



BARTHOLOMEW

1980 GIFT ATLAS RANGE NOW AVAILABLE

———featuring———

UP TO DATE MAPS : SIMULATED LEATHER
FINISH : GOLD SPRAYED EDGES : RIBBON
BOOKMARK : MATCHING PRESENTATION
SLIP CASE.

* THE ROAD ATLAS BRITAIN IS ALSO
AVAILABLE IN A TAN BALCRON FINISH

* ROAD ATLAS BRITAIN — BLACK OR MAROON

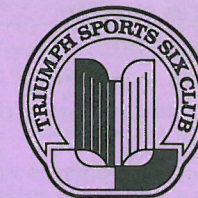
* ROAD ATLAS EUROPE — GREEN

* DUAL ROAD ATLAS BRITAIN / EUROPE —
MAROON

ON SALE AT GOOD BOOKSHOPS FROM £5.50

Printed by Magna Print, from copy supplied.
1, Victoria St., Wigston Magna, Leic. Tel: 884474

THE COURIER



February 1981 No. 8

the monthly news publication of the
Triumph Sports Six Club

One for the Vice-President.



Get Down John!

★ 'STOP PRESS' ★
Over 1300 Members
★ Worldwide ★

TSSC The Club that's going places -----

CLUB DIRECTORY ... '80/'81 ...

PRESIDENT VICE PRESIDENT

PAUL A SWANSON
'Triumph House'
128 Leicester Rd.
Narborough
LEICESTERSHIRE
LE9 5BE
Tel:(0533) 862018

GENERAL SECRETARY

BOB NOTLEY
53, Vicarage Cres,
REDDITCH, Worcs,
B97 4RC.
Tel: Redditch 60328

COMMITTEE CHAIRMAN

MATT MAUDSLEY
'Rushdene'
Hillcrest Rpad
Horndon-on-the-Hill
ESSEX
SS17 8LR
Tel:(03756) 74945

TREASURER MEMBERSHIP SEC.

MICHAEL HANCOCK
'Beechcroft Cottage',
School Lane
Baslow
Bakewell, DERBY
Tel:(024-688) 3261

STEVE WILLIS
86, Mount Grace Rd,
POTTERS BAR,
HERTS. EN6 1QY.
Tel:(0707) 51769.

TECHNICAL SEC.

EDDIE EVANS
24 Helland Park
Barton-under-Needwood
STAFFS
Tel:(028-371) 2834

PUBLIC RELATIONS OFFICER

PATRICK FALEUR
33Llwyn Menlli
Ruthin Clwyd
N. WALES LL15 1RG
Tel: (H) Ruthin 2096
Tel: (W) Ruthin 4136

OVERSEAS AFFILIATION SECRETARY

MATT MAUDSLEY
Address as for
Comm. Chairman
19 Prince Rupert Ave
Desborough
NORTHANTS
Tel:(0536) 760769

THE 'COURIER' EDITOR & ASST.

'COURIER' DISTRIBUTION

CHRIS & TRUDI SQUIBBS
24 Prince Rupert Ave
Desborough
NORTHANTS
Tel:(0536) 761930

'COURIER' BACK ISSUES

MAGGIE MAUDSLEY
Address as for
Comm. Chairman

COMPETITION SECRETARY

JOHN GRIFFITHS
Address as per
Vice Pres.
2 Jugglers Lane
Yatesbury Calne
WILTS SN11 8YA
Tel:(H) (0249) 812527

NEW SPARES SECRETARY

AREA LIAISON OFFICER

DAVID BAYLISS
64B Wimbledon Park Rd
Southfields
LONDON SW18 5SH
Tel:(H) 01 8741941
Tel:(W) 01 7507232

EVENTS ORGANISERS

TONY & JANIS SPICER
Laburnam Cottage
336 Clarence Road
Sutton Coldfield
WEST MIDLANDS B74 1LJ
Tel: (H) 021-3539961
Tel:(W) 021 7726711 Ext62

CLUB STATIONARY OFFICER

CHRIS SQUIBBS
Address as per
Courier Dist.
MARGARET SWANSON
Address as per
Pres.

CLUB EQUIPMENT SECRETARY

'TURNING CIRCLE' EDITOR

DAVID HUGHES
28 Mill Road
Bozeat
Wellingborough
NORTHANTS
Tel:(0933) 663602

INTERNATIONAL BOND REGISTER SECRETARY

Post Vacant

INTERNATIONAL GT6 REGISTER SECRETARY

MIKE LONG
55B Enderdale Rd
Richmond, SURREY
Tel:(01-940) 8975

INTERNATIONAL VITESSE REGISTER SECRETARY

Post Vacant

INTERNATIONAL SPITFIRE REGISTER SECRETARY

Post Vacant

INTERNATIONAL HERALD REGISTER SECRETARY

CHRIS LONGHURST
30 Cornwall Rd
Midanbury, SOUTHAMPTON
Tel:(H) 01 9408975
(W) Sunbury 81234 Ext576

INTERNATIONAL SPEC. REGISTER SECRETARY INTERNATIONAL AMPHICAR REGISTER SECRETARY

Post Vacant Post Vacant

INTRO

As a Club, we have come a considerable way since the day we started in 1977. What plans, what goals should we set ourselves for 1981? We are now growing at an alarming rate and whilst this will enable us to represent members to more effect, we must never forget our small and humble origins. The most important thing is to remain an approachable, human organisation. We are a family of people with a common interest; let us maintain that small, friendly club feel.

Having said that, I hope we can look forward to growing to such an extent that in the not too distant future we will be in a financial position to employ someone full time to run much of the club's essential framework. This will enable us to present a totally professional and highly efficient front, relieving the load placed on the many present voluntary workers. Until that time, let us as members, never forget those people who give up a considerable number of hours each week on behalf of the club. 1980 has been a most enjoyable TSSC motoring year, and I am proud to be associated with, and at present leading the club into 1981.

A FEW GENERAL COMMENTS:

1. In the December Courier I mentioned two Tuning books. Apparently these are no longer available, although no doubt your library will obtain a copy for you on loan. The publishers, I have been told, are Albion Scott Ltd., Bercourt House, 51 York Road, Brentford, Middlesex. We could possibly ask them to do a reprint if there was sufficient demand, but somehow I doubt that there will be. An easier solution will be for you to look out copies at your local auto-jumbles.

2. Whilst on the subject of the Courier, I really appreciated my Playboy edition and thought the Xmas card a very nice idea. Well done! Whilst I immediately identified Bill's very attractive wife, Jo, who was the other beauty? (introducing Trudi Squibbs - ED).

3. Finally, I would refer you to PRACTICAL CLASSICS MAGAZINE, January, 1981, page 25. The front corner valance retailed by Triumph Warehouse has not been given the approval of the TSSC. At no time has this been discussed in Committee and I can only assume that a club member (unknown to the Committee) has offered his personal recommendation. I understand that a similar comment has been made in Old Motor Magazine.

1981 - a year of expansion and comradeship. This is your Club, please keep supporting it and attend meetings, both local and national. See you next month.

NEWS REVIEW

I have received some information from BL Heritage Ltd. concerning the production of the Vitesse Estates, which I am sure you will all be interested to learn.

Quote: "I have discovered that these were all modified from existing cars at Triumph's London Service Depot, which is why they have saloon or convertible commission number suffixes (DL or CV). I am told that 14 cars were thus modified. The clients would take delivery of a new Vitesse and then hand it in immediately to the London depot to be rebuilt as an estate car. I have the numbers of two cars - a 1964 1600 ELA 704C and a 1969 2 litre MKII RHO 17G".

Does any member know of the whereabouts of these vehicles? If so, please let me know.

LE MANS SPITFIRES:

I am continuing to make a detailed research of the history of ADU 8B, the works Triumph Spitfire, sold to our club member, Mr Akao, in Tokyo, Japan. It seems that this car may not have been a Le Mans car at all, but more probably the back-up 1964 Tour de France Rally car. Standard Triumph sold these cars in 1965 and it is thought that ADU 8B could be the car that Gold Seal Racing successfully raced in 1967. If any club member has ever heard of Gold Seal Racing, or has any information at all, no matter how small, on ADU 8B, please let me have it so I can complete as far as possible the history.

Out of interest, ADU 7B survives and is owned by Peter Donnelly of Allied Rubber Products & Engineering Co. in Birmingham. Perhaps someone local could pay him a visit and see if he has any history he can let us have. Got a spare afternoon, Peter Heath?!!

TRIUMPH GT6:

This year I bought myself a Christmas present. On Christmas Eve, I part-exchanged my white Vitesse MKII Saloon WHY 541H for a November 1973, GT6 MKIII - NOD 757M. It is the first GT6 I have owned and I am delighted with the car. Having covered a genuine 27,000 miles with O/D and finished in Pimento, the only extra missing is the sun roof which I hope to get later in the year. During my motoring career (11 years), I have owned all the club cars, except a Bond or Amphicar. Whilst I have been driving for 11 years, my father bought a 1600 Vitesse Saloon, GWD 128, in 1967, if my memory serves me right, and it was with that car that I learnt to drive and took my driving test. Of course, I still own my blue Vitesse convertible, DVT 784J but the GT6 has provided the missing link to complete the quadrant.

JOHN GRIFFITHS
Vice President

MARQUE SECRETARIES

As a result of the election of Marque Secretaries at a recent committee meeting, the following posts remain unfilled:

International Vitesse Register Secretary
International Spitfire Register Secretary
International Bond Register Secretary
International Specials Register Secretary

It may be that the former holders of these posts wish to continue with them, or perhaps somebody new would like to have a go. All that need be done is to send a completed nomination form (enclosed with November issue of the Courier), to Bob Notley, (address as in club directory). If you would like some information on what is involved in being a marque secretary, please contact me.

MIKE LONG
Committee Member



LINROD TRIUMPH SPARES

1 WINDMILL PARADE
GEORGES HILL
WIDMER END
HIGH WYCOMBE
BUCKS HP15 6DB

Tel: High Wycombe (0494) 714455

Open: Monday - Saturday 8.30 to 5.15
(except Wednesday - closed all day).

for ALL Triumph Sportscar Spares

Stockists of:

Body Panels
Engines
Gearboxes
And most other parts

Trim
Brakes and Suspension parts
Service parts

Complete cars bought and sold
Large stocks of used parts
Agents for SAH Triumphtune parts

Mail Order

Access/Barclaycard

Special Discounts to T.S.S.C. members

PEN TO PAPER

LETTER FROM STEVE TAMES:

Many thanks to all those who answered my queries about improving 1200 Herald's performance, especially Keith for the SU - Solex adaptor. My '64 Herald has the original chassis but with holes in the front outriggers, I have chiselled out the bracing atrips inside the outrigger corners as these are mist traps and in my opinion no braces are better than holey outriggers! On the subject of beating the rust bug, I concoct my own solution by dissolving parafin wax in hot old engine oil. Heat the oil to about 80°C, preferably using a glue pot or heavy sauce pan and add wax until desired consistency when cool. Use heavily for exposed members, thin for inside boxes.

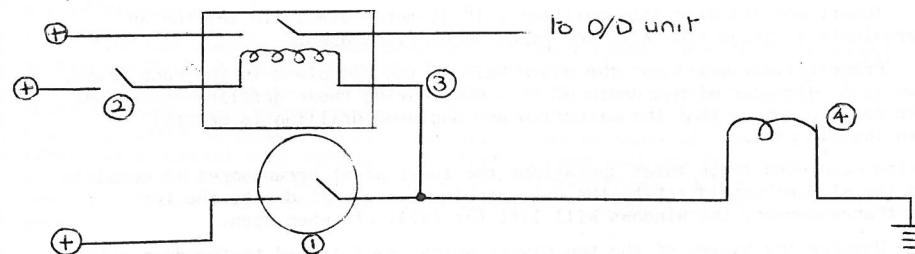
LETTER FROM TIM SHERRY:

Mr Zajaczkowskis letter in last months Courier reminded me of a similar problem which I had with my car. It too pulled to the left continually. When the suspension was stripped, the problem was found to be in the lower wishbone. The tube in which the rear bush fits had opened out, as it is merely a rolled piece of metal. This allowed movement of the bush and excessive wear, allowing the whole wishbone to tip backwards, pointing the wheel to the left. I closed up the tube (with a hammer) and welded along the seam before fitting a new bush. As the suspension is on my Marlin, which as yet lacks an engine, I cannot vouch for the results but no other significant faults were found on either of the suspension units.

Ian Stacey would find it easiest to fit a Spitfire overdrive box as this bolts straight onto his engine. However, as O/D boxes are so hard to find, should a Vitesse/GT6 one come up, he could fit this fairly easily, by changing the rear engine plate, flywheel and clutch. In this case, a Vitesse old propshaft should fit, whereas with the Spitfire box he would need a Herald propshaft shortened by 3.45 inches.

The O/D gearbox mounting plate would be another useful bit to have, although it is possible to adapt the old one by extending it backwards and cutting holes to clear the lowest parts of the O/D unit.

If the original circuitry is not available, there is an easy way to wire the O/D to avoid engaging it in reverse (on gearboxes with reversing light switches incorporated).



1. Gearbox reversing light switch
2. Column O/D switch
3. Relay
4. Reversing light

The overdrive relay earths through the reversing light until reverse is engaged, when both sides of the relay are at the same potential, so cutting out the O/D. P.S. Thanks to John Griffiths for getting the electric fans.

LETTER FROM IAN H SPENSLEY:

Further to the letter from A Ayres in Dec '80 Courier, re. 'Flapping' wheels, a similar situation happened to my 1970 GT6 II. About 6 years ago, having recently purchased the car, I noticed a tendency for the car to hop slightly on 'S' bends. Thinking (in ignorance) that this was a feature of I.R.S. I unfortunately ignored it. The result was that after 2/3 months ownership, whilst travelling at about 50/60mph, a 'judder' came from the rear, offside wheel. Roadside inspection revealed nothing amiss and the journey continued for another 400 yards, where the said wheel/vertical link etc. went extreme negative camber, yes the wishbone/vertical link bolt had sheared, ripping up the rubber doughnut (previous juddering noise now apparent) brake pipes etc. The friendly neighbourhood police arranged for the car to be dragged (by it's front wheels), to a local garage who were Ford dealers, but were prepared to carry out the work. Anyway, inspection revealed that the bolt had seized solid inside the vertical link, and thus being unable to turn, had eventually sheared. Once the car was roadworthy, I stripped down, now at my own garage, the nearside backend, only to find the same problem, a seized bolt inside the link. To try and overcome any future problems which might arise, I drilled and tapped a 3/16" BSP grease nipple into the centre of the bolt hole in the vertical link, this operation being repeated, after a strip-down, on the newly assembled offside. Now at every oil change/grease etc. 2 - 3 squirts of the grease gun at these points has kept the bolts free, within the link anyway.

Talking of grease points, GT6's, don't forget the ones on the front vertical links, if you do, then be warned, the front wheels can fly off as per Moggy 1000's. Mine did, but that's another story.

Apart from a few niggles, my car has never let me down so future GT6 buyers don't worry, they are easy to work on and don't forget to use that grease gun regularly.

LETTER FROM KEN HIBBITT:

Having suffered from seized quarterlight windows on my MKI GT6, I have carried out the following modifications. The process of forcing open the two windows resulted in the lower pivot pins shearing in two.

1. Progressively drill out the old lower pivot pin section remaining in the window to give a $\frac{1}{4}$ " diameter hole, approximately $\frac{3}{8}$ " deep, taking care not to break through the rubber seal to the glass.
2. Insert and Araldite into position a $\frac{1}{4}$ " diameter steel pin leaving an approximate $\frac{3}{8}$ " projection with any rough edges filed down.
3. Progressively drill out the other half of the old pivot in the door frame, also to $\frac{1}{4}$ " diameter with a depth of $\frac{1}{2}$ ". NB: during these drilling operations take care to ensure that the direction and angle of drilling is central down the old pins.

Having completed these three operations the lower pivot arrangement is complete and the windows should refit, the only problem being that due to the top pivot arrangement, the windows will lift (or fall) off when open.

4. Unscrew the halves of the top pivots which are fastened to the door frames via the existing screws.
5. File flat the heads of the two brass rivets which hold the other half of each top pivot to the window frames then progressively drill them out to $\frac{1}{8}$ " diameter and remove the pivots.
6. Chrome clean and polish all the components.
7. Transfer the driver side top pivot set to the passenger side and vice-versa using $\frac{1}{8}$ " pop rivets to refit the top half pivots to the window frames. By refitting the half pivot attached to the door frames last the process is complete.

I have since found this arrangement preferable to the original, in that I am now able to remove the windows in seconds for cleaning and maintenance.

LETTER FROM CHRISTOPHER BRISTOW:

In answer to Ian Stacey's problem of his discoloured and opaque rear plastic window, I would suggest a tip I gleaned from the extremely enjoyable and informative magazine, 'Practical Classics', (surely all members subscribe); rub 'Brasso' onto the screen, (yes I did say 'Brasso'). Apparently it may not be like new afterwards, but it is a great improvement. The article concerned is in issue No. 1 in 'Terry's Tips' - always a source of helpful information.

For the last fifteen months I have been collecting 'Classic Car' magazines - Thoroughbred and Classic Car, Practical Classics, Collectors Car and Old Motor - and I must strongly recommend T&CC and PC; PC for it's practicability and excellent spares news, T&CC for it's superb reviews - when I was looking to buy my present car I did not venture out of my flat without my November '79 issue with the Vitesse review. For those interested the November '80 issue carries a review of the GT6 and the February '81 issue features the Spitfire.

Fancy letting yourself and your car loose on a 'classic' race track? If so, Practical Classics are sponsoring a Speed Test Day at Goodwood on Saturday, April 25th. Details will appear in March issue.

I must commiserate with Dave Tunbridge as the same dirty deed was practiced on me recently in my search for a hardtop - are there any left out there? However, the Exchange and Mart still remains the best source for cars and spares. Another good source for bolt-on goodies and the like is 'Bits and Pieces' in 'Car and Car Conversions' - advertising is free. In January's issue a 'Windsor Chair' was on offer - supposedly 'a secret tuning goodie for use on GT6's'. Any ideas?

Lastly, my thanks to John Griffiths for his answer in December's Courier. Keep up the good work.

PS Does anyone want to part with Practical Classics No.2. Good price paid. Tel: 01 515 1158.

LETTER FROM CHARLES HENDERSON:

In reply to Nr Zavackowski's letter, Courier December 1980, regarding Herald/Vitesse etc. front dampers.

I too have had exactly the same trouble with front tyres. When I first bought my Vitesse MKII, I noticed that the front offside tyre was worn really unevenly. I put this down to bad tracking, until a new pair of tyres started to do the same, even after tracking. On taking the car to a tyre place for tracking, after an argument with a barrier, I had my shock absorbers tested (free) on a special ramp machine. The tests showed that all four were scrap and I had them replaced for about £85 (fitted free). I had two new tyres fitted and after about 3,000 miles, what little wear there is is very even.

While on the subject, would it be possible for the technical secretary to print a list of leaf springs used on the Herald, Vitesse, Spitfire, GT6 and Bonds showing:

1. Leaf thickness
2. No. of leaves
3. Rate
4. Part no.

This would enable equivalent springs to be chosen for each car and would show which spring would suit each car.

LETTER FROM PATRICK FALEUR:

A useful increase in power for the 2 litre GT6 or Vitesse can be obtained by simply slotting in a 2.5 litre engine. My GT6 engine was making all sorts of ominous noises and rather than taking the car off the road for a period, I decided to obtain a spare engine, rebuild it and change over engines in a convenient weekend. My local breaker happened to have a clapped out 2.5 from a J reg. Triumph 2.5 PI Automatic, which he let me have for £10. It is not economic to spend much more than this on a unit requiring reconditioning as quite a lot has to be spent on it. My local Engineer rebored the block, reground the crank, and supplied all pistons and shells for about £130. On top of this I decided to get all moving parts fully balanced, a job which Howley Racing of Warrington did for £30, £20 less than SAH. A list of the parts required is as follows:-

Cylinder head gasket set.
Conversion (bottom end gasket) set.
Oil pump.
Timing chain (duple on the 2.5).
Crankshaft and timing cover oil seals.
Timing chain tensioner.
New conrod bolts.
Camshaft keeper plate.
Timing wheel tab washer.
Phosphor bronze crankshaft bush (GT6 type).

Fortunately, the camshaft and followers were in good condition, as followers are £3 each. I retained the 2.5 PI Auto camshaft as I wanted plenty of torque and power at low revs. Otherwise the GT6 camshaft could be fitted, though this is extra work. The cost of all parts, excluding balancing came to about £70.

When rebuilding a Triumph 6 cylinder for the first time please note the following points:-

1. After stripping the engine, clean everything meticulously in paraffin. This saves a lot of time when rebuilding. Particular attention must be paid to the cleanliness of the main bearing caps and their mating surfaces in the block. If necessary, use some fine emery to remove deposit from the metal until it is shiny and clean. If the caps are put in the freezer for 5-10 mins. before assembly, they should fit in their recesses with a slight tap from a mallet. No force should be applied when fitting the caps and main bearing shells. Other parts which should be cleaned well are the timing wheels, so the timing marks (only faintly visible) can be seen.
2. After assembling the crank, check end float. It may, however, not be possible to have the end float within the required 0.006-0.008" as only a 0.005" oversize thrust washer is available. I considered 0.009" to be acceptable and certainly more acceptable than the 0.002" undersize end float which would have been obtained with a 0.005" oversize thrust washer.
3. The easiest way to fit the timing chain is to put the crankshaft sprocket onto the crankshaft, line up the timing marks, fit the chain to both of the sprockets and bolt the camshaft sprocket to the camshaft. The position of the camshaft can be confirmed by a) the key pointing towards the top of the engine and b) Nos 1 and 6 cylinders at TDC.

The above comments should be read in conjunction with the workshop manual.

The engine can only be built up as far as the endplates, as these both have to come from the GT6, which bolt straight on using the original GT6 fastenings. All ancillaries must be transferred from the GT6 on installation. These are the Distributor and Distributor drive, Water Pump, Alternator, Fuel Pump, Carburettors and Flywheel. My automatic Crankshaft did not have a bush to locate the gearbox output shaft, but I found that they normal GT6 type fits (the original being impossible to remove).

My car is running satisfactorily on the original carburettor needles, after tuning with Colortune. Once fully run in, I intend to have it properly tuned on an engine dynamometer.

A combination of GT6 water pump, alternator and 2.5 pulley meant that the original fanbelt was too short. A Hillman Imp fanbelt is fitted at the moment, though one 1-2" longer would be better.

I also reconditioned the cylinder head as per a recent article in Courier. A set of new rockers, rocker shaft and two end caps set me back £46. The valve gear is now quiet, although initially it was noisy until I retightened the cylinder head nuts when the engine had run for a couple of hundred miles, while hot, resetting the tappets when it had cooled down.

Some engine parts can be difficult to obtain from Triumph dealers shelves. I found Cox and Buckles (BL Heritage and Triumph TR specialists) to be very helpful, dispatching parts by first class post immediately on receipt of my cheque, and at BL prices.

Next: How to change Rotaflex couplings on the GT6/Vitesse MKII.

practical CLASSICS

THE DO-IT-YOURSELF
MAGAZINE FOR THE
OLDER-CAR OWNER
AND ENTHUSIAST

REGULAR
CHALLENGING
COMPETITIONS
FOR EXCITING
PRIZES

The ONLY do-it-yourself magazine for the
older-car owner and enthusiast

Have you tried it yet?

EVERY ISSUE packed with step-by-step illustrated features on repair, restoration, maintenance, component overhauls, hints and tips.

MONTHLY spares news with 'Going Spare'. A unique section to keep you up to date with the spare parts scene.

MONTHLY Ten Page Price Guide. A unique guide to over 500 cars — prices, performance, running costs, and spares availability.

'Practical Classics' — it's unique!

Available from your newsagent at 60p

LETTER FROM C MACNEISH:

I am writing to the Courier to say that if any member, like myself is having trouble obtaining a gearbox for a MKI GT6 with O/D, the address below might help. I obtained a gearbox from this address for £74 including VAT and it has been very satisfactory. The address is:-

P R MARSHALL
DALE COTTAGE
WHEATHAMPSTED
HERTS

TEL: 3462

Having recently finalised an agreed value insurance policy on my 1968 MKI GT6, after five months of concerted effort, I felt that other members may derive benefit from my experiences.

The quest for an agreed value policy began after fairly extensive damage was done to the front of my car by a lady in an XJ6 automatic, who found some difficulty in determining the difference between brake and accelerator whilst in reverse gear. The resultant argument with my then insurance company as to whether the car was a write-off or not made me wonder whether it was worth spending money re-building my car.

In the May 1980 issue of Turning Circle, I read Roger Collins article on agreed value insurance and then wrote to John Scott and Partners at 10 The Borough, Farnham, Surrey GU9 7NA, requesting advice on the method of obtaining an agreed value policy.

This produced a fairly extensive proposal form which was duly completed and returned and then triggered off questionnaires regarding usage of the vehicle, condition etc., culminating in my receiving a two-sided foolscap sheet which was to be completed by a qualified motor engineer and constituted an extensive engineers report covering all aspects - mechanical, electrical, bodywork, upholstery etc. etc.

Having had this report completed by an appropriately qualified engineer, I returned it to John Scott and Partners along with current photographs of the car, copies of bills etc. relating to recently installed items such as gearbox, differential etc. and the copy bill for the rebuild of the bonnet.

By now I was convinced that this would settle the matter. WRONG! A word of warning at this stage - ensure that your engineers report is completed by an authorised Triumph dealer. Apparently the insurance underwriters are not too keen on independant garages.

I was next asked to obtain a valuation from the TSSC, so I wrote to Mike Long along with copies of the engineers report, photograph and bills, which I had issued to John Scott and Partners.

Mike Long was particularly helpful and, following a lengthy telephone call, I was issued with a letter indicating a value for my car and this was forwarded to the insurers, who then on 7th October, 1980 confirmed acceptance of the value.

I have no intention of giving the impression that John Scott and Partners were difficult in their handling of the application. On the contrary they have been very helpful, with intervening telephone calls always handled promptly, efficiently and in a friendly manner.

As an added bonus, the nett premium for the agreed value policy was no dearer than my previous policy for which the insurers would not commit themselves to a value.

With thanks to the TSSC and Mike Long.

LETTER FROM P CHEALL:

I bought my Spitfire 1500 new in June 1979 and experienced certain problems which I've now solved and I hope my story will help other owners.

I was experiencing, particularly in hot weather or long journeys, a 'holding back' of the engine when trying to accelerate hard or, alternatively, maintaining a constant high speed of about 70mph. The effect was a sort of misfiring or fuel starvation. I tried and checked everything to prevent it - points, timing, plugs, mixture, etc etc. The effect was worst if the car was stopped after a drive when the engine was turned on again the temperature gauge soared and the stuttering effect was awful.

Trouble was, I could never seem to reproduce the trouble for the garage to see! However, I was convinced that engine heat had something to do with it because it was worse a) in hot weather and b) when heat soak through the engine block occurred when the engine was turned off.

To cut a very long story short, the garage eventually solved the problem with the help of BL technical dept. after about 10 frustrating months.

The problem was petrol vapourisation in the carbs causing, I suppose, a fuel starvation effect. The solution was a large heat shield between the block and the carb/dashpot assembly to replace the particularly pathetic asbestos one which was fitted. The garage had to make this. Also the petrol pipe was rerouted around a heater hose which it had been laying across. Finally, some airholes were drilled in the black cardboard dirt protector (?), which is fitted between the offside wheel and the engine. This aided air circulation around the dashpots.

To my absolute joy the problem has never reoccured. However, shortly after things were sorted out, I had a summer holiday in France and suffered tremendous overheating problems, when travelling 60 mph or over, the temperature gauge was reading nine tenths of maximum and stopping the car and letting it idle caused water to spurt out of the overflow bottle - presumably after the radiator pressure had exceeded the overflow valve's opening level.

While I was there, I removed the thermostat and flushed the radiator but to no avail. As a last resort, I decided to remove my front number plate as I suspected this may have been reducing the 'air room' cooling effect when the car was moving because it was mounted on the radiator grille. Lo and behold, it worked! The temp. gauge dropped to about $\frac{1}{4}$ and I had no more problems. What annoys me is the fact that BL appear to have been lacking in their homework to have mounted the number plate where it is. The obvious 'hot weather' solution is a bonnet mounted sticky number plate but I think they look grotty. Luckily, with the plate replaced in this country, the car's behaved OK. Thank Heavens!

On another theme, Ian Stacey asked in the December issue the cause of opaqueness in soft top rear windows. I got my soft top unblemished at the time and I always washed it with soap and sponge yet after only one summer it has started to become opaque. I think what caused it was having the top folded up and down a lot of times. If it was folded when dust and grime had settled on the window I reckon that the cover which goes over it is what caused the very faint scratching and grazing of the surface and once the scratches got dirt in it was impossible to get the screen clean again.

Finally, can I ask if anyone knows if it's possible to fit GT6 airball vents in a Spitfire fascia as it seems pretty similar?

SPITFIRES (U.K.)

* * * * NOTE OUR NEW ADDRESS * * * *

NOW AT OUR NEW FACILITY

COMPREHENSIVE PARTS AND ACCESSORIES DEPT.

**** BODYSHOP ****

REPAIRS ***** SERVICING

90, EVINGTON ROAD, LEICESTER.

Tel: (0533) 543338

THE BIRTH OF THE PHOENIX

Report Written By ? No Name Supplied

The Phoenix as we all know is a mystical bird who rose from the ashes, well my yellow Triumph Spitfire IV has just done something almost as miraculous.

Driving home from work on a Saturday afternoon in July 1980, I looked into my rear view mirror and found it filled to excess with an aggressive looking yellow Spitfire IV, not unlike my own. Well, not being the type of driver to refuse a challenge, (unfortunately), I accelerated, 'I'll show him how to drive', I thought, 'I know this road like the proverbial back of my hand', I thought. What I had not given enough consideration was the fact that the road was very, very wet and geasy, and, wait for it, Michelin ZX tyres!! In case any reader has no experience with Michelin tyres, its my experience that on average a set can wear out up to three cars, what they don't do is grip or wear out!! So you go fast and smash the three cars up or go slow and they rust away before the tyres wear out. What I am trying to say is, I took the former course of action, I skidded and hit a Ford Escort van on the opposite side of the road, and promptly ended up in Court for driving without due etc.

So that was how I came to own a bent Triumph Spitfire, at this point, I would like to offer some advice to all Club members, if you are involved in an accident, wherever it is practically possible, have the car towed back to your home. The reasons for me advising this course of action are four fold:-

1. Usually an insurance company takes a very long time to process paper work, so it can be up to two months before the damage is assessed on your car, during this time your car is sitting in some compound deteriorating and is the damage is such that the weather can get in the seats and trim etc., can get in a very sorry state, also the possibility of parts and other things going missing cannot be ruled out.
2. You have possession of your car and nothing can happen to it until you give the OK.
- *3. You can inspect the damage yourself and judge its extent, you can then see how it compares with the body shop estimate to your insurance company, (this is very interesting - see note further on).
4. The assessor has to call at your house to assess the damage and if you want to know the verdict you can arrange to be at home when he calls, this way you get to know where you stand straight away.

This advice applies if the car is not roadworthy as a result of the accident and you are insured fully comp. under NO circumstances should you remove damaged parts or in any way change the state of the damage until the car has been assessed.

The assessor called at my house and decided my car was uneconomic to repair, as there was substantial damage to the front rails of the chassis (remember that). Remember point 3 about estimates? Well on the left is a list of what was damaged on the right is a list of the EXTRA items appearing in one or more or all the estimates submitted to my insurance company.

Bonnet assembly complete	Cardboard inner wings
Bonnet catches	Front wiring loom
Bonnet catches	Steering rack
1 plastic overider	Radiator and frame
2 1/2 panels	One plastic overider
1 indicator assembly	Air horns
2 Headlamp cowls	Plastic grille
(cast)	
1 Bumper	
*Sections of chassis	
Leys*	
2 Headlamp + shells	

As you can see, the list of EXTRA items is quite impressive. The price of the two estimates? £360 and £280 including labour, spraying and staightening chassis, exluding VAT parts.

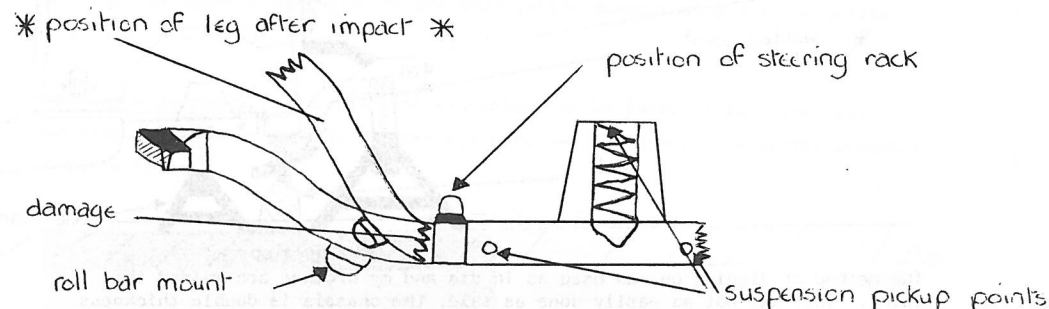
At this point, I must point out that I am an apprentice served fitter, and a qualified motor vehicle technician, my brother a class one welder - two facts that were to come in very handy later.

So, with the prospect of my car being written off, I went shopping and I found that most Spitfires for sale were either bodged up with filled 1/4 valance etc. or nearly new and very, very expensive. One particularly bad example was a 1972 L reg. Spitfire IV which had more filler in it than steel and on lifting the bonnet, I found a 1200cc engine. The price? A mere £1200!! Honest.

At this point, I decided to repair WND 804L, my Spitfire. Before the accident she was in very good condition and I figured that even if we made a less than perfect job, it would be 50% better than most offered for sale!!

GRASPING THE NETTLE!

I went straight home from viewing the £1200 rotten Spitfire and started work on my own car. I figured if a welder and a trained fitter could not repair a car it was time to give up. Firstly, I removed the bonnet or what was left of it; the bumper and 1/4 valances came off next, followed by the lining and the anti-roll bar. The damage to the chassis was all too visable now but the steering and suspension geometry appeared to be untouched. After removing the mud, the car was drivable enough to put the front wheels up on the ramps. Using the works workshop manual for measurements, the steering was checked, also the suspension - it was untouched! Even the tracking was correct. The damage was limited to the front rail on the passengers side and the cross members, which hold the 1/4 valances.

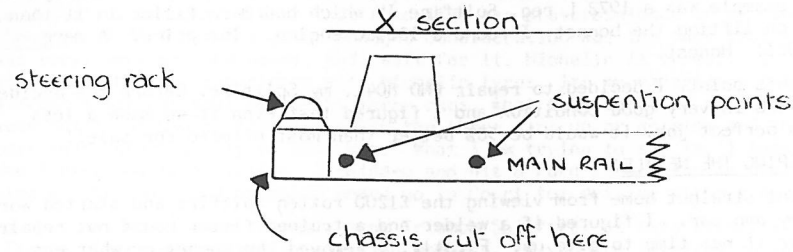


There appeared to me three ways of repairing the damage, 1) re-chassis the whole car, 2) Straighten damage, 3) obtain front end of other Spitfire and weld new front end onto chassis.

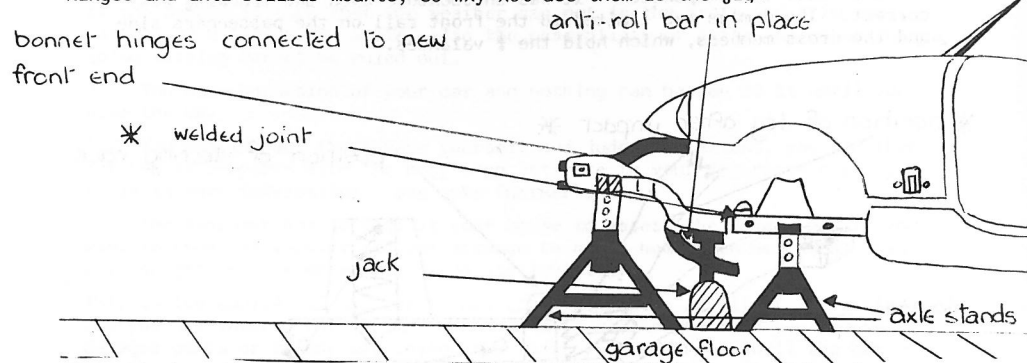
Before deciding on which course of action to take, checks were made to ensure that further damage had caused by the gearbox moving forward, engine moving forward or anywhere due to stress. I was lucky, there was no extra damage.

At this point, I started to enquire about the availability of chassis parts. One firm specializing in Spitfires somewhere in the Midlands, informed me that some parts were available, but Spitfire chassis always distorted in an accident and I was mistaken if I thought I could repair it. He talked quite a long about stresses and strains, before, guess what? His firm would re-chassis my car for £650. End of conversation. At this point I was trying to find out how much rubbish is talked about cars. If I had not been in the trade and done six years at college doing engineering science, I might have actually believed him. I was lucky enough to obtain the front end of the chassis from a late 1500 Spitfire. All I needed now was to align and jig it up to fit the rear.

Step one: saw off the damaged front end. I decided to remove all the front end including the one undamaged leg. Measurements were taken and the cut was made immediately after the rack mounts (see diagram), but I still need some way of jiggging up the front end. By now I had purchased a bonnet.



After giving the matter some thought, I decided to use the bonnet as the jig. If used, the bonnet plus axle stands plus four jacks and, again used the works manual to set up the chassis to the correct measurements. The thinking behind this was, 1) the parts of the chassis involved only carried bonnet hinges and anti-rollbar mounts, so why not use them as the jig?



The method of jiggging up was used as in dia and my brother arc welded the joint. This was not as easily done as said, the chassis is double thickness on one side and we had trouble with slag inclusion in the welds, but in the end the problems were overcome.

After this the rest of the re-build was easily and straight forward. The car was re-sprayed by a friend at the right price and for those sceptics amongst you, it drives straight, wears tyres evenly, does not vibrate or any other untold horrors.

This article has been written by me to try and show the club members what can be done with application and a bit of determination. Please, if you have any problems, do not be fooled by some plausible sounding 'expert', as one man said to me at work, 'If you had seen Fords make cars, you would not hesitate to repair yours', and he had worked for Fords in New Zealand.

True, you may not all have a brother who is a class one welder but when I remember the cost of all the estimates, the rubbish talked by certain Spitfire 8experts', I think to myself that they nearly fooled me, so someone who maybe does not have much experience could be fooled. Our club cars are becoming subject to several firms who are jumping on the bandwagon. They are good for spares but their technical advice is very questionable.

CHRIS LONGHURST REPORTS:

RUST-PROOFING THE BODY SHELL - ENCLOSED SECTIONS (Herald & Vitesse saloons)

There are a number of enclosed sections on the body shell which need rust-proofing to prevent rust developing and eating its way through to the outside. The major areas at risk are the windscreen surround, A-post, door tread sill, B-post and boot outrigger mounting.

What to use: Practical Classics carried out a recent review of rust-proofing materials (Vol.1, No.4; August 1980) which is worth consulting. I used Waxoyl (Finnigans) for the work, but Rust Stop (Black Knight) is probably as good. I also used the Mk 11 Waxoyl applicator gun with a long extension and 180° spray head - Black Knight sell a similar gun.

Preparation: Remove - drivers mirror and sun-vizor assembly; fibre-board trim panels at side of floor pan; rear seat and side trim panels; side valences; one boot outrigger - body bolt either side (which means taking out the petrol tank first - sorry!).

Windscreen Surround. The applicator extension can be inserted into the hole carrying the spire plate for the two spire screws which hold the mirror assembly in place (Fig.1).

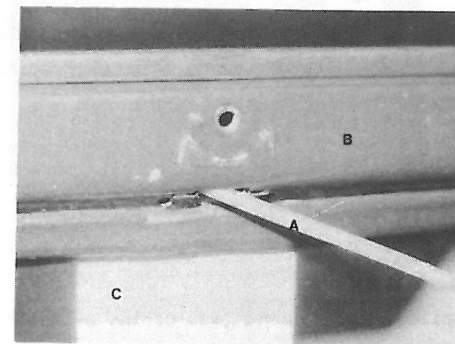


Fig 1. Application to top of wind-screen surround.
A - applicator extension, B - wind-screen surround box section, C - windscreen.

To treat the box sections at the side of the windscreen it is useful to drill a 3/8" hole at the junction of the top and the side (Fig.2) - this can be plugged with a grommet afterwards.

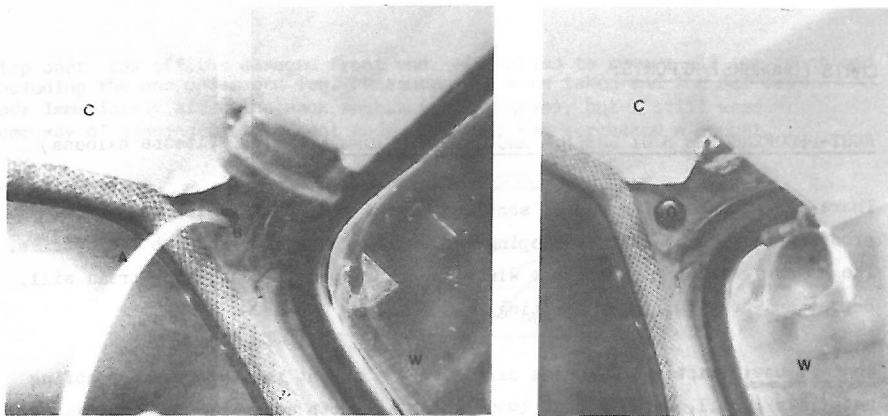


Fig 2. Application through hole drilled at junction of top & side box section
A - applicator extension, B - $\frac{3}{8}$ " hole, C - roof, G - $\frac{3}{8}$ " grommet, W - windscreen.

Lower A-Post (Fig.3). This should be drilled ($\frac{3}{8}$ ") near the top of the inner face. The grommet will be covered by the fibre board trim when it is replaced.

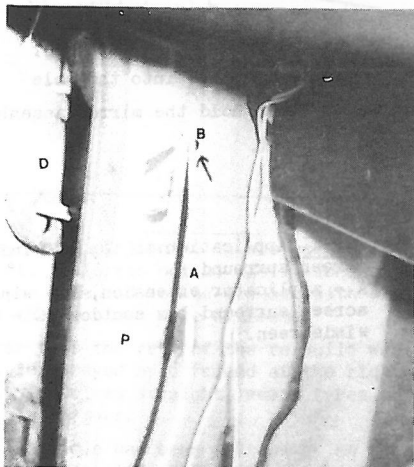


Fig.3 Treatment of A-post
A - applicator extension, B - $\frac{3}{8}$ " hole, D - door, P - A-post

Door Tread Sill. A $\frac{3}{8}$ " hole should be drilled in the lower part of the B-post (see Fig. 4). If the side valence has been removed it is a good idea to place containers under the sill to catch excess rust-proofer as it runs out. If the rust-proofing material is very viscous it can be diluted to allow better penetration between the two metal sheets of the door sill. Waxoyl can be diluted with white-spirit.

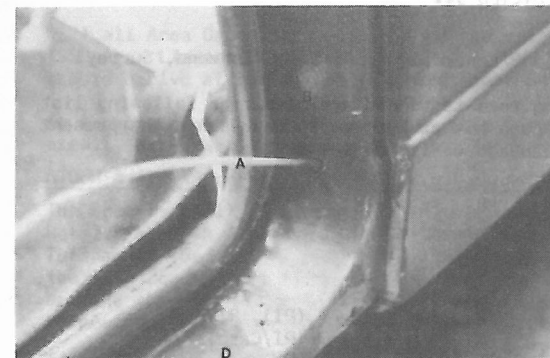


Fig. 4 Application into bottom of B-post & door sill
A - applicator extension, B - B-post, D - door tread sill

B-Post. The B-post is already drilled for trim attachment; it is a good idea to peel the trim back to prevent contamination with rust-proofer (Fig. 5). The trim can be glued back into place with an impact adhesive.

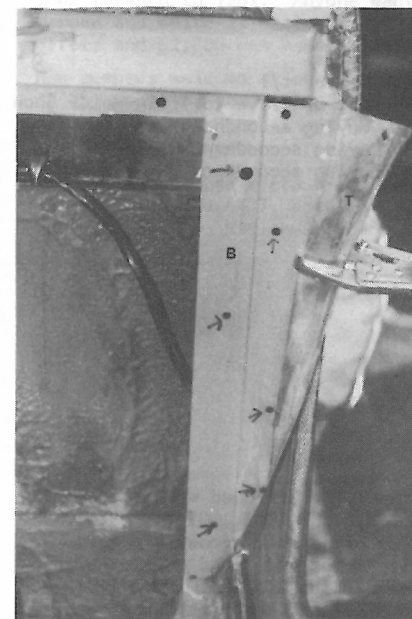


Fig. 5. Application holes in B-post (arrowed)
T - trim (pulled back), B - B-post.

Boot outrigger mounting. If one of the boot outrigger to body bolts is removed rust-proofer can be applied through the bolt hole into the enclosed section.

Chris.Longhurst.

*** THE GT6 REGISTER ***

From: The Secretary, Mike Long, (55B Ennerdale Road, Kew, Richmond, Surrey)

If you're interested in collecting road tests and articles, the following list for the GT6 may be of help. Although not exhaustive it represents the present extent of my knowledge. If you can add to it, do let me know.

7 Oct 66	A	MKI, R/T
Jan 67	PM	MKI, Analysis
Apr 67	R + T	MKI, R/T
7 Sept 67	A	MKI, R/T
29 Oct 67	M	MKI, R/T
Jan 68	MW	MKI, Analysis
Feb 68	CCC	MKI, SAH stage 3 (PI), R/T
Yearbook '68	M	MKI, SAH stage 3 (PI/Carb) R/T
26 Sep 68	A	MKII,, Analysis
Feb 69	R+T	Plus, R/T
3 Apr 69	A	MKII, R/T
Sep 69	CCC	MKII, Brief impressions
69	M	MKII, R/T
May 70	PM	MKII, v MGB GT
Oct 70	HC	MKI/2, Buying secondhand
Feb 71	CCC	Modsports racer, T/T
23 Sep 71	A	MKIII, R/T
71	M	MKIII, R/T
Mar 72	CM	MKIII, Analysis
Jan 73	CCC	Modsports racer, t/T
Feb 73	CCC	MKIII, Report of drive to Truini Motor Show
Sep 77	R+T	MKI/Plus, Buying secondhand
21 Jan 78	A	MKI/2/3, Buying secondhand
Nov 80	T+CC	MKI/2/3. Buying secondhand

Abbreviations:

A Autocar
M Motor
PM Practical Morotist
CCC Cars and Car Conversions
R+T Road and Track
HC Hot Car
MW Motoring Which
T+CC Thoroughbred and Classic Car
CM Car Mechanics
R/T Road Test
T/T Track Test

Several members have asked me if a discount could be arranged with the British Sports Car Company, 303 Goldhawk Road, London W12 BEZ (Tel: 01 748 7824). They have agreed to allow us 10% on production of current membership card. Although in the past they have catered mainly for Jaguar's and MG's, they now intend to expand the business to include the Spitfire and GT6. When I visited them before Christmas, they had some new GT6 MKIII and secondhand MKII panels.

A new member, John Woodhall, has informed me of a special insurance scheme for Triumph owners operated by the insurance brokers for whom he works - A J Norcott & Partners Ltd., Western House, Smallbrook Queensway, Birmingham B5 4HQ (Tel: 021 643 9717). This was originally offered to Club Triumph, Worcestershire, but they are prepared to extend it to the Sports Six Club. John tells me they will quote for almost any risk - from a 1147cc Spitfire to a turbo-charged GT6! If you wish for further information, phone the above office, asking for John, and quote your membership number, or drop him a line.

NATIONWIDE

Will all Area Organisers please send their contributions to Dave Bayliss TSSC Area Liason Officer, 64B Wimbledon Park Road, London SW18 5SH. Reports should arrive at the latest, by first post on the 10th .

It is hoped to form new area meetings in Farnborough(Hants), Salisbury (Wilts) area. Watch Nationwide and Ales and Tales pages for more details.

STOUR & AVON Area News, Steve & Co. Reports:

The area is still alive and all future meetings will be held at The Whincroft Hotel, Ferndown (on A31 about ¼ mile west of Tricketts Cross), on the second Tuesday of the month - many thanks to all those members who turned out on the 13th January - a filthy night - to make the meeting a success. I am writing this for Peter Goldsborough, who is currently having trouble getting to meetings from Portsmouth where he's studying.

Stour and Avon Area News:

There is a new Area Organiser for this area. His name and address is Steve Ellis, 20, Primrose Way, Corte Mullen, Wimborne, Dorset BH21 3NT.

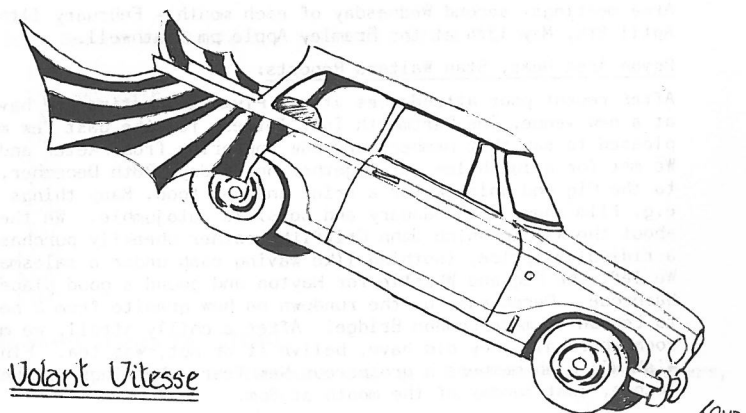
Oxford Area News, John Cudmore Reports:

The December meeting at The Grapes was our Christmas Dinner with twenty-eight sitting down to a good meal with a little wine consumed to help the Christmas spirit along. Thanks to everyone for your help and support through 1980 and we look forward to 1981. Anyone want an 11,500 mile Herald, 1200 Saloon in Maroon and white at Hartwells of Oxford, Kidlington showroom? Its up for offers and £1,200 has been refused!

New members welcome at our meetings which are held on the second Wednesday of the month at the Grapes, Yarnton, Oxford from 7.30 pm.

Leicester Area News:

The Leicester Area meets every month with good turnouts at the White Lion, North Kilworth, on the A427, between junction 20 on the M1 and Market Harborough. Lets see all you Midlanders!



North London Area News, Nick Halford Reports:

As mentioned in last months report, we decided to omit this months meeting as we were all going to have fun, what with it being Xmas and the New Year.

Our meetings overlap with the publishing of the 'Courier', so it has been decided to hold our meetings on the last Monday of each month. Next meeting 23rd February at 8.0 pm at our usual venue, The Rising Sun, Arkley - junction of Marsh Lane and Highwood Hill. A to Z small edition page 13 ref. 1D.

Finally, those of you who covet a boot rack, Proops Bros Ltd., 52 Tottenham Court Road, London W1P 0BA, tel: 01-636-4420, can supply you with one. Cost £5.95. It is a genuine Unipart bit but will have to be permantly fixed via bolts through your boot, (if you have the saloon body). The quick-on, quick-off feet overlap. However, it is good value being ally - or Dural? - with three wood slats.

Cornwall Area News, Richard Cunningham Reports:

The Christmas meeting went off very well with a larger than average attendance (keep it up please!), plus the appearance of a few interested non-members, who are now hopefully members. The temporary change of venue appeared to please most people, perhaps we should use it again.

Our next event will be the Cornwall area's 4th treasure hunt which will take place on Sunday 8th February, starting from the large lay-by on the A39 between Probus and Tresillian at 10am. Under RAC insurance regulations we are limited to twelve cars participating so anyone who definitely wants to take part, should contact me at our January meeting or phone me on Truro 78549.

Finally, a reminder that monthly meetings are as usual on the last Friday of the month at the Mewas Inn, Sticker, commencing at 8 - 8.30pm.

New Yorkshire Area, Derek Stringman Reports:

The Yorkshire meeting place - The Wellington at Howden, 2 miles from junction 37 on the M62 - the first Thursday of every month at 8.00 pm. Area organiser Derek Stringman, 3 Briar Close, Funningly, Doncaster, Yorks DN9 3LY. Tel: Doncaster 770742.

NOTTINGHAM AREA NEWS, Charles Henderson Reports:

Area meetings: second Wednesday of each month - February 11th, March 11th, April 8th, May 13th at the Bramley Apple pm Southwell.

Devon Area News, Stan Walters Reports:

After recent poor attendances at our Plymouth meetings, we have been meeting at a new venue, The Dartmouth Inn, Totnes, for the past few months. We are pleased to say that members are now appearing from Exeter and Newton Abbot. We met for a lunchtime get together on Sunday, 28th December, then made our way to the Pig and Whistle for a drink and pub food. Many things were discussed e.g. film show, 15th January and possible autojumble. We then had a laugh about the way in which John Griffiths rather cheekily purchased his GT6 for a ridiculous price, (nothing like waving cash under a salesmans nose!). We left the Pig and Whistle for Hayton and found a good place for a summer barbecue. Derek gave us the rundown on how granite from a nearby quarry got to London to make London Bridge! After a chilly stroll, we made for a tea room where all they did have, believe it or not, was tea. Finally, the area wish all club members a prosperous New Year. Meetings at The Dartmouth Inn, Totnes, last Sunday of the month at 8pm.

LETTER FROM THE PARTS SECRETARY, ROLAND DREW:

Unfortunately the prices of the Quinton Hasell spares have risen since the last issue of the New Spare Parts List was sent for printing, so here are the new prices:-

QPC	936	£14.50	RH	886	£0.76	QGD	528	£8.15
QPC	748	£16.50	RH	799	£1.45	QGD	533	£7.30
QPC	749	£15.50	RH	620	£1.00	QGD	525	£11.45
			RH	1404	£0.95			
QTH	100G	£1.70	RH	622	£1.35	BC	692	£1.30
QTH	102G	£1.70	RH	623	£1.30	BC	629	£1.15
						BC	562	£1.50
FC	43A	£1.05	CCT	47	£4.90	BC	941	£1.25
FC	52	£1.20	CCT	70	£5.95	BC	942	£1.45
			CCT	54	£5.90			
						QL	102	£4.25
C	8935	£7.60	Q	45684/14	£12.75	QL	8000	£12.65
C	8015	£8.35	Q	51007/16	£15.65			
C	835	£11.50	Q	10001	£10.00	EM	496	£3.15
C	7285	£12.90	Q	10024	£14.50			
C	7935	£11.60	Q	10014	£15.50	QR	1572	£7.10
QWB	170C	£6.15	QSK	88A	£19.15	QSK	151	£1.90
QWB	107C	£6.65	QSK	89	£1.25			
QWB	131C	£6.85	QSK	91	£1.25	QSK	103	£10.65
QWB	132C	£4.25	QSK	90	£16.80			
QWB	157C	£9.05	QSK	140	£2.30			

The Club can now supply the following:-

Brake caliper repair kits
Brake flexible hoses
Brake wheel cylinders
Brake wheel cylinder repair kits
Brake master cylinder repair kits
Clutch master cylinder repair kits
Clutch slave cylinder repair kits
Brake discs

Lack of space prevents me from giving full details so please phone me. All these prices are at least 33% off RRP, so if you spend more than £24, you save your annual subs!

The following parts have become available for Spitfire MKIV & GT6 MKIII:-

Rear wings	£18
1/2 Valances	£40 per pair
Sills	£5
Doors	£40
Boot lid	£28
Front wheel arch	£20
Rear wheel arch	£20
Bonnet wings	£12
Bonnet GT6 MKIII	£180
Bonnet Spitfire MKIV	£100
Chassis	£100

Also one pair of rear wheel arches for GT6MKI.

We can also get most electrical parts at discount now, eg. Instruments, distributors, Fuel sender units!

The full range of body panels available from the Club:-

HERALD & VITESSE STEEL

Outrigger front to 63	£3.70
Outrigger front 63 on	£3.95
Outrigger centre	£3.30
Outrigger rear Herald MKI Vitesse	£4.40
Outrigger rear Vitesse MKII	£4.60
Outrigger fitting kit	£6.00
Outrigger bolt, nut, washers each	75
Outrigger side rail	£3.35
Outrigger boot N/S O/S	£5.00 each
Sill	£5.00
Rear Valance	£8.50
Rear $\frac{1}{4}$ valance Herald	£9.25
Rear $\frac{1}{4}$ valance Vitesse	£9.15
Lower door panel	£4.40
Door skin	£20.00
Front floor pan	£6.25
Rear floor pan	£4.40
Door tread plate	£1.75

SPITFIRE & GT6 STEEL

Full sill	£7.20
Inner sill	£1.60
Door skin	£18.00
Door skin bottom	£4.90
Front foot well N/S O/S	£5.90 each
Rear foot well N/S O/S	£5.90 each

HERALD & VITESSE GLASSFIBRE

Bonnet Vitesse	£90.50
Bonnet Herald 13/60	£95.00
Bonnet Herald 1200	£70.00
Front Valance	£15.00
Also sills, rear $\frac{1}{4}$, centre valance	
<u>SPITFIRE GLASSFIBRE</u>	
Bonnet I II or III	£70.00
Bonnet IV	£90.00
Front valances I II or III	£15.00
Front $\frac{1}{4}$ valances IV	£23.00
Rear wing I II or III	£13.50
Also boot shells I II III or IV	
<u>GT6 GLASSFIBRE</u>	
Bonnet MKI	£78.50
Also power bulge	

SPECIAL OFFERS *** SPECIAL OFFERS *** SPECIAL OFFERS *** SPECIAL OFFERS *** SPECIAL
FROM TRIUMPH WAREHOUSE, UNTIL FEBRUARY 28TH, 1981

<u>GT6</u>	New Lucas distributors (All models)	£30.00
	4½ x 13 road wheels (MKI & II)	£8.00 each
	Export wheel trims (MKII)	£20.00 set
	Cylinder head gaskets	£4.00
<u>SPITFIRE</u>	1½" SU inlet manifolds (water heated 8 pot heads)	£15.00
	Delco distributors, all models except 1500cc	£25.00
	MKIV rear road springs	£30.00
	MKIV rear light assy.	£10.00 each
	MKIV RAF type bonnet badges	£3.00
	SU carb overhaul kit (1300cc HS2) jets, needles, valves, gaskets etc. for twin SU set up.	£8.00
<u>HERALD</u>	13/60 new radiators	£30.00
	1200/13/60 rear valances (Stanpart)	£12.00
<u>MISC.</u>	Kangol Auto seat belts	£16.00 pair
	1½" SU carbs - new matched pairs	£38.00 pair
	AC petrol pumps Spit/Herald etc	£5.00

All the above + VAT and membership card to be shown to myself or Graham,
our new assistant.

LETTER FROM JOHN HILL:

John Hill's MGB Centre, Redditch
Arthur Street
Redditch
Worcs B98 8JY Tel: Redditch 20880

I believe that Dave Miller has been in touch with you over the last few weeks concerning the clearance stock has for Triumphs. At the moment it is very difficult to keep up with the stock of spares that we are constantly discovering and I thought I would drop you a short note so that you could remind members that we are now producing the Spitfire corner valances suitable for the Spitfire and GT6. We stock the British Leyland Spitfire front spoiler. Also, we produce our own copy of the works Spitfire hardtop at a very competitive price. The clearance items that we have are some brand new Spitfire chassis, a number of MKIV Spitfire bonnets, some secondhand two litre engines and finally we have now discovered a man who can rebuild all our wire wheels including the finishing and painting etc. For further details please get in touch with Dave or if you could mention his telephone number as being Redditch 63555.

TRIUMPH WAREHOUSE

45, PROSPECT HILL, REDDITCH, WORCS.
Tel: Redditch (0527) 63555

CLEARANCE:

<u>GT6</u>	Front Valances (Corners)
	Coil Spring-Damper Units
	Discs, Hubs and Brake Pads
	Suspension Spares
	Headrests And Exhausts
<u>SPITFIRE</u>	Works style Hardtops
	Hoods, Tonneau Covers
	Repair Panels and Suspension Spares.

Please send Stamped Addressed Envelope for Lists — State Car-Model.

CAR MART

CARS FOR SALE *** CARS FOR SALE *** CARS FOR SALE *** CARS FOR SALE *** CARS FOR SALE

Vitesse MKII saloon 1968 MOT November 1981, fitted with 1600 economy engine. Only £200. ALSO Bond 2 litre Saloon - offers invited. Contact: Roland Drew, tel: (Wilts) 0249 812527.

GT6 MKIII, 35,000 miles, 8 months MOT, emerald green, sunroof by Webasto, tastefully upholstered in green draylon, rust free, Armaglazed and Endrust treatment, 5½J Dunlop wheels shod with 175 x 13 SP Sports, intermittent wipers, servo assisted brakes, overdrive, burglar alarmed, Sharp auto reverse stereo radio cassette with electric aerial, confidently the finest 1972 GT6 left in the country - £1750. Contact Stephen, tel: Southend 0702 354230.

1969 Triumph Vitesse convertible MKII, light blue. Could make an excellent renovation project. Will sell complete or regrettably for spares. Please phone John Bell, Hull 224091 - Office or 76019 - Home.

1971 Spitfire MKIV soft top. Good engine, gearbox, diff, chassis. Needs new uJ and work on sills and interior trim for MOT. Any reasonable offer accepted. Contact: P Hardy, D2/81, Boundary Hall, Aldermaston Road, Tadley, Hants.

Triumph GT6 MKII 1974. White, 49,000 miles. £1,500 o.n.o. Phone for details: Langley Mill (Derbyshire) 67525.

Bond Equipe G14S. MOT and taxed until May 1981. Fitted with 13/60 engine. Needs repaint. Used daily as second car but insufficient drive space forces sale. £150 o.n.o. Phone for details: Ripley (Derbyshire) 43869.

GT6 MKIII 1973, good condition, MOT Jan '82, taxed May '81, Sundym glass, cloth trim, HRW, new exhaust. Further details, Andy Brooks, Sheffield 337966.

Bond Quipe 2 litre, MOT, recon. gearbox, reasonable condition for year. £275 o.n.o. ALSO Herald 13/60 1967 convertible, 12 month MOT, sound chassis and body-work. Good engine. 60,000 on speedo £300. Contact Guy Singleton, Salisbury 21902.

Bond Equipe 1300 F reg. No tax or MOT and a puncture in the nearside rear and requires a battery, earthing lead. Engine runs OK, gearbox OK, has new clutch which is only months old. Brake pipes renewed, New rack months ago. Will haggle around £150. Contact M Penny, tel: West End (Southampton) 6367.

GT6 MKIII, 1973, Pimento Red, tinted, black Velor trim, new sunroof, RADIO, O/D, new tyres, 32,000 miles on the clock, many new parts. Taxed and MOT'd no rust. Very good condition. £1,500 o.n.o. Featured in the December Courier. Contact: Bill Sunde, tel: (0536) 760769 - The Editor.

CARS WANTED *** CARS WANTED *** CARS WANTED *** CARS WANTED *** CARS WANTED ***

Triumph Herald estate 1200 or 13/60 prepared to pay good price for sound model. Tel: Burgess Hill: 3274 (West Sussex).

Triumph GT6 or Vitesse 2 litre for spares. Tel: Locks Heath (04895) 84334. (Near Southampton).

PARTS WANTED *** PARTS WANTED *** PARTS WANTED *** PARTS WANTED *** PARTS WANTED

Pair of GT6 MKII doors. Must be in good condition. Tel: Chris Squibbs, (Kettering) 0536 761930.

White hood/wall cover, tonneau cover for Vitesse MKII. Must be immaculate. Contact: Bill Sunderland, Tel: Kettering 760769.

*** PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE ***

Vitesse front seats - black - in A1 condition (both drivers and passenger seats). Please contact J G Crinall, tel: 01 954 2632.

Complete body shell including rear hatch and windscreen and handbrake cable MKII GT6 £35.00 - not rotten! (ideal for someone who has rolled theirs). Complete chassis in waxoil for GT6 MKI £25 v.g.c. Complete chassis in waxoil for GT6 MKII £35 - neither bent. Fibreglass bonnet for GT6 with supports and light sockets £25. Fibreglass bonnet only but with supports and brackets £15.

GT6 MKII non O/D propshaft	£5
GT6 MKII non O/D propshaft	£5
GT6 Driver's door MKII	£5
Set of black Vitesse seats - good condition	£10
Set of instruments Vitesse	£5
White passenger door Vitesse	£5
Pair of 150 CD carbs with linkage rebrushed in phosphor bronze	£10
GT6 MKII fuel tank inc. sender	£25
GT6 MKII fuel tank inc. sender	£25
Vitesse MKII 2L block needs rebore (5&6) hence	£10
Vitesse MKII O/D propshaft new UJs	£5
Vitesse set door cappings and nice dash	£5
Complete MKII Vitesse engine with head (not tappets and rods or clutch or manifolds)	£25
Clutch slave cylinder (£18 new!)	£5
MKII Vitesse/GT6 laycock clutch and pressure plate	£5
GT6 MKII Rack	£5
GT6/Vitesse pair of front suspension bulkheads and wishbones	£10
Vitesse radiator (recoreable)	£1

Transport might just be arrangeable. Contact: G Thomas, tel: Farringdon 20484.

4.11:1 differential (Herald 1200, 12/50, 13/60, Spitfire 1-3, Vitesse 1600), £15. Contact Chris Longhurst, tel: Southampton (0703) 553395.

Two 2 litre MKI Equipes (G & H reg.), one complete, one for spares. Offers around £250 the pair. Contact: K W Patrick, tel: Gt Ryburgh (Norfolk) 480 (after 6pm weekdays) or Swaffham 2123 (anytime).

Tan trim from Vitesse MKII saloon: i.e. front and rear seats, door panels and rear side panels. Contact Tim Sherry, Crumps Cottage, West Road, Sawbridgeworth, Herts. GT6MKIII (K reg.), being broken. Some parts still available. Contact Mr N Tonge, Tel: Thame 4118. (evenings).

Brand new R/H drake caliper, suitable for Triumph GT6 MKIII, April 72 on. £12.00. Contact D Swift, Tel: 051 638 4053 (Merseyside).

MKI Vitesse body complete. Good condition - no rot. To take away. All sills, valances etc, these items are all fairly new and are in excellent condition £15 the lot. Vitesse bonnet in two halves. top half (top panel) having approx. 90 louvres punched in it but needs assy. to wings etc. £30. SAH MKI Vitesse rear road spring, less than 1000 miles use - £15.00. SAH shortened and uprated front springs for MKI Vitesse - little used - £10. SAH front anti roll bar kit £5. 2 7½J Cobra supaslots, fitted with Dunlop 205HR60 tyres completely unused £150 - offers. 2 7½J cp, p, ptov TX300 splittrims (Ford centres) could be altered for Triumph centres, fitted with 205HR60 Pirelli P6 tyres - brand new. 2 6J compomotive TX300 split tim (Triumph Centre) fitted with 185 HR60 Pirelli P6 tyres - brand new. These last 4 wheels and tyres cost over £500 very recently - open to offeres. GT6 rear suspension MKIII, many new parts £20. Many other misc. items for the Vitesse must go Phone Russ, tel: (West Sussex) 0444 56501. Gent leaving the country soon.

AND FINALLY:

Well, we hope this Courier gets to you on time. The new system is now in full swing and I think this reflects in the articles which are now appearing in the Courier, superb! I must mention Chris Longhurst, he certainly is getting down to the 'nitty gritty' with his technical excerptions.

Spring is now just around the corner and for those of you who have worked on or restored your car during the Winter months, the time is getting near for that test drive. Has it all been worth it? I say, yes, but that's general enthusiasm.

Please keep these articles coming and , if you have started, completed or are in the middle of restoration/re-build etc, let us all share in your experiences. Show us how it should be done - with black and white photos if possible. Speaking of black and white photos, I have nearly exhausted my supply. PLEASE send some in from your personal collection or old magazines; if you so wish, I can return them after use.

See you all again in March.

Bill Sunderland - EDITOR

UB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB

Metal Car Badge.....£3.00 + 0.30 p/p.

Licence Holder (old style reversible).....£0.30p + 10p p/p.

Licence Holder (New Style).....£0.30p + 10p p/p.

Rear Window Sticker (New Style).....£0.30p + 10p p/p.

Woven Badge (Triumph Sports Six Club).....£1.80p + 12p p/p

Key Fob (new style - Leather with Metal Badge) £0.70p + 12p p/p

Send Cheques or Postal Orders made payable to the Triumph Sports Six Club To: Chris Evans 24, Holland Park, Barton-under-Needwood, STAFFS. Tel.(028-371)2834.

T Shirts.....£4.00 + 40p p/p.

Sweatshirts.....£7.50 + 50p p/p.

Sports Coutell V neck with TSSC Badge.....£10.50 +50p p/p.

Send Cheques or Postal Orders made payable to the Triumph Sports Six Club To: Margaret Swanson Triumph House 128 Leicester Road, Narborough, Leics. LE9 5BE. Tel (0533)862018.

Wafer Thin Brushed Aluminium Badges (same size as licence holders) similar finish to MK2 Vitesse Boot Plates. Ideal 'repeater' badge for the rear of the car. 25p each + SAE - marked 'DO NOT BEND'

A Leicester Area enterprise - for Leicester Area Funds.
To Trudi Squibbs, 24 Prince Rupert Avenue, Desborough, Kettering, Northants. Tel (0536) 761930.

CLUB DIRECTORY ... '80/'81 ...

COMMITTEE MEMBERS

EDDIE EVANS
Address as for
TECH SEC.

MATT MAUDSLEY
Address as for
COMM CHAIRMAN.

CHRIS SQUIBBS
Address as for
STAT OFFICER.

MIKE LONG
Address as for
GT6 SEC.

BILL SUNDERLAND
Address as for
'COURIER' EDITOR.

DAVID BAYLISS
Address as for
AREA LIAISON
OFFICER.

BOB NOTLEY
Address as for
GENERAL SEC.

JONTY WILD
12, Mackerel Hall,
ROYSTON, HERTS.
Tel: (0763) 42058.

JOHN CUDMORE
Address as for
OXFORD AREA ORGANISER

AREA ORGANISERS

ANGLIA
BARRY NEWITT
89,Shelford Road,
Trumpington,
CAMBRIDGESHIRE.
Tel: (0223) 841407.
WORK (0223) 843549.

AVON
POST VACANT

CORNWALL
RICHARD CUNNINGHAM
15, Merrick Ave,
Tregurra Parc,
TRURO, CORNWALL.
Tel: (0872) 78549
WORK (0872) 864468.

DEVON
POST VACANT

EAST BERKS
JOHN REED
3 Marlborough Rd,
MAIDENHEAD, BERKS.
Tel:
WORK (0628) 33365.

ESSEX
DAVID COOK
262 Wennington Rd,
RAINHAM, ESSEX
WORK 01-735-2292 EXT 18

GRANADA
POST VACANT

HERTFORDSHIRE
ANDREW FFOKES
110 Rushmere Rd,
IPSWICH, SUFFOLK.
Tel: (0473) 75960.

LEICESTER
PETE JARVIS
26 Thurnveiw Rd,
LEICESTER. LEICS.
Tel: (0553) 2575.

KENT
MARTIN RADFORD
41, Wallis Close,
WILMINGTON, KENT.
Tel: DARTFORD 21056
WORK 01-686-0333

MILTON KEYNES
POST VACANT

NORTHERN IRELAND
BERTIE HADDON
'KOULOOMA'
5, Croft Gdns.,
HOLLYWOOD, B. DOWN,
NORTHERN IRELAND.

NORTH LONDON
NICK HALFORD
26 Oakdene Park,
FINCHLEY LONDON
Tel: 01-346-2977

NORTH MIDLANDS
POST VACANT

NORTH WALES
POST VACANT

NOTTINGHAM
CHARLES HENDERSON
8, Oxtan Rd,
SOUTHWELL, NOTTS.
Tel: (0636) 812115
WORK (0636) 812723 EXT 13

OXFORD
JOHN CUDMORE
'UP COUNTRY'
High Street,
Stonesfield, OXFORD.
Tel: (099-389) 555.

SCOTLAND
ALAN NORRIS
115, Baronald Drv,
GLASGOW. G12 0JD
"WEEKENDS"
Tel: 041-357-1147
WORK (0387) 62334.

SOUTHERN
POST VACANT

STOUR & AVON
Steve Ellis
20 Primrose Way
Corte Mullen
Wimbourne
Dorset BY21 3NT

THAMES
POST VACANT

WEST MIDLANDS
TONY & JANIS SPICER
LABURNAM COTTAGE,
336, Clarence Road,
SUTTON COLDFIELD.
Tel: 021-353-9961
WORK 021-772-6711

YORKSHIRE NORTH
JOHN LENDERS
7, Meadows Drive,
THORPE, WILLOUGHBY.
Y08 UH7.
Tel: (0757) 707666
WORK YORK 27337/8/9.

YORKSHIRE SOUTH
DEREK STRINLMAN
3 Briar Close,
FINNINGLEY,
DONCASTER. DN9 3LY.
WORK DONCASTER 770771