

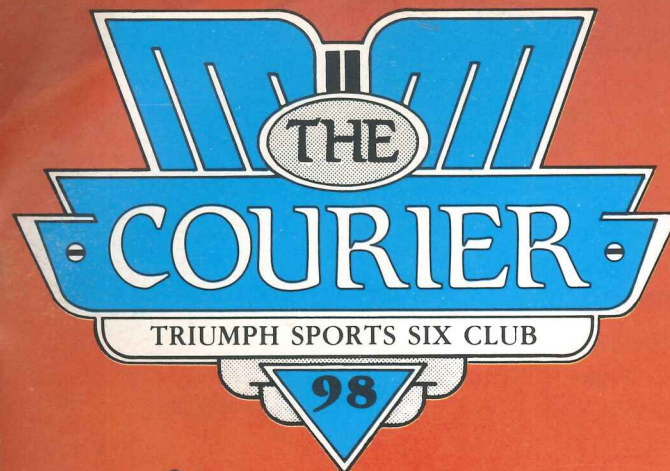
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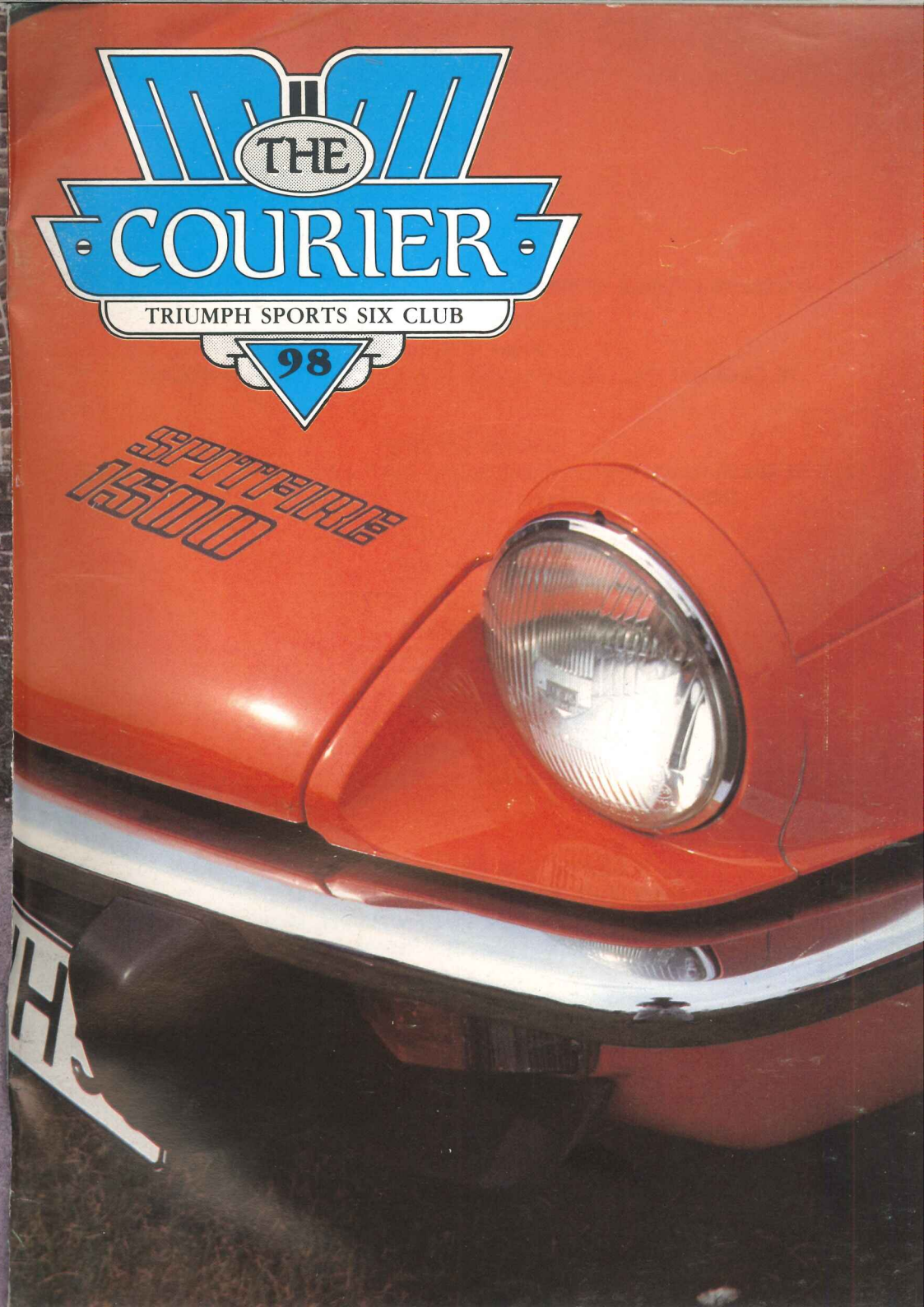
British Sports Car Centre

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SPITFIRE
1500



THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 9

No. 98

AUGUST 1988

Price £1.00

Free to Club Members

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Bill & Jo Sunderland

TRIUMPH SPORTS SIX CLUB - PO Box 28, Market Harborough Leics LE16 7FX

COMMITTEE **M**EMBERS 1988

**John Griffiths, Jonty Wild, Roland Drew, Brian Waters, Glyn Ridgewell,
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

Spitfire 1500 taken at Spitfire Weekend in Arcen Holland 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

Our best National yet

Well, we think so. 9th and 10th July saw our first gathering at the Peterborough Showground and, although Sunday's weather was more akin to Autumn, with the massive indoor capacity available to us, the show went on unhindered. Thanks to all those who attended. The full Concours results can be found within this issue and a report will be appearing next month.

A shock headline has just been released by the Historic Vehicle Clubs Committee which quoted that pre-1970 vehicles should be banned from the roads. EEC legislation could, if we are not careful, suddenly reveal that cars of pre-1970 production can only be used for 'special rallies'. The entire Classic Car Movement is meeting with the RAC later this month, and our own Leon Guyot will represent the TSSC. As soon as we have fuller details of what is proposed, a full report will be laid at your feet and those are what we may be forced to use if the most stringent eye isn't kept on the bureaucracy of Brussels.

TURNING CIRCLE —COMPETITION & TUNING

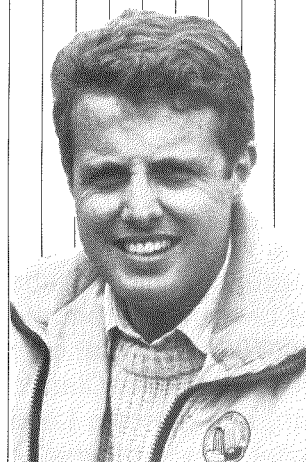
We are still hoping to produce a Turning Circle on Competition and Tuning but the response to date has been far from encouraging. Please if your are going to contribute contact us **NOW**.

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Incorporating 24 page Area Review & Classified Booklet

PRESIDENTS INTRO



John Griffiths

"EVENTFUL"

July 9th and 10th, 1988 will probably stick in my mind for many years to come...and I suspect many others too!

Poor old Eddie Evans found out that he could no longer keep pace with the young ones, and was told he needed another 4 inches, whilst Bob Notley had considerable trouble getting his poles in!

Chris Todd of Footman James had a draught in the wrong place, whilst Chris Squibbs had the most unreliable car ... a Porsche!

As far as I know, and perhaps most remarkably, nothing happened to Leon Guyot, but "big foot" Bruford managed to leave his wallet behind for the second time!

Where was all this misadventure going on, you might ask?

At the Club's International Weekend at the East of England Showground, Peterborough.

It was by far the best event we have staged yet and here all credit goes to the relatively small group of people who have worked so hard for so many months to get it right. Jonty Wild, Dennis and Vicki Benson, Irene Fussell, Chris Childs, Bernard Robinson, Mike Crewes, North Herts. and South Beds Area and so on. Everyone I spoke to said they wanted to come to Peterborough again....lets hope we can.

The event itself had much more this year to keep the whole family interested, with organised coach trips, Banger racing, Gymkhana and Low Speed Trials, a mecca of spares and auto jumble and the Club's most prestigious Concours. The quality and number of cars in the Concours was amazing. To see so many superb examples all under one roof was a sight worth beholding. What's more, it was great to see "new" cars entering and winning classes. Undoubtedly the biggest news of the day was the Car of the Show; a first time entrant with a TRIUMPH COURIER VAN owned by Mr Brian Staines

I was also delighted to see so many of our friends from Europe. There were members from Norway, Belgium, Holland, Germany and Switzerland. Thank you for your support...I hope you all enjoyed your weekend with us.

Apart from all the excitement of the show, what happened to me to make the weekend stick in my mind? A crash! Driving my 2 litre Vitesse Convertible home down the M11 a car stopped in front of me in the fast lane. We stopped behind him only to be shunted very forcibly up the rear and catapulted into the car in front!

Having owned DVT 784J for 13 odd years, sprinted, hillclimbed it and generally trashed the pants of it, I was very sad to see it receive such an unceremonious kick up the backside by a Montego! At the moment it looks very sad with both rear wings buckled, boot, rear valance mangled and offside bonnet wing crumpled. At this stage I am not completely sure as to the extent of damage...but it looks costly!

CHILDREN IN NEED APPEAL

Please don't forget, we are supporting the Children in Need appeal this year. If you feel able to make a contribution, no matter how small, please pop it in an envelope and send it to the Triumph Sports Six Club Office, Freepost, 121b St. Mary's Road, Market Harborough, Leics, LE16 7DT. We'll keep you posted, starting next month, on how the collection is going.

MGB BODYSHELLS

You may have seen that the "MGB is reborn"! British Motor Heritage Ltd have made arrangements to reproduce the MGB bodyshell to its original specification and to its original quality...They located the original panel assembly jigs and original press dies and are using welding equipment identical to that used in the original MG assembly shops to maintain authenticity.

All this for a price of just £1295 plus VAT. What will this do to MGB prices, especially when 6 months earlier cars were costing £7000 to restore?

To my mind however this is a major step forward and BMH Ltd are to be congratulated on at last doing something positive and meaningful to help the British Classic Car movement. All we need them to do now is doing something for Triumphs.

In this respect I wrote to them recently but it looks as if we will have to wait for Triumph action. I quote..."with regard to bodyshells for your members cars I must advise you that at this stage we can only look at remanufacture where original tooling exists. I regret to inform you that although I have not carried out detailed and intense studies I am aware of a large amount of tooling that is not still available".

CORNEY CORNER Courtesy of Triumph Sports Car Club of South Africa)

A man was driving along in his shiny newly restored Stag, when a women in a battered old station wagon drove straight through a red traffic light and crashed into the side of his car.

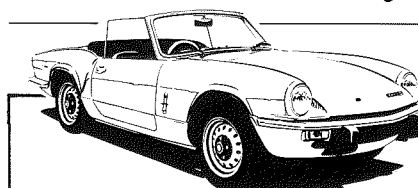
Inside the station wagon were 12 small children and all of them began to yell at once. The angry Stag owner leaped from his dented car and stormed to the women's door.

"For goodness sake," he shouted, "don't you know when to stop?"

"Oh", she said, blushing, "they're not all mine!"

Happy holidays see you next month.

P.S. I know you will all want to join with me in congratulating Bill and Jo on the arrival of their first baby. The happy event took place on June 26th when little Jennifer's appearance inconveniently made Bill miss a Council of Management meeting!



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NEWS REVIEW

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

POST OFFICE

Apologies to those members who received their Couriers late last month, various regional post offices went "on strike" I'm afraid, and yet again let us down.

To all those August and September forthcoming renewals, please renew as early as possible and we'll do our best to return your new stickers as quickly as we can. Why not order your reduced price T Shirts, Sweatshirts and Rally Coats when renewing your membership? Don't miss this regalia offer!

SWEATSHIRTS Normally £10.95 inc P&P
RENEWAL OFFER £9.50 inc P&P

TEESHIRTS Normally £5.70 inc P&P
RENEWAL OFFER £4.50 inc P&P

RALLY COATS Normally £30.00 inc P&P
RENEWAL OFFER £26.00 inc P&P

When ordering state size and colour and car for Rally coats only state size.

This offer is open to all members whose membership runs past September 1988. + Those members who have not yet taken advantage of the reduced rate RAC associate club membership and would like to receive the benefits, can obtain the RAC applications forms from the Club Office. Lastly, may I on behalf of all T.S.S.C. members congratulate Bill & Jo Sunderland on the birth of their daughter Jennifer on 26.6.88 (T.S.S.C. childrens T Shirt already earmarked) and wish them many undisturbed nights!

COLLEGE COURSE

The College Deanery of Technology is offering a Motor Vehicle Restoration Course on an evening basis. The emphasis of the course will be on bodywork restoration. During the year we will also be offering an

evening Welding Course for D.I.Y. enthusiasts. Any parties interested in these Courses should contact the Dean of Technology, E. Hawley, Thurrock Technical College, Woodview, Grays Essex RM16 4YR. Tel:(0375)391199 (Ext 269) or the Course Tutor, Mr. J. Cook on Ext. 234.

RECRUITMENT DRIVE - Jonty Wild

An extremely short report this month as I am still desperately trying to catch up after the "International Weekend". So straight to business, this months winner is:- 85/11346 - David Judge - and the prize? - a choice between a pair of front adjustable Spax shock absorbers and a set of four standard Spax replacement shock absorbers for your car. Next months prize a choice between a Kenlowe fan and an oil cooler for your Club car.

PETERBOROUGH

A tent was left at the International Weekend, if it is yours contact Mike Crewes on 01 568 1870

CAR STOLEN

White Herald 13/60 convertible. Went missing on 23rd June 1988 in Battersea, London. Reg. EMC 825J. If spotted, please phone grieving owner, Tom Hartwright, on (01) 223 5386.

TSSC OFFERS

Firstly apologies: last month's Bell Silencer stainless steel exhaust pipe offer omitted the Vitesse Mkl - it should have been priced at £110.

PLEASE NOTE THAT THE FOLLOWING TSSC SPECIAL OFFERS ARE STILL AVAILABLE:-

CADMIUM FLEXIBLE BRAKE HOSES — Courier No. 96 (June)
COPPER BRAKE PIPES & SILICON BRAKE FLUID — Courier No 96 (June)

SPAX SHOCK ABSORBERS, adjustable & replacements - Courier No. 97 (July)

FRONT SPRINGS, replacement and uprated - Courier No. 97
FRONT SPRING COMPRESSORS Courier No. 97 (July)
BELL'S STAINLESS STEEL EXHAUSTS — Courier No. 97

Full details from Courier's as listed above or phone (0462) 56315

WHAT'S ON '88

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

August is yet another incredibly active month for the TSSC and it starts with one of our own events which has always proved extremely popular the Leicester National Event (or 'Sunshine Rally 2') This takes place at Stanford Hall, Nr Lutterworth on Sunday 7th of August with a new pre-rally get together on the 6th - See advert in this Courier (page 33) or contact John Thorpe 0533 28374 for details.

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

- The Yeovil Festival of Transport, Barwick Park, Yeovil, Somerset - 13th & 14th
- The Castle Combe Action Day, Nr. Chippenham Wilts - 13th
- The Bognor Regis Rotary Gala, West Park, Bognor Regis - 21st
- The Donne Classic Car Club Meeting, Donne Stirling - 27th & 28th
- The Chelmsford Centenary Spectacular, Hylands Park, Writtle, Essex - 29th

Lastly we have a Club Stand at another major Indoor Show

The Northern Classic Car Show

This takes place on the 28th & 29th of August at the G-Mex centre Manchester. Cheap entry tickets are available, but I have left it bit late so please hurry with your orders ie I **MUST** receive them by the 10th. Supply the following information:-

NORTHERN CLASSIC CAR SHOW

NAME Address

.....

Number of tickets required Adult (3.00) OAP/Children (1.50) the savings are £1.00 and £0.50 respectively but of course the main advantage is avoiding the queues.

ENCLOSE THE FOLLOWING :-

Payment (cheques to TSSC Events) and a first class addressed return envelope - and send to TSSC Events, 13 Common Rise, Hitchin, Herts SG4 0HN



Avoncroft Museum of Buildings Stoke Heath Nr. Bromsgrove
(off A38 Bromsgrove By-Pass Junction 5/M5 or 1/M42)

11th September 1988

Concours D'Elegance - Previous Event Winners - Best in Marque
Peoples Choice - Dinky Car Concours (max 2 cars per entrant)
Visitors Trophy - Open to all Cars

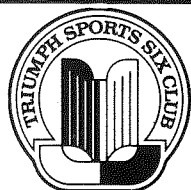
Food available on site - All day beer tent - Various side shows in marquee
Entrance includes admission to Museum Souvenir Shop

£2.00 per person 50p children

Includes free programme

Camping facilities available on site : Enquires to Bill & Bev Dixon
Telephone (0905) 358781

Avoncroft Museum is well worth a look. Interesting buildings for all the family



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

THE BLACKSMITHS ARMS HOTEL, HARTOFT END,
ROSEDALE ABBEY, 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.

NAME: ADDRESS:

MODEL OF CAR

REG. NO:

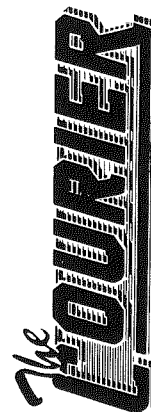
REQUIRE: MAP ☐ CAMPING DETAILS ☐ Please tick and send S.A.E.

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| JULY 83 | AUG 84 | NOV 85 | OCT 86 | SEPT 87 |
| AUG 83 | SEPT 84 | DEC 85 | NOV 86 | OCT 87 |
| OCT 83 | OCT 84 | JAN 86 | DEC 86 | NOV 87 |
| DEC 83 | FEB 85 | FEB 86 | JAN 87 | DEC 87 |
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VOLUME 3, ISSUES 25 to 36
VOLUME 4, ISSUES 37 to 48
VOLUME 5, ISSUES 49 to 60
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| Spitfire MkIV c/valance | 16.00 | Front wing MkIII | 59.80 |
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COP SHOP

Mike Crewes

TYRES



It's been a little while since I gave you some information on tyres. So, yes you guessed it, this month is about tyre regulations. Tyre maintenance is covered by The Road Vehicles (Construction and Use) Regulations 1986.

Regulation 27 deals with most of the requirements. Each defect is a separate offence and each offence is endorsable. You may find one tyre has several defects and therefore commits several offences. Each offence carries three endorsement points.

The main offences are:

If the tyre is of an unsuitable type, i.e. the tyre fitted will not perform as it is required to. This is most common on Goods Vehicles where tyres are fitted that will not carry the weight required.

If the tyre is over or under inflated - check your tyre pressures regularly.

If the tyre has a cut in the fabric. The fabric is any part of the tyre construction and usually means the rubber. If you can see any other part of the tyre then you will have other offences.

If the tyre has a lump, bulge or tear, this is usually caused by a defect in the tyre; the tyre should be replaced immediately.

If the tyre plys or cords are exposed. These plys and cords are the actual construction of the tyre and are hidden beneath the rubber. They are not designed to be in view. If they can be seen due to wear or a cut then they commit an offence.

If the tyre grooves are less than 1mm deep: I refer to the tread. The tread grooves must be more than 1mm deep for 3/4 of the tread width around the entire circumference of the tyre. Most tyres have tread wear indicators in the tread. These are in the grooves and stand up 1mm from the base of the groove. They are there for you to check the legal limit.

If the tyre grooves are not visible: tread pattern must be visible for the entire tread width around the entire tyre circumference.

If the tyres are mixed on the same axle, all the tyres on the same axle MUST be of the same construction. You cannot mix different construction tyres on the same axle.

Regulation 26 deals with different tyre construction on different axles. If cross ply tyres are fitted to the front axle, then cross ply or radial tyres may be fitted to the axles behind it. If radials are fitted to the front ONLY radials can be fitted on the back. The better construction tyres must be fitted to the back if lesser tyres are fitted to the front.

One point to remember, if you fit low profiles or wide tyres to a vehicle not designed for them without altering the suspension geometry, it may be held that the tyres fitted are unsuitable. They will certainly wear quicker and affect suspension performance and wear.

NB. All tyre offences are committed by the vehicle driver AND the vehicle owner. They also include trailers.

Now a quick apology:

As you may have noticed in Courier 96 I reprinted some information on trailers. Well the relentless march of legislation changes caught me out. Last July some speed limits were changed, these affected trailers. The speed limit for vehicles towing trailers on dual carriageways and motorways is now 60 mph. Single carriageways remain at 50 mph. Well done those of you who spotted it.

If you have a query or topic on Road Traffic Legislation why not contact Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ, with S.A.E. please. Remember help is only 26 pence away.

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| Herald/Vitesse Wing Mirrors With Stem (each) | £10.90 |
| "Herald" Scroll Boot Badge | £9.50 |
| "Triumph" Letter Sets | £10.50 |
| Spitfire IV/1500/GT6 III Wheelnuts Original Chrome (each) | £0.90 |
| Black Plastic Washers for above (each) | £0.25 |
| Herald/Vitesse Cubby Box Locks & 2 Keys | £6.95 |
| Spitfire I/II/III Rear Stop/Tail Lens | £5.50 |
| Pedal Rubbers - All Models (State Model) | £1.50 |
| Brand New Stromberg Carburettors Suitable 2LT Cars per pair | £110.00 |
| Spitfire IV/1500 GT6 III Rear Springs (New, Not Reconditioned) | £59.00 |
| All Models Front Shock Absorbers (Original Manufacturer) | £10.95 |
| All Models Front Suspension Top Turrets (122137) | £7.50 |
| Spitfire IV/1500 Header Rail Seal (Seals Top of Screen to Hood) | £9.50 |
| All Models "P" Seal (Seal on Screen Pillar) Per Side | £3.50 |
| Spitfire/GT6 Window Winder Handles | £3.50 |
| Vitesse/GT6 Rear Rotoflex Suspension Trunnion Kits Per Side | £17.50 |
| Long Bolt With Nyloc Nut For Above | £3.75 |
| Spit IV/GT6 III Matched Pair Doorlock Barrels With Keys | £9.50 |
| GT6 MkIII Original Bonnet Badges (Not Remanufactured) | £7.50 |
| Spit IV Original Rear Wing Side Badge (Not Remanufactured) .. | £7.50 |
| All Early Models "Push" Type Wash/Wiper Switch | £7.50 |
| Spit IV/GT6 III Front Nearside Wings/Arch Repair Section (Steel) .. | £11.50 |
| Spit IV/GT6 III Sunvisors | £7.50 |
| Spit IV/GT6 III Original Seatbelts (Each) | £9.50 |
| Spit/GT6 Fibreglass Doors (Steel Reinforced) | £45.00 |
| Herald/Vitesse Standard Chrome Petrol Cap | £2.95 |
| Spitfire 1300/Herald Full Clutch (Pressure, Driven Plates & Bearing) .. | £25.00 |
| Spitfire/Herald Disc Brake Pads (4) | £5.90 |
| All Models Stanpart Track Rod Ends | £5.50 |
| Spit/GT6 Door To Doorglass Outer Weatherstrip | £5.75 |
| 6-Cylinder Engine Mountings | £4.50 |
| 4-Cylinder Engine Mountings | £4.00 |
| Vitesse Complete Radiator/Heater Hose Set 5-Hoses | £15.00 |
| Spit/Herald Cooling Fans | £5.50 |
| Spit/Herald Water Pumps | £17.50 |
| Spit IV/GT6 III Window Wiper Arms (Stainless Steel) | £3.95 |
| Spit IV/GT6 III Window Wiper Blades (Stainless Steel) | £2.95 |
| All Models Girling Brake Master Cylinders 5/8" | £22.00 |
| All Models Triumph Logo Mudflaps (Pair) | £2.50 |
| Spitfire IV/1500 Head Gasket Sets | £8.50 |

THIS IS JUST A VERY SMALL SAMPLE OF OUR MASSIVE STOCKS
PLEASE PHONE FOR OTHER PARTS

OR OUR FREE 22 PAGE CATALOGUE **** VISA/ACCESS ****



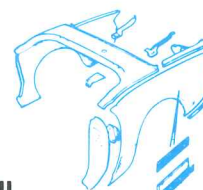
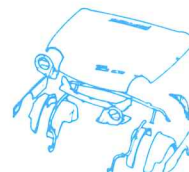
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MAJOR BODY PANELS Spitfire/GT6

| | |
|-------------------------------|--------|
| Outer Sill ORIGINAL B.L. | £19.00 |
| Outer Sill Pattern | £11.90 |
| Inner Sill | £6.50 |
| Sill Strengtheners | £3.95 |
| Doorskin (State Model) | £15.00 |
| Full Floor Pan | £27.00 |
| Front Footwell | £9.90 |
| Boot Floor | £45.00 |



MkIV/1500/GT6 MkIII

| | |
|-----------------------------|--------|
| Front Wing ORIGINAL | £49.00 |
| Front Wing PATTERN | £29.00 |
| Rear Wing ORIGINAL | £69.00 |
| Rear Valance ORIGINAL | £29.50 |

MkI/II/III/GT6 I/II

| | |
|---------------------------|--------|
| Front Wing ORIGINAL | £42.00 |
| Rear Wing ORIGINAL | £42.00 |
| Rear Valance | £42.00 |

OTHER PANELS IN STOCK PLEASE ENQUIRE

SUSPENSION PARTS — ALL MODELS:

| | |
|-------------------------------|--------|
| Vertical Link (Kingpin) | £33.00 |
| Brass Trunnion & Bushes .. | £12.50 |
| Bush Kit Only | £2.50 |
| Inner Wishbone Bush | £0.65 |
| Top Ball Joint | £7.50 |
| Rear Driveshaft | £69.00 |
| Wheel Bearing Kit | £9.50 |
| Driveshaft/Propshaft UJ | £5.00 |

HERALD/VITESSE

MAJOR BODY PANELS & FITTINGS:

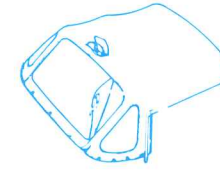
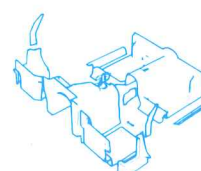
| | |
|-------------------------------|--------|
| Original Doorskins | £19.00 |
| Front Valance F/Glass | £19.00 |
| Rear Valance Steel | £19.00 |
| Rear Qtr. Valance Steel | £16.00 |
| Floor Footwell | £23.00 |

CHROME & FITTINGS: Spitfire/GT6

| | |
|-------------------------------------|---------|
| Front Bumper | £85.00 |
| Rear Bumper | £123.00 |
| Outside Door Handles | £38.00 |
| Inside Door Handles (Repair Kit) .. | £6.90 |
| Door Locks (Pair) | £9.50 |
| 1500 Bonnet Transfer | £5.00 |
| 1500 Boot Transfer | £5.00 |
| Bootlock Assembly | £10.90 |
| Front Override (B.L.) | £18.00 |
| Front Override F/Glass | £7.90 |

RUBBER SEALS & TRIM:

| | |
|---|--------|
| Windscreen Seals | £18.00 |
| GT6 Tailgate Seal | £18.00 |
| Doorglass Weatherseal | £5.75 |
| Draught Excluder | £8.00 |
| Hoods (Original Quality) | £65.00 |
| Carpets Sets Superior Fit & Quality Spitfire | £65.00 |
| Carpet Sets - GT6 | £75.00 |



TRIM CLIPS FIXINGS, ETC. ALL IN STOCK PLEASE PHONE

| | |
|------------------------------|--------|
| Brake Discs Her/Spit | £10.90 |
| Brake Discs Vit/GT6 | £13.90 |
| Brake Pads All Models | £4.95 |
| Brake Shoes All Models | £7.50 |
| Handbrake Cable | £2.95 |
| Throttle Cable | £3.95 |
| Speedo Cable | £5.90 |
| Tacho Cable | £7.90 |

Herald/Vitesse:

| | |
|---|--------|
| Windscreen Seal | £18.00 |
| Draught Excluder | £12.00 |
| Window Channel | £7.50 |
| Weatherstrip | £7.50 |
| Carpet Sets Superior Quality Tufted Carpet Fully Bound | £75.00 |

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THE TSSC INTERNATIONAL WEEKEND, 1988 CONCOURS RESULTS - 'PETERBOROUGH '88'

Firstly I would like to thank all those people who took part and a warm welcome to all the 'first timers' - I hope to see more of your cars at future events, so keep on improving and polishing as you never know, it may be your car/name on the trophy next year. In fact, it was nice to see some new-comers in with the prizes on their first attempt.

Prizes this year were for marque - the main prize to be held for one year with a trophy for keeps. In addition a runners-up trophy was awarded in each class. The trophies were sponsored this year for the first time which enabled us to hold more classes, give better trophies and generally put more interest back into the 'Concours battlefield'.

THE RESULTS

The Original GT6 Class - Sponsored by Triumph Scene

| | | | |
|-----|-----------|----------|---------------|
| 1st | GT6 MkIII | PUO 716M | Sharon Espin |
| R/U | GT6 MkIII | SPG 365M | John Fieldson |

The Original Vitesse Class - Sponsored by John Woolley Triumph Renovations

| | | | |
|-----|--------------------------|----------|----------------|
| 1st | Vitesse MkII saloon | WEG 22H | Geoff Fletcher |
| R/U | Vitesse MkII convertible | VHV 814G | Sid Jensen |

A mention must go to Malcolm Ciptrott, who was only one mark behind the runner-up. In fact, the marks were as follows: 706, 704, 703 (a tight fought contest!).

The Original Herald Class - Sponsored by John Kipping Triumph Spares

| | | | |
|-----|--------------------------|----------|---------------|
| 1st | Courier Van | 6595 KX | Brian Staines |
| R/U | Herald 13/60 convertible | NLJ 856G | David Birley |

The Original Spitfire Class - Sponsored by Classicar Automotive

| | | | |
|-----|----------------|----------|-------------------|
| 1st | Spitfire 1500 | CGN 468X | Ranjit Ranasinghe |
| R/U | Spitfire MkIII | JEN 789G | Brian Mortimer |

The Bond Equipe Class - Sponsored by Triumph Bookshop

| | | | |
|-----|--------------------------|----------|-----------------|
| 1st | 2-Litre MkII convertible | NJA 791G | Keith Dungworth |
| R/U | 2-Litre MkII convertible | 633 BOO | Kevin Perry |

The Special Class - Sponsored by Dorian Motors

| | | | |
|-----|---------------|----------|--------------------|
| 1st | Moss Roadster | RPL 343E | Mrs Southwick-Page |
| R/U | Moss Mamba | KWL 463G | Bob Stannard |

The GT6 Modified Class - Sponsored By Chiswick Car Craft

| | | | |
|-----|-----------|----------|--------------|
| 1st | GT6 MkIII | XJH 291M | Bev Warren |
| R/U | GT6 MkIII | PJV 850M | Hugh Roberts |

There was a tie for second place between Hugh and Paul Espin but an independent judge gave Hugh the edge - comiserations must go to Paul no doubt sparks and polish will fly next time these two meet - Stanford Hall perhaps!!

The Vitesse Modified Class - Sponsored by S W Classics

| | | | |
|-----|--------------------|----------|------------------|
| 1st | 2L MkI convertible | TPL 50F | Antonio Gomez |
| R/U | 2L MkI | DPD 946J | Graham Mountford |

The Herald Modified Class - Sponsored by Cambridge Triumph Spares

| | | | |
|-----|--------------------------|----------|----------------|
| 1st | Herald 13/60 convertible | KRO 202G | Viv Colenso |
| R/U | Herald 13/60 saloon | WRR 217G | Dave Beardsley |

The Spitfire Modified Class - Sponsored by Midland Spitfires

| | | | |
|-----|----------------|----------|---------------|
| 1st | Spitfire MkIII | MFL 334F | Mike Rose |
| R/U | Spitfire 4 | DRW 503B | Carl Heinlein |

Once more a hotly contested Class with three marks splitting up the first three in Class. Bad luck must go to Ian Gittings who only missed out by one mark - I know too well how you feel as the same thing has happened to me many-a-time.

Four other classes were run, totally separate from the main Concours event which, although popular this year, I feel that word will get around that these classes are of a slightly lower standard to the main classes and will be extremely popular next year.

The Original Unrestored Class - Sponsored by John Kippings Triumph Spares and Judged by John himself

| | | | |
|-----|-----------------|----------|--------------|
| 1st | Spitfire 4 MkII | ONK 156D | Leonard Jury |
| R/U | Herald 13/60 | FYH 861J | Chris Allen |

The Best Interior Class - Sponsored by Newton Commercial and Judged by Richard Newton

| | | | |
|-----|-------------|----------|-------------|
| 1st | Herald 1200 | MNU 258D | Nina Hutsby |
| R/U | Herald 1200 | RAB 309F | |

The Best Paintwork Class - Sponsored by R W Rush

| | | | |
|-----|---------------|----------|--------------|
| 1st | Spitfire 1500 | CRR 583T | Mr J Garlick |
| R/U | GT6 MkIII | 609 MCV | |

The Best Engine Bay - Sponsored by Cox & Buckles/TriumphTune and Judged by Brian Blackenby

| | | | |
|-----|--------------------------|----------|---------------|
| 1st | Six-Cylinder Spitfire IV | HRM 400N | Mr J Thomason |
|-----|--------------------------|----------|---------------|

(Let's see a few more cars in this one next year)

Car Of The Show - was to be chosen by the TSSC Club Officials from the winners of the Original/Modified Classes and the shortest of three were:

Spitfire 1500, CGN 468X for its originality from the way it left the production line.

GT6 MkIII, PUO 716M for it's amazing condition.

And Herald Courier Van, 6595 KX for it's rarity.

The decision was made and Car of the Show for 1988 is the fine Herald Courier van, 6595 KX owned by Mr Brian Staines.

And on behalf of the TSSC membership, I must congratulate Brian for the superb restoration job he did on such a rare, unglamorous, workhorse of our Club car range. WELL DONE!

Finally this year saw the first **Dinky Concours** and the winners were: Best Original Dinky - Hillman Imp 'Monte Carlo' owned by Les Wrighton
Best Kit/Restored Model - Vitesse convertible owned by Graham Mountford

Brian Waters Overseas Award went to: Claude Buntinx with his Herald 1200 estate, reg. no. EEK 448 who came from Belgium
And last but not least, the car that collected most money in the 'Children In Need' appeal was PJV 850M - Hugh Roberts GT6 MkIII.

My thanks must go to all those who helped in the Concours - Judges, Score Totalizers, a big thanks to the companies who sponsored the awards and the biggest thanks must go to the entrants who put on such a splendid display of cars and competition.

P.S. Judges names and addresses withheld by request!!!

DENNIS BENSON ★

HIGHLY COMMENDED AWARDS

Roland Drew

There are three parts to these awards. The first section is for those who entered the concours but who narrowly missed a more major prize.

| | |
|---------------------|----------|
| GT6 MkIII | SLF 977L |
| Spitfire MkII | FVF 865C |
| GT6 MkIII | PPN 123M |
| Bond 2-Litre Saloon | BMG 9H |
| GT6 MkIII | 246 LG |
| GT6 MkI | RLD 684E |
| Spitfire III | OOC 578G |
| Herald 13/60 Estate | OHR 309M |
| Vitesse MkII Saloon | BYP 90H |
| Spitfire 1500 | NTG 40R |
| GT6 MkIII | SEG 567 |

The second block of awards are presented to those cars which were all found in the car parking areas, but should have been in the Concours to represent their Model type.

| | |
|-----------------------------|----------|
| Herald Coupe | NEB 525 |
| Courier Van | 9136 MG |
| GT6 MkI | KCV 770E |
| Herald 1200 | MNU 258D |
| Bond 2-Litre Saloon | MRY 7F |
| Herald 948 Twin Carb Saloon | 278 JKL |
| GT6 MkI | TUV 699F |

The third and final section of the Highly Commended Awards is given for those cars that have clearly given their owners great pleasure in the pursuance of their Triumph motoring.

Vitesse 2-litre saloon, owned by John Woolley, who successfully completed the 1988 Pirelli Classic - a retrospective Rallye which crossed most European countries.

Herald 1200 convertible owned by Leon Guyot who uses his car for enormous annual mileages and whose holiday trips are famous.

A Rochdale Olympic bodied special owned by P Matthews and a unique boat-tailed special YUU 767H.

The very final Highly Commended Award goes to Mr Ivor Talbot for the guts to bring this 'Shed on Wheels' to this event, a Bond GT 2 + 2, CCF 826C, who not only received a rosette but also a wooden spoon!

If those people who were unable to collect their Highly Commended Awards on the day would contact Dennis Benson 'Courier Cottage', 78 Barley Mow Lane, Catshill, Worcs B61 0LP we shall be pleased to forward them to you.



CLASSIC CAR AUTOMOTIVE

HERALD • VITESSE • SPITFIRE • GT6

ST MICHAELS WAY, MIDDLE WICH, CHESHIRE CW10 9DX



BRAKE PARTS

| | |
|--|--------|
| Master cylinder Herald, Spitfire | £26.50 |
| Master cylinder Vitesse, GT6 | £28.95 |
| Master cylinder Tandem Spitfire 1500 | £82.00 |
| Master cylinder Tandem Vitesse, GT6 | £85.00 |
| Master cylinder seal kit Single systems | £2.99 |
| Master cylinder seal kit Tandem systems | £12.00 |
| New Lockheed Servo installation kit all models | |

| | |
|--|------------|
| Servo overhaul kit late GT6 MKIII | £85.00 |
| Caliper assy type 12 Herald, Spitfire (exch) | £39.50 |
| Caliper assy type 14 Herald, Spitfire (exch) | £35.00 |
| 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 |

| | |
|---------------------------------------|------------|
| Caliper piston (GIRLING) type 12 | £6.99 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 - models | 10p each |
| Small sachet of anti-squeal grease | 50p |

| | |
|---|------------|
| 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 flexible brake hose (GIRLING) all | £2.50 |
| Front brake adjuster set Herald | £5.50 each |

| | |
|---|------------|
| Rear wheel cylinder Herald, Vitesse | £6.00 |
| 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 |

| | |
|--|------------|
| Rear wheel cylinder GT6 72 on | £8.25 each |
| Rear wheel cylinder seal kit (axle set) | £3.00 |
| Rear wheel cyl fitting kit boot & clips | £2.15 each |
| Rear brake shoe set (GIRLING) all models | £7.49 |
| Rear shoe return spring set all models | £2.00 |

| | |
|--|------------|
| 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 |
| Rear brake adjuster manual adjust brakes | £5.25 each |
| Rear brake adjuster self adjust brakes | £2.65 each |

| | |
|--|-------|
| ABV Automatic bleed valves set of 4 all models | £5.50 |
| Bleed screw short Girling | 75p |
| Bleed screw long Girling | 95p |
| Three way brass union | £3.99 |

BRAKES CONTINUED

| | |
|---|----------|
| Four way brass union | £5.99 |
| Five way brass union | £8.50 |
| Hydraulic brake light switch | £6.00 |
| Fluid reservoir extension for master cylinder | £4.50 |
| Filter element for Girling type servo | £1.95 |
| Brass male/female brake pipe unions | 20p each |
| Pure seamless copper brake pipe 25ft roll | £7.00 |

| | |
|---|----------|
| Servo vacuum hose 3ft length | £4.50 |
| Small copper washer for brake flexy hose | 8p each |
| Servo non return valve for Girling type servo | £6.99 |
| Servo non return valve in-line type | £8.00 |
| Plastic brake pipe clips single | 15p each |
| Plastic brake pipe clips double | 18p each |
| Plastic brake/fuel pipe clips | 35p each |

| | |
|--|--------|
| Fully made up copper brake pipe sets, tailor made for every model with brass unions plus all required chassis fixing clips | |
| Silicon brake fluid 1 litre bottle | £19.50 |
| Silicon brake fluid 500ml bottle | £13.25 |
| Silicon brake fluid 250ml bottle | £7.00 |

| | |
|--|-------|
| Hand brake cable front all models | £2.00 |
| 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 |

BUSHES AND MOUNTINGS

| | |
|---|------------|
| Front wishbone bush all models | 50p each |
| 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 | £10.50 |
| 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 |

| | |
|---|--------|
| Slave cylinder Vitesse, GT6 | £24.50 |
| Slave cylinder seal kit Herald, Spitfire | £1.50 |
| Slave cylinder seal kit Spit 1500, Vitesse, GT6 | £2.50 |
| Copper pipe master cyl to slave cyl | £3.00 |
| Rubber boot for master cyl also does brake | £1.95 |

| | |
|---|--------|
| Mechanical clutch parts we now offer an option to buy either brand new Borg & Beck units or economy quality remanufactured units. | |
| Pressure plate (coil spring) Herald, Spitfire | £25.00 |
| Friction plate (coil spring) Herald, Spitfire | £14.00 |
| Release bearing for above | £6.00 |

BORG & BECK UNITS

| | |
|---|--------|
| Pressure plate (coil spring) Herald, Spitfire | £25.00 |
| Friction plate (coil spring) Herald, Spitfire | £14.00 |
| Release bearing for above | £6.00 |

CLUTCHS CONTINUED

| | |
|---|--------|
| Pressure plate (diaphragm) Herald, Spitfire | £16.00 |
| 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

STEERING & SUSPENSION

| | |
|---|------------|
| Steering rack (exchange) all models | £29.50 |
| Steering rack gators all models | £4.50 pair |
| Steering column to rack U/J all models | £13.50 |
| Steering rack mounting clamp all models | £8.00 |
| Steering rack clamp bush all models | £1.25 |

| | |
|---|------------|
| Steering column inner bush all models | £1.75 |
| Steering arm rack to upright all models | £8.50 |
| Track rod end all models | £4.95 each |
| Top ball joint all models | £7.00 each |

| | |
|---|-------------|
| Lower brass trunnion all models | £10.50 each |
| Trunnion bush & seal kit all models | £2.25 each |
| Trunnion top dust cover | 50p each |
| Vertical link early Herald with drum brakes | £38.00 each |

| | |
|--|-------------|
| 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 |
| D washer for stub axle all models | 25p |
| Castile nut for stub axle all models | 38p |
| Front hub dust caps | £2.25 |

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|--|-------|
| Front hub felt oil seal & retainer all | £1.50 |
| Front wheel bearings (inner & outer) all | £6.99 |
| Anti roll bar U bolt all models | £1.25 |
| Anti roll bar clamp all models | £1.25 |

| | |
|---|-------------|
| Anti roll bar end links all models | £8.50 |
| Front shock absorbers all models | £12.40 each |
| Front road spring all models | £16.50 each |
| Complete front suspension bolt kit suitable for all models. Now much improved kit to cover every component of your front suspension (does both sides) | £12.50 |

| | |
|---|-------|
| Rear trunnion bush & seal kit Herald, Spitfire | £2.50 |
| Rear trunnion spacer tube Vitesse, GT6 rotoflex | £4.00 |
| Rear trunnion bush & seal Vitesse, GT6 roto | £4.00 |
| Rear trunnion bush & seal kit GT6 non rotoflex | £2.50 |

STEERING & SUSPENSION CONTINUED

| | |
|---|------------|
| Rear wheel outer bearing kit Herald, Spitfire | £7.50 |
| Rear wheel inner/outer bearing kit Herald, Spit | £9.00 |
| Rear wheel bearing kit Vitesse, GT6 rotoflex | £10.00 |
| Rear wheel bearing kit GT6 non roto (as Spitfire) | £10.00 |
| Rear hub special HT nyloc all models | £1.50 |
| Rear shock absorber all models | £9.99 each |

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|--|-------------|
| Rear lever arm (exchange) Vitesse 2ltr | £12.50 each |
| Rear leaf spring Herald, Vitesse, GT6, Spit 1500 | £45.00 |
| Rear leaf spring Spitfire MKI,II,III | £35.00 |
| Propshaft/halfshaft U/J all models | £3.75 |
| Rotoflex coupling Vitesse, GT6 non genuine | £10.00 |

| | |
|---|--------|
| Rotoflex coupling plus bolts Vit, GT6 genuine | £21.00 |
| Rotoflex coupling short bolt | 75p |
| Rotoflex coupling long bolt | £1.65 |

COOLING PARTS

| | |
|---|--------|
| Water pump new all models except viscous type | £18.50 |
| Water pump new Spitfire 1500 viscous type | £34.00 |
| Radiator top hose all except Vitesse | £2.15 |
| Radiator top hose Vitesse | £3.50 |

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|---------------------------------------|-------|
| Radiator bottom hose Herald, Spitfire | £2.00 |
| Radiator bottom hose Spitfire 1500 | £2.50 |
| Radiator bottom hose GT6 | £3.50 |
| Radiator cap all models | £1.50 |

| | |
|---|-------|
| Thermostat summer 82° all models | £2.00 |
| Thermostat winter 88° all models | £2.00 |
| Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI | £1.50 |
| Fan belt GT6 MKII,III, Vitesse MKII | £2.50 |

| | |
|--------------------------------------|-------|
| Temperature sender switch all models | £2.85 |
| Core plug set 4 cyl models | £2.00 |
| Core plug set 6 cyl models | £2.50 |

IGNITION PARTS

| | |
|----------------------------------|-------|
| Distributor cap all 4 cyl models | £2.50 |
| Distributor cap all 6 cyl models | £3.00 |
| Contact set all models | 80p |
| Condenser all models | £1.00 |

| | |
|------------------------------------|-------|
| Ignition coil all models | £9.00 |
| Ballast resistor when fitted | £4.50 |
| Ignition lead set all 4 cyl models | £5.50 |
| Ignition lead set all 6 cyl models | £8.50 |

| | |
|--|----------|
| Spark plugs Champion copper core all models | 90p each |
| Distributor low tension pigtail all Lucas type | £1.50 |
| Air filter all models | £3.00 |
| Oil filter Herald, Spitfire | £2.50 |

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|--|-------|
| Oil filter Vitesse & GT6 with oil cooler | £1.75 |
| Oil filter GT6 without oil cooler | £3.00 |
| Universal fuel filter all models | £1.50 |

ELECTRICAL COMPONENTS

| | |
|----------------------------------|--------|
| Starter solenoid all | £6.50 |
| Starter motor (exchange) all | £14.50 |
| Alternator Lucas type (exchange) | £20.00 |
| Alternator Delco type (exchange) | £31.00 |
| Dynamo short type (exchange) | £14.50 |

| | |
|--|--------|
| Voltage regulator for models with dynamo | £18.00 |
| Horn push pencil all | £3.25 |
| Headlamp steel backshell assy all 7 in | £5.50 |
| Fitting kit for above | £1.35 |

| | |
|--|--------|
| Rubber backshell gasket for above | £4.50 |
| Light unit retaining back rim for above | £4.50 |
| Light unit retaining front plate for above | £4.50 |
| Outer chrome bezel snap-on lit type | £10.00 |

ELECTRICAL CONTINUED

| | |
|--|-------|
| Spring clip holds snap-on chrome bezel | £2.00 |
| Sealed beam unit 7in 60/45 watts | £4.00 |
| Sealed beam unit 5 1/4in dip | £4.50 |
| Sealed beam unit 5 1/4in non dip | £4.50 |

| | |
|--|--------|
| Halogen headlamp conversion kit 7in with bulbs | £18.50 |
| Extra powerful Halogen bulb 100/80 watts | £4.35 |
| 20 amp relay for use with above bulb (2 per car) | £2.50 |
| Standard Halogen bulb 60/55 watts | £2.50 |

| | |
|--|-------|
| Front flasher lens Herald, Vitesse | £5.75 |
| Front sidelight complete Spt MKI,II, GT6 MKI | £8.95 |
| Front sidelight lens only as above | £4.00 |
| Front flasher complete Spt MKI,II, GT6 MKI | £8.95 |

| | |
|--|--------|
| Front flasher lens only as above | £4.00 |
| Front side/flasher light complete Spt 3.4.1500 | £17.50 |
| White lens only for above | £4.00 |
| Amber lens only for above | £4.00 |

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|---|--------|
| Above lamp also does GT6 MKII & III Rear stop/tail light complete Herald, Vitesse | £18.00 |
| Rear stop/tail lens only for above | £6.00 |
| Rear stop/tail lens only Spt MKI,2,3, GT MKI,II | £6.00 |

| | |
|--|-------|
| Rear flasher light complete Spt MKI,2, GT6 MKI | £8.95 |
| Rear flasher lens only for above | £4.00 |
| Rear flasher light complete Spt MK3, GT6 MKII | £8.95 |
| Rear flasher lens only for above | £4.00 |

| | |
|---|--------|
| Reversing light complete Spt MK1,2,3, GT6 MKI,2 | £8.95 |
| Reversing lens only for above | £4.00 |
| Rear light unit complete Spt MK4.1500, GT6 MK3 | £18.00 |
| Amber lens only for above | £4.00 |

| | |
|---|--------|
| Red lens only for above | £5.00 |
| White lens only for above | £4.00 |
| Steering column light switch Herald, Vitesse | £14.00 |
| Steering column light switch GT6 1.2, Spt 1-3 | £14.00 |

| | |
|---|--------|
| Steering column light switch GT6 3, Spt 4, 1500 | £18.00 |
| Steering column indicator switch all | £18.50 |
| Dash mounted ignition switch | £7.00 |
| New barrel & keys for above | £2.75 |

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|-----------------------------|-------|
| Stop light switch all | £1.75 |
| Oil pressure switch | £2.25 |
| Basic electric horn | £5.50 |
| Battery isolator switch all | £6.50 |

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|------------------------------------|--------|
| 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 |

| | |
|--|----------|
| Trim FASTENERS | |
| Durable 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 | 7p each |
| Door trim steel spring clip sides of door | 9p each |
| Outer weatherstrip clip on door Spt, 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 Spt, 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/ring all | 28p each |
| Stud for above | 8p each |
| Waist moulding trim clip/privet 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 | 99p |
| Disc to hub bolt all models | 30p |
| Flexible brake hose half nut/lock washer all | 7p |
| Rear wishbone pivot bolt Vitesse, GT6 rotoflex | 75p |

| | |
|---|-----|
| Brake drum adjustment screw all | 10p |
| Top ball joint fixing HT bolt/nyloc all | 24p |
| Lower trunnion HT bolt/nyloc all | 60p |
| Front 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 rear 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 |

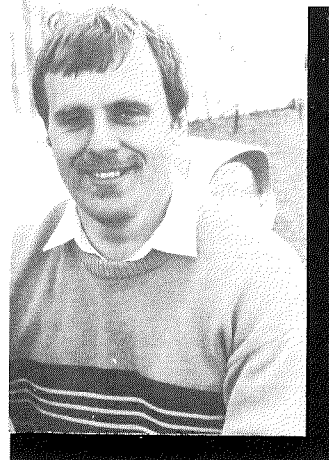
NUT & BOLT PACKS

| | |
|---|--------|
| 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 & 5/8 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 | £9.0 |

HERALD REGISTER



Chris Longhurst

Clutch Update

(Part 2)

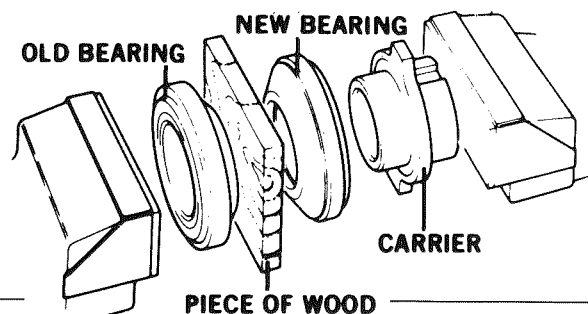
A. REMOVAL OF OLD SYSTEM

Details of clutch removal are detailed in Factory Workshop/Haynes Manuals. Basically the gearbox needs removing; either from inside the car or complete with the engine from the front. If you are doing the job by yourself there are advantages to taking the engine/gearbox unit out complete. When doing the job from inside the car there is a tendency to take the weight of the gearbox on the input shaft which can lead to clutch problems later.

Once the gearbox is out the complete clutch bearing assembly can be removed by knocking out the pivot pin (17 - see last month's Courier - Fig 1) with a 1/4" diameter drift. The brass bushes can be then removed from the gearbox with an 11/32" drift. The bearing assembly is best dismantled at a vice. Start by removing the spring bush (20) and then commence on the bearing proper. First remove one of the lockpins (21). To do this push it out 1/8" with a masonry nail or pin punch and pull it out fully with mole-grips or pliers. With a lock pin removed the corresponding thrust plug (16) can be eased out with a screwdriver and the bearing (14) and bearing carrier (15) removed from the assembly. To remove the bearing from the carrier, clamp the bearing horizontally in a vice and knock the bearing housing off with a drift; it may help to start this by levering between the bearing and carrier with a large screwdriver.

B. FITTING NEW BEARING TO CARRIER

When fitting the new clutch bearing to the carrier, it is essential to rotate the bearing as it is pressed into position. If this is not done a heavy static load is put on the bearing which may damage the inner and outer races and ball bearings, causing noisy operation and or early failure. Rotation can be achieved by placing a piece of wood (see diagram) between the new and old bearing in the vice. The new bearing can then be pressed on to the carrier whilst at the same time rotating the piece of wood and thus causing the bearing to swivel.



C. REFITTING BEARING ASSEMBLY

After fitting the bearing to the carrier the unit is placed in the lever assembly, the thrust plug pushed home and a new lockpin knocked in. A new sprung bush should be pushed into the lever assembly and new brass bushes into the gearbox. After coating the gearshaft with zinc grease, the bearing assembly can be put in position (make sure the pushrod (22) is inserted in the slave cylinder hole). To complete the job a new pivot pin (17) should be knocked into position.

D. REFITTING CLUTCH/GEARBOX

Details of aligning the clutch plate/pressure plate and refitting the gearbox can be found in the Factory Workshop/Haynes manuals.

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| Herald 1200 | £66.00 | Vitesse MkII | £99.00 |
| Spitfire MkIII | £85.00 | GT6 MkII | £99.00 |
| Spitfire MkIV | £92.00 | GT6 MkIII | £99.00 |
| Spitfire 1500 | £92.00 | The above prices exclude VAT | |

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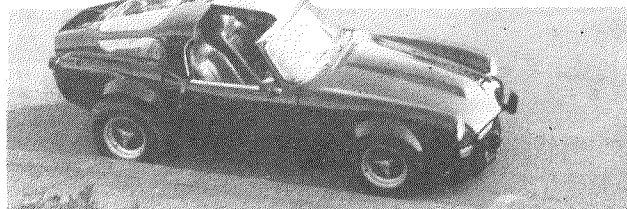
103 HORSIA ROAD, NORTHUMBERLAND HEATH, KENT
Telephone: 0322 338227

SPECIALS REGISTER

Dennis Graves



NDD 481F



This month I thought I would move away from the area of "Kit Cars" and write a few words about "Specials". Well actually I am going to cheat a bit here and produce an article written and sent to me by Keith Reid (TSSC No. 86/13706). The article is printed along with photos in its entirety and shows how far some of you will go to achieve the car that is right for you.....

I thought it was about time I put pen to paper and told you about my much modified Spitfire.

I bought NDD 481F, a MKIII spit, 8 years ago as a rather dilapidated non-runner. It had a fastback hardtop with it and as I really wanted a GT6 but could not afford it, I thought it was the next best thing. I had owned a MKI Spitfire 4 when I worked in South Africa which had not been looked after but had no rust whatsoever, the climate you know. I will probably regret not bringing it back with me in years to come, but thats another story.

Back to the plot. The only thing on NDD that had no rust was the chassis, the body was gone in all the usual places and as it would have been far too



expensive to replace four wings, sills, door skins, front valance, boot floor etc. etc., I decided to go the customised route as I had nothing to lose. I figured I would get the £100 I paid for the car back for the hardtop and parts.

I stripped out all the mechanics reconditioned the brakes etc. painted and polished the engine put it back and got it running. I then started on the body work. I bought some wide wheels with two good tyres for £40 and

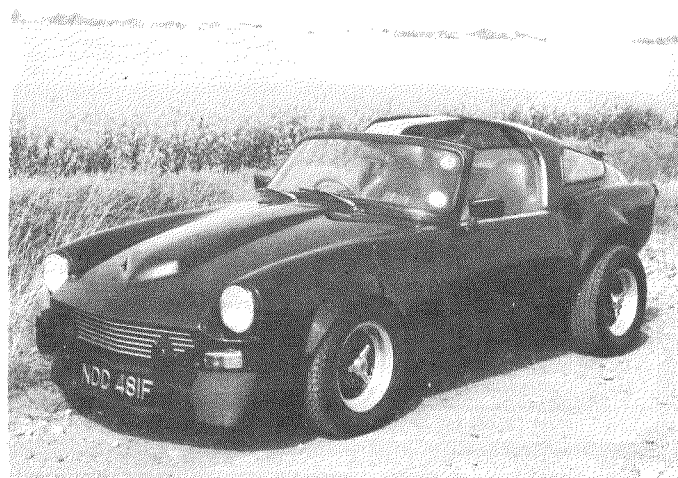
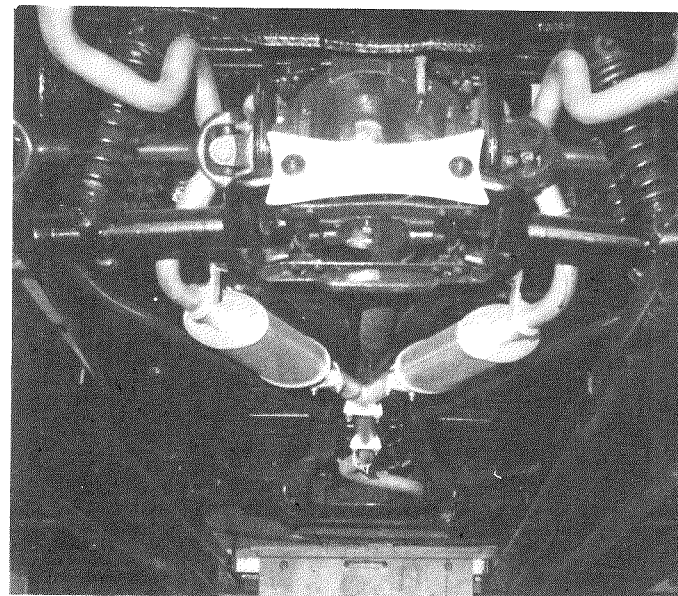
decided to fit wide arches. I made these out of aluminium. I bonded the hardtop to the body and sold the softtop, which was patched all over and the frame for £40. I took a deep breath and chopped the hardtop to form a targa top. I de-seamed the front and rear wings. I also made a spoiler for the front and rear and dummy air scoop in the rear wings. You may have noticed from the photos that there are no door handles. The drivers door is opened by a starter solenoid. At first I fitted it in the door itself but then realized I would not be able to get into the car with a flat battery. So I switched the door mechanism over and put the solenoid in the boot, so now I can pull it by hand, if you will pardon the expression, when the battery is flat or disconnected.

I then sprayed it black with my dad's homemade compressor. I then decided a Spitfire should really spit fire so I sprayed flames on the bonnet, really tackey. All this for a total outlay of £350.

I ran it like this for a couple of years then decided the running gear needed sorting out as the engine was very rattley. I'd always fancied fitting a Jag I.R.S. which is a superb piece of engineering so I acquired a 420G back axle complete which was narrow enough to fit in the confines of my wide arches. I sold the engine, gearbox and back axle for £50, then took another one of my famous deep breaths and chopped the back of the chassis off, I made up a sub-frame and welded it in then I hung all the Jag bits on it which I'd painted and polished. I fitted GT6 front brakes and

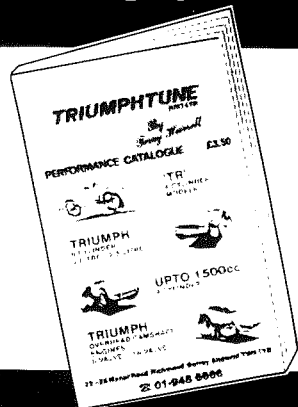
suspension and used a Jag dual circuit master cylinder. When I got the car on the road the brake pedal needed both feet to push it to stop, so I fitted a servo to the front circuit. (I managed to get a brand new one for £10 thanks Nick).

Then I started looking around for an engine and gearbox, I really wanted a Dolomite Sprint engine, overhead cam 16 valves lots of polished aluminium and 130bhp. Anyway I couldn't find a decent one at the right price so that put





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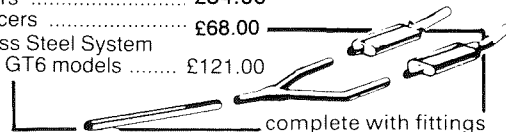
SPIRITFIRE MODELS



MK I & II (1147cc) £56.75
MK III & IV 1296 1500 £58.00

GT6 MKI & Vitesse MKI £120.00
GT6 II & III
6>2>1 = £125.00

Twin Silencer System
Oval Silencers £54.00
Round Silencers £68.00
Twin Stainless Steel System
for Spitfire & GT6 models £121.00



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Rear Silencer for GT6 II & III £49.50

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Model

paid to that. I then saw an advert for a GT6 engine and overdrive gearbox out of a MKIII I went and had a look and bought it. I fitted it in with no major problems, I had to chop a hole in the bonnet and make up a bulge in fibreglass, of course this made a mess of the flames so I resprayed it straight black again. It passed its MOT no problem, but I had to get an engineers report for my insurance company, but he was quite impressed with what I had done so that was no problem.

Well that is how it has been for the past two years, it may not be everybody's cup of tea, but it certainly gets noticed at the shows.

Over the winter I've made a few changes to the suspension to improve the roadholding and I had the back axle out to re-shim the diff. I also decided to spray a stripe across the car which I think works quite well, much better than the flames, I sprayed it using aerosols. It passed its MOT no problems yet again and is now back on the road waiting for the first of the shows.

There is a lot more I have done but this covers the main modifications. If anybody would like to know more about anything in more detail I would only be too pleased to write more fully.

Keith Reid



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SPITFIRE IV/1500/ GT6 III

SPITFIRE IV

| | |
|----------------------|------------|
| Full Engine (Recon) | |
| 1500 | £325.00 ex |
| 1300 | £275.00 ex |
| Short Engine (Recon) | |
| 1500 | £195.00 ex |
| 1300 | £175.00 ex |

| | |
|--------------------------|-----------|
| Crankshaft (Recon) | £60.00 ex |
| Oil Pumps | £29.00 |
| Water Pumps | £20/£45 |

| | |
|-------------------------|--------|
| Engine Parts Available. | |
| Clutch Assy 1300 | £38.50 |
| 1500 | £49.50 |
| Master Cyl | £28.00 |
| Slave Cyl | £22.50 |

| | |
|------------------------|--------|
| Engine Service Kit ... | £10.00 |
| Head Gasket Sets ... | £15.00 |
| Sump Sets | £6.50 |

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| Radiator (Recon) | £45.00 ex |
|------------------------|-----------|

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|-----------------------|------------|
| Gearboxes (Recon) | |
| from | £100.00 ex |
| Overdrive (Recon) ... | £95.00 |
| Propshafts from | £40.00 |
| Halfshafts | P.O.A |

| | |
|----------------------------|------------|
| Differential (Recon) | £120.00 ex |
| Brake Discs | £12.50 ea |

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|-----------------------|-----------|
| Pads | £5.00 |
| Shoes | £9.00 set |
| Copper B/Pipe Kit ... | £25.00 |
| Flexi Hoses | £6.00 ea |

| | |
|---------------------|-----------|
| Master Cyls | £35/£65 |
| Calipers (Recon) .. | £30.00 ex |
| W/Cyls | £10.00 |

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|-----------------------------|-----------|
| Steering Rack (Recon) | £35.00 ex |
|-----------------------------|-----------|

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|-----------------------|-----------|
| Front Rear Shox | £15.00 ea |
| Trunnions | £25.00 |
| V/Links | £35.00 |

| | |
|------------------------------|--------|
| Rear Spring (Original) | £60.00 |
| Suspension Parts, Bushes | |
| Mountings Available. | |
| Wheelbearing Kits | £9.00 |
| Windscreen Seals ... | £19.50 |
| Door Seals | £8.00 |
| Hardtop/Softop Seals. | |

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| Cables-Handbrake | £3/£4 |
| Accelerator | £6.50 |
| Choke | £7.50 |
| Speedo | £7.00 |

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| Chassis Frame | £350.00 |
| Front Quarter Valance | |
| Steel | £29.00 |
| Fibreglass | £15.00 |

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| Bonnet Assy Complete | £275.00 |
| Top Panel | £80.00 |
| Outer Wings | £45.00 |

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| Inner Arches | POA |
| Sills from | £9.00 |
| Rear Valance | £30.00 |
| Rear Wing | £65.00 |

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| Bootlid (Steel) | £80.00 |
| (Fibreglass, Top Quality) | £50.00 |
| Doors from | £65.00 |

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| Skin | £20.00 |
| Bumpers | P.O.A |

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| Laurel Transfers | £3.00 |
| Others | £3.50 |

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| Carpet Sets (Top Quality) | £50.00 |
| Interior Trim Available | |
| Ring | |

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| Door Seal | £15.00 pr |
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| Hardtop (Lenham) ... | £195.00 |
| Hood + Frame Assy (Ready To Fit) | £175.00 |
| Hood Cover Only | £49/59 |

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| D/Duck | £100.00 |
| Mohair | £150.00 |
| Tonneau Covers | £35/£49 |
| Stowage Covers | £25.00 |

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| Starter Motor | £15.00 ex |
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| Stainless Steel Exhaust Systems 1300/1500 | £99.00 |
| Mild Steel | £50/£60 |

GT6

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| Full Engines (Recon) | £450.00 ex |
| Short (recon) | £295.00 ex |
| Oil Pump | £30.00 |
| Water Pump | £25.00 |

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| Camshaft (new) | £75.00 |
| Cylinder Heads from | £50.00 |
| Crankshaft (Recon) | £75.00 ex |

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| Clutch Assy. | £55.00 |
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| Engine Service Kit ... | £16.00 |
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| Head Gasket Set | £20.00 |
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| Sump Set | £9.00 |
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| Brake Discs | £17.50 ea |
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| Pads | £6.50 set |
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| Shoes | £6.00 |
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| Hoses | £5.00 |
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| Suspension V/Links | £30.00 |
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| Differential | £125.00 ex |
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| Bodywork See Spitfire. | |
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| Carpet Set (Top Quality) | £60.00 |
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| Stainless Steel Exhaust System | £110.00 |
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| M/Steel | £80.00 |
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| Ask For Free Price List. | |
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VITESSE MkII REGISTER

Andy Bonner

Hello, I am your new Vitesse MkII Register Secretary. As you can see from the details of Club Officers printed in this issue, the Club have decided to split the Vitesse section between 1600/2-litre MkI with Martin Brown and the Vitesse MkII with me, which should help to ease the workload on Martin and give us both a chance to keep a regular column going in The Courier.

So what do you want me to write about? From the information that Martin has passed over to me, I can give numbers of cars on the Register, oldest/youngest etc., and I will put that in a forthcoming issue but what do you want to see on these pages? Please write to me and let me know and if you have any ideas, I will be pleased to run them through this column.



I am hoping to include a small technical section whenever possible and so here goes:

CYLINDER HEAD REMOVAL:

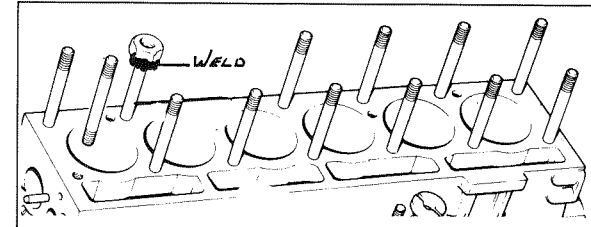
Strip as per manual and remove cylinder head! If this works, award yourself a prize and don't bother to read the rest.

OR Try breaking the seal by turning the engine over with the plugs in, coil disconnected, sometimes the compression will break the seal and the head will come off.

OR Remove the head studs by using the double nut technique, locking the nuts together on the stud then unwinding the stud from the block. Usually this will do the trick, although you may have to unwind every stud.

Sometimes the studs will not be moved, they rust themselves to the head and desperate measures are called for.

On my engine six studs would not come out with the double nut method but the head was seized on only one stud, the centre one on the manifold side; for two days I left the stud to soak in releasing fluid by making a plasticine pond around it but still it wouldn't move and finally my patience snapped.



I welded a nut to the top of the stud and using a socket, unwound it. Obviously this is a last chance method but it worked for me. I think that the combined effect of the releasing fluid and the heat from the welding, plus of course the extra force exerted by the socket did the trick and finally enabled me to remove the cylinder head.

P.S. If you write to me and want a reply, you must send an S.A.E.

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The above is only a sample of our wide range of stock items. For full details please send SAE or telephone for price list. To place an order, telephone with credit card details or forward cheque (please check delivery costs). All prices plus VAT.



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BOND EQUIPE REGISTER



Peter Jacklin

The most successful Bond Equipe weekend so far was held at the Three Horseshoes in Yaxley on Saturday and Sunday 11th/12th June. In total 31 Equipes attended with several intrepid visitors camping overnight. Sunday was blessed with blue skies and sunshine all day long, which no doubt tempted a few more to make the trip.

Representatives of all the Equipe models were present including a lone 2 + 2 in very original condition, several very attractively restored 4S cars (both 1147cc and 1296cc varieties) and the largest contingent, the 2L brigade. The standard of presentation of the cars this year was a considerable improvement on previous years and this is hopefully a trend that will continue in future. Several Equipe owners attended the event but did not travel to site in a Bond due to a variety of reasons (including myself!....shame!!). If all the enthusiasm demonstrated on site results in more cars being restored to running order we might make it to fifty cars next year - that would really make a super show!

Now for this year's results:-

The 'Choice Bond Equipe Award' decided by popular vote, was Keith Dungworth's very attractive 2L Convertible NJA 791G. Keith and his family are regular supporters of the event travelling down from Sheffield every year.

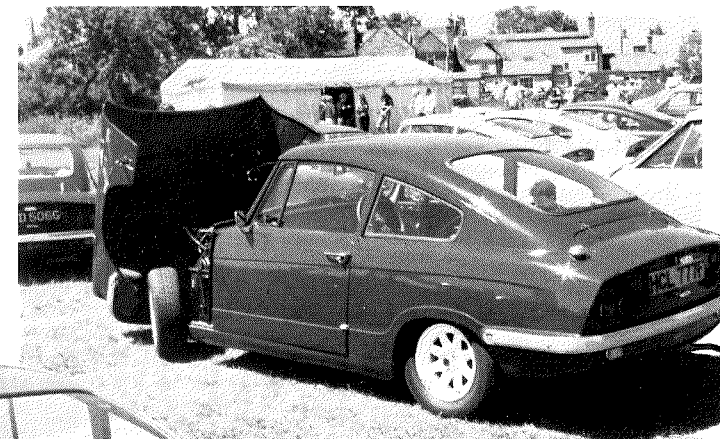
Second place went to Peter Primes 2L Coupe (MRY 7F) with another 2L Convertible 633 BOO (Kevin Perry) coming third.

The Distance Award went to Tim Bell from Newtown in Wales. Tim had quite an interesting weekend, he broke down only 8 miles short of Yaxley with a fairly disastrous engine failure and was towed to the site by me. During the event a replacement engine was purchased and after collecting his award Tim, his passenger, the Equipe and spare engine departed for Wales, courtesy of RAC Recovery.

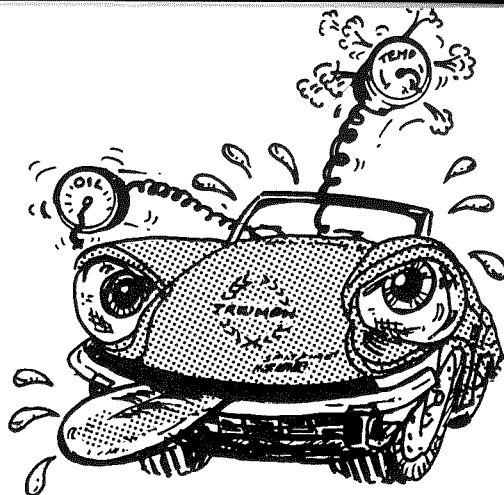
Other entertainments included an Equipe Quiz which was won by Peter Prime by a short head from Roland Drew, and a raffle with many 'super prizes'!

Next month I hope to publish a spares source guide for all models, with some information on suppliers and suggestions of unobtainable items, which need to be salvaged from scrap Equipes. Anyone with any useful information please get in touch and I will spread the word.

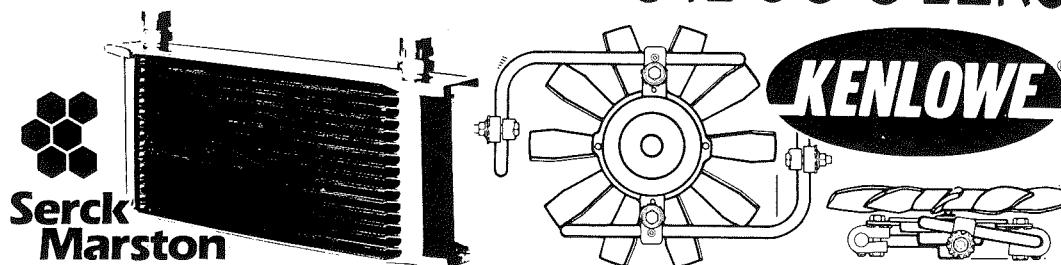
BOND WEEKEND



JUNE 1988



ELECTRIC KENLOWE FANS & SERCK MARSTON OIL COOLERS



Both of these items have been on offer before and we make no apologies for offering them again. Both the response that we had with the previous offers and the value of fitting these items to Club cars is justification enough.

KENLOWE ELECTRIC FANS:

Think about it! Most cars these days are fitted with an electric (or at least a viscous) fan. Obviously the manufacturers are doing this for good reasons. There have to be sufficient advantages to justify the additional costs, so what are they!

First of all, the car engine is designed to run most efficiently at an optimum temperature so it makes sense to only cool the engine when necessary, anything else is a waste of energy and fuel (money). A fixed fan, rotating with the engine all the time is obviously cooling the engine at times when it is not required and when it is required, i.e. sitting in traffic, it is rotating at it's slowest speed (idling). A Kenlowe fan operates only when required and at peak speed, regardless of engine speed. Also, driving a fixed fan takes up a surprising amount of energy (i.e. BHP and fuel) which could otherwise be giving improved performance and/or economy. It also creates a lot of noise. People who have fitted one of these fans are normally surprised at the difference in noise level and at how rarely the fan operates. There are also advantages in winter i.e. quicker engine warm-up giving quicker defrosting and interior warmth.

So the main advantages of an electric fan include:-

- Better performance
- Quieter running
- More efficient cooling
- Better economy
- Quicker warm-up
- Engine can be kept at optimum temperature

The Kenlowe fan includes fan, fitting kit, simple instructions, variable temperature thermostat, dashlight and over-ride switch and comes in two versions - one with a 250mm (10 inch) fan for all 4-cylinder models and one with 300mm fan (12 inch) for 6-cylinder models. Prices include VAT but P&P is extra.

SERCK MARSTON OIL COOLERS:-

At first glance it may seem strange to run one offer, (as above) effectively saying that our cars are being over-cooled and then follow it up with another, (this one) effectively saying that our cars are running too hot. However, they do go hand-in-hand but you certainly don't have to fit both items. Basically before, we were referring to water and overall temperature and now we are referring specifically to oil temperature and it's effects. Generally we are trying to achieve a balance. Water temperature will effect the efficiency of the engine, oil temperature will affect the wear of the engine.

David Herriman wrote an excellent article on the 1500 Spitfire engine in the May Courier (no. 95) in which he referred to 'big end' wear. He explained that a thin film of oil coats the bearings. In addition, once wear is present, the friction increases making the oil become even hotter and so wear continues. All Club cars can suffer from this wear, especially if the drivers enjoy high speeds or fast revving. But perhaps the 1500s, which have a reputation for weak bottom ends, are most susceptible and therefore are more likely to require this additional protection. In all cases it is certainly a worthwhile investment and an economic one compared to having to recondition engines because of bearing wear.

The Oil Cooler Kit includes a complete fitting kit and instructions, and comes in two versions, one with a 10 row cooler for all 4-cylinder Club cars and the other with a 13 row cooler for the 6-cylinder cars. The Club's offer prices include VAT but not P&P.

Also available to go with these oil coolers is a variable thermostat and a separate kit consisting of stainless steel braided sleeve and smart red hose finishes, which replace the normal jubilee type clips. Although this kit is not a necessity, it gives the kit a 'professional' look, making it into an attractive (as well as a practical) addition to the engine bay and will protect the rubber hose against premature wear from scuffing etc.

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KENLOWE FAN - Prices inclusive of VAT

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| Postage & Packing (UK only) | £3.50 | |

SERCK MARSTON OIL COOLERS - Prices inclusive of VAT

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| 6-Cylinder Cars | £69.00 |
| Postage & Packing (UK only) | £3.50 |
| Thermostat | £8.50 |
| Braided Stainless Steel Sleeve with Hose Finishers | £36.00 |
| Postage & Packing (UK only) | £2.00 |



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Car (model & Mark) Year

Engine Size

Name Membership No.

Telephone Number Address

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Please Allow 28 days for delivery and expect mutiple and mixed orders to arrive in separate parcels.

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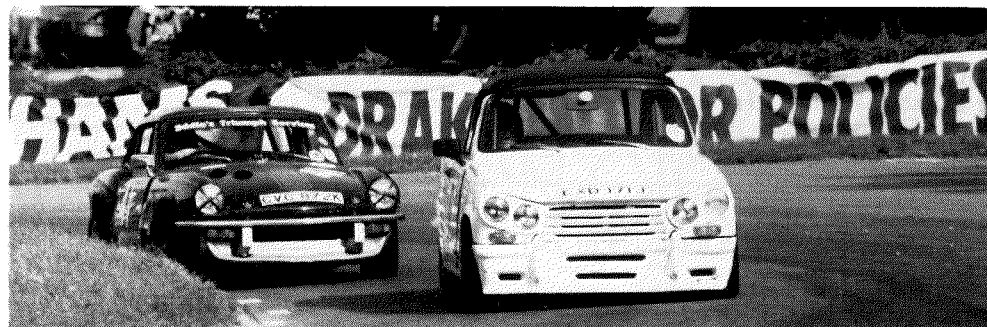
Unless otherwise stated ALL Club offers are on-going and can be ordered at any time.

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SPITFIRE REGISTER



Nick Lord

*T*hank you all, I think we've had all the 2 CV jokes now - you wait until winter! Thank you Peter Jacklin for changing my title at the International Technical desk to the 2 CV Register Secretary. I went off Peter when he refused to recognise my car in the Bond Weekend's Concours as a modified Bond. I always enjoy the Bond Weekend for its relaxed atmosphere and this year's was equally enjoyable. However, over all the meetings this year there is a significant lack of early Spitfires around. Where are they? I made a point of looking at them all at the International although the total number was only 23! Bring them out and enter them in the concours or just show them off. I think I upset one or two people at this year's major event by my remarks about play cars, etc! It is always nice to look at gleaming cars kept in showroom condition but I'm afraid I will always side with the people who by necessity have to use their cars every day, or simply use them every day because of the enjoyment of driving them. To enter these cars in concours events requires much more dedication in preservation, cleaning and preparation. My own Spitfire covers about 20,000 miles a year but it's in the competitions spotless (nearly) and shining. So don't be bashful about your cars, bring them out and show them off because each one is unique in its own way.

I am now in a position to give you some of the information that I've been tapping into my computer for the past few months (and still am!). I'm afraid you Mk3 owners will have to wait because there are quite a few of you - i.e. another week of my holiday spent tapping!

We have 39 Spitfire 4's on the Register of which 4 live abroad, though not in Africa! The earliest on the register is FC 3 which I believe to be a pre-production model - maybe the owner would like to offer some comment upon this. The latest is FC 44,281. Production actually ran from FC 00,001 to FC 44,656. It is interesting to note that two of these have the original owners. There were actually 45,573 4's built! I'm glad I haven't got to record all those!

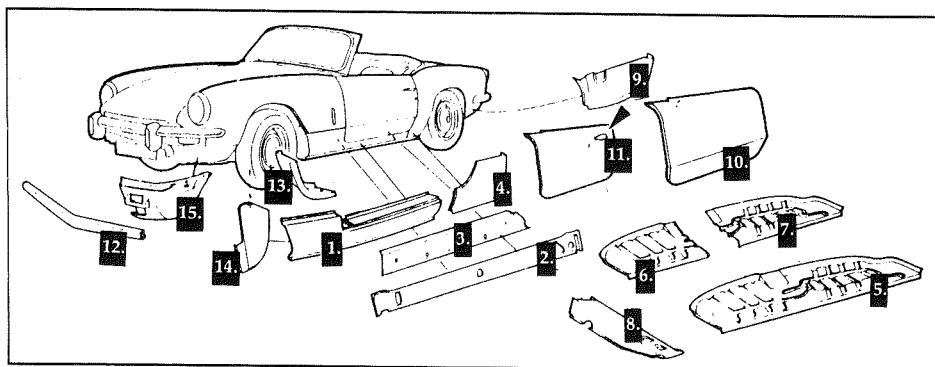
Out of the 37,409 Mk 2's built there are 88 on the Register of which 12 are abroad. Production ran from FC 50,001 to FC 88,904. The earliest and latest on the Register are FC 50,170 L, a gentleman in Switzerland (the earliest here is FC 51,303 - actually in Market Harborough), and FC 88,812.

Your 'blast from the past' this month is two awards being won by Standard-Triumph. The 1964 London Motor Show Coachwork Competition awarded the gold medal to the Triumph 2000 and the bronze medal to the Triumph Spitfire 4.



SPITFIRE/GT6 PANELWORK

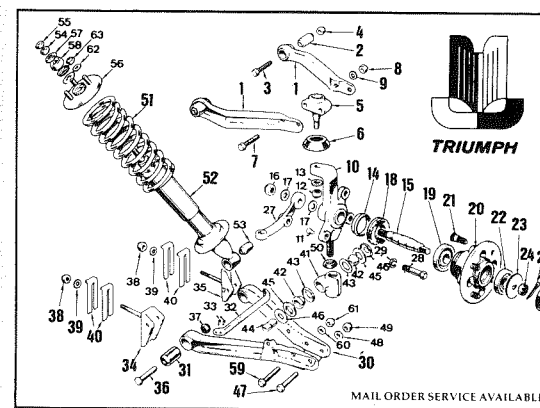
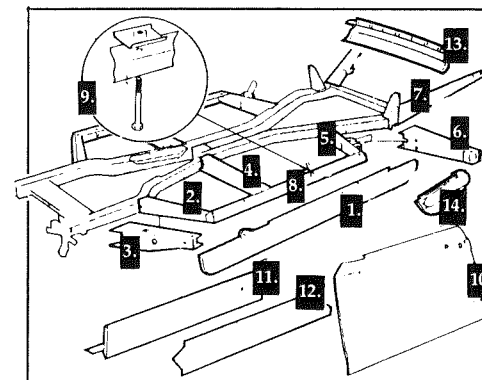
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| 1. Outer Sills | £12.50 | 14. Sill End | £2.95 |
| 2. Inner Sills | £8.00 | 15. Front 1/4 Valance | |
| 3. Sill Stiffener | £5.00 | S/Fire Mk.4/GT6 Mk.3 | £32.50 |
| 4. Rear Sill Extension | £6.90 | Rear Valance S/Fire Mk.1,2,3, | £35.00 |
| 5. Half Floor Panel | £25.00 | Rear Valance S/Fire 4/GT6 3 | £29.50 |
| 6. Front Floor Panel | £12.50 | Boot Floor | £39.50 |
| 7. Rear Floor Panel | £16.50 | Front Wing S/Fire 4/GT6 3 | £45.00 |
| 8. Floor Crossmember | | Front Inner Wheel Arch Outer Section | |
| S/Fire Mk.4/GT6 Mk.3 | £10.40 | S/Fire Mk.4/GT6 Mk.3 | £32.00 |
| 9. Rear Of Rear Wing | | Front Inner Wheel Arch Inner Section | |
| S/Fire Mk.4/GT6 Mk.3 | £10.00 | S/Fire Mk.4/GT6 Mk.3 | £22.50 |
| 10. Door Skin | | Boot Lid S/Fire Mk.4 | £85.00 |
| S/Fire Mk.1,2,3/GT6 Mk.1,2 | £16.50 | Door (New, Original) S/Fire 1,2,3 | £145.00 |
| 11. Door Skin | | Rear Inner Wing - R/H Only | |
| S/Fire Mk.4/GT6 Mk.3 | £16.50 | S/Fire Mk.1,2,3/GT6 Mk.1,2 | £59.50 |
| 12. Front Crossmember | £17.50 | Rear Wing S/Fire 1,2,3/GT6 1,2 | £49.50 |
| 13. A Post Filler | £4.90 | | |



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| 6. Rear Outrigger (Vitesse Mk.2) | £8.50 |
| 7. Rear Extension | £10.00 |
| 8. Chassis Side Rail | £8.50 |
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| 10. Door Skin | £19.50 |
| 11. Door Bottom | £8.00 |
| 12. Door Tread Plate | £4.95 |
| 13. Rear Valance | £17.50 |
| 14. Rear 1/4 Valance L/H | £12.50 |
| Rear 1/4 Valance R/H Original | £19.50 |

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No's 18,19,22

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Pair £6.00

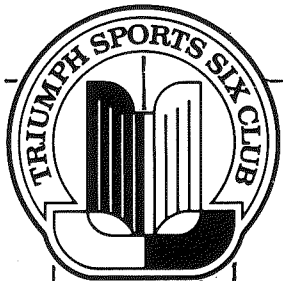
Lower Steering Coupling

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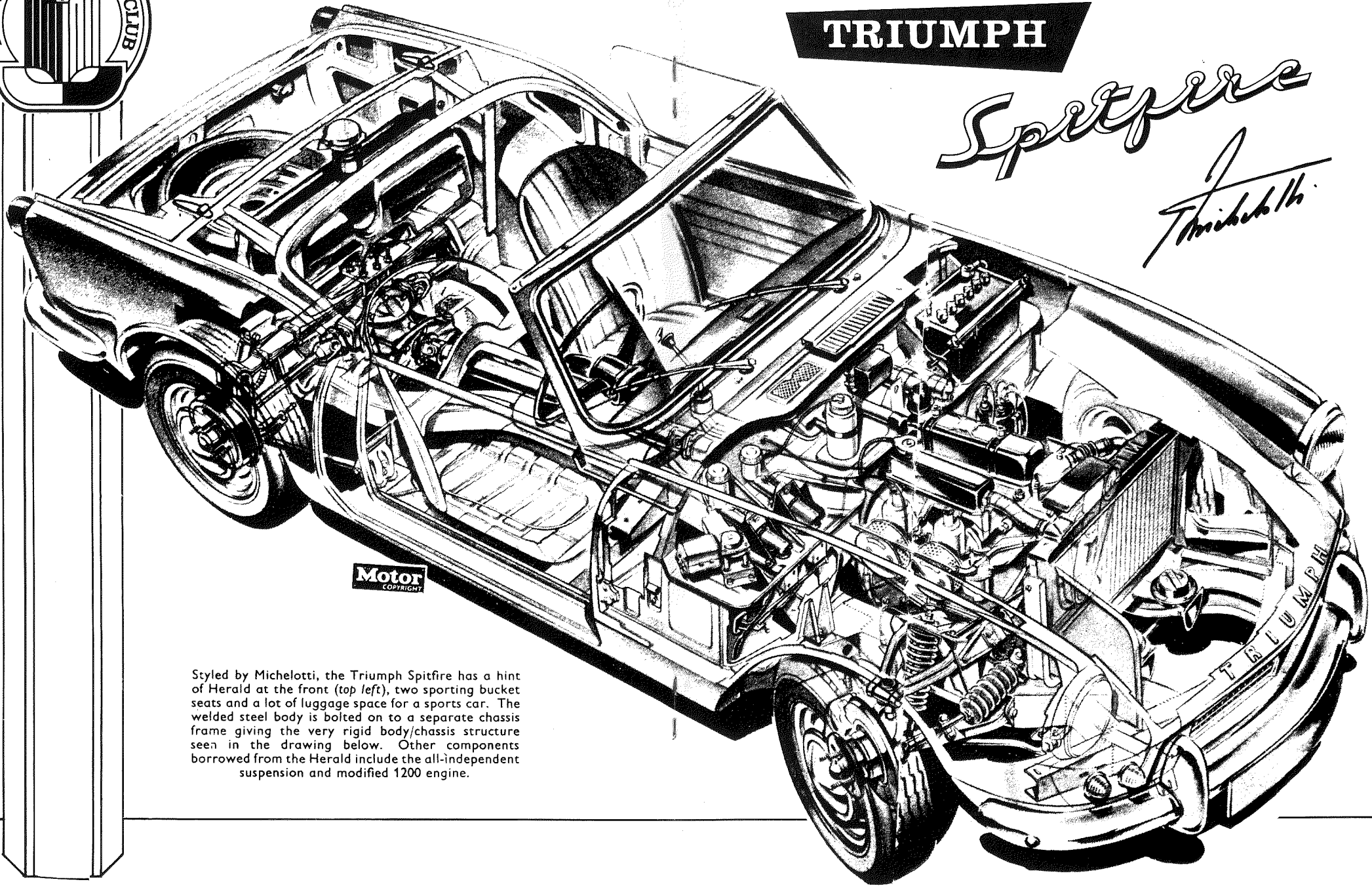
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TRIUMPH

Spitfire
Michelotti



Motor
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Styled by Michelotti, the Triumph Spitfire has a hint of Herald at the front (top left), two sporting bucket seats and a lot of luggage space for a sports car. The welded steel body is bolted on to a separate chassis frame giving the very rigid body/chassis structure seen in the drawing below. Other components borrowed from the Herald include the all-independent suspension and modified 1200 engine.

TRIUMPH VITESSE STRIKES THE RIGHT NOTE

"Ach so, ve drive topless, ya?" The attempt at humour came from an otherwise chilling encounter with an East German border guard. We were on our way to Berlin to take part in the Karajan Conducting Competition, so we forced a laugh though the level of wit reminded me of the days when "yer got yer girlfriend in there?" used to greet me when I got on the tube with my cello.

Of course, it's just envy. Enjoying the sunshine in a Triumph Vitesse convertible doesn't half set you apart from the rest of the rabble on the autobahn, all in their identical, aerodynamically-structured Euroboxes. The Germans don't seem to go in for the joys of open-top motoring like us British.

I suppose it is a result of our notoriously awful weather, sunshine being such a rare commodity in these isles that it makes the heart bleed not to be able to exploit it to the full when the sun does deign to honour us. I tootle enjoying every minute, impervious to the other drivers zooming past, roasting in their Sierras and Cavaliers.

But take the Triumph to Italy, where they try to avoid the sun and the boot is on the other foot. "You're mad" my Florentine great aunt used to rebuke us uncompromisingly when we insisted on opening the roof in the sweltering heat of a Tuscan summer.

So why not a Morgan, an MGB, or a Spitfire? Just go near one of these with an instrument bigger than a viola, and the poor little thing will cringe at its own inadequacy; the Vitesse, however, will fit three people and a contrabassoon inside comfortably, plus an entire string quartet in the boot. With the roof open, you can even transport a bike on the back seat.

And everything they tell you about the rain pouring past you as you travel - rather than on to you

- is true; but I can say from bitter experience that this does not hold good either in a thunderstorm, or sitting at the longest light in London at 2am. Why, oh why can't we follow the Italian example of switching traffic lights on to a flashing yellow after midnight?

The real virtue of the Vitesse is its sheer beauty. The Heralds were the last cars to be designed for their looks rather than their aggression rating, before that too gave way to today's paranoia for coefficients of drag. The Herald was designed in 1957 at a time when the people at Standard-Triumph



ME AND MY CAR
Johnathan Del Mar - Conductor

were knocking their heads against a brick wall with ideas for different versions of a bathtub on wheels. Then inspiration struck them in the form of Giovanni Michelotti, the Turin stylist, whose sleek design was revolutionary and breathtakingly elegant.

The beauty of the Herald models, the incomparable ease of maintenance, the envy-of-a-London-taxi turning circle, and its versatility (it was produced in more than 12 different versions) have all contributed to make it one of the most loved recent classic cars. Naturally, I searched out, and became one of the first members of the enthusiasts' Triumph Sports Six Club which just 10 years later now boasts a membership of 11,000, all purely with cars of the Herald family.

I can hardly remember life without a Triumph Herald of one sort or another. My mother's first was 760 EXY (pity the final figure wasn't a five - the plate would now be worth more than the car), a 1962 red convertible. Its identical successor was KLD 459D, which I took over in 1973 as my first car after passing my test in - what else? - a 1968 white British School of Motoring Herald saloon. KLD had already cut its teeth on a trip to Prague, and I took it to Bayreuth and Berlin, West and East, where my favourite photograph was taken in Unter den Linden in a fine parking space designated exclusively for vehicles of the Russian Embassy. This car was dearly loved, and, only with many pangs exchanged in 1978 for my first Vitesse, a blue convertible FMP 605J, which was an unmitigated disaster, culminating - naturally, just when all its endless foibles had been cured - in its being stolen and brutally vandalised, with PUNK SID and worse sprayed all over the slashed seats during a Saturday evening concert of the Ealing Symphony Orchestra. I have not

driven to Ealing since.

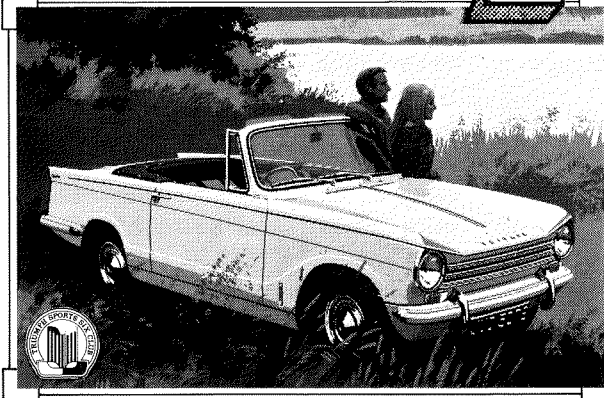
But two identical VitesSES later, I have driven just about everywhere else in Britain. Wherever I conduct, the Vitesse goes with me, be it Cornwall, Glasgow or on my frequent trips to beautiful Cumbria, but nothing will induce me to join the pandemonium of the M1 and M6. There are beautiful routes to Warwick, Birmingham and Kendal; Manchester is a problem in winter when the dramatic Snake Pass is closed, but I am working on it.

● Jonathan Del Mar has just completed a new edition of Beethoven's Ninth Symphony for the Hanover Band's Nimbus label recording.

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Motoring June 1988

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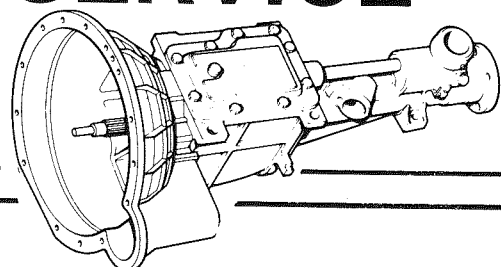


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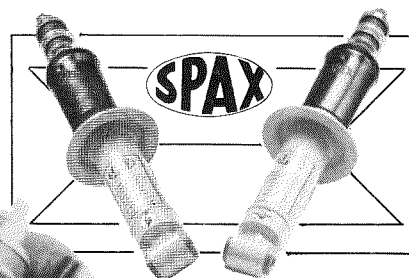


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Peter Williams

Once fitted, shock absorbers tend to be forgotten although over a period of time their performance gradually reduces leading to poorer handling and a more uncomfortable ride quality. The same may be said for front and rear road springs, the classic rear end sag having been already covered in a previous Courier (December, 1986 No.78).

As a follow up to last month's Shocks and Front Springs Special Offers, still available this month, the sequence for fitting new front shock absorber and spring units is shown below. It really is quite easy, quick and requires only a few tools. Specialist spring compressors however are DEFINATELY needed for dismantling and fitting standard length springs. In some cases, shortened springs may fit without the need for compressors though compressors will still be generally needed to dismantle the old spring/shock unit if the top spring pan is to be re-used. Remember, there's an awful lot of stored energy in car road springs so it cannot be over emphasised that care must be taken when removing old or fitting new springs. Don't in any event use a home lash up. It's just not worth it. Borrow, hire or buy the correct tools. They're not expensive. Having got that out of the way here we go...

Fig.1
As the first obvious move, loosen the road wheel nuts, jack up the car and rest the chassis securely on axle stands. Remove the road wheel. Undo the lower shock absorber securing bolt and...

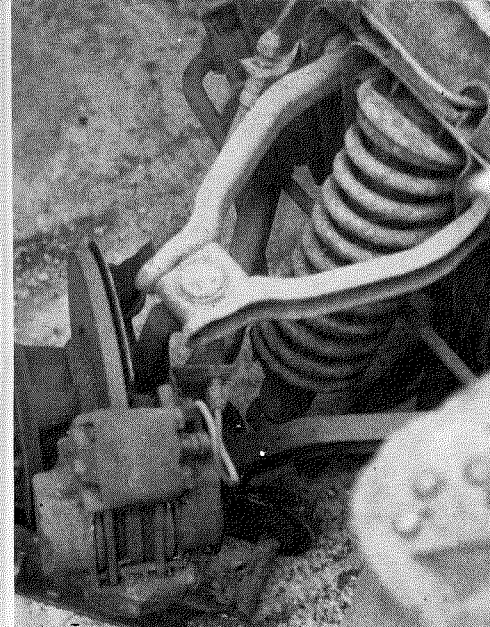
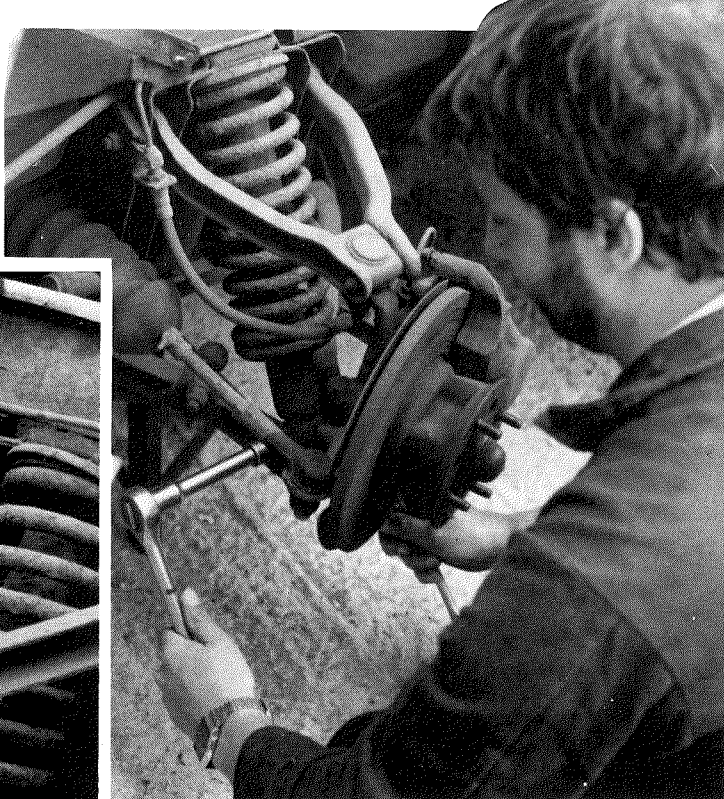


Fig.4 It looks like there should be enough room but if the lower trunnion bolt isn't removed, the top spring pan bolts foul on the turret making it impossible to remove the spring/damper unit cleanly.

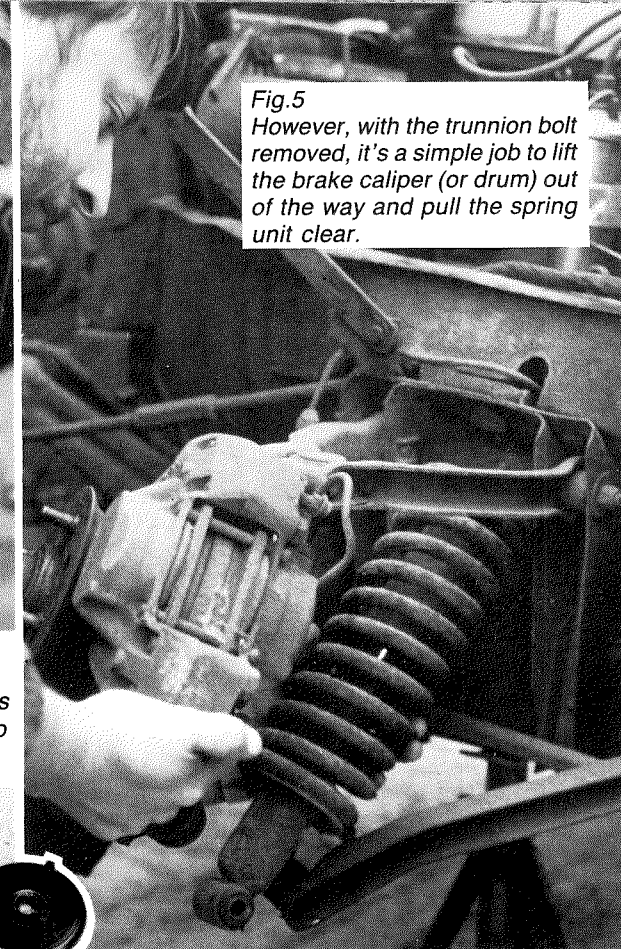


Fig.5
However, with the trunnion bolt removed, it's a simple job to lift the brake caliper (or drum) out of the way and pull the spring unit clear.

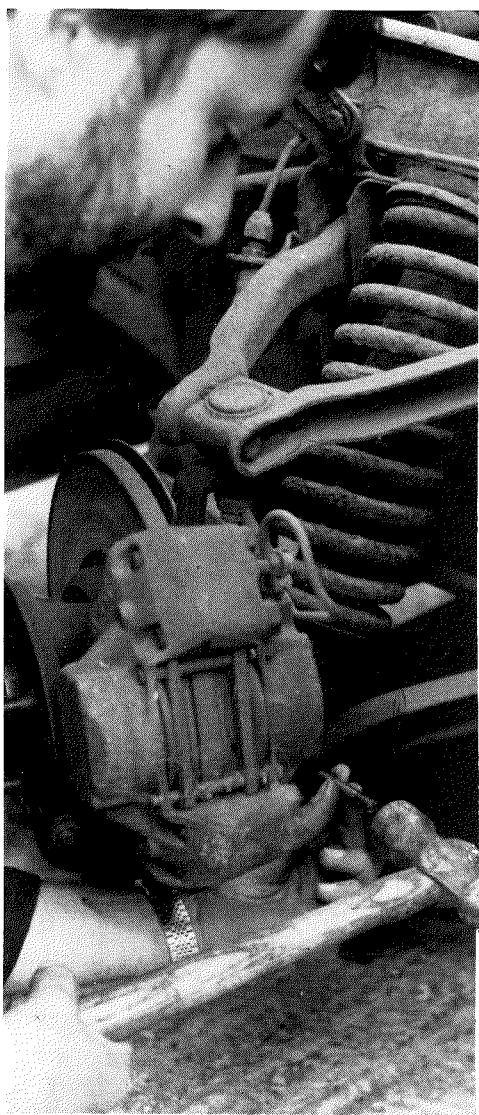


Fig.2
...tap the bolt through and out of the bush. Remove the parallel trunnion bolt in the same way.



Fig.3
Next, release the three small nycloc nuts which secure the top spring pan to the chassis turret. On replacement, preferably use new nyclocs.

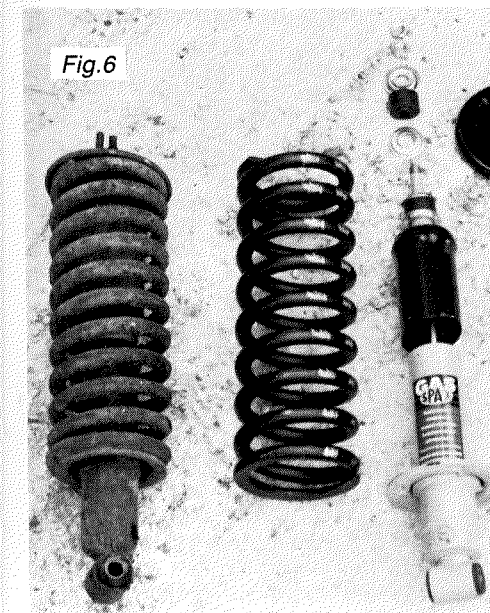


Fig.6
Comparing old and new units. The new shock absorbers are Spax Gas Adjustables.

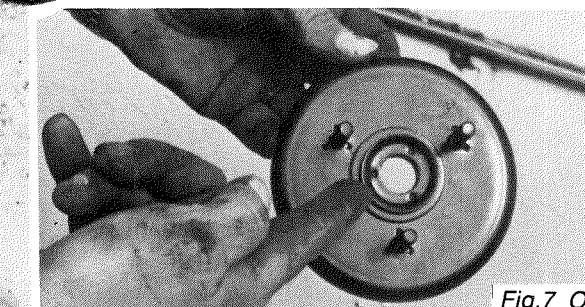


Fig.7 On fitting our new shocks and springs we also fitted new top spring pans. Old spring pans do wear, the central round hole becoming oval, so it does make sense to think about buying new ones in advance.

New top pans are easily available from dealers such as John Kippings and as they're relatively pence each they're certainly worth buying. If both new shocks and springs are being fitted, buying new top pans also means that the old spring unit doesn't have to be dismantled hence saving time and effort.

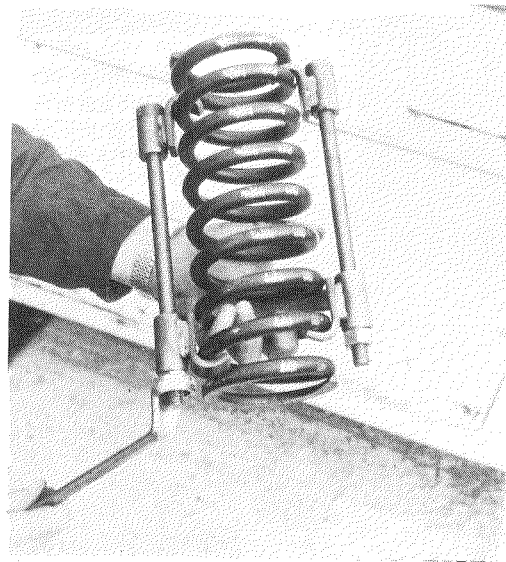


Fig.8
When compressing coil springs, use a pair of spring compressors positioned on opposite sides of the spring (NEVER USE SINGLY). Fit the hooks securely within the end coil spaces and then evenly

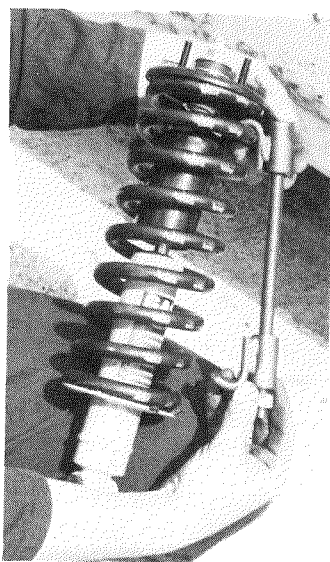


Fig.10
The spring compressors may then be evenly loosened off and removed.



Fig.9
With the shock absorber fully extended and the spring sufficiently compressed, place the latter over the damper followed by the lower top bush, spring pan and upper top bush. (Each bush comes with a pair of metal cups). Securely fasten with the two new nuts, the second doubled up over the first, securely locking the unit together.

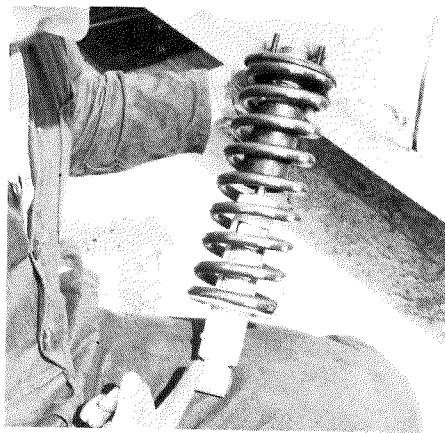


Fig.11

On fitting the shock absorber within the spring, ensure that the line of the bottom bush aligns with the front two top spring pan bolts and that on adjustable shocks the adjuster faces outwards. The slot in the adjuster can easily be rotated with a coin with the unit on the car, adjustment being in quarter turn units.

Fig.12

If fitting shortened springs, it may be necessary to use a spacer disc (again not expensive) between the top spring pan and the chassis to ensure that the front tyre doesn't foul the wheel arch over bumpy roads. Spacers may not be needed on both sides of the car - shortened springs on my GT6 Mk.1 (fitted sometime ago, also with Gas Spax - a great improvement) required me to fit a spacer disc on the passenger side only. Other cars I've seen have needed discs on both sides.

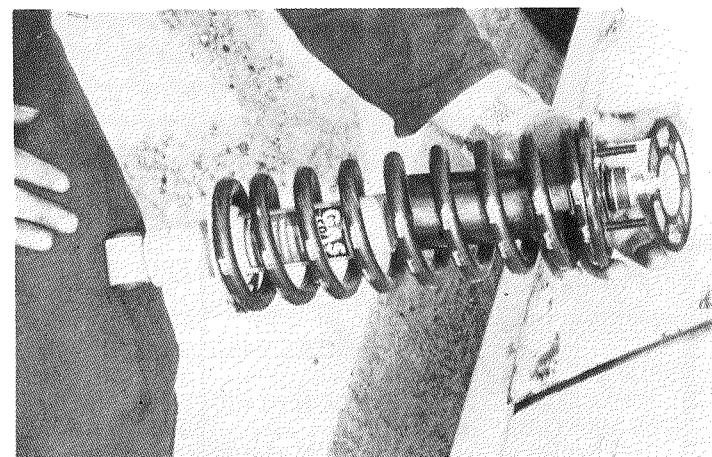


Fig.13

With the spring/shock absorber altogether, lift the brake unit out of the way and refit. As mentioned above, it's generally a good idea to fit new nylcoc nuts. Don't overtighten the top three spring pan nuts as the thin bolts are quite weak. Hold the spanner or socket lever close to the nut to reduce the amount of torque applied or else it's all too easy to snap one of the bolts in half. It might not be an expensive problem to rectify but it's certainly, from experience, rather irritating all the same.

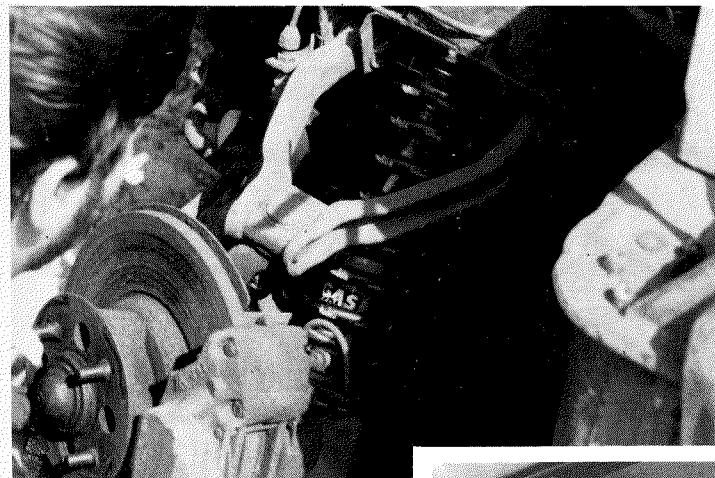
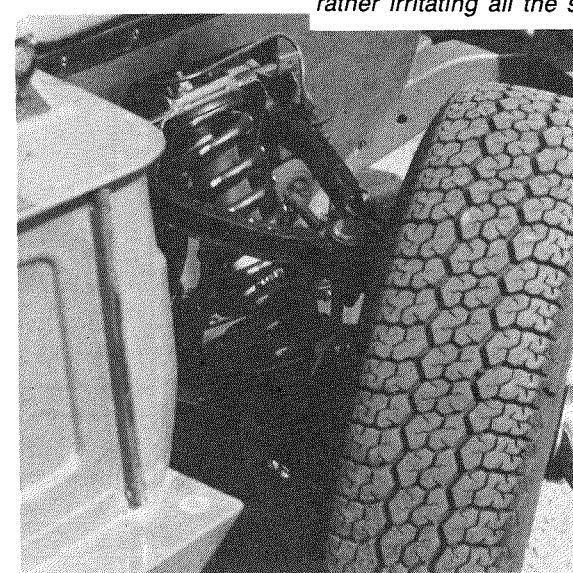


Fig.14

With the wheel back on, and all nuts and bolts checked we're ready for the road again. A slight cheat really as all the previous shots were taken using a 2-Litre Bond as the model, the car here being a GT6. If fitting adjustable dampers, don't forget to screw the adjusters down, the same each side, before driving off. Settings are somewhat of a personal choice (write in to Pen to Paper?). On GT6s, a setting of 7 or 8 on the front with 5ish on the back seems to be about right. Fitting rear dampers is covered in the back issue Courier noted above.

Happy motoring...



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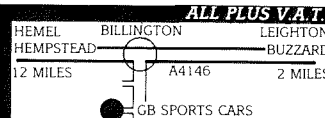
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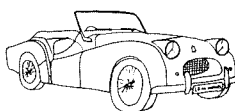
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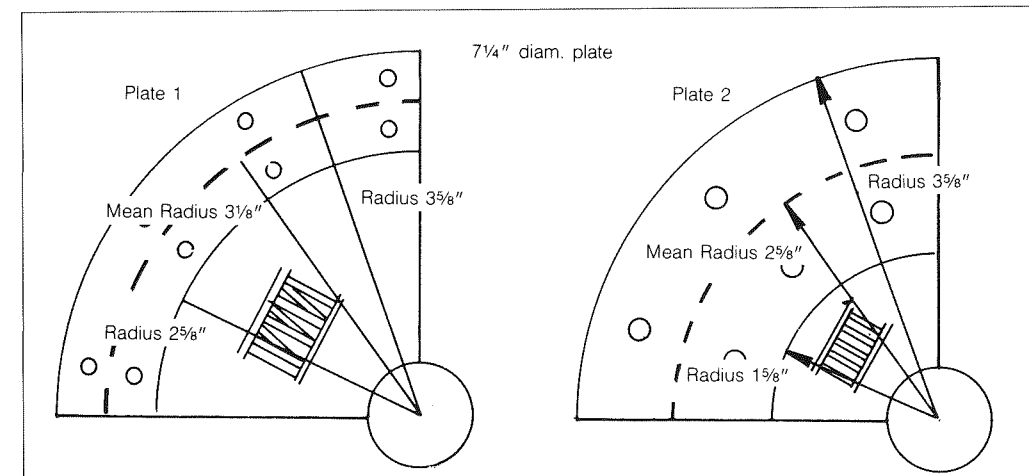
If you make an engine produce more power, then two things to consider also, are the clutch and the brakes. The clutch must be able to transmit greater torque, and the brakes must be able to safely bring to halt the vehicle, now producing this "extra power".

Lets look at the clutch first: the general thing to do is to fit a larger diameter clutch, just look at the Triumph car range 6", 6½", 7¼" etc. but it is important to realise that a clutch plate of 7¼ inch diameter with a "one inch" wide lining, will transmit more torque than a 7¼ inch diameter with a "two inch" wide lining.

To calculate the torque transmitting limits of a clutch four things must be considered

1. The number of surfaces (two on a single plate clutch).
2. The force applied (clamping pressure).
3. Co-efficient of friction (explain later).
4. Mean radius (the greater the mean radius - the greater the torque).

The diagram shows the mean radius of each plate, the plate with the 1" lining is 3½", the 2" lining is 2½"



To calculate the mean radius for Plate 1 it is $\frac{-3\frac{5}{8} + 2\frac{5}{8}}{2} = 3\frac{1}{8}$ inch mean radius

For Plate 2 - $3\frac{5}{8} + 1\frac{5}{8} = 2\frac{5}{8}$ inch mean radius

FOR EXAMPLE:-

Plate 1 has 2 surfaces (ie each side), a clamping force of 300lbs and co-efficient of friction $\cdot 3 = 2 \times 300 \times \cdot 3 \times (\text{mean radius}) 3\frac{1}{8} = 562.5$ Torque capacity 562.5

Plate 2 has 2 surfaces, a clamping force of 300lbs and co-efficient of friction $\cdot 3 = 2 \times 300 \times \cdot 3 \times (\text{mean radius}) 2\frac{5}{8} = 472.5$. Torque capacity 472.5

So, Plate 1 can transmit 562.5 IBF - IN

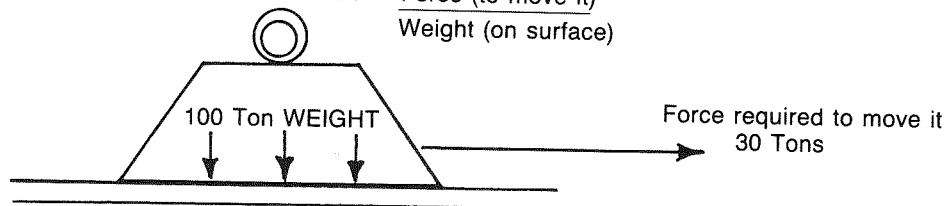
Plate 2 (with the wide lining) can transmit 472.5 IBF - IN

The point being, it is the mean radius of the plate, and not the width of the lining that is important.

Lets move on to the brakes. Brakes convert the kinetic energy of motion into heat by the use of friction. Friction exists everywhere, it is because of friction between the soles of our shoes and the ground that enables us to stand. If you wish to prove this walk on an oil soaked surface. All materials have a different value of friction, called, yes you've guessed it, the co-efficient of friction.

This is found using the following method/formula:-

Formula = Co-efficient of friction = $\frac{\text{Force (to move it)}}{\text{Weight (on surface)}}$



$$U = \frac{\text{FORCE}}{\text{WEIGHT}} = \frac{30}{100} = \cdot 3$$

The co-efficient is abbreviated to = $U (\mu)$

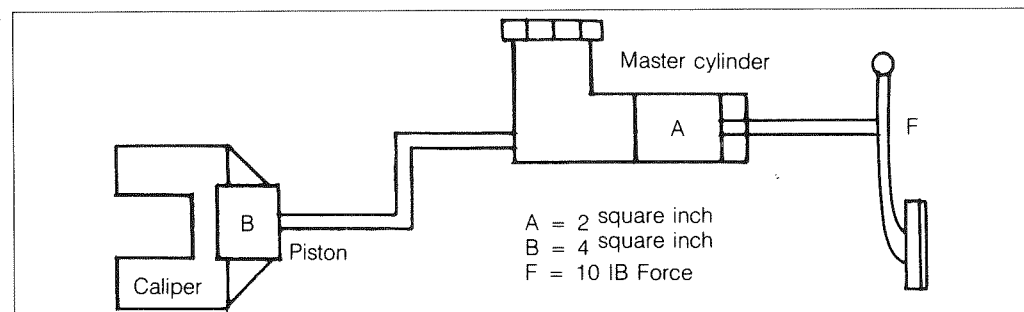
$$U = \cdot 3$$

There is no part in the formula to deal with surface area, because friction is independant of the area in contact.

The point I am aiming toward is that fitting larger brake pads will not improve the stopping power of the vehicle!! - because as stated above friction is independant of surface area - so what is the benefit of larger pads (several manufacturers, including Triumph, fit large pads to performance cars). A large brake pad will last longer and will absorb more heat before it "fades". (The term fade means when a brake lining has absorbed all the heat it can, you will have a good brake pedal, but no stopping power "a frightening situation" more common to drum brakes than discs).

The most common method to increase brake performance is to fit a servo unit. This uses the vacuum in the engine to assist the drivers effort on the brakes. In the case of a diesel engine, it utilises a vacuum pump to provide the assistance.

Another, simpler method, to increase the brake performance is to fit a smaller bore (not a larger one) master cylinder.



The diagram shows a master cylinder with a 2 inch 2 area piston. If a force of 10IB is applied then you would have 10IB to 2 square inches, which is 5IB to the square inch. This will push against a caliper piston of 4 square inch area, this will press 5lb. on each square inch = $4 \times 5 = 20$ IB squared inch final pressure.

If we substitute the master cylinder for one with a one square inch piston then the 10IB force acting on one square inch will equal $1 \times 10 = 10$ IB squared inch. This acting on each square inch of the 4 squared inch caliper piston will equal $4 \times 10 = 40$ IB squared inch final pressure - what a lot of square inches!

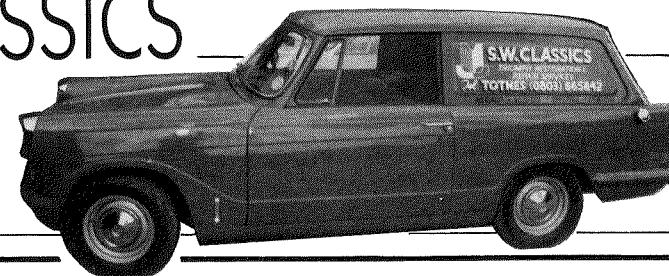
Obviously fitting larger wheel cylinders will have the same effect, but it is not always so easy. On the minus side the smaller cylinder will need to travel more to move the same quantity of fluid as the larger one, ie: the pedal will not "feel" as good.

Again if you have any problems drop me a line or ring. You may find me easier to get now as the College holidays have started so I am taking it easy until September. ★

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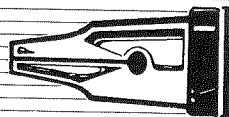
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Bearing Clatter

Thank you very much to Mr. R.W. Hayman of Esher for his comments about the article I wrote on "bearing clatter" in May Courier.

It is very satisfying to get response to these articles.

All he says in his letter in the July Courier is correct, but lets look at it very closely. When the piston is rising (on either compression or exhaust) it is being pushed up the bore . . . This offending clearance is at the bottom. When the piston reaches the top and the centre line of the crankpin, con-rod and piston are all in line the piston stops, there is no piston movement at this point, hence the term *dead centre*. These points occur twice, once at the bottom (bottom dead centre) and again at the top (top dead centre).

Now although the piston stops, the crankshaft does not! Also the piston being forced to stop does not mean it wishes to stop, it would much sooner carry on going upwards than stopping dead and being forced back down again. Imagine yourself running fast for 20 yards and then something stops you dead and makes you run the 20 yards back, over and over again. The point I am getting at is when the piston reaches T.D.C. and the crankshaft goes over the T.D.C. position, the crankshaft will start to move down but the force on the piston will be in an upward direction. At this point the said clearance will be at the top, just in time for the firing pressure to strike it downwards. The thing to remember here is that we are dealing with a very small fraction of time - a mere moment.

Again many thanks to Mr. Hayman. The more exchange of information we have the greater the benefit to all of us trying to keep these "wonders of science" on the road. It is worth a moments thought, imagine a piston travelling at 2,500ft per minute being stopped dead, turned round and then travelling at 2,500ft per minute in the opposite direction - a tremendous amount of stress at the dead centre positions.

Brian Gray - London

Comment

Mr R Hayman's recent 'Comment' (Iss. 97, P.49) reflects only a rather basic understanding of the dynamics of the engine and is unfortunately incorrect in making these statements.

The piston attains a maximum velocity exactly half-way along its stroke travel, i.e. when the crank is at "90 degrees", from thereon the necessary deceleration required to bring it to rest at the top of each stroke at higher engine speeds cannot always be provided only by the compressing charge, thus the piston "hangs onto" the crankshaft and produces exactly the clearance position described by Brian (Iss. 95, P.29/30).

Therefore, not only the compression pressure slows the piston down, the crank's big end bearing provides the remainder of the necessary downward force on the piston via the con rod/little end. Engine speed and compression pressure (governed to a large extent by throttle opening), are thus the factors which decide when an engine tries to "knock" - worn bearings then produce the audible cries.

Long may Brian Gray's clear and excellent articles continue to grace our pages.

David Evans BSc.(Hons) - Stockport, Cheshire

Not renewing

After a long and happy association with the TSSC, it is with regret that I will not be renewing my membership in September. The main reason being that I will be virtually permanently resident in Greece by the end of the year.

Although I am not sure what my future 'Triumph' interests will be, I would like to extend the offer of help or assistance to any TSSC member, who may need it, while on tour in that country (as from the beginning of next year). A sort of unofficial 'Self Help Scheme' - Greek agent if you like. The help could extend to garaging, general and technical assistance, *emergency* accommodation, etc. My permanent address will be:

John Reed 19 Cypress Road Nea Palatia Oropos, Attikis Tel: (in Greece) 0295-32445

Mind you, you don't have to be in trouble to look me up and enjoy a glass or three of Ouzo!

John you can still be a member in Greece and keep in touch with the TSSC - ED

Thanks

I would like to congratulate the organisers of the 'International Weekend' for putting on an excellent event, the venue was a big improvement on previous ones and having the concours etc. under cover was very much appreciated. I also thought that the concours classes and judging was very good, they gave everyone something to have a go at. A big thank you to all concerned for the hard work they must have put in.

I would also like to thank the people who assisted us when the friend who was with us was taken ill, and to let them know that it was nothing serious, she was discharged from hospital the next day.

Sid Jensen - Guildford

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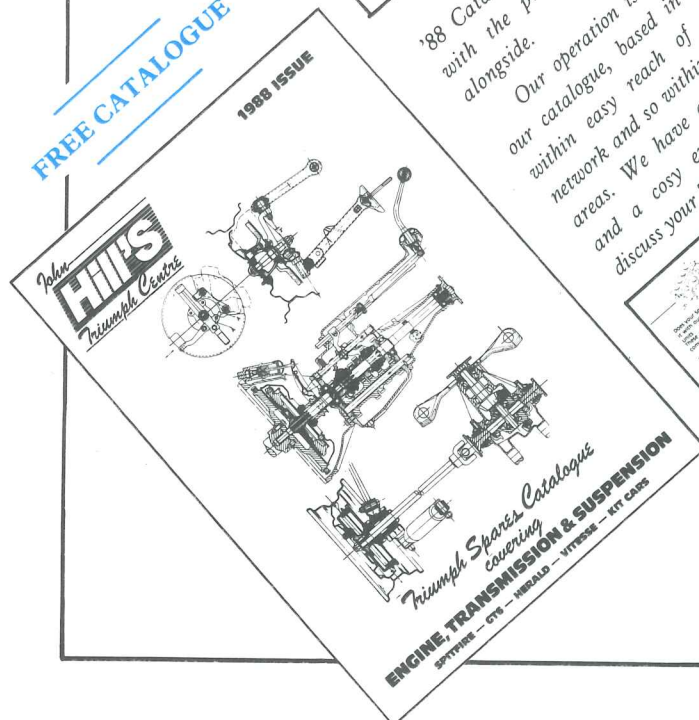
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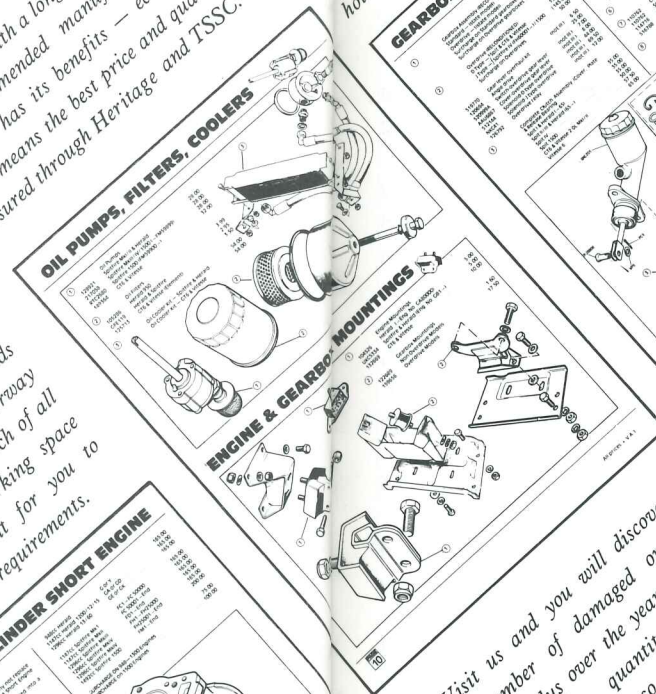
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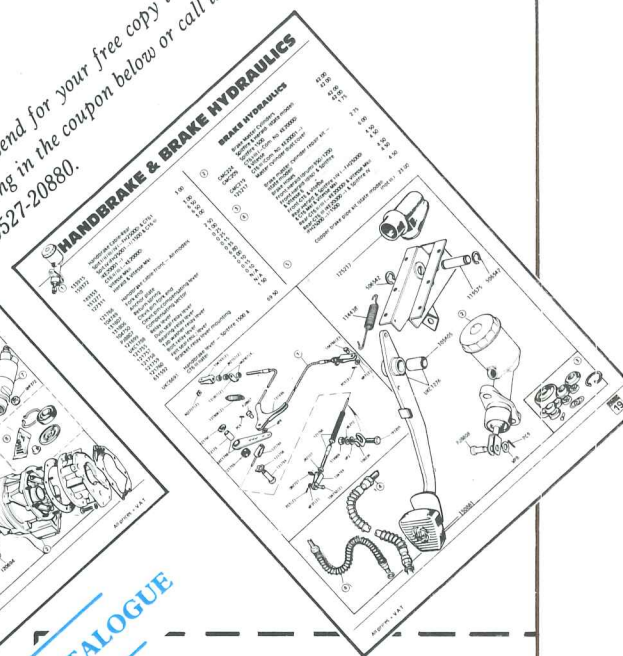
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COMPETITION NEWS

Hugh Davies

HILLCLIMB AND SPRINT CHAMPIONSHIP

The Championship got off to an early start with four entries to the Brands Hatch Sprint on February 21st, all running in the six-cylinder class. Tony Lindsey-Dean's highly developed Vitesse convertible winning from Ian Nash's similar car, with Neil and Keith Sleightholm's shared GT6 going well with it's new modified engine. Keith coming in third on this occasion.

After the early start, there was then a two month break until Round Two at North Weald. The Essex venue proved to be unloved with just Neil and Keith out in the MkIII GT6, Neil winning on this occasion.

Round Three returned to the popular Sussex venue of Goodwood on May 7th. Unfortunately the four-cylinder class battle failed to materialise with Giles Tinkler non-starting and the shared Spitfire of Graham Jenkins and Paul Sheridan breaking its engine during practice. This left Adrian Crosby in his first event as the class winner. In the six-cylinder class the mechanical gremlins were also at work with Hugh Davies' GT6 eating it's gearbox. Last years champion, Chris Haywood, ran out the winner with Dave White's much improved 2.5 Spitfire second and Hugh Davies third, having shared Dave's car for the afternoon. Keith and Neil Sleightholm finishing in that order.

A week later Round Four was held at Lydden Hill with just Neil and Keith fighting for the honours and the results were reversed from the week before.

Round Five at Donnington Park saw local man, Adrian Crosby, the only competitor in his Mk4 Spitfire.

Round Six was at Goodwood again with the four-cylinder class back to full health and Graham Jenkins winning from his team mate Paul Sheridan in their modified Spitfire Mk4. Adrian Crosby came third in his standard version.

The six-cylinder class saw Chris Haywood once again prove to be the quickest in his GT6 MkII against Dave White's Spitfire. Hugh Davies out again with a new gearbox, was still lacking top-end power and finished third just ahead of Neil Sleightholm who was also in a GT6.

Round Seven at Gurston Down Hillclimb on June 19th saw the welcome return of Eddie Wilkins in his modified Spitfire Mk4. He was trying the car on slick tyres for the first time and with summer actually appearing for the day, these were ideal conditions. Practice saw Eddie way out in front getting below 40 seconds for the first time. The other runners - Chris, Dave and Hugh - were left a long way behind, despite having engines almost twice as big as Eddie's 1300. The first timed runs saw Eddie clip 0.1 second off Kevin Ginger's 1986 record. Chris Haywood was going well, getting below 42 seconds for the first time, with Dave and Hugh following in that order. Second runs saw Eddie slightly slower, while Chris took to the grass in his efforts to close the gap, while Dave and Hugh both improved slightly.

Round Eight at Goodwood on July 3rd, organised by the MGCC and only open to sixties type sports cars. It offered our cars a good chance of fastest time of the day. Unfortunately it seems MGs cancelled the meeting due to rain.

RESULTS

ROUND 1 - BRANDS HATCH 21/2/88

| | | | | |
|-----|-------------------|---------|----|-----------|
| 1st | Tony Lindsey-Dean | Vitesse | B6 | 10 points |
| 2nd | Ian Nash | Vitesse | B6 | 8 points |
| 3rd | Keith Sleightholm | GT6 | B6 | 6 points |
| 4th | Neil Sleightholm | GT6 | B6 | 4 points |

ROUND 2 - NORTH WEALD 24/4/88

| | | | | |
|-----|-------------------|-----|----|----------|
| 1st | Keith Sleightholm | GT6 | B6 | 5 points |
| 2nd | Neil Sleightholm | GT6 | B6 | 4 points |

ROUND 3 - GOODWOOD 7/5/88

| | | | | |
|-----|-------------------|----------|----|-----------|
| 1st | Adrian Crosby | Spitfire | A4 | 10 points |
| 2nd | Graham Jenkins | Spitfire | B4 | 7 points |
| | Paul Sheridan | Spitfire | B4 | 7 points |
| 1st | Chris Haywood | GT6 | B6 | 10 points |
| 2nd | Dave White | Spitfire | B6 | 8 points |
| 3rd | Hugh Davies | Spitfire | B6 | 6 points |
| 4th | Keith Sleightholm | GT6 | B6 | 4 points |
| 5th | Neil Sleightholm | GT6 | B6 | 2 points |

ROUND 4 - LYDDEN HILL 14/5/88

| | | | | |
|-----|-------------------|-----|----|----------|
| 1st | Neil Sleightholm | GT6 | B6 | 5 points |
| 2nd | Keith Sleightholm | GT6 | B6 | 4 points |

ROUND 5 - DONNINGTON PARK 30/5/88

| | | | | |
|-----|---------------|----------|----|----------|
| 1st | Adrian Crosby | Spitfire | A4 | 5 points |
|-----|---------------|----------|----|----------|

ROUND 6 - GOODWOOD 5/6/88

| | | | | |
|-----|------------------|----------|----|-----------|
| 1st | Graham Jenkins | Spitfire | B4 | 10 points |
| 2nd | Paul Sheridan | Spitfire | B4 | 8 points |
| 3rd | Adrian Crosby | Spitfire | A4 | 6 points |
| 1st | Chris Haywood | GT6 | B6 | 10 points |
| 2nd | Dave White | Spitfire | B6 | 8 points |
| 3rd | Hugh Davies | GT6 | B6 | 6 points |
| 4th | Neil Sleightholm | GT6 | B6 | 4 points |

ROUND 7 - GURSTON DOWN 19/6/88

| | | | | |
|-----|---------------|----------|----|-----------|
| 1st | Eddie Wilkins | Spitfire | C | 5 points |
| 1st | Chris Haywood | GT6 | B6 | 10 points |
| 2nd | Dave White | Spitfire | B6 | 8 points |
| 3rd | Hugh Davies | GT6 | B6 | 6 points |

ROUND 8 - GOODWOOD 3/7/88

CANCELLED - All entrants get 5 points

CHAMPIONSHIP POSITIONS AFTER 8 ROUNDS

| | | | | |
|------|-------------------|----------|----|-----------|
| 1st | Chris Haywood | GT6 | B6 | 35 points |
| 2nd | Dave White | Spitfire | B6 | 29 points |
| 3rd | Neil Sleightholm | GT6 | B6 | 26 points |
| | Keith Sleightholm | GT6 | B6 | 26 points |
| 5th | Adrian Crosby | Spitfire | A4 | 21 points |
| 6th | Hugh Davies | GT6 | B6 | 19 points |
| 7th | Graham Jenkins | Spitfire | B4 | 17 points |
| 8th | Paul Sheridan | Spitfire | B4 | 15 points |
| 9th | Tony Lindsey-Dean | Vitesse | B6 | 10 points |
| 10th | Ian Nash | Vitesse | B6 | 8 points |
| 11th | Eddie Wilkins | Spitfire | C | 5 points |



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Two months later I was still looking, so I did what I should have done in the first place - I put a 'wanted' ad. in the Courier - which brought results. A nice chap called Brian wanted to sell his 1200 because he worked abroad and couldn't use it much. He didn't live very far away so very shortly after he 'phoned I went to look at the car. At this stage I should explain what criteria I had in mind for the car. The idea was to try and get a car with a reasonable chassis and body, mechanical condition not too important, preferably with a nice interior. The summer



The car was basically sound. Crumpled overrider was a pity as the chrome was perfect

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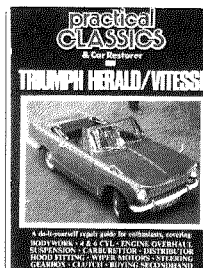
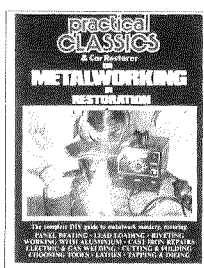
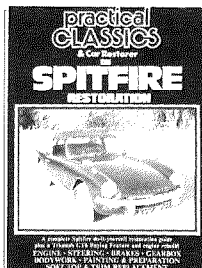
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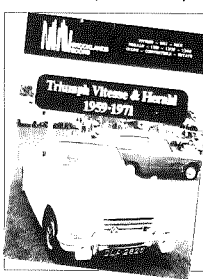
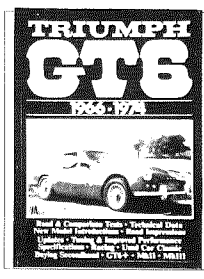
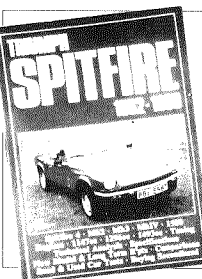
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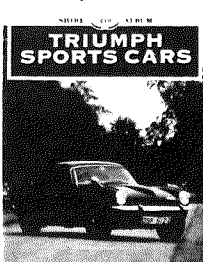
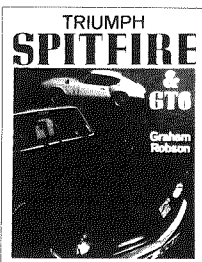
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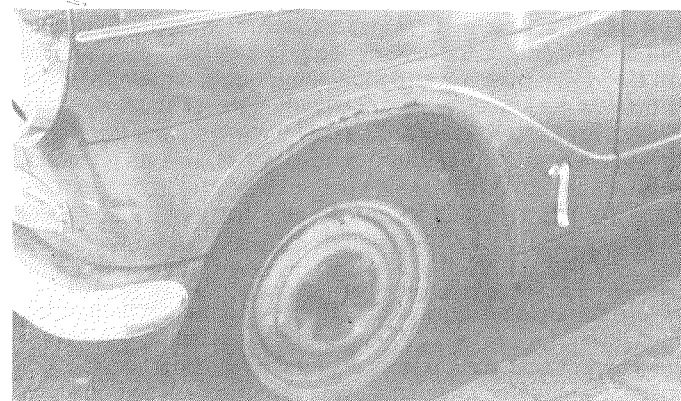
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months of 1987 were to be spent renovating the chosen car, to end up with something 'tidy' - no body-off rebuilds! Hopefully the car would be on the road by 1st October 1987 and the Vitesse would take a well-earned rest.

Back to Brian's 1200 - what was it like? it was a (badly faded) cherry red 1965 Herald 1200 - 50,000 (genuine) miles on the clock, and generally very sound; perfect floor pans, minor dented, rather than rusted body, except around the front wings/wheelarches, particularly the nearside, and the front valance which was on its last legs. Remarkably, every panel on the car was original, even the sills. Mechanically it was excellent with 2 notable exceptions, the (original) clutch was on its last legs (but not slipping) and the steering rack bushes were absolutely shot. The car had 5 brand new Goodyears and a new black carpet set which had never been fitted properly. The car was fitted with the optional front disc brakes and a brake overhaul had been carried out recently. The interior trim, seats and dash were perfect, like new as they say.

Of course I bought the car - wouldn't you - and soon had it home. More leisurely inspection showed the car to be as good as I had thought - just what I wanted in fact.

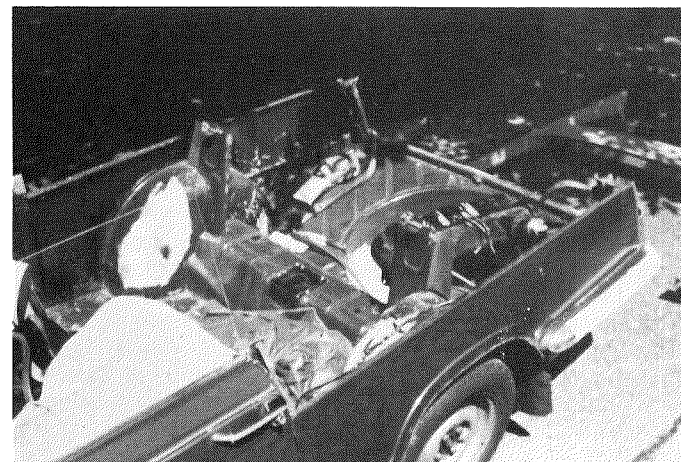
Now comes the bit where all this planning and logic go down the pan (according to my wife). Those of you who read the November 1984 'Turning Circle' will have seen a fascinating article by Len Pitt entitled 'Saloon to Convertible Conversion' which basically involves removing the saloon roof, rear deck/upper wing assembly and so on, replacing



Front wheelarch rot



Herald pickup truck! The convertible wing/deck assembly can be seen behind car



The car was mobile always, even as shown here so it could be driven in and out of the garage

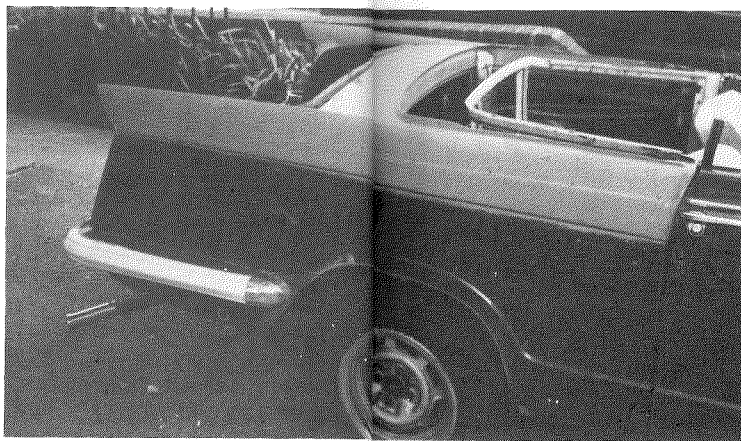
these with convertible parts, hood assembly etc. Now, a friend of mine up the road was breaking a Vitesse Convertible (philistine - but it was badly rotted). Since reading Len Pitt's article I had had a vague hankering to do the same but had never had the parts to do the job - or a car to convert! Now, if I so chose I had everything. Before you could say 'angle grinder' the scrap convertible was dissected.

My wife's bemused look told all "you want to build a convertible for WINTER use?" well, why not?

Work started early June 1987. The limited budget demanded that all work be carried out by me, except welding. The saloon roof was removed, all trim stripped out, and the boot lid removed. The rear wings/deck assembly was removed, using Len Pitt's method, except I found I saved a lot of work by cutting the wings off with a black and decker jigsaw fitted with a fine-toothed metal cutting blade, which worked a treat. The convertible wings/deck assembly was fitted, again following the above method. Attention then turned to the chassis, which needed minor repairs on several outriggers (none of which were bad enough to need replacing completely - the car still has the original full set of outriggers and side-rails). A previously welded patch on the near-side main rail (yes, underneath the drive shaft) was re-done to a better standard, the rest of the main rails being excellent.

Work on the body then started. What rot there was, round the front arches and to a lesser extent around the front sidelights was cut out and new metal welded in, finishing off with filler. A repair panel was used on the near side wing with the outer wheel arch repaired with new metal. All welding was carried out in mig to a high standard by a local mobile welding service. All in all, counting conversion work, chassis and body repairs, the amount of welding was considerable. Further body work involved knocking out and filling dents where necessary, particularly the passenger door which had a large crease in it. Fortunately, and again typically for the car, both doors were absolutely sound. Reluctantly the front valance was scrapped and replaced by a good quality glass-fibre article; this remains the only non-original panel on the car - apart from the conversion panels that is! preparing for painting then followed, including bringing the bonnet back to bare metal - it had been re-sprayed (a long time ago) in some kind of synthetic paint which I did not trust to take new paint of any kind.

Preparing a repaired car for painting is hardwork - my finger ends bled. Eventually, after the usual rubbing down, priming etc., I sprayed the car, using an 'Apollo' warm air high volume sprayer, which I found excellent. The original colour was kept, except I used 2-pack epoxy in preference to cellulose for the main colour, and added the white stripe, which was actually sprayed first, in cellulose, then masked before spraying the cherry red. This was the first time I had attempted to spray a whole car and was quite pleased with the results. After re-fitting all exterior trim, chromework etc. the interior was given some attention. The original saloon rear seat back and cushion were cut down to form



The 'New' assembly in posn. Note hood well assembly in place also



Ready for the road



White hoods are difficult to keep clean

the convertible back seat, the carpets were fitted properly and a small diameter leather-rim steering wheel was fitted, together with Vitesse column switches (shorter stalks).

The car was finished off by fitting a white hood (which was a good quality vinyl item, and came from the scrapped Vitesse) and fitting a set of steel 5½J road wheels. These I had bought (cheaply) earlier, on a hunch they would fit. They came from a TR7 and do fit provided the stud holes are counter-sunk to suit the Herald wheel nut taper.

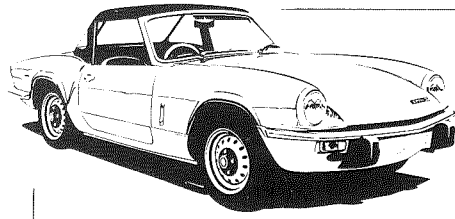
The car passed its MOT during late October and was taxed and on the road from 1st November 1987. Since then it has been used every day and has covered 4000 miles. The verdict? it is a delight; totally reliable, economical, head turning transport. The only failure so far has been a flasher bulb! it is a better balanced, tauter feeling car than my Vitesse and the conversion work has not adversely affected it in any way. Drawbacks? only one, and not attributable to the conversion; the performance of the 1200 engine is much too pedestrian for comfort. This is something I would like to change; if any readers have any suggestions and/or parts to offer (anything considered - different engines - has anybody any experience of supercharging?) I can be contacted on the number below.

Finally, a few thoughts about the project. Was it worth it? most certainly yes, because although it nearly drove me round the bend several times, it is extremely satisfying. Additionally I suppose the total cost ended up at about a third of the price required for a genuine convertible in equivalent condition. The job is hard work - it took me 5 months of spare time - but is a practical bet if carried out carefully. Much has been written about convertible conversions - some good advice - some not so good. With regard to this method all I can say is it does work and does not weaken the car, because the end result uses the correct panels as per a genuine convertible. Contrary to what has been written before, there are no differences in 'B' posts between saloon and convertibles excepting the extra door catches. All stiffening necessary to the convertible is integral with the rear wing upper panels and rear deck (tonneau) panel, so it follows that all necessary stiffening will be transferred when the panel assembly is transferred. If anyone is interested in the project I would be pleased to offer any advice I can and may be contacted on 091-4560542.



Two stablemates

Keith Black



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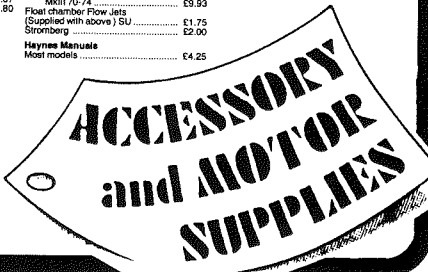
NOTE ONE SECURICOR CHARGE COVERS ORDERS UP TO 25KG

| Engine Components | | Water Pumps | | Suspension Parts | | Electrical | | Filters (Oil) | |
|---------------------------------------|---------|-------------------------|---------------|--------------------------------|--------|-----------------------------|--------|---|----------|
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| Stage 1 | 4 cyl | Disengaging fan | £19.94 | Rebuild Kit, front | £29.32 | Most models | £25.90 | GT6/Vespa | £2.25 |
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| Stage 3 | 25.00 | GT6 | £19.55 | GT6, Spirfire Track Rod Ends | £9.49 | Starter Motors* | £9.64 | Spirfire 62-74 | £2.50 |
| Exchange Deposit | 28.00 | Fan Belts | £1.84 | Per Pair | £9.49 | Spirfire/GT6 | £10.00 | GT6 66-74 | £2.58 |
| 4 cyl | 5.00 | Brake Parts | | GT6, Spirfire U.J. all models | £9.06 | Exchange Deposit | £10.00 | Filters Petrol | 88p |
| 6 cyl | 10.00 | All models | | GT6, Spirfire U.J. all models | £9.06 | Alternator | £17.50 | In Line Petrol Filter | 88p |
| Cam Lubo | 2.50 | Pads & Shoes set of 4 | | Spirfire | £25.22 | Spirfire 710N | £17.50 | Motolite Steering Wheels | £38.26 |
| Cam Followers Each | £1.50 | GT6 MkII, 11, 66-72 | £5.10 | GT6 | £25.22 | GT6 69-74 | £24.00 | Mk3 Woodruff Hat or dish | £30.45 |
| Most Models | £1.50 | MkIII 72-74 | £5.78 | GT6 66-74 | £11.93 | GT6 69-74 | £24.00 | Boss kits for above most models | £12.60 |
| Rockers Shafts | | Vespa MkII 66-71 | £5.20 | Wheel Bearing Kits | £9.39 | GT6 66-74 | £24.00 | Plasma supply full details of car when ordering | |
| Spirfire Early | £16.15 | Brake Discs Per Pair | £21.32 | Spirfire 62-80 | £7.38 | Dynamax* | £9.50 | Steel Body Panels* | |
| Late | £21.64 | Spirfire all models | £21.32 | GT6 all models | £26.80 | GT6 67-68 | £17.50 | A* post lower handed to use when fitting | |
| 6 Cyl Early | £21.64 | Brake Drums Each | £15.00 | Wheel Bearing Kits | £7.44 | GT6 67-68 | £17.50 | Door skin MkII (handed) | £13.03 |
| Late | £21.64 | Spirfire all models | £15.00 | Spirfire Rear outer | £10.19 | GT6 66-68 Rear outer | £7.44 | Door skin MkIII | £13.84 |
| Oil Pumps | | Shoe Return Springs | £1.96 per set | GT6 66-68 Inner and outer | £11.93 | GT6 66-68 Inner and outer | £11.93 | Stainless Steel Oversill | £16.36 |
| Spirfire 1/2/3 | £21.18 | Spirfire all models | £21.00 | GT6 66-74 | £11.93 | GT6 66-74 | £11.93 | Sill Closing Plate | £22.23 |
| MkIII/1500 | £26.17 | GT6 all models | £21.00 | Shock Absorbers SPAX* | £16.54 | GT6 with Tacho Drive | £36.50 | Full Outer Sill | £10.46 |
| GT6 | £26.50 | Vespa all models | £21.00 | Spirfire 62-80 | £12.52 | Exchange Deposit | £10.00 | Inner Sill | £3.82 |
| Most Models | Chain | Herald all models | £21.00 | GT6, Spirfire Front | £16.54 | Silicone Ignition Lead Sets | £5.92 | Inner Sill Reinforcement | £7.22 |
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| 1296 71 on | £6.65 | New Giring | £7.33 | Spirfire, GT6 Front | £23.30 | Sports Coil Ballast Type | £8.62 | Complete Floor front and rear | one side |
| 1450cc 71 on | £5.05 | MkIV 1500 70-75 | £3.39 | Koni Adjustable* | £23.30 | Spirfire 62-70 | £4.90 | Front Footwell repair | £3.92 |
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| *Only available in over sizes 10-30 | | GT6 66-67 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Front Cross Rail | £14.85 |
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| 6 Cyl | £53.00 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Rear valance lower | £20.82 |
| Exchange Deposit | £35.00 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Spirfire IV GT6 MkII | £39.70 |
| Bearings Extra | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Front Wing Lower MkIV | £46.78 |
| Short Engine* | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Rear Wing MkIV | £94.87 |
| Fitted new pistons, new oil pump | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Front Wing MkII III | £59.53 |
| Reground crank, Regrooved Cam 4 cyl | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Rear Wing MkII III | £59.53 |
| Full Engine* | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Boot Floor | £36.24 |
| As short engine plus head, Rockerassy | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Front Inner Arch | £27.34 |
| New followers etc 4 cyl | £35.00 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Outer section MkII | £24.45 |
| 6 cyl | £35.00 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Front Inner Arch | £24.45 |
| Exchange Heads* | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Inner section MkII | £24.45 |
| Standard Reconditioned 4 cyl | £90.00 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | Headlamp & Support Panel | £47.25 |
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| Performance Tuned, Gas-Flowed | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| Flow Tested Polished 4 cyl | £121.30 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| Note, All heads are 6 cyl | £175.00 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| Assembled with valves and springs | £35.00 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| Exch. Deposit | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| Valves & Guides | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| In Exh Int Exh | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| Spirfire III | £2.79 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| Mk III | £2.97 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| 73-74 1500 | £2.97 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| 75 on 1500 | £2.97 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| GT6 MkII 66-73 | £2.88 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
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| Piston Rings | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
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| 1500cc Vespa | £18.65 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| 1147cc Herald/Spirfire | £12.90 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| 1296cc 1487cc Spirfire | £10.23 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| 1990cc Vespa/GT6 | £10.23 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| 2400cc TR5B | £20.13 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
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| Spirfire 1500 | £12.09 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
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| MkIII | £10.41 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| GT6 66-68 | £19.40 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| 68/71 | £21.95 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| 71-73 | £24.08 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| Oil Seals | | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| Spirfire 62-71 | £1.50 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| 71-on | £1.44 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
| GT6 66-73 | £1.68 | 72-73 | £7.33 | GT6 66-72 | £7.13 | GT6 66-74 | £4.90 | | |
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By midday the show was in full swing with Traders doing brisk business and the Club shop with what seemed a never-ending queue. The bar had opened and members could be seen clearly enjoying a pint and a chat looking cars and parts up and down with interest. The sun had by now disappeared and we had started battering things down against the keen wind. The Autogymkhana and Concours judging got under way with quite a lot of interest in both.

By about 5 p.m. most people had bought their bits and tried their skill or lack of it at the gymkhana, the judges were finishing for the day and cars were drifting homeward. It was now that we realised that camping must be a definite in future - enquiries showed this to be more popular than in the past. To add insult to injury the bar staff cherrily declared 'We could have put on a barbecue for you'. Still we'll know for next year. One couple were happy though, having left their tent pegs at home. I won't embarrass them by mentioning their names, but she's famous for her convoy!

Sunday saw the show open with eager concours contenders leathering off their cars in the pouring rain. The

SOUTH OF ENGLAND MEET 1988

After an absence of a year and months of preparation, suddenly it was set up day for the South of England Meet 1988. Friday dawned bright and cheerful and found me at Syon Park shortly after 9 a.m. setting up the P.A. At about 10 a.m. the marquee arrived and after an hours sweating in the heat of a beautiful May day the erectors left. Back home for another trailer, this time full of Club equipment; and so the day progressed bronzing ourselves. A bright Saturday morning but with a fresh wind. Final adjustments whilst our Traders arrived. By 10 a.m. the show was ready and cars started arriving.

radio reporting half of London flooded, whilst convoys prepared to leave Surrey in glorious sunshine, roofs down.

Well this was it, SEM weather at last, regular members are hardy people, used to it by now. Midday passed and it actually stopped raining. The event was full and what a lovely show of excellent cars it produced. By 1 p.m. however, we had a final concours line-up, except a Spitfire that is, poor Sheridan was rolling in the wet grass doing his best, the other judges pitched in to lend a hand.

The seven best cars then lined up outside the marquee, camera shutters clicking away, the judges set about finding the Best in Show. It took over an hour to find, making the prize giving late and the longest concours judging of all time for SEM.

In the heat of 3 p.m. we started dismantling deducing the show to have been a success. Old friends and new having met, see you all next year.

My thanks to the judges for their hard work:

Chris Longhurst, Sheridan Earl-Russell, Tevor Collett, Peter Jacklin, Adrian Storton, Bev Warren. Thanks also go to the organisational team:

Chris Childs - Gatwick Area Organiser
Tracy Ludmon - Thames Area Organiser
Gatwick Area - Autogymkhana Team

Thames Area - Marshalls and especially to Chiswick Car Craft for sponsoring the event.

Well done to the concours winners, it was a close run thing in most classes. We're now looking for a new site somewhere in the Middlesex, Surrey, Berkshire Area. If you know of one, please let me know. Thanks for coming, hope we'll see you next year. ★

CONCOURS RESULTS:

| | | |
|-----------------------|------------------------------|-----------------------|
| Best Herald | DTH 270A Herald 12/50 | Neil Klyman |
| Best Vitesse | VHV 814G Convertible | Sid Jensen |
| Best Spitfire | UPV 120 1500 | Ian McKay |
| Best GT6 | SLF 977L MkIII | Clive Spencer |
| Best Bond | 633 BOO 2L Convertible | Kevin Perry |
| Best Special | KWL 463G Moss Mamba | Bob Stannard |
| Best Guest | JTW 717N Stag | Mike Powell |
| TSSC Choice - | | |
| Best In Show | SLF 977L GT6 MkIII | Clive Spencer |
| | | (for the second time) |
| Autogymkhana Winner - | Rob Roodhouse, Southern Area | |

CLUB REGALIA ... 1988

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| | |
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| HERALD DRIVERS DO IT TOPLESS (New design 3 colours) | £1.00 + 20p P/P |
| SPITFIRE DRIVERS DO IT TOPLESS (New design 3 colours) | £1.00 + 20p P/P |
| VITESSE DRIVERS DO IT TOPLESS New design 3 colours) ... | £1.00 + 20p P/P |
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