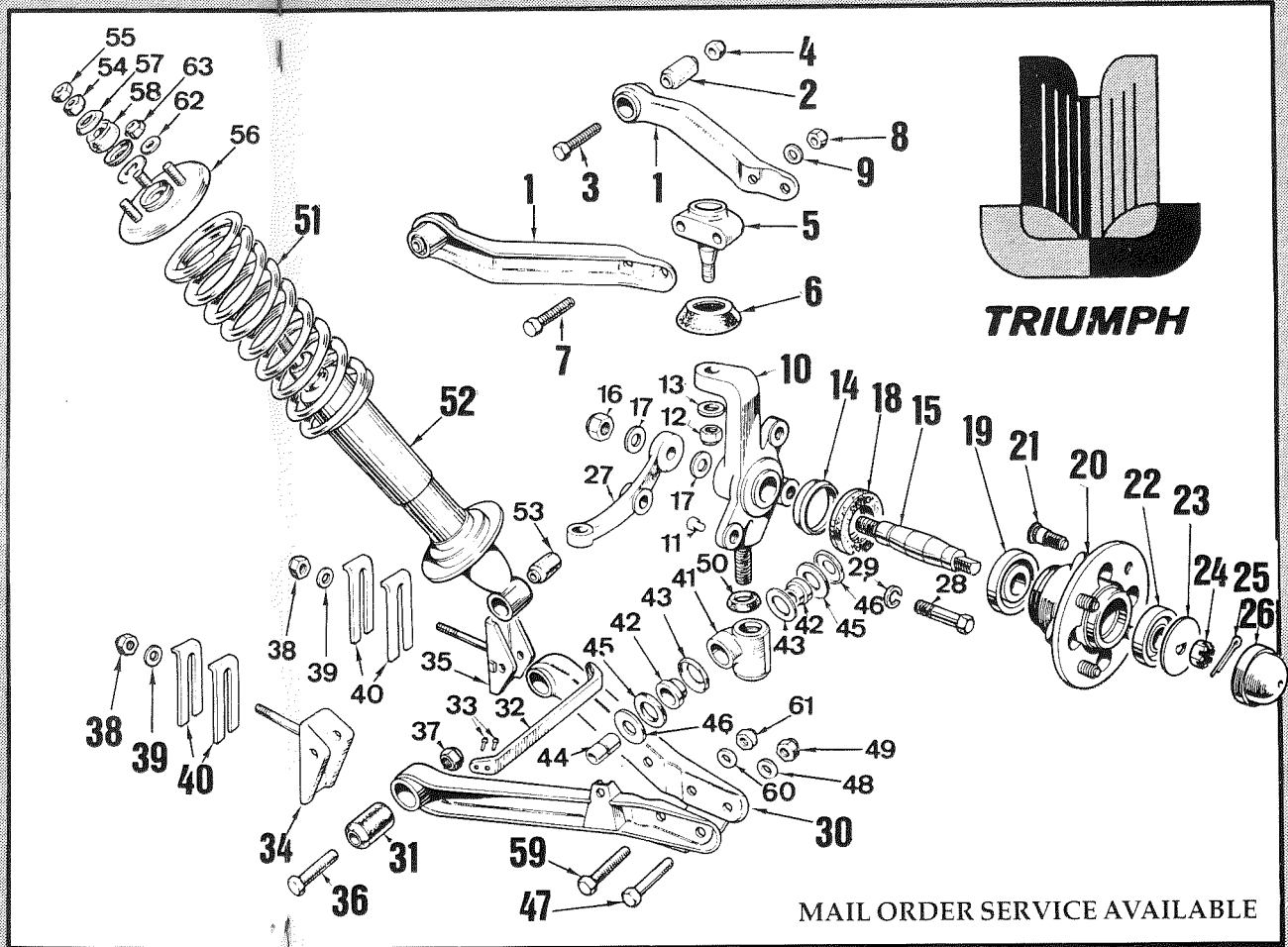
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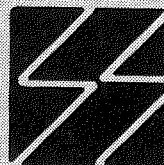
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## AREA NEWS

# REVIEW

## North Midlands ... N/Ireland ... Nottingham ... Oxford

Hall, Ruston.

**STOP PRESS:** Will the man with the GT6 at the last meeting who didn't come inside but wanted a rear light lens please phone me as one has been found.

*Alan Window*

### North Midlands

Hello Peeps, not much has been heard from me over the past couple of months, probably due to the hard work I've been putting into the Sports & Kit Car Show, and the Collectors Car Spectacular at Bingley Hall, Stafford.

Both shows were well attended with five cars for the Sports and 10 for the Collectors. I must take this opportunity to thank all the people who turned their cars out for the shows and I'm pretty sure that everyone enjoyed themselves. Special thanks must go to my father and brother Steve, who were plaining 2ft posts until 1 am for the Collectors Car Spectacular, for which we put on a lovely looking stand.

Back to local matters and over the next few months I will be reviewing the idea of moving venues to The Crown in Stone centre. Any objections will be acknowledged and the move should take place, hopefully, around August, September.

Andy Lowndes has now been made local Fund Raiser/Secretary, so good luck to Andy and here's to the first million.

In April, 10 of us visited the Derwent Valley Area meet and we were all made most welcome and we had a really good night out. Plans are being made for future visits as the Uttoxeter Classic Car Show will be represented by both our Areas.

*Alan Mosedale*

### Northern Ireland

Was it the May meeting of the TSSC I attended or the MkIV/1500 Spitfire Club? Seriously, the car park boasted a good collection of later Spitfires but no Heralds or Vitesse, or any other types of Club car (although some owners turned up without their cars). A number of issues were decided

during the evening:

a) We will be at the Warmingstom Kidney Research Cavalcade on 24th June, meeting at the Cavalcade assembly point at 7.00. Keep an eye out for my car - a white 1500 Spitfire reg 11J 3028.

b) The letter from Chris Dwyer invited us down to visit was discussed but no definite date was decided. However Chris, we will be coming (bringing whatever spares we can). Ardfer may never be the same!

c) The cars for the Ulster Classic Car Show have been decided and are as follows: 13/60 Herald convertible - Alistair; MkII Vitesse convertible - Dessie (O'Neill); Spitfire MkIV - Stephen; Special - Pete. A short-list of back-up cars has also been drawn up.

A set of MkII Spitfire carbs etc. have now been located and there should be no Club cars off the road now for the lack of parts.

Please note: there should be some news about Club spares in the next report.

*Paul Robinson*

### Nottingham

Back in the small room! again this month, but managed to squeeze in about 22 members. Details of I.A.M. test etc. were given out and I am pleased to report that two observers will be coming along to give a talk and answer any questions on Wednesday 8th June, so please come along and give this meeting your support.

I have also heard that the Practical Classics Autojumble will not be held at Donington this year, which is a great disappointment. This leaves us with the possibility of putting on a stand at the Austin 7 Owners Club Show at Wollaton Park on June 5th. Unfortunately this date falls right in the middle of my exams and I don't feel that I could give the commitment my all and therefore wondered if someone else would like to take it on. If interested please get in touch with me.

Future meeting dates:

Wednesday 8th June - I.A.M. talk

Wednesday 13th July - Car Park Concours - prize for best car

Wednesday 10th August - Barbecue

*David Manning*

### Oxford

On our new night and at the new venue (3rd Wednesday, The Wise Alderman at Kidlington) we have settled in satisfactorily with quite a good turnout at April meet. Oxford Area seems to have become a matrimonial agency! Andy Jones and Helen Smith were married on 30th April and I was honoured to be Andy's Best Man - it was a brilliant day. Good luck to you both. This event will be followed on 4th June when Jan Brown and Steve get married, then on 18th June Mark Alder and Geraldine AND Paul and Liz Lucas. Even that is not all as on 17th September Geoff Timms and Isobel Shawcross join forces. Our best wishes go to you all.

We must also thank Geoff and Isobel for the barbecue they organised on 28th May - by the time you read this we shall have enjoyed the day!

Our major date for June is OXFORD AREA FLYING PICNIC at Old Warden Aerodrome on Sunday 26th June. Entry tickets only from John Cudmore, 'Up Country', High Street, Stonesfield, Oxford - prices at: car/driver + 1 passenger £6.00 or car/driver + 2 to 5 passengers £8.00. Tickets give you admission to special picnic area, plaque to commemorate the day and admission to the museum (cars and aircraft). There will be other car clubs present - Split Screen Monors and 'T' Register of MG Car Club, so let's show them how many cars we can muster.

The flying display will feature de Havilland pre-War aircraft including, I hope, the 1934 Comet that won England/Australia air race that year - a beautiful sight that will be. Closing date for entries is 12th June so apply NOW please. Convoy will leave The Wise Alderman at 9 am PROMPT. Bring your own picnic and drinks.

*John Cudmore*



# AREA NEWS REVIEW

Peterborough ... Scot Forth ... Scot West ... Somerset ... Southern ... Surrey

## Peterborough

As Sharon is sunning herself in Cyprus I'm afraid you will have to put up with a few words from me.

Sharon and I attended the Classic Car Show at the N.E.C. It was nice to see old cars and some old, sorry familiar, faces.

This must be the biggest show of the year and certainly gets busier.

The attendance at May's meeting was good and it was nice to see a couple of new faces so welcome to Alan and Vaughan.

Two events are being held soon in our area. Anybody who feels that they can help at either the Bond Weekend or the National Weekend then please let us know. If enough people are prepared to help, then we can perhaps establish some sort of rota.

Anyway we will look forward to seeing you all at our June meeting at Yaxley.

*Paul Espin*

## Scotland Forth

Sorry for taking so long to write in. I'd like to say thanks to the regular members who come along to make the afternoons very enjoyable.

I've seen a lot of Triumphs running around our Area with Club stickers on them and I would like to see you so come along to one of our meetings just to say hello. I wonder if the other Scottish A.O.'s would like to get together sometime and perhaps organise a Scottish TSSC Weekend. If so, please get in touch with me.

*Martin Williamson*

## Scotland West

My apologies for the mix-up of months in the last Courier. That's what happens at 1 o'clock in the morning, so I'm doing this one at 1 o'clock, lunchtime.

The Best Eligible Car Competition was won by a Stag followed by TR7 and Spitfire MkII. The Doune Gymkhana was won by Prosche and we came middle out of fifteen teams. Good fun but not a very pleasant day

as far as weather was concerned.

The next meeting at 'Glasgow Flying Club', Abbotsinch Road, Paisley will be on Monday 13th June at around 8pm. Many new members have appeared together with old faces re-appearing.

On Wednesday 22nd June there is the famous S.T.A. Putting Evening at Largs which was well enjoyed last year. Convoy leaves the Glasgow Flying Club between 6.30 and 7.00 pm.

9th and 10th July is the TSSC National meeting which I would have loved to attend but my wife would probably give birth to our new arrival if I did decide to leave that weekend. If anybody wishes to go to this huge meeting, please inform me and I shall give you names of other members going, so that you can get together en-route. Also on Sunday 10th July there is a convoy to Glamis Castle Motoring Extravaganza and Autojumble near Dundee, for those who aren't going south. Convoy leaves The Garfield Hotel, Stepps at 10.00 am.

*John Malcolm*

## Somerset

Just a brief reminder of our guided tour of the Hinkley Power Station on June 5th. For further details contact: Mike Goldsmith 0278-684666. Also, don't forget to attend the Somerset Beach Party on 24/25/26th June. Further details of this can be obtained from me or from Steve Love on 0823-333212.

*Rod Warren*

## Southern

Firstly, my apologies for there being no Area News last month but 18p and seven days wasn't enough for the Post Office.

However, if it had been, you would have heard what a great success our first two Sunday meets were and by the time you read this, the third one should have been enjoyed by all.

Well, enough of the past, now to the future: June seems to be the month for seeing Club cars in action with a

competitive meet on three weekends and a Test Day on the other. We will be going to all of them and Chris and I would appreciate some support on the Test Day. As now that I have just got a new car (or was it, got a new car just, eh! Racheall), we will be entering the Test Day and I might even start turning up to meetings in a Club car (at last! I hear you say).

The monthly meetings are again reaching record levels, so if you haven't been before, come along - you will all be very welcome.

The long-awaited move of one of the meetings further west is still waiting but finding a suitable pub is not as easy as I thought it would be. But I would appreciate any suggestions.

### DATES FOR YOUR DIARY:

June 5th - Sprint Meet at Goodwood (convoy leaves Portsmouth Hilton car park 10-10.30 am).

June 11th - Test Day at Goodwood (convoy leaves Portsmouth Hilton car park 10-10.30 am).

June 19th - Hill Climb Gurston Down (convoy leaves Wickham Square 9-9.30-10 am).

June 25th - Sprint Meet at Goodwood (convoy leaves Wickham Square 10-10.30 am).

July 3rd - Treasure Hunt starting Waterlooville Asda car park at 3.00 pm.

July 8th/9th/10th - International Meet at Peterborough.

*Ian Ward*

## Surrey

It was great to see nearly 20 new faces at the first meeting of May. Keep coming folks!

By popular demand the first event of the Surrey Area will be a Treasure Hunt. The date will be Sunday 12th June. A bottle of plonk will be up for grabs for a mere entry of 50p per club car (£1.00 for non-club cars). More information will be available from me at the club meetings. If the date is not popular, it can easily be changed, so voice your opinion at the meetings. Other events being planned for the

# AREA NEWS REVIEW

Sussex ... Swindon

### Diary Dates

Wednesday 1st June - Five Bells Chailey

Sunday 5th June - T.S.S.C. Sprint Round at Goodwood

Saturday 25th June - T.S.S.C. Sprint Round and South of England Motor Show At Goodwood

*Nigel Wilce*

## Swindon

The weather is now great, ideal for Triumph motoring. The May meet was well attended with a few new faces but still not a large meet - come on, let's try and fill the bar and car park.

Not a great deal has happened in May but events are starting to occur thick and fast. You could almost attend a TRIUMPH event every weekend throughout the summer, so come on and support your Club.

## Sussex

Welcome to the three new faces Polly, Julian and Sarah. It's always nice to see new faces as well as the regulars and seeing as there are fifty plus members in Brighton alone, perhaps we could see some more!

The Bowling Match against Gatwick was very close, but we managed to turn a 40 point deficit at half time into a 13 point win! Thanks must go to Chris Childs for organising the match and to all those who supported our areas and took part. The return match should be around November with the possibility of East and West Sussex Areas joining in to make a tournament.

An important date for the area is this year's 'Picnic' Sunday on July 24th at Bentley Wild Fowl Park and Motor Museum. This year we are inviting other areas to attend and depending on the turnout, develop it into an Annual South Coast Event/Show.

It was agreed at the Wednesday meeting that as I will be on holiday in Cornwall for the 3rd Sunday in June, that the meeting be postponed to the following Saturday when we will meet at Goodwood for the South of England Motor Show and it is also a round of the T.S.S.C. Sprint Championship.

Any Area members intending on going to the International at Peterborough, give me a call if you wish to travel by convoy and I will see what I can arrange.

A friendly welcome is guaranteed and help is on the end of the phone.

### FUTURE PROGRAMME:

June 6th - Meet at White Hart for Area Concours. All cars and states welcome.

June 26th - Area Barbecue at Savernake Forest off A345 at Marlborough. Come along all day for walks and activities. We will supply some barbecues but bring your own food and drink. Water and toilets on-site.

July 4th - Meet at the White Hart. Arrive early for an evening convoy run.

August 13th - Classic With Action Show at Castle Combe. Swindon Area is representing the Club.

Happy motoring and I hope to see you at events.

*Ivan Kirk*

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# AREA NEWS REVIEW

W. Midlands ... Wolverhampton ... Worcester W... Nth Yorks ... Sth Yorks

## West Midlands

Another Classic Car Show over, with an estimated 38,000 visitors. I must thank Bev, Bob, Graham and Julian for putting their cars on the stand, who are all local members.

Our first Area event is the Fun Day at the 'Unicorn', Hampton Lode, Near Bridgnorth on Saturday 18th June (on the railway side of the river).

For the uninitiated to this event, we play football, rounders, darts, 'Welly Wanging' and anything else that comes to mind, which last year included Mini-Cooper Bashing (sorry, Rob). Camping is very advisable as the Unicorn is a Bank's pub, which is on site: what could be better? Anyone wanting directions, etc., please phone.

The Area Library has now got three Parts Books, Spitfire MkII and Herald 1200, which I'll bring to the meetings. **Next meetings Tuesday 14th June and Sunday lunchtime 26th June.**

*Tony Spicer*

## Wolverhampton

An entertaining evening! New-comers were Mark with a Spartan and Alex and Kate (defected from Birmingham), who seemed to want to sell all their Club cars - a GT6 MkII and a Herald 1200. There were lots of bits for sale and Roy still wants a GT6 brake drum (try Alex's Roy!). Vi and John want to sell a Spitfire but haven't decided which one's got the fullest ashtray. Hayley and Jackie set an hilarious quiz (Where is the hardest bone in the body?! and other such teasers). Due to another typo in The Courier, they also asked us what percentage of Spitfires were exported to N. Africa! Perhaps Hayley ought to go there for more brown paint for her dalmation Herald.

Mike's report on his Mencap (or should it be Madcap?) parachute jump - 'fantastic, really brilliant, if anyone's thinking of it - do it, thanks for the £250 for Mencap' (£70 in one hour from our last meeting).

Many thanks to Tony for a fascinating (and not too smelly) trip around the Goodyear Tyre factory. We

now know how to build our own!

More events from Roy: June 1st - bowling 7.30 (Wed), June 6th - Ice Skating, Telford (Mon). **Next meeting Mon June 13th upstairs Merry Hill pub.** John, where's the hub cap gone?

*Anon*

## Worcester West

May meeting: a nice warm evening, plenty of Club cars in the car park, 38 members present, plenty of good food and beer, what more could us Triumph fanatics ask for?! Perhaps another Bond or two. I'm still convinced mine is the only one in Worcester.

Three new faces were welcomed on Club Night. These were Victoria who drives a 1500 Spitfire and John and Carol who drive a 13/60 Herald convertible. The Quiz was won by Bill (a first time I believe) and the Booby Prize went to Steve.

## DATES FOR YOUR DIARIES:

June 5th is the Treasure Hunt. Tickets from Bev at £4.00 each. This includes a light meal and prizes. The expected distance to be covered should be around 15 miles.

June 18th West Midlands Fun Day. This is a great day out, fun for everyone only this year Bill is barred from the Rounders Match (ask him where he had his injections last time he played Rounders!).

June 24th-26th Brean Sands Beach Party. A great weekend, lots of fun and games ending up with a big Barbecue. Again, please let Bill or Bev know if you want the details. We meet at the Strenshem Services on the M5, south-bound 7.30 prompt.

There may be a visit and picnic to be arranged at Whitley Court in July, also a trip to Anglesey. Details to be arranged at the **next Club night, which will be June 6th at The Anchor Inn, Kempsey, Worcs 8 pm.**

Oh and finally, WAC 88 will be September 11th. If anyone can help out, again please let Bev know - thank you.

*Bill & Bev Dixon*

## North Yorks

An excellent turnout this month (May), with one or two members from further afield who don't make the meetings too often - nice to see you.

By the time you read this, the Treasure Hunt and Barbecue will be long gone. Sorry we didn't have time to warn you of the date through these pages but it was arranged quickly and had to be held before everybody disappeared on holiday. I hope that we saw most of you who were interested at the meeting in York and at Pannal. I will announce the results in next months report.

Will all those who wanted to go on the Brewery Trip please contact me either at next months York meeting or on York 412297, in order that I may confirm the numbers with the Berwery and collect all your money (£2.00).

Pete and I are now concentrating on arranging the 7th N. Yorks Concours & Moors Run (Sun. 3rd Sept). Any volunteers willing to help on the day will be welcomed with open arms (mine or Pete's, depending on your sex!).

*July Teesdale*

## South Yorkshire

A successful April meeting - I counted 25 of us, 24 of whom were jealous of Malcolm and his Vitesse! Once again, Annis proved how good she is at extortion (just the Raffle, honest!).

Mark has offered to make block bookings at Rotherham (19/6) for us. Those of you who have not booked, and asked to go at the April meeting, will be booked in by Mark. Anyone who wants to go, but isn't already booked, or anyone with a last minute panic, please ring Mark (Roth. 377619). I think about ten cars are going - any more?

Harry now has four takers for appearing, with cars, at Ravensfield on 2nd July (Harry, Colin, Simon, Malc) - can we get some more, please? (Harry - Doncaster 74327)

The May Sunday meeting was dampened by the weather, but we still had seven cars on the run - thanks! Well done to Peter for the seat-of-

## AREA NEWS

# REVIEW

## West Yorkshire

pants navigation, and to Annis for piloting. A warm welcome to Caroline and Dave and their Mk2 GT6.

We lack plans for future activities - ideas to me, please *Colin Troise*

## West Yorkshire

The West Yorkshire Area is back in the book, but not a very good attendance at the last meeting, considering it was a lovely mild May evening, with biting midges as big as vampire bats, only three convertibles turned up, one of which was a non-member, but we are working on him, and nothing else at all in the way of club cars.

You will be disappointed to learn that I had to cancel the free Brewery Trip on the last club night, and also had to ask the two topless page 3 girls, who turned up, to go early as there was nobody to appreciate their fine bodywork.

So all you regular and new members who failed to turn up and miss the free drink, and free drinks don't often happen, please turn up next month as it may happen again.

*Roger Travis*

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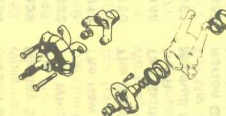
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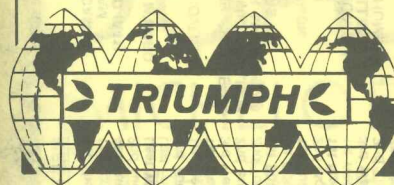
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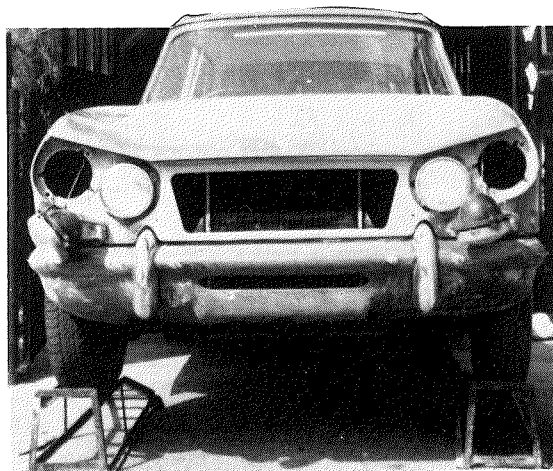
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# JGC 104C THE RENOVATION OF A VITESSE 6

KEVIN PARFOOT -

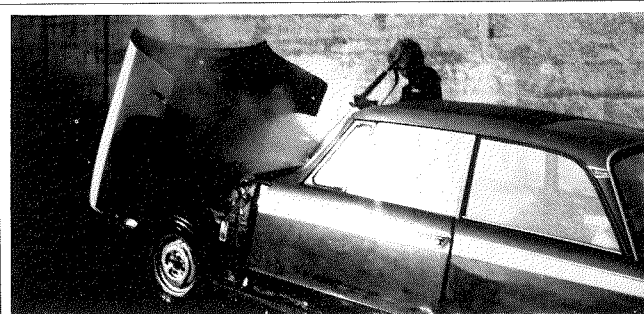
PORTSMOUTH

*"Any colour except rust" so the adverts say. Well our VW Golf was the definite exception to that rule. Although it looked reasonable I knew our Golf had to go and with an M.O.T. due in the near future the time was ripe to sell! What I wanted was a Vitesse Saloon to replace it (and to be a companion to our Herlad 13/60 convertible).*

*Looking through our local rag the advert I was waiting for eventually appeared. It seemed too good to be true.*

*I*t read as follows: Triumph Vitesse 6, complete with sunroof, overdrive, cassette and M.O.T. all at £395. A quick telephone call and over we went to have a look. Reality was (as usual?) very different. It was indeed a very old Vitesse 6 of 1963 vintage, complete however, with ripped sunroof, horrible paintwork, no carpets and a gearstick that wobbled about in a rather unusual fashion! The cassette had unfortunately been fixed to the car by removal of the ashtray and a larger hold carved into the wooden dashboard. The result was pitiful. On the plus side the floors were excellent, the overdrive worked well, and most major body parts were sound. Seats were in good condition and she was mostly complete.

To cut a long story short, (and the bargaining even shorter) she was mine for £350. I was happy and the seller seemed very happy (that I found worrying). Sue, my better half seemed to accept the inevitable and the restoration begun.

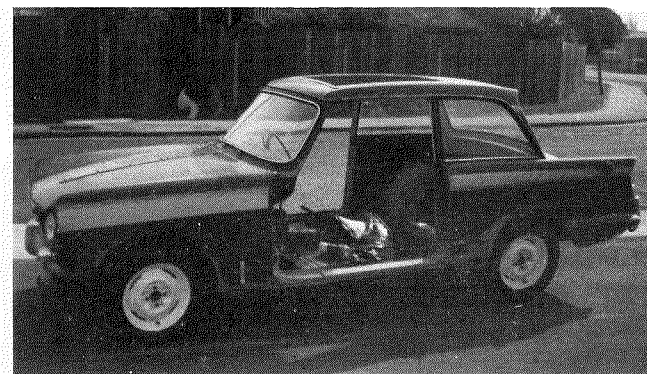


*Having an engine & chassis clean, the week after I brought the car*

As this was my first restoration, my experience was limited and so were my funds. The ground rule was to be this. I should do all that I could do, only going to outside sources when stuck. In this way costs could be kept low and I would gain more knowledge along the way. As the chassis and floorpan were in excellent condition, I felt that a complete body-off job was un-



*Just after purchase looking very sorry for herself. Note the army camouflage green, (50 different shades) the rusty door and assorted dents and rust spots.*



*An open plan Vitesse! Trim, Bumpers, Seats, Doors, Sunroof and Boot removed.*



*Half way through the renovation. The driving position here was a little low for comfort! P.S. I'm the ugly one in the car!! Nice legs yes!!*

necessary - and anyway at that stage I really was not confident to even attempt such a large job.

The first plan of action was to strip the car - out came the seats, dashboard, off came the trim, the boot, the sunroof and the doors. The engine components were removed leaving only the block ready for a cylinder head overhaul.

Looking through the Courier a replacement dashboard was located and the rusty nearside door was replaced with an immaculate one from a local scrap yard. At this stage I was beginning to think there was nothing to this restoration game, but then I had not solved the problem of the ripped sunroof. On our cars most original sunroofs are 'tired' at best, and at worst 'completely shot'. Now you try finding a good sunroof without paying an arm and a leg for one - it aint easy!

Salvation came when a mini was rolled into a scrap yard just as I was leaving it. It had a sunroof and it was perfect. Would it fit? I checked - it was the same make and it looked about right - so I risked £8 and bought it (not the whole mini - just the sunroof!) I was lucky, all I needed to do was to change the position of the fixing studs on the back of the sunroof. When they were welded on I had an immaculate sunroof that fitted as well as the one I had to discard. This was definitely one of the good days.

The wobbly gearstick was solved after reading an article, again in the 'Courier'. The problem was in the gearstick linkage. A new washer and yes - gearchanges were now possible in less than five seconds!

After much derusting and many weeks rubbing down the

paint job could begin. A compressor and spraygun were hired and the cellulose paint purchased from local suppliers. I had used a zinc based primer for localised problem areas and for more exposed areas of the bodywork. Base coats of a grey primer/filler were followed by six coats of Wedgewood Blue. Left overnight the white stripe and grill surround were added after further masking.

As this car was to be used rain or shine rust proofing had to be a high priority. Consequently liberal waxoiling and hammeriting were applied to the chassis etc. The bulkhead was also hammerited, as were the wheelarches.

Now came the really enjoyable bit, the seats, trim and bumpers were replaced along with a new carpet set. I could stand back and look. Complete with the wheel trims, a badgebar and that sunroof she looked superb.

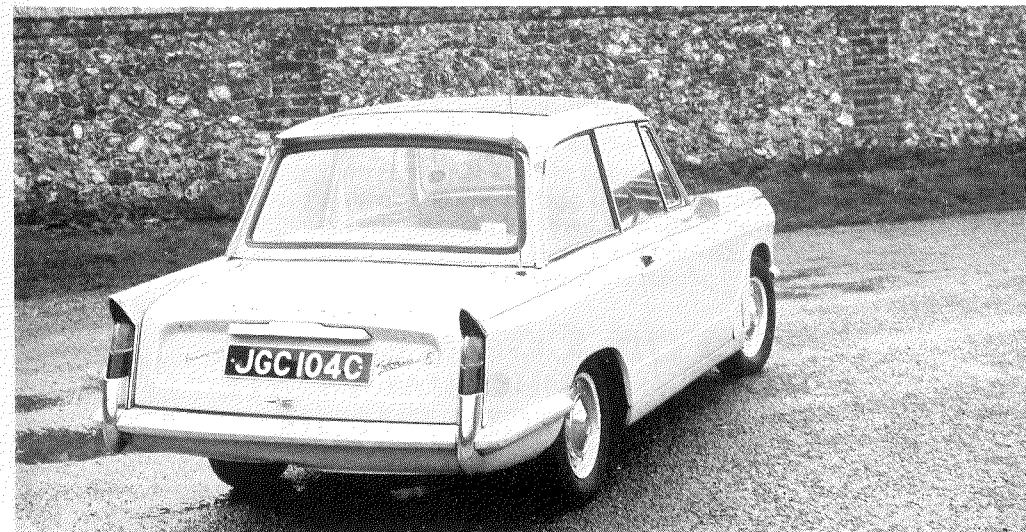


Passers-by who had paid scant attention to all the garage activity now stopped to look, chat and dare I say it, congratulate me.

In the originality stakes JGC104C is way, way down the list. It was conifer green - it is now wedgewood blue. It was originally 363KX, that registration number was sold - not by me I quickly add! It is now on its third dashboard, its second sunroof, second set of carpets and second set of carbs.

Working on our cars is a tremendous hobby and a sure way of meeting new friends, especially through T.S.S.C.

I have derived a great deal of satisfaction from bringing a "down at heel banger" back to something approaching its former glory. It is something I have found frustrating, challenging and (mostly) enjoyable. I recommend it strongly because if I can do it - you can too! ★

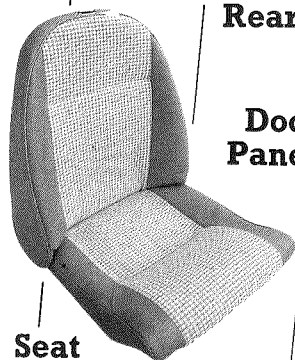




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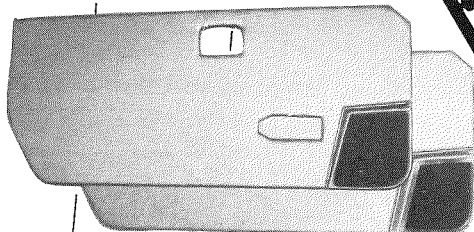


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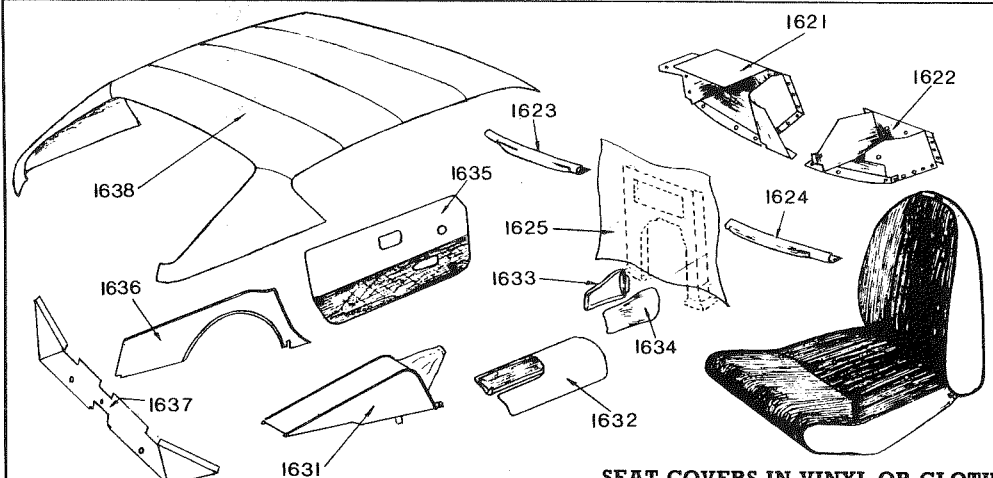


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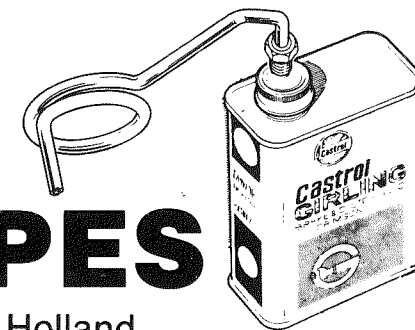


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# TRIUMPH SPITFIRE BRAKE PIPES



By David Herriman - Venlo, Holland

*The braking system is about the most important system on our cars (I mean, what's the point in making a car go well if you can't stop it?). It's also quite often an MOT failure point.*

*Our Club cars are now at least seven years old with the older models 25 years old. Because of this, it's pretty obvious there's a lot of 'our cars' driving around with rusty or perishing brake pipes.*

Replacing pipes, whether the flexible ones or the metal ones, should present no great problems. Usually the only problems occur with fittings being rusted. Use plenty of penetrating oil and good fitting spanners of the correct type. By correct type, I mean the special brake pipe spanners which are like a ring spanner with a slot cut in which enables this to pass over the pipe. (Fig. 1). The 9/16 AF is difficult to obtain and is needed on the Spitfire. You can buy a ring spanner and cut a slot in it yourself. This is cheaper than ruining a union and is, in the long run, quicker.

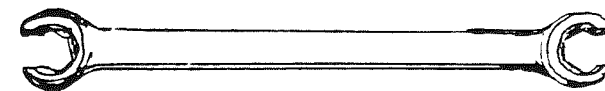


Fig. 1 - Brake Pipe Spanner

Remember, before you start replacing your brake pipes, that whether you replace one or the whole system, you will have to bleed the brakes on completion.

One of the very nasty habits of the Spitfire is its tendency to let the bleed nipples in the rear wheel cylinder corrode so badly that when you try to free them, they break off. If this happens you will need a new cylinder in 99.9% of all cases, as the broken off bit remains in the cylinder and I don't know of anybody who has managed to get it out, even with stud extractors.

The best bet is to soak the nipples in penetrating oil a few days prior to starting the job. If you are replacing all the pipes, you may want to treat yourself to new wheel cylinders as well. Whether you have new cylinders or the old ones, it's a good idea to remove the nipples and smear a little copper or brake grease on the thread of the nipple. This will stop problems in the future.

While on the subject of replacing, you should carefully consider exactly what you are going to replace. If you have one perished, flexible pipe and you have carefully checked all the other pipes and have found no rusty or perished ones, fair enough, just replace the bad one. One tip here is to place a piece of plastic (plastic bag or something) over the top of the master cylinder and then screw the top back on. This will stop a lot of fluid draining out (although you will lose some). Remember you should replace the brake fluid every two years as it gets contaminated with moisture and then the pistons start to rust.

On the other hand, if your car is, say, 15 years old and needs a complete new set of metal

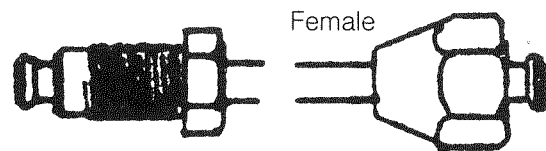
pipes, it may be as well to replace all the seals in the system as well. You already have all the fluid out of the system, the seals are not expensive and they tend to get neglected (especially the front ones).

Now to the pipes themselves. The flexible ones are easily obtainable; the front ones are all the same size and normally have a spiral around them to protect against flying stones. The rear ones come in two sizes up to the Spitfire MkIV, with the short halfshafts and later ones with the longer axle and obviously longer pipes. The longer ones will fit the earlier models but not the other way round.

The metal pipes come individually and in sets. They also come in different metals. There are steel ones, copper ones and mixtures of the two. Steel doesn't bend very easily and rusts a lot quicker. It is also the cheapest. Copper bends easily, looks good but is the most expensive.

There are kits on the market for making your own pipes. They consist of a flaring tool, pipes and unions. They are quite easy to use, although I wouldn't recommend steel pipe for anyone making his/her own set-up. As well as the pipe, the unions are also available in steel and in brass. Be very careful when buying these individually as there are different threads available and at a glance appear the same size.

The Spitfires with a single system all have the same brake pipes. They all use 3/8 UNF unions (i.e. imperial thread or AF). When the dual braking system appeared, the first Spitfires were fitted with an egg-shaped master cylinder



Male

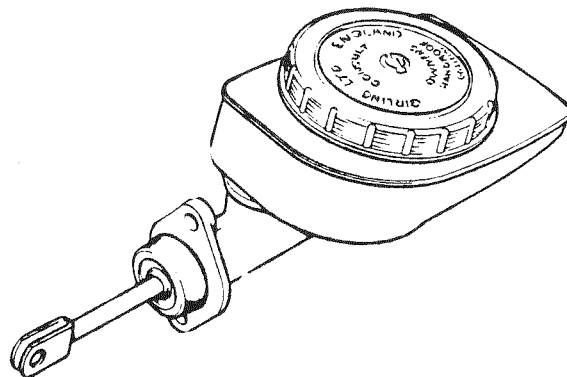
Female

Fig. 2 Brake Pipe Unions

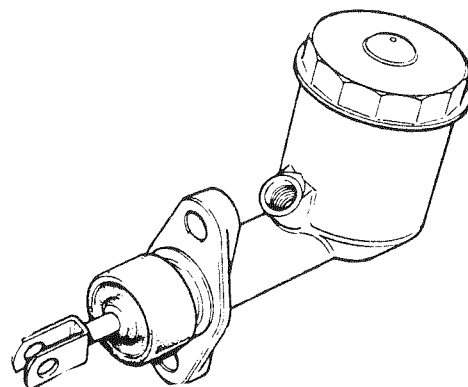
(Fig. 3) and a four-way pressure diff valve with metric threads. These should be the cars with chassis number up to FH 80000. There appears to be differences here on the home market so do check first (see Fig. 3). The later 1500 Spitfires had a rectangular master

cylinder (Fig. 5) and a pressure diff valve which has metric threads. Be careful as the valve (Fig. 4) appears the same at first glance.

The rest of the system from the little four-way junction remains basically the same, using imperial thread.



Tandem Master Cylinder (early type)



Single System Master Cylinder

Fig. 3 Master Cylinders

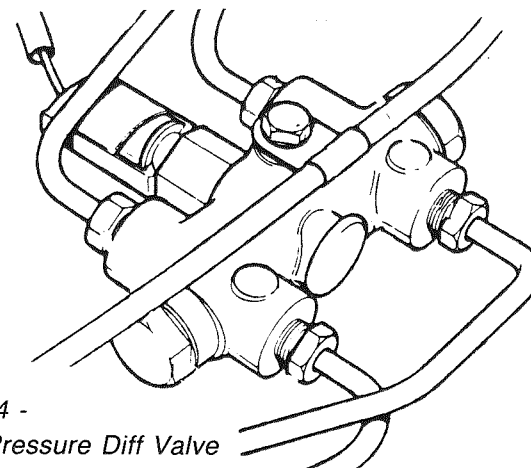


Fig. 4 -

Pressure Diff Valve

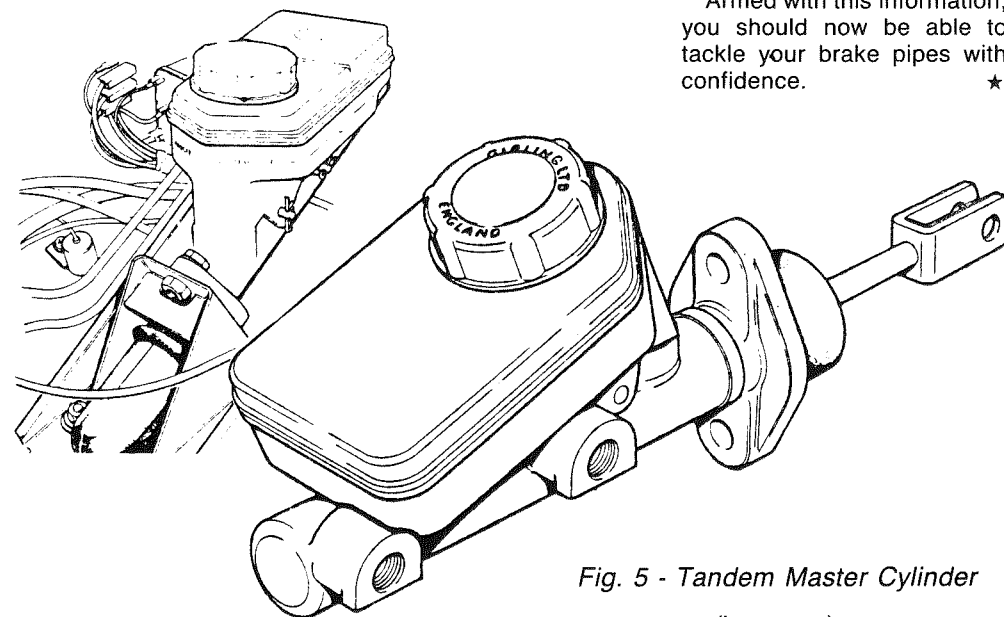
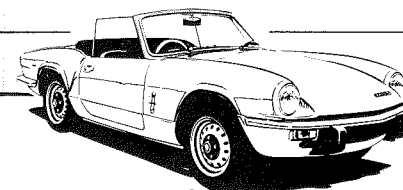


Fig. 5 - Tandem Master Cylinder  
(late type)

Therefore, between the four-way junction, the pressure diff valve and the master cylinders you may have imperial thread or a mixture of both (see Table 1).

If you refer to the Tables and Fig. 2, you will see the type of union used and the length of pipe required. the lengths for the 1500 RHD dual cylinder to chassis are not included as I couldn't get hold of a RHD 1500. Measuring should be no problem as they are easily assessable. The lengths shown are the length you cut them to and take into account the bit which is lost when you make the flare.

Armed with this information, you should now be able to tackle your brake pipes with confidence. ★



## AT LAST IN DEVON SPITS & PIECES

Triumph Spitfire used parts available for all models, including GT6's.  
Postal Service Available Tel Newton Abbot 51370  
Unit 9 Bradley Lane Newton Abbot Devon



TABLE 1

(length in cm)

## All Spitfires:

No.	Length	Union Type	
1	108	3/8" M/	3/8" F
2	44	3/8" M/	3/8" F
4	180	3/8" M/	3/8" F
5	65	3/8" M/	3/8" F
6	20	3/8" M/	3/8" F

## Single Systems:

3	55	3/8" M/	3/8" F
7	92	3/8" M/	3/8" M LHD
7	168	3/8" M/	3/8" M RHD

## 1500 Tandem up to Chassis No. FH 80000:

8	26	7/16" M/	7/16" M
9	36	3/8" M/	3/8" M
10	71	7/16" M/	3/8" M
11	83	3/8" M/	3/8" F
12 + 13	43	3/8" M/	3/8" F

Lengths are for LHD models but unions are correct for all.

## 1500 Tandem from Chassis No. FH 80001:

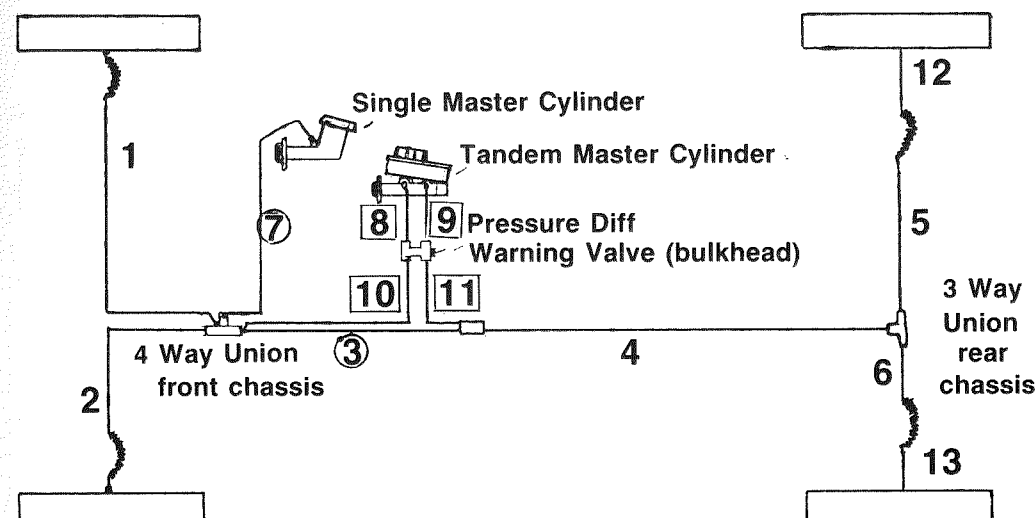
8	30	10mm M/	12mm M
9	36	10mm M/	10mm M
10	71	12mm M/	3/8" M
11	83	10mm M/	3/8" F
12 + 13	43	3/8" M/	3/8" F

Lengths are for LHD models but unions are correct for all. NOTE: M = male union and F = female union (see Fig. 2).

## Seal Kits for Master Cylinders:

Type	Part No.
Single all types	8G8806 (also fits clutch master)
Tandem up to FH 80000	517700
Tandem after FH 80001	AAU 2850

## Triumph Spitfire Brake Pipe Layout



Single System only



Tandem System only

Flexible Pipe

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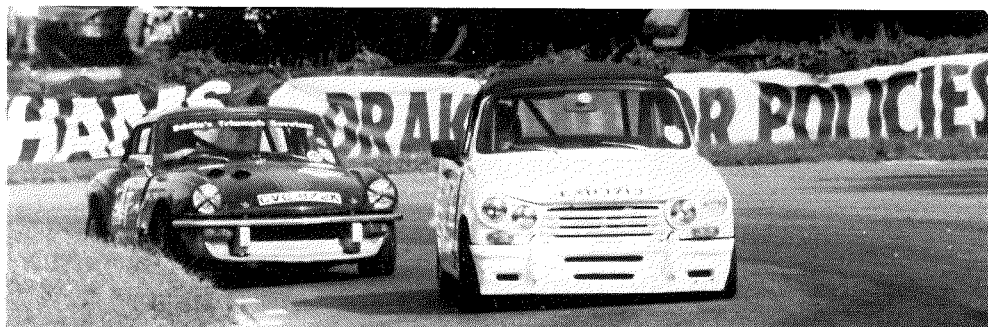
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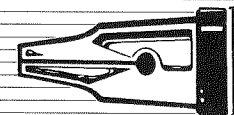
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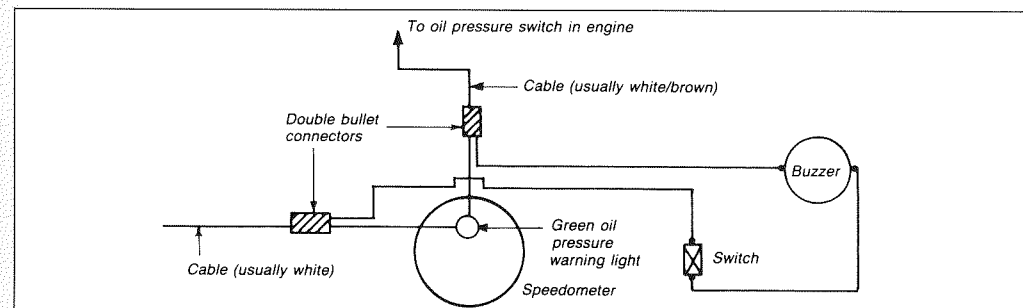
Whatever your requirements we offer reliability & durability at affordable prices.

## Pen to paper



### AUDIBLE OIL PRESSURE WARNING ERRATUM:

I wish to refer to the note in last February's "Technical Tips" and must apologise for the error in the wiring instructions. The only consolation I have for this aberration is that if anyone was misled by me, it should not take more than some minutes to add to and re-route the wiring as shown.



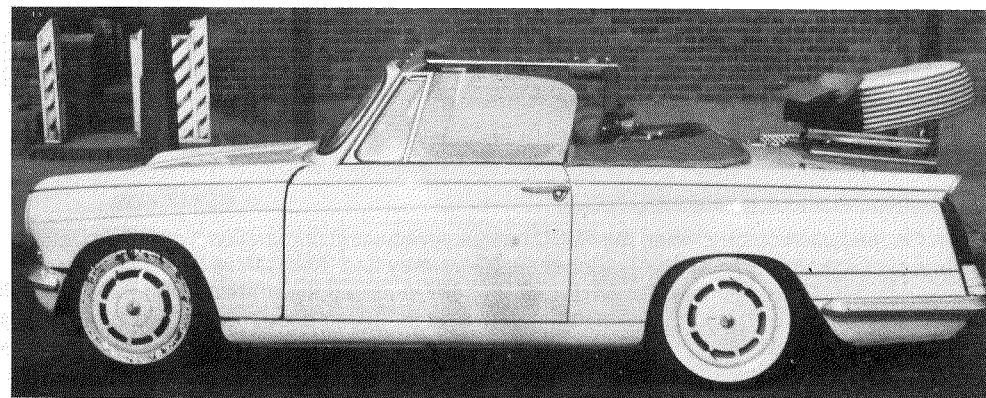
After having added an oil cooler to a Spitfire MkII engine, an audible warning for the oil pressure was fitted in this way and it has worked efficiently for many years without any problems.

**John Dann - Shropshire**

### A LONG TIME WAITING

I spent so long waiting for parts to arrive for my car, I ended up with a vehicle as photos shown. I had to spend my time doing something!

I hadn't realised the effect it would have on those that saw it, it arrived on the Tufnell Park Street scene last year to rave reviews and standing ovations at every bus stop I passed. It got a little wary, as I couldn't stop at traffic lights without passers-by having impromptu conversations and dribbling over it .....



"Gor, wot is it?" asked the young street urchins, felt-tip pen in hands.



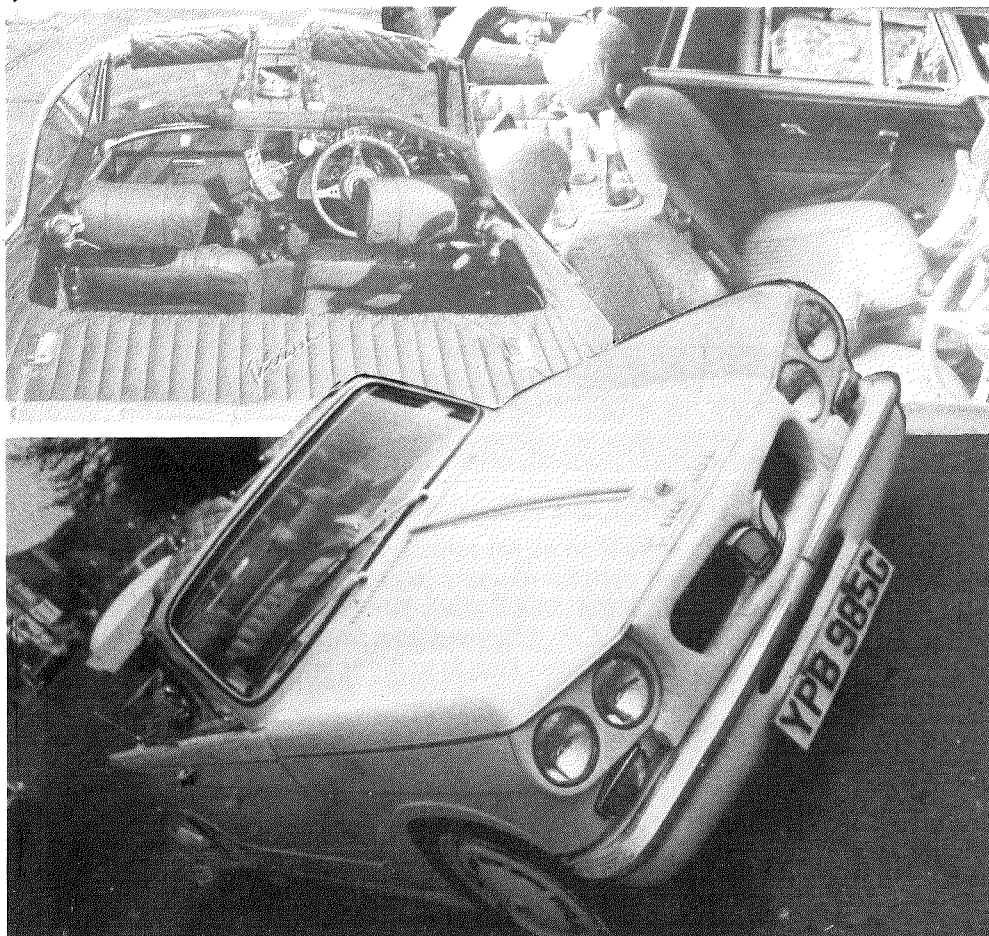
"Yeah, my mate had one of those; great little cars, great turning circle."

The world and his wife all knew someone who once owned a Vitesse MkII convertible in white. Strangely I've never met him/her myself.

Women were jumping into the passenger seat and tearing at my clothes, no doubt attempting to re-live youthful romantic experiences. Unfortunately they were all well into their fifties.

In the end I only drove it out on Sunday mornings at about dawn, around the high-ways and by-ways of Hampstead and Highgate with Bach's orchestral suites 1 - 4 blaring out of the stereo.

Joking aside and more seriously, I find dealing with suppliers a hair-tearing trauma. The knob of the problem is - is it business or a hobby? I think fun/hobbies, love of the cars, good business and money do not mix. The result: suppliers go bust and Triumph owners suffer. The solution? Buy a GTi.



When the revolution comes, when the TSSC has achieved world domination, when John Griffiths is President of the Universe (for life), a lot of suppliers may find themselves up against the wall.

And finally Ester: why do so-called Triumph experts and suppliers keep contradicting each other and slagging each others products off! i.e. I've been talking about petrol-injection systems man and boy for four years now, asking if it is a good idea. I am now so confused and I now know less about the subject than ever. The story can be applied to shock-absorbers, spring rates, ride heights etc. The problem: how to tell the difference between a rumour and experience and a fact. Worth thinking about.

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## Here is a brief note from Holland

I would like to thank Mike and Tracy of the Thames Area for all the help they gave us - Jos Jarriens and Ruud Lemmens - in making bookings and arranging our sleeping accommodation for our recent visit to England. We appreciated their company on our various visits to the local pubs. Thanks too to Tracy's parents who made us a perfect dinner.

All this is a wonderful example of the very nice co-operation between Triumph enthusiasts from all over Europe (and the rest of the world). As a result of this we certainly intend to come again - this time in our Triumph and not in an \*\*BGT. We hope to visit the South of England Meet at Syon Park (7-8th May).

Thanks again to Mike and Tracy and we look forward to seeing you in your new home.

**Jos Jarriens and Ruud Lemmens - Holland**

## JOINING FORCES

I was pleased to receive the National and International Events Schedule with the last Courier and interested to see the number of events being held in association with other Triumph clubs.

A glance through the Practical Classics Club Directory shows how many Standard and Triumph clubs exist to cater for S/T products from the late 50s to early 80s.

I and many other Standard-Triumph drivers I meet would like to see more co-operation between clubs for these reasons:

1. All S/T products from the Standard 8 to the Dolomite share many parts. There also exist a number of excellent suppliers such as John Kipping and John Hills. Co-operation between Club Spares Secretaries for the re-manufacture of parts would secure the long-term future of the cars and spares suppliers as well as keeping prices down.

2. The combined forces of Standard and Triumph clubs and their members must run into tens of thousands of people. I venture to suggest that the S/T product must represent the largest single-manufacturer preserved vehicle range.

As such, we have a great influence over the Classic Car Movement as a whole. By inter-club co-operation we could extend this influence still further.

I would like to point out that I am not suggesting we should all get together to form one huge Standard-Triumph Club. This, I think, would only lead to similar problems to those in the MGOC, i.e. power battles and in-fighting over who is the 'official' spares supplier. Clubs should still remain independent but pool their resources where it is in their members' interests.

Finally, unleaded petrol represents the largest threat to the future of our cars. At the very least we will need to fit compression plates to our engines and alter the composition of the valves and valve seats.

Is anyone working on this problem with a view to marketing a relatively cheap, effective package to convert 'our' cars?

**Steve Ash - Plymstock, Plymouth**

## REPORTING BACK

I appreciated the response by members in regard to my letter which appeared in The Courier at the beginning of the year.

As mentioned in my letter, I was searching for needles, jets and gasket sets for my 948 Herald Coupe. I did get many calls concerning these parts and am now in a position to pass on the information to other members. The needles are easy to find; I got mine in Huddersfield from an accessory shop called 'Walls' but I am aware that many carburettor places do stock them. The jets I found at 'Carburettor Exchange' in Leighton

Buzzard following a reply to my letter. They can also supply new cork gland washers.

I was unable to trace any gasket sets for the Herald but have successfully used gasket sets designed for the Austin Healey 'frog-eyed' Sprite, which utilizes H1 carbs. These included most parts necessary and a bit of improvising by using a couple of old fibre washers was all that was needed. I managed to obtain these from 'Spridgebits' in Birmingham who were very useful and helpful.

Thanks again to all who contacted me with useful information.

**J Phillips - Huddersfield**

## CALIPERS

I was intrigued to read that your Dutch correspondent recommends splitting the two halves of a disc brake caliper in order to remove the pistons and I have a recommendation of my own which may prove useful.

Firstly, because all the manuals I have state categorically that the two halves of the caliper must never be split and secondly, because it is unnecessary to split the caliper to remove the pistons. Provided enough of the piston has been exposed before the caliper is removed from the car, all that is required is to fit a hose clamp to the offending piston and then lever the hose clamp with a screw-driver. I have used this technique successfully on both Vitesse and Cortina MkII calipers.

**Henry Jones - Stockport**

## FILM SCHOOL?

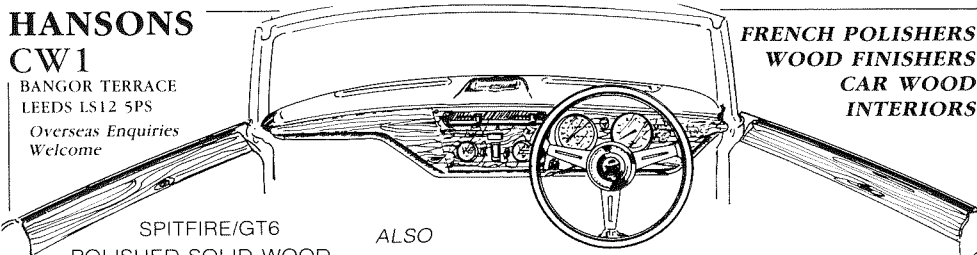
This is a letter asking for help. I am at a Film School and have just completed my final year film, which happens to be based around my Herald convertible! It is a road movie, in that most of the action happens on the road or around the car.

Basically, it has cost me about £1,000 more than I had hoped and I am now looking for sympathetic donors or sponsors who would like to see a Triumph film completed. When this is done, there is a good chance that some television company may buy it but I need a finished product first.

The story concerns a brother and sister who drive to their father's funeral and funny things happen along the way. It was all shot on film and I had a professional camera man and cast to help me; so as you can see, it has been an expensive project, costing me personally £2,000 already. Maybe there is a willing company or individual who wants to write off some tax and get some cheap publicity who could help, or maybe there are some benevolent rich members who have a taste for considerate charity. Anyone who does help would be guaranteed a credit on the film and I was thinking the Club itself may like to get involved as on virtually every shot there is a TSSC sticker on the windscreen.

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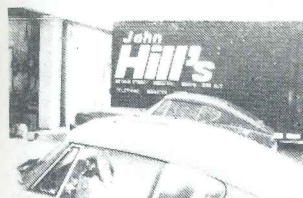
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- Dyfed, Wales



To any prospective driver, the Driving Test is probably looked forward to with anticipation of good things to come and trepidation in case the worst happens. For the young driver, the pressure is on even more.

Classmates take driving lessons and pass, it seems, with ease; cars come into school or colleges overflowing with teenagers; friends no longer get mum or dad to drive them to parties and discos because the family car has already been commandeered by the friend ..... the list is endless.

My status as a learner driver was irritating. I was the only person in my 6th form with a car and yet, due to technical difficulties such as insurance, my progress behind the wheel seemed to be the slowest of the lot! Every week it seemed somebody else had passed and I was heartily fed up of hearing things like, "Which Test route did you go on?", or "What questions were you asked?" - I felt like screaming!!

As an 18th birthday present, mum and dad gave me driving lessons, which nicely supplemented learning in the family car or in my faithful MkII Spitfire "Madelaine". People in the village had got used to the strange sight of my white sports car running about with "L" plates proudly displayed .....

The 14th December was 'The Day' and the sooner the better as far as I was concerned, as I didn't like my driving instructor very much and, besides, with a car like Madelaine, I was champing at

the bit for a sunny day and an open road!

I had learned from friends' mistakes that the last thing you broadcast to your classmates is the date of your Driving Test ..... so I kept quiet. I promised myself I would drive my own car first if I passed. That may sound obvious, but I am in Carmarthenshire and my fiance Trevor, keeps my car at his place, 170 miles away in Derbyshire!

Trev brought Madelaine down on a couple of evenings, which gave me a chance to practice a bit more. I drove around Oxford on the coldest night of my memory, around unfamiliar, one-way streets, hood down so I could see all the cyclists .... and after a lovely evening spent with good food and the pleasant company of the Oxford Area at their Christmas Dinner .... I drove all the way home (barring the M42). Good practice!

Back to the Test ..... the tester told me to move off when

I was ready, even though he had forgotten to put on his seatbelt and had to be politely reminded! Mondays are usually quiet in Carmarthen but Christmas shoppers played "Let's walk in the middle of the road" games and the town was packed with them. Still, I got round the Test route without any major mishaps, and along came the questions. The sign with the bicycle in the red triangle threw me completely, as I hadn't see one before. It wasn't even in my Ministry of Transport book.

Then the moment of truth ..... "I'm pleased to say you have passed". Whoopee!! My Christmas was complete and my 18th birthday, the day before that. I still had to wait until the Friday to drive my car, as term ended then and I would be with Trev for the holidays. Elated, I was driven into the town centre by my driving instructor, and I went shopping to kill time until a neighbour would give me a lift home.

I was reading a book in W H Smith, when suddenly a pair of arms wrapped themselves around me ..... it was Trev! He'd driven all the way down to Carmarthen to meet me after my Driving Test so I could drive her home. No "L" plates, and a "Congratulations" card written five minutes before my Test began ..... this man had confidence in me!

A couple of my friends were practicing for a pantomime in school that evening, so we decided to pop over and show my beautiful little car off a bit. After a slight technical hitch involving a failed headlight and running over to Lucas for a new one, I drove quite literally in *Triumph* into the school yard. Going in dangling the keys, shouting "I've passed!!" and having one of my friend exclaim, "Oh she's gorgeous!" at the sight of my low-slung sports car in front of her are things that memories are made of.

I took them both for a spin up the road (separately!) and I was so proud of being the master, or rather mistress of my own car! The future is bright for my Spitfire and I; sunny summer mornings driving to school with the hood off, TSSC meetings, Treasure Hunts, rallies, picnics - all the things I have ever wanted to do if I could drive.

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On the Friday Madelaine and I toured the Peak District and got lost up lovely winding lanes, and found quaint little villages, explored ancient burial mounds and drove through beautiful and dramatic countryside. It was my first solo drive and it was perfect. I must be able to

say that we all enjoy our Club cars and I was doing just that all day. If anyone gets even half as much pleasure as I do out of their car, then we are all doing great!

Madelaine will have to get used to one-way streets soon, and cyclists, as I did get a place at the University, but that's another story .....

★

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# CLASSIFIED

**Cars**  
**Cars Wanted**  
**Parts**  
**Parts Wanted**

**Vitesse MkII convertible 1971:** white, black hood and interior, T&T. Excellent all round condition. No wide wheels, flared arches, radio and mirrors. Totally box standard. Full and half tonneau. Ideal collectors car. £2250 o.n.o. Contact: Phil, tel: Cleveland (0287) 40249 - 86/15426.

**1969 Triumph Herald estate 13/60:** good condition, unused due to bereavement for 12 months. £180. Contact: Juniper, tel: Wickford, Essex 765131 - 77/00139.

**Spitfire 1500 1981 X reg:** Pageant Blue, 53,600 miles, hard/soft tops, tonneau. Exceptional, new differential, gearbox, clutch, UJs, trunnions. Triumphtune twin exhaust, extractor manifold. Stereo. Remote alarm. £3750 o.n.o. Contact: Adrian Buchanan, tel: (01) 833 0396 office or NW1 (01) 586 2220 home - 87/19224.

**Triumph Herald convertible 1200:** D reg., excellent runner, good chassis, body needs attn., MOT expired. Many spares. Space needed. Offers. Contact: Nigel or Sarah, tel: (01) 337 7262 - 87/20364.

**Spitfire MkIV 1972 for breaking:** all mechanical parts sound, damaged near side door and bonnet repairable but space precludes. Offers. Contact: Nick, tel: Deal (0304) 362835 - 87/19731.

**Vitesse MkI convertible 1968:** VMU 3G, blue/white, good condition. £1200. Contact: Steve, tel: Orpington (0689) 71783 - 87/19541.

**Herald 13/60 G reg:** good cond., good runner, new exhaust and new handbrake. Taxed, MOT. £500. Contact: Jeanette, tel: Sutton, Surrey (01) 643 8181 after 6pm - 87/16804.

**Bond Equipe convertible 1969:** 2L, O/D, Jet Black, thousands spent, family owned from new, many spares. Marriage forces sale, MOT, Taxed. Offers. Contact: Hawkins, tel: Somerset (0823) 672633 - 87/19286.

**Triumph GT6 MkIII 1973:** good condition, O/D, good runner, Carmine Red, sunroof, new carpets, MOT, Taxed. Move forces sale. £1650 o.n.o. Contact: Sharon, tel: Essex (0206) 382142 or 852635 anytime - non-member.

**GT6 MkII 1970:** reluctant sale after 9 years. Improvements include 5½ rims, 175/70 Goodyears, new 3.27:1 diff, rear spring, floors/sills, distributor, Spax adjustables, brake pads, trunnions, clutch, UJs, O/D, cylinders. Engine sound

(60 psi), body OK (needs paint), chassis excellent (unplated), full MOT, £950. Contact: Jim, tel: Salisbury (0722) 76 634 - 87/19241.

**Herald convertible 13/60 F reg:** white, new carpets, reconditioned engine, v.g.c. Taxed 6 months, MOT'd, Taxed, new hood, many new parts. Looks beautiful. £1300. Contact: Beedell, tel: Henley (0491) 571939 eves - non-member.

**Spitfire 1500 SWU 656R:** needs rebuilding or scrapped for spares. New stainless steel exhaust. 5 good tyres. Engine runs sweetly. 90,000 miles. £275 o.n.o. Contact: Claire, tel: W Suffolk (0440) 820398 - 86/16305.

**Spitfire 1500, 1976:** Topaz Orange, O/D, H&S tops, alarm, 78,000 miles, Tax & MOT, full history, 1 family owner, excellent runner, bodywork good for age. Hi-fi optional. Reluctant sale. £1795. Contact: Caroline, tel: Ruislip (0895) 679003.

**GT6 MkII M reg:** accident damaged, many recent parts, for repair. £450 o.n.o. Contact: Richard, tel: Staffs (0538) 722315 - 87/16851.

**Triumph Spitfire 1500:** W reg. Hard/soft tops. Many extras. A1 condition. 12,000 miles on recon. engine. 48,000 total. Taxed, MOT. FSH. All bills available. £3,000. Tel: Coe, tel: Guildford 277330 - non-member.

**Good home wanted for 13/60 Herald saloon:** fair cond., reliable, O/D, blue, £250. **13/60 Herald convertible:** good cond., roll bar, Kenlowe, £1,000 o.n.o. Both cars Waxoyled. Contact: Steve, tel: Haywards Heath 412460 - ex-member.

**Spitfire MkIII Midnight Blue:** Tax, MOT, regularly serviced, 13000 recon. engine, s/top, h/top. £1100. Contact: Richard, tel: Sussex (0444) 454476 - 84/8983.

**1966 Triumph Herald 1200:** 49,668 miles. 2 owners since new. Garage kept. Good condition but requires work to make roadworthy again. Any offer considered. For details contact: Mrs J Humphreys, 10 Bowgrave Copse, Abingdon, Oxon. Tel: (0235) 25903 - non-member.

**Herald 13/60 1971:** green, MOT, running order. £195 o.n.o. Contact: Dawson, tel: W12 (01) 743 9502 - non-member.

**Herald 13/60 convertible 1970:** Seinna Brown, much panel work replaced, used daily, spare original engine to o/haul at your leisure. Taxed 'til Oct. Good tidy car.

£950 o.v.n.o. Contact: Gerry, tel: Stanmore, Middx. (01) 907 2955.

**Herald 13/60 convertible:** 1200 engine, new gearbox, clutch, radiator, exhaust, spare bonnet, boot, wheels, trim, gearbox. MOT expired, hence £375 o.n.o. Contact: Rob, tel: Hayling Island (0705) 462226 - 86/16639.

**Triumph Herald 13/60 convertible 1971:** Red, reconditioned engine, Taxed and Tested, good condition. Offers. £1150 o.n.o. Contact: Lisa, tel: Herts (01) 950 2104 - 86/15747.

**Spitfire MkIII 1969:** good condition, recent re-spray Inca Yellow, new floor, rebuilt engine, new tyres, over £800 spent, 10 months MOT, taxed. Good runner. Baby forces sale. £800 o.n.o. Contact: Andy, tel: Gosport, Hants (0705) 502655 - 87/19160.

**GT6 MkII 1971:** total chassis-off rebuild 1986. B.L. panels only used. Agreed Value £3,000. Offers. Tel: Formby (07048) 31251 - 85/11075.

**GT6 MkII 1970:** blue, months Tax, 4 months MOT. Reasonable condition for year. Exhaust box needed. W/W. £875. Tel: Reading (0734) 476564 - 84/7647.

**1981 W reg. Spitfire 1500cc:** 18,500 miles, immaculate cond. V. reluctant sale. This car must surely be a potential for the concours circuit. Best offer circa £4,000 secures. Contact: Woodward, tel: Lichfield (0543) 257966 - non-member.

**Spitfire '4' (MkI) 64:** summer use only since chassis-up restoration 3 years ago. 100% steel. Improvements to trim will make this a truly excellent car. £1450. Contact: Ian, tel: Norwich (0603) 415943 - 81/3097.

**Vitesse 2L MkII saloon:** no time to restore. Excellent chassis, mechanics, doors, trim, superb engine, O/D g/box and bonnet. Alloy wheels. TSSC concours winner 5/6 yrs ago. £600. **Also Herald 948 saloon 1959:** V. sound and solid, original paint, trim, etc. Garage stored for 14 yrs. £500. Contact: Mike, tel: Malvern (06845) 63315 - 81/2408.

**Convertible Herald 1200 1966:** 65,000 miles. Taxed Feb 89. MOT end June 88. Some work required for MOT. £250 o.n.o. Contact: Ian, tel: Kilmarnock (0563) 32038 - 85/12010.

**Spitfire 1500 1976:** one owner. H/S tops, O/D. 135,000 miles (no need to lie). Very sound, nearing end of total renovation. Examine leisurely (pit). Offers over £2000. Sale reasons?



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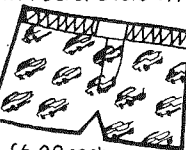
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	Spitfire III/IV & 13/60 Herald	£24.00 + VAT		3.50
	Spitfire 1500	£27.50 + VAT		3.50
	Vitesse 1600	£30.00 + VAT		4.50
	Vitesse 2Litre	£29.00 + VAT		4.50
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- 88/21027.

**Bond Equipe GT4S 1965:** bills for over £900. Rebuilt engine, diff,  
doors etc. Painting needed to finish - paint included. 2 previous  
owners. Spitfire rebuild forces sale. £700 o.n.o. Contact: Mark, tel:  
Bath 332732 eves - 87/17073.

**Triumph Herald 13/60 saloon 1970:** white, MOT til May 89.  
Recent new clutch. Good tyres. £435. Contact: Coupland, tel:  
Maldon, Essex (0621) 57096 - non-member.

**Triumph Herald 13/60 convertible:** F reg., 10 months MOT, 5  
new tyres, engine good. Body need work. £600 o.n.o. Cash only.  
Contact: Rosi, tel: TW12 (01) 979 5497.

**Triumph Herald convertible:** E reg., reconditioned engine and  
gearbox. A non-runner. Needs some mechanical and bodywork  
attn. New hood and tonneau. Good tyres. £350. Contact: Giles,  
tel: Wilts (0225) 702022 - non-member.

**Triumph Spitfire MkIII 1970:** engine needs attn. Offers  
considered. Contact: Arnold, tel: Sussex (0342) 713735  
non-member.

**Spitfire MkIV:** professionally restored in 1987. Bills for over  
£2,000. New rear wings, bonnet, sills, bumpers, S/S exhaust etc.  
Emerald Green. Owned for last 14 years. £1950. Contact: Caroline,  
tel: (0562) 745682 (work) or Bewdley (0299) 400624 (home) -  
87/16814.

**Triumph Herald 12/50 1967:** Conifer Green, excellent condition,  
51,000 miles. 2 elderly careful owners, repair bills available,  
sunroof, original radio, current MOT. Good home needed £400  
o.n.o. Contact: Merrett, tel: Berks (0488) 58617 - non-member.

**Vitesse MkII saloon 1969:** sunroof, O/D, radio, MOT Nov. Servo  
brakes. Used daily. One lady owner. £850. Tel: Wilmslow, Cheshire  
(0625) 524110 - 80/01652.

**Vitesse saloon 1968 G:** MOT to November, chassis good,  
bodywork reasonable. £800. Contact: J Ford, tel: (01) 460 8811  
(work) - 87/17692.

**Herald convertible 13/60 G reg:** white, v. reliable, good cond.  
New canvas hood, carpets. Many new parts. MOT 6 months. Used  
daily. Garaged. Recent full service. £800. Contact: Helen, tel:  
Lincoln (0522) 34396 after 8pm - 87/19023.

**Spitfire 1500 1977:** blue, long MOT, new hood. Contact: Bob  
Cox, tel: Southend (0702) 586006 - 80/01294.

**1973 GT6 MkIII:** Emerald Green/black cloth trim. MOT January  
'89. Original engine and gearbox O/D pofessionally rebuilt. Car  
has undergone thorough mechanical, suspension rebuilds. Bills  
for over £5000 all available. £3300 o.v.n.o. Contact: Pantin, tel:  
Canterbury (0227) 731602 anytime - ex-member.

**Vitesse 2L saloon:** blue, 2 owners, only 57,000 miles, F reg.  
Needs MOT. £800 o.n.o. Further details tel: Helmsley (0439) 71238  
- non-member.

**1969 13/60 estate:** versatile, reliable, MOT, good cond. £400.  
**1969 13/60 convertible worth restoring:** good chassis, rebuilt  
engine £200. **1967 1200 convertible:** £50. 1200 bonnet, perfect  
arches £60. Full tonneau, doors. Tel: Gloucester 713161 after 7pm  
- ex-member.

**1978 Spitfire 1500:** Inca Yellow, maintained in splendid condition.  
12 months MOT, 6 months Tax. Many new parts with receipts.  
A caring home sought. £1250. Contact: Gordon, tel: High  
Wycombe (0494) 464426 office or (0865) 711120 eves - 86/15921.

**Triumph Vitesse 1964:** white, red interior, excellent condition  
throughout. A1. 2000 miles since total rebuild regardless of cost.  
F/S/H full sunroof. Taxed, MOT. £2300. o.n.o. Contact: Mark, tel:  
NW2 (01) 7346945 - non-member.

**Vitesse saloon 2L MkI F reg:** reasonable cond. Mechanically  
sound. Company car forces reluctant sale. £400 o.n.o. Contact:



Fred, tel: Northampton (0604) 845515 eves - 87/19271.

**1966 Triumph Herald 1200cc:** good condition. One owner. 68,000 miles. MOT to January 1989. £500 o.n.o. Tel: SW6 (01) 731 0506 - non-member.

**Spitfire 1500 1975 N reg:** BRG/beige interior. MOT recently failed, engine OK, body fair only. 57,000 miles, 10 years of bills. Good restoration prospect. Offers please. Tel: (01) 408 1600 x2152 (day) or NW4 (01) 203 3391 (after 6.15 pm) - **GT6 MkIII L reg:** green, good-looking, offers around £1000. Owner going abroad. View near Henley-in-Arden, tel: (0788) 76389 - non-member.

**GT6 MkIII 1972:** Saffron colour, long MOT, Taxed, fully history, excellent cond. £2,300 o.n.o. Tel: Hertford (0992) 586956 - **Spartan 1600cc:** Vitesse based, built completed 1985. Fully reconditioned low mileage mechanics. Chassis Hammerited and foam injected! Two-tone green, wire pattern alloys. Beautiful example. MOT and Tax. Reg: 228 NTT. £1850. Contact: Keith, tel: Hitchin (0462) 834550 - 83/06281.

**Vitesse convertible Mkl 2L 1968:** Royal Blue, 81,000 miles believed genuine (laid up for 6 years). Now refurbished and good cond. 1/2, running well, new MOT, Taxed to November. Come and see it, must sell to make way for wife's 'new' Herald, run out of garage space. £1,650 o.n.o. Tel: Surrey (01) 393 8017 from 11th June onwards - 84/7582.

**Vitesse Mkl convertible 1968:** Slate Grey with red interior, resprayed, many new parts and much work done (bills available), MOT, excellent cond. £2200. Contact: Katy, tel: Eaton Bray (0525) 220917 eves or (0438) 310122 day - **Bond Equipe 2L Mkl:** good cond. 56,000 miles. Replacement gearbox and starter. Taxed and Tested. New rear tyres. £595. Contact: Ross White, tel: Malvern (06845) 3580 - 87/19635.

**Triumph Herald 1200 saloon 1970:** Jasmine, MOT, extensive rebuilding work carried out last year to body. The chassis was also fitted with new outriggers. £500 o.n.o. Contact: John, tel: Derby (0332) 760475 or 679092 after 7 pm - 85/12909.

**GT6 MkIII 1973:** French Blue, long MOT, good runner, reasonable cond. £1500 o.n.o. Contact: Gill, tel: Worcs (0905) 60570 - 87/18687.

**Spitfire Mkl 1965:** Wedgewood Blue, looks good, runner. Hard top, no hood, ideal for easy restoration. Sadly must go. £450. Contact: Chris, tel: Woodford Green (01) 504 6015 -

**Spitfire 1500 1976:** white, urgent sale. Tax, MOT, many new parts, recon. engine, soft top, hard top etc. Body tatty but good runner. £1000 o.n.o. Contact: Mark, tel: S'ton (04893) 5010 -

**Vitesse 1600 1965:** O/D, sunroof, Cherry Red, little tatty. **Also matching Herald 1200:** same year, colour. £1200 the pair or may split. Contact: Daniel, tel: Stevenage (0438) 351550 - **Vitesse Mkl 2L saloon O/D 1970:** 2 new door skins, outriggers, reliable good cond. Tax and MOT. £1150 o.n.o. Contact: Peter, tel: Maldon (0621) 52344 eves - 87/20032.

**Triumph GT6 MkIII:** recon eng/g/box, new clutch, 40 miles only since overhaul. Black 1971. Must be seen. Contact: Jackie, tel: Hereford (0432) 267566 - 86/13781.

**Spitfire 1500 1981 W:** white, clean, sound, original car. Full MOT, Taxed. Only 49,000 miles. £2650 o.n.o. Contact: Tom, tel: Medbourne, Leics (085883) 371 - 87/20122.

**GT6 MkIII 1972:** completely rebuilt engine, new O/D gearbox, new exhaust, 2 new tyres. Taxed and Tested. Good cond. £1200 o.n.o. Tel: Tewkesbury (0684) 293136.

**Triumph Herald (F) Reg:** full MOT, genuine 68,000 miles, mechanically v. sound, bodywork and trim require attention, would make very good restoration project. Location Birmingham. Offers. Contact: Mrs Silver, tel: (021) 784 9134 after 5.30 pm - non-member.

**Triumph Herald 1970:** WHT 513H, nice runner, good engine, new gearbox and master clutch, bodywork needs attn. Offers. Tel: Southend-on-Sea (0702) 219021 late evenings

**Spitfire 1500 P reg'd 1976:** Mimosa Yellow body, interior and engine in excellent cond. 2,500 miles since complete re-fit. Hard and soft tops. Taxed. MOT. Inspection welcome. £2,200 o.v.n.o. Contact: Dean, tel: Cambridge (022 023) 2811 - 87/18838.

**Spitfire MklV 1500 S reg:** Inca Yellow. Good bodywork. Needs slight mechanical attention. £950. Tel: N Yorks (0947) 810190 - non-member.

**Vitesse Mkl 1970:** engine, g/box, O/D, diff all rebuilt. Sunroof, steering, suspension, brakes all renewed. Halogens, servo, K/fan, 2-speed wipers, inertia belts, Moto lita wheel, HRW all fitted. Perfect tan interior. Beautiful Carmine Red respray. Undersealed from new. £3,950. Tel: W5 (01) 567 8166 - **Part restored Vitesse Mkl convertible 2L:** £200. Also spare engine and gearbox. Contact: Ian Saveall, tel: Maldon (0621) 828355 - non-member.

**1979 Spitfire 1500:** 42,000 miles, white/toothound interior. 7 months MOT. 2 owners. Garage maintained. A1 condition. TSSC reg £2,200. Offers. Contact: Sadler, tel: Hull 843785 -

**GT6 MkIII 1971 (K):** Saffron, O/D, good runner, body tatty. One lady owner. £500 o.n.o. Contact: Worrall, tel: Byfield (0327) 61547 after 6pm - 86/14942.

**Herald 13/60 1971:** good overall cond. Used daily until September. Has new f/glass Vitesse bonnet, valance and carpets. 5 months Tax, MOT to July. £425 o.n.o. Contact: Fletcher, tel: Leeds (0532) 686809 - 85/15785.

**GT6 MkIII K reg:** in need of total restoration or spares. Vehicle complete. Offers. Tel: Nailsea (0272) 855630 after 6pm - non-member.

**Triumph Herald 13/60 convertible 1969:** black/white stripe. MOT Oct 88. Recond. engine, respray. £1100. Tel: Stoke (0782) 613297 - 88/21407.

**5 months MOT,** fair engine, low mileage on clock, alarmed, good runner, good tyres, new clutch, body needs attention, £100. Contact: G Hurcomb, 35 Goldfinch Road, Plumstead, Thamesmead SE28 - non-member.

**Vitesse saloon 1600 C reg:** green with black flash. Bodywork needs restoring. V. reliable. Good mechanics. £250 o.n.o. Contact: Mr Howell, tel: (021) 420 4664 anytime.

**Bond 2L convertible 1970:** 53,000 miles, 12 months MOT, 6 months Tax. Coded ignition system, digital stereo and equalizer, cosmetic tidying to make A1 condition. TSSC value £1100, asking £950 o.n.o. or P/Ex GT6 MkIII. Tel: (0424) 425112 - 85/12264.

**Wanted Triumph Herald 13/60 convertible:** must have excellent body and chassis with good mechanics and running gear. MOT'd and preferably standard. Cash waiting. Tel: Gloucester region (0452) 713312 - 87/19567.

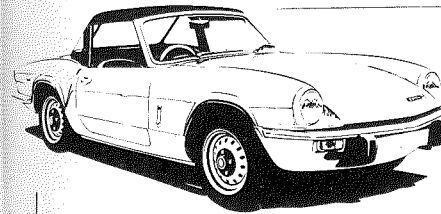
**GT6 wanted plus some cash** for my 1500 Spitfire. Totally rebuilt last year with lots new parts inc. hood, frame, carpets etc. For full details of this smart looking car, tel: Ely 720300 - 87/19758.

**Wanted Triumph Herald 13/60 estate:** must be in good or excellent condition. Contact: David, tel: Oxon (0491) 36061 eves - 86/13254.

**Triumph GT6 MkIII:** must be standard and largely original. Tel: Blackheath (01) 318 9865 eves - 86/16077.

**Wanted Triumph Herald 13/60 estate:** must be in good or excellent condition. Contact: David, tel: Oxon (0491) 36061 eves - 86/13254.

**Triumph GT6 MkIII:** must be standard and largely original. Tel: Blackheath (01) 318 9865 eves - 86/16077.



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Most Models				£4.15				£1.10				£1.10				£1.10			
Bearings STD				B/Ends				Mains				Thrust				£6.33			
1147cc Engines				£7.57				£28.80				£1.10				£1.10			
1296/71 on				£7.57				£28.80				£1.10				£1.10			
1296/71 on				£6.85				£18.09				£1.26				£1.26			
1490cc 70 on				£6.85				£18.09				£1.26				£1.26			
GT6/Vitesse to 67				£24.61				£117.18				£1.26				£1.26			
GT6/Vitesse 67 on				£39.95				£10.21				£1.26				£1.26			
Only available in even years 10-30				£39.95				£10.21				£1.26				£1.26			
Exchange Crankshafts*				4 cyl				£50.00				£50.00				£50.00			
6 cyl				£65.00				£65.00				£65.00				£65.00			
Exchange Deposit				£35.00				£35.00				£35.00				£35.00			
Bearings Extra				£35.00				£35.00				£35.00				£35.00			
Short Engine*				£30.67				£30.67				£30.67				£30.67			
Fitted new pistons, new oil pump				£30.67				£30.67				£30.67				£30.67			
Raground crank, Raground Cam 4 cyl				£30.67				£30.67				£30.67				£30.67			
Full Engine*				£30.67				£30.67				£30.67				£30.67			
As short engine plus head, Rocker Assy				£30.67				£30.67				£30.67				£30.67			
New followers etc 4 cyl				£30.67				£30.67				£30.67				£30.67			
Exchange Heads*				£30.67				£30.67				£30.67				£30.67			
Standard Reconditioned 4 cyl				£30.67				£30.67				£30.67				£30.67			
Performance tuned, Gas-flowed				£30.67				£30.67				£30.67				£30.67			
Four Tested Polished 4 cyl				£30.67				£30.67				£30.67				£30.67			
Note: All heads are 6 cyl				£30.67				£30.67				£30.67				£30.67			
Assembled with valves and springs				£30.67				£30.67				£30.67				£30.67			
Exch. Deposit				£30.67				£30.67				£30.67				£30.67			
Valves & Guides				Spitfire III				£2.79				£3.85				£1.00			
Mk III				£2.97				£3.85				£1.00				£1.00			
1500				£2.97				£3.85				£1.00				£1.00			
75 on 1500				£2.97				£3.85				£1.00				£1.00			
1500				£2.97				£3.85				£1.00				£1.00			
MkIII 66-73				£2.97				£3.85				£1.00				£1.00			
MkIII 73				£2.97				£3.85				£1.00				£1.00			
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MkIII 73				£2.97				£3.85				£1.00				£1.00			

# Parts Mart

**Breaking Spitfires, GT6's, Vitesses, Heralds, Dolomites, Sprints, all parts removed. Some new parts available. Postal Deliveries arranged. Triumphs and spares purchased. Contact: Terry Murphy, tel: Chelmsford (0245) 257739 or 71883 - 86/13828.**

**GT6 late MkIII black cloth seats,** h/rosts £40 pr. New front shocks with springs £20 pr. Anti-roll bar £10. Triumph Tune win pipe £30. Spitfire MkII g/box £25. Propshaft £10. Contact: Adrian, tel: Uxbridge (01) 202 4671 day - 85/1175.

**Spitfire IV breaking for spares:** good alloys/tyres, good f/glass front. New metal rear wings, good engine and g/box, 2 excellent doorshells plus many more. Contact: Jim, tel: Ripley, E Mids. (0773) 862002.

**Herald/Vitesse, GT6 spares:** Vit/GT6 propshafts. Vit steering rack, steel and f/glass bonnets, carbs, manifolds, MkII/MkIII grilles, bumpers, O/S door. Herald bootlid, driveshafts, front seats. Many other parts. Moving house forces quick sale. Contact: Brad, tel: Plymouth (0752) 667857 - 87/18319.

**GT6 parts:** 3.89 diff, pair of MkIII doors, steering rack, front springs, tailgate hinge, MkIII rear qtr lights, 5 wheels and tyres. Pair of 1½" SUs on manifold. Other bits and pieces. Contact: John for details, tel: Stockport (061) 430 5124 - 84/9563.

**5 bolt-on wire wheels (two new tyres + 3 v.g.)** to fit all Triumphs £125. 13/60 tonneau cover £15. 13/60 saloon for spares. Loads of headlights and bonnet trim. Contact: Jim, tel: Alton (0402) 80378 - 85/12352.

**Triumph 13/60 estate spares:** incredible list. Must be over £1000 value. Only £180. Contact: Juniper, tel: Wickford, Essex 765131 - 77/00139.

**Herald, Vitesse, Spitfire and GT6 gearboxes,** engines, carbs, interiors. New panels, exhausts, bonnets, diffs, master cyls., brake components, light units, lens, seals, manifolds, hoods, chromework, bumpers, hardtops, glass, electrics, switches, dashboards. Everything for your club car. Contact: Max Wallace, tel: Horton Heath (0703) 601273 or 642117 (T)

**Breaking Spitfire MkIV:** all parts available. Bodyshell damaged. Breaking Vitesse MkI, Herald 13/60, Herald 1200 - most parts saveable. Thousands of 'off the shelf' spares for all Sports Six cars. New or used. Tel: Horton Heath (0703) 601273 or 642117 (TRADE)

**Boxed new 3.63 diff** for GT6/Spitfire surplus to requirements, £100. This is a Nicol Transmissions product. Contact: Argyle, tel: Camberley, Surrey 23078 - 77/00163.

**Rare opportunity:** GT6 MkIII bodytub/chassis. Original, undamaged condition, original roof!! £350. Excellent doors £40, tailgate £30, bonnet (slightly damaged) but new wings £75, 3.27 diff £40. Rotoflex suspension £30, 5.5J rims set £60. Contact: Paul, tel: Church Gresley (0283) 214301 - 84/8659.

**Herald 1200 convertible 1968:** new cyl. head and gasket, radiator, two exhausts and silencers, brake and clutch components, carburettor, speedometer, seals, badges, brightwork, lenses etc., etc. Original steering wheel. £350 o.n.o. Contact: Quinn, tel: SW4 (01) 674 8740 evenings - 87/18872.

**Spitfire MkIV/1500 bolt-on wires £75,** hood frame £30, inertia safety belts £15, wooden dash £15, boot lid £35, hood bag £15, tonneau (h/rosts) £20, cloth seats £70, 1300 g/box £35, excellent chassis £40. Contact: Paul, tel: Church Gresley (0283) 214301 - 84/8659.

**Dunlop 5½J steel wheels:** set of five plus two 175/70/13 tyres £100 the lot. Wanted GT6 I/II drivers door in good cond. and set of Rostyle wheel trims. Contact: Christopher, tel: Oldham (061) 626 0513 - 80/11286.

**Herald Coupe roof:** needs minor tidying but quite serviceable, £25. Contact: Keith, tel: SOT (0782) 504773 - 86/13194.

**GT6 MkIII chassis** partly sand blasted £65. Contact: David, tel: Oxon (0993) 841382 - non-member.

**GT6 MkIII rear bumper £25,** GT6 MkI Handbook, mint offers, 45D6 distributor never used, suit Vitesse MkI £40, Spitfire MkII n/s front wing s/hand £20. Contact: Mark, tel: N17 (01) 801 0984 eves, w/ends - 86/16406.

**Breaking 1971 Vitesse convertible MkII:** most parts available. Also engine and O/D g/box for Triumph 2000 saloon. Contact: Dave, tel: Bromley, Kent 290 5183.

**Bonnets:** 13/60 - Solid but creased. Vitesse - rusty. Both cheap, repairable. Contact: Jackson, tel: Cumbria (0965) 20779 - 87/18586.

**Spitfire 1500 tonneaux:** one black, one white, hood well cover beige £40 together or will sell individually. Contact: Maggie Fisher, tel: N21 (01) 360 1220 eves - 87/17852.

**Vitesse almost complete rebuilt** plus garage full of spares. £250 the lot. Contact: Robert, tel: Bristol 713898 or 521879 - non-member.

**Supercharger and fitting kit** for Her/Spit 1300. New, unused £500 o.n.o. Vit/GT6 front ventilated disc kit, new £150. Lightweight EN8 steel flywheel c/w ring gear, new £200. 6-cyl conrods, new, boxed £45 set. Contact: Steve, tel: N17 (01) 801 4577 - 82/3806.

**12/50 Herald D reg. complete car for spares or repair:** engine and gearbox believed to be sound, garaged for 4 years. Reasonable offers. Contact: King, tel: Altrincham (061) 941 4507 - non-member.

**Breaking Spitfire MkII:** can run engine, all parts cheap. Contact: Dave, tel: Surbiton (01) 399 2375 - non-member.

**Essex Area Sale:** GT6 MkI chassis £10, o/s rototflex driveshaft and hub £10, GT6 MkIII O/D gearbox £15, GT6 MkI tailgate £10. Much Vitesse/GT6 glass. Various fuel tanks incl. Bond 2L plus many other Vit/GT6/Her items. Contact: Ian Thornton (0702) 218308 eves - 77/0084.

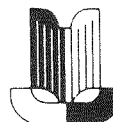
**GT6/Vitesse MkII engine,** good cond., £75. 2.5L engine and mods to suit Vit/GT6 £50. Spit 3.89 diff £25. Spit MkIV rear spring £15. Spit III carbs and manifold £20. Spit III/IV bonnets, fair cond., £40 ea. Spit 1500 5" road wheels £15 pr. Spit IV steering column and wheel incl lock and keys £20. Contact: Mike, tel: Malvern (06845) 63315 - 81/2408.

**4 Wire wheels** £15 ea. Other Triumph parts also available. Contact: Eddie Young, tel: Bexhall on Sea 224505. Wanted help with welding, welding equipt. Also wanted Spitfire g/box will swap. 87/18117.

**Ascot Classic Motor Engineers:** a professional, caring business just started in Ascot. Many years of Herald/Vitesse/Spitfire/GT6 experience. Very reasonable rates. Body repairs also undertaken. Tel: (0344) 883912 currently evenings and weekends until business is fully established. Free lift home under certain circumstances.

**Triumph Spares:** Herald 12/50 engine, gearbox, differential

## AUTO TRIM WESLEY STREET, LEICESTER LE4 5QG TEL: (0533) 664112



HOODS:	Price + VAT	P&P
SPITFIRE MkII/III	£42.00 + VAT	3.00
SPITFIRE MkIII	£42.00 + VAT	3.00
SPITFIRE MkIII with zip rear window	£54.00 + VAT	3.00
SPITFIRE MKIV & 1500 " "	£54.00 + VAT	3.00
HERALD/VITESSE	£55.00 + VAT	3.00
TONNEAU for Cars above	£34.50 + VAT	3.00

CARPETS:	*STD	Super	S/Lux
SPITFIRE all models (Moulded g/box)	£39.95	£45.00	£56.25
SPITFIRE all models (Sewn g/box)	£34.95	£37.50	£48.75
HERALD/VITESSE	£34.95	£37.50	£48.75
GT6 including load area	£55.95	£57.95	£64.95

All above + £3.50 P&P + VAT

\*N.B. Standard quality only available while stocks last.

### DOOR TRIM PANELS:

SPITFIRE MkII/III & III door panels (pair)	£36.34 + VAT	3.00
SPITFIRE MkIV door panels (pair)	£33.59 + VAT	3.00
SPITFIRE 1/4 panels all models (pair)	£14.95 + VAT	2.50
SPITFIRE MkII/III & III rear panels (each)	£19.95 + VAT	3.00

### SEALS:

Door seal (black only)	(per mt)	£3.94 + VAT	1.50
Boot seal	(per mt)	£2.40 + VAT	1.50

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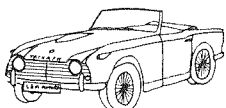


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and driveshafts. Toledo 1300 engine and gearbox, new Toledo petrol tank. V.g. Herald 12/50 dash and interior plus all the usual odds and ends. Contact: Rob, tel: Swansea (0639) 844363 - 86/14893.

**Herald saloon rear body,** roof, bonnet, needs work but too good to scrap. Also windows, back seats, rear trim panels. Must go, space urgently needed, hence low offers accepted. Contact: Matthew, tel: Gosport (0705) 527349 - 87/17032.

**GT6 MkIII 5½J x 13 wheels, set of 5, excellent condition. £800 o.n.o. Tel: Cambridge (0223) 860970 - 87/17849.**

**Spitfire MkIII Triumph rear leaf,** front coil springs and thicker anti-roll bar £10. Vertical links and trunnions £15 pair. Steering rack £5. Contact: Graham, tel: E Grinstead 315350 - 82/4996.

**T.R.I.U.M.P.H. letters,** new £3. Voltage control units, rear stop/tail lenses, bulbs etc. £10 the lot. New bonnet locks £3 pair. Box of high tensile U.N.F. bolts, nuts £5. Contact: Graham, tel: E Grinstead 315350 - 82/4996.

**SPITBITS, SPITBITS, SPITBITS FOR ALL YOUR SPIT & GT6 PARTS:** probably the largest stock of MkIV parts in the country, all guaranteed, postal and courier service available. See our ad. in yellow pages (Courier). Tel: Spitbits, Reading (0734) 732648 - 84/9513. TRADE

**Spitfire 1500 spares:** mint rear bumper £35, cylinder head £23, crankshaft £19, flywheels £20, door glass winder mechs. £10, interior £5, hood frame £30 etc. Could possibly post. Contact: Mike, tel: Plymouth 268130 - 85/9893.

**Front and rear body sections** off Herald 1200 in v.g. original cond. £60. Also some Herald convertible spares (13/60) Please ring for details. Tel: Cheshire (061) 344 0022 - 87/20264.

**GT6 MkIII parts for sale:** only a few. Most parts needed for Spit conversion. Phone for details after 5 pm. Tel: Chingwell, Essex 504 6622 - 88/20465.

**Alleybars,** padded roll-over bar for Herald or Vitesse convertible. Cost £80. Never fitted to car £50. Contact: Matthew, tel: Hemel Hempstead 212250 after 6.30 pm - 86/15405.

**Triumph Herald 13/60 engine and gearbox,** completely reconditioned and painted. Never used, £200. All receipts hood frame and cover £150. Bonnet and lights £75. Front and rear overriders £20. Tel: Plymouth (0752) 342003 - 87/19572.

**Parts clearout:** Vitesse 2L engine (in Portsmouth) good cond. Also Spit diff. Various GT6 MkIII parts incl. cyl head, diff, rototflex, driveshafts and set of wheels. Plus some trim. Contact: Trevor, tel: Salisbury (01) 386 8662 - 86/15655.

**Spitfire MkIV steel original hardtop.** £160. Tel: Brentwood, Essex (0277) 810446 - 88/20937.

**Spitfire MkIV/1500 spares:** bonnet £35, p. tank £10, 2 g/boxes £30 ea, diff £35, twin carbs £20, MkIII s/motor £8, 2 passenger seats £15 ea, prop £20, 5 roadwheels & tyres £12 ea, front and rear (chrome) bumpers £15 ea, rear lights £10 pr, passenger door £5, front grill £5, clutch cyl £15, brake master cyl £15. 2 clocks £5 ea, MkIV - 2 badges - £4. Alternator £6, dynamo £4, 2 1300 engine blocks plus 1 head, 1 clutch £20. Contact: Mike and Angela, tel: Cardiff (0222) 866877 or Jonathan, tel: Cardiff (0222) 736205 eves.

**Black interior 13/60 saloon £40,** boot £10. Contact: Mike, tel: Dartford (0474) 73670 - 86/14743.

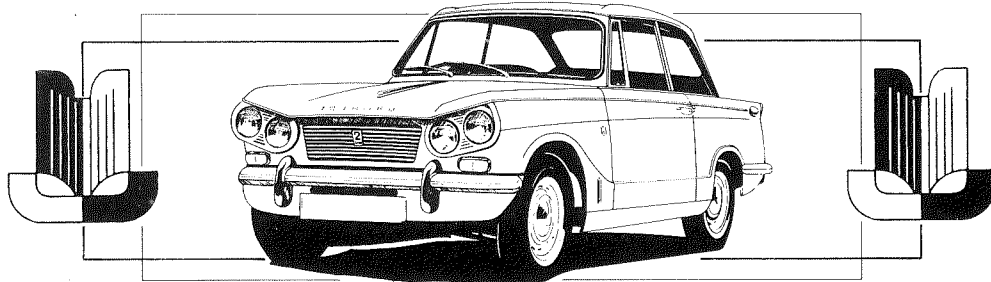
**Lots of new and used panels etc.** new for Herald/Vitesse: front wings, bonnet panel, wheelarches, footwells, sills, door repair sections, chassis rails and lots more. Secondhand hood, tow bar, lots of trim, gearbox, O/D and so on. Also new Spitfire door shells 903448/9. Contact: Ian, tel: Bristol (0272) 622441 - 80/1244.



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From the smallest dent to serious accident repairs  
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**Vitesse bonnet** in fibreglass, £35. Contact: Fletcher, tel: Leeds (0532) 686809 - 85/12785.

**Ashley GT full length hardtop** for Spitfire MkIII. Bargain £40. Plus all mechanical parts. Available off the shelf. Very cheap. Tel: Passfield (042877) 441 - 83/6422.

**Set-up for racing** other has Herald manifold, carb, etc. Offers around £275 and £175 respectively. New Spitfire 1300/1500 4-branch exhaust manifold £40. GT6 II chassis. 13/60 engine, 13/60 bonnet, 2L gearboxes, Stromberg carb. kits £4 and lots more. Contact: Chris, tel: Manchester (061) 860 5801 - 82/3877.

**2 Shorrock C75B superchargers for Herald/Spitfire.** Potential 50% power increase i.e. 2-litre performance! One with Herald and Mini manifolds and extension piece (for MGs), 1 3/4" SU carburettor with £70 worth needles, pulleys and bits and bobs included. Also rare Methanol. Contact: Chris, tel: (061) 860 5801 - 82/3877.

**Breaking GT6 MkII, Spitfire MkII, 13/60:** all parts available and spares for all other models. Postal service. Tel: Abergavenny (0873) 78943 or Pontypool (04955) 3865 - 86/15999 (TRADE)

**Spitfire 1500 MkIV factory hardtop:** complete, never used, green. £175. Contact: D Stackhouse, tel: Walsall (0922) 710440 - non-member.

**Spitfire 1500 engine completely rebuilt,** rebored, reground, Piper Magnum II camshaft. Complete with all AVX's. All receipts. Never been fitted due to car being written-off. £350. Webbers 40 DCOEs carbs £80 pair. Contact: Ian, tel: E15 (01) 534 1845 - non-member.

**Spitfire IV, Spitfire III, GT6 MkIII breaking all parts:** soft tops, bonnets, doors, engine driveable £100. Complete gearboxes, diffs, halfshafts, f/suspension, seats - various colours with matching trim, w/dash, hoodbags, tonneau. 7 days and postal service. Contact: Sharpe, tel: E7 (01) 534 1981 - 87/17737. (TRADE)

## Parts Wanted

**Wanted hood frames and hardtops** for Spitfires and Herald/Vitesse. Collection arranged. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828 (TRADE)

**Wanted inlet manifolds and throttle linkage** for triple webbers. Also tubular exhaust manifold and system. Interested in any other engine or suspension tuning parts for GT6 MkII. Contact: Tony Reeve, tel: Wolverhampton (0902) 755879 - 87/18752.

**Wanted Vitesse convertible bodyshell,** hood and bonnet. Also MkII chassis, black interior, engine and O/D gearbox for above. Help me put another Vitesse back on the road! Contact: Smith, tel: Essex (0621) 783454 - 86/15074.

**Wanted Herald Bonnet in good condition,** 13/60 preferred but 1200 type considered. Also hardtop for Herald conv. Tel: Banbury 3885 or Slough 22778 - 81/2790 - 81/2790.

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- Peter Williams

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