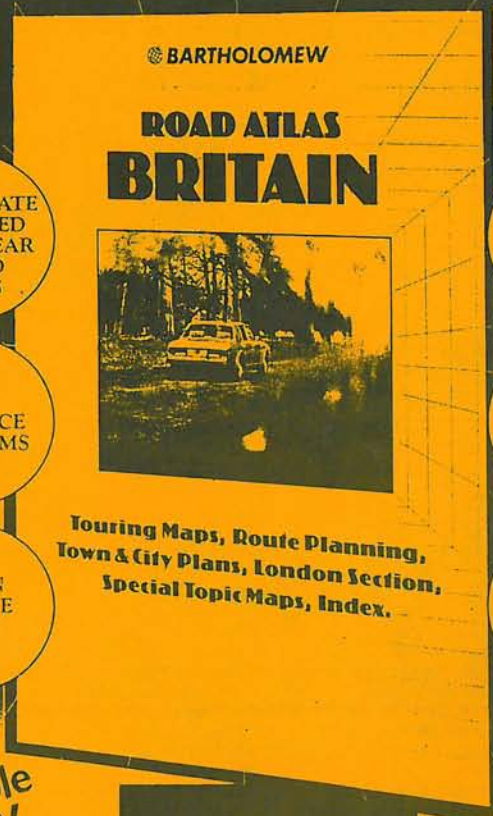


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THE COURIER



MAY 1982 No. 23

the monthly news publication of the
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JOHN CUDMORE
Address/Oxford Area Organiser.

Editorial

Several points have come to the fore this month, the first being the spares situation: Just looking through this magazine you will see how much backing we are getting, not only from Trade Suppliers but our members, who are finding parts in ex-Leyland garages, Autojumble and even in their own garages - parts to help their fellow members. Four or five pages of Parts For Sale are featured every month. Hopefully, as the Club grows larger (I will come back to that point in a moment), people will discover further supplies of spares, thus enabling us to keep 'our' cars running. Be vigilant when hearing of new sources of parts/spares, let me know about your findings so that I can, in turn, inform the Membership.

Discount on spares can be very deceiving as prices can differ from supplier to supplier but with a club of our size, it should be possible arrange this, especially if it can be tied up through an Area Organiser who is aware of what offers are (or could be available in his area. Let me know if you can organise discount, as if the price is fair, I am sure the Membership would be more than willing to take advantage of the situation. You could also be doing your local tradesmen a favour too! It has been suggested that we feature a 'Benefits' page in the Courier, i.e. favourable Insurance Companies, discount on spares, specialised services to name but a few. Again it comes back to your getting the information to me. So, have a think and if I receive a response, I will start this new feature for your benefit.

Area News continues to come in at a phenomenal rate and this month, it takes up a fair proportion of the magazine. Please read it as most of the reports contain forthcoming events which will be taking place over the next month or so. Even if these are not in your own area you may fancy a day out and where better to go than an Area Event. New Areas always give you a warm welcome and it is very heartening for Area Organisers when they get a good turnout, especially since they spend so much time in preparation of their individual events. So, I make no apology for extending the Nationwide section - thank you A.O.'s for all your hard work.

Finally, as the Membership reaches the 3,000 mark, spare a thought for our Membership Secretaries, Chris and Trudi Squibbs. The postman must wonder what the hell go's on at 24 Prince Rupert Ave. Well I know, it is hours and hours of hard work. We can only breathe a sigh of relief that they fell in love with a MK11 Vitesse and joined the TSSC. Good Membership Secretaries are hard to come by and on behalf of the club I would say thankyou and long may you continue.

See you all at Donington on May 22nd.

Bill Sunderland

CONGRATULATIONS ON A TSSC ENGAGEMENT BETWEEN CHRIS LANE AND CARON GUYMER FROM THE LEICESTER AREA. WISHING YOU ALL THE HAPPINESS IN THE FUTURE, MAY YOUR GT6 AND HERALD GO WELL TOGETHER.

INTRO

No doubt all you SPITFIRE owners have been inspired by the TURNING CIRCLE. I would like on behalf of us all to warmly thank Bill and Jo Sunderland, Editors for all their work which they can be justifiably proud of. We all look forward to the next one.

INTERNATIONAL REGISTER SECRETARIES:

Having invited some of the silent areas to contribute to the COURIER, I was delighted to see articles from the Bond and Amphicar Secretaries last month. All we need now is to hear from the Vitesse Man. How about it John?

SPARES:

Last months COURIER contained details of the new SPARES SECRETARY. This rather caught me by surprise, as I was expecting John Kipping to need a couple of months to get organised. You no doubt realise how enthusiastic he is and we wish him well in his new post.

LOMBARD RAC GOLDEN 50 RALLY:

By the time you read this the event will have taken place. A full report will appear shortly, and Club members will be interested to know that the Club entered the TRIUMPH HERALD driven by Dave and Liz CLEMENTS of SIDMOUTH. I am to act as the support crew. Here's wishing them every success and when I next report, I hope to be able to confirm that the HERALD stayed the distance. It will be competing against WORKS MINI COOPER S's!

NEWS REVIEW

HILLCLIMB/SPRINT CHAMPIONSHIP:

The championship is now well under way. I do hope you will come and support our competitors wherever possible. Please see details below of coming events and in particular, the TR Register GOODWOOD event on the 8th/9th May. I would like this event well supported.

THE TR REGISTER GOODWOOD '82:

The following Club members will be competing:

John M Griffiths:	Vitesse MK11 Conv.
Paul Lucas:	Spitfire MK1
Andy Jones:	Vitesse MK11 Conv.
Richard Bruford:	Vitesse MK11 Conv.
Trevor Bendell:	GT6 MK1
Kevin Ginger:	GT6 MK111
Ian Butterworth:	Herald 13/60

Remember this is a two-day event:

Saturday: FUNDAY; a practice day with the opportunity for non-competitors to drive round the circuit.

Saturday evening: Knees up; Pool, skittles, darts etc.

Sunday; Formal racing.

Our Club will be competing against the TR Register, the MG Car Club, the Austin-Healey Car Club and the Morgan Sports Car Club.

Details of the social side, Funday, Camping etc. are obtainable from Tony Farby, 4 Mallory Crescent, Fareham, Hants PO16 7QB.

GOODWOOD is situated 1½ miles North East of Chichester 197/880074.
HOPE TO SEE YOU THERE.

CLUB CONCOURS:

The 22nd May sees the Club's official Concours which is again to be held at Donington on the A453 Nottingham - Birmingham road, 1½ miles west of Castle Donington, 3 miles from the M1 junction no. 24.

The organisers have put a tremendous amount of effort into this event and I hope they will see a record number of you turn out. It is the Club's main annual do, and one not to be missed.

On the Sunday (23rd May), Paul Lucas, Andy Jones, Ian Butterworth and myself will be competing at CURBOROUGH, which is only a hop, step and a jump away from Donington. Actual directions are as follows:

128/134128: 2½ miles North-East of Lichfield. Approach from Litchfield on unclassified road from A38.

I hope a good number of you will make this a full weekend by supporting both events.

I would mention that Kevin Ginger and Robert Chapman will be at Lydden Hill on the Saturday 22nd May.

For those of you who cannot make the Concours (for some strange reason!) you may be interested to know that Ray Lye (Bond Equipe), Kevin Ginger (GT6 MK111) and Martin Brown (Vitesse MK11), will be competing at Gurston on Sunday the 23rd May. Gurston is situated 1 mile West of Broadchalke on unclassified road off A354 from Salisbury at Coombe Bisset. 184/026252.

Finally, Paul Lucas and Kevin Ginger will be at Goodwood on the 30TH MAY. Please support your Clubs competitors by attending as spectators. We will be very pleased to see you.

INVITED EVENTS:

1. CLUB TRIUMPH (WARWICKSHIRE) LTD.
We have received an invite from the above Club to take part in their RAC Auto-test on PLYMOUTH HOE on SPRING BANK HOLIDAY. You will of course need the appropriate RAC Competition licence etc. If you want regulations, please send an SAE to me.
2. DUDSBURY CAR CLUB:
We have been invited to take part in the Sunshine AUTOTEST on SPRING BANK HOLIDAY (31st May), at the British Aerospace, Hurn Airport Dorset. If anyone wants regs., please drop me a line, enclosing an SAE.
3. BIRTHDAY BARBEQUE:
Whilst talking about events, let us not forget to mention the other major Club event, organised by the Anglia Area under the direction of Barry Newitt. Barry informs me that this year's event will be held on the 10th JULY. Have you got it in your diary? Watch the COURIER for full details.

TITBIT:

With Dave and Liz Clements taking part in the celebration RAC RALLY, it is appropriate to record the following:

Three Triumph Heralds took part in the 1959 RAC eighth International Rally. They were driven by 'Tiny' Lewis, /R Porter, Keith Ballisat/G Brown and Peter Bolton/G Shanley. The Triumph Heralds took second place in the Manufacturers team prize, behind the three TRIUMPH TR3's.

A very commendable achievement.

Whats On Next ?

ANGLIA AREA BARBEQUE AND AUTOTEST
SAT. 10TH JULY, 1982 2PM-11.30PM

Held on a new, bigger site this year. 3 miles from Old English Gentleman, 3 miles from Duxford War Museum. 'See Concord 01 on the Sunday'. What will be there? Autotest organised by the Essex Section...Spare Parts...Chef prepared Barbeque served 6pm approx...Trade Stands...Marquee full of Club regalia...Side Stands...Real Ale Bar open to 11.30pm etc. etc. ...Lucky tickets...Distance Awards...Grand Raffle... Entrance tickets bought in advance only, Adults £3.50, Children £1.50. SAE cheques payable TSSC. Camping on site Saturday and Sunday, toilets, wash basins and water provided only. £1.00 for site for caravan or tent - tickets bought in advance. HAVE A GREAT WEEKEND WITH YOUR CLUB AT WELLS FARM, WHITTLESFORD, NR. CAMBRIDGE. Send now for tickets, Barbeque and camp site, to Barry Newitt, 89 Shelford Road, Trumpington, Cambridge. Ticket sales close 3rd July.

CLUB CALENDER - JONTY WILD

(TBA - to be announced)

TSSC NATIONAL EVENTS

- * 4 Apr. - Motormind Quiz 1982 - Chelmsford - Matt Maudsley, Rushdene, Hillcrest Road, Horndon-on-the-Hill, Essex.
- * 25 Apr. - South Of England Meet '82 - Beaulieu - Leon Guyot, 5 Kenilworth Ave., Wimbledon, London SW19 7LN.
- * 22 May - Club Concours - Donington - Tony & Janis Spicer, Laburnham Cottage, 336 Clarence Road, Sutton Coldfield, W. Midlands.
- * 10 Jul - Birthday Barbeque - Nr. Harston, Cambs. - Barry Newitt, 89 Shelford Road, Trumpington, Cambridge, Cambs.
- * 28/29/30 Aug - Town & Country Festival - Stoneleigh - TBA
- * 4/5 Sept - Norfolk Inaugural Event - Attleborough - Ian Eastwood, 13 Newton Close, Trowse, Norwich, Norfolk.

NATIONAL/INTERNATIONAL EVENTS IN WHICH THE TSSC WILL BE PARTICIPATING

- * 2/3/4 Apr - Bristol Classic Car Show - James Sturgeon.
- * 18/19/20 June - British Sports Car Days - Luxembourg - Matt Maudsley, address as above.
- * 12 Sept - STIR '82 (Standard Triumph International Rally) - Oxford - John Cudmore.

NATIONAL/INTERNATIONAL EVENTS WHICH THE TSSC HAS BEEN INVITED TO BUT PARTICIPATION HAS NOT YET BEEN CONFIRMED

- * 15 Apr - Lombard RAC Golden 50 Rally - TBA
- * 30 Apr, 1/2 May - 2nd Spitfire Deutschland Meeting - Germany - Juergen Hoffman, AM Keltenfeld 3, 4134 Reinberg 4, West Germany.
- * 3 May - Cheam Fair and Transport Spectacular - Surrey - TBA.
- * 29/30/31 May - Enfield Pageant of Motoring - TBA.
- * 31 May - Practucal Classics Bromely Pageant of Motoring - TBA.
- * 1 Aug - Classic Car Spectacular - Knebworth - TBA.

COMPETITION

The events listed below include invitations to some of the Combined One Make Car Club events. The contact for these is Alan Ivens, 51 Melbourne Way, Bush Hill, Enfield, Middlesex EN1 1XG .

- * 8/9 May - TR Register Sprint - Goodwood - Competition, John Griffiths, Social, Tony Farby, 4 Mallory Crescent, Fareham, Hants.
- * 22 May - Lydden Hill Barc - Alan Ivens.
- * 23 May - Curborough, Jaguar Driver' Club - Alan Ivens.
- * 23 May - Gurston Down Hillclimb - John Griffiths.
- * 6 June - Goodwood Lancia Club - Alan Ivens.

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

- * 20th June - Gurston Down Hillclimb - John Griffiths.
- * 25 Jul - Goodwood ARC - Alan Ivens.
- * 15 Aug - West Malling BARC - Alan Ivens.
- * 25 Sept - Goodwood Jaguar Drivers' Club - Alan Ivens.
- * 3 Oct - Gurston Down Hillclimb - John Griffiths.

If anybody knows of events which are not listed above, please contact me immediately. Similarly, if anybody requires more details of events which have not yet been confirmed, particularly Areas who may wish to attend, my address is below - PLEASE ENCLOSE AN SAE if reply is required.

J.C. WILD
12 MACKEREL HALL
ROYSTON
HERTS SG8 5BS

TEL: (0763) 42058 Between 6 and 7pm if poss.

*DEVON AREA NATIONAL EVENT

World of Wheels Custom Festival, Sunday July 25th at Newton Abbot Racecourse.

This event includes Custom, Vintage, Veteran and Classic Car displays with trophies for the winners and souvenir plaques for all entrants.

Also the British Grand Prix for hot rod saloons, supported by autorods and bangers.

Our Area will have a stand with some of our best cars on display. Camping is available, so if anyone is interested, either in entering their car or just a good day out - ring me on Plymouth 700555. Stan Walters.

*HERTS AREA TREASURE HUNT, SUNDAY 6TH JUNE, 1982:

The Herts Area invite all local and not-so-local members to their annual Treasure Hunt to be held on Sunday 6th June, 1982. The Hunt is to start at the area's established meeting place, namely 'The Woodman', Wormley West End and to finish at our other venue, 'The Red Lion', Offley, where bar food and evening meals are served. This will enable all members in the county a chance to meet each other and discover where the other venue is (assuming they have not been to both) and for strangers to the area to lose themselves in deepest Hertfordshire!

ALL ENTRANTS SHOULD BE PRESENT AT THE WOODMAN BY 1.30PM. Entrance fee is £1.50 per car. A lot of fun is usually had at this annual event, so why not join us?

*HERTS AREA CLUB NIGHT 30TH JUNE, 1982:

For our June Club night, we have arranged for a lady, by the name of Kitty Coleman, to talk to us about 'The Life On The Ocean Wave'. Kitty was, some years ago, the Head Steward on an Ocean Liner and is well versed in the subject. This should prove to be a most entertaining evening - a good turnout will make it even more so. Prompt attendance by 8.30pm will help the organisers.

*MAY 22nd, 1982 - 5TH NATIONAL CONCOURS:



Don't forget our Number One event - 5th National Concours to be held on May 22nd. All concours entries on the day at £3, (rules available from Tony Spicer, Laburnum Cottage, 336 Clarence Road, Four Oaks, Sutton Coldfield, W Midlands). Please note that MOT certificates must be available for inspection by the judges.

Camping is available at £1 per tent, to cover both nights.

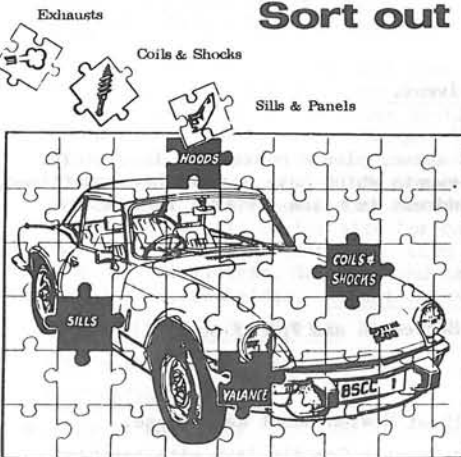
There will be a disco/buffet on Saturday evening to be held at Redgate Lodge. Buffet tickets to be ordered in advance at £3 from Janis Spicer (address as above). SAE PLEASE. This includes price of entry to disco. Disco only tickets available on the day at £1 or on the door. Disco/buffet for TSSC members and their guests only.

*ATTENTION ALL AREAS * *****

Come on, get those entries in for the W. Midlands Challenge Trophy. Shield and prizes to be won by winners and prizes for all finalists. Come on Area Organisers, get those teams organised.

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Number 5 in the kit car review features the TX Tripper.

TX TRIPPER

Manufacturer : Technical Exponents Limited,
74 Waterford Road,
LONDON,
SW6 2DR. Tel: 01-736 8615

Model available: TX Tripper Sports.

It was May 1971 when the tripper was first offered for sale, and it is still available today in much the same form. 50 or so virtually complete cars have been made, with probably hundreds of body and body/chassis units being sold over the years. The car can be supplied with or without a chassis, from its basic kit form up to a complete vehicle with new registration, and with a coloured or non-coloured one piece glass fibre body. The Spitfire (mks.1 to 4) or GT6 chassis can be utilized together with any of the Herald/Spitfire/GT6/Vitesse range of engines and mechanicals. With the 1296cc engine, kerb weight will be around 13cwt, so the car will be quick and should return good mpg figures. All Triumph parts can be employed in the construction of the kit, and with full weather equipment, comfortable seating is provided for 2 adults and 2 children.

It is believed that no owners club exists at present, but details will be published, if and when available.

ROGER D. POWELL

TAKE A TRIP WITH TX



Overdrive Units for Heralds.

I have had enquiries about fitting overdrive units to heralds. As far as I can ascertain overdrive was not an optional extra on Heralds - no mention is made of overdrive in my 1200 or 13/60 parts manuals. The unit from a Spitfire I - III will probably be the simplest to fit. Neil Williamson, the Spitfire Register Secretary, has supplied some information which may help anyone considering fitting o.d. to their herald.

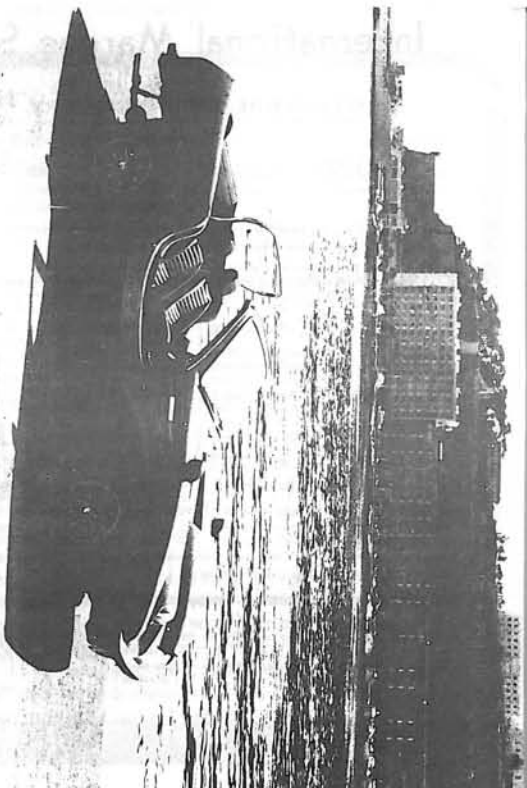
It is probably simplest to fit the complete Spitfire gearbox + overdrive unit to the Herald. The Spitfire I - III gearbox has identical ratios etc. to the 1200, 12/50 and 13/60 Herald unit. Remember to check clutch / clutch bearing / flywheel compatibility (see Courier Jan.02, no.19 for Heralds). The Spitfire Mk I has the coil spring clutch of early Heralds and the Mk II and III Spitfires the larger diaphragm clutch of later Heralds.

The differential (4.11:1) does not need changing as the same unit is fitted to 1200, 12/50 and 13/60 Heralds and Spitfires I - III. Because the gearbox and diff. ratios are the same on Heralds and Spitfires there is no need to change the speedo.

The overdrive switch is on the steering column of Mk I - III (α IV's to '73) Spitfires, so it is worthwhile obtaining the complete steering column assembly.

On the Spitfire the overdrive unit is mounted on a special platform which bolts on to the chassis. This should be obtained with the o.d. unit and used to replace the conventional Herald gearbox mounting plate (which is also bolted to the chassis).

Finally the propshaft - I don't know the answer to this so any information would be appreciated. The prop. from the 1600 Vitesse and Spitfire (with o.d.) will be too short, so it may mean that a standard 1200 - 13/60 prop. will have to be cut down to suit. According to my calculations the Herald o.d. prop. will need to be between 85.7 and 92.0 mm shorter (calculated from difference between o.d. and non-o.d Spitfire). Standard herald props. vary between 1268.4 and 1276.4 mm - some adjustment is provided in the engine mounts (at attachment point to suspension subframe) and gearbox mounting positions.



TX Tripper

THE NEW FORMAT SPORTSCAR

Consider the following points...

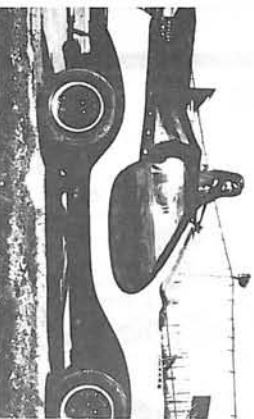
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Hood with rear access, "windoors", shown on the 2500 P.I.



... Refined in its technicalities - rugged in its construction.

Commission and Engine Numbers - prefixes and suffixes.

It would be helpful if everyone included engine and commission ('chassis') numbers on their register forms. If your car is 'original' the following should apply:

Commission Numbers.

948 Saloon (single carb.) G....DL; Saloon (twin carbs) GY....DL;
Coupe (all t.c.) Y....DL; Convertible (all t.c.?) Y....CV;
'S' Saloon G....SP

1200 Saloon GA....DL; Coupe GA....CP, Convertible GA....CV
Estate GA....SC; Courier Van GA....V

12/50 Saloon GD....RS

13/60 Saloon GE....DL; Convertible GE....CV; Estate GE....SC

Engine Numbers.

948 Y.... (Coupe & Convertible), G.... (Saloon)

1200 GA....

12/50 GD....

13/60 GE....

The suffix HE denotes an high compression engine and LE a low compression engine. 1200's with GB engine prefixes are also found - this prefix was used 'to suit factory identification' (can anyone explain this ?) . Commission numbers prefixed Gb were generally used on export models (from Gb 10,001 LDL (ie left hand steering de-luxe saloon).

Some cars on the register have FC and FD engine number prefixes - these are from Mk I and II Spitfires (FC, 1147 cc) and Mk III Spitfires (FD, 1296 cc).

Chris Longhurst

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INTERNATIONAL SPITFIRE REGISTER SECRETARY

As the Concours nears yet again, I would very much like to meet and talk to as many owners of Spitfires as is humanly possible. It doesn't matter to me if your car is worth £100 or £5,000 as I will be taking photos for inclusion in future 'Couriers'.

If you need any information (or want to buy me a pint), I shall be there in my Inca Yellow MK11 and, judging by last years turnout, one of the few Mark 11's that were present. I will have all my books of knowledge with me so come and test me with your questions! Let us see if Spitfires can outnumber all the other models and make it a great weekend.

Finally, I would like to wish all entrants in the Concours the best of luck.

If you read 'Sports Car Mechanics', a recently introduced quarterly magazine, you will probably have seen an article on the Spitfire called Save a Spitfire. Eddie Evans wrote the article and members of the Stour & Avon area (now Wessex) posed for pictures in the New Forest and Roger Collins displayed his Concours MK111.

The photograph shows four of the five Spitfire variants. From the left we have a 1977 example of the 1500 Spitfire, owned by Chris Poore, a recently acquired new member. The MK1V of 1972, belong to Steve Eastment, another new member. 1970 is the year of the MK111 belonging to Paul Mondey and, finally, the MK11 is of 1966 vintage. All these cars are used every day of the year and are in very good condition. I would like to thank all those members who helped in making the article and maybe we could do it again sometime.

NEIL M WILLIAMSON:



By Neil Williamson

Following new American legislation, there had to be some significant changes on the sports car front. The Spitfire had been selling well and now had to be redesigned to conform to these new regulations. The basic shape was retained but new front bumpers were fitted above instead of below the grille. The rear bumpers were also raised and the vertical overriders of the previous models were discarded.

The other significant change was under the bonnet, where a newly introduced 1296cc engine was fitted. This unit was the most powerful of all the Spitfire engines and could have been even more so if the emissions equipment had not been fitted.

The interior was the same as the MK11 with a few detail changes. Reversing lights were standard fitting now. The later MK111's had an integral rear number plate light-come-reversing light as on the Vitesse 2L. The American specification MK111 also had the yet to be announced MK1V dashboard.

The MK111 handled better than the previous models due to a new rear leaf spring which gave the car more negative camber.

In 1970 however, British Leyland announced the completely new Spitfire MK1V with even more emissions equipment.



HOME OF THE INTERNATIONAL SPITFIRE REGISTER
BY NEIL M WILLIAMSON - SPITFIRE REGISTER SECRETARY:

Spitfire ownership - latest figures.

Mark one	6
Mark two	15
Mark three	40
Mark four	67
1500	45

These figures are solely related to the Vehicle Register forms that I have received to date. I am sure that there are probably double this amount of Spitfires in the Club, therefore I urge any owners that have not completed a form to do so. Until then, these figures will be of no value at all to anyone.

The Triumph Spitfire Story

The current register is as follows:

Model	No. of cars
Equipe GT (2+2)	3
GT45 (1147)	18
GT45 (1296)	17
2 litre MK1	15
2 litre MK11	10
dhc (?)	14
	77

In compiling the register, I have been intrigued by a series of cars with the registration series CBF 6 ---H. The register contains 065, 606, 607, 625, 626 and 642, all registered on or about 20th November 1969. These are all 2 litre Convertibles. Either Staffordshire had a very enthusiastic dealer in convertible, or did Reliant become involved? I have seen early factory press demonstrator Bugs with registrations in this series. Can anyone enlighten me?

I have recently acquired a brand new tonneau cover for an Equipe Convertible, from the original manufacturer, from the original pattern. This was intended for my own car but is now surplus, if anyone is interested.

CHRIS GARDNER

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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.

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ANDY on Blackburn (0254) 71624 or CHRIS on Preston (0772) 54469

or JIM on BLACKBURN (0254) 56835

PEN TO PAPER

ABBEY TRANSMISSIONS LTD

Following a letter in The Courier, March 1982, regarding connections between themselves and other companies - as Jeff Baker claimed; we have received subsequent correspondence through their Accountants, RA Bouton F.B.A.A. stating that they have now, nor previously had any other Company, including those firms stated in our correspondent's letter.

Should Mr Baker, or any other TSSC member wish to pursue this matter further please contact myself and I will be glad to give you the address of R A Bouton, Esq who is in direct correspondence with Abbey Transmissions Ltd.

THE EDITOR

LETTER FROM ROB JENNER, WARWICK:

Having just visited the Classic Car Show in Bristol with other members of the Warwick group, we felt it was time to Put Pen to Paper. I thought the TSSC stand was a little on the poor side. Firstly, I appreciate the siting was unfortunate, tucked round a corner but if we had not been looking for our own Club stand, I doubt we would have seen it. Secondly, could we not amongst our 2,500 plus members find at least one of each marque of Club car to display, some of the smaller clubs really put us to shame. I only hope we can do a little better at Stonleigh. Having got that off our chests!!! A quick plug for the new Warwick group. After 3 meetings, we are going strong with about 25 members but any new members would be welcome. We meet every third Thursday in the month at the Racehorse, Stratford Road, Warwick, where we take over the rear carpark and lounge. If any local members are interested - they can get in touch with me at 112, Primrose Hill, Woodloes Park, Warwick or Carolyn Tocker - address in Club Directory.

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LETTER FROM CHRIS WREN:

In a previous Courier, someone wrote about solving 'early morning rattle' by fitting a conversion bracket, enabling a vertical (?) oil filter to be used.

I cannot find the article now, but there was no telephone number. Can anyone help? Where can I obtain such a bracket and what filter is used? Answers: tel: 04895 84334 (Locksheath).

LETTER FROM JACK HALLIDAY, READING:

Concerning Peter Tustin's horn which works only when steering 'dead ahead'; probably the contact brush 108657 is making poor contact with the contact ring, owing to old grease, muck etc. Get at it by prising out the horn push assembly; the brush is a sprung telescopic assembly, rather like the contacts in a good bayonet lampholder with a copper braid soldered inside between the two halves.

The ring sits below this and to clean it without removing the steering wheel, jack the front end to allow the steering to swing easily; then stuff in a piece of clean rag soaked in a solvent such as Thawpitt, assisted by a piece of stick. Swing the wheel a few times and it will probably be OK.

Other possible poor contact points will be obvious; it is just possible to dismantle and reassemble the actual push if still dodgy. For a time I suspected poor earthing column to chassis but now think my trouble was at the top end as described.

Now for Oliver St John and his fuel gauge tank unit. In my Parts Book someone has inked in '215846 from HC52828'm from which I infer that the lock ring version (which I have on my Vitesse) must have superseded the screw version which, I think is 213411. Clearly not interchangeable but I have succeeded in repairing two of these where one end of the resistance winding has broken away.

Snags are (i) getting the internal can off AND securely back afterwards - I resorted to a pair of 6BA screws and nuts in one case. (It is probably unsafe without the can). (ii) Soldering this type of wire - just about possible. Anyway, both my repairs worked.

I assume the reason these submersed resistance and wiping contact units don't blow up, is that there is always too much petrol present and very little oxygen. Worrying when filling for the first time!

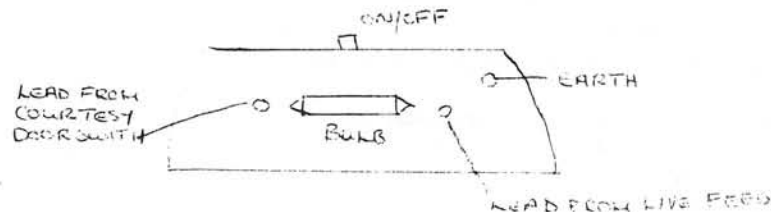
I am watching the correspondence about tuning for poor petrol with great interest; I resorted to slightly retarded ignition and do not suffer from running-on. However, I use the engine a bit gently, believing, like the man with a Mini, that 'if God had intended them to do 90mph, He would have given them bigger wheels'.

The Courier is doing really well, especially with regard to technical help and availability of spares; may it flourish.

LETTER FROM ALAN CAULFIELD, AYLESBURY, BUCKS:

For all you Convertible owners who have given up groping for everything in the dark, may I suggest the following solution to the lack of interior lighting:

Purchase an interior light as fixed to the centre console of the MGB and wire up as follows:



This wiring set-up gives you an on/off facility with door operated light thrown in as well. I mounted mine high up on the back panel of my Spitfire IV, using self tapping screws with speed fasteners to secure.

LETTER FROM M FENN, SEVENOAKS, KENT:

I have read with interest in the last few issues that several Club members are experiencing running-on problems with 1200/1300 engines.

Despite numerous checks of timing and carburation together with decoke and harder plugs, running-on persisted in my Bond GT45. Although plug colour indicated a good mixture, I fitted richer H6 needles instead of Standard AN. With the mixture re-adjusted for slow running the malady has not reoccured.

I hope that this of interest to fellow members.

LETTER FROM VA PUTTICK, DOVER, KENT:

Help! A cloth which was used accidentally to wipe the windscreen of my Herald, with unfortunate results, had been used previously with silicone furniture polish!

Now a horrible smear appears right in my field of view, whenever I use the wipers. Can anyone please tell me how to get rid of the mess once and for all? I should be very grateful if this problem can be solved.

LETTER FROM RICHARD CUNNINGHAM, SOMERSET:

Does anyone with a MK11 Vitesse 2L, know the part number for Triumph 2000 oil pumps, which can be fitted to the Vitesse engine to improve oil flow and distribution? The idea came from John Griffiths. Would there by any problems fitting this pump? Any information greatly appreciated. For any of you aspiring upholsterers, William Marston Ltd. of Birmingham (021 643 0852/3), are still able to supply the original headlining material as appropriate to Herald and Vitesse and maybe other club cars. The trade name is 'SEBRING'. I think it is available in white only but I'm not certain. Normally, they supply retail trade only but I have found on two occasions that they will send goods to non-trade members!

LETTER FROM B THORNE, DARTFORD, KENT:

In your excellent copy of 'Turning Circle' (Apr) on the Spitfire, under the heading 'some aspects of tuning', it states that the handling of early MK1V Spitfires can be transformed by fitting wheel spacers all round and 165 radials on the standard rims. Problem is extending the front wheel arches as nobody seems to manufacture arches for this car. Can anybody help with this problem please?

LETTER FROM I J CARTER, COVENTRY:

Here are a few hints for those budding mechanics who like messing about with engines:

How to put a Toledo 1300cc engine into a Herald 13/60 (or 12/50 and 1200 if built in 1966 or after).

1. Select one reconditioned, or good Toledo 1300cc engine. If the crank shaft end float is more than 15"/1000, then leave well alone. Also check that the mounting brackets are the same on both engines (it is possible to swap them). My 1972 engine was ok on both accounts.

2. Remove the following from a 13/60 engine (not 12/50 or 1200)

- One sump
- Two engine mounting rubbers
- One exhaust manifold and one inlet manifold.

Now fit them to the Toledo engine.

3. The following parts will be identical for both engines:-

- Clutch drive plate)
- Clutch cover plate) Diaphragm type
- Clutch release baring)
- Fuel pump
- Starter motor
- Distributor
- Dynamo or alternator mounting brackets
- Rocker cover

Just in case you need to replace them.

4. Now find a nice, dry garage and someone who is willing to help put it in.

All the best of luck to those who try this.

Nationwide

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

Meetings are held at the Old English Gentleman, Harston, Nr. Cambridge, 1st Thursday of each month at 8pm.

Somehow I seem to have missed out with my last months' write up, I shall have to have words with the GPO. So, here we go with three months' info. Our Conducted Mystery Run on 21st Jan was well-attended with a question sheet at the end and more food than we knew what to do with. My thanks to Giles Tenher for running the event, the next one 1st April should be a laugh.

Feb. meeting: Social Event with films, again well-attended by TR Club and ourselves, good food, films and raffle made an enjoyable evening, thanks to Tony Brandon and Jonty Wild for the arrangements.

March Meeting: This saw us back at the Old English Gentleman with a very full house, lots of talking about each others cars and our forthcoming events, especially our Annual Barbeque and Autotest.

Proposed Events For 1982:

- 1st April - Mystery Run
- 3/4th April - Steam Clean Weekend
- 6th May - Monthly meeting
- 28/29/30th May - Camping Weekend at Practical Classics Bromley Motoring Pageant, Kent.
- 3rd June - Monthly meeting
- 13th June - Sunday Run, Nene Valley Railway
- 1st July - Monthly meeting
- 10th July - Anglia Section National Event - B/Q and Autotest at Cambridge

While all the above is going on, we have a team of four working each Wednesday evening on the Club Vitesse/Courier Van. I would hope that by the time you read this, that it will be about ready to rub down the body ready for the paint shop. A few more hands at this stage would be welcome please!

AVON AREA NEWS, ANGUS HART REPORTS:

April 2nd - 4th saw the third Bristol Classic Car Show get under way, sponsored this year by the magazine, Thoroughbred & Classic Cars. The Avon area was there to spread the word. We were invited to attend this year and were given a stand (although a small one and not in the right place, according to the show catalogue). Still, beggars can't be choosers. The three day event turned out to be very good with lots of excellent cars to drool over - E Type, Lotus etc. On our stand we had my Herald chassis on display. It is a 948cc model Coupe and as this was the first of the Club cars to be thought of by GM, we came to the conclusion that this was the best Club car display. It brought many quereis as to the design, many thought it was for some sort of special (i.e. having outriggers on and the engine having twin carbs - which are standard on the 948cc Coupes only). We also had a computer display unit that I designed and built for the show. Unfortunately, I had to use a cheaper computer to run it, as mine was in the process of being up-graded to 32K (those of you with computers will understand). The display unit is basically a notice board with a hole cut out of the middle for the TV. The programme on the computer was just a simple printing programme that printed on the TV screen about the club and the club cars. On using a cheaper computer it resulted in only being black and white, not colour, although it served just as well. The Triumph Sports Car Club, a rival Club in Bristol/Avon area, soon pinched the idea and the next day they had the same type of small computer on their stand, running a programme about their Club. The Club regalia arrived just in time, held up by the post probably.

We met many Club members from all over the country. One came from Scotland I believe. And many enthusiastic owners of Club cars expressed great interest in the Club. We all feel the weekend was a great success.

CENTRAL SOMERSET NEWS, NICK BRADBURY REPORTS:

Hurray!! 'Local' enthusiasm and attendances are increasing! Any more for anymore? Seven of us turned up altogether, nice to see one end of Ye Pub car park dominated by 'our' cars, two Vitesse, one Spit IV and a GT61, plus a Mini (BL of course!!!). Thank you for joining us Anne and Justin. As a result of attendances by 'long-distance' travellers, we will be meeting from 7.30pm, onwards, so folks may leave earlier if they wish. Unfortunately, Bruce Roberts decided Nigeria will be too far away to attend our next meeting!

Two items were on the agenda for discussion; firstly to see who would be entering their car for the Yeovil Car Show and, secondly to see if anyone wished to join me to meet up with John Cudmore and friends, who were staying in Minehead for the weekend. Not much response on the latter but a little more on the former. I arranged to meet John and Co. on Saturday evening at the Farmers Arms, near Combe Florey, eventually

One other point of interest, someone (Anne, I believe) brought one of the monthly car magazines along, which had started an A-Z of cars, including some Club type cars. What struck me as being a bit ridiculous were the values or price ranges that were quoted. The mag. may have been T & CC but I can't remember. A generalisation on prices/values for a particular car is all very well, but one still finds hopeful owners welling cars at ridiculous prices, saying such and such magazine quotes whatever price! A bit misleading perhaps?

Regarding a very brief mention of spares last month, something else is now in the pipeline. Two local garages are keeping me informed of goodies they wish to clear - some panels (very few), some mechanical bits, plus other odds and ends. I recently found a home for some brand new inlet and exhaust valves for a 948 Coupe still in their original box and some oil filters for the same!

Naturally, any parts I require will be retained but anything surplus to my requirements will be offered though the Courier, to Club members only. Meanwhile I'll be nosing round a few more garages to see what 'old' stock is available at reasonable prices! By the way, due to a recent bereavement, one of my contacts has a 1964 'B' reg. Vitesse 1600 Convertible for sale - some spares available, hood frame and wheels, I think. Further info, evenings only on Wellington (Somerset) 6123. Continuing the spares saga, briefly; the Rostyle-type wheel trims 'suitable' for Vitesse MK11 and GT6 MK11, obtainable from Stefan Slomczynski in Shrewsbury don't fit! I know, I bought some. The items he is supplying are part number 575325. The ones the above cars require are part no. 811797. The inner 'ring' which clamps the trim to the wheel is approximately 3/8" depth, instead of 1/4". Part no. 575325 rightfully belongs to the Triumph 2.5PI MK1. So, unless you have a set of wheels with the (centre) offset further out, or you will come up with some modification (as suggested by Andy Jones last Saturday) to enable you to fit them to your car, they ain't much use!

CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

Further poor turnouts at the two meetings in March, only five at the monthly noggin and natter (which unfortunately I was unable to attend due to business activities) and only five at the Scaletic competition with the TR Register.

The Treasure Hunt, scheduled for this month (May) has been cancelled due to the proposed organiser of the event having virtually left the Club, plus a lack of interest from other members to organise or even take part in such an event (with one honourable exception, Mr Biveton). May's meeting is therefore a noggin and natter type, Friday 28th at the County Arms, Truro, commencing 8pm.

DERBYSHIRE (JUNCTION 29) AREA NEWS:

No, Junction 29 isn't dead (groan, groan, I hear you all say). Andie Clarke has left the area, no longer one of Maggies 3,000,000 unemployed. To take up a position in the Teeside area - we wish him every success and thank him for setting up Junction 29.

However, Kieth Singleton and Ken have taken over as area organisers. It seems Club nights go from strength to strength, four more new members out of two cars, approx. 30 members attending April's meeting, several club member's cars have received major restoration during the winter months, so we should have some impressive looking cars by late spring.

Howard Jones' Vitesse finished 4th fastest time at the Curborough Sprint Course, March 21st, organized by Trent Group TR Club. Keith assures me that he intends to organise some event for later in our calendar. Next meeting 1st Wednesday in May which happens to be the 5th May, at the Elm Tree Hotel at Heath.

DEVON AREA NEWS, GARETH BEECHING REPORTS:

The March meeting was ehld at are usual venue of the Dartmouth Inn at Totness and was attended by 25 members. It was nice to see one or two new faces and some new cars.

The surprise of the evening was the arrival of Geoff Snelling with his new acquisition of a July, 1962 Vitesse 1600 Saloon, which he had just purchased from a garage in Brixton. Previously the car had been owned by one elderly gentleman and had covered only 15,900 miles when he bought it. The car was undersealed from new and is certainly the nicest and most original Vitesse I have ever seen - roll on the Club Concours at Donington! It is nice to know that cars like this are still waiting to be unearthed by Club enthusiasts. There was a brisk trade in Club artefacts and Sue Walters was taking plenty of orders for the smart Devon Area sweatshirts which will arrive at the next meeting on the 25th Arpil. Stan Walters has now finalised the area calender for the summer months, so please make a note of the following diary of events:

- May 2nd - Treasure Hunt (organiser Richard Bruford)
- May 22nd - Club Concours at Donington
- May 29th/30th/31st - Plymouth Car Show
- June 13th - Historical Vehicle Gathering at Paignton Zoo
- June 20th - Monthly meeting at the Dartmouth Inn
- June 27th - Cornwood Rally
- July 11th - Picnic on Dartmoor
- July 25th - Newton Abbot World of Wheels
- August 14th/15th - Yeovil Festival of Transport
- August 18th - 'Bonnets up' evening at the Torbay Rover Club with MG and Jaguar Clubs
- August 29th/30th/31st - Stoneleigh Gathering
- August 30th - monthly meeting at the Dartmouth Inn (for all those not at Stoneleigh!)

If anyone would like further details of these events, please ring Stan Walters, hose number appears on the back page.

Finally, a reminder to all those in the Exeter Area (like me) - reember to come to the monthly meeting at the Dartmouth Inn at Totnes.

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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
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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/off road _____	If YES details _____	
Comprehensive/TP, F&T/Thrd Party only _____	Dates _____ Fines _____	
Insured only/insurer & spouse/Named Driver _____		



EAST BERKS AREA NEWS, JOHN REED REPORTS:

Hello! We are still alive in East Berks, despite my lack of reporting in the past two months. However, I have been in direct contact with most Area members about the following events and changes.

Our meeting on Thursday 8th April, was very well attended and thanks to Leon and Chris from Thames, who managed to squeeze in to give us further info. on S.E.M. '82 at Beaulieu. It was nice to see mahy old (including myself) and new faces and see so many good Area Club cars (not including myself). Robin Vincent unveiled his plans for the 'Hurri can' - a kit in GRP suitable for Spitfires and GT6's up to 2.5L, which he is producing. We will be hearing more about this in the next few months. We also had a surprise visit from Steve Carroll - temporary Resident in the Vitesse Estate with O/D (which, incidentally, is up for sale). All who attended the meeting will be aware of our desperate need to find an alternative venue - which brings me on to my next subject.

Having got ourselves nicely settled at the 'Bell and Bottle', it came as a blow at the March meeting find the pub had played a rotten trick and converted our usual quarters to further restaurant space - without bothering to let us know. In spite of the many advantages of the pub, everyone will agree that it will be impossible to continue our meetings there. A proposal has been made to hold Club meetings at Littlewick Green Social and Ex-Service Club, not very far from our present place as the map shows. Membership of the Club is £2.50 per year for each person but that will entitle us to use the Club anytime as bone fide members and the beer and drinks are considerably less than pub prices. The Club has a good, friendly atmosphere and has plans to improve it's premises soon. For around 5p a week, I think it is good value. It will guarantee us a meeting place and give some return for the outlay. Anyway, a trial meeting has been arranged at the Club for Wednesday 19th May at 8pm. Parking outside the Club premises and adjacent public roads. A paper ballot will be held at the meeting to decide future intentions. No fees will be required on this occasion -just turn up and present yourselves.

Spares forms were distributed at the March meeting. Would you please make sure these are completed and handed to me by the May meeting. If lost or mislaid, bring along your spares details (with known discount forms) and I will transcribe the information.

The Area will need a Standard Herald from any kind donor if we are to take part in the timed inter-area team event at the Club National Concours at Donington, May 22nd. I can assure potential or would-be suppliers that the utmost care will be taken of the car and there will be very little chance of it coming to grief. Please let me know as soon as possible if you can help (details on page 6, April Concours).

Last item is to mention our involvement with Hants and Surrey Area on 4th July at Easthamstead Park (nr Bracknell). This is an 'Auto Sunday', organised by East-hampstead Rotary Club. It is expected that the two areas will be asked to participate in a judged 'Concours' and an Autojumble. There will also be a parade of entrant cars and a short excursion into the neighbouring countryside. Besides this, there will be aerobatic display, marching band, model aircraft display, fairground organs etc. It's all in aid of charities and must be a date for the diary.
SEE YOU ON THE 19TH MAY.

ESSEX AREA NEWS, DAVID COOK REPORTS:

A certain amount of confusion crept into my last report and, to make any sense out of it, you'll have to turn back the clock by one month. This was all due to the A 0 reposing in has bath during the December meeting and, consequently, finding his brain deranged when attempting to reconcile meetings attended with the months available for holding them.

Nevertheless, the March meeting was attended by 35 cars and contents and turned out to be a little more organised than usual. Packed tight in the clubroom, the local membership was presented with bulletins describing forthcoming activities and a plea went out for volunteers to help run stands and generally assist with future area representation. I can't report that a tidal wave of support resulted but two brave souls came forward to enlist in the car-breaking team and this was greatly appreciated.

Once this chore was over, there was the return of the Area raffle which has been missing in past months but should now be back for good. Prizes take the form of tools for the car so ther's no excuse for failing to part up with the cash when accosted. Meanwhile, back in the carpark, bemused members were contemplating an immaculate 13/60 Convertible with a £1,700 price tag whilst others were getting down to the serious business of trading in Vitesse spares. I hope to see some of these fabled rebuilds creaking to life and trundling along to meetings in coming months. My own wreck might even find itself resuscitated before long!

The following weekend saw another frenzied burst of activity. Whilst the wrecking gang got to grips with a MK111 GT6, an expedition was despatched South of the river to bring back our latest acquisition, an early 1200 Herald. This one's not for the chopping block and we hope to do a bit of restoration work on it. Not to be outdone, the ladies were busy devising an evil treasure hunt for later in the year and this will probably call for roll-cage and crash-hat! The GT6 bits have been selling like hot cakes but we may have some mucky bits left for those who want to enquire.

GRANADA AREA NEWS, JOHN BINGHAM REPORTS:

Our first event of 1982 could be described as a truly educational affair, as it took place, literally 'down in the old school yard'. 13 people, seven cars, four staw bales and 12 cones arrived for the event, an autotest. They duly took up positions on a sunny but bitterly cold Sunday morning. Contrary to some views expressed, the bales and cones played a purely passive roll, whilst the seven competitors used their skill and judgement to negotiate the course. After a photographic session in front of the line up of five Vitesses, all repaired to the local for light refreshment. Clear winner of the event was Gay in her Vitesse MK11 Convertible. Stan and Less Duff took second and third places respectively in their immaculate MK11 Vitesse Convertibles. Meeting March 9th: No longer shall I think 'where are all you members out their?'. More than 38 people converged on the Dog and Partridge, almost making a base for anyone wishing to reach the bar will be passed overhead'. We had visitors from West Yorkshire and Ribble areas and many newcomers from our own area. It was really good of you all to turn out on such a cold, wet night in cars which at one time numbered 7 Vitesses, 2 GT6's, 2 Spitfires, 2 Heralds 1 Toledo and a Sprint. There was much discussion about spares and technical problems and a quiz sheet to complete. Winner of this quiz was Bob Heath with 18/25, equal second were Julian and 'the corner group', third place going to Steve Jones. Some members hope to have a run down to the North Wales meeting on the 18th and a weekend drive to take in Jodrell Bank and Mouldsworth Motor Museum is being planned.

HEREFORD AREA NEWS, JIM RICKARDS REPORTS:

I would like to give my thanks to John and Hanna Pickford from Hereford, Peter Ball form Newent and again to Geoff Ault for coming along to our local meeting. I do enjoy hearing of other members tales, always keen to learn from their experiences and it can save a fortune in repairs! The next meeting is to be held on June 2nd at the same time, so I look forward to meeting you again then.

Finally, on Sunday June 12th, I propose a short drive followed by a trip on the Severn Valley Railway. The plan being as follows: Leave the 'Green Dragon' at Bishops Frome at 10.15am and arrive at Bewdley to catch the 11.45 train to Bridgenorth. Apparently there is an excellent pub at Bridgenorth on the station where we could get some lunch. After lunch people would be free to look around the town or do whatever they wish. Trains leave Bridgenorth for Bewdley at 2.20, 3.05, 4.35 and 6.05 so you could even stay for tea!

I am hoping that members from other local areas could meet me either at the Green Dragon at 10.00 or at Bewdley to catch the train at 11.45. I look forward to seeing you.

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

HERTS AREA NEWS, ANDY FFOLKES REPORTS:

If you have obtained an area calendar you will be able to see that we have a comprehensive list of events running this year. For details of June's events see 'What's One Next' in this issue.

It is really getting somewhat difficult to be at Offley Club Nights just recently! A marvellous turnout again with several new members attending, which seems to be a regular occurrence. The numbers of new members that I meet every month in this area seems to bear out just how fast the Club is expanding its membership.

I don't know about you, but I'm hoping that the next Club nights are going to have some decent weather so that we can get out into the car park and see some of those cars, which previously first occupied the space in front of the pub and stopped us getting from A to B. Has anyone noticed how the sales figures for the T-cut rise during April?

The Enfield Pageant of Motoring to be held on the 29/30/31st May is also a worthwhile event to attend. We had been invited to produce a stand there similar to the one at the Classic Car Show, but unfortunately we are very busy organising other events to be able to do this properly, so we had to decline this offer.

However, from what I gather, there is plenty going on and includes many different car makes. The event is held alongside the A10 Great Cambridge Road, Enfield.

With respect to Donington, do we as an area want to travel to the first stage (Newport Pagnell Service Area) in convoy? If we do, can you speak to me next time we meet and decide where from.

Meetings are as usual: The Woodman, Wormley West End (last Wednesday 8pm)
The Red Lion, Offley (first Tuesday, 8pm)

If you don't know where either meeting is, give me a ring - the number is on the back page.

SPITFIRES (U.K.)

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KENT AREA NEWS, MARTIN RADFORD REPORTS:

Much of the March meeting was spent discussing the Kent Area camping weekend. This event will be held at Footscray Place, Rectory Lane, Sidcup on Sunday 30th May and at Norman Park, Bromley on Monday 31st May.

Sunday 30th will be the initial arrival and will be a TSSC meeting which will, hopefully, include competitions, quizzes, a bring and buy sale and general gathering of members. We will then camp overnight (so don't forget your tent).

The following morning we will drive off in convoy to the Bromley Pageant of Motoring. This event is sponsored by Practical Classics Magazine and includes concours and autojumbles etc. I have a supply of tickets for this which will admit TSSC members for £1. This includes commemorative plaque, programme and parking in the one make area.

If last year's pageant was anything to go by, this will be an event enjoyed by all and we should again boost our recruitment figures.

The Kent Area May weekend should therefore not be missed. The Cambridge Area are using it as their annual camping weekend and will arrive on Saturday 29th May. So pack your car with food, family, camping equipment and unwanted spares for a weekend to remember in Kent.

The April meeting was, as all Kent meetings, very well attended with the usual variety of Club cars. No Bonds or Specials but Heralds, Vitesses, Spitfires, GT6's and a Vauxhall Cavalier. Members came from as far afield as Basingstoke, Plumstead and Deal and it was pleasing to see some new faces.

Nobody was prepared to fix the landlord's Ford which had broken down in the car park. He was advised to buy a Triumph but he said that he wanted something more reliable (none of the Triumphs in the car park broke down). He did however produce a photo of a Modsports Spitfire MK11 which he once owned powered by an American engine of some sort.

As the evenings get lighter we will be spending increasingly more time in the car park. This is not as traditional car Club images would suggest to see who has got the best looking car but to see who collected the most rust in the winter.

We are at present setting up an advisory committee. This will be set up shortly as an experiment and will be concerned with Kent Area fund raising, policy and social matters.

For those members who have not yet found us, we meet on the second Monday of the month at The Cock House Inn, Detling off the A249 which joins the M2 to the M20.

DON'T FORGET THE CAMPING WEEKEND.

LEICESTER AREA NEWS, IAN MCKEGGIE REPORTS:

Oh what a head-turning, wheel-spinning, eye-catching, trend-setting, awe-inspiring, fun-making day out Convoy. The Leicester Area certainly made heads turn through Northamptonshire on its way to a fantabulous day at Silverstone for the JDC/AM Owner's Club Challenge. This was by far the best day racing I have seen there, with a TR3 showing the big boys the way home. Make a note for July 3rd return battle, usually even better. My apols to those who missed it. It was your own fault if you did not know about it. See you at Donington.

MILTON KEYNES AREA NEWS, GEOFF KING REPORTS:

The last two meetings have gone off very well with some new members at each, which shows that our leaflet campaign is working. Any members interested, please note that our photo hunt is on April 18th meeting at 1.30 at The Fountain Loughton, cost £1 per car. The Sunday meetings for the next few months are as follows: Sunday Apr 4th - The Suffolk Punch, Stantonbury. Sunday May 2nd - The Queens Head, Long Marston. Sunday 6th June - The French Horn, Steppingly. Sunday July 4th - The Kings Arms, Cardinton. Any members who would like further details or directions to any of these meetings, please contact me on Milton Keynes 567263 between 6.30 and 7.30.

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MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Sunday 21st March at the Chalet: Thankyou to all of you that turned out for the Sunday meeting and welcome to the new members. It was a great response with a variety of exhibits in the car park including an immaculate black MK1V Spitfire - very nice. Pity about the rain - we'll try and do something about it for next time!

Some members of the Morgan Owner's Club came along too and added their beasts (all plus 8's) to the car park. They've challenged us to a cricket match, so I'll be in touch with Ian Botham in the near future!

We all know that well-known phrase, 'I'll get round to it one day - really I will!' But, at long last, (and about time too!) Bill Hewer has finally got overdrive fitted to his GT6 and after a few teething problems, is now working perfectly (the overdrive, that is!). God help the rest of - he's faster than ever now! By the way, Bill, thanks for push-starting the Merlin on the roundabout!!

April 6th: The Herald meeting wasn't as well attended as usual but a potential member with a Courier van came along. He was instantly the object of gentle persuasion, so hopefully, the TSSC will have another van (please!). Finally, if any of you want to take part in the W Midlands Challenge Trophy (the Inter-Area competition) at Donington, please ring me on 021 784 4597 (home) or 021 236 6204 (work). Remember, you need two men, a woman and a Herald for a team!

Next meetings Sunday 16th May at the Chalet and June 1st at the Bull. Don't forget Donington in between!

NORTHERN IRELAND AREA NEWS, ANDY SCORGIE REPORTS:

I have just started as Area Organiser here and looking through back issues, I see that we are the only existing Area who never appear in any shape or form in the 'Courier'. It is well past time for us to put ourselves on the map and as Mr MB Slattery suggested in February's issue, we should create a bit of life Club-wise over here. So I am proposing a get-together in The Harbour Bar, Portrush at 2 o'clock on the afternoon of Saturday June 12th. (Pubs open all day in Ireland!).

(I will be contacting all members that I have addresses for individually about this. If anyone is left out please take note. Anyone with suggestions or who simply wants to make contact, can get in touch with me on Coleraine 4141 ext 430 during working hours or Portrush 822826 at weekends.

NORWICH AREA NEWS, IAN EASTWOOD REPORTS:

A film evening is being organised soon at the Kings Head pub - more details when things are finalised. I'm getting things together about the weekend but no offers to form a committee from people in the area, probably because I missed the meeting. Would anyone concerned with the Essex section's Autotest arrangement, please contact me. I'm unable to find the telephone numbers.

Meetings: Kings Head, Hethersett. 2nd Tuesday in the month 8ish. Green Man, Rackheath, Norwich. 3rd Sunday in the month, lunchtime. I've got lots of windscreen leaflets available if anybody wants a few in the area.

OXFORD AREA NEWS, JOHN CUDMORE REPORTS:

Usual small dedicated band at the March meeting, where final arrangements were made for our annual Spring weekend - this year to Minehead in Somerset. On 2nd April, Andy Jones, Steve Little, Pam and I set out from Stonesfield along our 'back' road to Burford and Swindon to pick up Jim and Val Carter. It was a pleasure to drive the Vitesse with the 'lid' off for the first time this year for any distance. We made our way to Bristol Classic Car Show and how nice to see the Club represented at last with a nice Herald Coupe chassis on view. We thought some of the Autojumble prices were a bit steep - Vitesse number plate/rev. lamp at £30 on two stands. Wonder what BL price is. We continued with roof off down A38 and A39 to Minehead in time for dinner. The hotel proprietor was a GT6 owner and at £21 for DB & B for two nights, was very good value and a very enjoyable weekend followed. Saturday was no so kind weatherwise but we took the coast road towards Lynmouth to allow Andy, our hillclimb expert (!) to storm up Porlock Hill. A look at the water driven cliff railway to Lynton and some expensive for some shopping in Lynmouth with an Exmoor drive via Simonsbath and back for dinner. The evening found us at The Farmer's Arms near Bishops Lydeard at the invitation of Nick Bradbury of the West Somerset Area with a few hillclimb 'photos. In exchange for your welcome, Nick, we plastered every Club car in sight in the area! Sunday found us on the West Somerset Railway (steam of course) the longest private line in the country with a gentle run home with Steve nursing a holed radiator. A nice weekend folks - roll on the next one.

RIBBLE AREA NEWS, CHRIS GARDNER REPORTS:

10 people attended the meeting on Easter Monday, bringing 3 Vitesse's, 1 Spitfire, 1 GT6 MK1 and 1 GT6 Targa! Any other area got one of these? As the lighter evenings are coming, the Blue Anchor should prove an excellent place to meet, since it has a large car park at the front, where Club cars can be displayed along by the main road. Dates to note are 10th May, 14th June and 12th July.

PARTS FOR SALE: The Ribble Area have produced a small trial run of glassfibre transmission tunnels. These are self-coloured in black. If members are interested, we are prepared to make more, in which case we can purchase materials in bulk. This should keep the price down. We are also producing a similar small quantity of tunnel consoles as fitted to the Bond Equipe at the factory. These would, of course, be suitable for Vitesse's. The transmission covers are also intended for the Vitesse but should be easily adaptable for the Herald. Enquiries to Chris Gardner on Preston (0772) 54469 after 8pm.

SURREY AND HANTS AREA NEWS, GORDON PURDUE REPORTS:

Tuesday 9th Mar. saw 8 club cars and 15 members turn up at the Godalming Conservative Club to an inter-club quiz. A very entertaining evening was had by all with GMC being the victors by 105 points to 67 points. Considering the questions were very rallying and racing orientated and there were 23 in their team, we put up a very good show. We have already put out a return challenge (with us setting the questions!) which they have accepted. Anyway, many thanks to GMC for a most enjoyable evening.

Our clubnight on Wednesday 10th May was well-attended with 26 members present. Colin Southom, events co-ordinator of the Stour/Avon area, paid us a visit - very nice to meet you Colin. It was suggested we meet Stour/Avon at a suitable venue somewhere between the two. One day in the Summer.

For those members going to Beaulieu on 25th April, we intend going down in convoy from Fleet Services Lorry Park (Westbound) on the M3. So be there 8.30am.

Our next clubnight on Wed. 14th April. I will be giving a talk on car rallying in its' various forms, what it involves, driving, navigating, marshalling etc. P.S. Next month I will be writing about my recent trip to the States to watch the Daytona 500, so look out for it!

SOUTHERN AREA NEWS, TONY FARBY REPORTS:

Our April meeting was a fairly quick one with only a few, keen members braving the lousy weather. Geoff Bell recounted a harrowing story of how his Vitesse caught fire recently. Apparently one of the rubber connectors on the fuel line became detached and the fuel was ignited by a spark from the dynamo. Geoff's car was not seriously damaged but perhaps this serves as a warning to all of us to replace those dangerous push-on connectors with something a little more permanent.

If anyone is interested, the Wessex Vehicle Preservation Club are holding their 'Motorcade '82' event at Butchers Coppice, near Wimborne on the 13th June. This includes autojumbles, concours, driving tests etc. I have a small supply of entry forms.

Our next meeting will be on May 4th at the usual venue, The Good Intent at Horndean.

SWINDON AREA NEWS, MARTIN WEBB REPORTS:

Although the response to our meetings is still quite small, we still enjoy a convivial evening on the 3rd Tuesday of every month, supping 6X and chatting about cars. New members are very welcome - venue, Lounge Bar, Calley Arms, Swindon. For further information contact Martin Webb, Swindon (0793) 872098.

THAMES AREA NEWS, LEON & CHRIS REPORT:

Recent meetings have produced a steady attendance of 22-25 cars (more welcome), including Philip Clayton in his very smart Mirra-Flake 2.5 litre 'throaty' Vitesse, (see Street Machine - Aug '81) - no comments about the wheelspins and 20ft high dust clouds in the car park, come again Philip.

14th March - Thames Area held a dual Treasure hunt with a rather small contingent from Sutton/Cheam 18+ in a Ford Fiasco but everyone seemed to enjoy themselves with Dave Young coming in First with his Vitesse.

28th March, members came out in force, in support of The British Sports Car Day at Epsom, and managed to outnumber both MG clubs and get some new members into the bargain, then after a lunchtime pub visit, 9 cars went on to sunny Epsom racecourse for a very successful photo-call, much to the consternation of Joe Public. A really great day, roll on next year. P.S. Special thanks to Marc and Jane and Paul for their support of the Club.

3rd April - A visit to the Bristol Classic Car Show produced just one car - me (leon) I was at the Bell at 8am but no one else showed, so I went on my own and flew the Thames flag at the TSSC stand, run by dedicated Avon Area members. It was a small stand, nonetheless effective, although I really do think that the Club might perhaps give more support to local areas at events of this magnitude as a matter of course, if we are to stand out in the Classic Car world.

16th May - Don't forget our visit to Biggin Hill Air Fair. Meet at The Bell, 8.45am and bring leaflets, (20,000 cars estimated). Biggin Hill, not The Bell, you turkeys.

22nd May - Donington. We are making our individual ways up there but if the Club is making any plans to meet at Newport Pagnell Service Station Lorry Park, around 9.30am?? As last year, some of us should be there.

31st May - Bromley Pageant of Motoring. All Thames Area members can get their Wind-screen stickers at meetings. Please ask Chris/Leon if you are really interested in coming. Limited number. We meet for this event at The Bell at 8.45am on Mon 31st May, dept 9.00am. Show 10am.

Does anybody know the fate of a Vitesse MK1 2L Conv. reg. LK0 717F? Possibly still living in the Coulsdon area near Croydon, Surrey. Please inform Thames Area Organisers if you know. A register of spares, both new and 2nd hand that Thames Area members have for sale is to be formed by Chris/Leon, and would all Thames members please send/give any details of price/part/part number etc. to Chris Childs at 125 Cottenham Park Road, West Wimbledon SW20 0DW.

Also we are hoping to make up a list of tried and recommended garages and Triumph parts suppliers and breakers in the Thames Area. Also all possible/definite discounts, this is in response to popular request.

Future meetings; every other Thursday at The Bell, Hampton on the A308 at 8pm, dates 13th and 27th May and 10th and 24th June.

WESSEX AREA NEWS, STEVE ELLIS REPORTS:

March's Sunday meeting was a tremendous success with about 25 Club cars attending - well done everyone! At the regular April noggin n' natter, a list of drivers going to Donington this year was compiled - 9 of us so far. If you weren't at the meeting and you'd like to go, get in touch with Neil Williamson a.s.a.p. as he's organising the convoy.

Forthcoming events: 1. May noggin n' natter: Tuesday 11th May, 8pm, The Skittlers, Broadstone - Neils Quiz. 2. May 22nd - Donington Concours. 3. May 23rd - Gurston Down Hillclimb. 4. May 30th - Sunday lunchtime meeting at the Horton Inn. 5. Sunday 8th June - Paul and Simon's Treasure Hunt - promises to be a great day out. 6. Noggin n' natter, Tuesday 8th June, The Skittlers, Broadstone. 7. Sunday 13th June - Wessex VPC Motorcade '82 - details to follow.

WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

After the tension of The Scalextric Race, members were itching to act out their skills in the real world and it was for that purpose that an Auto-test was organised during March.

Being the Organiser for the event I left home in good time but throttle cables being what they are, I arrived somewhat later than planned with the result that the atmosphere was approaching that of religious fervour. Anyway without further ado, the course was set up and off we went. Obviously, due to the trauma of the morning, my wife and myself did rather badly, the winner being Tim in his Herald, which jumps out of reverse gear - a problem with which Tim is so familiar, he can predict it's happening, counteracting it's effect with amazing accuracy.

The booby prize, an award that is fast becoming, in these parts, a status symbol, and is affectionately known as the Golden Goggles Award - was present to Trevor who's outstanding inconsistency secured this (an unkind person could say eagerly) trophy.

Changing the subject, you may recall some months ago that I wrote about maintaining the quality of Club cars in particular, my GT6 MK111:- the response was, well, breathtaking. A few of you wrote to the Courier to express your views and I thank you for your opinions, although I must say it would appear that the letters printed were not too encouraging. Well, you will be pleased to hear that I have just received another years MOT certificate, a joyous occasion and one in which some of you at least can share with me. Thank you.

Please Note: Meetings are now held at The White Bear, Norwood Green, Halifax; still first Tuesday. If in any doubt, ring Nigel or Alison on Huddersfield 844682.

WEST KENT/EAST SURREY AREA NEWS, LYNDA LEE REPORTS:

Our March meeting was well attended with 3 Spitfires MK111, LV and 1500 models, GT6 MK111, 3 13/60 Heralds, 2 MK11 Vitesses and a what's this - a Lotus Elan, where is your patriotism Anthony. Cars were pouring into the massive car park from all corners of the south - Redhill, Dulwich, Orpington, Beckenham, so on and so forth. Our venue was The Grass Hopper Inn, Moorehouse, Westerham set in the quiet country side of West Kent and East Surrey; the silence only being broken by the roar of the Club cars screaming down the A25. Being newly formed as an area, we don't have much to report.

Meetings are 3rd Wednesday of each month at the above named pub. All members are welcome.

N & S YORKSHIRE AREA NEWS, DEREK STRINGMAN REPORTS:

A full house again at this month's meeting and Alan Murd had rifled through his comprehensive spares set-up to organise an 'Identify the Parts' competition. John Griss emerged as the winner having waded through items such as a trim plate to cover the optional Herald starting handle hole. Thanks Alan and congratulations to Sherlock Griss.

Among the subjects that arose were, the collapsed (cheap!) oil filter that effectively throttled the oil system of Doug Goddards GT6 and a 13/60 being rebuilt that appears to have had a full SAH conversion hidden under the rust.

The next report should include how we fared against the TUR's and MG's at the Full Sutton Autotest (I wonder if it is an ominous sign that I've just managed to buy a spare diff), and also a date for the June Treasure Hunt. See you all at the concours.

Car Mart

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

1963 Spitfire IV. Signal Red with black interior. Dry stored for some years with aim of restoration to original condition but lack of time now prevents me completing the project. Comes with metal hardtop, soft top, tonneau and some spares. Structurally sound but some cosmetic treatment necessary. Further details, contact: Chris Wheble, tel: Leatherhead 373967.

Vitesse MK11 Saloon. White, G reg., sunroof, servo, fitted with new Rotoflex couplings, UJ's, rear trunnions, rear bearings, petrol pump, recon radiator. New rear quarter valances, rear valance, front valance, sills, door steps, front inner wings, chassis Hammerite painted. Very good condition. £500 o.n.o. Contact: Steve Shelley, tel: Cannock 4789.

GT6 MK111 1973, Yellow, O/D, cloth seats, sundym glass, 55,000 miles. New exhaust, reconditioned head, various new panels, wipeclean number plates, part set of new carpets, taxed up to end of May. MOT until 15th October. This car is in good condition with all service records and receipts kept. £1,150 o.n.o. Contact: John Lindop, tel: Botton (0204) 53742 after 6pm.

GT6 MK111 1973, Green, O/D. Tinted windows, rear wiper, wide wheels, plus extras. Taxed and tested. Good condition. £1,150 o.n.o. Must be seen. Contact: Brenda, tel: Tewkesbury 297837 after 6pm and weekends.

I know the bodywork is rusty round the sills, bonnet and boot lid; the carpets are thin and I've never had the correct wheel brace. Otherwise the Vitesse I have for sale (1969 2L, O/D, sunshine roof, white) has never let me down in 8 years' motoring at an average of 6,500 miles p.a. (current mileage 73,000). Last MOT passed 29th January, 1982; 4 months' tax remaining. I am the third owner, and I know the car's history from new. £375 o.n.o. Southampton (0703) 782509.

K reg. GT6 MK 111. Beautiful white coachwork with tan interior. O/D, rear seat, radio, spoiler, taxed and tested. Very good condition throughout. £1,295 o.n.o. Tel: 051 356 1736.

GT6 MK111, L reg. Green. O/D, radio, electric aerial, window washers, Sundym, headrests, sunroof, HRW. Contact: A Pryke, tel: Haverhill 705832.

1978 Spartan 2L - 5,000 miles only with O/D. Black, bucket seats. Absolutely immaculate condition being professionally built by a private garage in Sussex. £2,700 o.n.o. Reg. XPB 3685. Contact: Ross, tel: Horsham 50047 or 60976.

GT6 MK111, Aug. 73, Mimosa. Superb condition. Many parts replaced. Low mileage. Sunhatch. Towbar. 165/70's. Radio. Tints. Alarm. Air horns. Stored through winter. My car for 3½ years and only selling now due to the cost of running a Stag! Best offer around £1,500 for quick sale. Contact: Steve, tel: 0380 5322.

Spitfire 1500, V reg., August 1979, Inca Yellow, black trim (black and white hounds-tooth seats) soft top, tonneau cover, overdrive, push-button radio, dinitrol rust-proof underseal, just over 7,000 miles from new, £2,995. One careful lady owner, member of Inst. Advanced Motorists. Car absolutely immaculate. Contact: A Lowenhek, tel Witham 519793.

GT6 MK111 1973, French Blue. New rear dampers, new brakes all round. Just serviced and tuned, body a little tatty but nothing serious. Must sell quickly, hence £1,100 o.v.n.o. Contact: Graham, tel: Egham 32637.

GT6 MK1, registered 1967. Black. MOT Jan '83. Tax June '82. O/D, wire wheels, original interior etc., stereo cassette, re-conditioned engine, fitted 20,000 miles ago. In nice condition and good running order. Offers are invited. Contact: G Hesford, tel: Harpenden 5010 evenings weekends or 01 794 8267 daytime.

Vitesse MK11 Convertible with O/D. Over 52,000 spent in last three years, so excellent mechanically. Body a little frayed at the edges but nothing more than cosmetic. White with black trim. Heartbreaking separation but the mortgage comes first. Haggling starts at £595 for quick sale to good home. Contact: Dr Swinyard, tel: Colchester (0206) 843599 (home), Colchester 77271 (work).

Herald 948 Saloon 1960. Genuine 30,000 miles. Powder Blue. Mechanics in very good order. Fully serviced. Possible Concours winner. Beautiful condition. Collector or enthusiast wanted. £525 o.no. Tel: Sevenoaks (Kent) 53762.

Cars For Sale cont'd .../

1968 Herald 13/60 Convertible. Conifer Green with Gold Stripe. Fitted with new hood, new carpets, 155 x 13 Radials, twin 1½" SWS, Peco exhaust, spot lights, fog lights front and rear, air horns, radio, some spares available, new and used. Car garaged since Nov. '81. Hence no Tax, MOT till August. Company car forces sale. Car is in Southport. £510 o.n.o. Contact: Chris, tel: Chester 0244 44356.

1970 Bond Equipe Convertible. Two lady owners from new and under 45,000 miles. Since I bought this car in 1973, it has averaged just over 2,000 miles each year. All MOT's to prove. Resprayed Silver Starmist. New hood fitted in 1979. Recent new tyres and battery. Tax and MOT to end Sept. Overall in very good condition. £875. Contact: B Rowe, tel: 01 642 5925.

Triumph Spit 1500, 1975. O/D, Inca Yellow, hard and soft top, tonneau cover. New set of tyres, new exhaust system. Wide, addloy wheels (Wolfrace). Tax until Sept. Contact: Paul Newey, tel: 0789 731 417.

F reg 2L Vit. 70,000 miles. Good condition. Will accept 'give-away sum' for quick sale as space is urgently needed. Contact: Derek Smith, tel: 0622 28767.

Herald 1200 Conv. June 1967. Triumph White with red upholstery. 60,000 miles by 2 family owners since new. 12 months MOT. All new outriggers Gleaming original paintwork, mechanically faultless. Immaculate throughout. £600 o.n.o. The only reason for selling this car is that I'm buying a Spit! Tel: 021 706 3198.

2L Vit. Conv. MK1. O/D, good mechanics but body rough. New hood fitted, suitable for restoration. £175. Contact: Tony Willaims, tel: Ely 5439.

1970 Herald 13/60 Saloon, Blue, 58,000 miles. Almost entirely original, immaculate interior, sunroof. Two previous owners. MOT to March '83. Used as a second car whilst renovating my Vit. A sound car for the enthusiast. Contact: Ian Scoon, tel: Bristol (0272) 634264.

Vit. 2L MK11, 1970. Goes well, has been used daily. Bodywork average, starting to require attention. Roayl Blue. MOT June 1982. £400 o.n.o. Tel: Wivenhoe 4667 (nr. Colchester).

1968 Vitesse 2L MK1 Conv. Royal Blue. MOT. Good condition, £500. Tel: 0761 34726.

Vitesse 2L MK11 Saloon 1969. 50,000 miles. Wedgewood Blue. Preserved in exquisite condition since new, with many pounds spent on sprays and waxes. Serviced every 2,000 miles; full history, 10 months MOT, 6 months tax. The car has to be seen and examined to realize just how original and unique it is. £2,100 o.n.o. Tel: Ivy-bridge 3460 after 5.30pm.

Bond Equipe GT4S, 1965, reg. BRN 888C. MOT Sept 1982. Good chassis. Body sound. Interior needs tidying. £275 o.n.o. Contact: David Apps, tel: Haverhill (0440) 61178. PLUS Triumph Herald 1200 Saloon, reg. PCF 483H. Valencia Blue. Good chassis, all outriggers replaced. Fitted with Spitfire cylinder head at recent top overhaul. Interior very clean and tidy - a good, sound car. 12 Months MOT, taxed. Towbar fitted. £325 o.n.o. Contact as a above.

Chance of a lifetime: Tim Skeery's immaculate Marlin is for sale. 2L, triple Dellortos, SAH exhaust system, O/D, MK11 rear suspension, Spax adjustable, Grand Prix S, British Racing Green with immaculate red interior trim and seats. Beautiful veneered dashboard. Pioneer system. Full weather equipment. Only 5,000 miles since all parts TOTALLY rebuilt during construction: No expense spared. Offers around £2,500. For full specifications tel: 01 452 7761.

TR6 1973 (150 BHP) Pimento Red, full MOT, excellent throughout. Extras include O/D wire wheels, electronic ignition and alarm. Over £1,000 spent in last year including new wings, fuel system, hood, exhaust, cylinder head and reconditioned gearbox. £2,650. Consider part exchange for early Spitfire or Herald Conv. of similar condition. Contact: MJ Anderson, tel: 45450. (Maidstone).

Vitesse 2L Conv. for sale complete, for breaking or for rebuild. Bodywork is quite good, O/D box, reconditioned diff. Offers over £200. Contact: A Conway, tel: Uxbridge 35574.

Herald 1200 Saloon. First reg. Nov '68. Superb condition. Many extras including HRW, stereo radio/cassette, bucket seats, racing steering wheel. Very low mileage only 67,000. MOT to Sept '82. Around £400. Tel: Corby 69058 (night) or Corby 3651 (day).

Spitfire 1500, 1975 N reg., Delft Blue, hard and soft tops, new tyres, tidy car, good condition. Only 23,000 miles. £1,150 o.n.o. Contact: B Steel, Flat 2A, 459 Crookesmoor Road, Sheffield S10 1BD.

Triumph Herald 13/60 Convertible. Over £3,000 spent brining this car to A1 condition. Quick sale required, hence asking price of £1,450. Contact: H Crossley, tel: Romford 69281.

For Sale or P/EX Triumph Vitesse MK1, 2L Saloon. Superb condition. Valencia Blue. Fitted MK11 engine with recon. head. Also 5½J white 8 spoke wheels. This car was re-sprayed and undersealed 6 months ago. Looking for around £700 or 13/60/ Herald Convertible worth about £400/cash adjustment. Tel: Letchworth (Herts) 4551.

Triumph GT6 MK1. Good runner, reliable, everything works, new tyres. Body a bit tatty, hence price of £225. Will consider breaking. Contact: John or Jan, tel 01 464 0290 (Bromley).

1972 MK111 GT6 for re-building (lots needed) or breaking, £150. W/W 2 new sills, 2 reasonable doors (one for re-skinning). Please come and get it from Scunthorpe. Contact: Andy, tel: 0652 648526.

GT6 MK111, 1973 Mimosa Yellow with black cloth trim. O/D, tinted glhss, 57,000 miles. New clutch, exhaust, valences. Radio. Taxed and tested. Excellent condition throughout, £1,500. Tel: 051 339 5562.

Bond Equipe 2L Coupe, H reg. 71,000 miles. O/D. Long MOT. Very nice car inside and out, many new parts and extras. £500 o.n.o. Contact: Nick, tel: 01 733 4908 (evenings).

1969 TR6 Convertible. Taxed and MOT'd Spet. 1982. The previous owner and I have spent £1,500 on this beautiful, black beast. I've spent £100 since last month's advert. I'd ideally like to swop it for a GT6 MK1 or 11, plus some cash, or will haggle around £1,595. Interested? Contact: Gareth, tel: Topsham (039287) 5733.

Spitfire MK1V 1973. Sienna Brown with tan trim. Fitted boot rack and 5½J rear wheels. Hood has recently been rebuilt. This car is well above average condition and has now been reduced to £775. Tel: Hatfield 69783.

1971 Vitesse MK11 Convertible. Valencia Blue, very reliable, MOT March 1983. Exchanged professionally rebuilt short engine, 12,000 miles ago, new sills outriggers, wing, door panels. Total respray and undersealed 20,000 miles ago. New silencer. Radio with electric ariel. All receipts and service records. £950. Contact: B Deane, tel: Winscombe 3421 (Avon Area).

Vitesse 1970 Saloon. O/D. 2 owners. Beautiful. Offers? Tel: 01 892 7860.

GT6 MK111, NVA 819L. Mimosa, with Sundym windows, laminated windscreen, cloth interior, occasional rear seat, headrests, radio, O/D. New sills, beautiful condition and rust-free, 5 good tyres. Complete engine/gearbox/O/D etc. etc., overhaul. Full service history. New MOT. Registered June '73. Must be seen. £1,250. Contact: Richard Cass, tel: Chelmsford (0245) 322097.

Herald 13/60 Saloon, 1969. Roayl Blue. Very good body, chassis and mechanics. Recent new clutch and exhaust. Very reliable and economical car. Sale due to purchase of a Vitesse. £525 o.n.o. Contact: Jonathan Farndon, tel: 01 979 3973 (Hampton, Middx).

Vitesse MK11 Saloon, 1968. 96,000 miles. Full MOT. No tax. HRW, spots. A very solid car with recent side rails, sills, valance, do'nuts, recored rad, clutch etc. £425 o.n.o. Contact: Howard, tel: Leicester 350672.

Triumph Spit. 1V, 1972, L reg., MOT and Tax. Very good runner, well maintained. Excellent condition. Good soft top. Smart inside and out. Radio. Colour, Saffron. New front ¼ valances. Viewing recommended. £745 o.n.o. Tel: Grt. Oakley 742167.

CLUB SPARES

PARTS ON OFFER FROM OUR SPARES SECRETARY, JOHN KIPPING:

There is a lot of information this month so not much space for general chat. However, a few preliminary points:

1. I will try and build up a file of spares - information from the 'troops' in the 'field' would be useful (i.e. you).
2. Information on job lots of spares (new) is required so I can buy them for Club Members.
3. Note that all parts are plus post and packing unless you can get to meetings mentioned previously (Warwick, Leicester, W. Midlands).
4. Most of my sources of spares (over the counter) are available on request.
5. I don't know everything - my scribblings are not 100% guaranteed.

948 owners note: There arn't many of us so I'd like to hear from you. Try putting a 4.11:1 diff on and take the cooling fan off this is a big improvement - 45 mpg +.

NEW SPARES ON OFFER THIS MONTH:

	Price Each
13/60 Distributor complete (one only)	£20
13/60 150CD Carb complete (one only)	£20
Front brake shoes - drum brake Heralds (one set only)	£3
Stanpart gaskets head/manifold/exhaust/rocker box 1300 engine (one only)	£2
Bottom hose - Herald (one only)	£1
Top hose - Herald/Spit	£1
Oil pressure switch - all models (one only)	£1
'Herald' boot badge 1200 (one only)	£3
Windscreen wiper arms	£1
Distributor cap - 6 cyl., Delco Remy	£1
Disc brake pads 13/60, Spit 111/1V/1500 (one only)	£2
Decoke set 948 Herald (one only)	£4
Stanpart boot outriggers LH only, Herald up to GA80000	£2
Lower wishbone RHS Vitesse MK11, GT6 11/111	£5
Herald rear quarter valance Stanpart LHS (one only)	£8

SECONDHAND PARTS TO CLEAR - NO RUBBISH:

Handbook 13/60	£1
Recon. engine - Herald 1200, 48BHP - never run.	£20
Windscreen and surround Spit 1/11/111	£2
Rear screen for Spit. hardtop 1/11/111	£1
Inlet manifold and carbs, Spit. 11	£10

'OVER THE COUNTER' PRICES IN COVENTRY PARTS SUPPLIED + 10% IF REQUIRED

Exhausts:	
Herald 948 (early 1200)	£16.76
1200	£15.49
13/60	£15.35
Vitesse 2L MK1	£27.13
MK11	£23.67
GT6 MK11	£29.18
MK111	£46.59

948 Herald oil filter - by-pass type, £2.69.
Herald/Spit. Unipart oil filter GFE 119, £2.35.
Vitesse/GT6 Drive doughnut, £6.90.

Recon. Exchange Items:

Steering rack, £23
Dynamo Herald/Spit, £8.39
Vitesse/GT6, £17.25
Alternator GT6, £19.55
Vitesse MK11 rear shocks, £9.20
Starter motor, £8.95
3 sunchro gearbox, £51.75
4 sunchro gearbox, £74.75

Parts On Offer From John Kipping cont'd .../

Herald/Spit 1/11/111 engine £161.00)
Spit 1V/1500 engine. £178.21) Full engines
6 cylinder engine, £276.00)

Steel panels from Abercorn Panels (not original parts):

Spit 1/11/111/GT6 1 front vanence, £26
Spit 1V/GT61/11/111 front quarter valance steel, £26 (OE)
Fibreglass £20.70

Spit/GT6 sill extension, £2.60
Spit/GT6 door skin, £10.35
Spit/GT6 front outrigger, £2.80
Herald/Vitesse door skin, £12
rear wheel arch, £4.90
front wheel arch, £4.90
rear outrigger (also for MK11 Vit), £3.25
Sill, £3.75

13/60/Vitesse bonnet repair section - price below

Front grille between headlights, £2.

Rear Springs - new:

Herald/Vitesse 2L MK1 11 leaf £50.75 (OE 305945)
GT6 11/111 6 leaf £32.47 (OE 308499)
Herald Estate 7 leaf £42.47 (OE 304860)

Recon. at approx - 25%

I can have Vitesse 2L MK11 springs made if ther is enough interest.

Convertible Hoods:

Spitfire MK1V are available from the original manufacturers, however, I need a minimum order of 25, so send a deposit of £10 (returnable if not enough enquiries). Total price is £59.

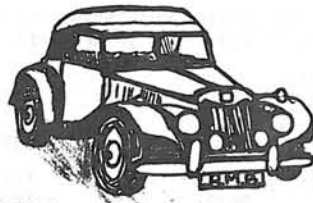
Vitesse/Herald: These were originally made by Triumph themselves, therefore, there are not many left. I can get them made by the manufacturer of the Spitfire hoods i.e. as original as possible. Price will be about £60 - send a £10 deposit so I can gauge response - an order of of 25 is needed.

Depending on how these go, Spit. 1/11/111 hoods (and Bonds?) can be negotiated for.

THOROUGHbred CLASSIC RESTORATIONS

A SPECIALIST SERVICE FOR THE COMPLETE TRIUMPH RANGE

Triumph Sports Six and
TR Register Member



Total or Part Restoration - Chassis Repair - Panel Work - Trimming

Paintwork to CONCOURS Standards.

Call VIC DUNN 7 Paddock Close Benson Oxon Tel: Wallingford 38194

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

Spitfire MK111 engine and exhaust manifold and carb. manifold, plus flywheel and and spare crankshaft and oil pump, £30. Two sealed beam headlights, £5 pair. Spare MK111 cylinder head including valves, springs, rockers and shaft, £5. Contact: G Tarver, tel: Kenilworth 59109.

Spitfire MK1, two hoods and frame, £20. MK1 steel hardtop, poor condition, £10. MK1 rolling bits, lots of them. MK111 bonnet, restorable, £15. Many other spit. bits, diffs., springs, gearboxes, engines, body bits etc. Wanted to buy or swop GT6 (3.27:1) diff. non O/D. Contact: Andrew Boldon, tel: (Tyne & Wear) 364087.

All parts for MK11 Vitesse: Prop (non-O/D), £10 - will swop for O/D prop. Gearbox (non-O/D) good condition, £20. Bootlid, £2. Pair Strombergs (150's) with linkages, £15. Manifold gasket (new), 50p. Front spring (one only), £1. Contact: Charles Murray, tel: 061 980 3443.

Overdrive conversion Vitesse MK11 reconditioned units, £165. D type overdrive for 2L cars £65. MK1 Vitesse 1600/Herald chassis, £70. Excellent condition, suitable for kit car?. Vitesse 1600 O/D gearbox and O/D reconditioned, £95. Mounting plates for O/D gearboxes. Just re-manufactured, unfortunately a bit more expensive than OEM but at least available @ £9. Indicator switch brackets now £3.50. Contact: G Thomas, Tel: 01 579 3649.

Vitesse 6 non O/D prop, £4. Bootlid, new in primer to fit all MK1 Vitesse and Heralds, offers. Hood frame with slashed but new hood £30 o.n.o. Contact: H Robinson, tel: Potters Bar 50167.

1964 Vitesse 1600 engine, complete, gearbox, carbs., starter, dynamo, chrome head, filters etc. V. good runners for car converted to 2L. £40 o.n.o. Contact: Hugo, tel: 01 736 5510.

I have recieved an order of the dash pot embellishers from SMS Accessories. They are prepared to offer discount on large orders. If I receive large enough orders prices will be:

SU 2" H8, HS8, HD8 (usually £2.85 each) - 10-30 units, £2.61 each. 31-50 units, £2.46 each. Over 50 units, £2.31 each. PLUS P & P.

SU 1½" H6, HS6, HD6 (usually £2.25 each) - 10-30, £2.01 each. 31-50, £1.91 each. Over 50, £1.80. PLUS P & P.

SU 1½" H4, HS4 (as SU 1½").

SU 1¼" H2, HS2 (usually £2.00 each) - 10-30, £1.84. 31-50, £1.74. Over 50, £1.62.

Postage and packing will be £1.10 per order, regardless of size. If individuals or spares secretaries from the areas would send me definite orders as soon as possible, I will collate the orders and inform orderers of the price so, please include your 'phone numbers. A deposit of 50p will be required for each unit with initial order. Description of units can be found in Practical Classics, Going Spare, March. For more details if needed and questions, ring me on Norwich 663855 - Ian Eastwood.

Herald 1360 parts for sale: 2 bootlids, £4 each. 1½ sets of wheels trims and hub caps, £1 the lot. One radiator (side panel to be soldered), £2.50. 2 headlamp surrounds, £1 the pair. N/S and O/S front suspension C/W break discs and calipers, £6 pair. 3 rear driveshaft assemblys C/W brake drums, £2 each. 1 gearbox, £10. 2 heaters, £1 the pair. 2 diffs., £5 each. 2 rear springs, £2 each. 1 steering column C/W steering wheel and electrics, £2.50. 2 windowscreens C/W rubbers, £2.00 each. 1 Vitesse MK1 roof C/W glass and trim, £10.00. Contact: Malcolm Swingewood, tel: Kingswinford 287315.

Herald gearbox in working order, £25. Contact: Brian Lees, tel: Royston (Barry Newitt).

Herald Coupe engine and gearbox complete with twin SU, £45 o.n.o. Contact: Barry Newitt, tel: Cambridge 841407.

Four 5½ x 13 Falcon alloys. Good condition. Contact: Steve, tel: 0380 5322.

Breaking MK111 GT6 and have recently purchased 2 MK11 GT6's which I intend to break. Contact: Terry Murphy, tel: Chelmsford 71883.

Parts For Sale cont'd .../

S/H Bonnets all in sound condition: MK11 Vitesse, £75. 1200 Herald, £40. 2L Bond, £30. S/H 2L Vitesse O/D gearbox, complete with short prop, mounting plate, relay, Z-drive, speedo cable etc., £100. S/H 15 Spit. diff. (3.63:1) will fit late MK111 GT6, £50. S/H 1500 Spit. (3.63:1) extra 2 studs holes drilled, will fit Vitesse, GT6 etc., £50. Selection of very old paint colours, £2 per pint (tins soiled). 3 cans Cactus Green; 1 coffee, 1 Renoir Blue; 1 Jasmin; 2 Dolfin Grey. Contact: Dave, tel: (092681) 3886.

Front valance panel, condition good, £10. Rear (side) windows and surrounds, good condition, £5 each. Bumper panels (aluminium) front set, fair to good condition, £5 set. Bumper panels (aluminium) rear set, fair to good condition, £5 set. Front overriders, fair condition, £5 pair. Steering wheel, good condition, £3. Petrol tank (no sender unit) with locking cap, good condition £4. Interior side rear trim panels complete good condition, £2 pair. Interior mirror and sun visors (set), £2 set. Complete set seats (minus front runners, poor condition, £3 set. Open to offers. Contact: Philip Brooker, tel: 643880 (home after 6.30pm).

New nearside steel front wing for Spit. IV/GT6 MK111, £17. Contact: Richard, tel: 01 863 3179 (evenings and weekends).

Rolled your GT6? Yellow MK111 roof plus rear body shell and windscreen. 'Photos available, £50. Contact: Andy, tel: 0652 648526.

Triumph TR7, new complete O/S strut and stub axle assembly inc. hub, disc, caliper, lower ball joint and strut arm. Reasonable offers (Unipart price £180). Also MK11 Vitesse rear spring £10, bootlid, £5, windscreen £10, seats and rear interior panels in black, £15. Tel: Sheffield 451017.

Roll over bar for Convertible Herald/Vitesse. Brand new 'Alleybar', black with padded vinyl cross member. Cost new, £85 - lifesaver at £55 o.n.o. Tel: Sevenoaks (Kent) 53762.

Herald rolling chassis (needs outriggers). Complete engine and gearbox, propshaft, diff. suspension, 4 good wheels and tyres. Other spares e.g. steering wheel. Will split any parts if necessary. Offers. Contact: David Mc Gowan, tel: (Prescot) 051 426 0137.

New 13/60 Herald bonnet - no rust or dents. Could easily be converted to a Vitesse MK11 bonnet, £110. Contact: Brian Lees, tel: Royston (0763) 46128.

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

Pair of black cloth Huntsmaster, Targa reclining seats in good condition. Complete with fittings for mini. Fittings for almost any other car easily available, £80 o.n.o. Also pair SU carbs, plus intake and exhaust manifolds from 1979 Spit. (V reg). £65 o.n.o. Contact: Steve, tel: Treharris 411365.

NEW BL PARTS FOR SALE:

- 3 part no. 803070 - Herald/Vitesse outer sill LH, £5.
- 2 part no. 803071 - Herald/Vitesse outer sill RH, £5.
- 1 - Herald/Vitesse Saloon rear wing top RH, £5.
- 1 part no. 810313 - GT6 MK1/11 quarter light assembly RH, £2.50.
- 1 part no. 616059 - Herald/Vitesse heater cable, 50p.
- 1 part no. TKc 253 - GT6 MK111/Spit. MK1V front bumper, £20.
- 1 - Herald/Vitesse heated rear window, £5.
- 1 - Spit MK111 gearbox carpet black, £2.
- 2 part no. 562920 - Herald/Vitesse Convertible tonneau covers black, £3.
- 1 part no. 817418 - Spit. MK111 engine bay valences LH and RH, £2.
- 1 part no. 569924 - Spit. MK111 engine bay valences LH and RH, £2.
- 1 part no. 909664 - GT6 MK111/Spit MK1V front wing RH, £10.
- 1 part no. 909663 - GT6 MK111/Spit MK1V front wing LH, £10.
- 3 part no. 574534 - Spit/GT6 emergency windscreens, 50p.
- 1 part no. 305489 - Herald/Vit. front outrigger RH, £1.50.
- 2 Payen CE 421 - Herald 1200/Spit 1 and 11 head gasket sets, £1.50.
- 6 part no. 706154 - Herald/Vit front N/S overriders, 75p.

Parts For Sale cont'd 2/...

- 1 part no. 130034 - Herald/Vit windscreen wiper arm, 50p.
- 1 part no. 206623 - Vit/GT6 MK1 fuel pump, £5.
- 3 part no. 105605 - Herald/Vit foot pedal bushes, 10p.
- 12 part no. 136487 - Valve springs Spit. MK111, 10p.
- 2 part no. 618242 - MK11 badge for Spit., 10p. ("MK 2")

OTHER BITS AND PIECES INCLUDE POINTS, DISTRIBUTOR CAPS, ROTOR ARMS ETC.
Tel: High Wycombe 714455 (home), or High Wycombe 448112 (business).

All New Parts For Sale:

Genuine Stanpart boot floor mats, Spit. 1/11/111, £2.50. Lucas 2 position master light switches, £3. 00 with knob, £2.50 without. 'Triumph' badge, fits rear roof pillar, Herald/Vitesse. Red only, £1 each. Lucas heater motor, Spit. (also Herald/Vitesse?), £6.50. Stanpart tonneau cover, full, Spit. 111 or 1V (part no. 816991), £12.50. Contact: Tony Bailey, Tel: Portsmouth 665449.

I will be having a stall at the Club Concours2 welling new Triumph spares: Herald Estate rear wings, 1200 bonnet top, various grilles, 13/60 front panels, door handles, locks, badges, boot lids, gearbox/diff. parts, trim, gasket sets, BL outriggers, rear springs, hoses, Coupe parts2 Spit/GT6 bonnet tops and wings plus too many smhll parts to list. So, don't forget to bring a list of parts that you require or ring Alan Hurd, tel: Stamford Bridge 72230 (nr. York) for further information.

Set of Herald valances in fibreglass. Tel: 01 452 2902.

GT6 MK111 early and late model for spares, including bonnet (needs new winds), £50. Tailgates, £15. Five good wheels and tyres, £60. Most other parts available. Contact: R Bosford, tel: 051 339 5562 (Nr. Chester).

Two Vitesse engines: 1600cc engine, 40,000 miles, £50. 2000cc MK11 engine, fully re-built, only 5,000 miles since, £115. Both engines have heads removed for inspection. Also 1600 re-conditioned overdrive gearbox, low mileage, £50. Many other spares. Tel: Church Stretton (0694) 723331 (evenings).

Breaking for spares MK1 GT6. Most parts available. Contact: N Cooper, tel: Huddersfield (0484) 41667.

New Parts For Sale:

Stanpart panels: Herald Estate rear wing ass. (dirver's side) £35. Herald 13/60 bonnet wings (pair), £30. Herald 1200 front hub/bearing ass, £7. Herald 1200 rear bearing ass, £7. Herald complete gearbox components i.e. gears, synchro cones, layshaft, cluster etc., £50. Herald 948 inlet/exhaust manifold, £3.

Secondhand Spares:

Vitesse Driver's door (Maroon) v.g.c., £15. Vitesse prop (standard, £2. Vitesse 2L MK111 gearbox, £15. Vitesse 1600 overdrive gearbox, £25. Spit. MK111 diff., £7. Herald 1200 engine v.g.c., £25. Herald 1200 gearbox, reconditioned, £25. Herald 1200 diff., £10. Herald 1200 spring, £2. Herald 1200 prop., £3. Herald 1200 halfshafts (driver's side new), £10 - other side used, £5. Herald 1200 front suspension ass £5 each. Many other parts for 1200 available. Contact: Franc Jackson, tel: Keresley 2809.

NEW panels and fittings: Herald 1200, front wing, £13. Rear valance, £12. Herald 13/60 - front valance £26. Vitesse - front valance, £26. Spitfire MK1/11/111 - rear wing, £25. MK11/111 door shell £22. All models of Spit. - sill £5, MK1V/1500 hood frame, £45. GT6 MK111 front wing, £13. Much more. Contact: Antony Adorian, tel: Rudgwick 2484.

Herald Estate rear door, £15. Engine 1200, £5. Gearbox, £5. Seats and various other things for sale. Contact: Graham, tel: Garston (09273) 76811.

Parts For Sale cont'd .../3

Electric cooling fan with nuts, bolts, wiring etc. and fitting instructions by Wood-Jeffreys. New and unused - now surplus to requirements. Suitable for Vitesse/Herald and perhaps other cars. For sale at £30 - what it cost me. Contact: V A Puttick, tel: Dover 0304 72684. Buyer to collect please or postage extra.

Breaking MK11 Vitesse Saloon, damaged bonnet and front balance and missing near side sill. Most parts available. Contact: Richard Cunningham, tel: Truro 78549 (after 6pm weekdays, or anytime weekends).

Herald 13/60 body, chassis fair condition. Will sell split or complete. Radiator, seats front and rear. Any price accepted to clear driveway or possible swap for Vitesse 9.7" discs, drums and calipers. Contact: David Pickles, tel: Bradford 26482 after 6pm.

Breaking 1973 1300 Spitfire 1V: Everything available. Good engine, box, diff etc. New hood and frame, £50. Excellent radials + rims, £10 each. ALSO new spares suitable for GT6 111/Spit. 1V: Rear wings, £28. Front wings, £15. N/S/F door assy. (new but dented, needs skin), £18. New GT6 tailgates £12.50. GT6 111 locking petrol cap, £8.50. Spit. 1V exhaust boxes, £12.50. Front bumpers, £25. GT6 new rear seat kits, £25. This months special offer to clear: New Spit. 1V/GT6 111 rear bumpers, £18.50 - inclusive post. New GT6 111 bonnet badges, £2 - inclusive post. New rare brass GT6 commemorative dashboard medallion (original Leyland), similarly Spitfire £3 - inclusive post. Tel: Shrewsbury (0743) 860658 6-8pm.

Vitesse/GT6 MK11 short engine approx. 20,000 miles since rebuild, £60. 3.81 diff., good condition, £50. Rebuilt overdrive gearbox with O/D, £110, (prop and mountings for Vitesse available). Many suspension parts, including negative camber rear spring for MK1, £20. Spitfire/Herald: MK1V Spit. engine, complete just rebuilt, £150 including carb. (will split if required). Full race engine, SAH 476 cam, lightened, balanced and ? bottom end, high pressure pump - in good condition, £150. Head and webbers on manifolds to suit if required. Contact: Paul Lucas, tel: Wendover 622829.

Prop., Vit. 2L, non-O/D, £1. Herald rear spring, £1. Contact: Tim Woodthorpe, tel: Burton-on-Trent (0283) 812581.

Spit. 111 parts: Engine complete with carb and dist., £50. Bonnet, £35. Diff., £15. Boot lid, £12. Lamp lens, £3. Bumper, £12. Gearbox, £20. Spit. 1V carbs with manifold air cleaner, £35. Front B/caliper, new £20. Rear lamps, £10. Herald boot lid, £5. Bearbox, £15. Window door seals, £3. Contact: Bob Cox, tel: 0702 586006 (Southend).

Breaking Vit. 2L MK11 convertible: Most parts available. ALSO Herald 1147cc engine in good condition, Vit 1600 engine (needs re conditioning), gearbox and various other mechanical parts for Vit. All must be sold due to impending house move so no reasonable offers refused. Tel: Coventry (0203) 463668.

Vit. spares: MK11 2L badges, regulator box, rev counter, speedo, side and rear light lenses, door glass (Saloon and Conv.), front screen, set Rostyle trims, 2L MK1 prop. non O/D in dark blue, 1200 rad grille, 948 piston rings, steering rack, ¼ lights left and right plus assorted chrome trim. Contact: Rob Jenner, 112 Primrose Hill, Woodloes Park, Warwick.

Twin Stromberg 150 carbs. with manifold to fit Herald/Spit., £29. Black hood for Spit. MK1V, £25. Contact: Phil, tel: Letchworth 73617.

New parts for all models - all genuine Stanpart or BL: Some parts catalogues and handbooks, original Workshop Manuals for Spit. 1V/1500, GT6/Vit 2L, Unipart Workshop Manuals for Herald, Spit 1/11/111, Vitesse 1600. Body parts including GT6 rear doors at £8.40 and heated and tinted glass for same at £11.15. All body trim fixing clips in stock. Tonneau cover kits for Herald/Vit, £15. Also hood covers for same. Engine parts including 6 cyll. water pumps, £17.50. Steering and suspension parts including rear trunnion overhaul kits for Vit 2L 11, GT6 11/111 (plus all other models). Brake parts including Vit. 2L/GT6 calipers, £25 each and brake discs complete with hub and bearings, £25 each. These are just a few examples, much, much more available. The range grows and grows. For list, SEND SAE, stating model and specific needs. Contact: John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys Tel: Chesterfield 71036.

Parts For Sale cont'd .../4

Brand new BL parts: Front Suspension wishbones and trunnions. MK1 Spit. radiator, £30. Spit. distributor, £20. Rev. counter, £10. Fuel pump, £10. Various valves, £2.50 each. Grille (fan TR4/5), £20. Contact: M J Anderson, tel: Maidstone 45450.

GT6 MK11 1973. Good engine and gearbox with O/D. Accident damage to O/S wind-screen pillar. Two good seats and lots of other parts. Must sell at £100 for spares. Tel: Barton-on-Humber 33191.

Available due to abandoned project: MK1 2L engine, complete with Strombergs, distributor etc., £50 (may split). MK1 4 synchro gearbox, £20. Herald/Vit drivers door, slight edge damage, otherwise v.g.c. with no rust, £12. MK1 6 branch exhaust manifold, £25. 2 155x 13 tyres v.g.c., £12. Plus other bits and pieces. Contact: Ted Dooley tel: 283 1080 ext 420 (office hours) or Dartford 71184 at any other time.

Spitfire MK 1V: Two brand new wheels and brand new Goodyear Grand Priz 5 tyres. Brand new rear bumper. Secondhand tonneau cover (black). Unipart disc pads (new). Contact: P Ross, 54, Russell place, Gt Harwood, Blackburn, Lancs.

GT6 MK11 parts: One cylinder head, £15. One short engine (needs rebuild), £10. One fuel pump, £2. One rocker shaft, assembly, £3. One laycock clutch, £5. One non-O/D gearbox mounting bracket, £2. One front bumper (good condition), £10. One windscreen, £10. One trim pad for bottom of left hand and centre of dashboard, £1. One transmission tunnel side trim (black), £1. One exhaust manifold, £4. One rear brake drum, £2. Tel: Maidstone 43860.

Two Vitesse 1600/Herald/Spit. differentials. One Herald diff. with large output flanges (competition modified but not limited slip). GT6 MK1 chassis v.g.c. Vit/GT6 front and rear suspension MK1 and MK11. Vit. 2L gearbox (no o/d) . Spartan 2L prop (non O/D), 42". GT6 O/D prop. Four heaters, various. Ten assorted wheels and good Radial tyres. GT6 rear door, no rust - no rear heater. New SU electric petrol pump - unused. Vit. Conv. well cover. Vit. Conv. front and rear seats. Vit./GT6 instruments and controls. Vi. Conv. door and trim and handles plus window winders. Vit. windscreen. Aluminium/steel/plastic cooling fans. Steering column. Air cleaner boxes. Control regulators. Stromberg carbs. Front coil spring. AC Delco Dist (fitted new bronze bearings). Vit./GT6 water pump. Wiper motor. Horns. Vit/GT6 diff. (3.89). No reasonable offer refused (non refused yet!!!). Contact: Chris Wren, tel: Locks Heath (04895) 84334.

New Vitesse spares: Vit. front overriders L/H, £4. Vit. front outer bumpers, £3.50. Vit/Herald sills, £10. Vit. O/D badges MK1, £2.75. Vit. D/inside door trim black, £8. Breaking Vit. MK11 Conv. Contact: Steve, tel: Penn 4508.

GT6 MK11 spares: Twin 150 Strombergs on manifold and filterbox, £35. N/S rear ¼ window, £5. Two sealed beams, £1 each. Tailgate with spring assy. and hinges (heated), £10 (small dent). Two rear ventilation shafts c/w chrome louvres, £2 each. Int. rear mirror and courtesy light, v.g.c., £1 each. Lucas coil, £1. Complete dashboard less instruments, v.g.c., £5. Gearstick rubber gaiter, oil dipstick guides, 50p each. Short ventilation pipe and outlet regulator, £1 compl. Two sets of twin el. horns, working, £2 each. Heater c/w top vents and controls, £10. Brake pedal and master cylinder, £10. Clutch pedal and master cyl., £10. Wiper motor and spindle drive, £5. Handbrake cable and brackets, £1. Two bucket seats (hinge forward), v.g.c., £10 each. One seat belt, non-inertia, v.g.c., £2. Almost complete wiring loom, FREE. Front windscreen and rubber surround, good, £10. I radiator, good, £10. One complete steel bonnet, yellow, very sound but needs new coat of paint, less headlights, £50? 2 set of doors c/w handles, windows, trim - good painted yellow, slight dent, £15 each. 2 front hubs c/w wishbones, springs and dampers, good steering rack and column, good, £25 each and £10. Std. 4 speed non O/D gearbox, condition unknown but believed to be good, at present fixed to spare engine (not for sale), open to offer (£60?). Non O/D prop, good, £5. Set of rear hubs c/w driveshafts, wishbones, radius arms, £20 each. Water temp gauge, works well (have tested it), £1. There are over £400 worth of spare parts unused in my shed and house, if someone wants to take the whole lot it is on offer for £350. Contact: Tim Frenzel, tel: 0633 615169.

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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	Old English Gentleman Harston	1st Thursday
AVON	JAMES STURGEON 0272 - 568170		
CORNWALL	RICHARD CUNNINGHAM 0872 - 78549	Various	4th Friday of month
DERBYSHIRE	ANDIE CLARKE Junction 29 [M1] Mansfield 54764	Elm Tree Heath Village	1st Wednesday
DEVON	STAN WALTERS 0752 - 700555	Dartmouth Inn Totnes	Last Sunday
EAST BERKS	JOHN REED 0628 - 33365		
ESSEX	DAVID COOK Rainham	Dukes Head Little Burstead	2nd Sunday
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 FOLKES Hatfield 69783	The Woodman West End.	4th Wednesday
KENT	MARTIN RADFORD Dartford 21056		
KENT (EAST)	BRIAN BUTLER Ramsgate	Cock House Inn Detling	2nd Monday
LEICESTER	IAN McKEGGIE Mkt. Harboro' 63934	Shoulder of Mutton Great Bowden	4th Wednesday
MILTON KEYNES	GEOFF KING Milt. Keynes 567263	Various	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 Breaston	2nd Wednesday
OXFORD	JOHN CUDMORE Stonesfield 555	The Grapes Yarnton	2nd Wednesday
RIBBLE AREA	CHRIS GARDNER 0772 - 54469	Anchor Hotel Esprick	2nd Monday
SALISBURY	HUGH DAVIS Amesbury 23517	Greyfisher Salisbury	1st Thursday
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 Hordean	1st Tuesday
SUSSEX	COLIN HARRISON	The Five Bells Chailey	3rd Sunday
SWINDON	PETE BOYAR Swindon 22768		
THAMES	CHRIS CHILDS 01 - 947 0426	The Bell Hampton	Various Thursdays
WARWICKSHIRE	CAROLYN TOCKER Warwick 494398	Racehorse Warwick	3rd Thursday
WESSEX	STEVE ELLIS 0202 - 693797	The Skittles Broadstone	2nd Tuesday
WEST MIDLANDS	Tony & Janis SPICER 021 - 353 9961	Various	Various
WORCESTER	TREVOR BROTHERTON Evesham 6547	Coach & Horses Harvington	4th Tuesday
YORKSHIRE	D. Stringman/J. Genders 0302 - 770742	Oakville Hotel South Milford	1st Wednesday
NORTH & SOUTH YORKSHIRE (WEST)	NIGEL WEEDON	White Bear Norwood Green	1st Tuesday