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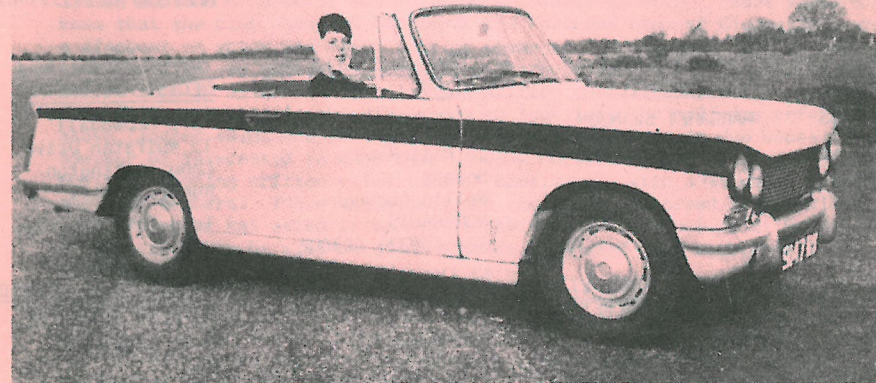
the monthly news publication of the  
Triumph Sports Six Club



MARCH 1981 Number 9

## CAN YOU WAIT?

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## INTRO

I am always pleased to be able to report on the growth of the Club, which continues to expand at a compound rate. You will understand that it is, therefore, vitally important that we maintain our records as up-to-date as possible and it is in this connection that I have been asked to talk to you about the International Vehicle Register forms. You will probably remember that when you joined the club, you were requested to complete such a form, but it may be that since that time you have either changed your car or bought further models. The Committee has therefore rightly decided that now is the time for a complete survey of members' cars. As I said last month, the International Vehicle Register Secretaries are probably the most important jobs within the club, and to ensure that they can maintain accurate records and collate useful information for the Club, it is imperative that you, the club members, provide this information and respond to this survey request.

Initially I will ask you to complete the International Vehicle Register form and forward it to your appropriate International Vehicle Register Secretary as soon as possible. If you have more than one car, please obtain further copies of the form and forward accordingly. (available from Mr C. Squibbs Stationery Officer).

This will not be a one-off thing. In fact the Committee has decided that the review will be yearly and these International Vehicle Register forms will be sent to you with your membership renewal. In order that the information can be kept up-to-date I hope that you will all return these annually.

It may be of interest to members that Lindsay Porter, known to you of Practical Classics, but now free-lance, has spent recent evenings on the telephone to me discussing how we can be of mutual help to each other. Lindsay has certainly shown great interest in our Club and has arranged for further article on the GT6 to be done in Collectors Car sometime during the Summer. Mike Long will be providing much of the information and hopefully photographs on his return from holiday in India. I have also been through all the values of the club cars with him and you will see, in probably the next edition of Practical Classics, a comprehensive range of club cars. He will also be writing in 'Club Corner' of Collectors Car and I expect further mention of our club will be given.

With regard to insurance, many companies appear to be jumping on the band wagon to provide classic car cover. I am sure club members will be interested to know that I have this matter very much before me, but personally speaking, I am a little dubious of some of the policies presently on offer. Most members will know that the club uses D G Colebrook and Partners Ltd. of Gloucester, who offer a discount on motor insurance to club members. It is hoped that we will be able to forward to you quotation forms in a forthcoming issue of the Courier. These can be sent in without obligation and written quotations will be returned. Mike Colebrook has also kindly agreed to look into the policies referred to above (agreed value and others). He will report to you in due course. You may however be interested to know that Lindsay Porter also operates a separate business issuing written valuations of cars, again with a sizeable discount to the club members. These valuations are required for agreed value policies. Lindsay Porter has asked if he can be invited to our Concours at Donington this year, where he will be given a trade stand and club members will be able to approach him for valuations of their cars.

### HILLCLIMBING 1981:

For those of you who are interested in the hillclimbing programme for 1981, you will be pleased to know that we have received an invitation from BARG S Western Centre to compete at Gurston Down on 21st June and 4th October. I hope that there will be enough entries to ensure that we can run a class of our own as last year. I have also applied for entries at Harewood, Baitings Dam and Wiscombe (Prescott application declined) and I will report again when dates are available. If you wish to entre the 1981 TSSC Hillclimb Championship, please write to me stating whether you will be able to compete at one or both of the above Gurston date, and forward to me a cheque made payable to the TSSC Ltd. in the sum of £5 for your registration fee.

JOHN GRIFFITHS



# WHAT'S ON NEXT

TRIP TO LUXEMBOURG \*\*\* 19/20/21 JUNE 1981

In 1980 a small contingent of TSSC members accepted the British Sports Car Owners Club of Luxembourg's invite to the British Sports Car days. The venue was a picturesque valley in Luxembourg, which offered super camping facilities or hotel rooms for the less hardy of us. The event consisted of eating good food, drinking good booze, a sight-seeing treasure hunt (translated for us), driving tests and a Concours D'Elegance. The Concours is not up to British standards as these people have enough trouble keeping the cars on the road without keeping them concours as well, but the cars are quite good and the event is worthwhile. Last year it cost about £20, which includes an enormous breakfast, a bar-b-q, a banquet on Sunday and entry to the 3 events. Accommodation cost us £24 for two, including an evening meal on Friday - but camping would have been cheaper.

Anyone who is interested in going this year please contact me, preferably in writing as soon as possible so that I can get some idea of numbers. The events have been dated to give those who wish an opportunity of going to Le Mans the previous weekend. Unfortunately this means that the ferry cost is doubled but you get two events in for the price of one.

For those who have not driven in France or Belgium, I can assure you that motoring is a pleasure without our appalling British road hog manners - we returned from Luxembourg in convoy at a steady 80 and averaged about 40 mpg in our GT6's and it only took us 4 hours to Calais.

MATT MAUDSLEY

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## IMPORTANT NOTICE

RULES FOR 1981 TSSC CONCOURS:

Cars will be judged in each section for APPEARANCE & CONDITION, (not originality), ORIGINALITY being a separate section worth 15 points. In the modified class MODIFICATIONS will be worth 20 POINTS.

The cars AGE will be worth ONE POINT per year or part years over 6 months. The CARS MILEAGE, in units of 5000, will count for 1 POINT per 5000 mile unit or 2,500+ for the part 'left over'. Obviously where a replacement speedo has been fitted this will be open to doubt and mileage will be assessed at 10,000 miles per year.

ORIGINALITY for each DIVERGENCE from originality ONE POINT will be lost. Tyres - should be to original specification so a Herald on radials that should have been on cross plys will lose 1 point, for non-standard tyres but replacement parts to original spec will not lose points so a replacement alternator will be o.k. A different steering wheel could lose 1 point. A car repainted in the wrong colour would lose 1 point for repaint and 1 point for wrong colour.

Judges decision will be final but he should discuss deductions with the owner and if the owner can satisfy the judges as to original spec vis by handbook or brochure, then the question will be resolved in his favour. Otherwise questions of doubt go against owner.

### SECTIONS FOR MAIN JUDGING ALL CLASSES

	Appearance	Condition
1. Bodywork	5	5
2. Paintwork external (include hood condition for conv.)	5	5
3. Engine Bay	5	5
4. Paintwork (normally hidden)	5	5
5. Interior (include hood frame and interior)	5	5
6. Boot	5	5
7. Tyres & Wheels	5	5
8. Exhaust and underside (including suspension)	5	5
9. Suspension and running gear	5	5
10. Working of lights, horn, indicators etc. with one point deducted for each item not working	10	
11. Modified or original		
12. Age		
13. Mileage		

APPEARANCE - e.g. chrome and bodywork may be so well prepared as to gain maximum points but be in bad condition and lose points, so appearance is about preparation.

& of course:-

CONDITION - an item may be in perfect condition but because of lack of attention, it's appearance may lose it points in the appearance section.

So condition is about physical condition of a part.

MODIFICATIONS - 20 points in addition to points gained from appearance and condition in main section.

ENGINE - 5 points max.  
WHEELS & SUSPENSION - 5 points max.  
BODY - 5 points max.  
INTERIOR - 5 points max.

) All at judges discretion.

Modifications to be judged on:-

- Effectiveness
- Manner in which they have been carried out.

A car with no modifications in a given section can gain no points in that section and a superficial modification may still gain him no points, but as this section is worth only 20 points a mildly modified car in super condition may gain so many points in the main section of marking as to still have a good chance. Owners must judge for themselves whether it is worth losing a point in the original class for a spoiler, say or gaining that point in the modified class. ANY QUERIES ON THE ABOVE SHOULD BE ADDRESSED TO MATT MAUDSLEY.



# LETTERS

## LETTER FROM ROD BARBER - LINROD CAR SPARES

Many thanks for the copies of the Couriers sent to my business. I have read with interest Roland Drew's comments regarding new spares suppliers in the latest issue. Obviously I have a vested interest in the outcome of the questionnaire but feel that one or two other points should be raised.

As you know, I also stock and supply parts for TRs and am therefore in competition with Cox & Buckles - the TR Register spares suppliers. I am also competing with, amongst others, the TR Shop - who are incidentally part of BSCC Ltd. - and TR Improvements. As we are all trading in the same market, we have to be competitive on prices and services to stay alive. The combined purchasing power of such firms enables many parts to be obtained from clearances, re-manufacture, re-importation etc. and offered to the market which may take one firm years to find, if at all.

Correspondingly, I feel that it is important that no one individual or company should be solely responsible, and therefore able to control infinitely, the supply of spares to TSSC members. On this point I appear to be in a certain amount of agreement with Roland Drew but he is also saying that he should be the man for Vitesse/Herald/Spitfire and GT6 spares. What happens if he leaves the post, temporarily or permanently and no one is prepared to fill the void? Surely it makes economic sense to have businesses like my own, Spitfires UK, Triumph Clearance etc. competing in the market and why should we not all be 'approved' by the Club initially and leave club members reports on their experiences with these companies to decide whether their 'approved' status is allowed to stand.

I feel personally that the TSSC should not get involved with the supply of spares but actively encourage businesses to compete for TSSC members' trade. If Roland Drew thinks the market needs someone else, then why doesn't he give up his job, borrow vast sums of money and start his own business?

## LETTER FROM ROGER D POWELL:

The December Courier 1980 unfortunately has an error in it concerning the information on the publications 'Tuning Standard Triumphs over 1300cc' and 'Tuning Standard Triumphs up to 1300cc'. Motobooks, Speed & Sports Publications Ltd., no longer reside at Victoria Road Acton, but as below:

Albion Scott Limited  
Bercourt House  
51 York Road  
Brentford  
Middlesex TW8 0QP

Telephone: 01 560 3404/5

What is the total number of members in the TSSC? (approx. 1400 ED.). Does the TSSC have a list of members and their addresses, which is available for us to peruse? (please ring to clarify exact requirements ED.).

I am at present building a Spartan, using Vitesse mechanicals. I brought it as a 'just-started-but-abandoned-project' and it's now fairly easy to understand why so many unfinished cars appear in the 'for sale' columns of various magazines. One or two people have suggested that I write a small article for the Courier on my own experiences of building the car, once it's finished. Are you that hard up for material for the mag, or would you like me to put quill to parchment?? Incidentally, anyone also building a Spartan and whose brain hurts, and who wants to swap ideas etc., give me a ring in the evening on LONGWORTH (0865) 820749 (that's in Oxfordshire).

## LETTER FROM PETE BOYCE:

With reference to Dave Tunbridge's letter in the December 1980 Courier, and his question about non-standard spiral wound SS exhaust:- the exhaust system is a 'BUGLE' system, T8 or T9, which was 'manufactured under licence from Siralo Holdings AG', as it says on the fitting instructions, printed and issued in January 1974. I fitted a system to my Vitesse MKII in 1976 after buying it as bankrupt stock from a supplier in Plymouth (F Dodge Supplies) for the princely sum of £9.95.

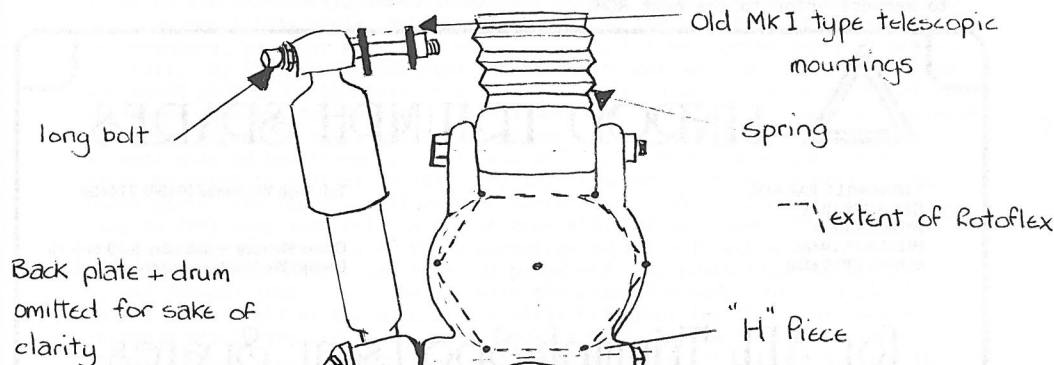
Cont. letter from Pete Boyce

I still have the parts description and two sets of fitting instructions, but the exhaust fell apart after a year through metal fatigue. The stainless steel does not rot but the vibrations from engine and chassis produce cracks along the length of the corrugated strip and the unsupported pipe between the two silencers just unwinds itself. I found the sheet tin and jubilee clips ideal for repairs, but would not pass the MOT test! I would not recommend fitting another one, even though it does give a superb throaty noise - it would require twice as many supports as provided and our cars would still shake it to bits in a couple of years; the support brackets are the best part of the system, being solid stainless with rubber bushes incorporated. They still support my standard exhaust system, which has lasted longer than the Bugle system.

## LETTER FROM TIM SKERRY:

### Conversion of MKII Rear Suspension to Telescopic Shock Absorbers

At times, many people with the MKII rear suspension may well have considered converting to telescopic shock absorbers. However, like me, they may not have relished paying SAH prices for a kit which mounts the top end of the shocker on the bodywork. It is very easy (and cheap), however to do this conversion yourself, with only two long bolts and a hacksaw. The original MKI type shock absorber mountings are still present on MKII cars. It is not possible to use these mountings normally, as the tube of the shock absorber fouls on the Rotoflex. If, however, the top end of the shock absorber is mounted behind the mounting, with a long bolt right through the whole lot, the shock absorber clears the Rotoflex. Obviously the old lever arm mounting must be sawn off. All that is then required is to drill a hole into the boot in line with the top mounting, in order to have access to do up the bolt. If a 1" hole is drilled it can be closed with a standard plug. The shock absorber does slant slightly 'fore/aft' but this is easily taken up by the rubber mountings.



It is advisable to put a steel tube inside the old top mounting to prevent it closing up as the long bolt is tightened.

This conversion has been tried, using Spax adjustables and has proved reliable and very worthwhile in terms of improved handling.

## LETTER FROM MRS J M HOWLETT:

I have a MKI Spitfire chassis no: 56220 FC. Unfortunately, the floor has deteriorated drastically. I have enquired about a new floor but have been quoted an approximate cost £600 - this is materials, labour and vat. Although this exceeds the value of the car, I am loathe to part with it. My husband is prepared to have a go at it. Do you, or anyone else have any advice to offer? Please? Clover Cottage, Coleshill Lane, Winchmore Hill, Amersham, Bucks HP7 0NS



#### LETTER FROM DAVID YAN:

With reference to the article on page 17 of the Courier, (February issue), regarding insurance, I must draw your attention to the fact that there is no such thing as a special insurance scheme for Triumph owners as heralded by John Woodhall of A J Norcott and Partners Ltd. I can say this with some authority as I myself used to work for them as their assistant accountant. It was myself who introduced Mr Woodhall to the Club, an action which I now rather regret for, as far as I can see, he is employing some rather disagreeable tactics in what I take to be an attempt in obtaining new business.

However, I must add that they are excellent commercial brokers and would recommend all members involved in a trade or other to obtain a quote from them, but in the terms of scruples, service and competitiveness I am afraid their motor department leaves a lot to be desired,

#### LETTER FROM STEVE ELLIS AND PETER GOLDSBROUGH:

'We would question the advisability of appointing Area Offers in this way: we feel that such appointments should be made by the Area Membership at their own A.G.M. and results passed to the National Organisers.

The system as outlined in the November Courier is open to complication: What happens if there are (say) two nominees for a particular area organisers post? Do you at National level, pick a name out of a hat? Or do you refer the problem back to the area concerned - where as we said, the matter should have been resolved democratically anyway.'

The above letter was sent to the National Committee, with a request, that it and the answer be published in the Courier.

The system of election of Area Organisers/Marque Secretaries and other posts within the Club, now a Limited company, was formalised last year. The system adopted has generated discussion and the Committee intended to discuss this subject and the views expressed by members in sufficient time to communicate it's decision to members prior to the next AGM.



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#### LETTER FROM CHRIS STABLER:

I am experiencing a problem with my Vitesse II and am at the teeth gnashing and hair tearing stage! The symptoms are a misfire and a concurrent loss of power happening only on acceleration and appears to occur only when the engine is warm (though I could be wrong on this). I have checked/replaced plugs, points, condenser, distributor cap and leads. I have strobe checked the timing and balanced the carbs (some wear on these though), fuel supply seems adequate (at cranking speed) and the fuel pump is clear of rubbish. A compression test shows the following:-

	1	2	3	4	5	6
DRY	80	135	132	137	125	140
WET	82	155	160	160	162	177

All the valve clearances check out OK so there is definitely a valve/head problem on number 1 and generalised bore wear (the engine has covered 98,000 miles). Whilst acknowledging that the head has to come off sometime, is this causing the misfire? Or is there another problem as yet undiagnosed even more urgent?

When the head comes off is the bore wear severe enough to warrant a rebore and new pistons? The bottom end seems fine, oil pressure is excellent.

Has anyone any experience/ideas on this PLEASE! As a Vitesse being restricted to 40 - 50 mph is an undignified and sorry state of affairs!

#### LETTER FROM ARTHUR STOCK:

You might wonder what a fellow of 59 is doing with a Herald 13/60 Convertible? to tell you, I'll have to go back to 1946, when I bought my first vehicle having more than two wheels. It was a Morgan fitted with a 980cc S/V JAP engine, two speeds forward, no reverse, room for two big-uns in the front and two kids in the back, either side of the rear wheel. Naturally it was no saloon. We had loads of fun with that. At the time we lived near Aylesbury; I was in the RAF and stationed at Halton; once or twice a year we would drive with our two little girls, 100 miles and back to the seaside. It was quite an adventure, we never knew what would go wrong but we enjoyed every trip to the full. By 1952 we had two kids and the third was due, so I sold the Morgan and spent some of my gratuity on a 1933 Austin Seven tourer, with plenty of room for three children in the back. Then I left the RAF and joined BOAC at Heathrow in 1955. We had to buy a house, so the car had to go! After a year or two we were able to buy 'bangers' again but never got another open car, until after we moved to Belfast in 1959. By this time we had a boy as well as the three girls. We found a Hillman Minx convertible, 1954, suited us well. We used to feel very posh driving out in that with the hood down and tonneau across. However, by 1961 we found ourselves buying a larger house; another boy was born, so the car had to be disposed of! Two years later we bought an old Triumph 1800 - yes, the one with the aluminium body, but a saloon; we had quite a bit of fun with it but still felt shut in. Well, of course, we got a bit better off and bought in turn a Consul, then two big Citroens, finally, three years ago a Citroen GS. My wife hates it! I like driving it but it has sometimes been a headache to maintain. Try changing an off-side cylinder - to Y box exhaust pipe or even adjusting the handbrake! However, I have been able to maintain all my cars myself, most spare parts coming from scrap heaps, and getting plenty of advice from the helpful local agents. Well, now, the girls are all married, the elder boy is likewise and the young fellow is at University of Warwick. So it's just Darly and Joan! Joyce said, 'Let's get an open car again - no, not a Midget, it's too small - we don't want an expensive one either - and you must be able to pick up my friends when you take me to the Townswoman's Guild!'. So I felt only one vehicle would fill this bill. A Herald! (Didn't fancy the 2 litre Vitesse). So we got one, nearly 2 years ago.

I bought new side and rear sills and valences and had to pay a welder £200 to fit them and rebuild the rear wheel arches - a weeks work. I repaired the bonnet and front wheel arches myself using numerous pop rivets. Then I took it for it's MOT. Failed! The chassis was worse than I thought. So - off to get out-riggers and a welder's bill for £100 this time. A quick replacement of brake pipes and it was through the MOT. But what about the body? Under the carpets



cont'd letter from Arthur Stock:

was a lot of rust, so I have ordered floor pans from Matt. I removed the old engine and fitted one from a rust-eaten car with less than 40K on the clock. So the next job is to tidy up the body, patch up the remaining porous door bottom, fit a new window, fill in body holes with Isocon and expanded mesh, then take it to a college of mine who will paint it for about £100. Gosh, you must think I'm made of money! But suppose I had bought another car 'on the road' from a dealer. I would be lucky to get a serviceable saloon even for £1,000. So I think my money's well spent. I'll let you know more about it after Easter, when I hope to get it well and truly on the road again.

#### LETTER FROM JOHN NOE:

As a couple who travelled all the way from Bordeaux, France, to attend the TSSC Christmas Week-end, my wife and I should like to say a public thank you to our acting President, John Griffiths, for the excellent time we all had and for the opportunity to meet some club members at last. It is very evident that he put a lot of hard work into the superb organization, leaving us not one spare minute in which to become bored. The only criticism Wendy had, was that she had no time to visit the Antique Shops! Thanks too to mine host at the Fosse Manor, without who such a weekend would be almost impossible.

For those interested our 1964 Vitesse 6 saloon covered a total of 2,300 trouble free miles during the Christmas period, averaging an incredible 34 mpg. This mileage adds to the previous 135,000 miles the original engine has already done.

The car's Xmas present in return, was a much needed virtual chassis rebuild by Spitfires and a new rear side door skin to smarten things up. However, our friend Ken couldn't positively identify the cause of a continuous clanking noise which appears to come from the rear during overrun, which disappears on taking a RH bend and becomes significantly worse on a L/Hander - had this trouble for the last 10 years, so it's not serious! Any ideas in the field? NB It's not the diff or any of the U/Js, they have all been replaced over the last 6 months.

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\*\*\*\*\*

#### LETTER FROM JOHN REED:

I enclose a reply received from my MP regarding Possession Tax. You may like to consider this in part or whole for inclusion in the Courier. I think it proves that common-sense and fair-play are still worth fighting for!

"Dear Constituent,

You will be happy to learn that the Government has decided to drop the tax on possession of motor vehicles.

The reply was given in answer to a Parliamentary question which I put down.

I am sure you will be pleased with this decision. I regarded the proposal as quite unpractical and wished to see a tightening up of legislation to catch those motorists who do not pay their road tax.

Yours sincerely  
DR ALAN GLYN, E.R.D., M.P."

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#### LETTER FROM DAVID BOOTE:

I have always wanted to own a red Triumph Vitesse Convertible since at the age of 17 a close friend of mine, rather more fortunate financially than I, acquired one of the first 2 litre cars of that description. It deeply impressed me by its smoothness and effortless performance but for me, ownership of a similar car was, at that time, impossible.

Over the years since the memory of that car has stayed with me but latterley, I have only contemplated owning one as a leisure pursuit, needing to run a modern, reliable, anonymous tin box for my everyday employment.

Last year I saw a likely car advertised for sale and several phone calls and great deliberation went to view. In its largely original signal red, the 1970 convertible sold itself to me straight away.

Since buying it however it has remained, so far unused, as the first priority was to get the body and paintwork in first class condition and thoroughly 'Waxoyl' the whole car to prevent any further deterioration. It became obvious that attention to the overdrive (slow engagement) and steering top bush would be required, too.

A 7'9" wide garage and cold weather have meant very little work done to date but I hope to have the car completed by early summer, when I will be using it (hopefully) for most of the time.

Meanwhile I need the badge for the bootlid (overdrive version), several screws/bolts for attaching the sills and a foam sealer to fit around the petrol tank drain plug where it fits through the boot floor, (anyone got these bits for sale, please?). I also need new front carpets and does anyone know a firm which supplies something like the genuine article?

I was interested to hear (Dudley Adam's letter, December Courier), of Spitfire UK's intention to produce replacement body sections, only very recently do the TSSC cars seem to have entered the fringe collector/classic market and demand for parts for restorations is therefore presumably going to escalate as more owners realise that it is worthwhile improving their cars. I hope therefore that members will consider the future of their vehicles and give an encouraging response to this venture by what would appear to be a very useful firm for TSSC members.

Sorry about this rather rambling letter and to round off, are there any other members in the Stoke-on-Trent/Stafford/North Staffs area who would like to meet from time to time at some convenient spot as a new area in this locality - it would not go amiss I feel. Interested members please contact me on Stoke-on-Trent 534774, 113 Eaves Lane, Bucknall, Stoke-on-Trent.



#### LETTER FROM J G CRINALL:

A Happy New Year to all, many thanks for the card and greetings. Once again, having read through the Courier, I feel the need to put pen to paper, (a nasty habit but curable with the right spanners and a good workshop manual!).

Having read the letters paper of our magazine, a couple of suggestions for our friends in need of help:-

1. Triumph Laurel paint - this should be available if Ian Stacey quickly rushes off a letter to the paint touch up people, (Holts or Duplicolor), enclosing cash or cheque and details etc. (I was told this by a man in the trade, apparently if your lucky, they may have some of the old stock at the factory, hidden away in boxes). Anyway, its worth a try.
2. Plastic rear windows - Mr Stacey should have read about this problem in Practical Classics, the answer: toothpaste, will remove the offending discolouration.
3. Mr A Ayres, Vitesse MKI with suspension that cannot cope sounds as if he needs attention to the rear spring. I suggest he checks the differential studs/bolts are all tight and that the plate between the nuts and the spring is still in one piece, (not unknown to snap in half, ask Chris Owen about that one!). The rear spring may need attention especially if its the original, and check the bushes at the end of the spring and make sure you retighten under load not hanging around in the air!

The shock absorbers are relatively new - not unknown to be faulty, better to check thoughly before looking elsewhere. Finally, make sure that all the bushes both front and back, are all in good condition.

Perhaps investing in a SAH decambered spring and a set of spax adjustables will ease the problem and make the car that little better, (well, that's what I did to my 1600 and the difference is superb).

Finally, on the subject of an overdrive gearbox for the 13/60, as per Ian Stacey's letter, I believe the one to go for is the MKIII Spitfire gearbox, propshaft etc. Don't forget to get the switch, solinoid and relay, (if you don't they can be expensive from your BL dealer). Although I never did this conversion myself, (still may on the girlfriends 13/60), I have been informed by a person of much knowledge in this direction that the Spitfire box should fit OK, but will need to cut the floor back to allow access to front prop., bolts, p.s. Don't forget to get plate under gearbox with special rear box mounts. Again finally Bill, don't forget to mention the National Breakdown Club, who were so nice and polite and quick (20 mins to turn out on a nasty night last week), after my Herald's gearbox seized - painful - well worth the money to join. They rushed me home (24 miles), in first class style and I arrived only an hour or so later than I normally do home. I can only say, once again, you can keep the AA - the NBRC has won me over.



MARCH 1963  
MONTE  
CARLO  
RALLY

UNLUCKY VITESSE of Mike Sutchffe and Roy Fidler was plagued by minor troubles which culminated in an excursion off the road. Here they press on over the top of the Turini after regaining the road.

#### HERALD REGISTER SECRETARY.

##### Spares Availability.

Front engine mounts for 948 and early 1200 (to Commission GA 80,000) Heralds are no longer serviced by Leyland. The part number is 123370 (? previously 104526); it is worth checking out your local dealer now to see if any are left in stock. Similar mountings are found on Standard 8's and 10's and Atlas vans. I obtained a pair of these mountings from A.T.Johnson, General Motor Factors, Paradise Rd., Downham Market, Norfolk PE38 9DL (03663-3407), they needed slight modification for a Herald. Approximately  $\frac{1}{4}$ " needs to be taken off of one side (see dotted line, Fig.1), otherwise the mount fouls against a raised flange on the chassis.

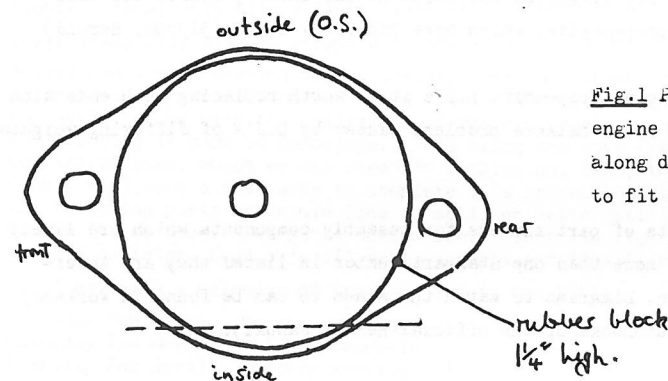


Fig.1 Plan view of Standard 10 engine mount; cut with hacksaw along dotted line for modification to fit Herald.

##### Oversize Circlips for U.J.'s.

Ian Stacey in the December Courier noted a problem with U.J.'s caused by movement of the bearing cap in the hole of the yoke. The fault can be identified by a shiny circle on the U.J. cap face where it has been rubbing against the circlip (Fig. 2).

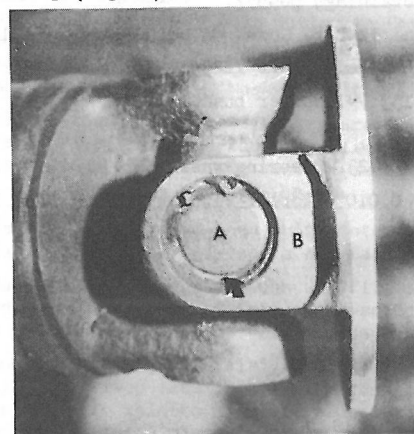


Fig. 2. Bearing cap on propshaft U.J. showing marks caused by cap rotating against circlip. A - bearing cap, B - yolk, C - circlip, arrow - wear marks.



Oversize (thickness) circlips are available to help rectify this problem by providing more 'grip' on the cap, even if the yoke hole is slightly out of tolerance. The oversize thicknesses (followed by colour code and part number) are: 0.055-0.056" (Red, 144098); 0.056-0.057 (Blue, 144099); 0.057-0.058 (Green, 144100); 0.058-0.059 (No colour, 144101); 0.059-0.060 (Yellow, 144102); 0.060-0.061 (Orange, 144103); 0.061-0.062 (Magenta, 144104); 0.062-0.063 (Black, 144105); 0.063-0.064 (Pink, 144106) and 0.064-0.065 (Violet, 144107).

As the original circlip will be unlikely to have retained its paint colour it will have to be measured with a micrometer and an oversize (2-3 steps up) fitted. The oversize circlips are listed in the Parts Manual under  $\frac{1}{2}$ -shafts but will also be suitable for prop-shafts, which have identical U.J's (513800, Herald).

Incidentally, when replacing prop-shaft U.J's it is worth replacing both ends with an identical brand to avoid balance problems caused by U.J's of differing weights.

#### Useful Part Numbers.

I plan to compile lists of part numbers for assembly components which are likely to need servicing. If more than one Stanpart number is listed they are interchangeable alternatives. Diagrams to match the names to can be found in workshop manuals (eg Haynes, AutoBooks or the official Herald manual).

#### 1. Steering.

Rack Box: Track rod end (outer ball joint)- 143921 and various alternatives,

Unipart UKC 4944. Inner ball joint - 128023. Tab washer 120957. Spring (end of inner ball joint) 120953. Ball cup (for inner ball joint) 158732 (previously 120955). Rubber gaiter N.S 128004, Unipart RTC 2218; O.S. 120948, Unipart RTC 2219. Shims; 0.002"-130031, 0.004"-153516, 0.010"-130032. Bush 128002.

Pinion: Replacement pinion 127995, 124689. Pinion shims; 0.002"-120959, 0.004"-120949, 0.010"-132055. Circlip (pinion retaining) 509537.

Attachment - Rack Box to Chassis: 948 and 1200 to Comm. GA 80,000; U-bolts 122554. Support bushes - aluminium (no longer serviced) lower 122552, upper 122553. from Comm. GA 80.001; U-bolt assembly 133874. Rubber bush 133872.

Universal Joint (column/rack) 142140

Steering Column: Top and bottom bushes 209423. Steering wheel nut 105438.

Rack Thrust Pad : Shims; 0.004"-128810, 0.010"-128811. Plunger (thrust pad) 128003.

Chris.Longhurst.

## Nationwide

ANGLIA AREA NEWS - Barry Newitt Reports:

Our monthly meetings, the 1st Thursday of the month are held at the Old English Gentleman at 8pm.

Of course the 1st Thursday of 1981 happened to be the 1st January, a few of us turned out - the rest, I guess were suffering from the night before! We are still finalizing the forthcoming years events for our section, and waiting for the next Club Committee meeting before getting out our calendar of events for 1981. I hope to have it ready for the next Courier.

Anglia Area Special Offer:

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Thanks to those people who rang up for the body sections. We have now sold them both. We still require a little more room so would like to offer:-

3 Herald/Vitesse front bulkhead sections, all with good foot wells at £20 each o.n.o.

GT6 MKII fibre glass bonnet with slight damage and round offside front lights - repairable with a fibre glass kit. Offers around £35.

These items will also be scrapped if not sold. Ring me on Cambridge 841407.

We all had a good evening at our January 'nosh up' thanks to Brian Lees laying on the food and Tony Brandon for the films. Thanks must also go to Jonty Wild for assisting me with the collection of the old Courier van from Roland Drew and bringing it back to Cambridge. This being one more step towards the club's Courier/Vitesse, which we are steadily working on. 'We', that is to say 'The Club', will need a few parts to complete this project, so if anyone has any of the following parts and would like to sell, or better still, give to the club, please let me know. The parts needed are:- left and right  $\frac{1}{4}$  valance, 2 litre Vitesse radiator, rear axle oil seal, carpets and finally a towing bracket.

May I end with a calendar of proposed events for 1981:

Thursday 5th March - Monthly meeting  
 Saturday 7th March - Welding Teach-In  
 Thursday 2nd April - Monthly meeting  
 Sunday 5th April - Steam Clean Cars  
 Thursday 7th May - Monthly meeting with local TR Register members  
 Sat./Sun. 30th/31st May - Camping Weekend - Norfolk  
 Thursday 4th June - Monthly meeting  
 Sat./Sun. 13th/14th June - National Concours  
 Thursday 2nd July - Monthly meeting  
 Friday 17th July - National Event - Anglia Area Bar-B-Q Set up  
 Saturday 18th July - National Event - Anglia Area Bar-B-Q and Autotest  
 Thursday 6th August - Monthly meeting  
 Thursday 3rd September - Monthly meeting  
 Sunday 13th September - Days Outing to Coventry Motor Museum  
 Thursday 1st October - Monthly meeting  
 Thursday 12th November - Monthly meeting  
 Thursday 3rd December - 'Nosh-up' with films

As well as the above events, there are several weekends of work to be done on the Club's Courier/Vitesse. Would you like to help? Further details of the above events will be given at the monthly meetings at the 'Old English Gentleman'.

Devon Area News - Stan Walters Reports:

Things in our area have been quite interesting lately with our members gradually increasing. We generally see a new face at each meeting, which is good news.

Mid January saw us meet at John Griffith's house for a film show which produced a good turnout of some sixteen or seventeen people. The films were about Spitfire at Le Mans; didn't they do well? Also a production line film was shown.

Our monthly meeting was fairly well attended at our usual venue (see Ales and Tales). I arrived late in a 1961 Herald 'S' in very original condition, which I have recently sold to a future club member. Conversation generally centred around GT6's, for a change and why we have so many pregnant mums in our area!



#### East Berks Area News - John Reed Reports:

Our meeting on February 5th, overwhelmed me; 26 people. Fantastic support considering we've only been going about 3 months. Thanks to everyone, it now looks as though we must look for bigger premises so we can talk together without involving the local pub patrons. 4 potential members turned up, and their membership forms were duly (and eagerly) accepted.

The car park looked very impressive with a display of club cars. Ian Davies and myself turned up in non-club cars as usual. However, we both have very good intentions for this summer and are beavering away to get our Vitess's back on the road.

I think one of our biggest priorities is to get organised for the summer season - your thoughts please for the next meeting. For starters, we could try short weekend excursions to some beauty spots (within say, 100 miles radius), visits to neighbouring area meetings (if they will have us!) motor museums and motor companies etc., film shows (depending on whether we can find suitable premises) and, of course, there are the Club events.

As mentioned, we must try to find a more suitable venue, so please make some enquiries if you know of a likely pub or club. For the time being meetings will continue at our present place. (See Ales and Tales).

#### Essex Area News - David Cook Reports:

Plenty to catch up on in Essex Area during the communications blackout of the last few months. No, we haven't gone to ground: it's all been the fault of the Area Organiser who's been up to his neck in carbs and chassis members! (I'll try to keep up to date in future).

Back in November the Area held its first general meeting of local members at Chelmsford. Here we were able to air members' views on local events, spare parts policy, future projects etc. This was surprisingly well attended and I think the Area now has a better idea of where it's heading. Shortly afterwards, some of us took ourselves off to a Chelmsford pub which we thought might prove better than 'The Swan', but it proved so cramped, we'd never get half the Club regulars in there. (Good excuse for an extra pub visit, though).

The Christmas Dinner at the Swan was in great demand again and the Area welcomed members from Birmingham this time. Unfortunately, we were all crammed along a narrow bench table and soon found that attempts to convey food to mouth resulted in members applying wrestling holds to each other. Nevertheless, once all right arms were synchronised, all went well. Sadly, some members felt extra light was necessary to disentangle themselves from their muscular contortions and proceeded to light bonfires in the candle holders which proved quite impressive, particularly when unexploded cracker pulls were added to the blaze. The other bods in the pub probably thought we were an arsonists' convention! Once the excitement (and the flames) died down, we had a raffle and as I won something for once, it was quite a good one.

During the Christmas holidays, those among us who are horny handed sons of toil took ourselves off to the Area Stores to sort out the mass of grimy parts reposing there. Luckily I did not renew the acquaintance of the incontinent toad which shares the accommodation. Much old junk found itself at the tip; the rest of it is now listed and available on a list from myself (cars broken include Vitesse MKI 2 litre and 1600, Herald 1200 and GT6 MKI). We'll soon be breaking more if the dirty hand brigade keeps up the good work.

Finally, despite the evil weather, attendances are still good and new members are constantly appearing at 'The Swan', or on my doorstep. It occurs to us in Essex that there must be quite a few members in East London and the semi-Essex borders who do not appear to have their own Area. Please feel free to attend Essex meetings. If you look at the map you'll see we're really not all that far away.

Stand by for Treasure Hunt.

\*\*\*\*STOP PRESS\*\*\*

New meeting place for March - larger car park: Dukes Head at Little Burstead, (South of Billerica), same time and day as usual, if you need further details ring Maggie on Stanford-Le-Hope 74945.

#### Leicester Area News - Peter Jarvis Reports:

About 30 members attended our January meeting at The White Lion, North Kilworth. Eddie Evans made a welcome visit and sold a few badges and keyrings.

Charles Brotherton made his first visit in a rare 1959 Herald Coupe, various experts had a trial run in Peter Jarvis' Bond Equipe and came back muttering about propshaft vibration, but no one volunteered to cure it. Dave McDougall's mate, can't remember his name, brought his rebuild and resprayed Bond 2 litre Equipe and the rest of the car park was filled with GT6's and Vitesse's.

For the first time Jo Sunderland made a profit on the 50p buffet, and the rest of evening is a little hazy, as John Bust and Tony Barratt insisted on haggling over the price of used spare parts until midnight. A sure sign that it was Harry, the landlords, last night.

Someone suggested we should organise a treasure hunt in the summer. Anyone know if we have to notify the Police beforehand? (Peter, I suggest you phone John Griffiths and ask him for guidance, - Dave).

For meetings see Ales and Tales.

#### Oxford Area News - John Cudmore Reports:

Well attended meetings held on the second Wednesday of the month (See Ales and Tales). New members always welcome. The next major event is a Spring weekend in the New Forrest at the Red House Hotel, Barton on Sea, near Christchurch. The cost is £40 per person, full board. The dates are April 10th - 12th, and numbers are limited, so ring me now. John Cudmore, 'Up Country', High Street, Stonesfield, Oxford. Tel: Stonesfield 555.

#### Southern Area News - Geoff Bell Reports:

The Southern Area is without an Area Organiser at the moment as I didn't stand for re-election, and neither did anyone else. However, I will continue to send in reports of our meetings, unless someone else takes over the job. (Come on Southern Area, give Geoff a break and run the Area - Dave).

In December we had a film show which was well attended with the assistance of the Morris 1000 Club. It was not at our usual venue, as that was fully booked and we had to use the Ponderosa at Boarhunt. This was a bit more expensive, so we will be returning to the Sunshine Inn, at Farlington for our next show, on the 16th March. Details from Roger Collins or Tony Farby.

The new meeting place (see Ales and Tales), is going down quite well, we usually have our own little alcove and it gives it a nice clubby atmosphere. At the last meeting on 3rd February, a member of the local branch of the 'Triumph Stag Owners Club' came along and suggested that we have get-togethers in the summer, as like us, when it comes to organising events, their members are a bit thin on the ground. This seems to be a good idea, have any other Areas done such a thing?

Our own Chris Longhurst has become the Herald Register Secretary. A Suitable man, as I have never seen Chris in anything but a Herald. Regular readers of The Courier will know that he has written quite a few articles about them. Congratulations Chris.

If any member in the area bounded by Littlehampton, Eastbourne, Horsham or Redhill wants to start an Area, just give me a ring or drop a line and I will give you the names of members in that area. You don't appear to have any meetings in that area to go to, yet there seem to be quite a few members.

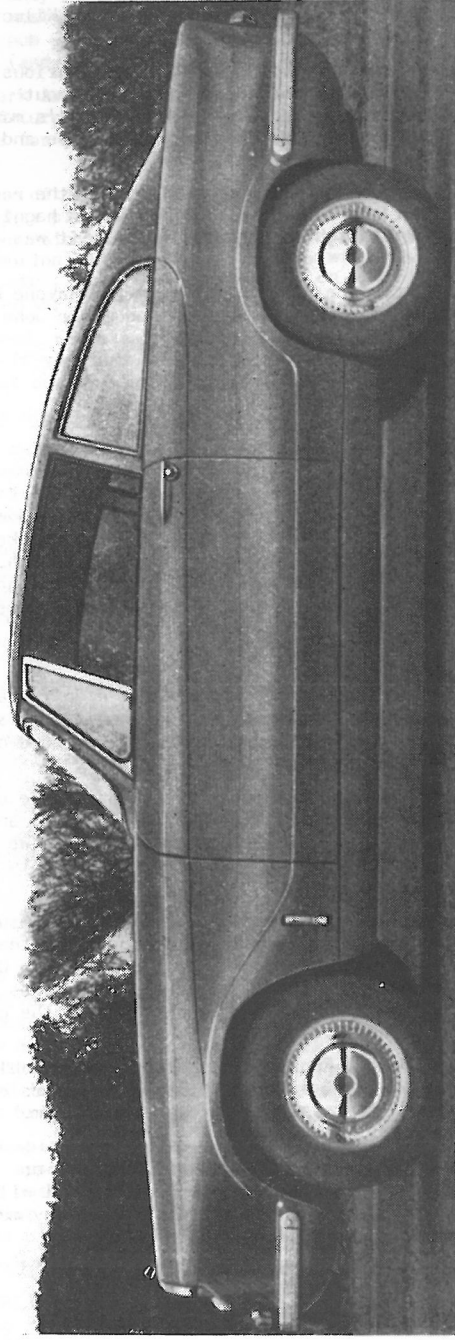
Telephone numbers for items mentioned in the reports are:

Geoff Bell - Emsworth 4683

Roger Colling - Botley 81747 or Gosport 83806

Tony Farby - Fareham 232605





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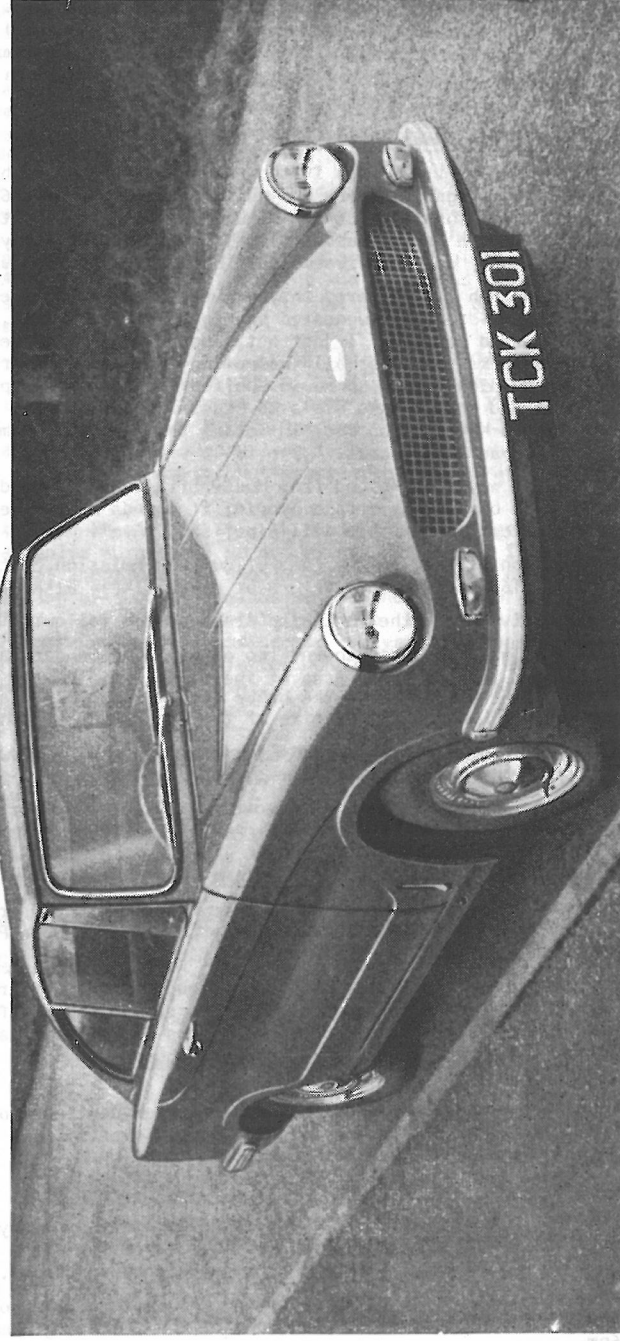
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#### SWINDON AREA NEWS - Roland Drew Reports:

A number of us have been meeting regularly for the last few months. I'm sure we haven't seen all the members in the area so come and join us. The next meeting will be: Tuesday, 17th February. Patriots Arms, Chiseldon, Swindon. Tuesday 17th March, Colley Arms, Hodson, Swindon. Both to start at 8.30 pm. Your local contact is Pete Boyce on Swindon 22768.

#### Yorkshire Area News - Colin Bell Reports:

What can I say? ....., was it the rumour that free hooch was available or that someone had suggested there was going to be a strip (GT6 of course)? I don't know, but the turn out for the January meeting was, as the man says, 'Triffic'. They arrived in their hoardes (I said hoardes) and early with it. When I turned up, The Foxes' car park resembled a BL storage compound.

Inside the pub I discovered they'd even layed on bagpipers (what is the plural for bagpipe - someone suggested bagpipists - yes? Well, what else can you expect from a Herald owner?). I jest not, inside two kilted gents complete with cutlery in their socks, were actually welcoming TSSC members, or was it also Burn's Night? Anyway, he didn't turn up so we scoffed the haggis, neeps and tatties, learned how Nick and Norman take GT6's to France and bring them back in a blanket, listened to Katie being most insistant that she is not married to Bruce and generally had a good chat.

Oh, by the way, our friend from Huddersfield, has deemed it necessary to install an MG back box on his Herald hybrid; it sounds roarty he says. 'All those in favour of cutting off his tail-pipe, say, 'Aye'. (Aye - Dave).

Information please, on the cons of dumping emission controlled Strombergs from a MKIII GT6 in favour of Wevers or other likely alternatives.

Also received from the Yorkshire Area was the following from Derek Stringman:

Well - it was bound to happen, two of us, John Genders and Derek Stringman tried to restart the Yorkshire Area at the same time. Having discovered in the January issue of the Courier that the other one existed, all was resolved over a pint (or two!). Looking at the size of the area, and the fact that we were starting

from scratch, we have gone into partnership. So come along all you Yorkshire members, we are getting off the ground in a big way.

P.S. Has anybody got a 2 litre overdrive mainshaft for sale? Contact Derek Stringman.

#### Avon Area News - Steve Ellis Reports:

By the time you read this, we'll have held our second Treasure Hunt (22nd February) and our first film show, presented by Gordon and Joyce Pearce of the Triumph Roadster Club.

Februarys Noggin & Natter produced a good turnout of cars and members: Fran Palmer, our newest lady member, won the raffle and hopefully Jeremy Woodward sold some of his spares mountain. Thanks to Neil Williamson for organising the Treasure Hunt and we all hope Pete Goldsborough's motor is well again after its chassis problems.

Finally the usual reminder that our meetings continue to be held at the Whincroft Hotel at Ferndown, about 1/4 mile west of Tricketts Cross on the A31 and always on the second Tuesday of the month.

#### NE HANTS/NW SURREY AREA NEWS - Paul Waterkeyn Reports:

Meetings are being held on the second Wednesday of every month in the 'One Oak' pub, in Frimley, Surrey. This is on the A325, heading from Frimley to Bagshot and about one mile from junction 4 on the M3.

Meetings start at about 8pm. Anyone who wants further directions, or has any other queries, please phone one of the following numbers any time after 6pm.

Paul	FARNBOROUGH	512074
Matthew	FARNBOROUGH	516583
Malcolm	FARNBOROUGH	47290

#### ALES & TALES

I would like to open this occasional/monthly page of news by introducing myself. My name is Dave Bayliss and I have been a member and Committee member of the TSSC since its' early days. I recently took on the job of Area Liaison Officer and as such, I would like to explain to members how the post is to be run.

Firstly, to releive Bill and Jo Sunderland and the rest of the Courier production team of some work, I am receiving, sorting and despatching Area News to Bill. Area Organisers should therefore send their contributions to me (64B Wimbledon Park Toad, London SW18 5SH), for inclusion in Nationwide.

Secondly, as you will see from the title of this article, we now have an occasional/monthly page. The main purpose of this is to list the various Area's, their Organisers, and the date, time and place of such meetings. For the location of these meeting plases, please don't m ake directions so complicated, that they would do justice to the RAC Rally. Simple directions and locations are all that are needed. As you will see, we now have 27 areas, admittedly not all have an Area Organiser, but I hope this will be rectified.

Another function, I believe, of the ALO is to be known by the Area Organisers and to this end I hope to visit the Areas on club nights/lunch times. This scheme got off to a good start at the Essex meeting on February 8th, where I had a useful meeting with David Cook (Essex) and Martin Radford (Kent) and later Sue and I were handsomely fed and watered, at a very long lunch, by Matt and Maggie Maudsley. Many thanks to the two Organisers, but special thanks to Matt and Maggie.

Incidentally, please don't phone me and ask if a thrupple ended squidgett link can be fitted instead of a duplex wurgler (I've got my own problems), I don't know. However, I do know that these queries should be for the spares secretaries or Marque secretaries. Talking of queries reminds me, in these days of high postal charges, amongst other things, many Club Officials reply to letters at their own expense. Whilst we have been happy to pay postage for replys in the past, I do feel that members requiring replies to their letters should in future enclose stamp ed addressed envelopes. On a similar point, I cannot send out a list of members to Area Organisers until further notice. The reason is that my lists of members are not updated and, without going to the hub of the operation, (Prince Rupert Avenue, Desborough), I really cannot give a satisfactory service to Area Organisers. I hope to be able to do this, after a brief wintersports holiday and some research, about May.

Finally, before the list of Areas etc. would all Area Organisers please send in their latest meeting places with directions, and also time and day of meeting, with or without their contributions for the Nationwide page?

See back two pages for names and addresses of Area Organisers

#### WEST MIDLANDS AREA MEETINGS 1981:

Tuesday 13th January	Horse & Jockey, Corley, Coventry
Monday 9th February	Old Gate, Heathton, Nr Dudley
Monday 9th March	Bulls Head Inn, Shenstone, Staffs
Tuesday 14th April	Horse & Jockey, Dorley, Coventry
Monday 11th May	Old Gate, Heathton, Nr Dudley
Monday 8th June	Bulls Head Inn, Shenstone, Staffs
Tuesday 14th July	Horse & Jockey, Corley, Coventry
Monday 10th August	Old Gate, Heathton, Nr Dudley
Monday 14th September	Bulls Head Inn, Shenstone, Staffs
Tuesday 13th October	Horse & Jockey, Corley, Coventry
Monday 9th November	Old Gate, Heathton, Nr Dudley
Monday 14th December	Bulls Head Inn, Shenstone, Staffs

Maps for each meeting available from:

Janis & Tony Spicer  
336 Laburnam Cottage  
Four Oaks  
Sutton Coldfield  
West Midlands  
B74 4LU

Please send a stamped addressed envelope.



As Ales and Tales has rambled on for long enough, I will withhold Area meeting places until next time, providing all you AO's let me have the details. May I suggest that members ring or write, (don't forget the SAE), to the AO's for local details.

Mike Stewart who is the North Wales Organiser, would like to enlarge the Area to include not only North Wales, but Cheshire and Merseyside. I don't know what Granada will have to say about it, but may I suggest some of you attend the meeting that Mike is holding at: Bryn Howel Hotel, Trevor, Llangollen, Wednesday 18th. March, at 7.30pm. The Hotel is located just outside Llangollen on Wrexham side, A539 100yds of main road. Any other interested members please attend.

Dr Bill Walker and Malcolm Lloyd-Smith, your letters have been passed on to me and I'm afraid the remarks earlier, regarding sending lists of members to AO's, apply. May I suggest you advertise in The Courier for people to attend a meeting, as Mike Stewart is doing. Alternatively give me some breathing space, about May or June, and then let's see what we can do.

#### WHO HAS GOT THE ELDEST HERALD?

According to Practical Classics, February issue, page 23 - 'Going Spare'- MAC Supplies, 1-3 North Road, Foleshill, Coventry who supply prop. shafts fro the older cars, have a pre-production Herald. Perhaps someone in the Coventry area could look this one up and report back in this magazine.

Barry Newitt - Anglia Area

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----------------------------------

Price: £16.42 per set of 2

##### ROAD SIGNS:

5mm thick Perspex. White background, Blue club crest and black TSSC with black direction arrow. Price: £13.47 each. Please state direction of arrow required, right hand or left hand.

##### CLUB CREST:

3mm thick Perspex. Blue club crest. Plate size 10" square with blue crest 8" dia. with white background. Price: £12.00 each.

All prices include postage and packing.

##### ORDERS TO:

Bev Warren  
Bury Cottage  
Kings Walden  
Hitchin  
Herts SG4 8JT

## Car Mart

CAR MART \*\*\* CAR MART \*\*\* CAR MART \*\*\* CAR MART \*\*\* CAR MART \*\*\* CAR MART

Spitfire MKI, 1963. Rebuilt 72/74 with new floor, sills, carpets, hood, fibreglass front etc. Fitted with 1600 Vitesse engine (on Stromberges), gearbox and overdrive, Dunlop 5½J's. Car has only covered about 6,000 miles since rebuild and has been stored most of last 5 years. MOT January. £400 o.n.o. Contact: P Brown, tel: Bradford-on-Avon (Wilts) 3677.

Vitesse 1600 Convertible, C registration, not running but 2 new steel radials plus 3 good fabrics, new clutch, good hood, carburettors and chassis, plus good engine and gearbox. Bodywork needs attention. Could be done up but good for spares. Offers - buyers collects. Contact Mick Knight, tel: Medway 50514.

Bond Equipe, F registration, 1300cc - partly stripped. Reconditioned gearbox with overdrive and reconditioned diff. Four newish tyres on Herald rims plus the 5 original spoked wheels. Everything is there to rebuild, a complete motor car as far as I am aware. Only major repair needed is on the cylinder block. Will accept any reasonable offer around £150. Contact: G R Hall, 14 Weston Road, Lichfield, Staffs.

Vitesse MKII Convertible, O/D, 1971. Very good body and chassis, (new door skin driver's door, new rear side valances). Clean interior. Alloy wheels, taxed and MOT'd until Feb 82. Wedgewood blue/black hood. Also spare hood. £750 o.n.o. Phone Mike Perkins, tel: Swindon 484284 - daytime.

Triumph Vitesse Saloon, O/D. Green. True mileage 36870. Bodywork good, tyres good. Tax expired 1.12.80, insured until 3.1.1982. Lady owner who wishes for smaller engined car. Contact Mrs Mills, 6 Esthwaite Ave., Heron Hill, Kendal, Cumbria.

Triumph Spitfire MKIII, royal blue, hard top, 12 months MOT, 91,000 miles, total engine rebuild 8,000 miles ago, Stereo radio/cassette, all round good condition. £500. Please contact Mr B Frank, 6 Seaview Road, Burnham-on-Sea, Somerset.

Engineer constructed from 70% new parts, H reg., 1970 Herald. 1147cc with twin 1½" SU chromed "tuned" trumpets to carbs. Hi-lift cam. comp. clutch. Vitesse inner and outer half shafts. Disc brakes, large res. master cylinder, electric fan, rad blind, Minilite wheels, 5½J G.800 tyres, 13/60 bonnet, built into the grille sport lights, reversing lights, airhorns, rev. counter (electronic), oil pressure water temp. + VAC gauges, Vitesse leather steering wheel, walnut dash, wool pile carpet, matching body colour. Carpeted boot, stainless steel exhaust. MOT new November 1980. £425 o.n.o. Tel: 01 888 6529 day, 01 888 6119 evenings.

L Reg. MKIV Spitfire, MOT and tax 60,000 miles. Full alarm system - radio recent clutch - radiator - Exhaust. £750 o.n.o. This car is in good condition and well cared for. Contact John Swinfield, 051 727 4949 (daytime only).

Bond Equipe, black 1970. Original, 1300 Spitfire MKIII engine. Pushbutton Motorola radio, many new parts including new side outriggers, MOT, SP sports, low mileage. Very good condition. Contact Martin Smith, tel: Chester 35364. £500 or offers, forced sale.

Vitesse 2 litre MKII with overdrive. Registration number: RCT 470H, chassis number HC56754DL. Bodywork in very good condition. Engine uses no oil despite its 90,000 miles and is in very good condition. £700 o.n.o., Black white. Contact John Baker, tel: Nottingham 634416.

Triumph Herald Convertible, 1147cc. Four seater convertible, registered 16.6.66, registration no. LLN 53D, 51,000 miles approximately on the clock, new soft top fitted, 4 nearly new tyres, excellent condition for year. Recently replaced exhaust valves, the had and rocker cover gaskets and also both the choke and throttle cables and the car is in good mechanical condition. Taxed until the end of June 1981, but is only MOT'd until the middle of March 1981, although by the time this advertisement goes out, it will have a full year's MOT on it. £300 o.n.o., Contact: GE Salisbury, Stonesfield(Oxon) 8102



Triumph Vitesse 2000, fitted with a 1600 engine for economy purposes. 1976 model which has undergone extensive changes over the past 5 years, these include:

1. New front bonnet panels, rear valances and front spoiler.
2. Complete respray.
3. Interior roof, door panels and rear panels re-upholstered in plush red velvet with deep buttons.
4. Extra gauges and cassette stereo.

The engine is finished in red paint with new chrome parts and carries a re-conditioned gearbox, new UJs and shock absorbers and finally the car is fitted with XJ6 brake servo. The car has 6 months tax, eleven months MOT and I am asking £425 complete. Contact: Martin Dean, Flat 3, 30 Clarendon Square, Leamington Spa.

Vitesse Saloon, 1600cc, 1965. The car is in extremely poor condition bodily and the engine has been removed and stripped following seizure. Nevertheless, the car was fitted with overdrive and I stripped and rebuilt the gearbox with new synchromes rings and bearings approx. 3,000 miles ago. Therefore, both gearbox and overdrive are to the best of my knowledge in excellent condition. The car is totally complete. Offers, A J Dutton, tel: 01 874 0817.

GT6 1969 MK II for renovation, £295.00. ono. Phone: HYTHE 84486. (Hampshire).

Triumph Vitesse 1969 (G), very good condition, well looked after. M.O.T. running order £450.00 OnO. Phone NEWMARKET 2699.

1968 Bond Equipe MKII convertible, almost restored. Professionally retrimmed as required. New carpets throughout. New door and boot seals. Chassis overhauled, outriggers etc, then Ziebarted professionally. Engine and gearbox both checked and good. High ratio diff fitted. Brand new carbs. All suspension/universals overhauled and rebushed. Far below cost at £350 o.n.o. Delivery possible. Phone Tony on 0742-749775 (Sheffield).

Triumph Vitesse MKII. MOT November, well shod, new Mitch ZX spare. H reg. Good condition, over £600 recently spent. £650 - must be seen. Tel: Letchworth 5715. ALSO Triumph Vitesse MKII convertible. Hand painted. Servicable condition, MOT August, taxed July. Good buy - £250. Tel: Letchworth 5715, Mr Gifford.

Vitesse 2 litre 1967, O/D, excellent original condition, Royal Blue with white flash and light blue interior. Engine rebuilt 22,000 miles ago to original SAH specification when new. There are four new tyres on it as well. This has been extremely well looked after by myself and it's previous owner and is extremely reliable. Service records available up to three years ago. Will have new MOT before being sold. £550. Contact: Andy, tel: St Albans 64809 or Ipswich 75960.

Triumph Courier, good running order, taxed and MOT'd till October. Contact: C J Emms, tel: Evesham 830516.

1968 Vitesse 2 litre convertible. Has done 67,000 miles, has a years MOT and is in exceptionally good condition both internally and externally. Selling in the region of £620. Contact I A Pye, evenings or weekends, tel: 0403-50990.

Vitesse 1600cc convertible for restoration. Back and half centre chassis rails need attention. Has been garaged for the last 19 months. Contact: G Hindson, 42 Brinsford Road, Fordhouses, Wolverhampton, West Midlands.

Triumph Herald 13/60 1971. MOT December 1981, taxed April 1981. Excellent condition. Radio and extras. Firms car forces sale. £425 o.n.o. Tel: Hemel Hempstead 832396 after 6.30pm. - Martin Allen.

Vitesse 2 litre MKI, August 1968. O/D and sunroof. Regularly serviced and well maintained. Engine, gearbox and tyres good. Bodywork needs some attention (mainly doors - bonnet OK). Taxed and MOT'd until July. Very reliable car. Can be seen and test driven by making appointment with owner at Limpley Stoke (near Bath 3364). Any reasonable offer will be considered.

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

Cosmic alloy wheels with recent 165 x 13 SR Radials £100 o.n.o. Some MKI Spitfire parts including: brand new O/S door, £20 and recently reconditioned cylinder head, £20, gearbox - offers. Contact Richard, tel: 01 854 9926.

Vitesse MKI parts, very cheap (space needed). 2 litre engine complete with all ancillaries, dash complete with instruments etc., radiator, plus many small parts including complete set of lights. Contact: Nigel Holmes, Dipton (Co. Durham) 570251.

Twin SU carbs 1½", £7. Also Bond 4S rear seat and many other parts. Please feel free to phone at Sheffield 582033, contact: Mr Dungworth.

GT6 brand new CPE 1051 air filters, £2.10 each. GFE 138 oil filters, £1.10 each. Hazzard warning switch, £1.50. 50p each - washer wiper switches, manual lighting switch, spring top plate PN122137. Contact: Andrew Perry, 11 Shelly Ave., Kidderminster.

Triumph Herald 13/60 spares are now surplus to my requirements and I wish to sell them for a nominal sum if collected - say £22 the lot (including the secondhand manuals I have). For details contact: A Adams, 16 Llanfaes, Maescynoe Estate, Ystradgynlais, Nr Swansea, West Glamorgan.

Spatebest Limited: We have in our possession a steel MKIII GT6 bonnet, new but slightly damaged, also a steel MKIV Spitfire bonnet - new and un-damaged. Both these items are for sale, the GT6 for £120 + VAT and the Spitfire for £140 + VAT. Also it may be of interest that we now produce a range of high quality fibre glass panels for all the GT6 and Spitfire range - Bonnets rear wings, quarter valences, boot lids etc. We can offer your members a 10% discount on these panels. Tel: Ware (0920) 66181.

Triumph Vitesse MKI convertible, taxed and MOT'd. 1967 model in good condition. Reluctant sale due to owners going abroad. Offers please to Mr Leeson, tel: Cambridge 211602.

Spitfire MKI spares: Complete overdrive type gearbox and alloy bell-housing, £20 v.g.c. Overdrive unit (pump damaged), £10. Overdrive propshaft £5. Gearbox casing and box of gears etc. £2. Cylinder head complete £10. Contact: P Brown tel: Bradford-on-Avon (Wilts) 3677.

Parts for sale from an abandoned rebuild of a Herald. Prices are fair but am prepared to haggle with enthusiasts rather than give the lot away to the local scrapper to sell for larger profits:

1600cc Vitesse rebuilt engine, new pistons, fully assembled, all ancillaries attached, needs only dynamo and starter, £30. Vitesse overdrive gearbox to fit above with spare overdrive, £30. Four spax adjustable shox and pair front uprated road springs, £40. Jeff Howe stage 11 cylinder head, brand new, fully assembled, unused, £20. Jeff Howe full extractor exhaust manifold, 1147 cc, brand new, £20. Jeff Howe stage 11 camshaft, brand new, 1147cc, £10. 28/36 Wever inlet, brand new, £5. 28/36 Wever jetted Herald stage 11, brand new, £40. Set of copper brake pipes, disc brake model, £7. Ball joints, trunnion kits, rear brake cylinders and flexy hoses, £10. Contact A Winnington, Tel: 061 773 9323 (home), 061 766 5050 after 7.30 evenings.

Garden shed clearout. Herald/Vitesse Saloon rear set and trim panels (black) £10, glass fibre front valance (new), £8, rear outrigger TP6 (new) £4, wiper motor £2, coil, £2, Spitfire MKIII rear bumpers £7, windscreen £8, rear spring £4, voltage regulator £2, crankshaft Pt no. 307422 £3, camshaft Pt no. 212164 £3, inlet manifold (Her. 1200) £1, exhaust manifold no. 308085 £2, odd carbs £2 each. Tel: Highworth (0793) 764290. Contact Tony Newman.

Some misc. Spitfire parts; brand new MKI o/s door (in primer) £25. Early gearbox (any reasonable offer), 4 Cosmic alloy wheels (a little tatty but with young 165 x 13 SRs), £100 o.n.o. A multitude of small parts (any reasonable offer). Contact Richard, tel: 01-854 9926 (Kent).



## Parts For Sale cont'd

Five year gearbox and O/D unit for 1967 Vitesse 2 litre and a radiator and expansion tank. Tel: Cowes 294717, contact: Mr M Gill. ALSO: New and old items, such as a windscreen, dashborad, spare ashtrays, startermotors, generators fan bolts, track rod ends and a whole host of little odds and ends which I have forgotten for the above mentioned car. All prices are of course negotiable, as for the car, that should be a buyable item very soon, if anyone wants it as we are at the price haggling stage. Contact Mr & Mrs Curl, tel: St Albans 54149.

Vitesse bonnet and 1200 Herald bonnet, several gearboxes, drive shafts diffs, etc. Offers. Contact R Anderson, Tel: (Telford) 0952-603848.

Spitfire MKIV petrol tank, very good condition £9.00. Avon 185 x 70 x 13 tyre £33.00 new, never been used £25.00 5½ x 13 steel wheels £2.00 each, 4 Vitesse MKII wheel trims (1 cut down) in need of paint, £5.00 the lot. Buyer collects. Contact: Philip Denham, 5 Glanwern Grove, Newport, Gwent.

PARTS WANTED \*\*\* PARTS WANTED \*\*\* PARTS WANTED \*\*\* PARTS WANTED \*\*\* PARTS WANTED

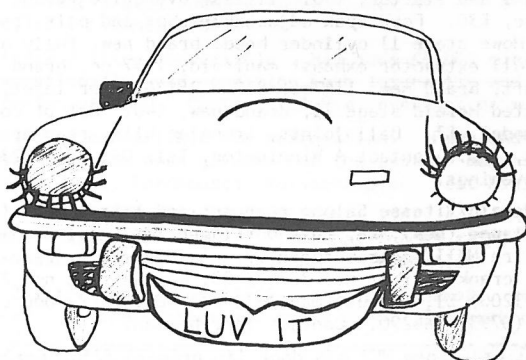
Two or three bolt on spoke wheels with or without tyres. Contact Mr Dungworth, tel: Sheffield 582033.

Wanted some new rubbers to go round the window of a Triumph Herald 1300. Contact: Beryl Chun, 3 Friars Bank, Pett Road, Guestling, Hastings, Sussex.

Triumph GT6 or Vitesse 2 litre wanted for spares. Tel: Locksheath (04895) 84334. Contact C Wren.

One off-side front wing and a set of chrome headlight trims (2x) for Herald 13/60. Tel: (Kent) 0634) 373601. Contact: P Maybank.

WANTED WANTED Radiator for GT6 MKII Please phone Chris Squibbs on 0536 761930.



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 + 50p p/p.

Sweatshirts.....£7.50 + 80p p/p.

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

Sorry about delay  
in delivery of Sweatshirts  
MARGARET SWANSON

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.

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## ADVERTISING IN THE 'COURIER'

All advertising in the motoring sections of the Courier, is free of charge for club members. Non-members can advertise in the Courier for a donation, from £1.00 upwards. Advertisements must be written, not phoned, and to reach me by the 15th of each month to appear in the following months issue.

ALL magazine material must reach me by the 15th of the month to be included in the following months Courier.

BILL SUNDERLAND - EDITOR

Back issues of the Courier are obtainable from Maggie Maudsley at 50p each. Please enclose a large S.A.E.



# NEW SPARES FOR SALE - ROLAND DREW (NEW SPARES SECRETARY)

Unfortunately the latest N.S.P. List is rather a mess, some of my master copy sheets were set in the wrong order, so you may find I have to return your cheque because you have ordered a part to suit the wrong car. Also all the QH prices are out of date: These are the new prices:

QPC	936	£14.50	Q45684/14	£12.75
	748	16.50	51007/16	15.65
	749	15.50	10001	10.00
			10024	14.50
			10014	15.50
QHT	100G	1.70	BC 692	1.30
	102G	1.70	629	1.15
CCT	47	4.90	562	1.50
	70	5.95	941	1.25
	54	5.90	942	1.45
FC	43A	1.05	QGD528	8.15
	52	1.20	533	7.30
			525	11.45
RH	886	76	C 893S	7.60
	799	1.45	801S	8.35
	620	1.00	878S	11.50
	1404	95	728S	12.90
	622	1.35	793S	11.60
	623	1.30	EM 496	3.15
QR	1572	7.10	Q5J103	10.65
QL	102	4.25	QSK88A	19.15
	8000	12.65	89	1.25
			91	1.25
QWB	170C	6.15	90	16.80
	107C	6.65	140	2.30
	131C	6.85	151	1.90
	132C	4.25		
	157C	9.05		

All the exhaust system prices from the last months Courier are also out of date new P.O.A.

Also, since the last Courier more new stock.

## Vitesse:

2 Wheel trim MK1 307583	£2.00 each
1 Front wheel hub 145007	£15.00
14 Front suspension Shim 122022	10 each
1 Screw O/Drive 514200	25

## GT6:

1 pair Rear wheel arch inner 705787/8	£25.00
1 front valance MKI	£15.00

## Spitfire:

1 Wire wheel nut octagon	£4.00
1 Carpet O/S front MKIII	£8.00
1 Tubular exhaust manifold MKII	£20.00
1 Window winder mech. 911272 MKIV	£10.00
1 Headlight inner panel 818872 MKIV	£9.00

## Also for GT6 MKIII:

Rear wings	£25.00
1/2 Valances	£50.00 pair
Sill	£8.00 each
Door	£60.00 each
Bonnet	£210.00 each
Chassis	£150.00
Inner wheel arch front	£30.00 pair
Inner wheel arch rear	£30.00 pair

## Spitfire MKIV:

Boot lid	£35.00
Bonnet wing	£20.00 each

Try me for any GT6 MKIII or Spitfire MKIV body problems. All parts are genuine Leyland.

Extra replacement market panels for:-

## Vitesse & Herald Steel:

Door tread plate	£1.75 each
Front floor pan	£6.25
Rear floor pan	£4.40

## Vitesse & Herald Glassfibre:

Bonnet Vitesse	£90.50
13/60	£95.00
1200	£70.00

## GT6 & Spitfire Steel:

Inner sill	£1.60
Door skin	£18.00
Door skin bottom	£4.90
Front foot well	£5.90
Rear foot well	£4.90

## GT6 & Spitfire Glassfibre:

Front valances I, II & III	£15.00
Bonnet I, II & III	£70.00
Bonnet IV	£90.00
Bonnet GT6 MKI	£78.00
Rear wing	£13.50
Hood frame rubber	£3.00 per metre
Furflex door aperture seal	£2.25 per metre

Good news from BL - They are willing to supply us with all parts that they still list, at or just below RRP. Also they have had a number of Herald and Vitesse body panels made i.e. front valance, sills, door skin, rear 1/2 valance, rear centre valance. Your local dealer should be able to get them for you.

I should like to thank all the Club members who fed, watered and stabled me on my trip round Britain during January. Let's see some of your excellent cars down South this year!

Are there any members who intend to come to England from Northern Ireland in the next few months? There are some NSPs in Larne which we would like but the cost of collection is too great. We would be willing to pay some of your ferry fare.

Finally, don't forget to return your NSP questionnaire and Authorised Suppliers ballot paper. It is very important.



## TRIUMPH WAREHOUSE, AND UP-TO-DATE GUIDE TO THEIR FACILITIES:

The extent of our retrimming facility that we are now able to offer. The personnel that we are employing are all genuine ex-British Leyland trim shop staff and consequently, based on the materials and work force used, the quality should be equal if not better than the original Leyland products.

We are able to reproduce a seat kit for those members who are unable to attend our workshops, such that they can undertake the restoration of their existing seats. This now supplements the exchange service which we are still continuing, whereby members bring in their seats with their specific requests for colour and we rebuild their seats with their instructions. The door casings vary from the original British Leyland product for the Spitfire and GT6 and if members are unable to view these at our premises, we should be bringing samples to any of the major meetings, enabling us to discuss your trim requirements.

The carpets that we produce will shortly be illustrated in a more comprehensive advert which we hope to take in The Courier. Could you also mention to the members that we have genuine British Leyland headrests which would suit their cars if their seats were originally provided with the provision for headrest fitment. This is recognisable by the small chrome bezzel at the top of the seats.

For GT6 owners we still have a few original Leyland rear seat assemblies and, for once, the supply has been exhausted, we hope to go into production of a near possible replica, which should be indistinguishable from the Leyland item.

Could you also mention to members that while we still supply hoods and tonneaus, we hope to extend our service in the summer to cope with fitting hoods to customer's vehicles.

I feel that a few Spitfire owners ought to know that we produce ourselves a MKIV replica hardtop. These are available in either black or white.

While we are not the cheapest on the carpet scene or seat cover scene, the items that we produce are for the enthusiasts who like to remain as near to the original specification as possible. We do not anticipate marketing those furry seat covers and cheapo DIY carpet sets. We are approved British Leyland Heritage suppliers and we dearly wish to see as many of the marque cars that we supply parts for, looked after and restored.

We have not detailed any prices as, due to the increase in demand, we are able, we hope, during 1981 to actually reduce the cost of a lot of the trim that we have supplied due to our ability to buy larger materials (quantity) and that now many of the items are produced on a batch production basis.

### WIRE WHEELS:

Dave has just been and shown the trouble that owners of Spitfire and GT6 and Vitesse experience with their wire wheels. Apparently the drive flange spline is very short in length and anything with plenty of torque eventually manages to sheer the spline with consequential damage to both hub and wheel.

We are able to supply rebuilt wire wheels but, unfortunately, the centre hubs must be in AI condition for us to rebuild a wheel. We have reasonable quantity of drive flanges, brand new. If we get sufficient demand the prices will come down on the splined hubs. We have always supplied the hexagon spinners i.e. less ears as well as the UK market spinners. We have also kept a good stock of the special spanners required for removing the hexagonal spinner and the lead hammers for the tightening of the knock-on type spinner. We have also got some special wire wheel cleaning brushes.

Getting back to the problem with the splined hubs; we feel that there should surely be some way of supplying a kit of stronger splined hubs and modified wheels with a longer splined section. Perhaps we could request some more technical data and we will see how we can assist in the production of such an item.

Whilst referring to suspension, another good bit of news is if we can increase our sales on disc brakes, I think there is another saving we can offer to owners. It looks like we are going to be able to make a cost saving of something in the region of £2.00 per disc. Please phone Dave with your brake disc enquiries for the latest prices as there can be a saving on any prices that have been recently published.

## Triumph Warehouse Cont'd.

It is our turn to apologise for apparently misleading the general public and in particular, the Spitfire and GT6 enthusiasts concerning the question of our reproduction glass fibre front corner valances.

Whilst speaking to Paul Skilleter of 'Practical Classics', I myself unfortunately gave the impression that we had received official approval from your good selves concerning the manufacture of these valances.

The error on our part being due to Dave relating several stories about how enthusiastically they had been received by members. In particular, one guy who thought it was a brilliant idea that British Leyland produced the corner valance in fibreglass now especially after he had received one done up in our polythene bag and then he could not understand why Leyland had reverted to this material in view of the fact that it would never need replacing again.

I must take some special photographs of the special moulds that we developed for the production of these replica corner balances. We had a lot of problems initially due to the build up of the temperature in the actual process being a small moulding it was very difficult to dissipate the heat and it took several months to perfect. Shortly after, we had got them on the market. It wasn't many weeks after then that one or two competitors in the fibreglass market were offering the same product, but I believe if you compare the two side by side, you will be under no impression who were the leaders.

Now that we have recovered the majority of the initial mouldings and production moulding tooling costs, don't forget that we had to produce a right and left hand and that there is an inner and outer skin to each valance, Dave should be able to offer a cost saving on any balances which are ordered as a pair. If I get any photographs I will send them on and hope you can explain to owners about the reproduction quarter valances. We are also still able to supply the genuine British Leyland item, but frankly not only are they expensive but are an open invite to the 'rust bug'.

JOHN HILL

British Leyland Heritage approved supplier & Manufacturer

## **TRIUMPH WAREHOUSE**

45, PROSPECT HILL, REDDITCH, WORCS.

Tel: Redditch (0527) 63555

### CLEARANCE:

GT6      Front Valances (Corners)  
            Coil Spring-Damper Units  
            Discs, Hubs and Brake Pads  
            Suspension Spares  
            Headrests And Exhausts

SPITFIRE  
            Works style Hardtops  
            Hoods, Tonneau Covers  
            Repair Panels and Suspension Spares.

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

WE ARE NEVER KNOWINGLY UNDERSOLD

QUALITY FOR QUALITY  
\*\*\*\*\*







## STOP PRESS

Car for sale:

GT6, MKIII, 1974, M. reg., O/D, sundry, ziebart, stereo, fabric seats, 8 months MOT, company car forces sale. £1,250 or best offer. ALSO GT6, MKIII, 1971, K reg., 12months MOT, good mechanics, poor bodywork, wide wheels, £400 for quick sale. Contact: C M Littlewood, tel:(daytime) Chesterfield 33547.

## LETTER FROM STEVE WILLIS:

I am placing this letter in the Courier for a friend in the USA who is a member.

He plans to ship his MKIII GT6 over here for the summer and take it back again. He wants to know if anybody in the club could recommend a reliable and inexpensive shipper in and out of any port on the east coast of the USA to any suitable port in Southern England and return. He plans to visit his family in May or June in New York city and put the GT6 abroad a ship there and fly home. He is also looking for a nice compact holiday flat, there is just the two of them. Somewhere in the southeast area maybe around Maidstone and on a good train connection to London. Anyone who can help please write to Stephen Willis, Membership Secretary or phone Potters Bar 57769.

And Finally,

March, Spring is almost with us and we welcome yet another 100 new members to the T S S C, we are growing fast so is the mail ! This month we have included a large section regarding Spares information and Special Offers which this time come from Spitfire UK. It would seem a good time to get this years spares requirements, although as I have said before, our Spares suppliers are getting better stocks by hunting round the country and more importantly having unobtainable panels made. This should make things a lot easier for those off you who want to do a major rebuild, but before you do decide have a word with our suppliers just to be on the safe side.

You will have found two inserts in this Courier, one an International Vehicle Form the other an Offer from Auto Research. The former please just fill in and forward to your International Marque Secretary. The Lead Loading offer has been offered to the TSSC, because Auto Research felt our club had an excellent stable of cars with enthusiastic caring members. True it may be a product of the past, but it always been around at the local Coachbuilders and is making a comeback, especially in our field. I am assured that with a little time and thought the product is easy to use and the results lasting and very pleasing, I hope that in a future edition of the Courier we will be able to cover a repair using this method. (any offers?), anyway I hope you have enjoyed this months copy see you in April.

BILL SUNDERLAND EDITOR

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

### COMMITTEE MEMBERS

#### EDDIE EVANS

Address as for  
TECH SEC.

#### MATT MAUDSLEY

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