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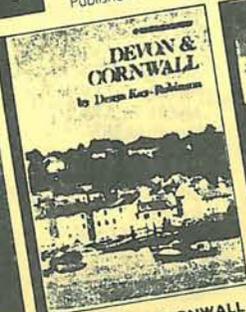


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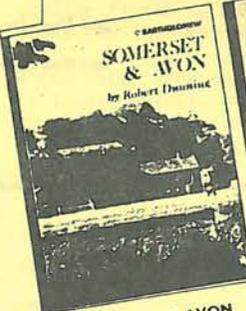
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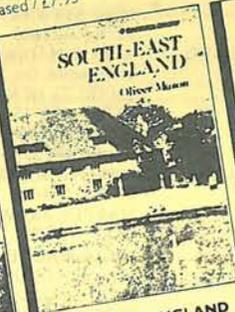
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THE COURIER



MARCH 1982 No. 21

the monthly news publication of the
Triumph Sports Six Club

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INTRO

Well everything seems to be running smoothly, lots of new members still joining, lots of press coverage, a great calendar of events for 1982 in the pipeline and of course the 2nd Triumph Sports Six Club Hillclimb/Sprint championship.

Each month more and more 'Areas' seem to appear and I can report that the club is alive, very well and ready to blossom with maturity into the 1982 events season (five years old this July). I hope you're all ready and raring to go. No doubt those of you who have been doing repairs, modifications or rebuilds will be eager to get the wheels rolling and meet others and compare notes. Keep reading your Courier for the full list of club activities.

BOOK REVIEW:

I recently managed to obtain from my local Library 'Goodwood, The Sussex Motor Racing Circuit' by Peter Garnier. There is very little written word but a fascinating collection of photographs with appropriate captions. In particular I know that those of you who have competed there will be enthused by some of the shots. Photographs of Moss, Fangio, Salvadori, Archie Scott-Brown, Graham Hill and many more in action; great. There is also a shot of Geoff Divey in a MK1 GT6 at a Sprint meeting in April 1967. The registration number appears to be DPW 629E. Is this driver or car known to the club?

The book is published by Beaulieu Books in association with the National Motor Museum Trust by Balton Watson Ltd., 76 Wardour Street, London W1V 4AN.

GRAHAM ROBSON:

Graham tell me he will be shortly bringing out a new book about Spitfires and full details of this will appear soon.

EVENTS: THE TR REGISTER GOODWOOD '82 8/9TH MAY 1982

The TR Register have invited us back to their Sprint meeting at Goodwood which will be held on the 8/9th May. This is an event for everyone and we hope to provide a weekend of entertainment from racing to an inter-club darts/skittles tournament. Competitors please see full details under Hillclimb/Sprint Championship Article and spectators please read Jonty Wild's article elsewhere in this Courier.

**MOTOR INSURANCE.
CUT THE COST!****SPECIAL MOTOR INSURANCE SCHEME FOR TRIUMPH SPORTS SIX CLUB MEMBERS**

Name	Social domestic & pleasure only <input type="checkbox"/>	Drivers other than yourself who will drive your vehicle
Address	Social domestic, pleasure & business <input type="checkbox"/>	Name _____ Age _____
	Details of business use	Licence Full/Provisional
	Excess	Convictions
Tel No	Present insurer	Accidents
Date of Birth	Policy expires on	
Occupation	No. of years no claims bonus	Complete this form and post it to Lifesure Ltd, 34 New Street, St Neots, Huntingdon, Cambs PE19 1NQ. Tel: 0480 74604/75148
Are you a holder of a Provisional or Full British Licence?	Renewal premium this year £	
For how long?	Any accidents in last 3 years? YES/NO	
Make & Model of Vehicle	If YES when? (Dates)	
Year of manufacture	Circumstances	
Engine capacity Value £	Costs	
Is vehicle kept in locked garage? YES/NO	Driving convictions? YES/NO	
If NO Parked on road/ult road	If YES details	
Comprehensive/TP, F&T/Third Party only	Dates	Fines
Insured only/Insurer & Spouse Named Driver		


**The Sports Car &
Classic Car Specialists**



LOMBARD RAC GOLDEN 50 RALLY 15TH/16TH/17TH APRIL 1982:

In March the first ever RAC Rally of Great Britain was held and to commemorate this the RAC Motor Sports Association Ltd. is organising a special rally the weekend after Easter. It will consist of a leisurely run around the countryside for cars similar to those that competed in the Rally between 1932 and 1967. This means that the only club car that is eligible is the Triumph Spitfire. Spitfire ADU 467B was built for Valerie Pirie to use and was entered in events by the Stirling Moss Automobile Racing Team. This was the only Spitfire to be entered in the RAC Rally. They were not designed for 'rough rallying' and, consequently, I believe she retired. Has anyone got an Autosport with details of the rally in question they could let me have a look at please?

Anyway, going back to the RAC Golden 50 Rally, it will be based at the Swan's Nest Hotel, Stratford-upon-Avon and the rally will return to the town each night for a rest halt. There will be three loops in total. The RAC MSA is hoping that of the 50 starters, some will be the original cars and drivers!

There will be a variety of tests for the cars-hillclimbs, special stages (no loose surface stuff), race circuits and autotests.

In some form or other, we (the Triumph Sports Six Club Ltd.) hope to be involved. Watch this space for further details.

WORKS SPITFIRES:

Incidentally, ADU 467B was sold to Peter Cox in 1966. Peter converted it to a racer but kept the unique Borneo Green colour which always distinguished the Stirling Moss car from the other factory cars. Peter competed with it in 1966 and 1967, eventually winning outright the Freddie Dixon trophy in 1967. Peter Cox tells me he still has the log book for ADU 467B and is open to offers! If anyone is interested, please enquire through me.

ADU 7B:

Some of you will have seen the car at the Club's Christmas Weekend. It is now up for sale; offers in the region of £7,500!

NEW CHAIRMAN FOR THE RAC BRITISH MOTOR SPORTS COUNCIL:

On the 31st December, 1981 the Hon Sir Clive Bossom, Bt, retired as Chairman. His successor is to be Mr Peter Cooper who in 1950 gained his first competition experience as a co-driver in the works Sunbeam Talbot team on the Daily Express international rally. The following year he went on to drive in rallies and mainly used STANDARD TRIUMPH cars. His major successes were in TRIUMPH TR2s. Mr Cooper now lives in New Milton, Hampshire and is MD of a Ford Main Dealership there. We welcome him to his new post and wish him well.

PRACTICAL CLASSICS:

The February edition contained a good article on the Triumph Herald engine rebuild. The Spitfire was 'Pick of the Price Guide Selection' and Club News mentioned the Courier Vans. I note that they have now got the 'Old Car Price Guide' correct and have altered the Vitesse assessment to read 'Can be made to handle in modified form'. Do we consider this acceptable; I think not!

Ragging apart, many thanks to you all at Practical Classics for your support and constant supply of informative articles. The Tutankhamon's tomb at AUTOCORE LTD. sounds fantastic. 'Going Spare' provides a great service to the old car world. Let's hope Autocores' prices will be realistic.

Some of us TSSC members also run the big Triumphs (myself, Andy Jones, Don Halliday, Bob Notley looking to name a few) i.e. 2000's, 2500's, PI's etc. and we look forward to Practical Classic's article, March 1982. (will be out by the time you read this.

THE TRIUMPH 2000, 2500 - 2.5 REGISTER appears to be doing well and we wish them every success in the future. If anyone is interested in joining, please write to Steve Halls, The Four Horsehoes, Oxofrd Road, Stokenchurch, Nr. High Wycombe, Bucks, tel: Radnage 024026 2265.

INVITATION:

Dear TSSC Members,

We have great pleasure to invite you to our 5th BRITISH SPORTS CAR DAYS, which will be held on June 19 and 20, 1982, in Walsdorf, near Vianden.

We will spend a fantastic weekend with the friends of British Sports Cars. Some points of our large program: Concours d'elegance, Treasure Hunt, Driving Tests, Barbeque and above all, our special 'Sports Car Days atmosphere'.

We hope to see some members of the Triumph Sports Six Club again this year at the Camping Romantique in Walsdorf.

If you intend to come to the BSCD 82, we will be happy to send you the entry forms.

Happy Motoring,

CHRISTIAN SITTNER
SECRETARY

Those interested in the above event, please write to Matt Maudsley, when I will send you an information pack telling you how to get there, accurate costs and full details of the events. The weekend consists of a Rally/Treasure Hunt (non damaging), a Concours and Driving Tests, interspersed with eating, drinking and sleeping. This is a super weekend either on its own, or to kick off a continental holiday. Cost is provisionally Flux 1400 each person (£17.50) which includes entry to all events, lunch Saturday, dinner Saturday, Breakfast Sunday, lunch Sunday. Accommodation is own tent £1.50 per night, caravan (theirs) £3 per night each, room, £3 a night each. There is a dinner Sunday night which is optional, bookable in advance at which the prizes are awarded.

MATT MAUDSLEY
RUSHDENE
HILLCREST ROAD
HORNDON-ON-THE-HILL
ESSEX SS17 8LR

TEL: (03756) 74945

INTERNATIONAL MOTORING EVENT - MOTORMIND QUIZ 1982, CHELMSFORD, SUNDAY 4TH APRIL:

A National quiz for anyone who wishes to take part. Questions will be read by a Quiz Master and you will be given one minute to write your answer - there are also slides of cars and drivers and cassette tapes of sounds, so this will be an interesting event. The winner, the Club Champion, will win a trophy and will go forward to a series of area finals to be held round the country in May. Later in the year there will be a National Final for the area final winners. Ford are sponsoring this event for all motor clubs and there will be awards for the first 3 at each area final, plus a cheque for £100 to the winners club. Area final winners will receive a contribution towards travelling expenses to the National Final.

At the National Final, there will be trophies for the first 3 plus £500 worth of club equipment for the winners club.

Let us stress that the quiz is not intended to be too serious. No formal regulations except that no one may represent more than one club. No protests are allowed. The Quiz Master's decision is final!

So, all you motoring buffs, this the chance to use all that information stored in your brain and win some goodies for the Club. Those interested, write to Matt Maudsley a.s.a.p.

CONCOURS 1982:

The 5th National Concours will be held at Donington Park, Castle Donington, Derbyshire on May 22nd, 1982. As previous Concours', there will be Concours D'Elegance, competitions, driving tests and many other side attractions and events. All concours entries will be accepted on the day of the event, no entries to be taken prior to this. A copy of the judging rules will be printed prior to the event.

What's On Next cont'd .../

Saturday evening will be a disco/buffet at Redgate Lodge for TSSC members and their guests only. Bar extension until 12 midnight. Full details to be printed later. Camping available.

JANIS SPICER

THAMES AREA - NATIONAL EVENT 'SOUTH OF ENGLAND MEET '82'

To be held at Beaulieu, home of the National Motor Museum in the heart of the New Forest, Hampshire, between Bournemouth and Southampton on Sunday 25th April, 1982. Time: 10.11am - 5.00pm, entry only £2 per car, (for ground rent and RAC-MSA insurance). Meet your fellow members, see their cars, discuss them, take photos. Bring a picnic and make it a day for all the family. Bring your surplus spares, swap them, sell them, buy them. If anyone should get bored, there is always the Motor Museum, the palace house and gardens and Beaulieu itself. (Tickets for these should be on sale from the Thames stand at a reduced rate, if bookings allow for it). There will be a 'top three cars' contest. Ticket holders do the judging, forms will be provided (one per car) The Thames Area will be holding a grand raffle. Individual areas are encouraged to have a stand of their own. All in all, an exciting day out - see you there. Remember, to make this a success, we need your areas full support. Non Triumph cars will be required to park well away from our cars. Entrance tickets to be purchased well in advance from the Thames Area (individually or as an area), but in any case A.S.A.P. please. Please send cheques made payable to 'Triumph Sports Six Club, (Thames Area) Ltd.' to TSSC-Thames-SEM '82, c/o Mr Leon F Guyot, 5 Kenilworth Avenue, Wimbledon, London SW19 7LN. Many thanks Leon and Chris for the Thames Area. At the above event you will be required to display 'Beaulieu Event' window labels which you will receive at the entrance. We will welcome all Heralds/Vitesses/Spitfires/GT6's/Bond Equipes/Specials/ also by invitation, all TR's and Stags - you don't have to be a member yet.

GOODWOOD '82 8th/9th May, 1982:

This event is being organised by the TR Register and they have invited us along with the MG Car Club, Austin-Healey Car Club and Morgan Sports Car Club to take part. Saturday will be a 'fun day', when apparently, the circuit will be available for any budding Stirling Mosses to test their skills, without the need for RAC Competition Licence. This will cost £8. Cars will be inspected for road worthiness! Saturday evening - inter-club challenge, including darts, pool, skittles etc. Volunteers for these events are needed. Sunday 0 The serious print event including classes for original/modified cars and specials. Prizes and awards will be presented. Competition entry fee: £9.50. Special price for entire weekend - £16.00. Details about entry forms and camping arrangements from me, Tony Farby (address in Courier), or contact direct:

MR D FUTCHER
'NEWLANDS'
HILL POUND
SWANMORE
SOUTHAMPTON
HANTS

I hope that Southern Area members in particular will want to support their club at this event.

SPEED EVENTS:

Our Club has been accepted into the Combined One Make Car Club. We have been invited to the following speed events and members who wish to participate should write to Alan Ivens for the regulations and also to register for the separate COMCC Championship if they so wish. Alan's address is 51 Melbourne Way, Bush Hill, Enfield, Middx EN1 1XG. Details of the Championship will be published as soon as they are received.

28th March	Goodwood BARC Sprint
8th/9th May	Goodwood TR Register
22nd May	Lydden Hill BARC
23rd May	Curborough Jaguar Drivers Club
23rd May	Gurston Down Hillclimb
6th June	Goodwood Lancia Club
20th June	Gurston Down Hillclimb
25th July	Goodwood BARC
15th August	West Malling BARC.

What's On Next (Speed Events) cont'd .../

25th September	Goodwood Jaguar Drivers Club
3rd October	Gurston Down Hillclimb

*For these events, contact John Griffiths for the regulations.

May I remind members that they must let me know which events they wish to participate in.

TRIUMPH SPITFIRE CLUB OF GERMANY - 30TH APRIL to 2ND MAY 1982:

Venue: Rheinberg, Moers, Germany. Cost: £16 including food but, obviously, excluding travel. Further details from Juergen Hoffmann, AM Keltenfeld 3, 4134 Reinberg 4, Tel: Germany 02843 2707. The event is for any sports car even though run by The Spitfire Club of Germany. As far as I can gather it is a similar event to the Luxembourg trip.

Matt Maudsley

FRENCH CAMPING HOLIDAY, OCTOBER 11TH TO 16TH, 1982:

Following a recent meeting of local members at my home, we discussed all the possibilities on this proposed holiday. It was decided to travel from Portsmouth to Cherbourg and then head South, towards the vineyards surrounding Bordeaux. The price of the crossing is £68 return, for a club car and two adults. A few people have enquired about the trip and I would ask them to contact me again if they are still interested. A full meeting of all participants will take place in late August. It might also be advisable to apply for either a visitors identity card or full passport soon as it could take a couple of months to be sent. Forms should be available at your Post Office.

N. M. Williamson

STIR VII - SUNDAY 12TH SEPTEMBER 1982:

Rousham Park, Steeple Aston, Oxford. Should be usual Concours, Driving Tests and Distance Award. Entries can be for either or all three. Fuller details to follow when known. Entry forms will be obtainable from: Colin Eastwood, 41 Hillside, Lichfield Staffs. WITH S.A.E. PLEASE.

John Cudmore

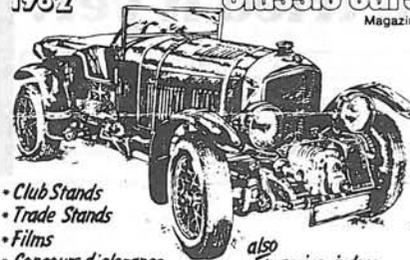
THE THIRD BRISTOL CLASSIC CAR SHOW:

Avon are having a stand at the show and on display, hopefully, will be a restored Herald 948cc Coupe. I hope to see plenty of Club members there throughout the 4 days of the show. We are near the bar on the ground floor, so there is no excuse for not finding us! Triumphs will be well represented with the Roadster Club, TR Register, Club Triumph and possibly others.

James Sturgeon

The Third Bristol CLASSIC CAR SHOW

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What's On Next ((Crash Helmets) cont'd .../

Standard BS 2495 and Snell 170 - RAC Blue Label valid up to 31st December 1983. Not valid for International Events. BS label circular printed black on white.

Standard BS 2495-77 and Snell 1975 - RAC Red on Green label valid up to 31st December, 1984. BS label circular printed blue on white or white on blue. Flame resistant models are identified by RED BS labels as above with the letters FR added.

Standard BS 2495-77, AMT no. 5 & Snell 1980 RAC Green label dated valid for 4 years from issue. BS label elliptical printed White on Blue. Flame resistant models are identified by Red BS labels as above but with the letters FR added.

From the above it will be noticed that all helmets currently in use (I have not yet seen an amendment 5 helmet) will have to be replaced by January 1985, so if you are buying a new helmet now, insist that it is either Snell 1980 or BS 2495-77, AMT5. Scrutineers will have a supply of the new RACM SA stickers at meetings to do the necessary labelling.

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What's On Next cont'd .../

TRIUMPH SPORTS SIX CLUB LTD. HILLCLIMB & SPRINT CHAMPIONSHIP 1982:

1. How Do I Win The Championship?
By gaining the most number of Championship points by the end of the season .
Points are awarded as follows:-

First place	.....	5 points
2nd place	.....	4 points
3rd place	.....	3 points
4th place	.....	2 points
5th place	.....	1 point

The placings are worked against the bogey time allocated and there will be no additional points for the outright win other than the personal satisfaction of the fastest time of the day.

2. What is a Bogey Time?
Dave Bayliss is responsible for working out bogey times for each competitor taking into account the following considerations.
- Vehicle (there is obviously considerable performance difference between a Herald and a GT6).
 - Modifications to car (i.e. tyres, suspension, bodywork and mechanical).
 - Driver experience. (Previous results, etc.).
 - Any other relevant considerations.
- N.B. Dave Bayliss' decision will be final.
3. Do I Need To Compete In Every Event?
Not necessarily so, but remember the more points you can gain the more chance you have of winning the Championship at the end of the year.

4. What Do I Win?
The outright Hillclimb/Sprint Champion will receive one of the elegant new Club Trophies suitably inscribed. Outright winners of individual classes at invited events will also have the opportunity of winning trophies presented by the organising club.
5. Will I Receive Anything If I Do Not Win?
Yes, each competitor will receive an elegant plaque for each event they partake in as a memento.

COMPETITORS ACTION LIST

- If you have not already done so, you must now register with me as a Championship contender. To do so, you must send a cheque in the sum of £7.50 to me (address as on front cover), made payable to J M Griffiths re. TSSC Hillclimb/Sprint Championship.
- Send full details of your car and previous race experience, if any, to Dave Bayliss (address as on front cover), with a copy to me. This must include any modifications however minor, whether to bodywork, engine, transmission or suspension. This will enable Dave Bayliss to accurately assess your bogey time and, of course, we are relying upon your honesty.
- Please advise me of the events you intend to take part in. This is most important as I will only order plaques accordingly.
- I am assuming that you will have by now completed your safety requirements to enable your car to pass scrutineering in line with the RAC Motor Sport Year Book and as summarised in the May 1981 no. 11 issue of the Courier. You should also now be in possession of your competition licence but if not, please write without further delay to the RAC Motor Association Ltd., 31 Belgrave Square, London SW1 X8BQH.

N.B. CRASH HELMETS - RAC BLUE BOOK 1982

It is important to ensure that you have the right helmet and I detail below the up-to-date position:-

HOW TO FIX A RIG AND TWIG IN YOUR ROLLERSKATE.

Continued from the previous month.

Mounting the set in the car.

Most sets are slightly larger than the conventional car radio so they will not conveniently fit the specially designed slots provided in some dashboards and consoles. It is therefore necessary to mount the set under the dashboard or glove compartment, and this can be done either with the clamp provided or with a slide mount, which will enable the owner to easily remove the set when leaving the car unattended. The clamp or mount should be securely fixed in the vehicle with bolts or self-tapping screws, making sure that there is a good earth connection to the metal of the bodywork. The set's internal loudspeaker is hardly of hi-fi quality, but if a socket for an external unit is provided, plugging in a separate speaker will help increase audio intelligibility. Mount the speaker so that the sound is directed towards driver and/or passenger. A bracket is normally provided for supporting the microphone when it is not in use. Ensure the bracket is mounted so that the mike can be easily reached by either the driver or the front seat passenger.

Connecting up the rig.

Plug in the microphone, external loudspeaker (if appropriate), and connect up the aerial making sure that the plug is securely fixed. Now all the rig requires is a supply of electricity, and as a safety measure disconnection of one of the battery terminals is recommended. At this point you must familiarize yourself with the polarity of your battery terminals in relation to the frame of the car. Almost all CB sets will have two supply wires protruding from the rear of the case - the red wire is positive (+) and the black wire is negative (-). If your car is positive (+) earth, the red wire is connected to the chassis/bodywork and the black wire is connected into a 12 volt circuit, and if you have a negative (-) earth vehicle the black wire is earthed and the 12 volt supply is carried by the red wire. There are now 3 basic choices concerning the 12 volt supply to the set. The neatest and possibly easiest way to provide 12 volts is to find the 'car radio accessory' terminal of the ignition switch. Disadvantages are that removal of the ignition key renders the set inoperative and this particular 12 volt point in the circuit may carry slightly more low tension interference than other parts. The second choice means running a wire to the auxiliary circuit fuse usually where the purple wires connect. This is the case with the Vitesse and GT6. On the Herald and Spitfire choose terminal A1 of the RB106/2 regulator. Probably less interference will be experienced than with connection via the ignition switch and the rig will work with or without the ignition key. The third option should only be tried if severe interference problems are encountered, although this WILL NOT CURE the trouble, but may help to slightly reduce it. Take the red and black wires and run them both directly to the battery avoiding any interference sources on route. Black wire straight onto battery negative terminal, and red wire onto battery positive terminal.

Before switching on the set, however, familiarization of the various controls will prove useful.

Volume control adjusts audio output when receiving. No effect on transmission. Generally, turning this control fully anticlockwise will switch off the set.

Squelch control can be used to cut out very weak distant signals or background noise on channel between received transmissions. Advancing the control progressively clockwise will allow only the strongest of signals to be received. This means that when no one is on channel the rig will be silent. To start with, keep the control fully anticlockwise until you can appreciate its usefulness.

Channel selector is a rotary switch with 40 positions corresponding to the 40 allocated channels (27 MHz band). When the set is switched on, the window above this control indicates the channel to which the rig is tuned.

PTT switch. This stands for 'press-to-talk', and is located on the side of the microphone. When pressed in it activates the transmitter. Release the switch and the transmitter is immediately turned off and the rig reverts to the receive mode.

RF gain control adjusts the input sensitivity of the first stages of the receiver. Keep this control fully clockwise, unless you encounter extremely strong transmissions from a very local cb'er (i.e. you are so close to him as to be able to easily establish visual contact).

CB/PA switch should be in the 'CB' position. The power amplifier (PA) with the rig can be used as a public address system provided a suitable loudspeaker is connected to the appropriate socket.

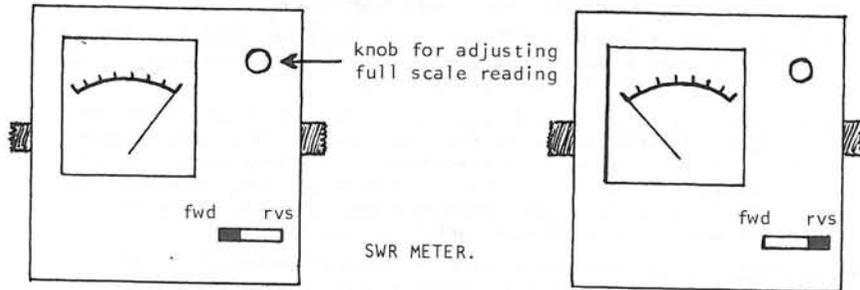
S-meter or signal lamps. A good majority of rigs will have a meter which will indicate the strength of the received transmission, a weak transmission only moving the needle a small amount, a strong one giving a much greater deviation. Sometimes a series of lights are used instead of the meter - the stronger the signal the more lights come on. Of the two systems the meter gives much more useful information.

Normal/-10db switch. When mobile keep in 'normal' position. (-10db position is only used when antenna height exceeds 7 metres above ground).

These are the basic controls although some sets may have additional facilities, the use of which will be discussed later.

It is now time to switch on the rig and check that the receive side of the set works o.k. Advancing the volume control clockwise should bring on the meter illumination light and the channel number, and background mush should be heard in the speaker, or maybe even another cb'er talking!! If no lights come on and the set appears to be dead, switch off immediately and check your wiring carefully. Did you re-connect the battery? Have you wired up the rig through the ignition switch? If you have lights on but no sound, check CB/PA switch, check microphone connection (some sets don't receive if the mike isn't connected), check external speaker (where appropriate), check setting of squelch control. Assuming everything now works, change channels and establish that you can receive other cb'ers. DO NOT TRY TRANSMITTING YET - there is an important job to be done first. The aerial must be adjusted for resonance in order to minimize the standing wave ratio (swr). If the swr is too high the rig could be permanently damaged when trying to transmit. An swr meter and patch lead will be required for this task, no ordinary meter is suitable, and they can be bought for about £6 or you may be able to borrow one. The car should be parked at least 10 feet away from buildings, walls, trees, etc., and all swr readings should be made with the bonnet, boot, doors etc., closed. Connect the meter up like this: Disconnect aerial plug from the back of the rig, and insert this plug in the socket on the swr meter marked aerial or antenna. The other socket on the meter marked transmitter or xmtr should be connected to the socket on the back of the rig with the patch lead. With the rig switched on, select channel 1, move the switch on the swr meter to forward (fwd), press PTT switch (transmitting) and adjust the knob on the swr meter so that the needle reads full scale. Now switch over from forward (fwd) to reverse (rvse), and read off the swr on the meter, (i.e., 1.5, 2.1, 3.5 etc., etc.), then release PTT switch. Now do exactly the same for channel 40, noting the reading obtained. After doing this you should now have two sets of figures which are expressed as ratios. (e.g. (ch.1) 1.5 : 1 and (ch.40) 3.1 : 1.) The ideal ratio to obtain is 1 : 1, and in most cases you will be able to get fairly close to this. However, anything below 2 : 1 is quite acceptable as far as the rig is concerned. To achieve the correct

figure the aerial will need to be adjusted in length either by sliding it into the base, or by cutting off a small section at a time. DON'T CUT OFF TOO MUCH AT ANY ONE TIME!! It isn't easy to add metal onto an aerial. It is very easy to tell if the aerial is too long or too short, the two swr readings reveal all. The aerial is too long when swr on ch.40 exceeds that on ch.1. (i.e. ch.1 1:5 : 1, ch.40 2:5 : 1), and conversely the aerial is too short if the swr on ch.1 exceeds that on ch.40. Assuming the aerial is too long, start by chopping off a small amount at a time ($\frac{1}{8}$ " to $\frac{1}{4}$ ") and then check the swr as previously. You must check both ch.1 and 40 every time, and you must recalibrate swr for full scale (fwd) reading every time. In the early stages of checking, the swr may be quite high, so try not to keep the transmitter on for any longer that is necessary at any one time. To start with you may find that both ch.1 and 40 readings appear to drop together until you are nearing resonance, whereupon ch.1 readings then don't seem to alter much. Also note that some aerials require as much as $2\frac{1}{2}$ " cutting off before good resonance can be achieved.



One or two aerials may have matching devices peculiar to their particular make. (e.g. Cherokee Dial-a-match). This particular aerial has two locking metal rings which can be screwed up or down over the outside of the loading coil to obtain the desired resonance. The instructions supplied with most legal twigs are usually adequate and clear enough to enable even the most non-technical person to achieve good results.

Once the swr is down to an acceptable figure the meter can be removed and the aerial lead replaced into the back of the rig. Other than buying yourself a cb licence (£10) from the Post Office, you are now ready to take to the airwaves and become a 'breaker'. Every breaker has a 'handle' (nickname) and you will be asked for yours as soon as you are on the air, so choose one before you go on. The sky is the limit as far as handles are concerned, choose anything you like as long as it's not rude or offensive: it can reflect your job, where you live, the car you drive etc., etc..

Examples: The GT6 Kid, Herald Angel (for the wife or girlfriend), James Bond etc. You won't be expected to talk in cb slang all the time but a certain amount of it tends to automatically 'colour' one's conversation after a while. Quite a lot can be learned just by listening to others chattering away on the channels, but don't be nervous about joining in. You will be helped if you need to, and you will be encouraged to join the growing band of users. There are one or two unwritten disciplines that should be observed when using cb, and these basically relate to the uses of particular channels. The 'breaking' channel is used only to make an initial contact, after which you both move to an unoccupied channel to continue your chat, or it can be used to impart general information concerning local or road conditions. The truckers channel is generally used on major trunk roads (motorways etc.) and carries specific road information for all cars, lorries, coaches etc. Unfortunately the numbers of both this channel and that of the breaking channel vary throughout the country so you will either have to monitor the channels until you can identify them or ask another cb'er for the numbers. Failing that, your local cb shop should be able to tell you which channels to use. Channel 9 in the U.K. is for emergencies, help etc. Here follow some of the more commonly used cb slang terms and 10-codes:

10-1 I cannot hear you (unreadable).
 10-4 o.k. message understood.
 10-7 I'm going out of service (off the air).
 10-9 Please repeat
 10-10 End of transmission (goodbye).
 10-33 Emergency (e.g. ambulance required).
 10-34 Send help (e.g. motorist broken down, out of petrol etc.).
 10-36 What is the time please?
 10-100 Nature calls!!

BIG TEN FOUR. enthusiastic approval, o.k. understood.
 BREAK. please may I interrupt?
 BREAKER. someone who wishes to enter a cb conversation.
 CANDLES. what is your age? (as in 'How many candles are you burning?').
 CLEAN & GREEN. refers to incoming cb signal received very clearly.
 COME ON. go ahead, transmit to me.
 COPY. hear and understand message. (as in 'Do you copy?').
 DX. long distance.
 EARS. do you hear me, (as in 'Got your ears on?').
 EARWIGGING. listening in to other people's conversations.
 EYEBALL. face to face meeting.
 GOOD BUDDY. friendly mode of addressing another cb'er.
 GREEN STAMPS. money.
 HAIRCUT PALACE. low bridge or underpass.
 HANDLE. cb nickname.
 LANDLINE. telephone.
 MODULATE. talk on the cb.
 MOTION LOTION. petrol.
 NEGATORY. no
 POUNDS. number indicated on 'S' meter of received signal.
 PULL THE BIG SWITCH. turn off the cb rig.
 ROGER. message received and understood.
 ROLLERSKATE or SKATE. car.
 SEATCOVER. car passenger, usually a pretty girl.
 SEVENTY THREES. best wishes. (used at end of message).
 SKIP. atmospheric conditions which bring in dx cb. (usually continental).
 STEPPED ON. cb signal interfered with.
 SUPER SLAB. major highway (motorway etc.).
 TVI. television interference.
 WALKED OVER. blanked out by stronger signal.
 WALL TO WALL. very strong, easy to copy signal.
 WALLY. an idiot on the cb channels.
 WE GONE. I'm going to stop transmitting, I've finished.
 XYL. wife.
 YL. young lady, girlfriend.
 ZOO. police headquarters.

As mentioned previously there are several 'extra' controls which may be found on perhaps the more expensive cb rigs, which can prove useful in certain circumstances, but are by no means essential.

Delta tune or Clarifier. This was originally fitted to the U.S. cb sets to enable efficient reception of ssb signals. It can help to resolve a.m. signals on your f.m. set when you are trying to copy an illegal breaker.

Normal/Clear switch. The switch should ordinarily be in the 'Normal' position. If switched to 'Clear', then your transmitted signal has the bass frequencies slightly attenuated, and the treble ones amplified. Could be helpful to the breaker trying to copy you at a long distance, or in very difficult atmospheric conditions.

Roger Bleep. This device gives a bleep or series of bleeps at the end of every transmission when you release your PTT switch. Could be useful on long distance copies to signify the end of your transmission. Some people find them annoying on local copies though, and it makes you sound a bit like Houston Control!!!

Channel 9. As the name implies, operation of this control immediately switches the rig onto channel 9 (emergency channel) without you having to move round the ordinary channel selector switch.

Tone: Hi/Lo. This switch adjusts the tone of the received sound - alter to suit your individual requirements.

And finally a few cb DO'S and DON'T'S.

DO check the polarity of your set with your car electrics before connection. DON'T transmit unless the aerial is in place and connected to the set. DON'T hold onto the aerial or let anyone else touch it while transmitting.

A nasty rf and/or an electric shock will result.

DO always make sure the channel is clear before you transmit.

Happy cb'ing good buddies!

Roger D. Powell (handle: Spartan Warrior).

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HERALD REGISTER SECRETARY

Register Update.

There are now over 500 cars on the register, with 13/60 convertibles still dominant. The register includes both current paid-up members and members from previous years who have not renewed their subscriptions.

	Conv.	Saloon	Estate	Coupé	'S'	Van	Totals
948	2	9	-	6	2	-	19
1200	55	81	16	10	-	2	164
12/50	-	34	-	-	-	-	34
13/60	159	88	37	-	-	-	284
							<u>501</u>

Differentials.

Despite the advice of workshop manuals that a spreading tool is required to overhaul differentials, it can be done without one! Lawrence Juniper reports that 'judicious leverage' with a stout screwdriver will allow removal of the diff. carrier from the casing. The diff. he was working on had been overhauled by a firm of incompetents who had shimmed up the diff. so tightly that there was excessive pressure on the tapered roller bearings each side of the diff. carrier. When repairing the 'damage' Lawrence found that the only tool (other than standard tool box contents) he needed for d.i.y. shimming was a 1" micrometer.

Did you know that 13/60's were produced with a 4.55:1 differential (Pt.No 516654) for the Hong Kong market?! The internal difference was in the crown wheel and pinion assembly (510665) - just in case any of you want to produce a 4.55 diff.!

Excessive Tyre wear (Camber & Castor Angle Adjustment).

If, after having the front tracking done, you still have excessive tyre wear, the problem could be caused by incorrect camber angles. These could be caused by a previous front suspension rebuild, or impact of the front suspension with the kerb.

Excessive negative camber will lead to wear on the outside of the tyre, positive camber to wear on the inside of the tyres. To increase the camber angle an equal number of shims must be removed from the front and rear wishbones at their point of attachment to the chassis. The angle can be decreased by adding equal numbers of shims to the front and rear wishbones. The part number for the shims is 122022.

if you wish to decrease the castor angle shims should be added to the front wishbone or removed from the rear. The angle can be increased by adding shims to the rear or removing them from the front. Altering the castor angle should not influence tyre wear, but will affect handling by giving more or less understeer or oversteer.

Information Required

Has anyone fitted a) a MkIV Spitfire rear suspension to a Herald, or

b) decambered a Herald rear spring by swopping and turning leaves ? If you have i would like information on any problems encountered.

Chris Longhurst

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

INTERNATIONAL GT6 REGISTER



GT6 REGISTER SECRETARY - MIKE LONG:

GT6 Register Windscreen Badge

GT6 Register vinyl windscreen badges are available from me at 45p each. Please enclose a s.a.e. Cheques should be made payable to 'Triumph Sports Six Club Ltd.' The badge, shown opposite, is in blue and white and is approximately 2½ x 3½".

New Book

The following, recently published book, may well interest more affluent Club members. I've not yet seen a copy - maybe somebody would like to buy me one!

'The Triumph Spitfire' by Michael L Cook, £4.95

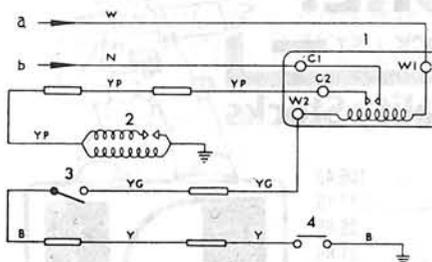
Contents include: Brief history of Triumph cars; Triumph Herald; The Spitfire is born; How it grew; GT6 - Triumphs unique fastback; it's a winner; A car, a girl, a piece of history; Coping with Uncle Sam. The author is public relations manager for Jaguar Rover Triumph Inc. It is softbound, size 5 x 8", with 144 pages and 91 illustrations.

Register Event

It is hoped to hold a Register event at some time. The nature and success of such is dependant on you, the Register members. So please let me have your ideas and more important, your support.

Overdrive Electrical Circuit Diagnosis

When checking the overdrive electrical circuit according to the method on page 2.306 of the Triumph Workshop Manual (which is also found in the Autobooks and Intereurope Workshop Manuals), please note that an error appears to exist in the references to the relay terminals W1 and W2. For W1, read W2 and vice versa. If this is not noted one stage effectively suggests you earth the live terminal of the battery - not a good idea! Unfortunately, even with these corrections, the diagnosis is not exhaustive. The following method should be applied:



Overdrive electrical circuit

- 1. Solenoid relay
- 2. Overdrive operating solenoid
- 3. Overdrive switch
- 4. Gearbox isolator switch

- a. To No. 2 terminal on the ignition switch
- b. To No. 1 terminal on the ignition switch

1. Switch on the ignition and engage top gear. Set the column switch (gearlever switch on MK111), to the overdrive position. Check that battery voltage is present at relay terminals C1 and W1.

2. Short out the terminals C1 and C2 on the relay unit. If the solenoid operates then the relay unit, column switch (3) and gearbox isolator switch are suspect. If it does not operate, the solenoid and wiring to it are suspect. Remove the short circuiting link from between terminals C1 and C2.

GT6 Register Secretary cont'd .../

3. Earth terminal W2 on the relay unit. If the overdrive solenoid operates, the gearbox isolator switch, column switch and associated wiring are suspect.
4. Check the continuity of the wiring between the relay terminal W2 and the gearbox isolator switch earth.
5. Earth the black wire on the column switch. If the solenoid operates, replace the gearbox isolator switch, if not, replace the column switch.

Overdrive Solenoid Removal

Having battled over replacing an overdrive solenoid, the following procedure may be of help:

1. Remove the exhaust silencer and centre section of the system (on MK1 and MK11 cars). On the MK11, it would appear necessary to remove the whole system.
2. Disconnect the exhaust front section from the bracket attached to the overdrive casing.
3. Disconnect the propshaft at the overdrive flange.
4. Remove the two bolts securing the overdrive unit to the mounting bracket.
5. Remove the two heater hoses from the water valve and inlet manifold (to avoid stress in the next stage).
6. Place a piece of wood at the rear of the sump and jack the engine and gearbox to a height sufficient to access the two set screws securing the solenoid.
7. Remove the speedometer angle drive from the overdrive.
8. Unscrew the solenoid set screws and withdraw the unit.

Replacement of the solenoid is by the above method in reverse. The following tightening torques are applicable:

Overdrive support attachment bolts 18-20lb ft, propshaft to flange bolts 28-30 lb ft. The same method (up to stage 7) can be used to assist removing the overdrive unit from the gearbox.

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PEN TO PAPER

LETTER FROM EDDIE EVANS - TECHNICAL SECRETARY:

I notice in the February Courier, Leonard Woffindin asks 'Is there such a thing as the Vitesse Estate?'.

The answer is yes. A limited number of estate versions were produced at the factory, though they were not available for sale to the public. I understand they were built by a development department of Triumph, some as experimental exercises and some as specials for certain British Leyland staff, although at least one car was actually built on the Vitesse production line. It, therefore, seems that production was seriously considered and, as I cannot imagine any production, engineering or financial problems, I expect the project may have been dropped for marketing reasons.

No one seems to know exactly how many Vitesse Estates were built, but the usual opinion is around fourteen, of which four were based on the MK1 2L and the remainder based on the MK11.

I should point out that this information is the result of my chatting around with various people in the past, so if anyone has more concrete or detailed facts, then I'll be glad to hear from them.

I have only seen a MK11 Estate (longer-standing club members will remember Alistair Graham's 'collection' of Vitesse Estates) and this was virtually a MK11 Saloon with its rear body swapped for that of a 13/60 Estate. The MK11 Vitesse, silver inset boot panel graced the tailgate, as if to give a family resemblance to the 2.5PI Estate. Interior fittings were strictly MK11 Vitesse, including the veneered wood cappings along the rear side windows, which in this case ran from the 'B' post down to the tailgate as one piece.

Apart from these 'original' Vitesse Estates, many have been privately produced by simply swapping the rear body of a Vitesse Saloon with that of a 13/60 Estate, and presumably some stiffening of the rear spring (it would be interesting to know what Triumph's thoughts were on suspension). Telling the difference between a factory built Estate and a well converted Saloon is difficult but that one-piece wood capping on the side windows of the factory cars is difficult for an amateur to produce and is often made from two separate sections.

Re. letter from a member in Grimsby, in the February issue, asking for ignition timing setting for a 1974 MKIV Spitfire. The stroboscopic timing is 2 degrees ATDC at 850rpm. Preferably use a strobe with built-in tachometer, as the tachometer in the car is unlikely to be accurate enough. Also ensure the dwell angle is correct before setting the timing.

LETTER FROM C BROWN, SHEFFIELD:

I was astounded to read Colin Bell's suggestions in the February Courier, that we might like to make a 'small'(!) annual grant of £500 to him, with which to maintain his GT6. I can only presume that he was joking, or perhaps that he intends to pass ownership of this car to the TSSC. Otherwise, Colin, I think that you should consider yourself privileged to own the newest GT6 and that as a member of the TSSC, it is surely your duty to maintain this vehicle in its best condition anyway. On the other hand, I am very pleased to see the oldest Herald (which I understand is owned by the Club), being restored, and this for the modest amount of £120 so far. Thanks to Denis Watson for taking on this mighty task.

LETTER FROM PETER TUSTIN, SOLIHULL:

Can anyone tell me how to cure a completely temperamental horn? I thought at first it was the earth as the horn would only work when the steering wheel was turned away from the central position but now it works in all positions but only intermittently (and luckily when needed for the MOT!!!). Tel: 021-706 3198.

LETTER FROM DAVID LEWIS, HAYWARDS HEATH:

I would like to thank Tim Skerry of London NW10 for his suggestions in the Jan. Courier p. 20 - 21, concerning running-on. I have obtained and fitted the appropriate Ford dump-valve and my running-on problems with my GT6 MKIII have been cured. I confess that I did not know of the existence of such a valve but thought that something along those lines ought to be theoretically possible. The details of the kit required are as follows:-
Code: 1563633 Kit Anti Diesel
Price: £11.54 + VAT £1.73 = £13.27

My valve kit was obtained from Dinnages of Haywards Heath and contains:- 1 valve, 1 'T' piece, 4 jubilee clips, 1 length of hose.

I hope this information will be of use to other members whose engines suffer from running-on.

LETTER FROM JOHN THEWLIS, STOCKPORT:

The day, Sunday 10th January 1982; the time 1.30pm; the channel, Granada TV. My wife and I had just watched 'The Open University' thrash yet another traditional seat of learning on Bamber Gascoigne's popular quiz game.

'And now,' said the Granada presenter '240, Robert'; 'What?', said I; 'Not more chewing-gum for the eyes!' sighed Valerie, recovering from the disappointment of the 1981/82 Yuletide and New Year viewing. Nevertheless, neither of us moved from our chairs to switch the darned thing off. And, boy, were we glad we didn't! Roaring towards us down the cathode-ray tube, came no less than an immaculate, signal-red Amphicar! The titles rolled, the credits appeared and our attention was diverted to the smaller television film producer's answer to 'Starsky and Hutch'; two small-town cops in an oversize jeep whose driver's door 'needs an oiling'. This was '240 Robert!'. Needless to say, the sight of one of our club cars

hurtling down the sun-beaten main street, leaving all and sundry in a cloud of dust was sufficient to temporarily distract the cops from their oiling of '240 Robert's' door and they decided to take pursuit.

'240 Robert to base, 240 Robert to base, we are in pursuit of a red sports-car', they yelled in desperation. The speed the Amphicar was going, it could have been powered by a 3 litre B8 producing 255bhp. Valerie and I nearly fell off our chairs; could one of these harmless little cars (which we had previously seen only stationary at a Fosse Manor Hotel, Stow-on-the-Wold concourse), really travel at speeds in excess of 120mph? Or was it all a trick of the camera?

'You ain't seen anything yet,' the young rock star driver reassured his girlfriend passenger. 'There are only five of these babies in the whole country'. Keen TSSC members were prepared to believe this, even if the girlfriend wasn't too impressed. There was something else keen TSSC members suspected, which she obviously didn't, (and nor did the cops) as the next camera-shot panned-in on a large road-sign, 'TO THE BEACH'. 'Hey, they're headin for the sea!' yells one of the crew of '240 Robert' in true disbelief. 'You'll kill us both! What ya doin?' screams the terrified girlfriend. 'Just' hold on tight' shouts the rock-star as calmly as a man can when he's shooting down a slipway into the sea, seemingly at a speed in excess of 80! And sure enough, in they went, scooting across the harbour into the distance under a beating hot sun and leaving the two cops frustrated on the harbour wall, removing their caps and scratching their heads in total amazement - 'Darn-nabbit, IT'S AN AMPHICAR!!' Cheers from our two chairs. We'd beaten '240 Robert', hands down. We'd recognised in seconds a car that had taken them seven whole minutes to identify, plus (the benefit of) a practical demonstration. But, boy, was this entertaining and compelling viewing! 2.25pm and we were returned to 'Match-time' on a weekend when the Pools Panel sat for the 5th consecutive week!

LETTER FROM JOHN R GALE, ANGLIA SECTION:

The letter by Angie Davies of Maldon about Abbey Transmissions in the January edition of the Courier has prompted me to write about my experience of this firm.

A little over four years ago my gearbox started playing up, jumping out of second gear on the overrun and baulking selection of other gears. After diagnosing worn synchro, I decided the best thing would be to fit an exchange unit and, after ringing around for prices, decided that Abbey Transmissions should do the job. The car was booked in and I set about getting a day off work. The day duly dawned and I drove down to Abbey Transmissions in London, a journey of some 76 miles. I had some difficulty finding the place but when I did, what a shock! The road looked like it had suffered a nuclear war with old prams, large chunks of concrete and other assorted debris in the road. The firms premises consisted of an open dirt yard with quite a steep slope and a row of semi-derelict cottages. These were the workshops where exchange units were rebuilt.

Two very suntanned gentlemen with 'elastic knees' and triple coloured woollen hats, presented themselves with a 'What'appen, man?' and I proceeded to explain what they would have to do to get the gearbox out, how they would have to transfer the overdrive from the old unit to the new and how my centre console was installed etc. They were completely unconcerned and hardly listened to a word. I was told to return at six and all would be ready - I'd heard that line before when Varcroft were chosen to put my new diff. in, but that's another story that lasted four days!

I spent a worrying day wandering around London, wondering how I would get home to Newmarket by public transport, when the time came for me to return. On arriving at the corner of the street, I was panic-stricken - a huge cloud of black smoke hung over the site. I ran up to find they had been burning old tyres!

My Spitfire stood in the yard. The job had been finished an hour earlier, the inside vacuumed and the bodywork washed down! I could not fault their work at all.

To date the Abbey gearbox has covered 72,000 miles and is only now beginning to show the signs of wear its predecessor did.

Perhaps I was just lucky or maybe they do a better job on their gearboxes than they do on their differentials. Either way I've given up judging work on my car by the premises it's carried out in!

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LETTER FROM CHARLES MURRAY, ALTRINCHAM:

I am in the process of modifying my MK11 Vitesse Convertible and I would like to fit an electric fan but I have not seen one that is suitable for a Vitesse. If anyone has fitted one perhaps they could tell me what make and part number it was.

Having removed the engine from the car and stripped it down, I have found that there is a blanking stud at the heater end of the head (on the manifold side), which I have been unable to remove. I was wondering if anyone could enlighten me as to what it is.

Anyone owning a MK11 Vitesse or any other Triumphs, may be interested to know that the local agents for Melbros body panels have some brand new wheel trims for sale. They are very reasonable price and are original items, not ill fitting, imitations like the door tread plates I bought from them. Their address is:

AUTO BODY COMPONENTS
QUEENS ROAD GARAGE
QUEENS ROAD,
HALE

ALTRINCHAM Tel: 061 941 4601/2/3

If anyone in this area has carried out Stage 3 tune on one of our cars, I would be very interested to meet them.

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LETTER FROM ALAN JARVIS, CLAPHAM SW4:

I have found recent correspondence about insurance of Club cars very interesting. Perhaps one of our members who is more clued up can advise me.

I recently bought a Herald Estate to carry around some bulky items that were hard to get into my 1200 Convertible. The Convertible had just been insured at a very reasonable premium by the AA Insurance Services (Cornhill), so I asked them to quote for the Estate too, thinking that the premium could at least be no worse and might be a bit cheaper for the pair. I was amazed to be informed that the additional vehicle would attract a premium nearly four times that which I paid for the Convertible! This is because I have 65% no claims discount and 'the discount can only be applied to one car'. When I said I would be better off to insure with a different company, I was told I 'should not', but I pointed out that no company had ever asked me if I had other cars insured with other companies.

I could understand a higher premium if the risk to the other company had increased but the two cars are not insured for theft and only with myself to drive (Third Party). Since I cannot drive both my cars at once, this company could charge me the same premium (or less) and still not be accepting any greater risk than for the first car. Can anyone clarify this nonsense?

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LETTER FROM OLIVER ST JOHN, COVENTRY:

I have a K registered Vitesse Convertible MK11. When I bought it I found that the fuel gauge did not work. I traced the fault to the float which on dismantling, I found to be unrepairable. Nor could I replace it as, instead of the 6 screws which seem standard on Vitesse, mine has a ring which holds the float in place. Can anybody tell me if this is standard on 1971 Vitesse? Also, if anybody has one of these to sell or to swap for an ordinary float could they please contact me at 25 Westminster Road, Coventry.

LETTER FROM JEFF BAKER, SOUTHGATE, LONDON:

With reference to Angie Davies letter in the January Courier, in 1978 the diff. in my Bond Equipe MK11 2L expired.

On the recommendation of a Thoroughbred and Classics Car advertisement, stating work to the highest degree on diffs of all makes of cars, of all ages, I decided to take my car to VARCROFT LTD, situated at the time in Enfield.

The car was delivered to them at the beginning of April 1978 and I was told that the work would take about two weeks. Not knowing at the time what I know now about the mechanicals of motor cars, I thought this reasonable.

During the following 5-6 weeks I found out that the car had been trailered up to Leicester to another branch where the work was to be carried out and the car was, eventually, driven back to London. This was all done without my knowledge.

It was now nearly the end of May when I went to collect the car, and on inspection the bonnet had been damaged, my door mirror had been broken and the interior of the car was like a rubbish tip with mud and chocolate wrappers strewn everywhere. There were also tea cup stains over other parts of the bodywork.

The following three months were spent on the telephone and letter writing between Varcroft, the MAA, and solicitors and eventually, a type of settlement was reached out of court.

The reason I am relating this to you is that in the following years and my subsequent dealings with the motor trade, I met a gentleman who had rented their premises in Enfield. He told me that they had not paid their rent for a whole year and he was in the process of having them evicted. I have been in contact with this gentleman ever since and he tells me that Varcroft have moved and changed their name many times. Two of the names being Roadstyles and Abbey Transmissions.

I hope this will prevent other TSSC members from having similar problems.

LETTER FROM DERECK SMITH, WILLESDEN:

This is the first time I have written to The Courier but I would like to pass on a tip to fellow members which has made driving my MK11 Spitfire even more pleasurable.

The first step is to visit your local breakers yard and remove the gearbox covers from the gearbox covers from two Spitfires MK1 to 111. You will find a plastic bag fitted with fibreglass stapled to the underside of the covers. Carefully separate the plastic bags from the covers and clean off the grease and road film which will inevitably be on the plastic bags. The next step is to remove the gearbox from your own Spitfire and carefully glue your newly acquired plastic bags to the underside of your gearbox cover, this will give you three layers of sound insulation where you need it most. The difference is amazing, I can still talk to a passenger at 70mph (and I don't need my graphic equalizer on all the time). Incidentally, while your gearbox cover is off, you might as well change your gearbox oil.

On another note, has anybody out there got an as new bumper (front) MK111 with over-riders for sale, also twin 40DCOE Wevvers with throttle linkage and inlet manifold to suit a MK111 1300cc Spitfire, stage 11. If not stage 11, I could always re-jet them myself.

LETTER FROM NIGEL NEEDHAM, HIGHCLIFFE:

Having joined the Triumph Sports Six Club some five months ago, this letter might be of interest to other members. One of the first cars I owned was a 1600 Vitesse Convertible, (BLS 129B). It was an extremely attractive car, white with a black flash. It was previously owned by the daughter of Mantovanni who lived at Canford Cliffs in Bournemouth. On the log book it said (Mantovanni Symphony Orchestra London). Unfortunately, I only kept this vehicle for about a year. Sadly I suspect that this car is now at the breakers year, but what a shame I did not keep it.

LETTER FROM RFA HUSBAND, LEDBURY, HEREFORDSHIRE:

I have read with great interest over the past few months about the 'pinking' and 'running on' problems that seem to afflict so many of our members.

My own Vitesse MK11 was similarly affected, even after a thorough overhaul which involved valve and guide replacement, new rings and a completely new ignition system. When 5 star fuel was available, I had no problems but as it was phased out by the oil companies, the 'pinking' was really noticeable. I wrote to BL and they suggested retarding the ignition timing by 3°. This helped but by no means was a complete cure. I tried everything, including different plugs, carburettor settings, even rolling road turning all to no avail.

I am also an avid reader of 'Car and Car Conversions' so, when they did a feature on an 'Octane booster', (June 1981 edition), I was very excited.

Obviously, the answer to the problem is not in engine adjustment but in upgrading the fuel quality to match the original 5 star 101 octane specification for the Triumph 6 cylinder engine. I therefore obtained a tin of the liquid which is called 'loo Plus' and marketed by Aldon Automotive Ltd., Breener Industrial Estate, Brierley Hill, West Midlands (tel: 0384 78508). They reckon one litre will boost 20 gallons of 4 star to the old 5 star rating. After trying various mixtures, I reckon that with my engine running on NGR BP6ES plugs and 10° BTDC timing, 25ml per gallon of fuel (i.e. 1 litre per 40 gallons fuel) removes all the 'pinking' and with a tickover of 500rpm, I don't get 'running on' either.

Cost is approximately 10p per treated gallon of fuel but according to my calculations the Vitesse is doing 1.5 extra mpg, so saving me about 9p per gallon i.e. it is just about cost-effective but you cut out a lot of potential engine damage to boot!

If anyone else has experience with this stuff, or 'Autoflash' spark plugs, I would be interested to hear from them. 19 Lower Road, Ledbury, Herefordshire HR8 2DH.

LETTER FROM SANDRA ROWSE, LONDON:

Does anybody know of a DIY garage where you can hire out ramps and tools to service your car? I know of such places in the North but is there one in London or the surrounding areas. I wish to underseal my Herald and would rather be in a warm garage than freezing to death in the British winter.

Does any club member require a petrol tank complete with sender unit. I'm open to offers.

Has anyone ever owned my Herald 12/50 DPM 368C, Olive Green in colour. I would be interested to hear its history.

Tel: 01 519 4902.

LETTER FROM C SHORNEY, CHORLEYWOOD, HERTS:

I hope this information will help both Lilian Ilsley of Rugby and Nigel Rendel of Hull. I have a MK11 Vitesse, purchased myself in 1971 (new), mileage, 56,000.

I have experienced pinking since there is no 5 star petrol and reduced the timing one notch at a time on the distributor until only a lead foot produces it.

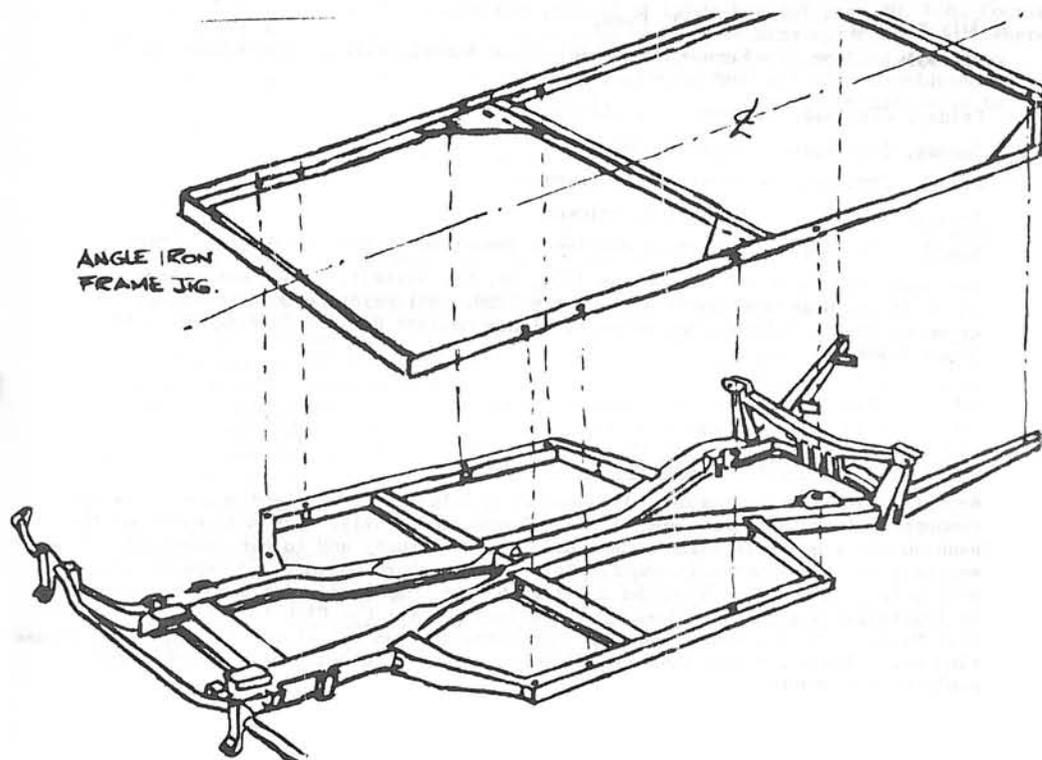
This has not caused overheating; I have got rid of the hot and cold thermometer and fitted a capillary type which I had tested to NPL standard, so can assess heating very accurately.

Running on can be overcome by making sure the carbs. are synchronized and setting the slow running so that the revs are no more than 500. Sounds simple enough and non-technical. I've found it cures my trouble and I hope it cures the members concerned.

LETTER FROM J B BOOL, LICHFIELD (STAFFS):

It is with some trepidation, that I have decided to put pen to paper and I feel, that I might well be trying to teach several of my Grandmothers to suck eggs. However, as I have recently been through the exercise, I feel that I must offer some help to Mr B L Brierley of Torquay (letter in January 1982 Courier) with respect to fitting new outriggers to his MK11 Vitesse Chassis. He could, of course, have the outriggers fitted with the body in situ, there will be problems, inasmuch that it is not only impossible to weld the top surfaces but it is even more difficult to remove completely the old residue of the existing outriggers, especially on the top faces. I decided not to do this, but removed the body from the chassis which is comparatively easy. I next made a simple bedstead angle jig which took the form of an oblong such that the sides located over the side rails and the cross members are at right angles to the main chassis members. Holes can be drilled into the side members using the existing body mounting holes as guides after first clamping the frame (suitably braced) to the main chassis members.

Mark the positions of the leading edges of the riggers on the main chassis members. The old riggers can then be removed and the main chassis members finished to remove all the old riggers. The new riggers can then be cut to shape and aligned at the main chassis end whilst at the other end they can be bolted into position on the angle jig. When all is correct these can be tack welded with small tacks approx every one inch all round and gradually welded into position by gradually increasing the welds until completely welded so as not to cause distortion. The jig can include the rear riggers under the boot by extending the side angles and providing another cross member to pick up the rear bolts on the boot riggers, using a suitable packing to lift the height. One final point that may be of help, is the Waxoyling of the inside. It is not possible to satisfactorily spray inside the differential mounting cross member. When spraying inside the main chassis members in the normal way. However, if a small hole is drilled in the outside of either the rear or offside of the main members opposite the crossmember a lance can be fed up the member through the oval hole between the crossmember and the inside of the main chassis. The small drilled hole can be plugged using a grommet.



Nationwide

CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

January was another month with two meetings - our first-ever Wednesday meeting did not produce any extra faces, so we are now going back to the last Friday of the month (excepting special events). We also visited the Cornwall Area Spartan Club meeting - managing to out number their club cars, but they did have several members present without their Spartans, still, it was a good turnout by the Cornwall TSSC.

Getting back to our monthly meetings, over the past six months or so we have been alternating our meetings between the Hewas Inn at Sticker and the Fox & Hounds at Comford. The meetings at the Fox have produced the expected members from the Falmouth/Camborne/Redruth area (where do you all go?), therefore, the usual hardcore of members decided that a meeting in Truro would be better - saving the majority of attending members a few miles. Therefore, this months meeting (March), will be the last at the Fox & Hounds for 1982. With the change of venue the following calendar of meetings has been arranged until the end of 82:-

- Friday, 25th March - The Fox & Hounds, Comford, on the A393, between Redruth and Falmouth. 8 - 8.30pm.
- Tuesday, 30th March - Special Event Scalectrix Tournament against the Cornwall TR Register at the Swan Inn, Bosvigo Road, Truro, 7.45 8pm. As many members as possible please.
- Friday, 30th April - The Hewas Inn, Sticker
- Sunday, 30th May - Treasure Hunt (venue to be decided)
- Friday, 25th June - The County Arms, Truro
- Mid-June - Kernow Old Vehicle Club Parade, Penzance (date and details to come)
- July meeting - Special Event
- Mid-July - Kernow Old Vehicle Club Annual Rally at Wadebridge (date and details to come)
- Friday, 27th Aug. - Hewas Inn, Sticker
- Sunday, 26th Sept. - Treasure Hunt
- Friday, 29th Oct. - County Arms, Truro
- Friday, 26th Nov. - Hewas Inn, Sticker
- Sunday, 19th Dec. - Christmas meeting - lunchtime at the County Arms, Truro
- The Hewas Inn is at Sticker on the A390, Nr. St. Austell. The County Arms is at Truro, Near New County Hall on the A390. All Friday evening meetings commence at 8 - 8,30pm. Any queries, please contact Richard Cunningham, tel: Truro 78549.

DEVON AREA NEWS, STAN WALTERS REPORTS:

We had a good January meeting with some 28 people and 18 cars and quite a few new members, welcome all those whom I did not meet personally. Our main event of the evening was a quiz for which we now have a small trophy and to our embarrassment, was won by a visiting Cornwall member. Well done, Richard Doughty. I hope to make the next quiz in about 3 or 4 months a little harder, especially for our local experts! An invitation has been received from the Torbay Rover Car Club to a film evening on 17th March at Newton Abbot. Anyone interested who was not at our last meeting, please ring me. Finally, I have been collating our diary of events for '82 and I hope to publish this shortly.

GRANADA AREA NEWS, JOHN BINGHAM REPORTS:

Granada area now meets regularly on the 2nd Tuesday in the month from 8pm at the Dog and Partridge, Buxton Road, Great Moor, Stockport. This is on the A6 Stockport to Buxton Road, approx. 1½ miles from Stockport centre. Additional social meetings will be arranged for one Thursday in the month at selected venues throughout out area. The first of these being on March 25th at the Gun Inn, Hollingworth, Hyde. It lies at the junction of the A57 and A628 roads.

Granada area currently has about sixty members who are spread out within a geographical area reaching from Oldham in the north to Macclesfield in the south, Whalley Bridge in the east and westward to include southern and eastern parts of Greater Manchester.

The Dog and Partridge, our regular meeting place, was chosen because it is situated on the A6, which just about divides the area in half and is fairly central to all. Additional meeting places are being selected throughout the area in the hope of gaining the interest of some of our 'unseen' membership and a recruitment campaign will be launched in the area of each meeting in an attempt to find new members.

Twelve members braved snow and ice to attend our first meeting at the new venue, on December 15th. Two newcomers, one from Moston with a GT6 MK11, the other from Macclesfield with a Spitfire, joined the regulars for a noggin and natter and piece of cake. A more appropriate name for the area was sought, without success and so Granada lives on, helped by numerous suggestions for events during 1982.

For January's meeting, twenty-four people eventually squeezed into the 'Blue Room' making a record attendance in Granada land. This included five newcomers and some 'visitors'!! from Ribble area. Vehicles included a Spitfire, Herald 1200, five Viteses and a 'Ribblemobile'. A calendar of events up to the end of June was drafted out, future meetings moved to the second Tuesday in the month to fit in with Courier deadlines and various fund raising schemes were discussed. Several items of local interest were mentioned and I hope most people went away feeling that there will be something during the next few months in which they can participate.

HANTS AND SURREY AREA NEWS, JANETTE LONG REPORTS:

Our February meeting saw the unexpected arrival of Lynda Lee (of page 30, Feb. Courier fame), looking for support for a new local area meeting in Bromley or Croydon. Where are you all in south-east London? The enthusiasm for our local meeting was shown by four of us turning up before the doors were open. There was also considerable interest in producing Hants and Surrey Area Specialities, from Christmas cards to underpants. Any more ideas welcome.

Forthcoming Events: Don't forget - Tuesday 9th March, meeting and quiz with Guildford Motor Club. Contact Paul Waterkyn (Farnborough 512074) or Gordon Purdue (Guildford 63007) for details.

And then, of course, just to prove how keen we are, there is our regular meeting on Wednesday 10th March at the Royal Oak, Pirbright from 8pm. See you there.

HEREFORDSHIRE AREA NEWS, JIM RICKARDS REPORTS:

I should like to thank Geoff Ault and Rob Husband plus two lads from Worcester, (Please forgive me but I have forgotton your names). Even though the meeting was small, we had a very enjoyable evening discussing the problems of our cars, all Viteses and, hopefully, get a Vitesse back on the road with a stuck on the clutch(?). Rob told us about an octane booster that has cured his pinking and increased engine out put all for only 10p per gallon. Anyway, you will all be able to learn about it as he has wrtitten a letter to the Courier.

The next meeting will be on Wednesday April 7th, at The Green Dragon, Bishops Frome, starting at 8.15pm. We are going to plan a tour of Herefordshire to take place on an agreed weekend. So, please, I beg you, all owners of our great cars, please come along to share the pleasures (and problems) of your cars and help us to put Hereford on the TSSC map. I look forward to meeting you all. (re. your request for names of local members, please write to Dave Bayliss, Area Liason Officer address on front cover. ED.)

HERTS AREA NEWS, ANDY FFOLKES REPORTS:

I must say how overwhelmed both Bev and myself were to find so many members, from the north of the county, at the Red Lion, Offley. This was the first meeting within easy distance to you and I think both parties were grateful for the opportunity, which will definitely continue. We had expected about half a dozen people to attend that night, so were delighted to have eighteen. Thank you all for attending.

We will have had a disco by the time you read this and I hope you all enjoyed yourselves. Another event which is not too far off is the Treasure Hunt, of which details will follow.

We are also planning a trip to BL Heritage this summer and if anyone is interested they can receive details, when they become available, at club nights. As you have probably gathered, we now have two club nights per month, one in the south and one in the north of the county. This has been done due to the large increase in members recently and aims to provide easily accessible places for most members to meet. These are where the club nights are held: The Woodman, Wormley West End, last Wednesday of the month, 8pm and The Red Lion, Offley, the first Tuesday of the month, 8pm.

LEICESTER AREA NEWS, IAN MCKEGGIE REPORTS:

Yet another exceptional meeting. 28 Club cars, on a winters' night. The Leicester area can only be going from strength to strength. A really good talk with film was given by the Chief Instructor of Leicestershire Constabulary Traffic Division. This was well organised. Many thanks to Dave Cooper. By popular request, we will be having in the Summer a Leicester Area concours. See below for further events in 1982.

April - Rally, Sunday 25th	JDC Challenge, April 3rd (convoy)
May - Concourse, Wednesday 26th	Photographic Day, May 30th
June - Barbecue lunch, Sunday 20th	
July - Astin Martin Challenge Silverstone - to be confirmed	
August - Day Out, Cotswold, date to be confirmed (convoy)	
September - Rally, Annual Challenge, Sunday 26th	
October - Night out, Saturday 26th	
November - Firework Night? Any suggestions as to location welcome.	

MILTON KEYNES AREA NEWS, GEOFF KING REPORTS:

MK area has two meetings in the future, so please take note and try to attend as the more the merrier.

1. Sunday 18th April. Photo Hunt to take place in the area west of the A5, the distance will be 40-50 miles. After the Photo Hunt we will meet at a local pub for prize giving and results. An entry fee will be payable on the day. Any members wishing to come, please meet at The Fountain Loughton, (on the A5 between Stony Stratford and Bletchley) at 1:30.

2. Somewhere around the 21-22 August the Milton Keynes area 1st summer meeting to be held in the car park and grounds of the Fountain, Loughton. The meeting will consist of driving test, best condition working car awards and spares stalls with a meal and a disco in the evening. To make things slightly different, the MG Owners Club and The TR Club have been invited and all competitions will be inter-club, so please make sure you come to fly the TSSC flag and show the 'heathens' the error of their cars. Price and final details yet to be decided, please keep a lookout in the next few issues for further details including where to get your tickets.

NORFOLK AREA NEWS:

Not much from me to report this month, probably due to me having to leave at the beginning to go to a house warming. The main news is that the pub for the summer event has been finalised. All we need now is an area committee to do the detail organisation. And would the parts companies please reply to my letter. Meetings: 2nd Tuesday of the month 8ish in the back room of the King's Head, Hethersett. 3rd Sunday in the month, lunchtime at the Rackheath, Green Man. Interested in the area committee? Give me a ring or come round or see you at the pub.

NORTH MIDLANDS AREA NEWS, DON HALLIDAY REPORTS:

Our January meeting saw 18 members turn out for a noggin and natter session, including two new members. Don't forget all you members in the area, third Thursday of the month at 8pm in The Three Crowns at Stone. Forthcoming activities: Sunday lunch-time meeting, 28th March, at the Mainwearing Arms, A53 approx. 5 miles from Trentham (Stoke/Trent) on the Market Drayton Road. Good pub with a good selection of pub food.

NORTH WALES AND THE BORDER COUNTIES AREA, MIKE STEWART REPORTS:

The scene for the first meet of 82 was the Sun Inn, Trevor, Llangollen, N. Wales. I was pleasantly surprised to see a large turnout of members in excess of 15 with 10 GT6 models in the floodlit carpark. The old initial confidence of the early 81 meetings is coming back, although it is a shame that we continuously have to rely on people coming over the border to sell our numbers. PLEASE NORTH WALES MEMBERS try to attend your area meetings, we are quite friendly and Gareth speaks the language. Special thanks to Ray Basford and his group for turning up - nice cars. Steve Cropper is in the NAUGHTY BOOK for failing to turn up - I thought Volvos were reliable cars. I hope Gareth puts his matches to good use - private joke. You were nervous the other night Dave, WHY? Was it the curb?. Next venue: March 15th, Stamford Bridge Inn, Manchester Road, two miles out of Chester, 7.30pm.

NOTTINGHAM AREA NEWS, CHARLES HENDERSON REPORTS:

In February our meeting was again dominated by GT6's, with four of them in all, including Phils 157bhp TR6 beating version complete with illuminated heater controls. Although there were about 12 of us in all, it would be good to see some of you who have been turning up in the past, like Stuart (with the spyder), Martin Temple (if he's got his GT6 back on the road) and the chap with the MK111 Spit. I hope nobody will collapse in shock at the next sentence but we are actually going to have an area outing, convoy run, call it what you will, on March 21st. This will be to Curborough in Staffordshire, where the Trent group (TR register) are organising a sprint/practise day. So far as I know, only one brave local member has decided to have a go, but if there is anybody else who would like to see what driving round a sprint track is like, give me a ring and I'll send you some details. Alternatively, you can discuss it with me at the next meeting which is on March 10th at the Bull's Head Inn, Bæaston Derbys at about 8.30pm.

OXFORD AREA NEWS, JOHN CUDMORE REPORTS:

Small January turnout due to adverse weather of course but Andy Jones made it as usual from Coventry. Missing notes from February Courier should have warned of our usual Spring weekend on 3/4th April in the Minehead area of Somerset at a cost between £35-40 per person, dinner bed and breakfast. Will all interested, please contact me at March meeting or before. Meetings at the Grapes, Yarnton, Oxford on 2nd Wednesday each month from 7.30pm.

SOMERSET AREA NEWS, NICK BRADBURY REPORTS:

- 'Ello volks (hic!), 'ere oi be agin, up vrom Zummerzet. Yer've 'heard nowt vrom oi (hic!), 'cuz oi reckon oi's bin wurzelled agin, orr zodered un!)i izn't zure wich ur 'twuz! Hicc! ...Burrpp! (Sorry, after effects of Fosse Manor Hotel visit.

Anyway, since the first monthly noggin and natter (total attendance - 2 members including myself), attendances have been a little disheartening to say the least. Come on all you local emmbers, where are you? - Dave Bayliss sent me a long list of names and addresses some months ago!

The maximum attendance achieved so far, was four, in December! November was disastrous, partly due to bad planning, - November 5th was also Bridgwater Carnival night (perhaps members in far-away places have heard of this annual event?) - I, at least, felt duty bound, to put in an appearance!

At the December meeting it was suggested that we members present, should club together and place an advert in the local papers mentioning TSSC monthly meetings and further info obtainable from ... etc., etc. Alas, I forgot to do anything about it during Christmas/New Year week, and I was attempting to stock up the freezer with various meat dinners, flightless and otherwise!!

At our most recent noggin and natter was bamboozled by the weather but two of us managed to put in an appearance but departed after an hour or so because of the continuously falling snow.

Our next meetings will be held as follows:-

February 4th
March 4th
April 1st
April 29th (for May)

At our usual venue, The Rising Sun, at Knapp, off the North Curry road from Taunton.

On behalf of all those who attended the Christmas 'do' at the Fosse Manor Hotel, may I sincerely thank John and Pam Griffiths for organising such a pleasant weekend, even though it snowed! Not forgetting Peter Donnelly and son Mark for driving ADU7B down and Graham Robson for his talk and film show, even though three of us missed out on part of the latter after returning from the rescue of K10 910J and its greatly relieved occupants. To Ian and Jerry, thank you very much for the coffee - it was greatly appreciated, - an open-backed SWB Landrover is not the ideal vehicle to travel in the back of, even over 1½ miles of snow and ice! Dave and Liz - game for another challenge sometime? - Cheers!

STOUR AND AVON AREA NEWS, STEVE ELLIS REPORTS:

A few changes this month: Our Area Spares Co-ordinator, Jon Burton is moving to Exeter, so Jeremy Woodward - well known as an enthusiastic hoarder of quality spares - is taking over. Contact him on Parkstone 730776 but don't send him spares. Jeremy's function is as a clearing house only, he'll put those who want to buy in contact with those who want to sell. Jeremys move into the 'Greasy Bits' dept. left the Events Sec's spot open and Colin Southon has agreed to fill the gap. Ideas for events, offers of help in organisation etc. etc. will be welcomed by Colin on Highcliffe 3696. And now, FREE BEER, this offer made to the first six members arriving at our new monthly meeting place, The Skittlers, York Road, Broadstone, 8pm, Tuesday 9th March. OS map reference SZ 001943. Many thanks to Theo Burrows for finding the place and anyone who still can't find it, please ring me on Broadstone 693797.

Finally, an offer to all TSSC members from Whild Bodies, 704 Wimborne Road, Winton (tel: Bournemouth 522846) - 10% off all panel beating, respraying and mechanical work.

March meetings: 1. Noggin 'n natter at The skittlers, York Road, Broadstone, 8pm, Tuesday 9th March. 2. Lunchtime meeting, Sunday 28th March at the Horton Inn on B 3075, about 5 miles north of Wimborne Minster. Map ref SU 017087. Further meetings will be held at the above venues on the second Tuesday and last Sunday of each month respectively.

THAMES AREA NEWS, LEON GUYOT AND CHRIS CHILDS REPORT:

Firstly, my apologies to Paul Sanderson whos' GT6 is Sienna brown, not Yellow, perhaps it needs a wash. On Thurs. 14.1.82, we can a 'convoy' to Knowl Hill, Berks, to meet the East Berks area, our contingent numbered 9 Club cars in icy cold conditions, I think they were a little impressed. Apparently East Berks Club cars don't all work in the cold. In return they hope to mount a visit in, hopefully, more suitable weater conditions on Thurs 18.2.82. We expect a visit from the TR Drivers Club at The Bell, also on the 18.2 - bulging carparks. We established contact with the TR DC due to our impending visit and representation at The British Sports Car Day at Epsom on Sunday 28th March, which we will be sharing with the Essex Area. All interested parties to report to The Bell at 9am on the day *** STOP PRESS, the aforementioned event is situated on the premises of University Motors, Epsom. It begins at 10am and ends at 3pm. The Hants and Surrey Area are expected at the Bell during one of our March meetings, even though they seem to be visiting us, one member per meeting right now - we don't mind. On a sadder note, our previous area organisers: Chris and Hilary Owen are moving down to Bristol soon. They will be very much missed, a private party is in hand. Also we hope to see them when we visit the Bristol Classic Car Show on Saturday 3.4.82 - meet at The Bell, 8am for dept. 8.30am -sorry, it's a long way.

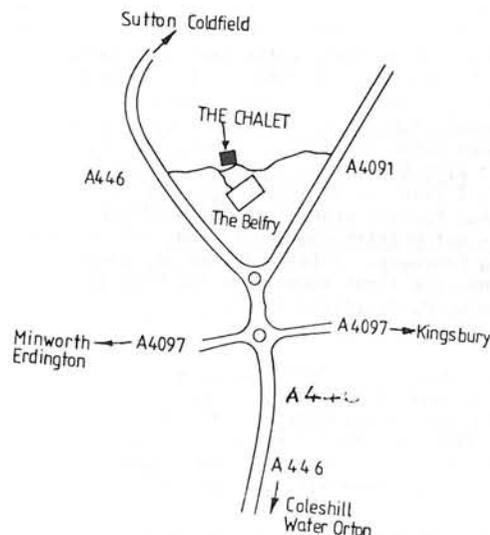
Our meeting of Thursday 4th Feb. produced 27 Club cars, a new record (every time I say that it gets broken). These included our first special a Spartan, well done Roger. We are still in the midst of producing our calender for the year but, unfortunately we have been unable to get everything finalised for this Courier but don't worry, it is in hand. Full details of our South of England meet '82 will be forwarded to Area Organisers prior to the next Courier, as soon as the venue/date are finalised but it will still be on a weekend near to the end of April - we are working on it. Due to the amount of interest being shown in the event, we hope now to make this a National event, designed NOT to clash with Donington, but to compliment it. Thames meetings - The Bell, Hampton, every other Thurs 8pm. Dates: 4th & 18th March and 1st, 15th and 29th April.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

We had a very good meeting at the Old Gate at Heathton. It is so good to see that this meeting is becoming more popular, especially so, now that the new owner is a real car enthusiast (he has an E-type) and is behind the Club 100%. The pub has several facilities that the owner has said we can use free-of charge and, therefore the committee hopes to hold events there in the near future. The Sunday lunchtime meeting venue has now been decided. It will be at The Chalet, which is in the grounds of the famous Belfry Golf and Country Club, on the A446 near Wishaw (see map for directions). The Chalet serves great lunchtime snacks and buffets, all at very reasonable prices. Do come if you can. It really is a lovely setting for a meeting.

Finally, as there were no objections from the members, Stuart Keatley is now officially on the West Midlands Committee.

P.S. Here is a Government Health Warning - Dancing with Chrissie Evans can give you a black eye - see Eddie's left eye in glorious technicolour for further details!!!



April 6th	- The Herald, Coventry
May 4th	- The Old Gate, Heathton
May 16th	- Sunday meeting
June 1st	- The Bull, Shenstone
July 6th	- The Herald, Coventry
July 18th	- Sunday meeting
August 3rd	- The Old Gate, Heathton
September 7th	- The Bull, Shenstone
September 19th	- Sunday meeting
October 5th	- The Herald, Coventry
November 2nd	- The Old Gate, Heathton
November 21st	- Sunday meeting
December 7th	- The Bull, Shenstone

WARWICKSHIRE AREA NEWS, CAROLYN TOCKER REPORTS:

First meeting: Was held on Thursday January 28th at the Punch Bowl in Warwick, by approximately 35 people. So much so that we had to transfer to The Racehorse, Stratford Road, Warwick, which has a much better car park etc. and this is where we hope future meetings will be held. Actually, the next one will be on February 18th at 8pm, although I realise that this will be too late for this to appear in the February magazine. Among the cars represented were: 3 GT6 MK111, 1 GT6 MK11, 1 GT6 MK1, 3 Herald Convertibles, 5 Spitfires, 1 Herald Saloon, 4 Vitesse Convertibles, 5 Vitesse Saloons.

I would like to thank everyone who attended, particularly Rob and Julie, Jenner and Neil and Ruth Skerry, who were a great help and also Dave Miller who came from the Triumph Warehouse at Redditch.

N & S YORKSHIRE AREA NEWS, DEREK STRINGMAN REPORTS:

Two dates for the diary this month, firstly Doug Goddard's quiz is set for the March meeting and secondly, a look further forward to September: John Griss has offered to organise a mini-concours, of a relatively informal basis, for September 5th. The aim is to involve all our adjacent Northern area and also have a preliminary look at what machinery we have to offer for the 1983 Concours. Judging will take about 2 hours over lunchtime (at a pub!), followed by a drive around the North Yorkshire moors. Further details next month, or for those who can't wait, drop a line to John: 87 Welham Road, Norton, Malton, N. Yorks.

Chris Stabler (the Club's unluckiest owner?) has had a relatively trouble-free couple of months. That is if you discount a phantom clonk, a rear brake drum seized to the axle-shaft and his wife's Herald that flashed both front sidelights when right indicator was applied, (this was caused by a bad earth between the lamp housing and the bonnet, not a unique occurrence).

Meetings, first Wednesday of the month, Oakville Hotel. Junction of A63 (Leeds) and A1, Southbound carriageway.

WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

Expecting after last months letter, to be inundated with 'keep Col's car' donations. I contemplated hiring a Secretary/Accountant, it's fortunate I didn't. I suppose I can blame the recession - Anyway to business. This month we slotted in a scavenge hunt between meetings and on a clear, crisp January morning we had a good turnout, Trevor showed us his Peco exhaust and door window anti-rattle kit, incredible noise - the Peco not the windows, Nigel and Ken arrived with their tops off - their Spitfires not their T shirts but what's generally needed, I fear, is a tightening up of the rules for scavenge hunts because everyone seems to head for the nearest Asian owned grocery/hardware/newsagent and purchase all the clues - not British you understand, the attitude not the proprietor - it's been a very confusing February. This month we are having a Scalextric race, results will follow. Meetings are first Tuesday at The Pear Tree, Norwood Green, Halifax or ring Nigel or Alison on Huddersfield 844682.

WORCESTER AREA NEWS, TREVOR BROTHERTON REPORTS:

A very quiet evening with only a few members turning up, never-the-less, we held a small film show which went down very well, with everyone enjoying themselves. We would like to thank Mr Micheal Hide for his work and effort in putting on the films, which were about the 1974 'RAC Rally' and the 'Stoneleigh Town & Country Festival'. We have planned next month to be holding a small quiz all about our cars, so make an effort and come along, there will be a prize for the winner.

Meetings are still being held on the last Tuesday of the month at the Coach & Horses, Harvington, Nr. Evesham.

As a matter of interest, in the February issue of 'Practical Classics' there is a brief article mentioning our club and the fact that there is a distinct lack of Courier Vans in the Club. Well, of some 7,800 Courier Vans built between February 1962 (the year of my birth) and October 1964, there is only about four known of. I was told that in 1966/7 local Leyland dealers were converting such vans into estate cars, perhaps this would have some bearing on the quantity of Couriers about. Recently I was lucky enough to buy such a van locally, the registration number is 383 HUP and has done only 64,000 miles since new, only ever having one previous owner who used it for light/local transportation of horticultural produce only. Its condition is pretty fair for its age and possesses all the Herald weaknesses e.g. chassis rot etc. My father now uses it every day to go to work in. Everybody keep your eyes open and see if we can get a few of these great vans back into circulation again.

Car Mart

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

Vitesse 6, 1966, D reg., 1600cc with overdrive. White Convertible. Most work done for MOT (receipts available). Needs one new Radial tyre, Harley Spicer replacing and has a leak in the petrol tank. Good runner until August '81. Due to change in circumstances, unable to run vehicle now. £150 o.n.o. Contact: Viv and Steve, Y Tyddyn, Uplands Arms, Nr. Carmarthen, Dyfed SA32 802.

Vitesse 2L Convertible, J reg., 1970. Restored over a period of 8 months. New gearbox, rear axle (complete). Chassis sections, too numerous to details all work. Chrome 8 spoke wheels, woodrim steering wheel, new softtop, hardtop, sky panels in roof. Resprayed balck. Featured in Practical Classics Magazine. £1,000. For further details, contact: 01 595 2438.

Triumph GT6 MK111. Registered 18.5.73, Mimosa Yellow, rear seat conversion, fabric seats, glass sunroof, Sundym glass, rear wiper and foglights, good tyres, engine partly reconditioned, Motorola radio. Slight oil seal leak and rear wing repair work needed. Very clean car, unused and garaged for one year due to very late model acquired. No time now to keep up to this condition and maintain present car. Will accept £1,100. Contact: James Bell, tel: Peterlee 868737.

Spitfire 1500 in A1 condition, 24,000 miles, T reg., Flamenco with black upholstery. Extras are radio, semi-automatic aerial, electronic ignition, Kenlowe fan. Complete history, one owner. Full MOT, full tax, soft top. I want top dollar because it is a good car. £2,400 o.n.o. Contact: A Gibbon, 14 Coniston Close, Pound Lane, Thatcham, Berkshire.

CONCOURS VITESSE

Your chance to own one of the best Vitesse in the country. Seen at Donnington and on the Club stand at Stoneleigh this year. Finished in original Damson Maroon with tan interior. Fitted with chrome wire wheels and having done 58,000 miles since 1970 and only 3,000 miles in the last 2½ years. This car can only be described as MINT. This is a forced sale owing to a serious domestic problem, so please, no time wasters or joyriders. The price, £2,950 o.v.n.o. A lot of money, yes but a lot of car. More details contact: Steve Little, tel: Penn 4508.3363.

Vitesse MK11 Saloon, 1969. Fitted TR5 engine with 175 Strombergs. Adjustable front shocks, heavy duty anti roll bar, rear shocks and spring. O/D, SAH exhaust, towbar, rour new 195/60 HR 13 Goodyear Rally Specials on Cobra wire X alloys. Flared arches and front spoiler. MOT till June. Fantastic performance and handling. £675 o.n.o. or take cheaper part-exchange. Tel: Little Haywood 0889 882237.

Attractive 1967 (F), 2L Vitesse Convertible MK11. Royal Blue, new hood, wide wheels, excellent runner, long MOT. Recently valued at £450, for sale at £400. ALSO 1972 GT6 MK111 for re-building. Complete, good engine, Vitesse 1600 gearbox (recent), fast. MOT expired January 1982. Buyer collects. (Nr. Scunthorpe) Contact: Andy Eccles, tel: 0652-648526.

Triumph Herald 13/60 1971. 12 months MOT, white with red interior, excellent condition, very economical and reliable, must be seen. Any trial for this collectors car. £575 o.v.n.o. Contact: N Newman, tel: Northampton 719038.

Triumph Vitesse Convertible 2000cc, 1967. White, wire wheels, MOT'd until Jan '83. New gearbox. £550. No offers. Tel: Kenilworth 53971.

One complete and running Triumph Herald with the feature of a good MK1 Vitesse bonnet fitted. The chassis is sound, the doors are good. Numerous spares to be taken away with car i.e. glass, one engine complete, one in bits, props, g/boxes etc. No MOT on car, but it came off the road last Sept. I've owned it for 6 years now. £250 the lot (or with sell separately), plus one book of Green Shield stamps. Contact: W. Gregory, tel: Cheddington 661909 (home) or Hemel Hempstead 42141 extn. 226 (9-5) for an interview.

Cars For Sale cont'd .../

Triumph GT6 MK111, MBW 586L, 1973. 44,800 miles from new. French Blue. This car is in immaculate condition being serviced thoroughly every 3,000 miles. The car has an extensively logged history, showing miles, places and dates (even every gallon of petrol used). It also has full service records. This GT6 is totally standard as from the factory with the only extra being the optional luggage straps. TSSC Concours winner. £2,600. Would like to sell to a true enthusiast if possible. Contact: M Hollingdrake, tel: Wigan 212911.

GT6 MK111, registered 1974, Sapphire Blue, 44,000 miles, tints, O/D, Kenlowe, Cibie, Wolfrace, 175/70 P3 rad blind, export wings, Houndscloth seats, head restraints, expensive carpets, SX2000, black vinyl roof, tinted glass sun roof, SAH twin exhaust, £350 stereo, Tax, MOT. This car is absolutely immaculate, all receipts kept. £2,250 o.n.o. Contact: Keith Taylor, tel: 0204 44988.

GT6 MK11, 1970, Dark Blue, O/D, electronic ignition, radio. Excellent engine and mechanics and interior. Hundreds spent on recent body overhaul, 105,000 miles, 12 months MOT. Excellent condition throughout, £950. Contact: Richard Roseure, tel: Cranborne (07254) 305.

Bond Equipe GT4S 1300, registered RAB 2F, Blaupunkt radio/cassette, very smart car in White. Much work done in last few months, tested December 1982. Redundancy forces reluctant sale, so will consider any offers. Also valuable body spares available. Car illustrated on page 23 of February Courier at Christmas Weekend. Contact: Mike Costigan, tel: Notts 0636 814050.

GT6 MK1. I have owned this car for 5 years and it passed its last MOT. I have replaced the front end (four years ago). I have done a lot of work on it but the body needs a bit of work on it. Almost new 165.13 Radials (5). Chassis no KC7470, engine no. KC7937E. Date of registration 1.12.67, OAC 521F. Available with car MK1 diff that is in good condition. Offers please to Peter Still, 20 Brooklyn Road, Seaford, Sussex.

Triumph Herald Convertible, 1971. 8 months MOT. Good runner, tidy car, good set of tyres. £450 o.n.o. Contact: D Whitney, tel: (Derby) 0332 48136.

1966 Triumph Vitesse 1600 Saloon. Used as second car. Basically original and in good condition. Two previous owners kept a log of all maintenance work and the car has been well looked after. Clutch replaced 2 years ago. Back axle replaced 1 year ago. Good runner. White with blue interior. Body pretty tidy although sills need replacing and a few rust spots (surface only). Would be happy to arrange for a full years MOT to go with the car. Offers around £400. Contact: W S Prescott, tel: Danehill (0825) 790686.

Triumph GT6 MK111, registered January, 1973, which I have owned from new. Now that I have a family, I no longer has the space to keep the car and as it is in such good condition and with a very low mileage of 34,000, I wonder if a Club member would be interested. Offers please. Contact: J Harris, 69, Slewins Lane, Hornchurch, Essex.

1963 Triumph Vitesse 1600 Saloon, for restoration or spares. Recently spent £60 on new rear wheel bearings and UJs. Fitted Stromberg carbs. Radial tyres (one new). Respray needed plus some chassis welding to pass MOT. £85 o.n.o. Contact: P Boulton, tel: 01876 6803.

Triumph GT6 MK11. 1969 H reg. Very good condition. MOT until August 1982. 90,000 miles. Red. New battery and tyres. £700 o.n.o. Contact: Mr Armstrong, tel: Arnside 761010.

Beautiful MK11 Vitesse Saloon. Taxed until 31/4/82. MOT till 5/11/82. Has undergone major restoration in last 9 months. Over £800 worth of bills including new diff and drive shaft, door skins, sills, valences and full respray (a deep, Royal Blue), tyres, exhaust, battery, door and boot seals, carpets plus much more. Space urgently required, hence asking price of around £500 for quick sale. Contact: Martin Gray on 0373 (Westbury) 822819.

1968 MK1 Vitesse, chassis no. HC 7806C. Wide wheels fitted. 92,000 miles body a little shabby. Fair price asked. For further details, contact: H. K. Ford, Brookdale, Church End, Sedgford, Nr. Hunstanton, Norfolk PE36 5NA.

Cars For Sale cont'd .../

Triumph GT6 MK111, M reg., Magenta with tan cloth trim. Sunroof and twin SAH exhaust. MOT until Feb. 1983. Tax until July. £1,250. For further info, please ring Ripley (Derbyshire) 43869.

Triumph Herald 13/60 Convertible. Many new parts but no MOT at present. £150. For details please contact: Chris, tel: Nottingham 45345.

GT6 MK1, 1967. Entered in Donington Park Concours. Reg. no. MDF 277F, White, O/D, wire wheels, rear seat. MK111 heated rear window and exhaust system. Electronic aerial. Immaculate condition. Taxed and MOT'd. Bills for £1,700 on rebuild. Reason for selling, getting married. £1,600 o.n.o. Contact: T Sutherland, tel: Cheltenham 515937.

1972 Spitfire MK1V 1300, Saffron Yellow, hard and soft tops, tonneau. Recent partial respray, four new Dunlop SP Sports, new Unipart battery, hoses. Radiomobile radio/cassette. MOT till Jan. '83, taxed till July. Good condition throughout. £900 o.n.o. Contact: Simon, Flat A20, Bateson Hall, The Mary Rose Street, off Alec Rose Lane, Portsmouth - up to 27th March or phone Gloucester 740569 thereafter (owner going abroad).

Good home needed for Herald 1200, about 67,000 miles, recent MOT failure needs new universal joint and welding on rear of main chassis. Engine good. I don't really want to break this car as it has given me over 5 years of reliable motoring but I can't afford to repairs as I now have a Vitesse to look after. Contact: H Holmes, tel: Oxford 724901 (after 6pm).

1965 Spitfire MK11. Red with black Lenham fibreglass roof. Bodywork tatty but not desperate but mechanically and structurally sound. This car would be ideal for restoration or for spares. Need to sell whole. MOT until late March '82. Take it away for £150 o.n.o. Contact: Phil Brown, tel: Redhill (0737) 67746.

GT6 MK11 1970. O/D, sunroof, Spax adjustables, SAH exhaust manifold and system, Cibie headlights etc. Recent transmission overhaul but requires attention to rear hubs and body panels. £325. Contact: Stuart Ward, tel: 01 303 1678.

GT6 MK111 1973, M reg., Mimosa Yellow with black trim. Sundym glass, O/D, Radiomobile radio, towbar. Zeibart rustproofed, recent battery and exhaust. 60,000 miles taxed and tested. Owner going abroad. £1,500. Contact: Martin Brown, tel: 045 389 345.

MUCH LOVED TRIUMPH HERALD 13/60 CONVERTIBLE regrettably for sale. F reg., genuine, low mileage (still in daily use). Taxed, MOT to May 1982. 2 careful owners, each had car garaged and regularly serviced. V.g.c. including hood, tonneau, hood cover and upholstery. Dark blue/black interior. Can be seen London from 22nd March. Offers around £850. Tel: 01 622 3568 after 7pm or weekends.

1968 Vitesse Convertible 2L. Midnight blue, radio/cassette, 9 months MOT, tonneau cover, bodywork tatty - needs tidying. Hood excellent. £300 o.n.o. Contact: Paul Johnson, tel: 0752 779580.

1970 GT6 MK11 good condition, non O/D version. MOT May '82. Reluctant sale. £800 or best offer. Contact: J Robinson, tel: Warwick 498940.

GT6 MK111 June 1973. Magenta/black cloth. Headrests. Sundym, bonnet locks, front spoiler, stainless steel exhaust, O/D, rustproofed and Waxoyled. Good condition, careful owner. Reluctant sale. 60,000 miles. £1,500. Contact: W Matthews, tel: Taunton (0823) 412410.

Triumph Spitfire MK111, 1968. One owner since new. O11 original papers and servicing documentation. MOT'd till October, taxed. Very reliable runner. Red with bermuda sunroof. Lefthand drive. Further details, contact: Gillian, tel: Ware (Herts) 822002.

Uncompleted rebuild project on a 2L Equipe which only requires to have the interior refitted, a new sunroof and minor adjustments to the engine and overdrive, with a stripped convertible for spares. The finish on the paintwork should be seen to be believed. £200. Also a set of unused tyres for £75. Contact: G Thomson, tel: Longfield 3134 after 6pm.

Cars For Sale cont'd .../

1974 M GT6 MK111, Mimosa, tints, O/D, fabric. Bodywork requires attention. £100 worth of new panels will be supplied with car. Offers. Contact: Mike Stewart, tel; Nantwich 625322.

Saloon Vitesse 2L, 1968. Engine sound, interior good. Taxed. Diff. u/s. Tow away. Offers. Contact: Steve, tel: 01 669 4532. ALSO Vitesse 1600 Saloon, 1964. Was fast, reliable commuter vehicle until diff exploded (red face!). Too good to break. Very good value at £50. Tow away. Tel: Frensham 3696.

GT6 MK11, 1969. Rusty but restorable. Body on sound chassis. With doors, trim, windows ect. No running gear. £100 or offers. Contact: Dave Hender, tel: Plymouth 0752 25548.

1973 L Triumph 2.5 PI, white with black brushed nylon trim. Manual with O/D. The PI works perfectly and will give about 23mpg round town. MOT til 21 st June '82. Taxed till 31 st May '82. £475 o.n.o. Contact: Andy Jones, tel: Coventry 0203 452541 (home) 0203 452152 ext 2003 work.

Vitesse MK11 2L. White. One owner. 33,000 miles since new, June 1969. O/D, servo brakes, sunshine roof, MOT till May '82. Very nice condition all round, £850. Contact B Westmacott, tel: 0625 525650.

Spitfire MK1V 1973, Sienna Brown with tan interior. V. G. C. throughout. 5½J rear wheels. Boot rack, GT6 rear silencer. Long MOT, £825. Contact: Andy, tel: Hatfield 69783.

GT6 MK111, 1971. Yellow. MOT'd to August '82. Very sound condition. Needs tidying Hence £675 o.n.o. Contact: Penny tel: Minsterworth 610 (Glos.)

TRI BOND SPARES

GRANADA and RIBBLE Areas have amalgamated their spares stocks and are now offering these for sale within the Club.

We have available:-

BONNETS	BOOTS	GLASS
TRIM	SEATS	and MANY OTHER PARTS

ALSO, dependant upon response, we can have remanufactured:-

DOOR SKINS, WINDSCREENS, REGLAZED FIXED QUARTER LIGHTS, SEATS RE-UPHOLSTERED, and HOODS, TONNEAU COVERS and HOOD WELL COVERS remade by the original manufacturer.

Having built up contacts with many ex-Bond personnel, we are in a position to offer a free information service, based upon factory records, to club members. N.B. PLEASE write enclosing a s.a.e.; we cannot afford postage.

For information please write to:-
Mr. C. GARDNER,
3 Frenchwood Knoll, PRESTON,
Lancs.

Spares enquiries:-
ANDY on Blackburn (0254) 71624 or CHRIS on Preston (0772) 54469

or JIM on BLACKBURN (0254) 56835

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

For sale or exchange: Two 4.11 Vitesse 1600/Herald/Spitfire differentials. One Herald differential with large output flanges (competition modified). GT6 MK1 chassis v.g.c. GT6 front and rear suspension. Vitesse 2L gearbox, no O/D. Spartan 2L propshaft (non O/D) 42". Four heaters: Vitesse/Herald. Two GT6 flip-top petrol fillers. Two steel wheels painted in silver/black hammerite. GT6 rear door with glass (not heated). Twelve assorted radial tyres and wheels, various tread, up to 6mm (new = 8mm). New SU petrol pump. Vitesse O/D propshaft (new). One Vitesse tonneau and cover. Vitesse steering wheel 15". GT6 steering wheel 15". One steering wheel 13". Vitesse passenger door complete glass etc. Dixon late Vitesse/Herald tow bar. Reconditioned steering rack GT6/Vitesse. Vitesse dashboard, instruments. Various other Vitesse/GT6 parts. No reasonable offer refused. Contact: Chris, tel: Locksheath (nr. Southampton) 04895-84334 (home), 0703-24893 ext 30 (work).

Burlington body kit, less wings. Suit Triumph chassis. Cost £500. No time to finish, £350 o.n.o. A bargain. Contact: J R Cox, tel: Guisborough, Cleveland 38611.

Exhaust pipe, unused but stored several years, to fit '66 Vitesse 1600. Offers. Contact: John Bateman, tel: Newbury 0635-253707.

MK1 GT6 chassis in good condition, £25. Breaking MK1 GT6, most parts available. Contact: Terry, tel: Reading 0734-26731.

Triumph 1600cc engine, v.g.c., 5,000 miles since re-conditioning, £30. Triumph 1600cc engine, carbs. and manifolds, clutch etc. Good condition, £50. Triumph 1600cc clutch, v.g.c., £10 o.n.o. Gearbox parts for 2L, 1600 and 13/60 Herald, £5 the lot. Lucas distributor for 2L. Brand new cap, £7 o.n.o. Contact: Dave, tel: Warrington 35953, ext. 2228.

MK11 Vitesse spares: Steering wheel, £2. Inlet manifold with carbs. (150's), will split, £20. Exhaust manifold, £5. Dynamo, £3. Air cleaner box (with 2 new filters), £4. 2 brand new (still wrapped) hoses leading to air cleaner box, £2. Four original MK11 wheel trims in v.g.c. (will split), £8. Bootlid, clean, white, £4. Stromberg CD carbs. Workshop Manual (unused), £2. Manifold gasket (new), £1. Contact: Charles Murray, tel: 061 980 3443.

Spitfire MK111 soft top frame, £10. Back rack, ideal for holidays, £5. Plus various door handles, locks and hinges. Contact: N. Tyler, tel: 021 444 2665.

Garage 'clear-out' of Spitfire MK1/11 items: Hardtop, factory steel type, Connifer Green, £40. Hood, good condition, £15. Hood frame, £10. Tonneau cover, as new, £15. Complete bonnet with fittings, £40. Set of six wire wheels complete with adaptors, spinners etc., £50. Pair of doors, MK1, complete with glass and all fittings, £5 each. Pair of doors, MK11 complete with glass and all fittings, £5 each. Windscreen assembly, £5. Fuel tank, £5. Pair of steel rear wings, £15 each. Pair of steel sills, £6 each. Also many other Spitfire spares, please enquire. Contact: David Apps, tel: Haverhill (0440) 61178 evenings.

New, complete clutch assembly to fit Vitesse 1600, £35. Doors, back wings, gear-boxes, etc. etc. to fit Herald and Vitesse. Contact: Mr D Round, tel: Mexborough 587563.

GT6 MK111 shell. Comprises of very good roof, rear door, n/side wing (o/side damaged), windscreen. Yellow. Buyer collects. Contact: Andy Eccles, tel: (nr. Scunthorpe) 0652-648526.

Bond Equipe 2L for sale, will break or sell complete car. Will transport within reasonable area. For further info. please contact: R P Bond, ASF, RAF Cottesmore, Oakham, Leics LE15 7BL.

Hardtop for Spitfire MK11, fibreglass, fully lined, GT6 shape with petrol filler pipe extension, £25 o.n.o. Contact: D Whitney, tel: (Derby) 062 982 2181.

Triumph Herald 13/60 Convertible, 1970 (damaged crankshaft and clutch plates). For rebuilding or parts. Contact: P Baker, tel: Leighton Buzzard 375295 after 6pm weekdays or anytime weekends.

Parts For Sale cont'd .../

It may be of interest to Club members to learn that I am manufacturing and selling dashpot covers for SU carburettors of the following sizes: 1¼", 1½" and 2". The Covers are manufactured in metal and finished in chromium plate or anodised. These covers greatly improve the underbonnet appearance of a car and obviate the need for constant polishing. They are fitted easily in seconds, all that is required is, unscrew the damper, slip the cover on and replace the damper. I am willing to sell the covers to individuals, or at a reduced price for quantity to Club Spares secretaries. Prices for single order are listed below:

1¼"	H2, HS2 etc.,	£2.00 each
1½"	H4, HS4 etc.,	£2.25 each
1¾"	H6, HS6, HD6 etc.,	£2.45 each
2"	H8, HD8, HS8 etc.,	£2.85 each

PLUS P + P of £1.50 per order. Quantities are price negotiable. Covers for Stromberg 125CD, 150CD and 175 CD will soon be available at approximately £2.00 each. Contact:

Steve Smith
AMS ACCESSORIES
46 ROLLESBY ROAD
CHESSINGTON
SURREY
TEL: 01 391 1583

Workshop Manuals for: Standard - Triumph Sales, part no. 511343, ring bound as new for Herald 1200, 1250, Vitesse and Spitfire. Standard- Triumph Sales, part no. 512945, ring bound as new, for GT6 and Vitesse 2L. BL part no. RTC 9230/B ring bound as new for Spitfire 1500. BL part no 545254 ring bound as new for Spitfire MK1V.. Parts Catalogue - BL part no. 520948/A, soft cover, as new for Spitfire MK1V. P.C. Supplement: Stanpart, part no. 510597/S2, soft cover, as new for Herald 1200 Convertible, commission no GAVICV on. Stanpart, no. 510597/S4, soft cover as new for Herald 12/50 Saloon, commission no. GDIRS on. Stanpart part no. 510597/S1, soft cover as new for Herald 1200 Estate Car, commission no. GAISC on. Stanpart, part no. 510597/S1, soft cover, as new for Courier Van, commission no. GA4526V on.

Will exchange the above for anything to do with MG sports models, any year. Or anything to do with TR Triumph models, any year up to TR6. Copies of Motor Sport, pre 1966, copies of Autosport pre 1966, copies of Thoroughbred and Classic Cars, pre 1978. Or, as a last resort, a cash offer, including postage. Contact: Don A Raitt, tel: Kildalton, (049683) 214 evenings, or (049683) 244 daytime.

Spitfire Tonneau MK1/11 and 111. Good condition. White. £10 o.n.o. Contact: Jeremy Harrison, tel: Cambridge (0223) 210223.

Garage Clearance: New parts for GT6/Spit1V. Front ¼ valances, £36. N/S door £55. O/S door, £55 (slight dent). N/S outer door handle s ays., £12.50. O/S outer door handle assys., £14. Headrests per pair, £15. Front bumpers, £25. Rear bumpers, £20. New parts for GT6 MK11: Centre bonnet panel, £32.50. N/S/R bumpers, £9. Red propshaft tunnel trim covers, £3. Pairs of front O/riders, £10. NEW: Tailgates for all models, £12.50. Many switches, instruments, all models from £3. WILL POST OR RAIL ITEMS. Contact: Stefan, tel: Shrewsbury (0743) 860658 around 6 - 8pm.

Four 5½J x 13" steel wheels, fitted two very low mileage and two scrap tyres, £35. Contact: Nick, tel: Southend (0702) 532506 Weekends only.

Vitesse 6 gearbox, rebuilt, £20. Propshaft, £5. Bootlid, new, in primer to fit Heralds/early Vitesse, £25 o.n.o. Hood frame and slashed new hood, £30. Contact: H Robinson, tel: Potters Bar (0707) 50167.

New Vitesse MK11 bonnets from £95 to £125 - a few available. Good MK111 GT6 bonnet secondhand, £100. Contact: Stefan, tel: Shrewsbury (0743) 860658, between 6 - 8pm.

Vitesse 2L MK1 parts: engine very good no carbs., £30. Exhaust system with new tail silencer, £10. Pair of rear drive shafts, v.g.c., £15 each. Complete but for brake drums. Many GT6 MK111 parts including new pair tail lights with lenses, £20 per pair. S/H dashboard, £7. Plus other odd parts. Various new S/H handbooks for sale. New bonnet catches, £4 pair or £2.25 each. Set of 5½J x 13" white spoke wheels, £30 for four. Vit/GT6 3.89 diff., £40. Various 13/60 headlamp rims - £4 new, others £1.50 each. Plus many other S/H parts for Heralds/Vitesses etc. Contact: Andy Jones, tel: Coventry (0203) 452541 (home) or (0203) 452152 ext. 2003 (work).

Parts For Sale cont'd .../

Excellent MK1V Spitfire fuel tank complete with accessories, £12.50. Pair of Herald front springs, £1. Herald propshaft, £1. Contact: R J Peterson, tel: Ashford (Middx) 50977.

Breaking MK11 Spitfire. All parts available including several in as new condition, e.g. tuned engine, bored out to std 1296 and not yet run. Contact: Richard or Alex, tel: 01 854 9926.

Vitesse 2L MK11 parts: One rebuilt and unused gearbox and overdrive complete with mounting bracket and plate and O/D prop shaft, one unused sill (passenger side) and rear suspension, vert. link and wishbone. Contact: Nick, tel: Denham (0895) 833822 after 6pm or weekends.

GT6 MK1 engine and gearbox with all ancillaries, £50. Vitesse MK11 engine, requires bottom end regrind, £25. Herald 13/60 rad, £7. Vitesse 4:1 diff, £8. Vitesse 3-89 diff, £20. Contact: Richard Lorrison, tel: 0780 52513.

New 13/60 Herald bonnets, £95 - £125. New Vitesse MK11 bonnets. GT6 111 bonnet, good example, £100 (secondhand). Contact: Stefan, tel: (0743) 860658.

Spitfire MK111 boot lid complete - very good, £15. Vitesse parcel shelves rear and 2 door liners - good. Spitfire engine disassembled 1147cc - carbs assorted and manifolds, assorted instruments - early Spitfires. Also many extra engine parts. Spitfire MK1 differential ad leaf spring and some suspension parts. Buyer collects. Offers please. Would like to clear engine etc. in one go. Contact: Frances Barker, tel: Swavesey 0954 30314.

One Spitfire MK111 differential, guaranteed good condition and one Spitfire MK1V differential: £20 each. Contact: Chris Tee, tel: Winchester 880880 ext 2217 (work)

Spitfire 1150 cylinder head, distributor, air cleaner, SAH exhaust manifold, hub nuts, splined hubs, sump, rev. counter, inlet manifold, rocker cover, steering wheel, twin SU H56 carburettors. Tel: Coventry 413474.

3 Hepolite 69.289mm pistons - suitable for 1147cc engine. Completely unused, still in box. £5 each. Contact: Phil Brown, tel: Redhill (0737) 67746.

Spitfire 1V twin 1½" SU carbs on manifold and linkage complete with air cleaner, travelled 28,000 miles, £45. Spitfire 11 propshaft new, £29. Herald bootlid new, £12. Tonneau cover, £15. Skylight roof with windows, £10. Vitesse 1600 bonnet, £25. Handbooks 13/60 and 1V. Breaking 12/50 Spitfire 1V. Contact: Bob Cox, tel: (0702) Southend 586006.

New, genuine Stanpart and BL spares. Workshop Manuals, some Parts Catalogues, Hand Books, mechanical, suspension, body parts and exhausts. Send SAE for list stating model and specific requirements. Contact John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS. Tel: Chesterfield 71036.

Armstrong telescopic shock absorbers for GT6's front and rear. £12 a pair standard. £16 a pair heavy duty. Also brake shoes for same, £5 set. Full postal service. Contact: J L Hayter, tel: Reading 587907.

Herald spares: NEW panels and parts - wings, valances, convertible hood frame, headlamp shells, and all very cheap. Secondhand spares, good condition, including interior trim - pannelling etc. dashes, seats, radiators (13/60 and 1200), headlamp units, exterior chrome trim etc. Also new Spitfire parts - unbeatable value - prices and enquiries please contact: Antony Adorian, tel: Rudgwick 2484 evenings/weekends.

Essex Area venture: breaking fro spares GT6 MK111 'L'. O/D - all parts available except bonnet, bumper and front valances. V.G.C. Contact: Ian Thornton, tel: 0702 218308.

Vitesse O/D prop. for either 1600 or 2L - L have both size flanges available. Fitted with 2L flange, £15. Contact: Steve Bedford, tel: Watford 23549.

We still have a few parts left of a 1970 Vitesse. Most of which is the tan trim and an engine with O/D gearbox, which needs an overhaul. Give me a ring for full details. Contact: Andy, tel: Hatfield 69783.

Parts for Sale cont'd .../

GT6 MK111 wheel and tyre, £5. GT6 MK111 pair of carbs, £20. Contact: Paul Johnson, tel: 0752 779580.

Vitesse 1600 engine (needs overhaul) £25. O/D gearbox, £30. SAH uprated front springs (never used) for Vitesse MK11/GT6, £15. New Vitesse MK11 rear shocks, £8. Also Vitesse headlights, rearlights and front bumper uprights cheap. Contact: Hugh, tel: Forest Row 4580 (work).

Breaking Spitfire MK111, bonnet £20. Hardtop, £30. Five wheels with good 145 x 13 Avon tyres, £10 each. Also abandoned restoration project GT6 MK11 (good runner, no MOT) may split. Offers? Contact: D Jennings, Hatherton Hayes, Hunsterson Road, Hatherton, Nantwich, Cheshire.

Herald spares: Cylinder head 1200/12/50 overhauled, no rocker gear, £10. One pair of seats (front), in good condition in black, £8. One rear seat for Estate, good condition, £8. One petrol tank for Estate with sender, very sound. Pair interior rear quarter panels from convertible in light green. Pair of door panels in light green, good condition. Also same in black, good condition. Pair differentials 4:11, £15 each. One steering rack, good condition. Two 1200 petrol tanks sender units, good condition. Windscreens for Herald/Vitesse. One steering column with good bushes, £3. Set of rear trim for Estate in black, fair condition. Thrust bearing for 1200 gearbox. Contact: Kevin, tel: 0822 832437.

Herald 1200 parts: recon. engine and gearbox, £40. Will throw in the diff. One radiator in good order, £10. One bonnet, tatty, needs o/s arcg and side panel, £5. Contact: Steve Davies, tel: Plymouth (0752) 364802.

Spitfire MK1V O/D propshaft. BRD frictionless pt. no. 210985. Contact: Ian, tel: Norwich 663855.

Vitesse MK1 engine complete with carb, starter motor and dynamo, £35 o.n.o. Contact Dave, 131 Crow Lane, Romford, Essex. tel: Romford 28483.

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Vitesse 2L MK1, drivable with good chassis (convertible preferred). Or only chassis to save my convertible. Contact: Klaus Witzig, Am Graben 7 1/2, D-8915 Leeder, West Germany.

Vitesse Convertible in very good condition, will exchange 1296cc. Bond Equipe in similar condition plus cash or sell. £475 o.n.o. Contact: Trevor Brotherton, tel: Evesham (0386) 6547.

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

Bonnet for GT6 MK1. Must be in good condition or worth renovating. Contact: Andy Moyg, tel: Trowbridge 62896.

Pair of doors for MK111 GT6. Must be in good condition or worth reskinning. If only one, I'm still interested. No reasonable price refused - this is urgent! Contact: Jez Cooke, tel: 01 748 8890 (if necessary, leave a message and I will call you back).

Spitfire MK1V hardtop. Glassfibre or metal, any colour. In good condition. Both RH and LH front valances. Also Spitfire MK1V parts catalogue and Work shop Manual, up to 1973. Contact: Simon Fildes, tel: 061 973 7223 - most evenings and weekends.

Pair of reclining MK1V Spitfire seats in good condition. Contact: Jeremy Harrison, tel: 0223 210223.

Flag motifs for the back of my 1967 Herald 1200 Convertible. Contact: Peter Tustin, tel: 021 706 3198.

Urgently required, Vitesse bonnet, must be in superb condition. 2 beige front footwell carpets. Full set of blue carpets, both for Vitesse - must be good. Set of Dunlop 5½J wheels. Contact: Hugh Robinson, tel: Potters Bar 50167.

Any parts for GT6 MK11, especially rocker switches, front and rear badges, rear drive shaft, door locks etc. Contact: F Steele, Mayberry, Chilbolton, Stockbridge, Hants. P.S. Can anyone tell me what engine would fit my GT611 1970-71, if I ever wanted to replace it and does any parts for GT6 1 or 111 fit my MK11?

GT6 radiator and manifold housing. Contact: Kevin Finch, tel: Crawley 515413.

Inlet and outlet manifolds to fit MK1V Spitfire engine in good condition. Propshaft to fit O/D and MK1V into 13/60 Herald, plus any information. Contact: Ian, tel: (Norwich) 663855.

Hood and frame in good condition for MK1V Spitfire. Contact: P Ellison, tel: Minsterworth 610 (Glouc).

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 £3.00 upwards.

Advertisements must be written, not phoned, and MUST reach me by the 15th of each month, to appear in the following month's issue.

ALL magazine material MUST reach me by the 15th of the month to be included in the following month's Courier.

BILL SUNDERLAND — EDITOR.

Metal Car Badge.....£3.00 + 0.30 p/p.
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 Licence Holder (New Style).....£0.30p + 10p p/p.
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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.

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

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.

AND FINALLY:

Thank you! It is a marvellous achievement for the Club to be able to offer the membership such a variety of events throughout 1982. Yes, 4 pages of What's On Next, plus plenty of events on a local level. All we need now is support for these events but I'm sure that will not pose a problem. As my final comment of last month, it's what we put in we get out and as a Club of some 2,500, there is experience and enthusiasum in many quarters. So please, use those qualities to help organise and run these events for everyone's enjoyment.

It's been nearly two years since my wife and I started running the magazine and it never ceases to amaze us the amount of enjoyment these Triumphs give us - very evident from your letters. After reading many other Club magazines, I keep coming back to the fact that people who own TSSC cars enjoy life. I hope that is true as I am a fanatic but at the same time a realist.

Turning Circle will be published next month, featuring the Spitfire, so if you are writing an article, please send it post-haste with any photo's.

I will leave for now to continue the rebuild on my GT6.

BILL SUNDERLAND - EDITOR

CLUB DIRECTORY ... 1982

AREA ORGANISERS, names, telephone numbers, meeting place of area group, and meeting day.

AREA	AREA ORGANISER	VENUE	MEETING DAY
ANGLIA	BARRY NEWITT 0223 - 841407		
AVON	JAMES STURGEON 0272 - 568170		
CORNWALL	RICHARD CUNNINGHAM 0872 - 78549	Various	4th Friday of month
DERBYSHIRE	ANDIE CLARKE Mansfield 54764	Elm Tree Heath Village	1st Wednesday
DEVON	STAN WALTERS 0752 - 700555		
EAST BERKS	JOHN REED 0628 - 33365		
ESSEX	DAVID COOK Rainham		
GRANADA AREA	JOHN BINGHAM 061 - 477 1907	Dog & Partidge Stockport	2nd Tuesday
HANTS & SURREY	PAUL WATERKEYN Farnborough 512074	Royal Oak Pirbright	2nd Wednesday
HEREFORDSHIRE	JIM RICKARDS	Green Dragon Bishops Frome	1st Wednesday
HERTFORDSHIRE	ANDREW FFOLKES Hatfield 69783	The Woodman West End.	4th Wednesday
JUNCTION 29 M1 Derbyshire	ANDIE CLARKE Mansfield 56764		
KENT	MARTIN RADFORD Dartford 21056		
KENT (EAST)	BRIAN BUTLER Ramsgate		
LEICESTER	IAN McKEGGIE Mkt. Harboro' 63934	Shoulder of Mutton Great Bowden	4th Wednesday
MILTON KEYNES	GEOFF KING Milt. Keynes 567263	The Fountain Loughton	3rd Wednesday 1st Sunday
NORFOLK	IAN EASTWOOD Norwich 663855	Kings Head Hethersett	2nd Tuesday
NORTH MIDLANDS	DON HALLIDAY	The Three Crowns Stone	3rd Thursday
NORTH WALES	MIKE STEWART 0270 - 625322	Stamford Bridge Inn Chester	3rd Monday
NORTHERN IRELAND	BERTIE HADDON Hollywood, Co. Down.		
NOTTINGHAM	CHARLES HENDERSON 0636 - 812115	Bulls Head Beaston	2nd Thursday
OXFORD	JOHN CUDMORE Stonesfield 555	The Grapes Yarnton	2nd Wednesday
PRESTON	CHRIS GARDNER 0772 - 54469		
SALISBURY	MARCUS BROWN 0772 - 710841		
SCOTLAND	NIGEL WADDELL 041 - 427 4340	Beech Tree Inn Dumgoyne	2nd Wednesday
SOMERSET	NICK BRADBURY 0278 - 662698	The Rising Sun Knapp	Various
SOUTHERN	TONY FARBY Fareham 232605	The Good Intent Horndean	1st Tuesday
STOUR & AVON	STEVE ELLIS 0202 - 693797	The Skittles Broadstone	2nd Tuesday
SUSSEX	COLIN HARRISON	The Five Bells Chailey	3rd Sunday
THAMES	CHRIS CHILDS 01 - 947 0426	The Bell Hampton	1st Thursday 3rd Thursday
WARWICKSHIRE	CAROLYN TOCKER	Punch Bowl Warwick	4th Thursday
WEST MIDLANDS	TONY SPICER 021 - 353 9961	Various	Various
WORCESTER	TREVOR BROTHERTON Evesham 6547	Coach & Horses Harvington	4th Tuesday
YORKSHIRE	DEREK STRINGHAM 0302 - 770742	Oakville Hotel Leeds	1st Wednesday
NORTH & SOUTH YORKSHIRE (WEST)	COLIN BELL 0484 - 844682	Pear Tree Norwood Green	1st Tuesday