

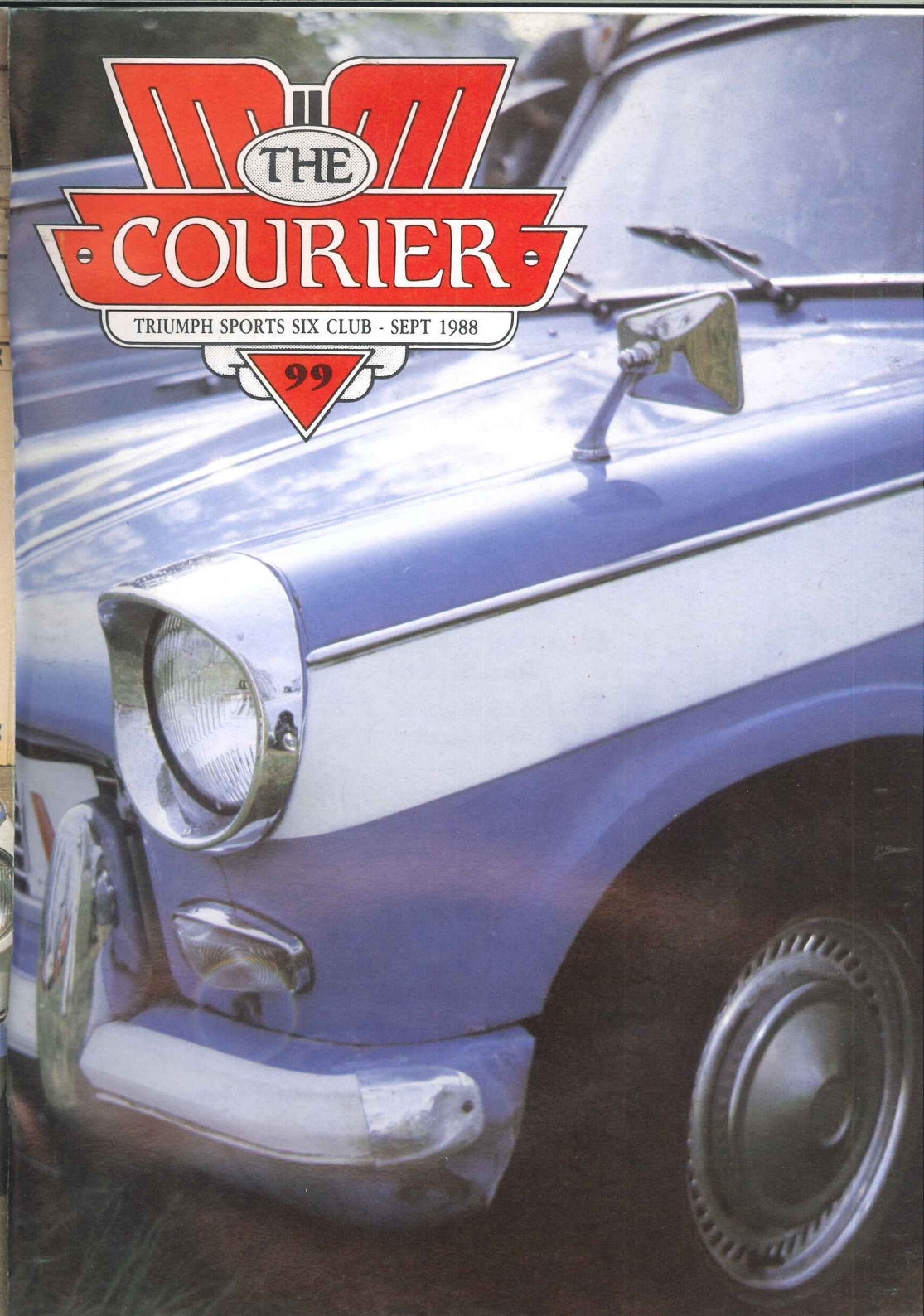
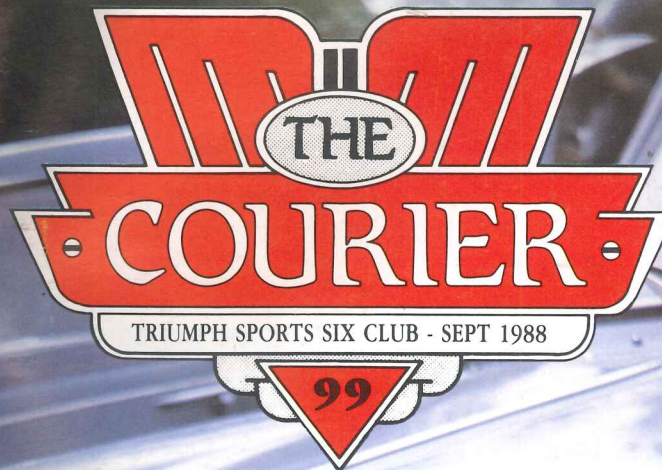


British Sports Car Centre

303 Goldhawk Road, London W12 8EZ Telephone 01-741 7075 01-748 7823

FAX 01-563 0101

Spitfire, GT6, Herald, Vitesse
Spares Specialists



Magazine Typeset, Produced and Published by Bill & Jo Sunderland

Printed by Peak Print (Specialist Magazine Printers to Clubs and Societies)

3 Isle Vale Avenue, Desborough, Kettering, Northants NN14 2PU

THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 9

No. 99

SEPTEMBER 1988

Price £1.00

Free to Club Members

PRESIDENT

John Griffiths

6 Chuzzlewit Drive, Chelmsford, Essex CM1 4XQ Tel: 0245 443152

GENERAL SECRETARY

Peter Williams

10 Chesham Rise, Cherry Lodge, Northampton Tel: 0604 405416

CLUB OFFICE

121B St Marys Road, Market Harborough, Leics LE16 7DT Tel: 0858 34424

Office open between 9am - 5pm Monday to Friday

CLUB MANAGER

Bill Sunderland

MEMBERSHIP SECRETARY

Trudi Squibbs

MEMBERSHIP EXECUTIVE

Jane Davies

MAGAZINE CORRESPONDENCE

Bill & Jo Sunderland

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

COMMITTEE MEMBERS 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, John Thorpe.

C o v e r P h o t o g r a p h

Herald 1200 taken at South of England Meet May 1988

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

© Triumph Sports Six Club Ltd 1988

EDITORIAL

Triumph Mean Business

Over the past 10 years, our cars have started to enjoy better times. Firstly, as the Club has grown, Press attention has turned from discounting Herald-chassised cars out-of-hand to warmly featuring and writing about them in all the major motoring magazines, often now in an endearing way. This is fairly logical since we are pitched in the same league as MG Midget/B, now an extention with the press having flogged MG to death turning to us as our membership increases. This can only benefit us as the more exposure our cars get the firmer base and following our cars will receive.

This month has seen the publication of a new restoration book, namely 'Spitfire/GT6/Vitesse/Herald Guide to Purchase and Restoration' by Lindsay Porter and Peter Williams (TSSC General Secretary), published by Haynes. A few years ago there would have been no possibility of this book being published, as it is only now that a sound restoration trend has been established to warrant it. I am so impressed by the standard of this book that my company, Triumph Bookshop, will be donating 50p per copy sold to the Children In Need Appeal until October 31st. Thanks must go to Lindsay and Peter for producing such a comprehensive book.

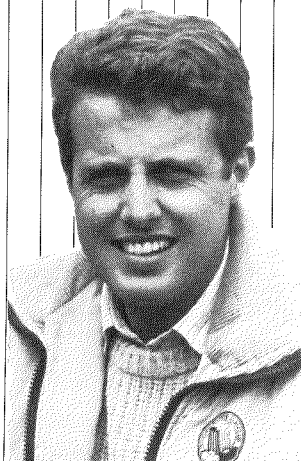
With The Club looking to the 1990's the combination of remanufactured spares, good technical publications and indepth Courier based articles, our cars stand a better chance than most of making the year 2000! Enjoy 100 pages this month!!!

Contents

President's Intro	4	Cool Man COOL	27
News Review	7	Spitfire IV Cutaway	35
Whats on '88	8	TSSC Special Offers	36
Cop Shop	11	Deux Vitesse	40
TSSC Travel	14	Pen to Paper	45
1989 Members Handbook	15	Hydraulic Brake Bleeder	47
Vitesse MkII Register	18	Repairing Seat Mounts	51
Herald Register.....	21	TSSC International	54
Bond Register	22	Buyers Guide to Ads	57
Herald 13/60 Register	24	Jenny L	59
Sorry Wrong Number	25	TSSC Olypics	63

Incorporating 24 page Area Review & Classified Booklet & 8 Page Trade Review

PRESIDENTS INTRO



John Griffiths

CLUB UPDATE

It is over 6 months since we announced our recommendation to seek Charitable status for the TSSC. I am now able to tell you the latest position and the next stage in our communication programme.

As you remember, 90% of votes cast were in favour of the Club proceeding. There was also a very strong yes vote to two other proposals regarding the formation of a Trading Company (86% in favour) and a Financial Services Company (83% in favour).

During the six months one or two things has changed which has led us to amend our thinking. It has also given the Finance Committee and the Council of Management time to reflect on the proposals and make changes where appropriate.

The latest position can be summarised as follows:

RESOLUTIONS	COMMENT	NEXT STAGE
NO. 1 Apply for Charity Status	Rationale for this proposal remains as previously stated.	Conduct a series of 3 Seminars for Area Organisers & Club Members (North, Midlands, South ... see below for details)
NO. 2 Form a Trading Company to service the TSSC	Rationale for this proposal remains as previously stated. However, we have decided to defer this action for the time being. (See note below on Jonty)	No action for the time being
NO. 3 Form a Financial Services Company to service the TSSC	Not proceeding. Our short contract with the Legal & General has finished. We have no early intention of developing a similar scheme and as such have no Financial Services Act requirements. The principal reason for this Company's formation is therefore removed.	No action

Contd...

JONTY WILD:

I am very pleased to announce that Jonty Wild from the 1st July is providing a full time service to the TSSC. After 10 years as an engineer with the North Hertfordshire District Council, Jonty has made the break and will be providing a whole range of services to the TSSC on a similar basis as Bill Sunderland (i.e. Self Employed). Jonty will, amongst other things, be responsible for Special Offers, Indoor Classic Car Shows, the Club's International event, the Recruitment competition, Club equipment, and the Self Help Scheme. He will also deputise for Bill Sunderland (Club Manager) and Trudi (Membership Secretary) during the holidays and sickness.

We should all benefit from this much needed additional resource. Jonty has over the years built up considerable expertise in all the areas mentioned above and as a result we can expect real value in having him on board full time. Jonty will of course be operating under the tight control of the TSSC and has been set targets to ensure his operation is self financing.

May I on behalf of you all wish Jonty every success in his new life.

Jonty offering his services in this way, has removed some of the need for the Trading Company. In many ways this is good for us at the centre as it allows us breathing space and time to concentrate on the Chairty issue.

THE SEMINARS:

OBJECTIVES

- To discuss the Charity proposal with Area Organisers and Club Members.
- To provide advance notice of the changes to the Memorandum and Articles of Association which the Club will vote on formally at the January/February 1989 Annual General Meeting.

SEMINAR ONE: THE MIDLANDS

- Yew Lodge Hotel, Kegworth (Ash Room) Situated near Junction 24 on the M1 (East Midlands Airport Junction)
- Sunday 9th October
- Starting 10.30 am

SEMINAR TWO: THE SOUTH

- Oakfield School, Swindon, Wilts
- Sunday 30th October 1988 (provsionally)
- Starting 10.30 am

SEMINAR THREE: THE NORTH

- Manchester Polytechnic (All Saints Building), Oxford Road, Manchester M15 6DH.
- Sunday 27th November
- Starting 10.30 am

As there will only be a limited number of seats at each venue, seats will have to be reserved in advance, on a first come first served basis. Please note that you should elect to attend only one Seminar and where possible, please ensure this is the appropriate one for your region. Complete the enclosed slip now to avoid disappointment.

I would like to attend the TSSC Seminar, when issues concerning the proposed application for Charitable status will be discussed.

SEMINAR	VENUE	PLEASE TICK ONE BOX
MIDLANDS	YEW LODGE HOTEL Kegworth 9th October 1989	<input type="checkbox"/>
SOUTH	OAKFIELD SCHOOL Swindon 30th October 1988	<input type="checkbox"/>
NORTH	MANCHESTER POLYTECHNIC Oxford Road, Manchester 27th November, 1989	<input type="checkbox"/>

Return Freepost to TSSC, Club Seminars, 121B St Mary's Road, Market Harborough, Leics LE16 7DT

CHILDREN IN NEED APPEAL

I am pleased to report that contributions are starting to come in. As at the end of July we had about £200, so there's still a long way to go yet. Please see Steve Ash's update on the appeal in this issue.

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

What did the bug have to say to the windscreen? "Well that's me all over!"

PRACTICAL CLASSICS & CAR RESTORER

Make sure you get hold of the September issue of Practical Classics & Car Restorer which has a special Triumph Spitfire/GT6 Supplement.

EEC REGULATIONS ON OLDER CARS

Some members will have seen recent Press comment to the effect that vehicles over 20 years of age could be banned from Britain's roads from 1992 under EEC Regulations, except on special occasions with a police permit!

The following Press Notice from The Department of Transport provides welcome reassurance.

PETER BOTTOMLEY REASSURES VETERAN CAR OWNERS

European Community legislation on vehicle safety and environmental standards, and on roadworthiness testing, will not adversely affect historic vehicles. This message, a welcome reassurance for all historic vehicle enthusiasts, was given today in a Parliamentary Answer to a Question from Graham Riddick MP (Colne Valley) by Peter Bottomley, Minister for Roads and Traffic.

Mr Bottomley said:

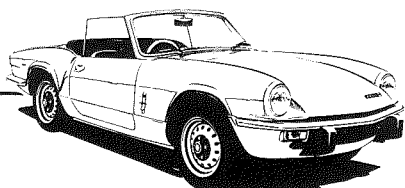
"Everyone with an interest can be assured that there are no plans to restrict the use of historic vehicles through the introduction of retrospective legislation.

"It would be unreasonable to require the original features of old vehicles to be adapted or replaced in order to comply with the various EC Directives which apply to new vehicles.

"Recent EC Directives on vehicle emissions will apply only to new vehicles. There is no question of their being made retrospective.

"We know of no European Commission plans to put forward proposals that would adversely affect vehicles owned by the many historic vehicle enthusiasts in Europe."

Vigilance on this issue remains essential and the TSSC has accordingly registered its interest with the Historic Vehicle Clubs Committee which will be co-ordinating opinion and action.



AT LAST IN DEVON SPITS & PIECES

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

NEWS REVIEW

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

A NOTE FROM ANDY BONNER - VITESSE MKII REGISTER SECRETARY

I am currently researching some articles for the Vitesse MkII Register and would welcome some input from other TSSC members on the following:

1. Register number/colour/any other details of cars used by B.L. for road tests/advertising.
2. Special tuning information available through B.L. for the Vitesse MkII (also for the 1600 engine, for another project).
3. Can anyone give details of commission numbers when the following were introduced:
 - a) Rear hub carrier redesigned (1970?)
 - b) Steering column lock introduced (1971)
 - c) Change to plain headlight surrounds (1968)

And any other details of changes and when they occurred.

(See Andy Bonner's address under Club Officers - Page 66)

CLUB ASSOCIATE MEMBERSHIP

Those members currently renewing or who are in contact with their Area Organiser will be aware that a new class of Club membership has recently been introduced: that of *Club Associate Member*. Following the popular request by a number of members, 'Club Associate Member' status has been introduced as an update and improvement on the old 'Associate Member'. In the past, although not receiving full benefits of TSSC membership, the husband, wife (or partner) of a Full Member would automatically be elected as an 'Associate Member' of the Club. For an additional fee of £5 payable for the new 'Club Associate Membership', the wife, husband or partner (residing at the same address) of the Full Club member will be

able to obtain full benefits of TSSC membership including Club discounts, special offers and access to the Club insurance scheme. Club Associate Members will also receive a separate, individual copy of the Club handbook but not Courier and Turning Circle magazines.

PETER WILLIAMS GENERAL SECRETARY

INTERNATIONAL WEEKEND RAFFLE RESULTS

There were two raffles held during the weekend, one each day.

Saturday Results:

The main prize on Saturday, a portable television, went to Shawn Ogborne from Swindon - much to his amazement! The other prizes and winners were as follows:-

- Chocolates to Nick Lord of Smeeton Westerby
- Personal Stereo to Jim Turner from Chelmsford
- Bottle of Frascati to Alec Dennis from Cheshunt
- Vintage Cider to Ken Robson of Triumph Scene

Sunday Results:

Sunday's main prize went to Carl Heinlein who lives in Willingham, Cambridgeshire. This was a 'ghetto-blasters'. (I think you're living in the wrong place, Carl!).

The remaining winners received the following prizes:-

- Car Ramps to Bill Perry from Northampton
- Cube Clock Radio to Alex Munro from Kibworth
- Crystal Vase, which was kindly donated by KLM Engraving, who produced the concours trophies, to Bevan Smylie of Spalding.
- Chocolates to Adrian Bennett from Stone in Staffs
- Scrumpy to Mark Trister of Welwyn Garden City
- There was another prize, which was a bottle of wine, I think, but I'm afraid I haven't got a note of the winner

During the weekend, while I was on the Information Desk and P.A. system (don't you dare bring your ear-plugs next year!) we were handed a used Fujicolor film which had been found at the showground. If you lost your film, please contact me on Jonty Wild's number (see The Courier). If it is not claimed I will get it developed to see if this throws any light on the photographer concerned - I hope it's not a blue film!!

IRENE FUSSELL

CHILDREN IN NEED APPEAL

Steve Ash

Fund-raising has got off to a slow but steady start (£200 raised so far). However, we are still a fair way away from our target of £4,000. You will find that we have re-printed the Giro slip as a tear-out in the Area News section. Please make your contribution now, as we must have the greater part of our funds in by mid-October. Remember that although our prime aim is to help Children In Need, we are also trying to enhance the image of our Club and gain some much-valued publicity.

I would like to hear from some more Areas who are interested in organising their own, sponsored events. The Devon Area are entering a raft in the River Dart Run and other Areas are having small raffles at their meetings to raise money. Area Organisers organising their own events are encouraged to seek publicity from their local BBC TV/radio stations.

Finally, I would like to thank all those who have contributed to the Appeal so far. More news next month.



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



£2.00
per person

50p children

Includes free programme



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

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

WHAT'S ON '88

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

The TSSC'S own events this month include the following:-

The 7th North Yorkshire Concours & Moors Run, this long standing TSSC event takes place on the 3rd and 4th at The Blacksmiths Arms Hotel, Hartoft, Rosedale, Nr. Pickering, Yorks - contact Peter Johnston (0757-618787) for further details.

WAC (Worcester Area Concours) takes place on the 11th at Avoncroft Museum, Stoke Heath, Nr. Bromsgrove, Worcs - contact Bill or Bev Dixon (0905-358781).

The last of the TSSC'S own events is a more local affair that of the Hants & Berks Auto-jumble. It should be noted that the details of this event have changed since the TSSC Calendar of Events was published. It now takes place at The Hatch on the A30 (about 2 miles east of Basingstoke) on the 16th.

We are also taking a large number of members to the Dutch International Spitfire Weekend but by the time you read this you'll be too late to book - a must next year!

As a Club we have been invited to the TR Drivers Club International Rally at Billing Aquadrome, Nr. Northampton on the 10th and 11th - contact Terry Richardson for details 0604-30614. It would be nice to see a substantial number of members accepting their invitation and attending the event.

The shows which the TSSC will be attending this month include:-

The Scottish Classic Car Show, Ingliston, Nr. Edinburgh - 4th
The Bluebell Railway Vintage Sunday, Sheffield Park, (between East Grinstead & Lewes) Sussex - 11th

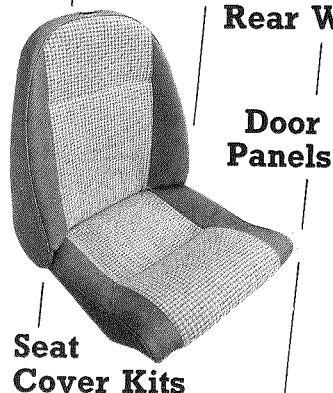
ALSO COMING FAST

Malvern 88, 3 Counties Showground, Malvern, Hereford - 1st Oct
The Rand Auto-jumble, Kempton Park - 2nd Oct

Interior trim for Spitfire MkIV (1970-75) and 1500 (1975 on) models.

All items are made to the original design & colour specification including: seat covers, door panels, rear cockpit panels, etc, etc.

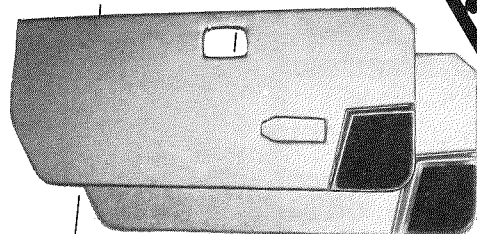
Please send large S.A.E. for new, free, colour brochure. State model, year and trim colour please.



Rear Wheel Arch Kits

Door Panels

Rear Cockpit Panels

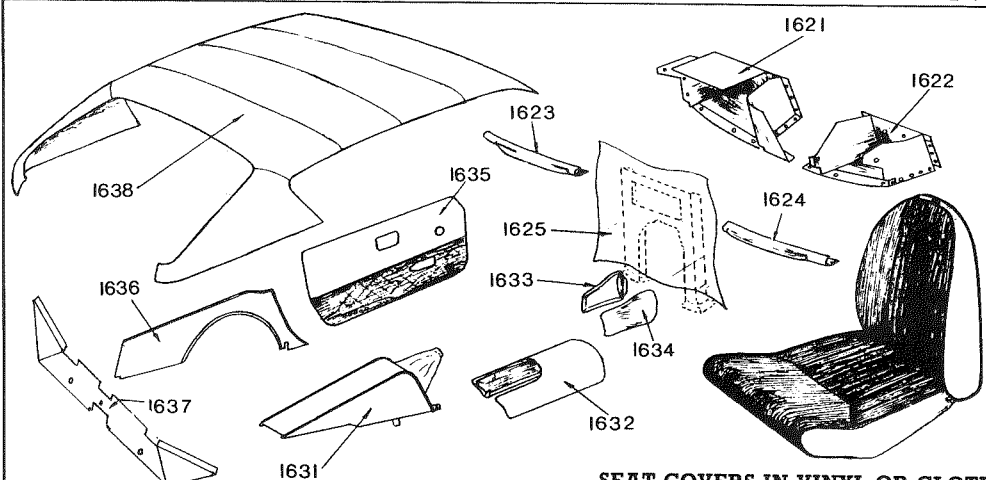


PLEASE SEND LARGE SAE FOR COLOUR BROCHURE & PRICES. STATING MODEL YEAR AND TRIM COLOUR

TRIUMPH
SPITFIRE TRIM

NEW ITEMS AVAILABLE FROM SPRING 1988

TRIUMPH GT6 MkIII TRIM (Black only)



SEAT COVERS IN VINYL OR CLOTH

NEWTON COMMERCIAL
EASTLANDS INDUSTRIAL ESTATE
LEISTON SUFFOLK IP16 4LL
TEL: 0728 832880



COP SHOP

Mike Crewes

This month I bring you some more bits and pieces of Construction and Use.

SUSPENSION: There is no specific Construction or Use offence regarding suspension. If it is fitted, then it should work as it was designed to. Virtually all cars on the road today (except Veterans) have suspension. If it is maintained and adjusted correctly, then there is no problem. If the vehicle has been neglected, as some of our cars have in the past, then the suspension may need attention. The suspension includes all springs, dampers and bushes.

The maintenance requirement is under Reg. 100 Road Vehicles (Construction and Use) Regulations 1986. It states: A motor vehicle, every trailer drawn thereby and all parts and accessories of such vehicle and trailer shall at all times be in such condition that no danger is caused or is likely to be caused to any person in or on the vehicle or trailer or on a road.

BRAKES: Under Reg. 18 Road Vehicle (Construction and Use) Regulations 1986: every part of every braking system and of the means of operation thereof fitted to a motor vehicle or trailer shall at all times while the vehicle or trailer is used on a road be maintained in good and efficient working order and be properly adjusted.

a road be maintained in good and efficient working order and be properly adjusted.

This means no play anywhere and no stiffness either. Our cars are prone to perishing of the rack clamp bushes. Check these regularly. Engine oil assists the perishing action and guess where they are fitted? Yes, you got it, on the front cross-member under the engine. Rack movement sideways can easily be seen if someone moves the steering wheel from side to side. Keep trunnions well oiled as well.

It matters not how many braking systems are fitted, each one has to work correctly and be correctly adjusted. This includes brake fluid. Due to the attraction brake fluid has for moisture your brake fluid may not do the job properly. If it is two years old there may be so much moisture in the fluid that when it is heated by the brakes it boils and you end up with no brakes. Most motor manufacturers recommend a complete fluid change after 18 months. Fluid seals also perish and should be changed regularly. It is too late to change fluid or seals once the brakes have failed.

On a lighter note regarding the hood folding article by Peter Williams in Courier 97: if you wish to prolong the life of the windows in your hood, keep a clean cloth in the car. I used to use the cloth to wipe the OUTSIDE of the windows before folding. This removes all the dust. The dust will act like sandpaper if folded with the hood, this makes the windows very opaque. You will find that it will more than double the life of your rear windows. Just a tip.

One final thought on brake fluid. Always use a new can of fluid for every change. The moisture in the air space inside the can will contaminate the fluid. Why put in fluid which may contain more moisture than that which was taken out? Fluid does not mix in the system so that the oldest fluid is always nearest the brake cylinders.

STEERING: Reg. 29 Road Vehicles (Construction and Use) Regulations 1986 states: All steering gear fitted to a motor vehicle shall at all times while the vehicle is used on

If you have any queries or topics on Road Traffic Law why not contact me, Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ with an S.A.E. Remember, help is only 26 pence away.

CAMBRIDGE TRIUMPH SPARES

Next to SHORTS COTTAGES MOUNT PLEASANT FARM CHATTERIS CAMBS PE16 6XN

WE'VE MOVED !!

Hopefully by the time you read this we will have moved to our new premises next to Shorts Cottages, Mount Pleasant Farm, 16 FT. BANK, CHATTERIS. The new phone numbers are 0345-34140 and 34144.

DIRECTIONS: Take the A141 from Huntingdon to Chatteris. From Chatteris take the B1098 (signposted Downham Market) and drive along the 16 FT Drain. Take the second white bridge on the left across the drain and drive straight ahead on the un-made track. Shorts Cottages are dead ahead at the end of the track. Cambridge Triumph Spares are located to the right of the second cottage. Please do not call at any of the residential properties, our premises will be clearly marked.

SEE YOU THERE!

We would like to take this opportunity to thank all our existing customers and welcome all new ones to our larger premises where we hope to provide a fuller service, especially for second hand spares as well as the sale of complete vehicles.

This months Special Offers for TSSC Members

Herald/Vitesse Front Wheelarch Repair Sections	£15.00
Rear Driveshafts All NON - Rotoflex Models	£45.00
Herald/Vitesse/Spitfire/III Wiper Blades Stainless Steel	£3.50
Herald/Vitesse Wing Mirrors with Stem Chrome	£10.90
Brand New Stromberg Carburettors Suitable 2LT Cars per pair	£110.00
Brand New Clutches 24,000 mile Guarantee (3 Piece)	
Spitfire/Herald	32.00
Vitesse/GT6	42.00
Rear Trunnion Kits ALL Rotoflex Cars (per side)	£17.50
Spitfire/Herald Water Pumps	£17.50
Spitfire/IV/1500/GT6 Inside Door Handle Repair Kit	£3.90
Her/Vit/Spit/III Boot "T" Handle Lock BARREL ONLY	£3.90
Her/Vit/Spit/III Windscreen Bright Trim	£6.90
Cover Clip for above	0.90
Herald/Vitesse Quality Carpet Set	£75.00
Spitfire Hoods Original Quality	£65.00

This is only a small sample of our complete range of Spare Parts for Club Cars we try to stock everything currently available for your Car

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



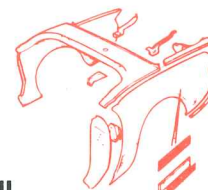
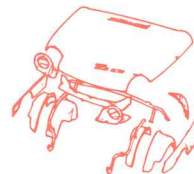
TELEPHONE ORDERS/FAST MAIL ORDER
SERVICE/OVERNIGHT DELIVERY



★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★

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	£45.00
Wheel Bearing Kit	£9.50
Driveshaft/Propshaft UJ	£5.00

HERALD/VITESSE

MAJOR BODY PANELS & FITTINGS:

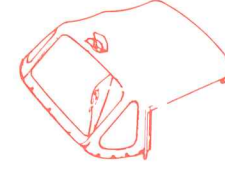
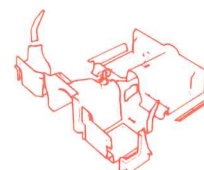
Original Doorskins	£19.00
Front Valance F/Glass	£19.00
Rear Valance Steel	£19.00
Rear Qtr. Valance Steel	£16.00
Floor Footwell	£23.00

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
Carpet 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

ALL PRICES PLEASE
ADD POSTAGE AND VAT AT 15%

OPEN

MON—THURS 9.00 - 6.00pm
FRIDAY 9.00 - 5.00pm
SATURDAY 10.00 - 5.00pm
SUNDAY CLOSED

Our telephone number is

TEL: (0354) 34140/34144

TSSC TRAVEL

Jonty Wild

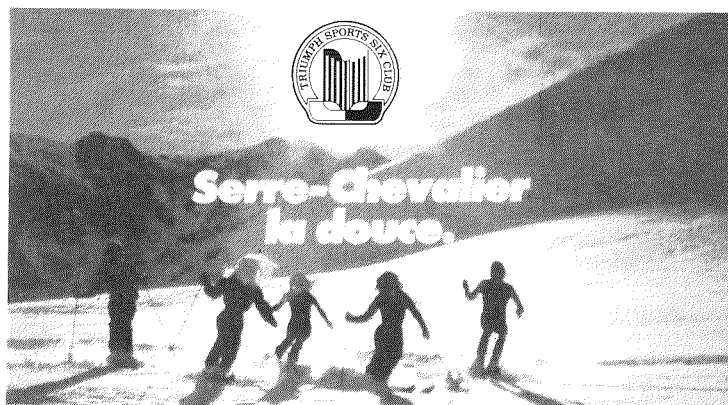
*HAVE YOU EVER THOUGHT ABOUT A WINTER HOLIDAY - SKI-ING? If so then you will be interested in a new venture for the TSSC - **HOLIDAYS**. These holidays are for TSSC members and their friends - parties are welcomed.*

Recently we have been offered a very interesting proposition, namely a selection of holidays, some winter, some summer and some activity holidays.

You won't find details of the latter two in this Courier (too soon yet!), but we can give you details of the winter holidays. I think that they will prove very popular, especially when you bear in mind the comprehensive package being offered the holidays are very good value for money. In fact comparing holidays 'like for like' there are savings of up to £100.00.

Ski-ing holidays are traditionally riddled with hidden extras like ski passes, lessons or equipment. The package being offered here has **NO HIDDEN EXTRAS** there is even a maximum surcharge guarantee of £10.00 (protects you against surcharges due to fuel or currency rate changes). So you know exactly where you stand cost wise.

Obviously we can't cover all the details here so if you are interested in further details, write to: TSSC TRAVEL, 13 COMMON RISE, HITCHIN, HERTS SG4 0HN. Enclose a large, stamped, self-addressed envelope and state the resort(s) that you are interested in you will be sent full details with a colour brochure(s). Don't leave it too long as these holidays are very popular and soon get booked up. Also the numbers of double rooms are limited.



LOOK AT WHAT'S INCLUDED IN THE PRICES:-

- Return coach travel to 'Luton or Gatwick (subject to confirmation
- Return flight arrangements and resort transfers
- A main meal, usually hot, provided on the flight
- Good half board hotel accommodation
- Use of top quality skis, boots & safety bindings
- Six 2 hour lessons (based on a ratio of 1:12)
- Ski lift pass
- Airport taxes, security charges & Eurocrat fees
- Comprehensive insurance for both delay and redundancy cover
- Ski breakage insurance and cover for loss of ski-ing time through injury or illness
- Snow guarantee i.e., if you are not able to ski at your resort as a result of insufficient snow up to £15 per person per day will be paid for transport to an alternative resort and for extra ski passes.

THE RESORTS & THE COSTS

Resort	SERRE CHAVALIER (FRANCE)	Date: 9th January 1989
Price	£298 based on a minimum of three people to a room £328 based on two people in a room	
Resort	CHANTEL (FRANCE)	Date: 9th January 1989
Price	£313 based on a minimum of three people to a room £343 based on two people to a room	
		Date: 20th March 1989
Price	£383 based on a minimum of three people to a room £413 based on two people to a room	
Resort	FOLGARIDA (ITALY)	Date: 19th January 1989
Price	£299 based on a minimum of three people to a room £329 based on two people in a room	
Resort	GOTZENS (AUSTRIA)	Date: 24 February 1989
Price	£327 based on a minimum of three people to a room £347 based on two people to a room	

MEMBERS HANDBOOK - 1989

Jonty Wild

Although only introduced last year in its present form I am sure all members are now familiar with the TSSC Members Handbook. I hope everybody has found it to be a useful and informative addition to the TSSC'S services. It is now time to start working on the next edition and I hope to improve and expand it yet again.

SELF HELP SCHEME

Perhaps the main part of the book remains the TSSC'S Self Help Scheme, so I will deal with this first. Elsewhere in this Courier you will find the appropriate form to fill in, please complete it and return it as soon as possible if you would like to participate. An important note here is that I am going to assume that all those who were in the scheme last year wish to remain in it for 1989 (assuming that they hold current membership), so if you wish to withdraw from the scheme you must tell me. If your details/circumstances have changed please complete a new form.

To those who are not in the scheme already I would be grateful if you would consider joining it. It is indeed very unlikely that you would be contacted so it's very little trouble and remember you may wish to use it yourself one day so it is only fair that you should offer your help in return. You definitely do not have to be an 'ace' mechanic, we only ask that you offer what help that you can. A cup of tea and somewhere to wash hands after making the repair may be all that is required.

It is probably a good idea to give guidance on the headings we are using they are:-

Basic Tools - ie loan of common tools whilst the repair is made.

Transport - ie local transport to obtain parts etc, to make the repair, any further is at your own discretion.

Assist with repair - an extra pair of hands to help with repair.

Parking - a reasonably safe place to park to do the repair or to leave the car for a short length of time.

Towing - tow the vehicle (if safe to do so) to a local place where the car can be repaired or left temporarily.

Bed for the night - somewhere to sleep (bed or sleeping bag on the floor) overnight if repairs cannot be done and the driver can't get to his/her destination.

OVERSEAS MEMBERS

I would like to make a special request to Overseas members to join the scheme. It is pleasing to see this side of the Self Help expand, but I do know that in the past some overseas members, particularly those furthest away have hesitated about joining. I think some of you are missing the point the idea is not just to help us Brits' when we are abroad but to help you when you are touring and most importantly to give you contacts in your own country. So it doesn't matter if you live in Australia, the USA, Norfolk or somewhere even more exotic, get those pens out and fill in the forms.

Incidentally I am working on a new idea for improving this scheme which I will not say much about until I know whether or not it is feasible, but if it works it should prove beneficial to Triumph enthusiasts all over the world.

*FILL IN YOUR FORM*FILL IN YOUR FORM*FILL IN YOUR FORM*

TRADE DIRECTORY

The other important part of the existing Handbook's format is the Trade Directory and Specialist Services sections. I will be contacting all the trade firms that I know about shortly, so look out for the forms and please fill them in promptly. I am interested in expanding this section even more, so if you know of any specialist firms that might be interested in appearing in the next book write and give me their name and address. They do not have to be Triumph Specialists as long as their work is of help and interest to members. The categories that were used last time and are likely to be repeated are the following:-

PARTS SUPPLIERS(NEW), PARTS SUPPLIERS SECONDHAND, TRIM SUPPLIERS, RESTORATION AND WORKSHOP SERVICES, CAR SALES AND SPECIALIST SUPPLIERS

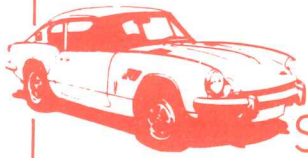
Last time the latter ranged from paintings to books so if you know of a company which should be included contact me at the address below.

MEMBERS BUSINESS

This is a new section which I am hoping to include. The intention is to allow members to advertise their businesses to other members for the mutual benefit of both. It doesn't matter whether you are an accountant, run a sports shop, have a restaurant or do bed & breakfast, as long as you are a member you can advertise in this section. I hope that you would consider offering a discount to your fellow members who use your services. There will be a minimal charge for advertising in this section (say £5) and I would like to think that this section can grow to offer as wide a range of services as possible, the stranger the better, though I do reserve the right to edit the entries (and to omit the rude ones!), write or 'phone for an advertising form (details below).

Please complete your Self Help forms, if you know of any specialist companies that might like to be included or any members who should advertise their services, or if you wish to advertise your own business, contact:-

Jonty Wild, 13 Common Rise, Hitchin, Herts, SG4 0HN 0462-56315.



CLASSIC 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	£29.95
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	

	£85.00
Servo overhaul kit late GT6 MKIII	£39.50
Caliper assy type 12 Herald, Spitfire (exch)	£35.00
Caliper assy type 14 Herald, Spitfire (exch)	£28.00
Caliper assy type 16p Vitesse, GT6 (exch)	£35.00
Caliper assy type 16pb 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	£6.99 pair
Caliper seal kit all type 16pb	£6.99 pair
Caliper piston (GIRLING) type 12	£7.99 each
Caliper piston (GIRLING) type 14	£6.95 each
Caliper piston (GIRLING) type 16p	£7.00 each
Caliper piston (GIRLING) type 16pb	£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 16pb	£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	£0.50 each
Pad anti-rattle spring clips type 16	£0.35 each
Pad retaining pins all models	£0.50 each
Pad retaining pin R clips all models	£0.10 each
Small sachet of anti-squeal grease	£0.50

Front wheel cylinders Herald	£5.50 each
Front wheel cylinder seal kit (does 4 cys)	£3.50
Front brake shoe set (GIRLING) Herald	£7.49
Front shoe return spring set Herald	£2.50
Front flexible brake hose (GIRLING) all	£5.50 each
Front brake adjuster set Herald	£8.00

Rear wheel cylinder Herald, Vitesse	£6.99 each
Rear wheel cylinder Spitfire MK I, II, III	£6.99 each
Rear wheel cylinder Spitfire MK IV, GT6 Mk II	£7.35 each
Rear wheel cylinder Spitfire 1500	£6.99 each
Rear wheel cylinder GT6 - 72 not MK II	£6.99 each
Rear wheel cylinder GT6 72 on	£8.25 each

Rear wheel cylinder seal kit all (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	£6.25 each
Rear brake adjuster self adjust brakes	£6.25 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	£19.50

Silicon brake fluid 1 litre bottle	£13.25
Silicon brake fluid 500ml bottle	£7.00
Silicon brake fluid 250ml bottle	£3.75
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 MKII	£3.50

Silicon brake fluid 1 litre bottle	£13.25
Silicon brake fluid 500ml bottle	£7.00
Silicon brake fluid 250ml bottle	£3.75
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 MKII	£3.50

Pressure plate Vitesse 2ltr, GT6	£18.00
Friction plate Vitesse 2ltr, GT6	£10.00

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

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

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

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

CLUTCHES 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

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

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

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

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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

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)	£1.50
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
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
Rear axle/half shaft UJ 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

ELECTRICAL CONTINUED

Spring clip holds snap-on chrome bezel	£2.00
Sealed beam unit 7in 60/45 watts	£4.00
Sealed beam unit 5 1/2in dip	£4.50
Sealed beam unit 5 1/2in 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	£3.50
Front flasher lens Herald, Vitesse	£5.75
Front sidelight complete Spit MKI, II, GT6 MKI	£9.95
Front sidelight lens only as above	£4.00
Front flasher complete Spit MKI, II, GT6 MKI	£9.95
Front flasher lens only as above	£4.00
Front side/flasher light complete Spit 3,4,1500	£17.50
White lens only for above	£4.00
Amber lens only for above	£4.00
Above lamp also does GT6 MKII & III	£4.00
Rear stop/tail light complete Herald, Vitesse	£18.00
Rear stop/tail lens only for above	£6.00
Rear stop/tail lens only Spit MKI,2,3, GT MKI,II	£6.00
Rear flasher light complete Spit MKI,2, GT6 MKI	£9.95
Rear flasher lens only for above	£4.00
Rear flasher light complete Spit MK3, GT6 MKII	£9.95
Rear flasher lens only for above	£4.00
Reversing light complete Spit MK1,2,3, GT6 MKI,2	£9.95
Reversing lens only for above	£4.00
Rear light unit complete Spit 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, Spit 1-3	£14.00
Steering column light switch GT6 3, Spit 4, 1500	£18.00
Steering column indicator switch all	£18.50
Dash mounted ignition switch	£7.00
New barrel & keys for above	£2.75
Stop light switch all	£1.75
Oil pressure switch	£ 2.25
Basic electric horn	£5.50
Battery isolator switch all	£6.50
Wiper wheel box all	£18.50
Chrome brass nut for wheel box all	£1.00
Flasher relay Herald, Vitesse	£3.00
Flasher relay Spitfire, GT6	£2.50
Hazard warning relay Spitfire, GT6	£3.25

Spring clip holds snap-on chrome bezel	£2.00
Sealed beam unit 7in 60/45 watts	£4.00
Sealed beam unit 5 1/2in dip	£4.50
Sealed beam unit 5 1/2in 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	£3.50

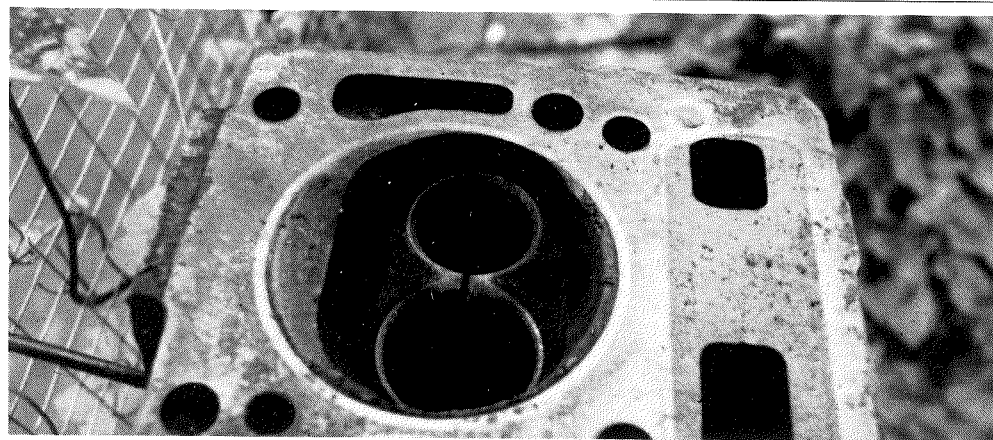
VITESSE MkII REGISTER_____

Andy Bonner



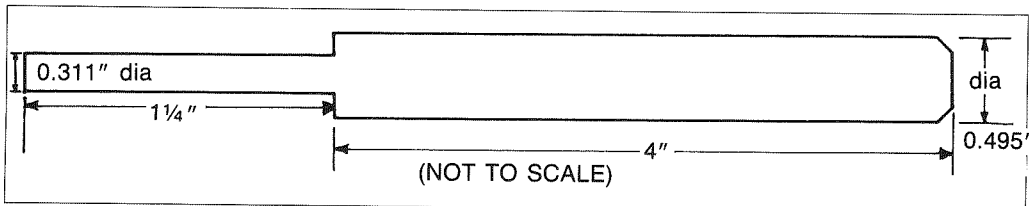
Following on from last month with reference to cylinder head removal, the reason that I had to remove mine was lack of compression on number one cylinder. The photograph reveals the ghastly truth, a very bad crack between the valve seats.

This is a fairly common occurrence on the Vitesse MkII cylinder head and, unfortunately, I don't know how one can prevent it from happening. However, in its early stages, it shows as a hairline crack between the valve seats, another head can sometimes be saved by fitting new valve seat inserts as these overlap one another and remove the crack (mine was too far gone for this to work).



Once you have removed the head, it is worthwhile checking for wear in the valve guides as per the Workshop Manual and if they need replacing, it is a fairly simple job with the correct tool.

One of our local members, Graham Sturgess, has a lathe and made up a tool to the following dimensions:



We have tested it and it works! Afterwards you will have to get your valve seats recut. You can either hire a tool to do this or get your local engine reconditioners to do it for you. Our local firm charges £1.50 per valve seat.



The two-seater beater
TRIUMPH VITESSE 2LITRE Mk2

On a different note, I am currently compiling a list of all MkIIs used by B.L. as road test/advertising cars etc., and would appreciate any information that fellow MkII enthusiasts could give (registration/chassis numbers, copies of road tests etc.).

I'd just like to mention here the recent International Weekend at Peterborough. The venue and organisation etc., were excellent. If your car is off the road now and you missed this year, make yourself a promise to be there in 1989.

★

NEW BOOK ●●● NEW BOOK ●●●



Guide to Purchase & D.I.Y. Restoration
SPITFIRE, GT6, VITESSE & HERALD
Lindsay Porter & Peter Williams

Leading car restoration author Lindsay Porter, and Triumph expert Peter Williams, have combined their talents to produce this eagerly awaited comprehensive guide to step-by-step restoration of our cars.

Nearly 1000 illustrations support the well-researched text showing all the processes involved and pit-falls to be avoided.

The step-by-step photographic approach illustrates dozens of 'real life' restoration jobs; the result of several years of picture research by Lindsay Porter.

Full body colour/trim data, technical specifications, details of owners' clubs and specialist suppliers are all presented in an indispensable Appendices section.

SIZE A4, 312 Pages 960 Illustrations, Hardback

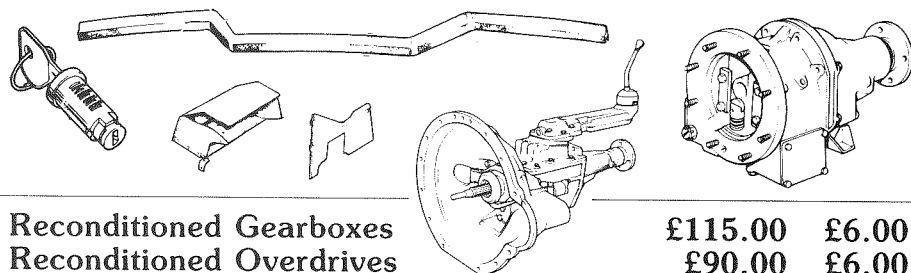
Price £16.95 UK £17.95 Overseas

Payable to Triumph Bookshop - Welland House
9 Acorn Close Lubenham Leics LE16 9SP
Inc p&p ACCESS/VISA Welcome Tel: (0858) 32110



New and Used Spitfire, GT6 Parts off the shelf
Rapid mail order service

Late Spitfire Cap - Stat conversion Kits — 2 Jets and linkages	£17.50	P&P £1.00
Carb Heat Shields	£6.75	£2.00
Original Scuttle Seal <i>All Cars</i>	£3.50	£1.00
Original Spitfire Header Seal	£3.50	£1.00
Spitfire/GT6 Windscreen Frame to Door Seal	£3.50	£1.00
Spitfire/GT6 Door Outer Weather Seal	£6.00	£1.00
Spitfire Boot Seal	£7.00	£1.50
Spitfire/GT6 Window Winders	£5.50	£0.50
Spitfire IV GT6 III Lock Barrels <i>Pair</i>	£10.00	£1.00
Spitfire 4 Handle and Keys Right Hand	£16.10	£1.00
Spitfire 4 Handle Left Hand	£14.00	£1.00
Spitfire N/Side Engine Side Valance	£8.50	£2.50
Spitfire 1500 O/Side Side Valance	£8.00	£2.50
GT6 Engine Side Valances	£12.50	£2.50
Spitfire/GT6 Clove Box	£5.50	£2.00



Reconditioned Gearboxes £115.00 £6.00
Reconditioned Overdrives £90.00 £6.00

ALL EXCHANGE WITH 12 MONTHS GUARANTEE

ALL PRICES INCLUDE VAT

Trade and Export Enquiries Welcome

021 - 359 -3315
105 Brearley St. Newtown
Birmingham B19 3XJ

Minutes from Spaghetti Junction

HERALD REGISTER



Chris Longhurst

USEFUL PART NUMBERS:

When buying parts for a rebuild/overhaul, it is quicker (and often more accurate!) if you can supply the original Part Number to the Storeman/woman.

FRONT SUSPENSION:-

Bush - upper and lower wishbone	119451	Anti-roll Bar - rubber bush	123998
Bush - damper, bottom	119450	Anti-roll Bar - U-clamps	123694
Bush - damper, top	509260	Anti-roll Bar - nyloc nuts for clamps	YN2908
Bolt - trunnion to bottom wishbone	HB1020	Replacement End Links RH -	125481
Bolt - damper to bottom wishbone	HB1020	Replacement End Links LH -	125482
Bolt - upper wishbone to frame	HB0918	Nyloc Nut - link to wishbone	YN2910
Bolt - lower wishbone to frame	HB0919	Nyloc Nut - link stud attachment	YN2909
Trunnion - nylon bush kit/dust-sheild	514191	End Link Studs	125074
Brass Trunnion RH	140919		
Brass Trunnion LH	140920		
Nyloc nuts - wishbone bolts	YN2909		
Nyloc nuts - trunnion, lower damper bolts	YN2910		
Nyloc nuts - damper top plate	YN2907		
Shims - lower wishbone/chassis	122022		
Damper - top plate	122137		

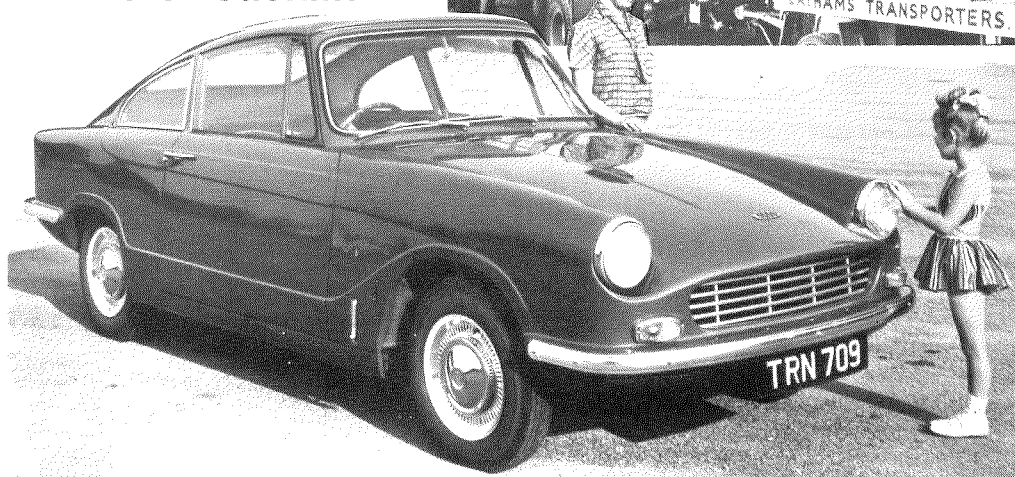
It is worth noting that Classicar Automotive (see adverts) do a comprehensive front suspension (both axles) 'nut and bolt' kit which includes many of the above nuts and bolts, plus others not listed above. The kit I saw was very impressive, with nuts, bolts etc. in separately labelled polythene bags for their various applications. Many of the advertisers in The Courier can also supply bushes etc. at prices substantially below "Leyland (or whatever they are calling themselves this month!) dealer prices".

TECHNICAL QUESTION:

The rear transverse leaf spring on club cars has to be fitted with the arrow or label "FRONT" towards the front of the car. Do any of you technical expert out there know why? The spring looks symmetrical to me! What would be the effect of fitting the spring "back-to-front"?

BOND EQUIPE REGISTER

Peter Jacklin



With summer (!) nearly finished autumn and winter will soon be with us, now is the time to start planning for the long dark nights. How about a winter project? I know of several Equipes 'ripe for restoration' in scrap yards around the country and several more for sale privately - so come on, save a Bond and become the owner of something a bit different! Who knows perhaps Nick Lord could have a genuine entry for the 'Choice Bond' Competition if he gets started soon!!

Now for the promised spares/originality guide for each model, starting this month with the 2 + 2, I have also included some technical information which might be of interest to owners.

ENGINE Spitfire 4 (Mk1) Serial Nos. between FC 6982 - 36359. Oil capacity - 7 pints. Carbs - Twin HS2 with AN needles.

GEARBOX Herald/Spitfire 3 synchro **DIFF** Ratio 4.11 to 1

CLUTCH 6¼" coil spring (up to Eng. No 17136, subsequently 6½" diaphragm)

DYNAMO Lucas C40 - 1 **REGULATOR** - Lucas RB106/2

COOLING SYSTEM Capacity 8½ pints **FUEL TANK** Bond manufacture, 10 gall. capacity

FILLER CAP Early Spitfire **CHASSIS** Modified Herald

BRAKES Front 9" disc with Type 12 calipers. Rear 7" x 1¼" drum

TYRES 5.20 x 13 (original equipment)

Continued....

BODY Doors - Herald, windscreen and front quarter lights - Herald. Door glass, rear quarters, rear window - Bond own spec.

SEATS AND TRIM Bond own specification

LIGHTING Stop/tail - Lucas P + No. L692*

Indicator (rear) - Lucas P + No. L691*

Number plate - Lucas P + No. L467*

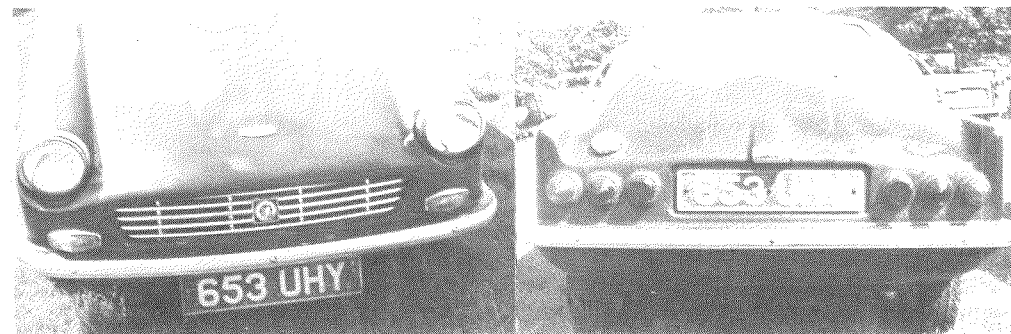
Frontside/indicator - Lucas P + No. L584*

Rear Reflector - Lucas P + No. RER 31

*New replacements available from British Classic Car Lighting (see advert in Courier or Practical Classics).

Obviously no new Bond manufactured parts are available so these are only available through salvage.

Any comments, corrections or additions to the above are most welcome, please drop me a line and share your knowledge with others. **BADGES** - the supply of reproduction 'Equipe' script badges hit a snag some time ago when the manufacturer to whom I supplied the pattern went broke, but hopefully now another source has been located and I hope to have good news in the near future.



Next month the 4S and 1300 will be featured.



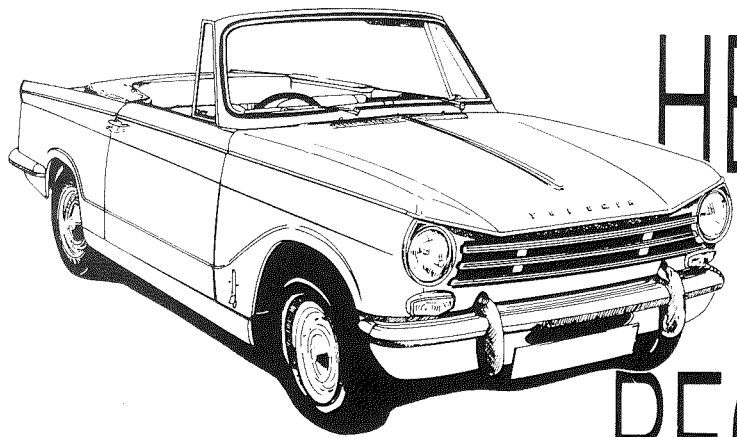
CLASSIC CAR
RESTORATION
AND
SERVICING

**A.C.S. CLASSICS OFFER YOU
THE COMPLETE SERVICE**

From an oil change to a full body-off restoration
Experience of All Herald Chassised cars, TRs, and Stags

Prices are competitive. Club discount. Why not ring for a quote?

Adrian Storton (director), Unit 14, Hawkins Lane Ind. Est, Wharfe Rd, Burton upon Trent, Staffs. DE14 1PT
Tel: (0283) 37120 or (0283) 223162 after 7.00.



HERALD 13/60 REGISTER

Dave Beardsley

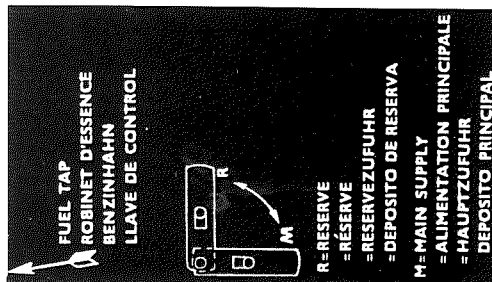
Tanks For The Memory

Whilst driving around the Peterborough Showground in July, I had the misfortune to run out of petrol. Never mind, good old Triumph anticipated the needs of people like me. Open the boot, flick the lever, and away we go again.

This incident reminded me of an instance a few years ago. Having merrily painted over the sticker on the tank and upon running out of fuel, I climbed out with a smug grin on my face only to find it was already set on reserve!

With this in mind I had a walk round the carpark during the weekend and was surprised how many people, like me, had painted their tanks, covering the information on how the reserve facility works.

For those of you to whom this applies, the panel is reproduced here.



Finally, the photo in Courier 97. Lots of you have asked what it is. The answer - I don't know. Suggestions please.

P.S. The above sticker is available from Classic Car Reproductions in Wolverhampton

SPORTS CAR SUPPLIES
TEL: 091 4960522 **NOW**

MAIL ORDER • UK & EXPORT • TRADE WELCOME
TRIUMPHS WANTED

LUGGAGE RACKS
All Aluminium or wood slats
£15.00

CARPET SET
£49.00

Stainless Steel Oversill Kit
Complete only
£30 pr. Inc. (p&p £7)

OVER-RIDERS
£12 PAIR (p&p £2.00)

SOFT TOPS £59.50
VOTED "TOP TRADER" T.S.S.C.
SEND SAE FOR LIST.

Spitfire 1500 motifs black/silver £2.50 each inc. postage

TOP QUALITY FIBRE GLASS QUARTER VALENCE £14.99 EACH (P&P £3.00 PAIR)

FRONT SPOILER 1500 AND MK IV 1300 £12.00 (p&p £2.00)

SEND SAE FOR LIST

Sports Car Supplies 'Triumph'
Victoria Garage, Jubilee Terrace,
Swalwell, Tyne & Wear NE16 3AG
TEL: 091 - 4960522 (2 Lines) 24 Hours
ALL PRICES INCLUDE V.A.T. CHEQUES PAYABLE TO: SPORTS CAR SUPPLIES

SORRY - WRONG NUMBER!

KEN DAVIS

After 50 years in the number plate trade, I am very conscious of the number of fine veteran, vintage and classic cars which display number plates not in keeping with the vehicles' year of manufacture.

Assuming you are fortunate enough to have retained the original registration number, availability may be your only problem but with a little searching it is possible to locate plates to suit most vehicles. In fact, one small company is still producing die-pressed aluminium plates utilising the original pre-war dies and presses - and you can't get more original than that! The good old pressed aluminium plate spans nearly 60 years and was popular for the basic production line cars.














More up-market vehicles carried a fair range from Ace Silver Peak, Ace White Peak, Ace translucents (for illuminated boxes) Bluemel White Peak, Bluemel translucents, Hills Silverdome, Hills Ivorite, Hills Puraloy, Hills Flexwyt and many others.

Some letters and numbers are still available - you may be lucky, it is certainly worth a try. Small caches of these original components are in half-forgotten stocks up and down the country. Some letters in



Manchester, some figures in a cellar in Birmingham, a small quantity in a garage loft in Southend. It may well be possible to gather together your registration

The following table will give some idea of the relative sizes, types, years and availability:

		Character Section
1903 onwards	<i>Veteran</i> 3½" characters on 21" x 5" and 14" x 9¼" Hand painted steel plate. Some produced. Heavy castings (alum) Still available.	
1920's	Flat cast digits on steel ground. Not available.	
1930's	<i>Vintage</i> 3½" characters on 21" x 5" 11" x 9¼" & 14" x 9¼" Heavy gauge pressed alum. Still available. Flat cast digits, white enamelled. Copies available.	
until	<i>Classic</i> 3½" characters on 21" x 5" 11" & 14" x 9¼" Ace Silver Peak. Certain numbers and letters available. Ace White Peak. Certain numbers and letters available. White Plastic. All numbers and letters available. Ace Translucent. Some numbers and letters available. Hills Silverdome. None available.	   
1962	Hills Ivorite. None available.	
1963	<i>Classic</i> 3.1/8" chars. on 20.5/8" x 4½" & 11.11/16" x 8.3/8" Ace Silver Peak 3.1/8" some available. Ace White Peak 3.1/8" all available. Ace Transluncents 3.1/8" some available.	  
until	Wrights Silver Peak 3.1/8" all available. White plastic 3.1/8" all available. Silver plastic 3.1/8" all available.	 
1973	Pressed Aluminium 3.1/8" all available.	

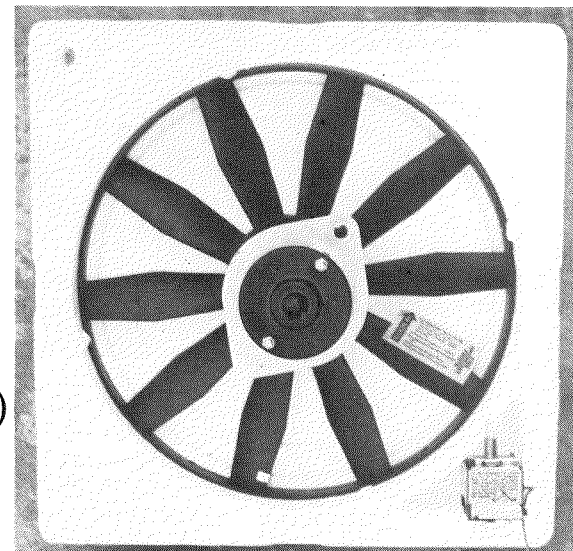
I can offer you a search and supply service for number plates to suit your vehicle. A stamped addressed envelope will bring a comprehensive size and price list from Kenn Davis, The Coach House, Kennerley's Lane, Wilmslow, Cheshire SK9 5EQ. Tel: 0625 526147. ●



Cool Man Cool

(or..Fitting a Kenlowe Fan)

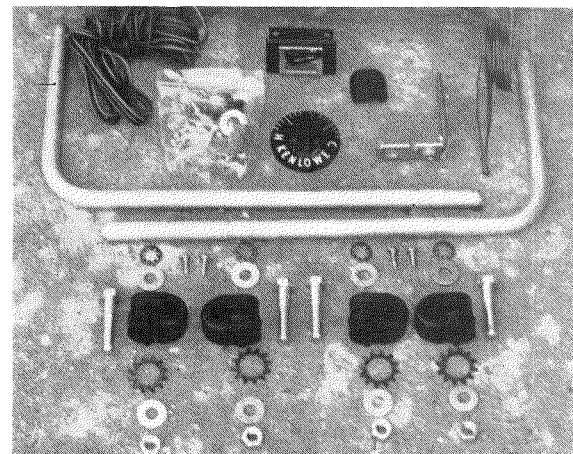
Peter Williams



As the sales literature goes, constantly turning mechanical cooling fans (even late Spitfire ones) lead to a loss of available power from the engine resulting in some reduction in the car's potential performance and or fuel economy. Electric fans are now fitted as standard to the majority of modern cars for these very reasons so it can make sense to think about fitting an aftermarket unit to your car. However, the original cooling system can sometimes be marginal due to its age and condition (is the radiator core or engine block choked with hardened deposits?) and/or its basic design and installation and that taking the mechanical fan off and swopping it for an electric unit can lead to overheating so check the system over critically first. Overheating occurred in this way on fitting an electric fan to my GT6 Mk1 though shamefacedly I've yet to sort out the cause of the problem but simply put the mechanical fan back on. In direct contrast, friends with other GT6s and other Club cars certainly don't share the problem and are nothing but enthusiastic about using an electric fan. I'm pleased to say that though replacing the mechanical unit on my car, I left the electric fan in place and it has since proved useful as a manually switched booster to the normal system under fast and hot driving conditions - such as powering up steep hills in sunny Germany following the Spitfire Weekend in Holland last year. A similar potential advantage can be gained by fitting an electric cooling fan to supplement the standard system on cars well used to towing caravans and the like or on all cars in extreme climates.

Fig.1

For the majority of Our cars the Kenlowe fan fits in between the radiator and front grill and comes complete with motor, fan blade, alloy mounting bars, temperature control system and all necessary wiring. Vitesse's which have very limited space at the front of the radiator are supplied with a similar kit though with a fan and mounting system that fits between the radiator and the engine block. The main fitting details with the exception of the fan mounting arrangements are the same for both kit types.



TRIUMPH BOOKSHOP

ORIGINAL BRAND NEW LEYLAND PUBLICATIONS

HERALD

Workshop Manuals	UK	O'seas
Herald 1200	£19.95	£21.95
Herald 13/60	£19.95	£21.95
Herald Servicing Cards	99p	£1.50
Handbooks		
Herald 13/60	£5.00	£5.50

Parts Catalogues

Herald 13/60	£14.00	£15.00
--------------	--------	--------

SPITFIRE

Workshop Manuals	UK	O'seas
Spitfire 4/11/111	£19.95	£21.95
Spitfire 4/11/111 Dutch	£18.00	£20.00
Spitfire IV	£18.00	£20.00
Spitfire 1500	£18.00	£20.00
Spitfire IV/1500 French	£18.00	£20.00
Spitfire IV/1500 Dutch	£18.00	£20.00
Parts Catalogues		
Spitfire MKIV	£14.00	£16.00
Spitfire 1500	£14.00	£16.00

Handbooks

Spitfire 4	£5.00	£5.50
Spitfire MK11	£5.00	£5.50
Spitfire MK111	£5.00	£5.50
Spitfire MK111 Swedish	£5.00	£5.50
Spitfire MKIV	£5.00	£5.50
Spitfire MKIV German	£5.00	£5.50
Spitfire 1500	£5.00	£5.50
Spitfire 1500 U.S.A.	£5.00	£5.50
Spitfire 1500 Canada	£5.00	£5.50

NEW RESTORATION GUIDES

How to Restore Sheet Metal Bodywork	
How to Restore Paintwork	
How to Restore car interiors	Price
How to Elec.&Ign. Systems	UK O'seas
How to Restore Fibreglass	£8.75 £9.50
How to Restore Upholstery	each
How to Restore Classic Car Engines	

HAYNES WORKSHOP MANUALS	COVERS ALL HERALD, VITESSE, SPITFIRE & GT6 MODELS	UK	O'seas
STATE MODEL		£10.95	£11.95

The complete restoration guide: Lindsay Porter new edition	£10.95	£11.95
SU Carburettors	£9.50	£10.00
Stromberg Carburettors	£9.50	£10.00
Weber Carburettors	£9.50	£10.00
Electrical Manual	£9.95	£10.95
(Haynes Publishing)		

BROOKLANDS BOOKS

Triumph Vitesse & Herald 1959/71	£7.50
Triumph GT6 1966/1974	£7.50
Triumph Spitfire 1962/1980	£7.50
Spitfire Collection No. 1 1962/1982	£6.50
Road & Track Triumph Sports Cars '58/67	£7.50
Road & Track Triumph Sports Cars 67/74	£7.50
Road & Track Triumph Sports Cars 74/82	£7.50

GRAHAM ROBSON

THE COMPLETE HISTORY'S		
SPITFIRE/GT6	£11.50	£12.50
HERALD/VITESSE	£13.50	£14.50

NEW...PRACTICAL CLASSICS RESTORATION		
GUIDE OF HERALD/VITESSE	£6.50	
GUIDE OF SPITFIRE/GT6	£6.50	
GUIDE TO METALWORKING	£6.50	

COMPETITION PREPARATION BOOKS

(British Leyland)	
Comp - Preparation Spitfire 1111/111V	£6.00 £6.50
Comp - Preparation Spitfire 1500	£6.00 £6.50
Comp - Preparation 2 Litre Cars	£6.00 £6.50
Comp - Preparation GT6 MkII	£6.00 £6.50

Also stocked full range of TR and Stag Manuals ring for details.

Cheques/Postal Orders made payable to TRIUMPH BOOKSHOP Welland House, 9 Acorn Close, Lubenham, Market Harborough, Leics LE16 9SP TEL: (0858) 32110
ALL ORDERS INCLUDE POST AND PACKING ACCESS/BARCLAYCARD ORDERS WELCOME

VITESSE

Workshop Manuals	UK	O'seas
Vitesse '6'	£19.95	£21.95
Vitesse 2LMK1/11	£19.95	£21.95
Handbooks		
Vitesse '6'	£5.00	£5.50
Vitesse MK1	£5.00	£5.50
Vitesse MK11	£5.00	£5.50

Parts Catalogues

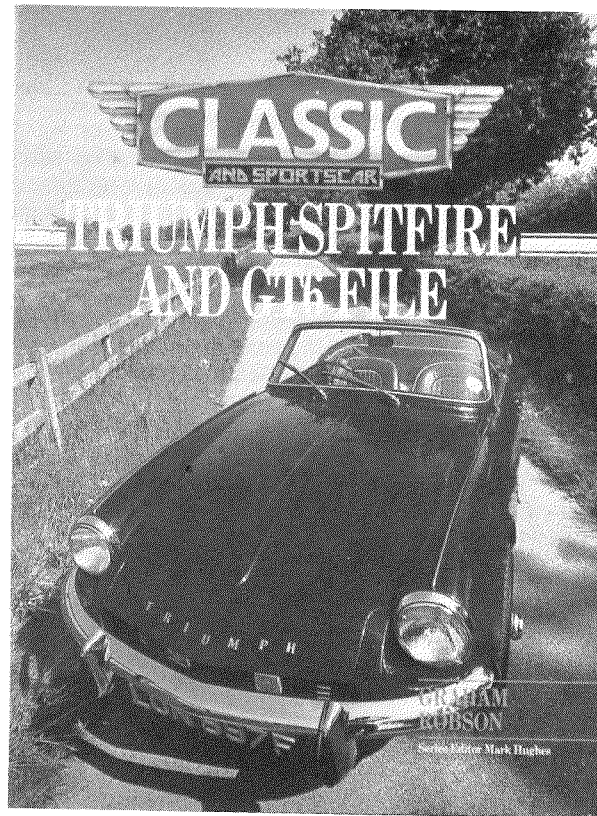
Vitesse 2 Litre MkII (Would also suit MKI)	£14.00	£15.00
--	--------	--------

GT6

Workshop Manuals	UK	O'seas
GT6 MK1/11/111	£19.95	£21.95
Parts Catalogues		
GT6 MK1/11	£16.00	£18.00
GT6 MK111	£14.00	£16.00
Handbooks		
GT6 MK1	£5.00	£5.50
GT6 MK11	£5.00	£5.50
GT6 MK111	£5.00	£5.50



Triumph Spitfire, GT6, Vitesse & Herald Guide to Purchase & DIY Restoration
By Lindsay Porter & Peter Williams
312 pages 1000 pictures (Best available)
£16.95 UK £17.95 OVERSEAS



SPITFIRE/GT6 FILE - By Graham Robson

Graham Robson, long-time motoring writer and a regular contributor to Classic and Sportscar, analyses these two models in detail, covering all aspects of mechanics, running gear, body and interior. He discusses common problems and restoration, and takes the prospective purchaser through a checklist of important points. Full specifications and performance figures are given, and over 120 illustrations are used to give a pictorial record of the cars and to point up problem areas.

£10.95 UK 11.95 OVERSEAS

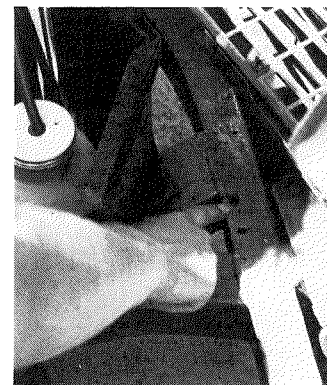


Fig.2

The following figures show the most common, alloy bars, type of mounting. Following removing the mechanical fan and disconnecting the battery, continue to fit the kit by deciding on the best place to mount the brackets. For GT6s and Spitfires at least, the chassis is already provided with some very convenient unused holes.

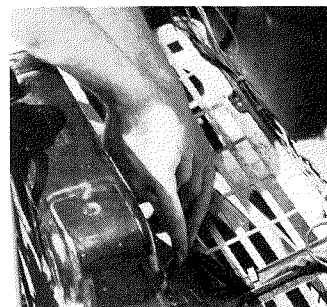


Fig.3

As required, the front wiring loom may be gently unclipped and moved out of the way to be resecured afterwards.



Fig.4

Referring to the set of instructions supplied with the kit, and the chosen sites for the mounting brackets on the car, slide the relevant clamps over the mounting bars and leave roughly in place.

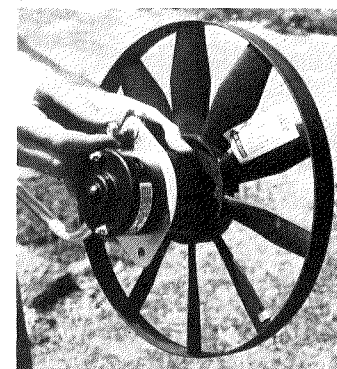


Fig.5

Offer up the motor/fan unit and secure loosely in place. Make sure that the fan is set the correct way round as clearly shown in the instruction manual else it'll suck hot air from the engine towards the front of the car rather than blow cold air from the front through the radiator.

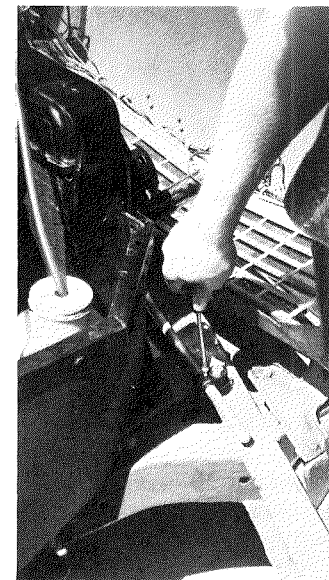


Fig.6

Next, offer up the fan unit complete with roughly positioned brackets onto the car. Feed the mounting bolts through the chassis or other chosen sites sliding the clamps along the alloy bars to suit. Make sure that the fan sits snugly against the front of the radiator sweeping over the largest core area possible. Depending on the car, check that the bonnet shuts without catching on the fan motor. On GT6s, the front return lip of the bonnet may have to be bent up slightly to clear - no problem. When all's well, tighten up the clamp locking screws near each mounting point...

ANGLIA HOOD CO. LTD.

Spitfire Mk1-IV	£34.35 + £3.50 P&P + VAT
Herald/Vitesse	£30.87 + £3.50 P&P + VAT

Anglia Hood Co. Ltd., BEC, Eldon Street, South Shields, Tyne & Wear NE33 5JE.
Telephone: (091) 455 4300 Fax: (091) 455 1837 Telex: 537390 TEDCO G.

We also maintain a ready stock of hoods in ICI material for all Triumphs

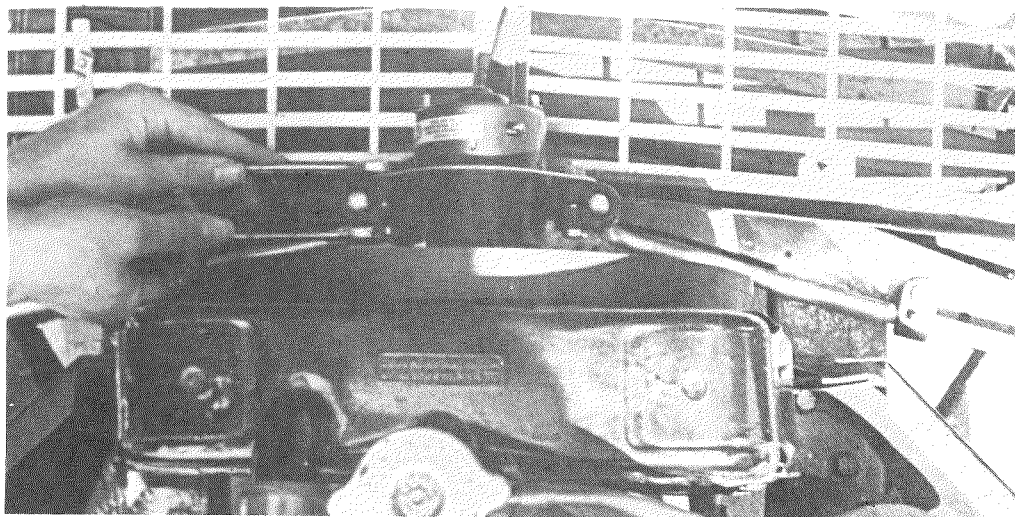


Fig. 7
...and secure the motor/bracket fixing bolts.

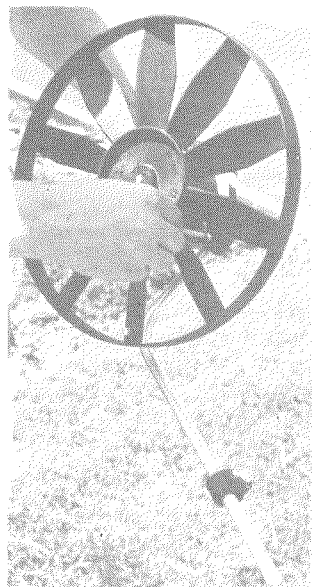


Fig. 8
With the clamp positions fixed, lift the whole system out of the car and tighten the clamp securing screws at the motor support plate. Fix the assembly back into the car and fit and secure the chassis mounting bolts and nuts. As applicable, double check that the bonnet shuts without catching. Readjust as required.

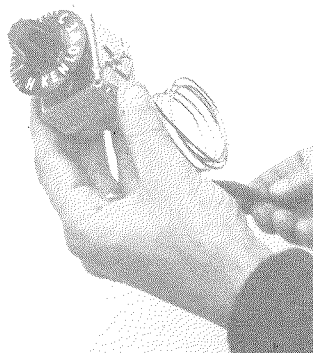


Fig. 9
The fan motor is set to go into action at a preset temperature as indicated on the remote control unit...

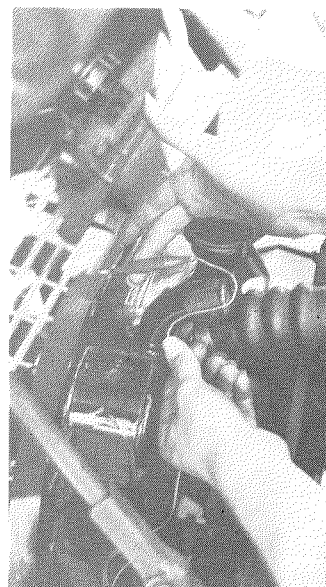


Fig. 10
...which receives information on the water temperature from a temperature sender which sits inside the top of the radiator. Use the special seal provided to give a water tight join between the radiator pipe, capillary and top hose. A smear of copaslip or similar on the seal may help initial seating. Alternatively, feed the capillary through the other end of the top hose, sealing it in a similar way against the hose and the alloy thermostat housing pipe. Ensure that the trailing capillary is well secured and that it can't foul the fan belt, dynamo etc.

Fig. 11
With the hose in place, tighten up the jubilee clip. Once in use, check carefully for leaks. If fitting the sender unit through the front end of the top hose, pay particular attention to the positioning of the worm drive of the clip on GT6s. Little dents in the bonnet bulge above the radiator are often due to wrongly positioned clips as the clearance above the radiator is minimal.

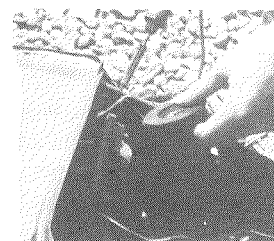


Fig. 12
With the mechanical bits largely done, wire the system up in accordance to the instructions supplied. If at all possible, use soldered joints where required as they'll be more reliable than simply crimping. Never just twist wires together as they'll be unreliable and can form a fire hazard.

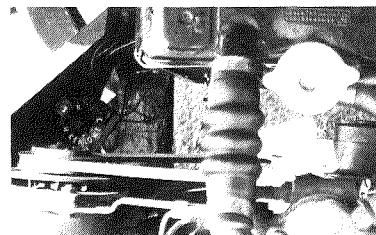


Fig. 13
The thermostat controller, seen centre left in this shot, can be fitted in a number of convenient positions but must be earthed.

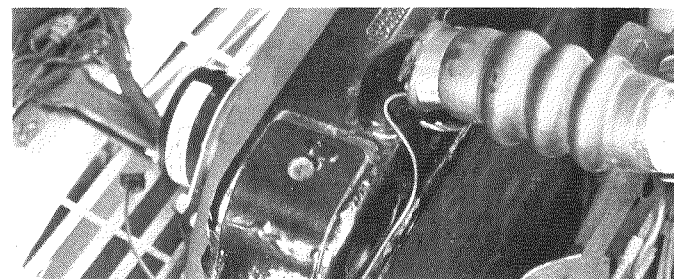


Fig. 14
Similarly, the manual override switch can be located in any convenient place eg. underneath the dashboard - shown bottom left. Once everything is in place, double check all the wiring and reconnect the battery. Start up the engine and set to idle. Check that the fan rotates in the correct direction as the thermostat controller cuts in or as switched in by the manual override. If the fan rotates in the wrong direction, swap over the motor power leads. Check the cooling system for leaks. As discussed in the instructions, to gain the greatest benefits of an electric, temperature controlled fan system, the temperature controller should be set to cut the fan in with the temperature gauge reading a little higher than normal ie. about half way between normal and hot. Set the final cut-in temperature by road testing the car adjusting as necessary.

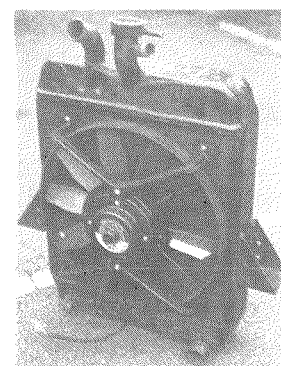


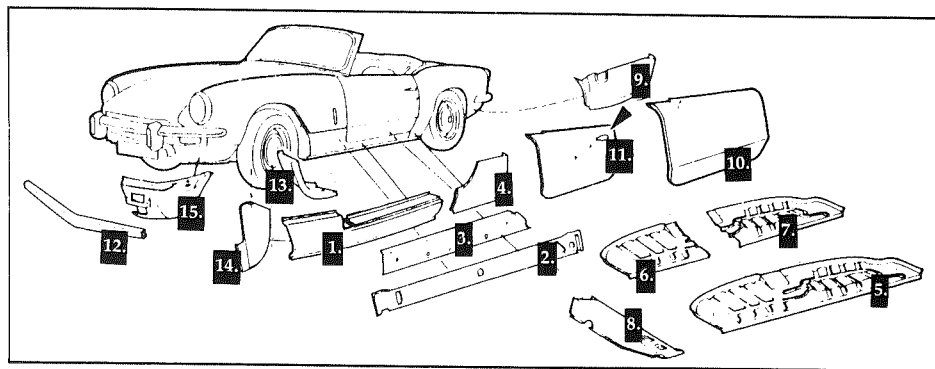
Fig. 15
As mentioned above, the fan mounting details for Vitesse models are different to other club cars. As shown here, Vitesse motor/fan units are mounted directly onto the engine side of the radiator by means of four small brackets and 'flat' bolts which should be carefully threaded through the radiator core in between the vertical cooling pipes and the horizontal cooling vanes. This is certainly no problem on original type radiators. However, I recall being told that some recored radiators may be fitted with the vertical cooling pipes staggered therefore not presenting a straight path from front to back (whether this is true or not I don't know). Presumably if this is the case then the bolts wouldn't pass through. So, check that your Vitesse radiator core is indeed suitable - I checked my recored Vitesse rad and it's certainly OK so perhaps my memory or the unidentified sage are playing tricks with me.

Stay cool. ★

Original figures first produced for the 'Guide to Purchase and DIY Restoration of the Triumph Spitfire, GT6, Vitesse and Herald' by Lindsay Porter and Peter Williams, now in print by Haynes.

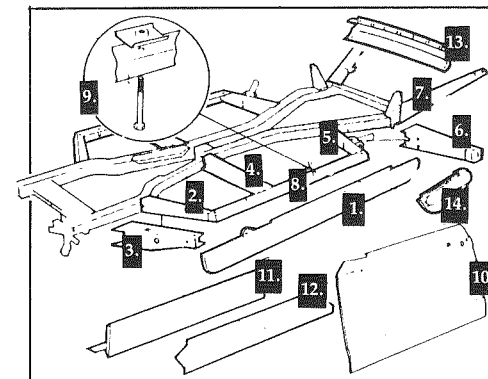
SPITFIRE/GT6 PANELWORK

1. Outer Sills	£12.50	14. Sill End	£2.95
2. Inner Sills	£8.00	15. Front ¼ 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		



HERALD/VITESSE CHASSIS

1. Sills - Original	Pair £20.00
Sills - Original (Shop Soiled)	Pair £12.00
2. Front Outrigger 1959-62	£8.50
3. Front Outrigger 1963 On	£8.50
4. Centre Outrigger 1963 On	£8.50
5. Rear Outrigger 1963 On	£8.50
6. Rear Outrigger (Vitesse Mk.2)	£8.50
7. Rear Extension	£10.00
8. Chassis Side Rail	£8.50
9. Fitting Kit (8 Plates, 8 Bolts)	£7.95
10. Door Skin	£19.50
11. Door Bottom	£8.00
12. Door Tread Plate	£4.95
13. Rear Valance	£17.50
14. Rear ¼ Valance L/H	£12.50
Rear ¼ Valance R/H Original	£19.50

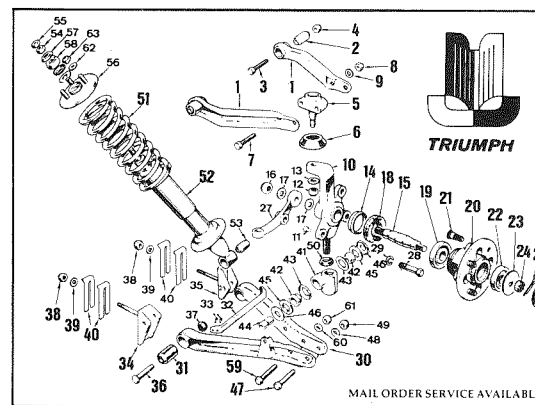


ALL PRICES EXCLUDE VAT & CARRIAGE
ACCESS & BARCLAYCARD WELCOME
MAIL ORDER SERVICE AVAILABLE

SPAX SHOCK ABSORBERS

Shock absorbers are priced each, but it is strongly advised that they are fitted in pairs.

Standard Front	£15.00
Adjustable Front	£25.00
Standard Rear	£12.50
Adjustable Rear	£25.00



MAIL ORDER SERVICE AVAILABLE

STEERING & SUSPENSION

Trunnion Bush Kit		Suspension Kit	
Comprising No's 42-46	Car Set £4.70	Trunnion Kit & No's 2,3,4,7,8,9,31,36,37	
Major Suspension Kit			Each £17.50
Comprising Trunnion Kit, Suspension Kit		Trunnion Kit	
& No's 5,6	Each £24.75	No's 41-50,53,59,60,61	Each £15.00

Front Suspension Bolt Kit	
No's 3,4,7,8,9,36,37,47,48,49,59,60,61	Each £4.95
Wishbone Bush Kit	
8 x Wishbone Bushes	£2.95

Front Wheel Bearing Kit	
No's 18,19,22	£7.50
Rear Wheel Bearing Kit	£8.50
Track Rod Ends	Each £4.95
Steering Rack Gaiters	Pair £6.00
Lower Steering Coupling	£11.50

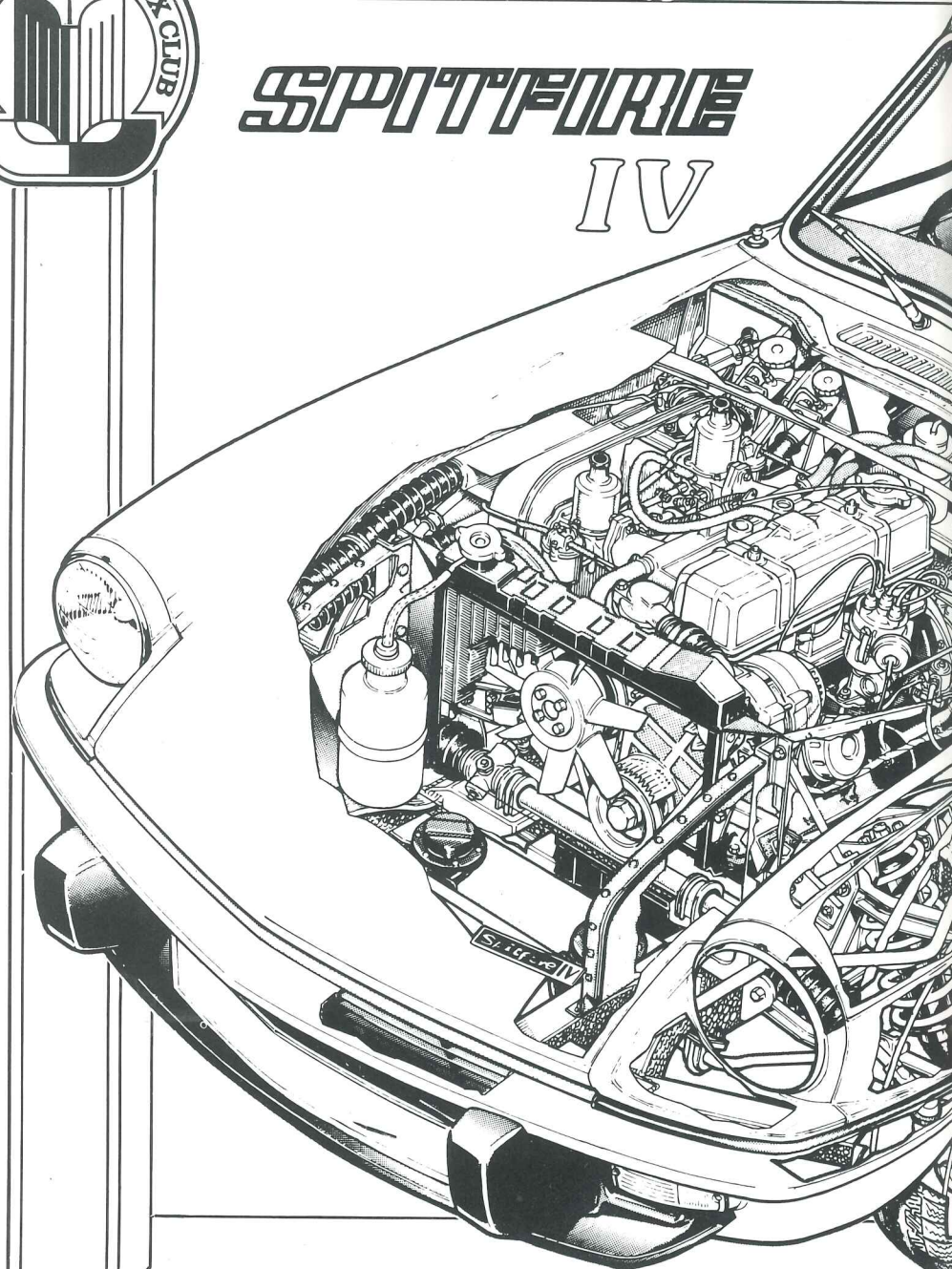


British Sports Car Centre

303 Goldhawk Road, London W12 8EZ Telephone 01-741 7075 01-748 7823



SPITFIRE IV



TRADE REVIEW

TOP TRADERS

SEPTEMBER 88

The following list shows traders who have, on the whole, recently given satisfactory service according to the collective opinions of members supplying information. No recommendation is implied.

- | | |
|--|---------------------------|
| 1. John Kipping, Coventry | Parts |
| 2. Sports Car Supplies, Gateshead | Parts |
| 3. Classicar Automotive, Middlewich | Fittings |
| 4. Spit Bits, Reading | Parts |
| 5. Spitfires UK, Leicester | Parts |
| 6. Austin Rover Network | Parts |
| 7. Triumphtune, Richmond | Tuning |
| 8. Midland Spitfires, Birmingham | Parts |
| 9. Cambridge Triumph Spares | Parts |
| 10. Henleys, Northampton | AR Agents |
| 11. Vintage Racing Cars, Northampton | Mechanical Work |
| 12. Northampton Diesel Electrical | Original Electrical Parts |
| 13. Carburettor Exchange, Leighton Buzzard | Carburettors |

Please write to me with all experiences of Traders, good, bad and indifferent, in order to keep this service fully up to date:

Eddie Evans, 4 Bank Top, Cark-in-Cartmel, Cumbria LA11 7NZ

BEAT THIS! CAR CARPETS

LOWEST PRICE! FASTEST DELIVERY!

• 5 YRS GUARANTEE • EXCLUSIVE TO US

WE WILL BEAT ANY PRICE
CHECK THE REST THEN PHONE

0933 223602 QUOTE CAR MODEL
0933 227166 7 DAYS A WEEK

24 HRS DESPATCH ON URGENT ORDERS

PLAIN or LATEX BACKED, ROT PROOF
All parts include not just floor. BUY
DIRECT - SAVE! 100% polypropylene
with pad for drivers heel.
Brown, black, blue, red, green, fawn, charcoal
or beige.

MOST CARS
AVAILABLE

SALE PRICE
FULL SET
FROM
£12.50
£2.35 p.p.p.

ANY COLOUR - ANY CAR - Sports Cars from £15. per set; Range
Rover £42 complete, Reliant Scimitar, All Lotus £45, All Jaguar £45. If
they wear out WITHIN 5 YEARS another set will be sent FREE OF CHARGE. Car carpet on the roll, 36in.
wide, £3.50 a yard; 72in. wide, £7 a yard.

EASY
TO FIT
5 YEAR
GUARANTEE

VINYL ROOF
FROM ONLY
£15 £2.35
COMPLETE p.p.p.

A NEW LOOK
IS LIKE A NEW CAR.



ANSAPHONE SERVICE, PHONE 0933 227166. Quote name, address,
post code, car, year, colour, card number or CALL OUR DISPATCHER
DIRECT ON 0933 223602, 8 am to 5 pm Monday to Friday, 8 am to 1 pm

Saturdays/Sundays. Prices include VAT. Send cheque/POs. 100% satisfaction or your money
back (Prop. P.G. & M.M. Hughes. Add £1.00 for COD (pay postman))

0933
223602

MOTOR UPHOLSTERY SUPPLIES

14 ANNE ROAD, WELLINGBOROUGH, NORTHANTS

0933
227166

Available for ANY car in black, dark blue,
white, cream, light/dark brown/grey vinyl with
leather grain finish. Raised saddle stitch
seams. ALL SALOONS £15. Estates and vans
£17. 5 YEAR UNCONDITIONAL WRITTEN
GUARANTEE - if it loses its appearance
another will be sent FREE OF CHARGE. All kits
include: CHROME LOOK EDGING, 4 SPREAD-
ERS, ADHESIVE AND INSTRUCTIONS. State
type of car. SOUNDPROOFING MATERIAL
7.50 per yard, 54" wide. Add £1.95 p.p.p.

FOR SAME DAY DESPATCH, 24 HOUR



WE MAIL FAST!!

All orders over £60 POST FREE except where asterisked.

For orders under £60 add £1.65 postage or £5.20 Securicor.

Ask to go on our FREE MAILING LIST. Add 15% VAT to total order.

NOTE ONE SECURICOR CHARGE COVERS ORDERS UP TO 25KG

Engine Components			
High Performance Camshafts			
Stage 1	23.00	4 cyl	42.00
Stage 2	25.00	4 cyl	44.00
Stage 3	25.00	4 cyl	46.00
Exchange Deposit	28.00	4 cyl	46.00
4 cyl	5.00		
6 cyl	10.00		
Cam Lubric	2.50		
Cam Followers Each			
Most Models	£1.50		
Rockers Shafts			
Spitfire Early	£16.15		
Spitfire Late	£16.15		
6 Cyl Early	£21.64		
6 Cyl Late	£21.64		
Oil Pumps			
Spitfire 1/2/3	£21.18		
Spitfire 1500	£26.17		
GT6	£26.17		
Timing Chains			
Most Models	£4.15		
Bearings STD			
1147cc Engines	£7.57	3.80	£1.10
1296 to 71	£7.57	3.80	£1.10
1296 71 on	£8.65	3.80	£1.26
1400cc 70 on	£8.65	3.80	£1.26
GT6/Vitesse to 67	£24.61	£11.76	£1.26
GT6/Vitesse 67 on	£9.86	£11.76	£1.26
*Only available in overseas 10-30			
Exchange Crankshafts*			
4 Cyl	£50.00		
6 Cyl	£55.00		
Exchange Deposit	£35.00		
Bearings Extra			
Short Engine*			
Fitted new pistons, new oil pump			
Reground crank, reprofiled cam			
4 cyl	£350.00		
6 cyl	£350.00		
Full Engine*			
As short engine plus head, rocker, easy			
New followers etc 4 cyl			
6 cyl	£350.00		
Exchange Heads*			
Standard Reconditioned 4 cyl	£30.00		
6 cyl	£30.00		
Performance Tuned, Gas Flowed			
Flow Tested Polished 4 cyl	£121.30		
Note: All heads are 6 cyl	£175.00		
Assembled with valves and springs	£175.00		
Exch. Deposit	£35.00		
Valves & Guides			
In	£2.79	£3.85	£1.00
Exh	£2.79	£3.85	£1.00
Mk II	£2.79	£3.85	£1.00
73-74 1500	£2.97	£3.85	£1.00
73-74 1500	£2.97	£3.85	£1.00
75 on 1500	£2.97	£3.85	£1.00
GT6 Mk II 66-73	£2.68	£4.16	£1.00
Mk III 73	£2.68	£4.16	£1.00
Piston Rings			
940cc Herald	£12.77		
1590cc Vitesse	£18.65		
1147cc Herald/Spitfire	£12.90		
1296cc 1497cc Spitfire	£12.90		
1990cc Vitesse/Spitfire	£19.49		
2490cc TR5/6	£20.23		
1991cc TR2/TR3	£16.43		
2130cc TR4/TR4A	£15.73		
Gasket Sets			
Spitfire 1500	£12.09		
Mk IV	£13.25		
Mk III	£10.41		
GT6 66-73	£19.40		
66-71	£21.85		
71-73	£22.08		
Oil Seals			
Spitfire 62-71	£1.60	£2.68	
71 on	£1.44	£2.68	
GT6 66-73	£1.88	£2.68	
late 73	£1.44	£2.68	
Water Pumps			
Spitfire 1500 Fixed Fan	£19.94		
Rebuilt 10, front	£20.34		
GT6, Spitfire Upper Ball Joint	£20.37		
GT6	£19.55		
Fan Belts			
All models	£1.64		
Brake Parts			
Pads & Shoes set of 4	£5.80		
GT6 Mk II, IV 67-70	£6.10	£6.20	
Mk III 66-72	£5.76		
Vitesse Mk II 66-71	£6.26		
Brake Discs Per Pair			
Spitfire all models	£21.32		
GT6 all models	£26.80		
Brake Drums Each			
Show Return Springs	£1.96	per set	
Copper Brake Pipe Sets			
Spitfire all models	£21.00		
GT6 all models	£21.00		
Vitesse all models	£21.00		
Herald all models	£21.00		
Cupro Nickel Brake Pipe	£6.84		
Seamless 25R	£6.84		
Rear Wheel Cylinders			
New Girling	£7.33		
Spitfire 1500 70-75	£7.33		
Mk IV 1500 70-75	£7.33		
500 75-81	£7.33		
GT6 66-72	£7.33		
66-70	£8.36		
70-72	£7.13		
72-73	£8.71		
Brake Adjusters			
Most Models	£6.38		
GT6 70-72	£2.45		
Brake Master Cylinder			
New Girling	£30.67		
Spitfire Mk IV	£30.67		
66-71	£35.88		
GT6 66-72	£25.93		
72-73	£31.41		
Vitesse 62-66	£39.13		
66-70	£28.93		
Servo Locked Wheel Kit			
Most Models	£90.27		
Brake Callipers, NEW!			
Spitfire 67 on	£63.17		
Brake Hoses (Each)	£5.61		
74-81	£5.61		
GT6 66-72	£4.93		
72-74	£4.93		
Performance Brake Parts			
Race & Rally Application	£6.90	each	
Stainless Braided PTFE			
Brake Hoses			
Clutch Parts			
Complete Clutch Borg & Beck			
Plate, Cover and Bearing	£55.66		
Spitfire 1500 74-80 71/4	£41.07		
IV 71-74 6 1/2	£41.07		
III 66-70 6 1/2	£41.35		
GT6 all models	£55.80		
TR3 & 4	£79.44		
TR4A Plate & Brg	£33.56		
TR5 & 6	£70.00		
Clutch Master Cylinder			
New Girling	£21.91		
Spitfire all models	£30.67		
GT6 all models	£30.67		
Clutch Slave Cylinder			
New Girling	£21.91		
Spitfire 62-67	£21.91		
67-71	£24.58		
GT6 70-73	£27.75		
Suspension Parts			
Spitfire, GT6 Suspension	£29.32		
Rebuilt 10, front	£20.37		
GT6, Spitfire Upper Ball Joint	£20.37		
Per Pair	£15.13		
GT6, Spitfire Track Rod Ends	£9.49		
Per Pair	£4.25		
GT6, Spitfire U.J. all models	£1.64		
Steering Racks*			
Spitfire 710N	£25.22		
71-76 Delco	£25.22		
GT6 66-74	£17.50		
70-72 Delco	£24.00		
Exchange Deposit	£10.00		
Starter Motors*			
Spitfire/GT6	£9.64		
Exchange Deposit	£10.00		
GT6 66-74	£10.00		
Alternators*			
Spitfire 710N	£17.50		
71-76 Delco	£24.00		
GT6 66-74	£17.50		
70-72 Delco	£24.00		
Exchange Deposit	£10.00		
Dynamics*			
Spitfire 63-70	£9.50		
GT6 67-68	£17.50		
Exchange Deposit	£10.00		
Ignition Parts			
Exchange Distributors	£33.50		
Spitfire 70-74	£33.50		
GT6 66-74 Inner and outer	£33.50		
74-80	£33.50		
Spitfire with Tacho Drive	£39.50		
GT6 with Tacho Drive	£10.00		
Exchange Deposit	£10.00		
Silencers Ignition Lead Set			
4 cyl	£5.92		
6 cyl	£8.77		
Ignition Coils			
Sports Coil	£8.82		
Sports Coil Ballast Type	£8.82		
Piranha Electronic Ign.			
Most models	£38.00		
Cables			
Speedo Cables	£4.90		
70-81	£5.10		
GT6 66-74	£4.90		
New Counter Cable	£5.75		
Most models	£5.75		
Throttle Cables			
Spitfire IV, 1500 1970 on	£5.74		
GT6 Mk II 70-73	£5.74		
Choice Cables			
Most models	£5.90		
Brake Cables			
Spitfire IV	£1.62	£1.80	
1500	£1.62	£1.80	
GT6 66-73	£1.62	£1.80	
Vitesse 61-66	£1.62	£1.63	
Cooling*			
Radiators*			
Spitfire Mk IV	£75.00		
GT6 Recon only	£75.00		
Rad. Hoses			
Spitfire, GT6 Top Hose	£2.10		
Spitfire 62-74 Bottom Hose	£1.62		
1500 Bottom Hose	£2.00		
GT6 Bottom Hose	£3.49		
Thermostats			
All models	£1.95		
Accessories			
Boot Racks	£14.77		
Chrome/Wood Slats	£14.77		
Seatbelts	£24.50		
Britax 3 point	£24.50		
Standard Inertia	£16.94		
Chrome Pancake Air Filters			
SU 1/4	£3.10		
SU 1/2	£3.10		
45 DCOE	£4.95		
Stromberg	£4.50		
Carb Service Kits			
Spitfire IV 62-73	£6.78		
1500 73-74	£6.78		
1500 74-75	£2.85		
Stromberg 1500 73-74	£9.93		
1500 75-80	£9.60		
GT6 Mk II 69-70	£9.93		
GT6 Mk II 70-74	£9.93		
Float chamber Flow Jet			
(Supplied with above) SU	£1.75		
Stromberg	£2.00		
Haynes Manuals			
Most models	£4.25		

Accessory and Motor Supplies
Unit A8 Faraday Road, London Road,
Industrial Estate, Newbury, Berkshire
Telephone Newbury (0635) 44669
Telex 846070 AAMSG

Shop Hours
Mon-Fri. 9am-5.30pm
Sat. 9am-3pm

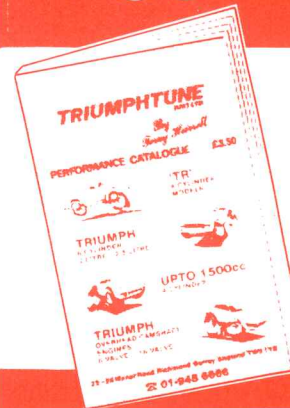
ADD V.A.T. TO
TOTAL ORDER



**ACCESSORY
and MOTOR
SUPPLIES**



SPECIAL EQUIPMENT FOR TRIUMPH SPORTS CARS



Fully illustrated
catalogue of tuning
components
Engine - Exhaust -
Gearbox and
Suspension

**NEW
CATALOGUE
OUT NOW!!!**

Extensive text on
recommendations and information

£3.50 incs. Postage and £2 Voucher (U.K. only)

SPITFIRE 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



Replacement Twin Pipe
Rear Silencer for Spitfire IV & 1500 £49.50
Rear Silencer for GT6 II & III £49.50

+ VAT + CARRIAGE

**22-28 Manor Road
Richmond, Surrey
Tel: 01-948 6668**

Open 10-6 Mon-Fri. 10-4.00 Saturday



Name
Address
Model **TSSC 9/1988**

RECRUITMENT DRIVE - Jonty Wild

By the time you read this I will be working out the 'End of Season' prizes (the season ends 31/8/88), so you will see who's won the major prizes in next months Courier. This of course does not mean that 'recruitment' stops, in fact the monthly prizes continue now month in month out (raffle style).

This months prize is a Kenlowe fan or an oil cooler for the Club car of the winner and the winner is - 82/4812

For next month the winner can choose their own prize as it is a £50.00 voucher to spend on any TSSC Special Offer.

RECRUITMENT DRIVE '88

Sherwood Autos MILL LANE, RUGELEY THE PROFESSIONALS



Dealing professionally with all aspects of body repairs, our resprays readily respond to the requirements of the most fastidious owner.

Telephone
RUGELEY 79588

ANSWER PHONE

★INSURANCE WORK ★ VETERAN, VINTAGE
& CLASSIC PROJECTS UNDERTAKEN ★
RESTORATION WORK CARRIED OUT
(Stage Payments by arrangement)

CLIVE MANVERS

New and used spares
for all 4 & 6 cylinder
Triumphs.

Fuel injection sales
and service.

Full workshop facilities
for major body and
mechanical
restorations.

Vitesse TR6 and Stag
now available for
restoration.

Contact Clive Manvers,
•Tel: Bury St. Edmunds (0284)
828674 - 24 hr response.

TRIUMPH SPARES



MAX
WALLACE

TRIUMPH
SPARES
HERALD
VITESSE
SPITFIRE
GT6

New, Re-conditioned, Re-manufactured and
Thousands of Second-Hand Spares in Stock.

MOTs Repairs, Respraying, Welding, Bodywork
- All work of the highest standard, at a very
competitive rate and carried out by a Triumph
Specialist and Enthusiast.

BARGAINS BARGAINS BARGAINS BARGAINS
Loads of Second Hand parts at Bargain Prices.
All parts money back guarantee.

NEW ADDRESS FROM MARCH 1988

Unit 6, Horton Heath Service Station, Botley Road,
(A3051) Horton Heath, Nr. Southampton, Hants.

Tel: (0703) 601273 or 642117

For 24 hour answer call (0703) 642117

IF WE HAVEN'T GOT WHAT YOU NEED FOR
YOUR CAR WE WILL DO OUR BEST TO LOCATE
IT FOR YOU. Phone for details or call in for a cup
of tea and a chat.

Sales

GB SPORTS CARS

Spares

ONE OF THE LARGEST STOCKS OF
SECONDHAND SPITFIRE PARTS IN THE COUNTRY

SPITFIRES FOR SALE

1981 27000 MILES £3500
1981 42000 MILES £2950
1979 O/DRIVE RED £2450
1976 RED GOOD CONDITION £1450
1973 1 OWNER £950
1975 O/DRIVE NO MOT £495
1968 WIRES O/DRIVE £475
1970 RUNNING ORDER £395
1976 O/DRIVE £650

GT6'S FOR SALE

MK2 REQUIRES WORK £395
MK2 TATTY £375
MK3 REQUIRES RESPRAY £750
MK3 VERY ORIGINAL £950

PARTS SECONDHAND

GT6 MK2 BODYSHELL SOUND £150
GT6 BONNET MK2 £95
CHASSIS FOR ABOVE £65
TONNEAUS £12
HOOD COVERS £10
BOLT ON WIRES £35 EACH
WHEELS AND TYRES FROM £10
1500 O/DRIVE G/BOX FROM £100

NEW SPARES

CARPET SET £39.00
HOODS FROM 49.50
1/4 VALANCES FIBRE GLASS THE BEST £19.50
SPITFIRE CENTRE BONNET SECTION £145
FRONT VERTICAL LINKS £29.50

FREEMANS DEPOT,
STANBRIDGE ROAD, BILLINGTON,
LEIGHTON BUZZARD, BEDS.

(0525)378078 OPEN OFFICE HOURS MON-SAT



SPITFIRES (U.K.)

Unit 11A Branston House West Avenue
Wigston Leicester

Tel: (0533) 812129

Superior Quality Soft Tops	TSSC PRICE	P/P
Spitfire MkIII	£45.00 + VAT	2.80
Spitfire IV/1500	£54.00 + VAT	2.80
Herald/Vitesse	£55.00 + VAT	2.80

Quality Carpets		
Spitfire (stitched g/box)	£37.00 + VAT	3.50
(moulded g/box)	£43.00 + VAT	3.50
Herald/Vitesse	£37.00 + VAT	3.50
GT6	£57.00 + VAT	4.60

Clutches from as little as £24.00 + VAT 4.00

Excellent Spitfire Outer Sills £10.00 + VAT 2.80

Plus many, many, many more Panels, Fibreglass
parts, Trim and mechanical for all TSSC cars



Opening Hours
Monday - Closed
Tuesday - Friday 9.30 - 5.30pm
Saturday - 9.30 - 2.00pm



SPITBITS

SUMMER SALE

(This month only)

For all your secondhand spares

Wiper Motors	£4.00
Speedo Cables	£2.00
Distributors	£12.00
1300 Carbs	£15.00
Bonnet Stay	£2.00
Petrol Caps	£3.00
Light & Indicator Stalks	£3.00
Front Grille	£3.00
Wheel Trims, MkIV	£1.00
Wheel Nuts, MkIV	£0.25
Tank Sender Unit, MkIV	£2.00
Speedos & Rev Counters	£4.00
Fuel & Temp Gauges	£2.00
1300 Manifolds in & out	£7.00
Headlight Cowls, all Colours	£7.00
Black & Chrome Rear Trim	£1.50
Starters & Alternators	£4.00
Door Glass, MkIV	£5.00
Bumpers MkIV	from £15.00
Check out our Soft Tops	
Top Quality only	£57.50
also our panels I.E. Outer Sills	£12.00

The price shown is the price paid, plus P&P. Stores 1 minute
Junction 11 M4. Please ring for appointment, Postal address on-
ly. Jingles Farm New Mill Rd Finchampstead Berks RG11 4QT.

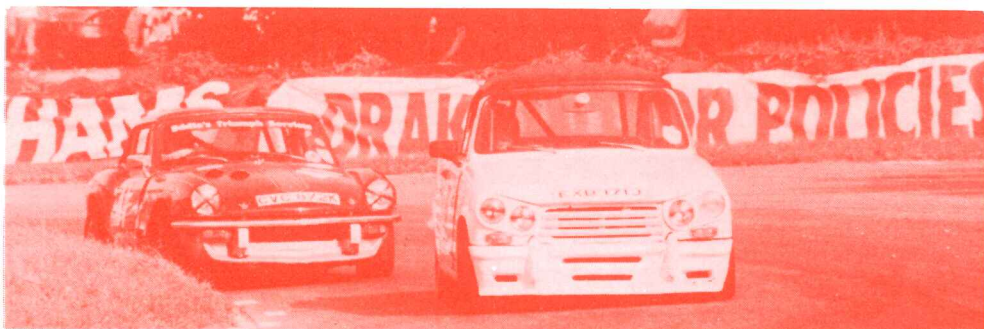
Telephone 0734 732648

Kingston SPORTSCARS

01.570.0389

ALL TYPES OF SPORTS CAR MECHANICS & BODYWORK
SPECIALIST ENGINES & TRANSMISSIONS FOR SPRINTING & RACING

Kingston Sports Cars leading the way



New 6 cylinder mutibranch exhaust manifolds retooled to suit both
P.I. and Webber systems £185.00 + VAT

Race Tuned Engines for Fast Road, Sprinting and Racing
4 & 6 Cylinder 2 Litre big bore increased to 2.1, 2.2 and 2.3 Litres
Sensible choice of Camshaft for good bored tractable power bands
Modified Heads, Special Valves, Conversion Pistons, Alloy Flywheels and much more.
Standard Engines, Gearboxes, Overdrives and Diffs
rebuilt and reconditioned - same day fitting on most
items in our workshop by appointment.

Complete range of new Diffs from £150.00 + VAT
Rebuilt & Reconditioned Diffs from £80.00 + VAT
Gearboxes Reconditioned from £80.00 + VAT
Special mainshaft Heavy Duty Road & Competition Gearboxes,
D & J type all £150.00 + VAT
Overdrives & Diffs *Special rates £P.O.A.*

80 WHITTON ROAD HOUNSLOW MIDDX TW3 2DD

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



British Sports Car Centre

CURRENTLY BREAKING

Spitfire Mk.2
Spitfire Mk.4
Spitfire 1500
GT6 Mk.1
GT6 Mk.2
GT6 Mk.3

Herald 1200 Convertible
Herald 1360 Convertible
Vitesse Mk.1 Convertible
Vitesse Mk.1 Saloon
Vitesse Mk.2 Convertible
Bond Equipe 1200 Saloon

ALL PARTS AVAILABLE

Engines, Gearboxes, Axles, Halfshafts, Bonnets, Doors, Boot Lids,
Tailgates, Interior, Bodyshells, Chassis, Wheels, etc., etc.

1300 Engine	£ 50.00	Spitfire Chassis	£ 50.00
2000 Engine	£100.00	Complete Short	
1300 Gearbox	£ 50.00	Halfshaft	£ 30.00
1300 Overdrive		Complete Long	
Gearbox	£100.00	Halfshaft	£ 40.00
2000 Gearbox	£ 70.00	Rotoflex Halfshaft	£ 80.00
2000 Overdrive		GT6 Bodyshell	£100.00
Gearbox	£120.00		
Herald/Spitfire Complete Front Suspension Unit			£ 50.00
Vitesse/GT6 Complete Front Suspension Unit			£ 75.00

MOST PARTS AVAILABLE OFF THE SHELF
FAST MAIL ORDER SERVICE ACCESS/VISA

309 Goldhawk Road, London W12 8EZ Telephone 01-846 9333





Replacement Parts for
SPITFIRE
GT6 — HERALD — VITESSE

The TRIUMPH Shop

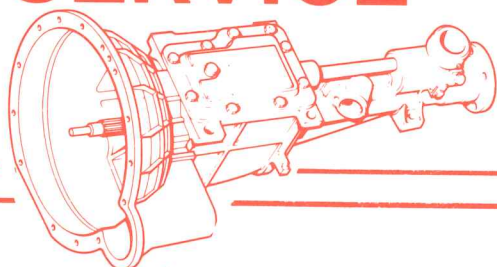
ARTHUR STREET, REDDITCH, WORCS. B98 8JY

OFFICIAL
TRIUMPH SPARES
SUPPLIER & MANUFACTURER



BRITISH MOTOR
HERITAGE APPROVED

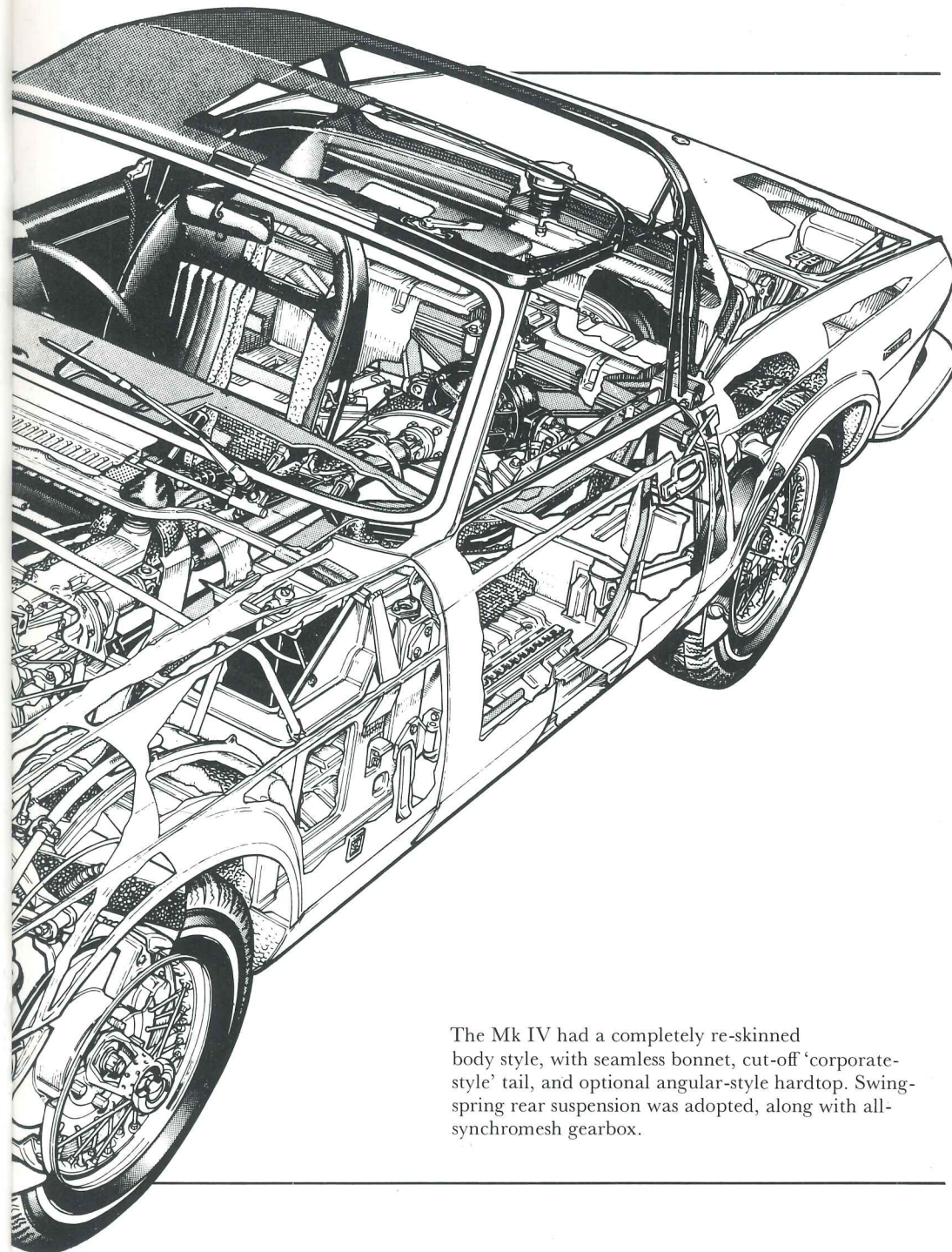
GEARBOX RECONDITIONING SERVICE



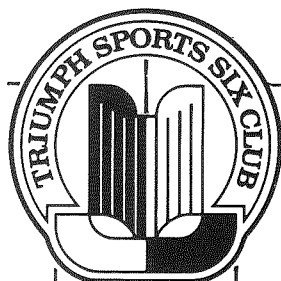
48 hour turnaround with many gearboxes
available ex - stock

STANDARD £125 + VAT
OVERDRIVE £125 + VAT

**PRICES QUOTED EXCLUDE
CARRIAGE COSTS — TEL: 0527 20880**

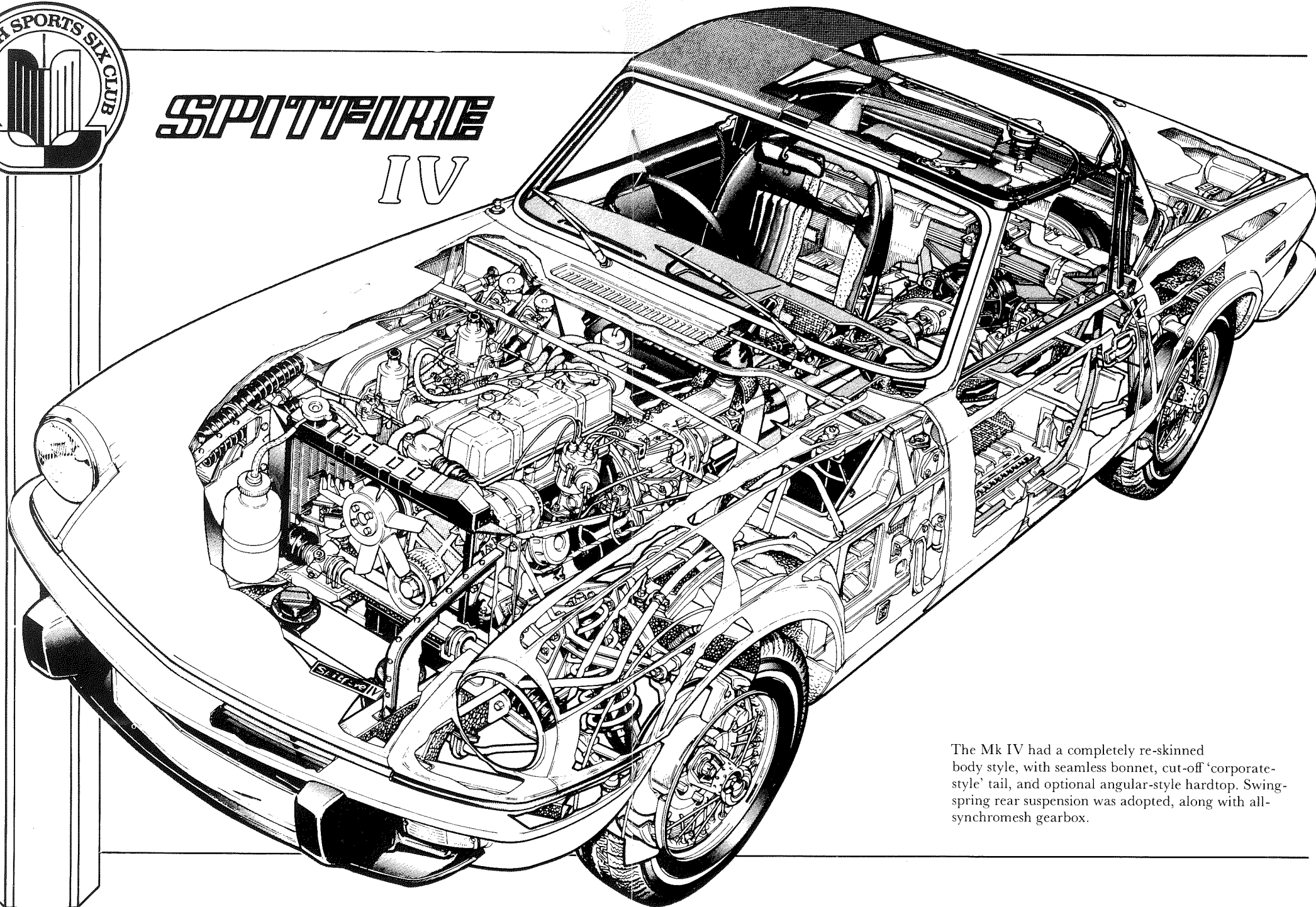


The Mk IV had a completely re-skinned body style, with seamless bonnet, cut-off 'corporate-style' tail, and optional angular-style hardtop. Swing-spring rear suspension was adopted, along with all-synchromesh gearbox.



SPITFIRE

IV



The Mk IV had a completely re-skinned body style, with seamless bonnet, cut-off 'corporate-style' tail, and optional angular-style hardtop. Swing-spring rear suspension was adopted, along with all-synchromesh gearbox.



This month I would like to start by answering a few questions that have arisen as a result of telephone enquiries and orders:

ORDERS: Although we say up to 28 days to complete orders, this is really to cover ourselves against unforeseen occurrences. Orders are normally completed much sooner. Of course, we live and learn and the large numbers of orders now being received have meant that I have had to change systems and buy computer software in order to cope efficiently. These are all now (just about!) installed, which should improve delivery times and (I hope!) save me time.

Orders can be taken over the phone, (0462) 56315 as long as you have a credit card. **ALSO, ALL TSSC OFFERS ARE 'ONGOING', i.e. YOU CAN OBTAIN THEM AT ANY TIME UNLESS OTHERWISE STATED.**

MIXED ORDERS: are usually delivered in separate packages.

SPAX ADJUSTABLE SHOCK ABSORBERS: Unlike other makes of adjustable shock absorbers, SPAX are fully adjustable on the car. This is obviously a terrific advantage - who wants to remove the shock absorber every time you want to alter/experiment with the settings?

STAINLESS STEEL EXHAUSTS: The systems that the TSSC sells are made by Bell Silencers. They are hand made to very high standards from the best grades of stainless steel suitable for the purpose.

Hopefully this helps answer some of the more common questions asked.

THIS MONTH'S OFFERS

Quality semi-tailored and fully tailored 100% cotton covers and, due to popular request, copper 'clutch' pipes and copper petrol pipe kits

CAR COVERS:

I must admit I have a vested interest in arranging this offer - I want one! Those of us who put their cars away in the garage for fairly long lengths of time are probably (like me!) fed up with having to wash the dust off the car in order to make it look respectable again for using it.

I have tried using the 'Halfords' type nylon car cover with disastrous results, a combination of slight dampness and heat cause the cover to eat into and stick to the paintwork. The resulting damage to an excellent paint finish was heartbreaking (and very expensive

to put right). Actually having told a few people about this problem, everybody seemed to know somebody who'd had a good/expensive paint finish ruined in a similar way - why didn't they tell me before it happened?!

Another problem which can occur if the car is laid up for very long lengths of time in a garage which has a lot of sunlight entering, is that paintwork can still fade just as if it were standing outside in the sun. Worse still, if the car sits next to a window, fading can take place on just part of the car.

The TSSC Offer consists of two choices of cover, semi-tailored and fully tailored. Both are made out of 100% white cotton which is washable. The semi-tailored cover, although cheaper is obviously perfectly adequate for the job type, however it will be a fairly loose fit. The fully tailored cover is for the perfectionists who want their car to look good at all times (even when covered up!) and it will fit snugly over the car without spoiling it's lines. Also available as an optional extra on both covers is a large Club badge, sewn onto the cover. The Club badge is approximately 12" and is sewn in the central bonnet area. All prices include VAT but postage and packing is extra. **PLEASE NOTE** - these covers are not waterproof and therefore only recommended for indoor use.

CLUTCH AND FUEL LINES IN COPPER:

Following the very successful TSSC Offer on Copper Brake Pipes (still obtainable - see Courier No. 96). I have been inundated with requests for clutch and fuel lines to match. So here they are: the clutch lines are also supplied by Automec, the suppliers of the brake pipes and are of the same high quality. The prices quoted are inclusive of VAT and post and packing are included if ordered with brake pipes, or with the fuel lines below, but extra if ordered on their own.

The copper fuel line kits (again from Automec) include all pipework, (including from the petrol pump to the carburettor(s)), rubber hoses and unions. Also unlike the standard lines, the kit includes an in-line filter, again VAT is included but not postage and packing.

I HOPE TO HAVE POSITIVE NEWS FOR NEXT MONTHS COURIER ON THE BRACKETS FOR CONVERTING VITESSE MKII REAR SUSPENSION TO TELESCOPIC DAMPERS - ALSO OF USE TO GT6 (ROTOFLEX) OWNERS WITH WEAK INNER WHEELARCHES.

ORDER FORM

CAR COVERS - Prices inclusive of VAT

	Total to Pay
Semi-tailored	
All cars	£39.75
Postage & Packing (UK only)	£2.50
Fully tailored	
Spitfire & GT6	£55.00
Herald & Vitesse	£61.00
Postage & Packing (UK only)	£2.50
Club Badge Sewn On	£3.50
(owners of Bonds & Specials and other cars ring or write for details)	

COPPER CLUTCH PIPES - Prices inclusive of VAT

All Club cars	£3.50
Postage & Packing (UK only)	£1.00

Free P&P if ordered with brake or fuel pipes

Complete Copper Brake Pipe Kit	£19.50
Silicone Fluid 1 Litre	£15.00
Silicone Fluid ½ Litre	£7.50
Post & Packing UK	£2.50
Overseas	£7.50

COPPER FUEL LINE KIT - Prices inclusive of VAT

All Club cars	£30.00
Postage & Packing (UK only)	£2.50
Overseas Postage & Packing costs on application	Total Payment

SEND PAYMENT TO: TSSC OFFERS, 13 Common Rise, Hitchin, Herts SG4 0HN

Members wishing to use Access or Barclaycard enclose card number and full name appearing on the card
INFORMATION REQUIRED Car (Model and Mark) Address:.....

Telephone No. Membership No.
PLEASE ALLOW 28 days for delivery and expect multiple and mixed orders to arrive in separate parcels.

—SPITFIRE—GT6—HERALD—VITESSE—

—FAST MAIL ORDER SERVICE AVAILABLE—

—ACCESS & BARCLAYCARD WELCOME—

—SERVICE KITS—

Consists of Plugs, Points, Condenser, Rotor Arm, Oil Filter, Air Filter, Distributor Cap, Rocker Cover Gasket.

Herald	£13.00
Spitfire 1962-1974	£16.50
Spitfire 1500 1974-1981	£17.50
GT6	£18.50
Vitesse	£20.00

—HERALD/VITESSE—

Herald Bumper Sets	£75.00
L/H Outer Door Handle - Comp.	£12.50
R/H Door Locking Barrel	£4.95
Gear Lever Gaiter	£5.95
Boot Hinge	£7.50

—BADGES—

Triumph Letter Set	£9.75
Spitfire Script	£7.50
Spitfire Mk.4 Script	£8.90
Mk.3	£5.90
Mk.2	£5.90
Overdrive Script	£8.90
Herald	£8.95
I200	£7.95
Vitesse	£8.95

—EXCHANGE—

—FRONT BUMPERS—

All Models	£55.00
------------	--------

—EXCHANGE—

—REAR BUMPERS—

Spitfire Mk.1-3/GT6 Mk.1,2	£29.50
Spitfire Mk.4/GT6 Mk.3	£55.00

—BRAKE KITS—

2 x Discs, Set Pads, Set Shoes	
Spitfire/Herald	£30.00
GT6/Vitesse	£35.00

—QUALITY TRIM—

HOOD TONN BAG

Herald/Vitesse			
Black P.V.C.	£49.50	£29.50	£27.50
White P.V.C.	£59.59	£37.50	£35.00
Black Canvas	£79.50	£49.50	£39.50
Tan Canvas	£79.50	£49.50	£39.50
Black Mohair	£145.00	£79.50	£59.50
Spitfire Mk.1,2			
Black P.V.C.	£49.50	£29.50	£27.50
White P.V.C.	£59.50	£37.50	£35.00
Black Canvas	£79.50	£49.50	£39.50
Tan Canvas	£79.50	£49.50	£39.50
Black Mohair	£145.00	£79.50	£59.50
Spitfire Mk.4/I500			
Black P.V.C.	£59.50	£29.50	£27.50
White P.V.C.	£75.00	£37.50	£35.00
Black Canvas	£89.50	£49.50	£39.50
Tan Canvas	£89.50	£49.50	£39.50
Black Mohair	£160.00	£79.50	£59.50

—MISCELLANEOUS—

Halogen Headligh Conversion Pair	£17.50
Chrome Bullet Mirror	Each £10.00
Inertia Reel Seat Belts	Each £17.50
Chrome H/light Stone Guards Pair	£12.50
Lockheed Servo Kit	£85.00
Bonnet Locks - All Models	£12.50
Spitfire Door Weather Strip	£6.95
H/brake Gaiter - All Mods Upto 1975	£8.95
Engine Mount - 4 Cyl.	£4.20

—WIRE WHEELS—

—& ACCESSORIES—

Chrome Wire Wheel	£69.50
Painted Wire Wheel	£39.50
Splined Hub Adaptor	£22.50
Chrome Knock On Spinner	£9.90
Fixing Nut	£0.64
Cleaning Brush	£4.50
Copper & Hide Hammer	£8.50
Lead Hammer (Original)	£6.50
Continental Spanner	£3.90

—WIRE WHEEL—

—CONVERSION KITS—

4 x Wheels, 4 x Splines, 4 x Spinners, 16 x Nuts	
Chrome	£375.00
Painted	£275.00

—ENGINE PARTS—

Rocker Shaft - 4 Cyl.	£15.00
Rocker Shaft - 6 Cyl.	£17.50
Cam Followers - All Models	£2.50
Timing Chain - All Models	£3.95
Oil Pump - 4 Cyl.	£22.50
Oil Pump - 6 Cyl.	£22.50

—COMPLETE (3 PIECE)—

LAYCOCK CLUTCH KITS

Herald I3/60	£30.00
Spitfire Mk.2-4	£30.00
Spitfire 1500	£40.00
Vitesse 2000	£40.00
GT6 All Models	£40.00

—GASKET SETS—

Head Gasket Set - 4 Cyl. Mods	£6.95
Conv. Gasket Set - 4 Cyl. Mods	£4.95
Conv. Gasket Set - 6 Cyl. Mods	£6.95

—COMPLETE—

—EXHAUST SYSTEMS—

Herald I2/50	£25.00
Herald I3/60	£25.00
Spitfire Mk.1	£35.00
Spitfire Mk.2 (No Manifold)	£25.00
Spitfire Mk.3	£37.50
Spitfire Mk.4	£39.50
Spitfire 1500	£45.00
GT6 Mk.1	£49.50
GT6 Mk.2	£65.00
GT6 Mk.3	£59.50
Vitesse 1600	£39.50
Vitesse Mk.1 2000	£49.50
Vitesse Mk.2	£49.50

—FIBREGLASS PANELS—

Bonnet - All Mods	£126.00
Hardtop - Herald/Vitesse	£185.00
Hardtop - Spitfire	£159.00
Gearbox Tunnels - All Mods	£17.50
Front Valance - Herald/Vitesse	£19.50
Front Valance - Spitfire/GT6	£17.50
Front ¼ Valance - Spitfire/GT6	£15.90
Boot Lid - Spitfire Mk.1,2,3	£29.50
Boot Lid - Spitfire Mk.4/I500	£49.50
Door - Spitfire	£49.50
Spoiler - Spitfire Mk.4	£10.95
Override - Spitfire Mk.4	£10.00

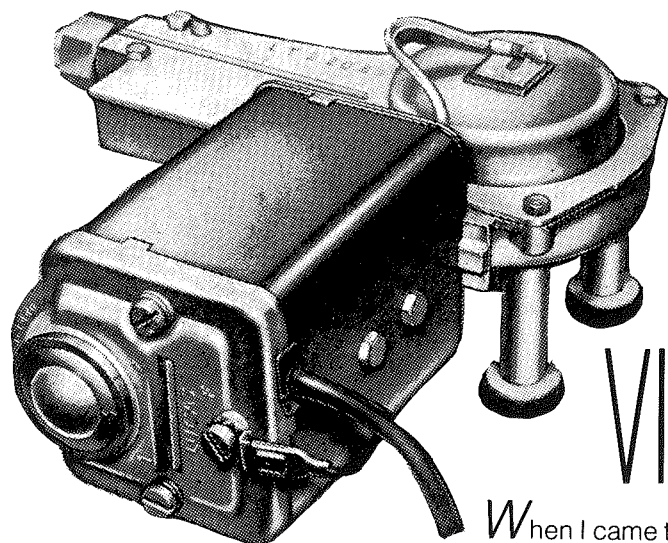


British Sports Car Centre

303 Goldhawk Road, London W12 8EZ

Telephone 01-741 7075 01-748 7823 01-741 3997 FAX 01-563 0101

ALL PRICES EXCLUDE
VAT & CARRIAGE



"DEUX VITESSE"

by Graham Mountford
This article should be of interest to owners of *Heralds, Vitesses, Spitfires (Mk1, II, III), and Bond Equipes* and has been in the pipeline since 1981. That is to say that its seed was first sown in 1981 at an auto-jumble stall at STIR when one stallholder had two very grubby looking early twin speed wiper motors of the sort fitted to the TR4A (optional fitment) / TR5 / GT6 Mk1 (the sort with the squared off motor body as opposed to the modern round body variety). Unfortunately I did not buy them as I thought that anything that was mucky outside would probably be completely knackered inside and I'd be better off with a new unit anyway.

When I came to try and buy a new motor a few years later from my local Lucas Main Agent I discovered that it had been obsolete for quite a long time but Lucas would overhaul my existing unit if I sent it away to them. All well and good but for the fact that I didn't have a motor to send away and now deeply regretted not buying those 'grubby' motors at STIR. So began a good few years of hunting at auto-jumbles all to no avail. As you may gather by now it is quite an elusive little item which is a fact hit home when any GT6 Mk1's being broken seem to have had a replacement single speed unit fitted at some time in their past (and so this article may be of interest to owners of GT6 Mk1's as well). At this time it looked like I would have to settle for the modern two speed motor with the round motor as fitted to later Spitfires and GT6's which although easy to do, to my mind wouldn't look right under the bonnet of my Vitesse and using the original switch position in the dash would not be feasible as the later type of switch would be needed.

In 1987 fate smiled on me. At the Enfield Pageant after frantically searching all the auto-jumble stalls I came to the last stall and although I didn't find an original unit I did find a Lucas squared-motor which was twin speed (recognizable by not having Lucas terminals on the top but having three wires coming out from under the top cover) allegedly from a Rover P6, which, as it looked brand new and was cheap I decided to buy with the intention of mating it with a Vitesse unit and breeding a hybrid.

The Making of the Two-Speed Wiper Motor (Numbers in brackets refer to exploded diagram of Wiper Motor)

The following is how I have performed the conversion which was with the sole intention of making the car's wiper system look completely original with all switches where the switches should be etc. although my car is anything but original.

Armed with the 'new' P6 wiper the making of a replica of the GT6 I unit was simplicity itself. A secondhand Vitesse wiper was thoroughly cleaned up and was destined to become the basis of the new unit.

Operations described below refer to both wiper motors (Triumph and Rover) although they differ in the form some items take.

With the aid of a soldering iron the solder attaching the red 'self park' wire (3A) to the terminal on the Parking Switch Assy. (9) was melted, enabling both motors to be completely dismantled. Then the circlip (14) and Washer (15) securing the Gear Shaft (6) to the main body (11) was removed. Next the small Bolts (17) securing the Cover (10) to the main body were removed and the Cover (10), Parking Switch (9), Gear and Shaft (6) including the Connecting rod (7) on the Triumph unit only and the washer (16) were all taken off. Then the motor fixing Bolts (5) were removed and the Motor Coil Field (3) was lifted off the main body along with the Armature (4), and then was further separated into its component parts of Cover & Bearing (1), Brush Gear (2), Field Coil (3) and Armature (4). DO NOT break the Field Coil (3) further - i.e. unbolt the coil from the body as a loss of magnetism may result.

Now the Hybrid could be assembled. Needless to say

TYPES OF SWITCHES

Original plunger type switch
Pull out for on / Push in for off

Original Twist type switch
Turn clockwise for on
Turn anticlockwise for off

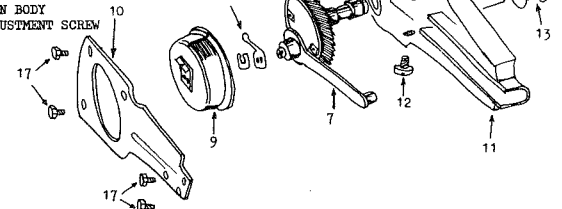
New plunger type switch (light switch)
Pull out for on (two positions)
Push fully in for off

BEZEL
TYPES (A) (B)

Note Flange on Bezel type (A)
Threaded on inside. Do not confuse with Bezel for Washer Pump or Twist type switch

WIPER MOTOR EXPLODED DIAGRAM KEY

- | | |
|-------------------------|----------------------------|
| 1) COVER & BEARING ASSY | 13) STUD FIXING |
| 2) BRUSH GEAR | 14) CIRCLIP |
| 3) COIL FIELD | 15) WASHER |
| 3A) SELF-PARK WIRE | 16) WASHER |
| 4) ARMATURE | 17) MACHINE SCREWS (COVER) |
| 5) COVER BOLTS | |
| 6) SHAFT & GEAR | |
| 7) CONNECTING ROD | |
| 8) SPRING CONTACT | |
| 9) PARKING SWITCH | |
| 10) GEARBOX COVER | |
| 11) MAIN BODY | |
| 12) ADJUSTMENT SCREW | |



WIPER MOTOR (EXPLODED DIAGRAM)

any worn or damaged items should be replaced (see chart for relevant part numbers) and the best parts from both motors should be used except where non-swappable - here the number in bracket referring to exploded wiper diagram will either have an R or a T after it referring to Rover or Triumph.

If using one of the Armatures (4) then take time to clean the Commutator (grooved part) with fine glass paper (DO NOT use emery paper) and clean out

the Commutator segment channels and wipe clean with a rag soaked in meths. The Armature can now be lowered into the Main Body (11-T) and the Field Coil (3-R) is positioned over this making sure that the Red wire (3A-R) is passed through the hole in the base of the Body. Locate the Brush Gear (2) in place with the brushes located on the Armature Commutator, and push home the Cover & Bearing (1-R) and secure to the Main

Body with Bolts (5). Next, set the Armature end float to between 0.008" and 0.012" (0.203 to 0.305mm) with the aid of a Feeler Gauge by adjusting the Screw (12) (sometimes a stud and locknut) in the base of the main body.

From now on some operations are best performed while the motor is in place on the car as the Wiper Rack Cable can be placed in the motor channel with little effort (I don't remove the Rack Cable with the Motor).

The Gear & Shaft Assy (6-T) with the Connecting Rod (7-T) and Contact Spring (8-T) attached and Washer (16) are put in the main body making sure that the pin in the end of the Con Rod (7-T) locates into the hole in the Rack Cables end. The Gear Shaft is secured with the washer (15) and circlip (14-T). Then the Parking Switch (9-T) is placed in position (this is turned to adjust the parking position of the wipers on the windscreen) and the Cover (10-T) is attached with the Bolts (17). The Red wire (3A-R) can be soldered back on to the terminal on the Parking Switch (9-T).

The Earth Wire Terminal from the Triumph unit (which was attached under one of the Bolts (5) can be screwed in place under the screw on the top of the Cover (1-R).

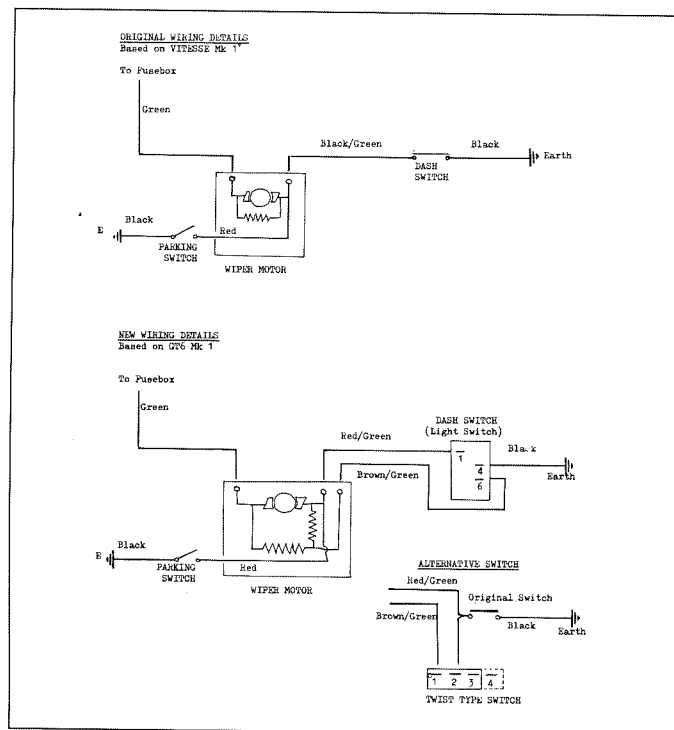
The end product is a Wiper Motor which apart from a slight variation in the wire colour coding and a part number stamped on the Cover (10-T) is identical to the original GT6 Mk1 unit.

Wiring Up

The connections for the Two speed motor are via Three wires which come out from under the Top Cover (1-R) and end in bullet connectors. The

existing Triumph Single speed wiring is with Lucas connectors and thus one or the other will have to be changed or else an adaptor wire made up. A new wire needs to be passed through the bulkhead wiper rack grommet and taped up to the existing wiring loom.

but the size of the hole depends on the type of Bezel you use. Try to obtain the Bezel with a flange at its rear (see sketch) as this can grip more of the switch and also fits the general size and shape of the switch better (although a larger hole is required - 11/16"th/



The GT6 Mk1 wiper switch is a three position tumbler type and thus not suitable for me as I required a plunger type switch, but with three positions instead of the existing switches two. The ideal switch to use is already in use on your car - the light switch (this does not apply to the Herald 13/60 or Vitesse Mk2 and possibly the Bond Equipe 2 Litre Mk 2 - for these types see later paragraph). Unfortunately it is not a direct replacement and needs adapting. Firstly the hole in the dashboard for the wiper switch needs to be enlarged

18mm - it does not require the depth of the dash to be reduced as a non-flanged Bezel would). The new switch has on its face that fits against the rear of the dash three projections running backwards and these require to be filed back and/or some slots need to be filed in the rear of the dash hole (in the right positions - found out by checking the position of the wiper knob when put on the switches plunger rod where the securing pin connects in the locating hole of the knob). Once in place the wires can be connected. Firstly the Earth

wire (Black) is connected to switch Terminal Number Four (T4). On the Wiper Motor, its plain Green wire is connected to the existing plain Green wire (white on cars with no Fusebox). Now you have left one original wire (Black and Green) and your new wire. Use one of these to connect the Red and Green wire of the Wiper Motor to the switch T1/7 and the other to connect the Brown/Yellow and Green wire from the Motor to the switch T6. Pull the switch to its first position for slow speed wiping and fully out for high speed.

An alternative system would be to keep the existing switch and use in conjunction with the Herald 13/60/Vitesse Mk2 wash/wipe switch (replacing the existing washer switch). Here the wire from the Wipers Red/Green wire is run to the original wiper switch and with the aid of a 'piggy back' connector is run on T1 of the wash/wipe switch. The other terminal of the original switch has its original earth wire connected. The wire coloured Brown/Green of the Wiper Motor is run to the combined wash/wipe switch T2. Here pulling the original switch out will operate the wipers and the wash/wipe switch will adjust the speed (fully anti-clockwise for slow speed and fully clockwise for high speed) and washers are operated as usual by pushing the plunger.

Herald 13/60, Vitesse Mk2 (and Bond Equipe 2 Litre Mk 2 ?)

Here if you wish to retain the original look then you have a problem. You can retain the dash appearance and fit the Mk2 GT6 wiper switch which is a three position switch very similar in external appearance

with the original two position switch, but you will need to fit the Mk2/Mk3 GT6 wiper motor (round body type) and follow their wiring details.

If you want the square bodied twin speed wiper then you will need an extra switch. Here you will have to leave Terminal 1 of the original switch free, fit both wires from the motor to Terminal 2 and the earth wire to Terminal 3. This will give a slow speed operation. To gain the fast operation an extra switch is required to interrupt the Brown/Green wire, which when switched OFF will break the current along the wire and thus leave only the Red/Green wire connected to the original switch and thus to Earth when switched on.

It may be of interest to note that Swedish market Herald 13/60s and Spitfire Mk IIIs (and presumably Vitesse 2 Litres, although nothing is mentioned in the parts catalogues) had Two Speed Wipers fitted (part numbers given in list) and the 1970 USA Spitfire MkIII had the Two Speed Round bodied Wiper Motor fitted. From the list you may note that the early Heralds (and Spitfires/Vitesse in all most probability) had the same Cover 8 Bearing part number as the Two speed Wiper - this being possible as the older units Lucas connectors projected vertically through the slit in the top of the cover through which on the two speed unit the securer for the brush assembly projects. However, I don't believe the slot for three wires is machined in the base of the earlier part.

IMPORTANT CORRECTION

Since writing this article it has come to my notice that some motors with the three wires coming out of the top are *not* two speed. These appear to be bodge-up jobs to me, as when wired for fast speed the wipers do one sweep of the screen at normal speed and stop (there is no intermittent control) so one can only assume that it is in some way wired into a 'flasher' type switch which doesn't make sense as the other wire could be wired in just as easily. So you are best off checking inside the top of the motor for two bindings on the coil. If you find one of the 'Fake' Two speed units with the three wires then I think that they could be converted quite easily - but that's another story for another day.

Restoring Classic Cars

NO SERIOUS RESTORER
SHOULD BE WITHOUT IT

£1.40

EVERY MONTH

I have uprated my brakes on the Spitfire since I bought it by using a Lockhead servo, 3/4" bore single circuit master cylinder, Vitesse discs and calipers, copper brake pipes and silicon fluid.

Martin Marrison - Gravesend, Kent

LADY IN DISTRESS!!

Please can anybody help diagnose 'Edith's problem!!!'. Local garages have failed to find the cause or cure!

Edith (EAD 765T) was purchased by me in November 1987, after months of searching for a Spitfire in really good condition. Edith seemed perfect: 48,000 registered miles (all logged with full garage history); only two minor bits of surface rust; bodywork totally original; interior beautifully maintained; and after a full garage inspection, told was that she was totally sound underneath.

Fantastic!! I finally owned a Spitfire again (I once had a new one - KHN 255D years ago, but we had to part and I promised myself, one day I would own another).

I then decided to bring Edith up to mint condition with a total engine rebuild, professional respray, Waxoyl and underseal and I completed the job with a new set of seat covers - great!

However Edith has a 'rattle' and I have now spent over £130 in garage bills trying to find the cause. It is NOT mechanical, but only occurs on uneven roads during normal driving. The front suspension has now been totally taken apart and nothing was found (a worn bush seemed to be the favourite suggestion but nothing was found). The exhaust pipe knocking up on the body (this is what it *sounds* like) but the garage said 'No' - absolutely solid. Then I realised that I could almost induce this weird noise by lightly applying the brake pedal - just 'tickle the pedal' but not enough to cause the car to actually brake. A loose brake caliper perhaps? 'No' said the garage who then tried fitting two new joints to the front wheels and also tightened the body mountings. It still rattled (I can even hear it above the radio).

Desperation set in. I rang the previous owner, who promptly said that he knew only too well the rattle to which I was referring - the one on the brake pedal etc. He had suffered this rattle for four years, had had the car checked a few times and decided to live with it.

I asked the garage boss what he would do if it was his car and he said that in all honesty, he would have to find the cause because it was very noisy. He has assured me that the car has now been checked so many times for this fault and nothing can be found. He reiterated that I have a really solid little car, a beauty, but it is almost unbearable to drive her. He said whatever it is, it certainly isn't anything major, just very noisy but the problem is tracing it because 'noise travels'. We think it is in the front but sometimes it sounds like the back!

I love my car and will keep her forever, so I am appealing to all Spitfire owners/enthusiasts for help in diagnosis. It is a loud noise, almost metallic, just as if the exhaust pipe is hitting the body at random. Engine speed is irrelevant. You can switch off the engine and 'glide' and still it rattles at will. Please assist!!!

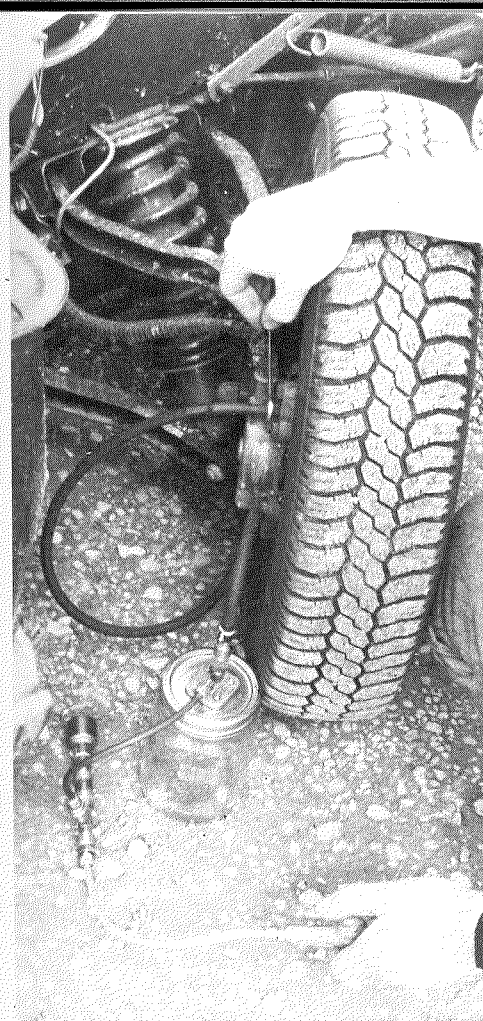
Angie Ingles - Abbeydale, Gloucester

Thank you

I would like to say a big THANK YOU to the guys from Basingstoke who meet at The Hatch.

I went to their meeting at the end of June in Harriet, my trusty Herald, with a friend and her puppy, and as pups were not allowed in the pub, they all came outside and held the meeting there, despite the cold!! My friend, she is borrowing Harriet while I'm in New York, will be down to see you all again - without Jowler the puppy! Thanks for a nice evening Basingstoke!

Sharon Robinson (Alias 'Sprout') - Reading, Berks



To enable one man brake bleeding, in the past I have fitted those automatic bleed nipples with the internal spring-loaded valves. These automatic bleed nipples normally work quite well, however, extracting large amounts of air past the valve can sometimes be a problem. This occurred after servicing the calipers on my Herald. After repeated bleeding operations, a spongy pedal persisted. Shutting off the front brake pipes with hose clamps confirmed that air was trapped inside the fluid passages of the calipers.

HYDRAULIC BRAKE BLEEDING

The Ultimate in Brake Bleeding

By Tim Woodthorpe

A better way of bleeding the brakes was required. Devices to pressurise fluid, operating from air from a spare wheel, can be purchased at D.I.Y. prices. These devices, however, tend to spill fluid on the bulkhead paintwork when removed.

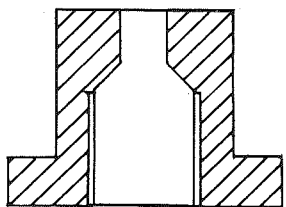
In an attempt to overcome my dislike of these type of devices, I constructed the brake bleeder shown in the photograph. The only problem with the brake bleeder shown is that it requires a compressed air supply at about 100 psi.

The principle of operation can be seen in Fig. 1. Compressed air is fed into the device at point (A) from a blow gun when the control lever/button is depressed. Air passes through the venturi system formed by the small diameter tube (13) inside the tee-piece (4), and exhausts into the atmosphere via the larger diameter copper pipe

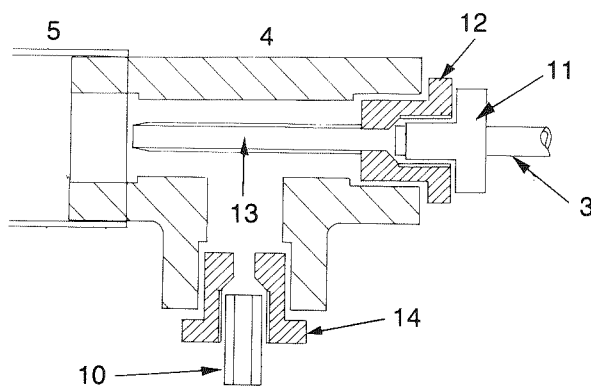
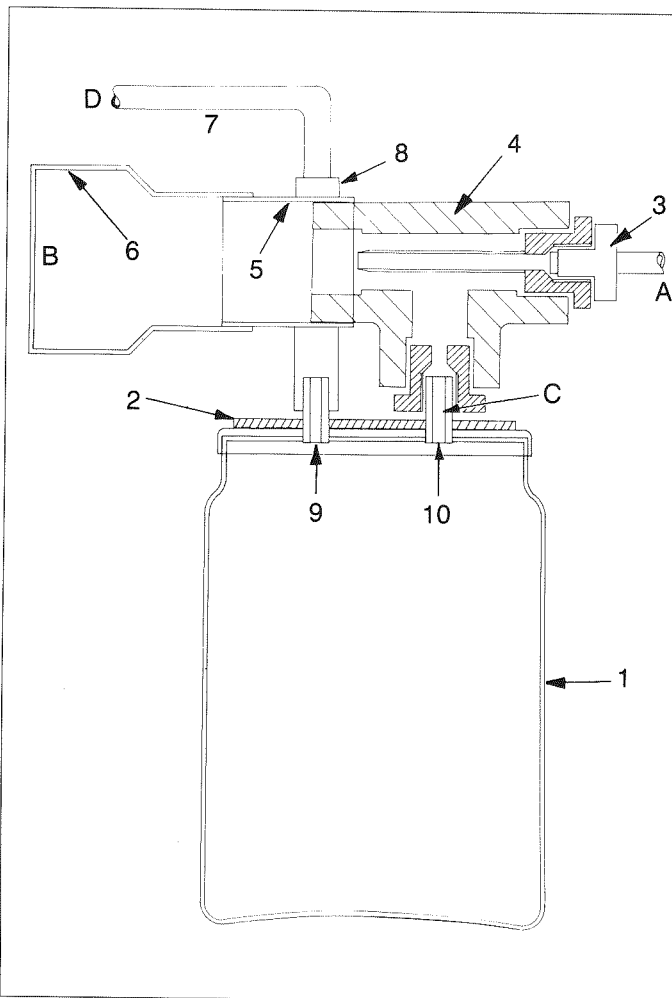
(6) at point (B). This action creates a vacuum at point (C) and hence in the large preserve jar. The bleed nipple being serviced is connected at point (D) to the jar via the rubber tube (7); the fluid being sucked out into the jar by the vacuum. The unit has the following advantages:-

1. No need to pump the master cylinder pedal and hence sit inside the car wearing dirty overalls.
2. As the jar is fitted with a sealed lid, fluid is not easily spilt. Particularly useful when working inside the car on the clutch slave cylinder.
3. The jar contains used fluid and therefore does not have to be kept clean like the container of pressurised supply type.
4. The device is safe to use as the jar and fluid are not pressurised.
5. The bleed nipple can be undone several turns to assist the removal of large amounts of air. Any air leaking past the threads is sucked straight into the device.

The disadvantages are the need for a compressed air supply and the time and cost of fittings required for construction. Mine was constructed using some secondhand tube fittings given to me.



1/8 to 1/4 adapter item 12

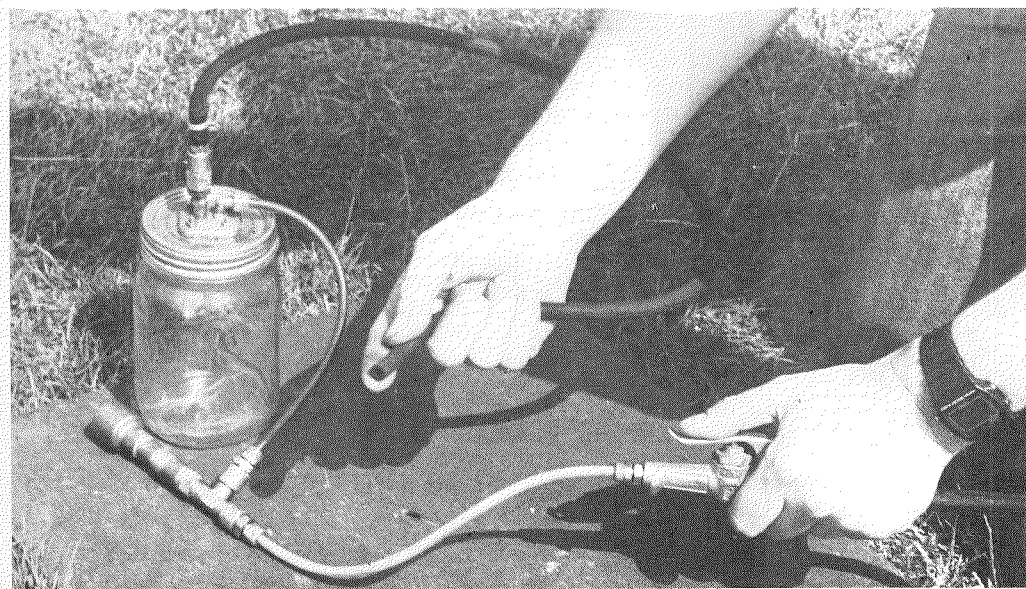


Close up of internal construction of item 4 etc

PARTS LIST:

For guidance only

1. Pressure jar (check lid gasket is ok).
2. 1/8 Steel Plate. Screw or pop-rivet to jar lid and use gasket compound to ensure good seal.
3. Nylon tube (far end fitted tubing nut for connection to flow gun with nozzle removed) - not shown.
4. 1/4 BSP tee fitting.
5. 15mm domestic water fitting.
6. Domestic water fitting - exhaust silencer!
7. Rubber tube to suit vehicle bleed nipple and item 8.
8. Stem adapter to suit item 7, fitted into straight connector.
9. 1/8 BSP nipple.
10. 1/8 BSP nipple.
11. 1/8 BSP tubing nut.
12. 1/8 to 1/4 BSP adapter.
13. Length of steel or copper brake pipe, solder one end into item 12. Other end outside to be filed down with taper as shown.
14. 1/8 to 1/4 BSP adapter.



ANDY ROSE

Triumph Cars Specialist

SERVICING – TUNING – CLUTCHES

and all repairs

103 HORSIA ROAD, NORTHUMBERLAND HEATH, KENT

Telephone: 0322 338227

RIMMER BROS

SPECIALISTS IN NEW & USED SPARES

STAG • TR6 • TR7 • TR8 • SPRINT • SPITFIRE



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
Radiator (Recon)	£45.00 ex
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
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
Steering Rack (Recon)	£35.00 ex
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.	
Cables-Handbrake	£3/£4
Accelerator	£6.50
Choke	£7.50
Speedo	£7.00
Chassis Frame	£350.00
Front Quarter Valance Steel	£29.00
Fibreglass	£15.00
Bonnet Assy Complete	£275.00
Top Panel	£80.00
Outer Wings	£45.00
Inner Arches	P.O.A
Sills from	£9.00
Rear Valance	£30.00
Rear Wing	£65.00
Bootlid (Steel)	£80.00
(Fibreglass, Top Quality)	£50.00
Doors from	£65.00
Skin	£20.00
Bumpers	P.O.A
Laurel Transfers	£3.00
Others	£3.50
Carpet Sets (Top Quality)	£50.00
Interior Trim Available Please Ring	
Door Seal	£15.00 pr
Hardtop (Lenham)	£195.00
Hood + Frame Assy (Ready To Fit)	£175.00
Hood Cover Only	£49/59

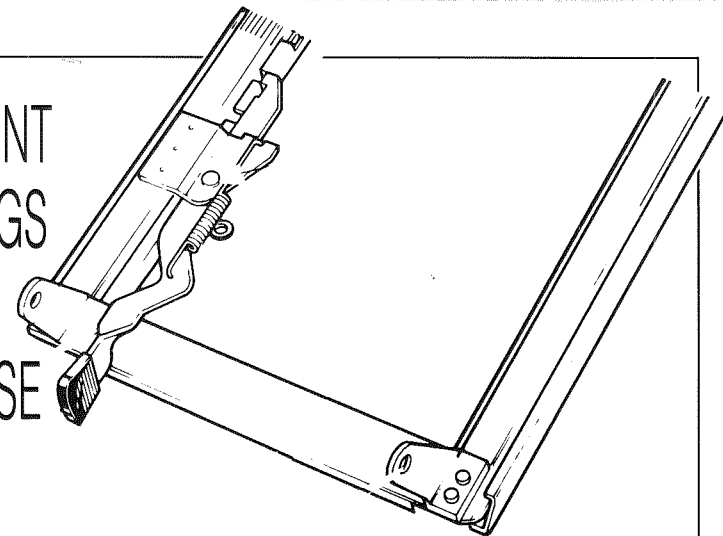
D/Duck	£100.00
Mohair	£150.00
Tonneau Covers	£35/£49
Stowage Covers	£25.00
Starter Motor	£15.00 ex
Stainless Steel Exhaust Systems 1300/1500	£99.00
Mild Steel	£50/£60

GT6

Full Engines (Recon)	£450.00 ex
Short (recon)	£295.00 ex
Oil Pump	£30.00
Water Pump	£25.00
Camshaft (new)	£75.00
Cylinder Heads from	£50.00
Crankshaft (Recon)	£75.00 ex
Clutch Assy.	£55.00
Engine Service Kit	£16.00
Head Gasket Set	£20.00
Sump Set	£9.00
Brake Discs	£17.50 ea
Pads	£6.50 set
Shoes	£6.00
Hoses	£5.00
Suspension V/Links	£30.00
Differential	£125.00 ex
Bodywork See Spitfire.	
Carpet Set (Top Quality)	£60.00
Stainless Steel Exhaust System	£110.00
M/Steel	£80.00

Ask For Free Price List.

REPAIRING FRONT SEAT MOUNTINGS FOR THE TRIUMPH VITESSE



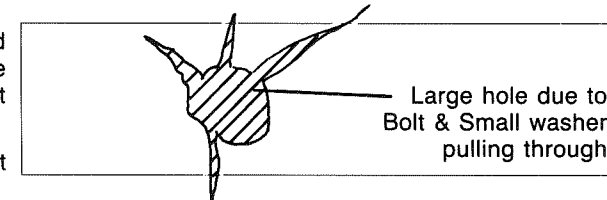
Andy Bonner

A common problem on the Triumph Vitesse is the front seat forward mounting which has a tendency for the bolts to pull straight through the floor, with interesting results.

The first course of action for most people is to use a large 3/4" washer under the floor and try again. Sometimes this will work but in my experience, unless the damage is properly repaired, the washer itself may pull through in time, causing even more damage.

This is what has happened on my Vitesse and I repaired it in the following way:

1. Remove front seats and runners and the full extent of the damage can now be seen. Mine looks something like this.
2. Hammer and dolly the damaged area flat (an assistant may be required for the innermost holes).
3. Weld up the splits and grind that with an angle grinder.
4. Offer up seat runner to check position and weld up 1 1/2" washers under floor.
5. Remove runner and weld 1 1/2" washers on top of floor pan, grind excess weld and paint all bare metal surfaces.
6. You can now replace your seats and runners using nut and bolt to secure (hopefully for a long time).



Large hole due to Bolt & Small washer pulling through

NOTES: Special Tools Required:
Mig Welder
Angle Grinder
Hammer and Dolly

(A) When mig-welding, cleaning back to bright metal will always give best results.

(B) Angle-grinders are very useful tools but they can cause a lot of unwarranted damage with the shower of sparks that they throw up, i.e. the glass on your instruments (always wear goggles).

The washers and many other useful items for Club cars are available from:

NAMRICK LIMITED The Nut & Bolt Store 124 Portland Road Hove Sussex BN3 5QL

FAST MAIL/TELEPHONE ORDER IF REQUIRED

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.



Triumph House, 115 Lincoln Road, Branston, Lincoln LN4 1PX.
Telephone (0522) 791965 (6 lines). Fax: (0522) 794118. Telex: 56362

**RIMMER BROTHERS
HOTLINE**

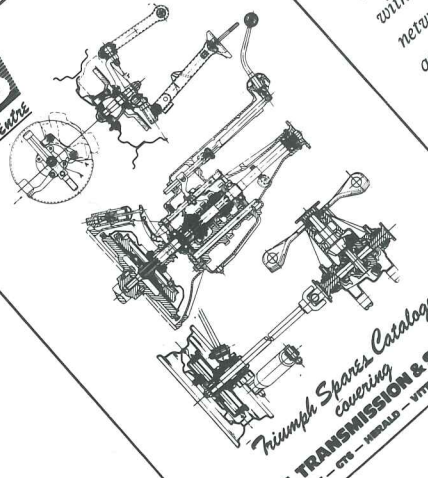


(0522) 791965

FREE CATALOGUE

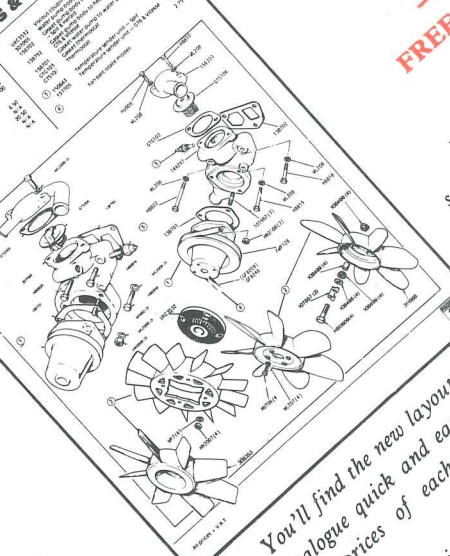
John HIPS Triumph Centre

1988 ISSUE



Triumph Spares Catalogue
covering
ENGINE, TRANSMISSION & SUSPENSION
SPRINTER - GTS - HERALD - Vitesse - RTT CASE

WATER PUMPS & FAN BLADES



1. WATER PUMP
2. FAN BLADES

FREE CATALOGUE

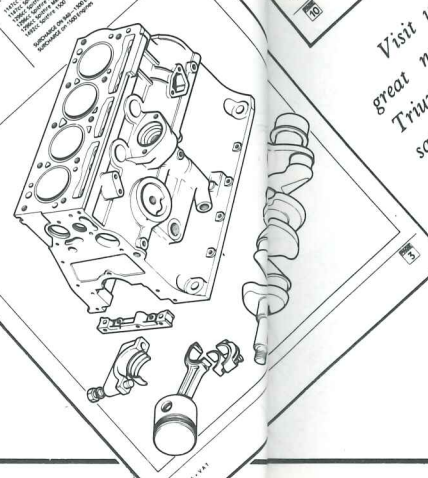
Never before has it been so easy to service, repair or restore your Triumph.

Dealing with a long established and recommended manufacturer and supplier has its benefits — economy of scale means the best price and quality is assured through Heritage and TSSC.

You'll find the new layout of the '88 Catalogue quick and easy to use, alongside the prices of each component.

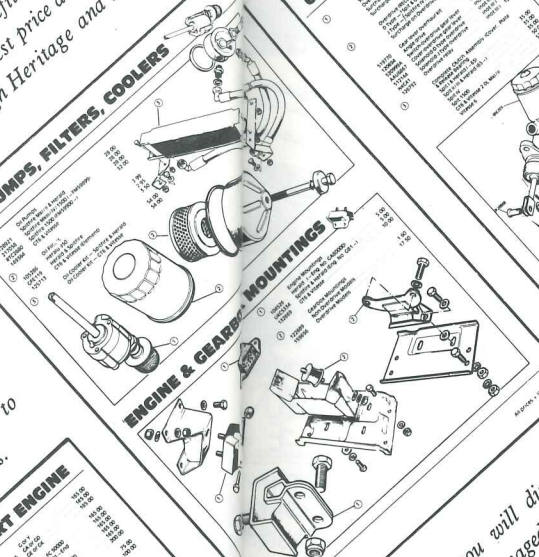
Our operation is as impressive as within easy reach of the Midlands network and so within easy reach of all areas. We have ample parking space and a cosy environment for you to discuss your Triumph requirements.

FOUR CYLINDER SHORT ENGINE



1. FOUR CYLINDER SHORT ENGINE

OIL PUMPS, FILTERS, COOLERS

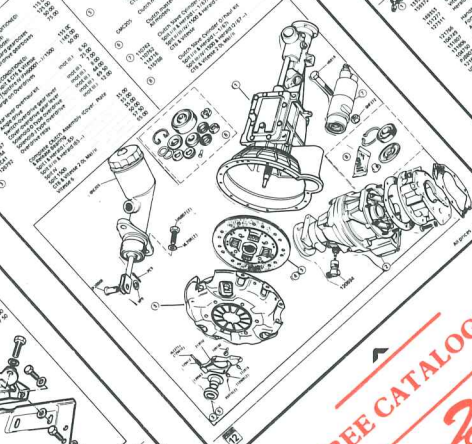


1. OIL PUMPS, FILTERS, COOLERS

FREE CATALOGUE

Fast, efficient mail order service — we despatch all orders within 24 hours of hearing from you.

GEARBOX & CLUTCH COMPONENTS



1. GEARBOX & CLUTCH COMPONENTS

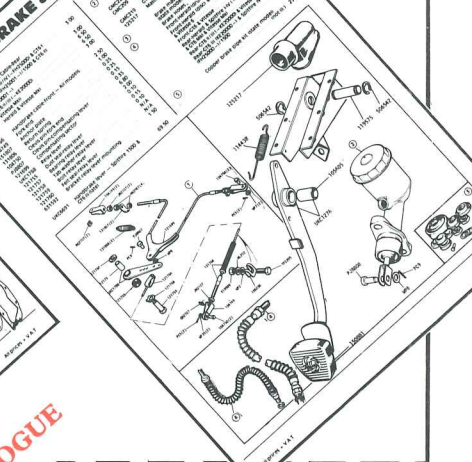
Visit us and you will discover a great number of damaged or rusty Triumphs plus over the years we have saved a large quantity of useful secondhand spares, so many we can't catalogue this side of the business.

FREE CATALOGUE

FREE CATALOGUE

Send for your free copy today by filling in the coupon below or call us on 0527-20880.

HANDBRAKE & BRAKE HYDRAULICS



1. HANDBRAKE & BRAKE HYDRAULICS

John HIPS Triumph Centre

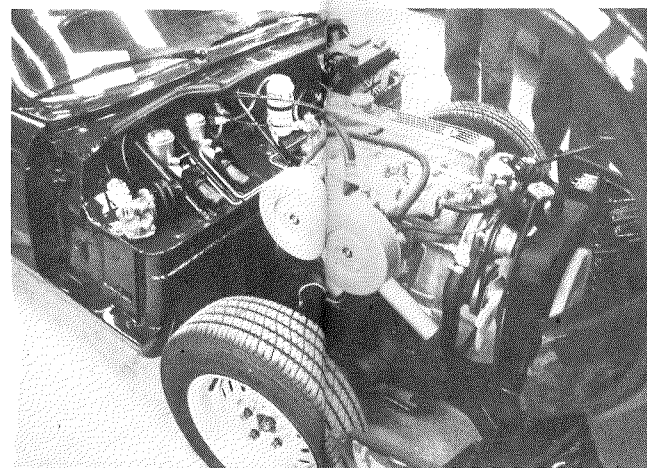
Tel : REDDITCH 20880

NAME

ADDRESS

POSTCODE

Post to:
**ARTHUR STREET, REDDITCH,
WORCS. B98 8JY.**





HERALD VITESSE SPITFIRE GT6

The only place to go for reliable, high quality, gearboxes, overdrives, overdrive conversions & differentials.



**WHEN
ONLY BEST WILL DO**

KONI Adjustable Shock Absorbers

Guaranteed to outlast and out-perform other well known adjustables

Front and Rear Pairs for all cars £57.50 pr
(except Vitesse MkII Rear)

Also original equipment Woodhead Shock Absorbers

ALL CARS	Front	£25.00 pr
	Rear	£27.00 pr

Front and Rear Springs

from the original manufactures to original specification

Front Pairs - Standard or Heavy Duty £29.00 pr

Rear examples -	Vitesse II	£46.00
	GT6 Rotoflex	£40.00

Please state Model and Specification when ordering

***Please note all our prices
include VAT***



**WORLDWIDE
MAIL ORDER SERVICE**

BRAND NEW 1988 catalogue available £2.00 (Overseas free)

124 ALDERMANS GREEN ROAD COVENTRY CV2 1PP

TELEPHONE 0203 683926

A BUYERS GUIDE TO THE 50 MOST USED DESCRIPTIONS IN CLASSIC CAR ADVERTS

by Pete Bugg of the T.R.Register and thanks to T.R. Action

All the following statements were taken from the classic press over a one month period. The tongue in cheek descriptions have more than a slight ring of truth as many of you will know after scouring the country for the car of your dreams.

"MUST BE SEEN" Too horrible to describe on the 'phone

"SEE THE OTHERS FIRST THEN SEE MINE" So you thought the others were bad!

"FUTURE CLASSIC" Well A30's, Morris 1000s and MGBs have made it so I'm in with a chance!

"APPRECIATING CLASSIC" It's worth 9 pounds now and the scrap value's bound to go up!

"WILL SURELY APPRECIATE" The bloke I bought it from said it would!

"LOVINGLY RESTORED" I don't know what I was doing but I loved sawing bits off!

"PRIVATELY RESTORED" Buy a blind-fold gorilla with a pop rivet gun, several copies of the "SUN" and a large tub of isopon!

"PROFESSIONALLY RESTORED" Buy two blindfolded gorillas with pop rivet guns, the Sunday Times, plus supplements and 2 large tubs of isopon. But sold from a London Mews Showroom!

"P.O.A." I have not got the nerve to put the inflated price in print!

"THE BEST ON OFFER AT THIS PRICE" Look a bit more the others are 2,000 pounds cheaper!!

"OWNER DECEASED" Died trying to bump start it!

"NUMEROUS BILLS" Are what you will be paying after you have bought it!

"USED DAILY" Knackered!

"CALL AFTER 10PM" Its pitch black then!

"NOW BECOMING RARE" Thankfully most of them are now scrapped!

"NOT MANY LEFT AROUND" No one wanted them when they were new

"SUIT ENTHUSIAST" Or certifiable idiot!

"THIS IS NOT A BOY RACER'S CAR" Well I haven't raced it but I can't swear for the previous 17 owners!

"RE-OFFERED DUE TO TIME WASTER" Last potential buyer came to his senses!

"INTERESTING HISTORY" Written off in a bank raid getaway!

"RUST FREE" No metal left, just newspaper and fibre glass!

"LOW RECORDED MILEAGE" I've clocked it! and don't ask to see any old MOT Certificates cause I've burned them!

"MUST SELL DUE TO COMPANY CAR" I had to find a job with a car just to get mobile!

"BEAUTIFUL CONDITION" Well them do say its in the eye of the beholder!

"SAME FAMILY FROM NEW" 93 different drivers, and not one knew who last put any oil in!

"FOUR YEARS SPENT RENOVATING" At the end I wondered why I bothered!

"INTERESTING EXAMPLE" Its 6 inches shorter than it should be due to slight error when welding in sills and floor!

"ORIGINAL CONDITION" The same condition as a 20 year old clapped out Cortina

"STORED THE LAST 10 YEARS" Stolen 10 years ago and I hope the owner has now forgotten about it!

"BEEN OFF THE ROAD LAST 10 YEARS" It wasn't any good then and is even worse now!

"SOUND INVESTMENT" A bit like investing in a diamond mine in Bognor!

"SUMMER USE ONLY" Driven in the foulest weather Britain has to offer but only between May and October!

"SUMMER USE ONLY ABROAD" Used by Zulu Tribesmen to run down Rhino's in the Bush! No rust but just look at the rippled panels!

"MOT'D AND RUNNING" Don't come round until after I've got it started and stolen an MOT Certificate!

"GOOD BASIS FOR RENOVATION" A few nuts and bolts and greasy bits in a box, and a body shell half submerged in a slurry pit!

"NEEDS RENOVATING" As above but slightly more honest!

"SPARES FOR REPAIRS" A candidate for the crusher!

"POSSIBLY THE BEST EXAMPLE FOR SALE" In a 10 yard radius!

"CONCOURS" I wish it was, but as everyone else says their is, I thought I would give it a try!

"EX CONCOURS WINNER" 87,000 miles and 3 owners ago!

"GREAT FUN TO DRIVE" Wanders all over the road with bits falling off, and the brakes only work if you give them 10 minutes notice!

"AIR CONDITIONING" Holes in the floor and sills, no window rubbers and a ripped soft top.

"NEEDS MINOR ATTENTION" Nothing a total rebuild won't put right!

"MUCH MONEY SPENT" I can't see an end to spending money on it, and it's no better than when I started!

"A FORTUNE SPENT" Seller now in a mental hospital!

"COSMETIC WORK NEEDED" Only needs 10 litres of paint and 25 lbs. of body filler plus a new interior!

"LOADS OF EXTRAS" A hundred miles of loose cable hanging behind dashboard and the generator won't cope!

"POSSIBLE PART EXCHANGE" I've advertised it 38 times and now I'm desperate!

"GENUINE REASON FOR SALE" Horrible clonking from the bottom end and the MOT's due!

★



UUX 873J

"JENNY L"

By Jim Lavey

The first time I drove a Triumph Herald was way back in 1964 when I had my first driving lesson and the love of these cars has stayed with me through the years.

To rebuild one had been an ideal that had been in my mind for quite some time, and with the purchase of a new house, which included a double garage, the idea was now a real possibility.

A chap at work who knew I was looking for a Triumph Estate, pointed out an advert in the Auto Mart. A garage in Bolton was selling four Heralds and one was a 13/60 Estate.

A telephone call told me it had not yet been sold, but interest had been shown. At 2 p.m. when I finished my shift at work, I 'hot footed' for the M63 Motorway and, after fighting my way through numerous contraflows and traffic jams at Barton Bridge (Manchester people will understand!), I arrived at Bolton.

Inspection of "Jenny L", as she has come to be known, seemed to suggest she was not in 'bad nick' and most definitely restorable. After some hard bargaining with the garage owner I parted with the £60.00 purchase price and made arrangements to pick the car up in two weeks, as I was going on holiday the following day.

On my return from holiday I hired a trailer for £10.00 from Reddish Trailers, very reasonable I thought, and press-ganged my brother-in-law's Cortina, along with my nephew, and off we went to pick up "Jenny L".

Returning to Stockport the car was taken to my sisters garage. Comments varied from "rust bucket" to "rolling wreck", and a great deal of unconcealed laughter. My wife, Susan, at this time was still undecided whether or not to file for divorce. "Jenny L" stayed at my sisters from August to December, owing to the fact that a promise had been made to my better half that the new house decoration and alterations would be done first. To emphasize this point, there was always wallpaper or paint on hand.

During the Christmas break I brought "Jenny L" home and started with an inventory of what was missing before any work was undertaken.

Work started, with much trepidation, on January 4th. The bonnet, tailgate and doors were removed and taken round to my mother-in-laws garage to be stored. Next the engine and gearbox were removed along with the seats. There were no carpets to be removed, as there were none - period! According to the Coventry workshop manual, before removing the body you must first clamp together the bulkhead and rear body sections with 1" angle irons drilled to pick up the sill fixing

GCC

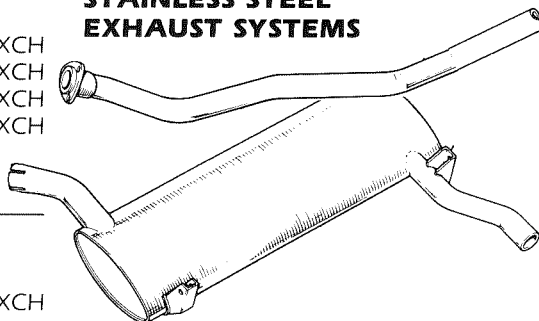


BRITISH MOTOR
HERITAGE APPROVED

ENGINES — SPITFIRE

Full Reconditioned 1300	£350.00 EXCH
Full Reconditioned 1500	£350.00 EXCH
Short Reconditioned 1300	£199.00 EXCH
Short Reconditioned 1500	£199.00 EXCH
Cylinder Head 1300	£75.00
Cylinder Head 1500	£75.00

STAINLESS STEEL EXHAUST SYSTEMS



GEARBOXES — SPITFIRE

Reconditioned (all models)	£125.00 EXCH
----------------------------	--------------

PANELS — SPITFIRE

Rear Wing MkIV (B.L.)	£68.25
Rear Wing MkIII (B.L.)	£32.00
Rear Valance MkIV (B.L.)	£42.50
Rear Valance MkIV Pattern	£23.25
Rear Valance MkIII	£36.00
Sill (B.L.)	£17.25
Sill (Pattern)	£8.00
Inner Sill	£10.00
Sill Strengthner	£4.50
Floor Pan (one side)	£27.50
Boot Floor Complete	£40.25
Door Skin MkI/II/III	£14.50
Door Skin IV/1500	£15.25
Front ¼ Valance	£44.00
Front Wing MkIV (B.L.)	£48.00
Front Wing Mk3 (B.L.)	£40.00
Rear Inner Outer Arch MkIII	£21.00
Rear Inner Outer Arch MkIV	£21.00

All Spitfire Models £99.00
P&P £7.50

OVERDRIVES

J Type Reconditioned	£125.00 EXCH
----------------------	--------------

SPITFIRE MECHANICAL

Clutches 1300	£37.50
Clutches 1500	48.50
Steering Racks (Exch)	£85.00
Water Pumps 1300	£25.00
Water Pumps 1500	£25.00 to £45.00
Brake Master Cylinder	£32.00
Copper Brake Pipe Set	£25.00
Brake Pads set	£5.00
Brake Shoes set	£9.00
Brake Disc	£12.50

Other Panels Available

GCC

SPARES LTD



WARMLAKE ESTATE, SUTTON VALENCE

MAIDSTONE KENT ME17 3LP

TELEPHONE 0622 843956

FAX 0622 842318

ALL PRICE PLUS VAT AND P&P



Telephone
Ordering

holes. However, on removing the sills, I found nothing left of the steps to fix the bracket to. Being a fitter, and owning a small portable gas-welding set, allowed me to weld in some temporary plates and the clamps were then fitted.

I was amazed that all the body fixing bolts came free with no problems at all and after removing them I hooked up the body ready to lift it off the chassis.

Once again I enlisted the help of my nephew and his father to clear the back section from the chassis, as I lifted the front on the hoist, (I'm not daft!). I am not by nature a religious person, but as I started to hoist the body away, a few silent prayers were sent up. I think God must have been a Triumph owner because the body came away without a hitch and within ten minutes body and chassis were side by side on the garage floor.

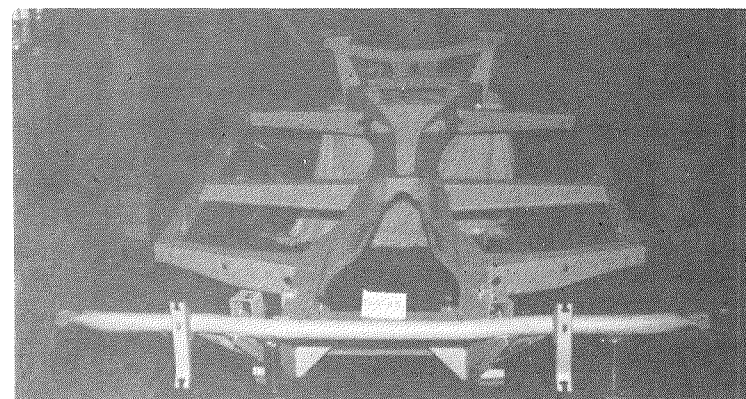
The next few days were spent stripping every component from the chassis and all parts were recorded, tagged and boxed. Each component was checked and if any doubt was apparent it was listed for renewal. This done I was now left with a chassis skeleton and set to determine what would have to be replaced. All the outriggers and both siderails needed replacing but the main chassis was in exceptional condition.

I would just like to take time out at this point to mention the man who has given me a great deal of help in the location and purchase of parts and has encouraged and advised on many aspects of this project. My very grateful thanks go to Dave Hall for all his help and to his wife, Irene, for all the cups of coffee.

Dave found all the chassis outriggers and these were all original makes. The side-rails however had to be reproduced. Having the chassis plans and measurements in the Manual allowed me to make a jig at work, this made the lining up and welding on of the outriggers much easier.

I have forgotten to mention that many hours were spent with wire brush and goggles cleaning up the chassis before any welding was undertaken. For the weight they carry, I thought that the two rear side outriggers needed some extra strength, and to this end, plates were made at work and welded into the corners on both sides where the outriggers meet the chassis. Allowance was made of course to allow for the pipework to pass through.

All welding completed, the chassis was then given three coats of heavy zinc oxide primer followed by three coats of black chassis paint. This done, I then started to overhaul or replace



the chassis components. All parts were either 'Aquablasted' or 'Sandblasted' and then primed and painted black. The operations are too numerous to go into detail, but suffice to say that each part was looked at cynically and even if in slightest doubt, was replaced.

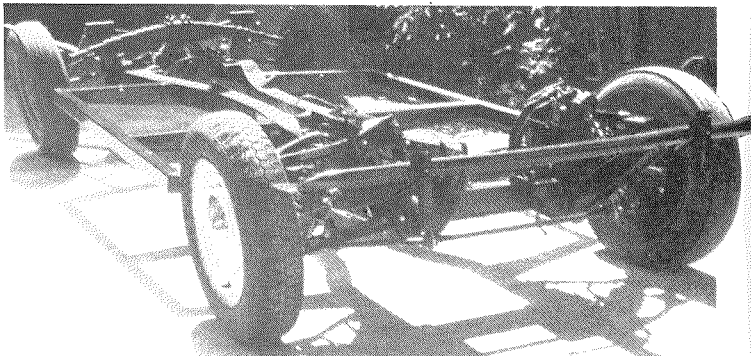
Of course all bearings, seals, shockers and brakes have been given new parts. Steering gear and differential unit did not need replacing but were overhauled.

Brake pipes - these I made up myself and, again, I have to thank my employers for the loan of their flaring tool.

At this moment in time the position is that the chassis is now back on its four wheels and I am about to start on the bodywork. In the family we have a conflict of opinions, my son Paul, wants the car left as an Estate, while my daughter, Julie, would like to see it as a convertible. I'm beginning to wonder who owns the car, and even worse, who will be driving it when it's completed!

I hope to send a further article when the car is finished and would say to anyone contemplating this venture to go ahead, it's not easy, but it's fun.

Finally, I would like to give a word of thanks to my employers, Delta Enfield Cables of Stalybridge, and to David Fleming my Chief Engineer, for their help so far. ★





Classic

METAL LOADING

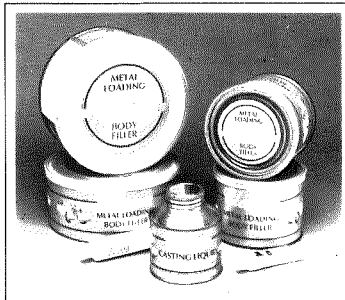
MORE THAN JUST A
BODY FILLER



THE BEST THING SINCE LEAD LOADING

Pure micronised Aluminium Powder plus high strength resins are combined to make a filler that is:-

- * FULLY WATERPROOF
- * FLEXIBLE
- * SUPERIOR METAL SHINE FINISH
- * PINHOLING NOT A PROBLEM
- * FANTASTIC FEATHER EDGING
- * REDUCED AIRBORN DUST
- * REPAIRS CASINGS, TANKS ETC.
- * CAN BE DRILLED, TAPPED, MACHINED
- * EASY TO USE PASTE AND HARDENER
- * CLASSIC CASTING LIQUID FOR NON STICK APPLICATION AND TO VARY CONSISTENCY OF PASTE FOR FEATHER EDGING, RESURFACING, SEAM SEALING, CASTING NEW PARTS, MODELMAKING ETC.
- * ADD IN, GLASS FIBRE REINFORCING AVAILABLE FOR BRIDGING GAPS.



AVAILABLE FROM NATIONAL & LOCAL MOTOR FACTORS
OR TELEPHONE FOR FURTHER INFORMATION

METAL CARE
DIVISION OF VESTAL ARE PRODUCTS

40C LONGFORD ROAD, BRIDGETOWN, CANNOCK, STAFFS, WS11 3DE Telephone CANNOCK (05435) 73174

CLASSIC METAL is completely new and different from ordinary car body fillers, which are usually made from a water absorbent material such as talcum powders plus a resin that is not flexible enough.

CLASSIC METAL is made from aluminium powder that has been milled to a very fine mesh and purified to a high degree. Along with a super strength flexible resin the resultant METAL TO METAL repair is fully waterproof and will resist cracking or falling out.

250 gram Handy Pack £4.55

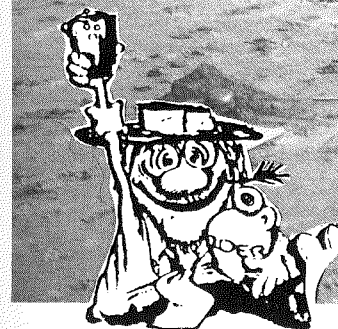
½ kilo Mini Pack £6.95

1 kilo Economy Pack £10.58

4 kilo Trade Pack £27.72

MAIL ORDER: Send cheque or postal order. Money back guarantee. Send SAE for leaflet and sample.

Trade enquiries and callers welcome.



T.S.S.C. 2ND NATIONAL OLYMPIAD

(otherwise known as the Somerset Area Beach Party)

First of all, apologies were accepted from Nigel Mansell as he was unable to attend this year. The truth of the matter is that he is having such a diabolical season that we didn't want him anyway! In his place we were pleased that Prince Charles and Princess Di were able to make it at such short notice. They said they had a great time. Its a pity that (for obvious security reasons) they were so heavily disguised that nobody even realised that they were there! Well, that is enough mumbo jumbo for the time being - now the results you have all been waiting for:-

1988 T.S.S.C. OFFICIAL ALTERNATIVE CONCOURS

The title of filthiest heap was successfully defended for the second year running by Simon Goult with his beautifully unmaintained Herald Estate (I think that was what it was). Not even the downpour on Sunday managed to dislodge any of the really "ground in, ground up muck". Well done Simon - it is good to see the standards being kept down.

The honours for the rustiest hulk went to Dave Robinson

and his MK4 Spitfire (or what was left of it). We were sorry that Ken's Vitesse was not really in contention for the second year due to a marked improvement of the quality of the car - you have to abandon all ideas of any kind of restoration or cleaning to win this concours! Sorry Ken, but congratulations to Dave, who was also the winner of the tent erection without any tent pegs contest.

The "posh" concours consisted of the Organisers Choice Cup, chosen and presented by Rod Warren. His choice was Chris Allen's Herald. A very nice car indeed, but in the context of the weekend - definitely a booby prize. Joking apart Chris, it really is a nice car - well done.

The Bev Dixon Cup for the sandcastle competition went to Liz Goldsmith, probably because it was the only entry

that actually looked like a castle. Well done Liz. There was also a booby prize of a bucket and spade which went to Simon and Dave as their entry was in Bev's own fair words "the most pathetic and boring sand castle I have ever seen!" In my opinion the finest erection was carried out by the Hants & Berks contingent who constructed an enormous Vitesse, complete with chrome bumpers! It is a pity that they decided to do it at the farthest end of the beach away from the official competition and the judges couldn't find them!

The Tug-O-War was much more competitive this year as the rope managed to hold together throughout. Somebody must have won that contest, but I couldn't tell you who - was it Worcester area maybe? Mention must go again to Liz Goldsmith for being dragged a full 20 yards face down through the mud with the rope round her neck. I began to suspect the marital bliss in the Goldsmith household when I saw Mike Goldsmith tying the knot!!!!

The low-speed driving test proved to be very popular this year and was won by Derek Hunt from the Somerset Area who proved that a low-speed test could be driven at an alarmingly high speed! Anyway it worked this time - well done Derek. Congratulations must also go to

Carl ... who was third in the driving test as he had only passed his driving test (the M.O.T. one that is) the previous day.

The rounders contest was won by the West Midlands area but not without some controversy. The bat (supplied by them) smacked a bit of "giggery-pokery" - for some reason they could hit the ball with it, but nobody else could. However, close inspection could not reveal the trickery, but I know it was there somewhere.

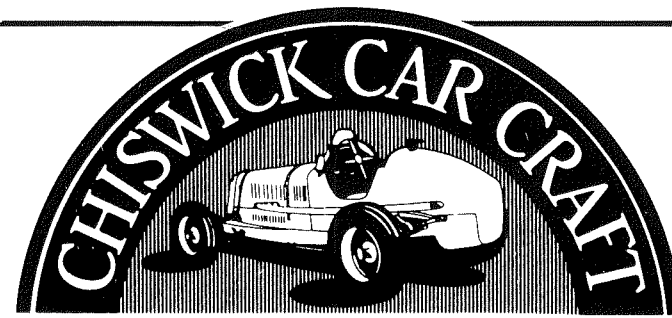
I could not tell you who won the cider swilling/relay races - does it really matter anyway, and everyone seemed to enjoy themselves. I think the "fuzzy duck" contest must have been won by Bev Dixon - she was certainly the loudest if not the most coherent.

Due to circumstances beyond our control, the convoy on Sunday morning was split up due to a crashed bus and diversion en route but we were all still in convoy for the descent of Cheddar Gorge, which I think everyone enjoyed and we even had a few waves from the locals on our way down.

Special thanks to Rod Warren and Sarah Kerswill for all their hard work in setting up a great weekend and also particular thanks to all those who attended and made the weekend the success it was. Everyone who came seemed to thoroughly enjoy themselves despite the chaos at times and a quick note to those who did not come - you'll never know what you missed as this report has been heavily censored - but you may find out next year.

Steve Love

Deepest Darkest Zommerzet



Specialists in Older Vehicle Restoration

★ SPECIAL OFFERS ★

Servicing CLUB CARS

4cyl. £40.00 6cyl. £50.00

+ Parts Used + VAT

Full suspension rebuilds

Chassis repaired to MOT standards

Universal Joints replaced

Full restorations undertaken

Insurance recognised repairer

★ FREE ESTIMATES ★

*Complete repair service for all Club cars from
an accident repair to a full restoration*

10% Discount to all Club Members

5 minutes Jct. 2 M4. 2 Minutes from tube station
Entrance to mews by Jones Models

01-994-3395

TSSC OFFICERS 1988

Technical 4 Cylinder:

Carl Heinlein

82 Rampton Road, Willingham, Cambs.
Telephone N/A

Technical 6 Cylinder:

Brian Gray

19 Pretoria Road, Canning Town, London E16 4NP
Telephone (01) 470 2049

Herald

Chris Longhurst

24 The Lea, Fleet, Hants GU13 8AU
Telephone N/A

Herald 13/60

Dave Beardsley

12 Falstone Green, Wigmore Park, Luton Beds LU2 9TT
Telephone (0582) 416684

Spitfire MkI/II/III

Nick Lord

16 Saddington Road, Smeeton Westerby, Leics.
Telephone (053753) 2810

Spitfire MkIV/1500

Sheridan Earl Russell

39 Mallard Way, Kingsbury, London
Telephone 01-205-6397

Vitesse 1600/MkI

Martin Brown

Patch Farm, Shepherds Patch, Slimbridge, Gloucester
Telephone (045389) 345

Vitesse MkII

Andy Bonner

47 Bramly's Close, Basingstoke, Hants RG21 1UP
Telephone N/A

GT6

Barry Thurgood

8 De Mandeville Rd, Elsenham, Bishops Stortford, Herts
Telephone (0279) 812675

Bond

Peter Jacklin

76 Five Arches, Orton Wistow, Peterborough PE2 0FQ
Telephone (0733) 232818

Specials

Dennis Graves

13 Austin Close Irchester, Northamptonshire NN9 7AX
Telephone (0933) 313166

Trevor Collett

14 Lodge Road, Fetcham, Surrey KT22 9QY
Telephone (0372) 376661

Amphicar

Jennie Coombes

28c Ramsons Ave, Conniburrow, Milton Keynes
Telephone (0908) 604058

Competition Secretary

Hugh Davis

21 Friarscroft, Calmore, Totton Hants SO4 2SS
Telephone (0703) 868513

Overseas Secretary

Dave Bayliss

54 Southwood Ave, Knaphill, Woking, Surrey GU21 2EY
Telephone (04867) 3998

Events & Equipment

Jonty Wild

13 Common Rise, Hitchin, Herts SG4 0HN
Telephone (0462) 56315

Archivist & Librarian

Mike Costigan

'Dumble Rise' 38 Ridgeway, Southwell, Notts NG25 0DU
Telephone (0636) 814050

Show Car Register

Dennis Benson

'Courier Cottage,' 78 Barley Mow Ln, Catshill, Worcs B61 0LJ
Telephone (0527) 77059

Area Liaison

Mike Crewes

24 Otterburn Gardens, Isleworth, Middx TW7 5JJ

CLUB SERVICES 1988

CLUB OFFICE

The following services are available from the Club Office

TSSC MEMBERSHIP £19.00 UK £20.00 EUROPE

TSSC REGALIA, MAGAZINE BACK ISSUES

TSSC INSURANCE INFORMATION PACK

121B St Mary's Road, Market Harborough, Leics LE16 7DT Telephone (0858) 34424

TSSC INSURANCE

QUOTATIONS — FOOTMAN JAMES & CO 021 561 4196 (ask for TSSC Insurance)

VALUATION SERVICE — PAM GRIFFITHS 0245 443152 (8pm - 9pm)

TSSC HANDBOOK

JONTY WILD — 13 Common Rise, Hitchin, Herts SG4 0HN 0462 56315

TSSC VIDEO LIBRARY

STEVE LOVE — 19 Roughmoor Crescent, Taunton, Somerset TA1 1EU 0823 333212

TSSC SPECIAL OFFERS

TRIUMPH SPORTS SIX CLUB 13 Common Rise, Hitchin, Herts SG4 0HN 0462 56315

RAC SCHEME

TRIUMPH SPORTS SIX CLUB — 121B St Mary's Road, Market Harborough LE16 7DT

MAGAZINE COPY DATE

All magazine material must be received by the 15th of the month prior to month of publication

TSSC ACCOUNTS

BILL SUNDERLAND CLUB MANAGER — Send to Club Office

TSSC PUBLIC RELATIONS

PETER WILLIAMS — 10 Chesham Rise, Cherry Lodge, Northampton 0604 405416

TSSC FINANCIAL SERVICES

INFORMATION PACK — Available from the Club Office

TSSC ADVERTISING

BILL SUNDERLAND — 0858 32110

CLUB SERVICES 1988