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THE COURIER



SEPTEMBER 1982 NO. 27

the monthly news publication of the
 Triumph Sports Six Club

★ SEVENTH ★
 STANDARD TRIUMPH

INTERNATIONAL

RALLY

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Tel: 0763 42058

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CHRIS GARDENER
3 Frenchwood Knoll,
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Tel: 0772 54469

Editorial

Yes friends, it is now Renewal Time and, as you will have seen in last months Courier, the fee has gone up by £1.50 p.a. Chris and Trudi have been getting hundreds of renewals in and the form appears again in this magazine. Now please, if you have not submitted yours yet, do so this month; the reasons being, firstly, to help the Membership Secretaries, as this is a monsrus job and secondly, if you leave it until October, you will have to re-join the Club and that means paying the £2 joining fee again.

We have received a few letters stating that you don't get much for your money. These letters, thankfully, being heavily out-weighed by letters stating the value of the Club. Personally I can't see how people can say this because I'm going to list some of the Club benefits, of which many must appeal to our membership:

1. Club Spares
2. Special Insurance Schemes, saving up to 60% (in some cases)
3. Technical Advice
4. Events. Nearly one National/Regional event every week in the summer
6. Magazines monthly/half yearly
7. Major Spares Suppliers, including re-manufacture of parts

I could go on and on!

So, to conclude we are now a fairly large Club and we need to be a professional set-up in order to be able to cope with our various administration and organisation commitments.

If you have any views to air, please write to me (or your local Club Official/Committee Member) remembering that it is constructive criticism we are looking for and that all Club Officials are doing the best they can during the marjority of their spare time.

Eddie Evans, the Clubs Technical Secretary is starting a new feature in the magazine this month, here members are invited to write to him with their problems (cars!) and he endeavours to give them a satisfactory reply, (in good, plain English for a change). This is intended to help both Eddie and the membership, by allowing him to give answers 'en masse', rather than on an individual basis as previously, thus giving all members the benefit of his expert advice.

Finally, articles are coming in for Turning Circle publication but I would stress to those who have any material for inclusion, you now have 10 days to get them to me. It would be a pity if you missed the deadline as it will probably be some time before the next Vitesse Turning Circle.

BILL SUNDERLAND
EDITOR

INTRO

Subscriptions

The last bumper edition of the Courier reminded us all that renewal time had come round yet again. The Council of Management spent the best part of a whole day discussing the Club finances and how low we could keep the subscription rate, at the same time ensuring financial viability. All Council members remain committed to their undertaking to provide a monthly news publication. During the last 12 months this has continued to improve and increase in size and this, along with other possible capital expenditure to maintain efficiency of the Club, has necessitated the increase in rate to £11.

I am sure the majority of you will have no hesitation whatsoever in renewing, as the monthly enjoyment of the Courier, the vast number of local and national functions, the worthwhile discounts and detailed advice the Club offers, now forms the most important part of your existence! Try and imagine life without the Courier, not to mention the Turning Circle, which incidentally Bill and Jo are preparing at this moment in time. This will please all you Vitesse owners, as this edition will specialise on this marque. To ensure you receive your copy, please post off your renewal form TODAY.

A.G.M.

The AGM this year will be held on Sunday 7th November at the ABC Cinema, Leicester, commencing at 10am. The Leicester Area, under the leadership of Ian McKeggie, have kindly agreed to organise this and, no doubt further details will appear in the next Courier. I hope many of you will attend, as this is a good opportunity for you to meet the Club Officials and confirm, or otherwise, your satisfaction as to the running of the Club.

NEWS REVIEW

HILLCLIMBING

Unfortunately, the West Malling round on 15th August had to be cancelled due to local residents complaining about the noise. This leaves us with just two rounds to complete the Championship as follows:-

Goodwood	12th September
Gurston Down	3rd October

As you will see from the position shown below the Championship is still very much wide open and, consequently, it should prove exciting to the very last run. In November we have decided to have a Hillclimb Sprint Forum and Dinner with the official prize giving and distribution of the plaques. Provisionally this will be held on Friday, 26th November at the Fosse Manor Hotel, Stow on the Wold, Glos., commencing at 2pm. The Forum held during the afternoon, will enable competitors to put forward their ideas for improvements, etc. The Dinner and prize giving will be held in the evening at approx. 7.30pm. If you would like to attend and I hope all the hillclimbers will, then drop me a line as soon as possible in order that I can give the hotel an idea of numbers. Eddie Evans and Dave Bayliss will also be there. Unfortunately, this is not an open invitation to all Club Members but only those who are either involved in this year's Championship, or who wish to enter in 1983.

HILLCLIMB/SPRINT CHAMPIONSHIP POSITIONS UP TO AND INCLUDING OULTON PARK:

1st	Kevin Ginger	27 points
2nd	Andy Jones	18 points
3rd	Paul Lucas	17 points
3rd	John Griffiths	17 points
5th	Ian Butterworth	16 points
6th	Martin Brown	10 points
7th	Ray Lye	9 points
8th	Richard Bruford	8 points

9th	Trevor Bendell	5 points
10th	Bill Haseldine	2 points
10th	Tony Mee	2 points
12th	Trevor Shakespeare	1 point

TWO ROUNDS STILL TO GO - WE NEED YOUR SUPPORT, SO SEE YOU THERE.

Goodwood on the 25th September has also been cancelled. I have therefore substituted this event for the following.

THE CASTROL/SUSSEX CAR CLUB SEPTEMBER SPRINT
SUNDAY 12th SEPTEMBER

Regulations are obtainable from me.

Please note this event will count for the Triumph Sports Six Club Hillclimb/Sprint Championship.

I sincerely regret that a further event has been cancelled and especially as I have had to include this one, which clashes with STIR. STIR is an event I would have not have missed but with the Championship points so close, Goodwood it will have to be.

Whilst not wishing to put you off coming to Goodwood, I hope a good number of you will support STIR which is established as one of the great TRIUMPH gatherings.

For full details, please refer to John Cudmore.

JOHN GRIFFITHS
PRESIDENT TSSC

ATTENTION ALL VITESSE OWNERS

I have been asked to submit my book 'the Book of the Vitesse' for publication and I would be very grateful if Club Members owning Vitesse MK1/11, Saloon and Convertibles, could send me photographs of their cars, as I wish to offer illustrations of engine and body layouts/styles and colour schemes etc.

All selected photographs will be published and others returned if an S.A.E. is provided.

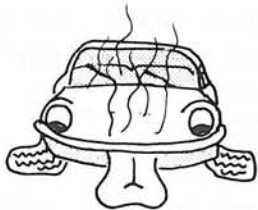
It is quite urgent so that the finest Automobile Book ever, can be completed. SEND YOUR PHOTOGRAPHS NOW.

MR. M THOMAS
TRIUMPHS RESTORATIONS
THE BUNGALOW
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For the attention of all Area Organisers, Club Officials and Members in general. As of now, I am not available to help with or comment on Club matters on any subject for approximately one month. The address if it is shown on the front cover, is incorrect as I have moved. The house that Sue and I are moving to isn't ready and with all our belongings packed, I am unable to do much Club work.

From the AGM a new Area Liaison Officer will be required. I am standing down from that job to concentrate on other things. Any member wishing to do the job is invited to write to me when we are settled into our new home. The job is not a particularly arduous one, especially when the new system is operative, but it is largely an enjoyable one.

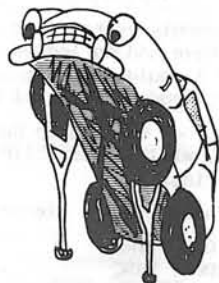
Triumph Hospital



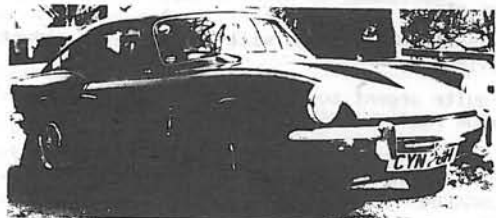
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Whats On Next ?

STANDARD TRIUMPH INTERNATIONAL RALLY (STIR)
ROUSHAM PARK, OXFORDSHIRE
12TH SEPTEMBER 1982

Please reply to:
John Davy
51 Marine Drive
Bigbury-on-Sea
Kingsbridge
Devon TQ7 4AS

CUT HERE

All elements of the organisation entrusted to the various Standard Triumph Clubs and Registers, including your own, are now in hand and this is a reminder that entry forms can be obtained from Colin Eastwood, 41 Hillside, Lichfield, Staffs, WS14 9DH, who will be pleased to forward details upon receipt of a stamped, self-addressed envelope.

The competitors' entry fee will be £3 (to include a memento of the event) for the car and all occupants to Rousham Park and entry into any of the competitions, including concours d'elegance, distance award, optional gymkhana-type gentle driving tests and, again entirely optional, an interesting touring run from Coventry to Rousham Park, organised by Club Triumph, which will start from the old Standard factory at Canley. This will provide a nostalgic starting point at which the keenest can mentally doff their hats or, perhaps more appropriately, lift their bonnets, to the marquee they admire and the place from which practically all the cars on show at Rousham originally came.

To add to the garden party atmosphere at Rousham Park, spectators (£2 per car and all occupants, including entry to the Park itself, with its delightful landscaped gardens) can not only admire the cars, but also enjoy and take part in the new 'Standard-Triumph Cars in Camera' exhibition and competition organised by the Stag Owners Club. Here all you have to do is bring along your best black, white or colour photograph of Standard or Triumph car for display. Likewise, the Triumph Razoredge Owners are staging their popular competition for the best model of Standard or Triumph car, so if you have no time left to restore your full-sized car, is there perhaps still time to revive that old Dinky toy?

Rousham Park is about ten miles south of Banbury, near Steeple Aston, and is therefore quite central; caravans and tents will be permitted. Michael Sedgwick has promised to provide his usual erudite commentary on happenings and, with a bar and refreshments laid on from 12 noon, all we need is the pleasure of your company.

STOP PRESS

KENT AREA SEASIDE SPECIAL

Following the success of the first Kent Area camping weekend in July, it has been decided to hold a slightly different event on the opposite side of our area on the weekend of September 18/19th.

We will gather on Prince Edwards Promenade at Ramsgate from approx. 10am onwards on the Saturday. This is within easy reach of all other the facilities of this seaside town, which includes a private Motor Museum (entrance 60p).

At approx. 2pm we will drive in convoy to our campsite (Nethercourt Park 6843 53524). This is a local authority run site. They will charge £2.50 per unit which includes car, tent and two people. Day and evening visitors will be admitted free. Throughout the afternoon there will be a full range of Quinton Hazel and Draper products all at trade prices. In addition to a bring and buy sale of secondhand parts.

The evening will see our barbeque. Please bring your potatoes, burgers, hot dogs etc. etc. Not forgetting liquid refreshments.

On Sunday morning there will be a scenic convoy organised by members living at Ramsgate. We will probably disperse after lunch. All are welcome to attend and there are guest houses in the area for the less hardy. So, start packing your buckets and spades, sausages, tents and spares and we will see you there. The promenade is to the west of the town and the campsite is on the A253.

THE NORTHERN CLASSIC CAR SHOW

BELLE VUE EXHIBITION HALLS, MANCHESTER

24,25 and 26th September

Open Friday 12-9, Saturday 10-7 and Sunday 10-7

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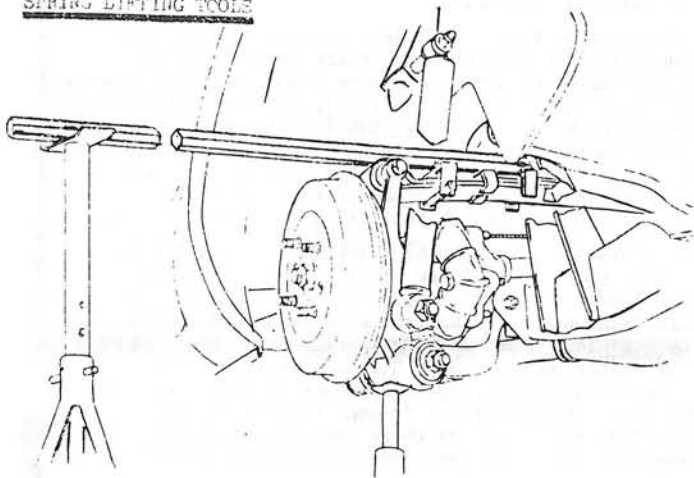
Entry: £2 Accompanied Children FREE

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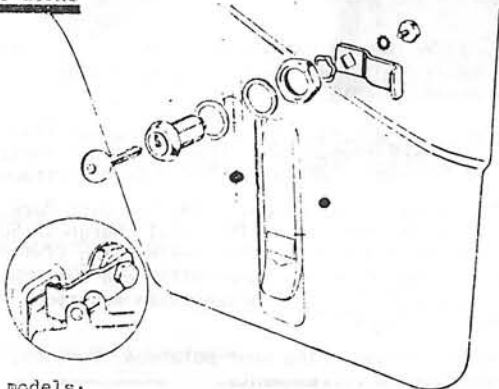


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International Marque Secretaries

INTERNATIONAL BOND REGISTER SECRETARY, CHRIS GARDENER REPORTS:

Status of the Register at 1st July 1982:

<u>Model</u>	<u>No. of Cars</u>
Equipe GT (2 + 2)	4
Equipe GT4S (1147cc)	20
Equipe GT4S (1296cc)	19
Equipe 6	22
Equipe 2L MK11 Saloon	11
Equipe Convertible	<u>16</u>
TOTAL	92

Perhaps for some of the newer members of our rapidly growing Club, a short, potted history of the Equipe range might be interesting reading.

The Bond Equipe GT was introduced in May 1963 at £822,4s 7d, including Purchase Tax (takes you back doesn't it?). It had a Herald chassis, slightly modified at its extremities, with MK1 Spitfire mechanical components, except that it had the Herald ratchet handbrake and Herald propshaft. Herald components also featured strongly in the bodywork, namely front bulkhead and screen frame, floor pans and doors. The remainder was of glassfibre. ".....a most promising small family express," said the Guardian.

Encouraged by its success, the company introduced an additional model, the GT4S, at £817 for the 1964 Motor Show. The steelwork was unchanged but all the glassfibre mouldings were revised. It was mechanically similar to the original model, which it eclipsed to the point of replacement by the Spring of 1965. The GT4S was possessed of such refinements as an opening bootlid (Wow!), door cappings, twin headlights and reversing lights. It was further refined in March 1965 by the addition of the MK11 Spitfire engine, adding £5 to the price.

No major changes took place until March 1967, when the 1296cc MK111 Spitfire engine was fitted. Power output was quoted at 75bhp gross and the price remained a reasonable £889. It then remained unchanged until production ceased.

By this time, the company's 300 employees were producing up to 50 Equipes a week and a similar number of three wheelers, although the latter figure was soon to decline. A bigger set-up than you thought? Further expansion was to follow in August of that year with the introduction of the Equipe 6, designed by Trevor Fiore, now Manager of Advanced Styling with Citroën.

Its parentage was more effectively concealed by a new screen frame and extended, re-skinned doors with new quarterlights. These improved its aerodynamic efficiency considerably. However, the retention of the swing axle suspension upset many people, despite Bond's use of the 12 leaf competition rear spring. In fact, Bond beat Triumph to MK11 production and a number of cars lay outside the factory on trestles, awaiting delivery of suspension components from Canley.

The best news at this time was the introduction of the convertible, Britains first new, four seat production convertible for 6 years.

However, it was not to last. Bond's new owners, the Reliant Motor Group, bought the company and shut it down completely in a very short space of time, subsequently showing no apparent interest in Bond products other than the 'Bug', a Reliant design, although produced at Preston for a short time.

cont'd .../ Chris Gardener Reports

Bond Cars Ltd., was one of a very small number of independent car producers, whose products are practical everyday cars, including Winter use and are sufficiently robust to stand the test of time in such duties. My own car is a July 1970 MK11 2 litre Saloon, which my father bought in Preston in 1972 for £730. It has overdrive, heated rear window and wire wheels. It is almost totally original at 110,000 miles, down to the clutch, gearbox, overdrive and differential - did someone say that Vitesses have weak transmissions? It covers about 1,600 miles a month at an average 34 mpg. I close with a quote from Hot Car, June 1973:-

" A DISSATISFIED BOND EQUIPE OWNER? WE'VE NEVER HEARD OF ONE!"

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

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

For information please write to:-
Mr. C. GARDNER,
3 Frenchwood Knoll, PRESTON,
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Spares enquiries:-
ANDY on Blackburn (0254) 71624 or CHRIS on Preston (0772) 54469

or JIM on BLACKBURN (0254) 56835

INTERNATIONAL GT6 REGISTER SECRETARY - MIKE LONG

Firstly, apologies to those of you still searching the pages of the August Courier for details of the discount offer on the book by Graham Robson.

BOOKS

TRIUMPH SPITFIRE AND GT6

By Graham Robson, price £9.95

This book, reviewed in August's Courier by John Griffiths, is available through me at 25% discount, for £7.46 plus £1.50 post and packing. If you would like a copy at this special price, available only the Club members, send me a cheque or postal order for £8.96, made payable to Osprey Publishing Limited. Monies received during September will be forwarded to the publisher on 1st October. Your copy will then be sent direct to you from Osprey. Orders received during October will be forwarded on 1st November.

An even greater saving can be made if 10 or more books are ordered by a Club Member on behalf of others (Area Organisers take note). Copies will then be at £6.47 plus £1.50 post and packing i.e. £7.97 per copy. An order should be sent direct to the publisher, not to me, enclosing a cheque to cover the number of copies required. The books will then be sent by Osprey for dispatch by the person ordering. When placing an order, please use Club headed notepaper if possible. This should be available from your Area Organiser. The publisher's address is:

OSPREY PUBLISHING LTD.
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LONDON WC2E 9LP

TRIUMPH SPORTS

Published by IPC Transport Press

This 132 book contains road tests, descriptions, cutaway drawings and photographs reprinted from 'Autocar'. It covers the story of the Triumph Sports Cars from their beginnings in 1923 to the present day and includes much on the Spitfire and GT6, including the Le Mans Spitfires. Although excellent value at its original price of £2.50, it can now be obtained direct from the publisher at £1.25 inclusive of post and packing. Cheques or postal orders should be made payable to IPC Business Press Ltd., and sent to:

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SURREY SM2 5AS

REGISTER STATISTICS

Since the last update on the GT6 Register (see Courier no. 16, Oct '81), 337 cars have been added, bringing the current total to 1002. These are not all necessarily by current members. However, a rough calculation indicates that 710 remain within the Club, which represents approximately 23% of the cars owned by the current membership.

The breakdown of vehicles registered is as follows:

	Cars on Register	Home Production	% of Home Production
MK1	129	2663	1.7
MK11	206	1251	16.5
MK111	667	3706	18.0
TOTAL	1002	7620	

ADVERTISING IN THE COURIER

All advertising in the motoring sections of the Courier is free of charge for club members. Non-members can advertise in the Courier for a donation, from £3.00 upwards. Advertisements must be written, not phoned, and MUST reach me by the 15th of each month, to appear in the following month's issue.

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

BILL SUNDERLAND -- EDITOR.

GT6 Register Secretary cont'd .../

We therefore have about 13% of the GT6's produced for the home market on the Register.

Based on an estimated 50% survival rate, those registered within the Club represent about 26% of GT6's currently on the road. However, this figure may be slightly high since some of those registered will doubtless have gone to the great scrapyard in the sky.

HERALD REGISTER SECRETARY — Chris Longhurst.

Commission Number Guide - 1200 cc Cars.

Saloon: Feb 1961 GA1JL (first built, introduced April 1961), Jan 1962 GA4526LJL, Jan 1963 GA97397JL, Jan 1964 GA130312JL, Jan 1965 GA169371 JL, Jan 1966 GA200235JL, Jan 1967 GA222406JL, Aug 1967 GA233060JL, Jan 1969 GA244365JL, Jan 1970 GA245226JL, Dec 1970 GA249373JL (final comm.no.)

Coupe: Feb 1961 GA609CP (first built, introduced April 1961), Jan 1962 GA45201CP, Jan 1963 GA97421CP, Jan 1964 GA130313CP, Oct 1964 GA162103CP (final comm.no.)

Convertible: Feb 1961 GA266CV (first built, introduced April 1961), Jan 1962 GA45262CV, Jan 1963 GA97399CV, Jan 1964 GA130309CV, Jan 1965 GA169469CV, Jan 1966 GA200234CV, Jan 1967 GA222411CV, Sept 1967 GA234060CV (final comm.no.)

Estate: Mar 1961 GA44148C (first built, introduced May 1961), Jan 1962 GA452765C, Jan 1963 GA973995C, Jan 1964 GA1303448C, Jan 1965 GA1693725C, Jan 1967 GA2224085C, Sept 1967 GA2349905C (final comm.no.)

Courier Article Guide.

For the benefit of newer members I have drawn up the following guide to useful Herald articles in back issues of the Courier. Back issues are available from Maggie Maudsley, Rushdene, Hillcrest Rd, Horndon-on-the-Hill, Essex SS17 0LH (03756-74945). For availability see end of 'Herald' section.

Sealing the leaks 1 - boot & rear body compartment	Nov 1960 5 p4
" " 11 - front of car	Jan 1961 7 p6
Rustproofing enclosed sections of body shell	Feb 1961 6 p14
Engine mounts, 948 & Mk1 1200	Mar 1961 9 p12
Oversize circlips for U.J.'s	" " "
Part numbers - steering	" " p13

Rear trunnion change	Apr 1961 10 p8
Part numbers - rear suspension	" " p9
Rear road springs - part nos. & tech .info.	" " p10
Paint and trim codes	May 1961 11 p5
Production figures	" " p6
Passing the MOT	Jun 1961 12 p7
Front suspension - part numbers	Jul 1961 13 p5
Mk1 & Mk11 1200 chassis details & body changeability	Aug 1961 14 p11
Chassis outriggers - part numbers	Aug 1961 14 p13
Mk1 & Mk11 1200 front engine plates	Sep 1961 15 p6
" " " front suspension	Oct 1961 16 p14
Drum to disc brake conversion	" " p14
Hub & vertical link assemblies - part nos.	" " p15
Door tread plate & floor pan edge replacement	Nov 1961 17 p17
Trim clips - part nos.	Dec 1961 18 p9
Clutch interchangeability & part nos.	Jan 1962 19 p12
Wheel arch repair panels	Feb, 1962 20 p11
Herald 'S' feature	" " "
Tyre wear	Mar 1962 21 p13
Exhaust systems - interchangeability & part nos.	Apr 1962 22 p10
Overdrive Units	May 1962 23 p9
Commission & engine-no. prefixes & suffixes	" " p10
Saloon to Convertible conversion	Jun 1962 24 p13
Exhaust systems - more part nos.	" " p15

Front Floor Well Repair Panels

John Kipping (Spares Sec. & 1/2-shaft destroyer) is getting some drivers foot-wells (806269) made up to pattern. They are suitable for Mk11 1200 & 13/60 Heralds; 948 & Mk1 1200 have a different shaped well (803203). The floorwells will probably cost £15, more expensive than Abercorn and Melrose panels, but of a better quality.

Courier Availability.

Back issues are 50p each + suitably sized s.a.e. issues 2,9,11,12 & 13 - 16 are out of print, and later issues are only available in limited numbers.

Fuel Capacity - 1200 Saloon.

In reply to C.Tebay's enquiry (Aug.Courier), the driver's handbook states that the reserve tank in the Herald 1200 (saloon, convertible and coupe) holds 5/8th's of a gallon. Total fuel capacity is 6 1/4 gallons, the estate tank holds 9 gallons.

A Note On Hard-Tops

As the season for hoods up approaches, I thought that a look at some of the various hard-tops available might be of interest. Firstly the two types of factory hard-tops available: The first is the bubble-type which is no longer available from BL. This was fitted to the MK1, 11 and 111. The other factory top is the square shaped one, fitted to the MK1V and 1500 models. Although the factory tops were made in steel, they can now be purchased in fibreglass at considerably less cost.

There are also various 'fast-back' tops available which incorporate a bootlid in the design. These are made by firms such as Lenham, Ashley, Fibresports and Williams and Pritchard. All of these are made of fibreglass and are painted the colour of your choice.

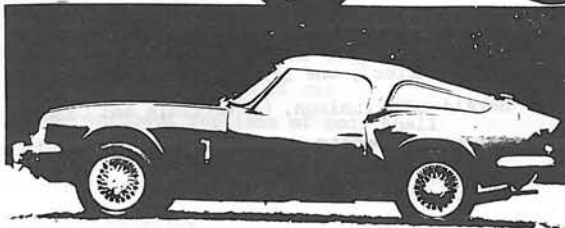
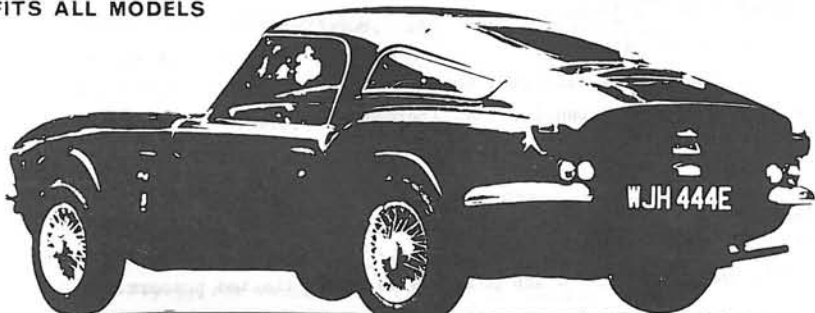
There are many extras that can be added to hardtops such as tinted windows or even roof windows, which give a great amount of light through which would normally not be available. Prices for hardtops vary considerably but here are some typical ones:

Factory 1500/MK1V Hardtop	£250
Lenham Bubble Hardtop	£140
Fibresports Sebring Fastback	£185

If you have any questions of Spitfire hardtops, please contact me and I will endeavour to help you. It has been rumoured that Spitfires UK are producing hardtops that will fit any MK of Spit. I would very much like to see this as early models have curved door windows and later models have squared off windows. How do they get round to that? Maybe it is pliable.

I am looking for an assistant, preferably a Spitfire owner, to gather information and liaise with areas North of Oxford. This will hopefully give a more personal service to members who live hundreds of miles from Hampshire. If anyone is interested, I will be holding a meeting in the near future and would appreciate some written replies.

I would like to thank everyone who was involved in the Wessex Area (1,50,50) for all their help in organising the 'SOIR EXQUIS'. The event was well-attended and we hope that another can be arranged for next year. My sincere thanks go to Mr & Mrs MT James, who very kindly lent us their house for the event.

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TECHNICAL HELP

QUESTIONS AND ANSWERS

By Eddie Evans
TSSC Technical Secretary

In answer to a query last month from C Tebay, the Herald 1200's reserve fuel tank holds $\frac{3}{4}$ of a gallon. If your car does, say 32 mpg, then you've got 20 miles to find a petrol station.

ALTERNATIVE POWER

I am receiving an increasing number of letters asking which engines, gearboxes and overdrives will fit various Club cars. As you might expect, there are countless combinations and this is further complicated when the parts extend to Triumph 2000, 2500, injection, Dolomite Sprints and a great number of non-Triumph units. One member even asked how to fit a V8 Buick into his 1200 Herald - much to his surprise, I was able to refer him to a chap in South Africa who had done just that! (I understand the car went like hell in a straight line but cornering wiped the smile off his face).

However, the fact is that I have obviously not carried out all the possible combinations myself and, therefore, sometimes cannot give a direct reply to queries and have to offer advice based on relative experiences. Therefore, if you have fitted an unusual engine, gearbox or overdrive to a Club car, please write to me stating what you have done, what modifications were necessary and what the results were. Most people are aware that the big Triumph Saloon engines fit our cars but so can the gearboxes by various methods - which method have you used? etc. Please write in so the information can be collated and made instantly available to other members. I'm sure some of the letters will make interesting reading in the Courier.

WHEELS AND TYRES

The above goes for wheel and tyre combinations too. There are at least 14 different dimensions for the clearance between wheel and wheelarch amongst our various Club cars; multiply this by the number of tyre profiles and sections available, then again by the number of possible rim widths and you have a rather large number of combinations. So, if you have tried any non-standard wheel tyre combinations, then please let me know what you fitted, what you thought of them and were any wheelarch, steering or suspension modifications required. This way we should get rid of some myths and perhaps find the ultimate tyre/rim combination for each car.

LETTER FROM G MITCHAM

Q I need to replace the steering mounting rubbers on my MK1 Vitesse. I have been told this is a half an hour job but on inspection it seems that I will be removing the sump and the steering rack itself. Is this right or is there an easy way round?

A (Answer) It is not necessary to remove the sump or the rack, though the sump does prevent the nearside clamp being removed from the rack and this is overcome by lifting the engine slightly. If the engine cannot be lifted with a hoist then it can be lifted by using a jack under the front nearside corner of the engine block. Use a piece of wood between the jack and engine and locate this on the corner of the block - not the sump. Take the weight of the engine on the jack and remove the engine mounting bolts on the nearside; the engine can now be lifted further until the sump is well clear of the steering rack clamp. Support the engine in this position using blocks or steering rack clamp. The rubber mounting can then be slid inboard along the rack and pulled off. (The rubber is split, rather than being a solid ring). The offside rubber is removed in the same way but without the need to lift the engine on that side.

Questions and Answers cont'd .../

Reassembly is a direct reversal but before finally tightening the rack clamps, they must be positioned so the flange face of the clamps is $\frac{1}{8}$ " (one eighth) from the flange on the rack. With the clamps in this position, slide the retaining plates underneath, inboard so their flanges butt up against the chassis sides before final tightening of the clamps.

The operation can be carried out comfortably in an hour.

LETTER FROM C FELLOWS

Q My 1969 GT6 MK11 has done 70,000 miles without problems but has recently developed a screeching noise from the gearbox when accelerating hard. I don't mind buying a new gearbox but can you offer any ideas as to exactly what may be the trouble?

A The problem could only be a noisy clutch release bearing in the bellhousing, but if the box has covered 70,000 miles, then worn gearbox bearings are likely to be the cause. This can generally be confirmed by depressing the clutch which should cause the noise to disappear instantly if attributable to worn bearings. If the symptom is confined to the low gears under hard acceleration then there is no need for urgent repair assuming normal driving.

LETTER FROM K WOODHOUSE

Q How can I cure a rattling noise from the engine of my MK111 Spitfire? It only happens on start-up from cold in the mornings and starts normally all other times.

A This is the most common query of all, though normally occurs on the six cylinder engines. The problem is due to oil drainage back to the sump while the car is standing overnight so that in the morning there is a comparative lack of oil in the pump bearings, hence the clatter. However, it is nothing to worry about. There is always residual oil left in the bearings to lubricate whilst starting the pump pressure is built up in seconds. Nevertheless, precautions can be taken in that certain makes of oil filter aggravate this situation by allowing more oil to drain back, so play safe and always use a Unipart filter. Also the engine revs should be kept low until the oil light goes out.

Ironically a well-kept engine which will start instantly will suffer more from this problem than an out of tune engine, which requires several turns before starting; since that latter has time to build up oil pressure before it fires.

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

Technical Feature

NEW CHASSIS SIDE RAILS FOR A HERALD 1200

By Peter Barnes

The chassis side rails of my 1963 vintage Herald 1200 Estate were crumbling - I could have crushed them with one hand. I was not amused - it was only nine years since the previous replacements were fitted - don't they make anything to last these days?

Now, I work for an engineering firm in Loughborough as a railway locomotive designer. This is totally irrelevant to motor car design, of course, but it seemed reasonable to make my own chassis sections using thicker steel and avoiding dirt traps of the original channel-on-edge.

I selected a box section for the new side rails. This cannot be folded in one piece, so I arranged it as a channel and cover plate - the internal dimensions of the channel to be a snug fit over the outrigger ends. Figure 1 shows the new section - a length of 1400mm would leave a slight cutting allowance at each end.

Local fabrication works did not seem interested but during a visit to Sheffield I found a small workshop that gave me same day service and produced two neat channels with close-fitting cover plates. Cost, £13.80 the pair. Yes, I know, that's more than flimsy channels-on-edge.

Before welding the cover plates, it was necessary to cut them where the outriggers would enter the side rails. The excess plate was not cut off, but bent to form outrigger end extensions to facilitate welding should these be rusty. See figure 2.

The cover plates were then welded (intermittent) to their channels to form rigid boxes at a cost of £5. This must be done before they are fitted to the car, as the top becomes inaccessible under the floor.

Now for the dirty bit! Removal of the sills and the remains of the old side rails. A combination of junior hacksaw, tin snips, 'Mole' wrench and big 'ammer proved effective without damaging the outrigger ends. Some of the body mounting bolts (4 each side) could be persuaded to unscrew. The others were sawn through. Underseal was scraped off the outrigger ends and the opportunity taken to repaint that part of the floor that is normally hidden by the side rail.

Fitting the new side rail was a trial-and-error job. My Workshop Manual specifies 53.0 inch (1346mm) over the outsides of the side rails. I think it is more important that the body mounting bolts pass through the centre line of the box. It was necessary to spread the channel so the outrigger ends would easily go into place. A bit of work with assorted levers, big 'ammer (and a block of wood) persuaded the new side rails into position with only small gaps to the outriggers which could later be filled with weld.

Next the holes for the body mounting bolts were marked out and the side rail removed to drill them. I can only claim 50% success rate. Some were so far out as to miss the body hole completely and had to be re-drilled. Large plain washers cover sins like these!

Note that the corner mounting bolts are at the jacking points and pass through tubes which carry the jacking loads. If these tubes are corroded, new ones should be cut to fit. Otherwise, the box section is likely to collapse when the car is jacked. The intermediate mountings do not need these tubes; the bolts should not be tightened so hard as to crush the box.

I bought new body mounting bolts, 70p for 8 from a local hardware shop, size M8 x 80. Yes, the metric fasteners on an imperial car. Conveniently, the bolt heads fit the same spanner that you would use on 5/16UNF bolts available from your Leyland dealer at twice the price. The bolts can be screwed into hexagon nuts, (fancy nuts-welded-to-bent-plates, or my solution, tapped pads (figure 3). These are a simple device used extensively on locomotives.

New Chassis Side Rails For A Herald 1200 cont'd .../

The bolted assembly was rigid enough to drive to a local garage for welding. The outrigger to side rail welds should be continuous wherever it is possible to reach. This means the bottoms and sides can be welded but the tops are inaccessible under the body. Apparently this is acceptable for Dot Test purposes.

The car is now noticeably more rigid on rough roads. I am thinking of jacking the body clear of the chassis next year. This will allow me to replace two of the bodywork mountings and give access to weld the chassis topside. A jacked-up Herald? The mind boggles!

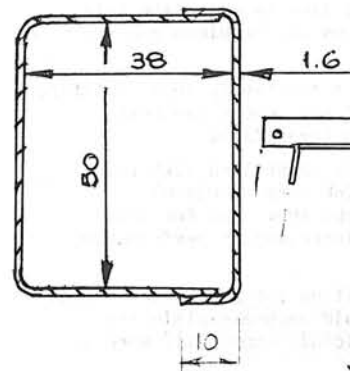


Fig.1 New side rail section (dimensions in millimetres)

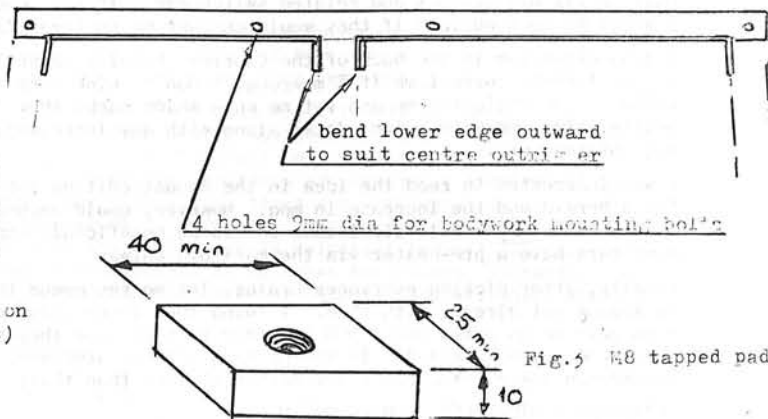


Fig.2 Cover plate made to fit outriggers

Fig.3 M8 tapped pad

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PEN TO PAPER

LETTER FROM CHRIS WREN, READING, BERKS:

I am interested in producing stage 1 cylinder heads (especially 2 litre). The equipment required to do this is too expensive for just one head (for myself). If those interested would contact me, we might be able to spread the cost. Telephone Reading 863197.

LETTER FROM ALASDAIR BLAKE, TRING, HERTS:

I read with interest, Christ Longhurst's article in the May edition of the Courier, concerning overdrive for Heralds. I would like to undertake this project on my 13/60 and report back in the Courier on any problems and the final results for any interested members.

However, I am having great difficulty in obtaining a relatively cheap Spitfire MK11 or 111 o/d gearbox and related switchgear. If any member can help, I would be much obliged if they would contact me on Tring 2765.

I also often see in the back of the Courier, Heralds advertised with twin carbs. (which, correct me if I'm wrong, I don't think were standard). Could anyone enlighten me and let me know which carbs they used for this modification and with which jets; along with any increases in performance, mpg obtained etc.

I was interested to read the idea in the August edition for a cold air intake for a Herald and the increase in mpg. However, could anyone explain the theory as to why a cold air intake should be beneficial, especially when so many cars have a pre-heater via the manifold anyway.

Finally, after picking everyone's brains, let me recommend the Club insurers to anyone not already with them. I found them incredibly helpful and they even gave me an extra years NCB in order to make sure they beat my previous company's quote. Included in the package - legal aidcover, business use and windscreen cover. You can't get better service than that!

LETTER FROM NICK LEES, NORTHWOOD, MIDDX:

Recently, on my MK111 GT6 1972, I have had to have the floor pan strengthened and welded back to the sills. This corrosion was entirely due to the presence of the sill finishing strip which consists of a stainless steel U channel, open side facing upward, which covers the seam and collects water most efficiently. This trim strip I believe, is only present of the MK111 GT6 and I suggest that the following alternatives should be considered.

1. Remove the trim and discard it completely. However, for those of you with Concours cars or people who must have a 'complete' car, you can adopt method 2.

2. Remove trim and de-rust seam with a product like Truston 23 which I find quite effective. Fill the channel of the trim with Waxoyl and re-fit.

At the very least you should remove the trim and inspect, say once a year.

The above repairs required the seats and carpets to be removed from inside the car and this process brought another fault to my attention. The floor pan was cracked around one of the seat runner anchorage points on the drivers' side. This crack was due to stress and fatigue rather than corrosion.

I overcame the problem by plating the inside of the car to spread the load from the seat support. I believe the problem is likely to occur in high mileage cars - mine has done 120,000 miles - and is not greatly affected by the weight of the driver (I am under 10 stone). A similar problem also occurred in the seat support area on my other car - a high mileage MK11 Vitesse Convertible.

LETTER FROM MIKE COSTIGAN, SOUTHWELL, NOTTS:

Regarding the query in the August Courier about the capacity of the reserve tank on the Herald, I have looked back through my various copies of Motor, Autocar etc., to see what was mentioned when the Herald was road-tested

Nowhere is there a mention of the actual capacity, although Autocar quotes a range of 6.8 - 8.2 miles on reserve.

I would suggest the best way is to run the tank dry, switch to reserve, and see how far you get! However, a word of warning - after ten to twenty years, there will be an accumulation of sediment in the tank and it would, therefore be advisable to fit a filter into the fuel line before attempting the experiment. Then you can find out the range with your particular car and your own style of driving. Don't forget to put a can of petrol in the boot to fill up when you finally come to rest!

LETTER FROM KENNETH RODMELL, BASINGSTOKE, HAMPSHIRE:

After spending a Saturday evening and Sunday morning helping a Club member do a heart transplant on a 13/60 Convertible, without any lifting equipment but with lots of backache and flattened fingers, I feel it is time to suggest to the readers a method we should have used if we had been a little more organised.

If you want to remove or replace an engine and do not have the luxury of a large, enclosed garage with an engine hoist but only a few spanners, a small driveway and, hopefully, a good day, then read on:

It is not the weight of the engine which is so difficult to manage with ones' own hands rather the bulk and the lack of suitable welding positions. The human body is capable of lifting a great deal if the load is applied in a comfortable position i.e. across the shoulders and keeping a straight back. The method I have used in the past - many times and with very little hassle is to first get the engine ready to lift out and remove the gearbox as well (if the gearbox is stuck on its splines or is reluctant to pull away from the engine, a useful tip worth remembering is to leave the clutch hydraulics all connected and then press the pedal once or twice - this will definitely free the box).

The engine itself is removed by tying a tow rope around the lifting eyes so that it forms a loop about six inches maximum above the top of the engine and inserting a wooden beam or scaffold pole, capable of supporting the weight of the engine through this loop. Ideally the pole should be about 8 feet long and 2 people should assume a 'squatt' position under the ends of the pole or beam. Next, simply stand up, supporting the pole or beam on the shoulders and walk a couple of paces to one side of the car. This method works equally well for fitment of the engine and has been used time and time again - often for replacing Vitesse engines as well. It is not necessary to remove the bonnet but it is wise to move the radiator to a safer place.

LETTER FROM VIC MILFORD, WINDSOR FOREST, BERKS:

HELP! White Rubber Bumpers: Short of only driving at night and keeping Heralds in a darkened garage during the day, how can one prevent the surfaces of the white rubber bumper mouldings cracking up and powdering from exposure to the UV in sunlight and weathering? Rather than going all nocturnal, have any Club members had any success using Whitewell Tyre Paint and, if so, where can one obtain it (do they open at night?). Is it possible to restore or renovate 'rubbers' that have already gone all powdery on the surface but are otherwise OK, or must we all fend for ourselves?

LETTER FROM DEREK DURDEKIN, COVENTRY:

Have any fellow members converted their GT6's into targa tops? I am very interested in the idea myself for my MK11 and at first looking at it, there appears to be a very large bubble in the roof, therefore, the height of the roof at the back of the door wind is about 2" higher than the top of the screen.

LETTER FROM R HEBDITCH, ROYSTON:

Re: East Anglia Area Barbeque

First of all, I would like to congratulate the organisers of this event - a good time was had by all, I'm sure, aided by good weather and a very picturesque venue.

One sour note - on being approached for tickets, we were told - 'You must come - it's a good day out, there's an Autotest (gymkhana) too'. 'Smashing, we'll enter the TR5!' That should prove a laugh, on a course made for Heralds etc!'

So, suitably enthused, we drive car and caravan, closely followed by TR5 looking for some fun. Clutching 50p required, we went to enter - only to be told - 'Sorry, but that's not a 'Club car'. 'But we belong to the Club and surely it's only a bit of fun'. 'Sorry, if you want to enter, you'll have to borrow a 'Club car.'

Such a disappointment but not only that, when we complained to other organisers they were not aware of this - in our opinion - petty rule. If the stakes had been high we could perhaps have understood more, or even if we hadn't been members but as it was, it put a black cloud on what was otherwise a really memorable day.

LETTER FROM TIM STEAD, HUDDERSFIELD:

The 'custom of the month', featured in last month's Courier, is in fact an Ashley GT. It was one of many special bodies available in the late 50's, early 60's and came complete with chassis, flooring, rear seats and glass. In 1961 this would have set you back £267 and could be made roadworthy in just 30 hours! (Or so they claimed). Ashley Laminates Ltd., operated from Harlow, Essex and Halifax, Yorkshire and were mainly involved with producing glassfibre bonnet conversions for Austin Healey Sprites and hardtops. The fact that this particular example is Herald based is interesting as the bodies were made to accept Ford 10 and 8 mechanicals.

LETTER FROM FRANCES BARKER, CAMBRIDGE:

I would like to recommend Willingham Motors, Willingham, Nr. Cambridge tel: Willingham 60467, where the owner, John Price and his Head Mechanic, Mick, have provided friendly and helpful service for a succession of Club cars. They have been able to come up with difficult-to-get spares. No job is too small or big to take on and there is a genuine interest in Triumphs.

LETTER FROM GD CLARK, NORTON ST PHILIP, BATH:

My purpose in writing is to let other readers know the remarkable transformation in performance of my 1975 Spitfire 1500 as a result of fitting first electronic ignition and second an electric cooling fan (Kenlowe).

The results of fitting electronic ignition last winter as follows:-

1. Average consumption went from 31 mpg to 34 mpg as a result of weakening the mixture by about 3 flats in the carb, adjusting nuts (SU HS4's) and the fact that with noticeably better performance, I can travel at any chosen speed with a lighter throttle.
2. Much better acceleration in all gears which is particularly useful in 3rd gear for main road work.
3. At high revs, the engine is much less noisy and driving is therefore more pleasant.

The Kenlowe cooling fan was fitted very recently and consumption improved again from 34 to 37 mpg on average. As a result of a much quicker warm-up, the choke use is considerably reduced and the other great advantage is the reduction in noise by having no fan permanently thrashing the air.

When properly set up, the electronic fan only comes on when I'm caught in a slow-moving stream, otherwise the air flow at speeds above 20mph keep the engine cool.

My recent touring, camping trip to Scotland with my wife and full luggage space, produced 40mpg overall. These two items cost me about £90 and now that my running costs have gone down by about 1p per mile, they will pay for themselves in about 10,000 miles.

One piece of advice for anyone considering the electric fan is to check carefully all hose connections and the condition of the radiator cap, possibly fitting a higher rated cap. The water runs at a higher temperature and pressure and you might boil over if the cap has deteriorated. I suffered from water loss after a hard run on the M6 but a new cap cured it.

LETTER FROM JOHN MANN, CHESTERFIELD:

I have noticed a number of references in members' letters over the last year or so to apparently incurable 'clonking' noises from the back ends of Club cars. I had this problem recently with a Vitesse 2L MK1. All the usual wear points received attention, trunnions, hub bearings and drive shaft UJ's, which were indeed badly worn. However, despite this work the disheartening and worrying 'clonking' noise persisted. After a period of hoping it would go away (!), I removed the drive shafts again. The noise sounded to me like worn UJ's still and this time I gripped the shafts firmly in a large vice and attempted to rotate the drive flanges. There was minimal but just detectable play. The UJ's were new, so were not at fault but I dismantled them again nevertheless. I carefully examined the shaft and flange yokes. Very close inspection was required to detect the barely discernible wear present but worn the yokes certainly were. The only acceptable cure was new drive shaft assemblies, expensive (£54 each) but 100% effective. So, if you do have worn UJ's, inspect the yokes carefully before fitting new ones, or better still, inspect UJ's regularly so that they are not allowed to deteriorate to the stage that damage to the yokes is caused. I'm not saying that worn drive shafts are the cause of everyone's back end noises (!) but this is something that can easily be overlooked.

Finally, I was interested in John Kippings comments in Club Spares last month (August) about prices. It seems counter productive, not to say bad for business, to charge over the odds for BL spares but one can find many examples of this every month in the motoring magazines. My own prices are the same as BL's, less in many cases. I now have quite extensive (though still incomplete) resources at my disposal, i.e. parts catalogues, part number supersession lists etc.etc. These have enabled me to discover many factory parts still actually available, which many of us might have thought we would never get again.

I always feel that one should buy original parts from BL whenever possible and in this respect, my own BL dealer is exceptionally helpful and efficient. Apart from any other considerations, original parts are guaranteed, they fit, and a constant demand for them will be picked up by the factory and, hopefully, they will be inspired to hold stocks well into the future.

It's a good rule - try your BL dealer first.

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NATIONWIDE

CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

The May meeting brought a good turn-out - 10 members and 2 prospective members, plus a wave of enthusiasm. June's meeting confirmed this enthusiasm with a turn-out of 10 members (including the return of a prodigal son after a long absence), plus another prospective member. July's meeting produced 7 members and 2 prospective members, including a Herald - the first to visit a meeting this year.

A few local events have been attended by the Club recently with depressingly low turn-outs - 3 at the Kernow Old Vehicle Club Rally in July and 2 at the Cornwall Vintage Vehicle Society Rally in August. I can understand members not wanting to attend events in other parts of the country, due to expense etc. etc. but I would have thought more members could and should attend the local events to help to promote the Club. Hopefully more will attend the Helston Aero Park Rally on September 5th. A couple of further events to be added to the list published in the August Courier are:-

Saturday 9th October: Autojumble at Threemilestone Village Hall, 10am - 3pm.

Tuesday 12th October: Film Show at the Crossroads Motel (Yes, one exists!)

Scoria (? Typist) courtesy of the local Morris Minor Club - includes a film on Triumphs - commences 7.30pm prompt.

Next meeting: County Arms, Truro, Friday 25th September.

ESSEX AREA NEWS, IAN THORNTON REPORTS:

Recent activities have been as follows:-

Annual Picnic: This took place on August 1st, when about 20 cars plus an Escort and a TR6, congregated in Hatfield Forest. Several visitors from the Anglia Area joined us during what turned out to be an extremely hot day. By the time the food was eaten, no one felt very energetic.

August Meeting: This was held the week after our picnic at our usual place, The Dukes Head. Again the weather was fine and about 30 Club cars turned up, plus a renegade TR6 from the TR register.

Treasure Hunt: This event, which is being organised by four of the ladies, will take place on Sunday 19th, September. Entrance fee will be 50p and details and entry forms will be available at the September meeting.

Christmas Event: To be held at the Bell, Horndon-on-the-Hill, Saturday, 27th November. Details to be finalised. Please make a note in your diaries.

GRANADA AREA NEWS, JOHN BINGHAM REPORTS:

Area meetings at the D & P continue to be well-attended and there are new faces and cars on each occasion, not to mention visitors from afar (Thames Area). Apologies to all for my absence last month; I hope I have now atoned by travelling down from Keswick during my holidays to attend July's meeting.

Where were all you racing enthusiasts on June 12th? Certainly not enjoying a good days racing with the VSCC at Oulton Park. The ISSC enclosure was almost empty of Triumphs anyway!

August 1st trial erection of 'the' display tent - where were you Carl? No problem encountered but a few modifications seen that would benefit future use.

8th August - the Woodvale Vehicle Rally, Ainsdale, nr. Southport. This event proved the worth of the display tent, clearly visible above all other car display area and it was literally packed with people (when it rained). The octagonal display of cars looked impressive and was extended as others arrived to include 4 Mk11 Vitesse Convertible, 4 GT6 MK11's, 1 MK1V Spitfire, 1 MK111 GT6, 1 Bond 2L Saloon and a Vitesse Six Saloon. Five of these cars entered the Concours but what can you do against a Daimler Dart that was beyond such descriptions as excellent, or immaculate?

Stonleigh is now looked forward to eagerly by some members and will have been attended by the time the Courier appears. Hope the weather will have been king.

Future Event: Northern Classic Car Show (as detailed in What's On Next). Over 250 cars expected and the Club will be represented by Granada and Ribble Areas with a GT6 MK11 and a MK11 Convertible Vitesse.

HERTS AREA NEWS, ANDREW FFOLKES REPORTS:

Both Clubnights were poorly attended last month, which must be something to do with members being away on holiday (I hope so). Remember, the Red Lion at Offley is the only venue until a replacement for the Woodman is found.

As it is approaching the end of Hertfordshire's Club year, perhaps you can start thinking of things you would like to see done for the coming year and then tell us at a Clubnight. I expect most members will be interested in a Christmas event, say a meal at a restaurant and so could I have confirmation of this as soon as possible, so that the committee can organise something.

There's not much else to say this month as it has all been very quiet.

Meetings at the Red Lion, Offley, 1st Tuesday, 8pm.

LEICESTER AREA NEWS IAN MCKEGGIE REPORTS:

Yes folks, the the summer nearing its end, we see the Area going from strength to strength with a consistently high turnout (there are 40 cars per meet). We can only be encouraged for the future. Arrangement for the rest of the year as follows: Annual Treasure Hunt Challenge, Sun. 26th - £2 per head which includes food a a turely super country pub and beer and skittles night. Date to be confirmed. Christmas Dinner on 29th Dec. in the usual Leics. tradition of low cost and high quality.

Finally, we know that we are quicker than the MGOC in many ways, how about this October 14th challenging the Leicester area of the MG Owners Club on a Go-Cart circuit. Come on all you budding race drivers, lets show em! It's £5 per head to be booked in advance. We need at least 15 drivers and this will be a real fun event to be followed up very closely with a pint at the nearest pub. Whatch this space for news of more fun and games.

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MILTON KEYNES AREA NEWS, GEOFF KING REPORTS:

The area meetings are still going well, despite members forgetting which pub the Sunday meeting is being held at each month and ending up sitting in a pub, while the rest of us enjoy a meeting at another. (Naming no names, Mr Chevis and Mr Stone). It was a bit disappointing for us to arrange a meeting in the Bedford area and only have one member turn up, when we know there are quite a few more locally. Many thanks to Neil and we hope that he has enjoyed the other meetings he has attended since. Thanks to the Rugby Area for the very nice evening we enjoyed last night, 9th August; hope there are plans for more in the pipeline. To Mr B Collins in Budapest; we are looking forward to seeing you and you will be hearing from us soon, to keep you in touch with all the area news.

Mr J Higgins; your problem of the rear end clonks on your GT6 MK111 has been experienced and widely discussed at the area meeting and has been silenced (if only temporarily) by the spraying of WD40 on the rear spring (it does have to be repeated at intervals).

That's all for this month and we finish by hoping that by the time you read this that you have all enjoyed yourselves at the Summer Meeting.

NORTH WALES AREA NEWS, MIKE STEWART REPORTS:

A.O. Comment: An element of Welsh Nationalism came to the fore at our last meeting. And whilst I have no particular axe to grind on the subject, I have decided to hold three out of the next four meetings in North Wales. I hope you will all know by now, my reasons for holding meetings over the border from time to time. I was born and educated in North Wales. I have an Irish Parent, relatives in Ireland, Scotland, England, Canada and America. I live in North Wales and work in England. Where does all this lead? I am interested in TRIUMPH CARS and meeting people with the same interest. This is our common bond and let us continue on that theme.

September 10thm Friday: Lad's Night Out. The Boot Inn, Chester. Before going on to a select Club in Chester. DRESS ACCORDINGLY. 9.30pm.

October 11th, Monday: The Sun Inn, Trevor Llangollen, North Wales. Talk about, Boring but Discerning drunken evening at select Club in Chester. DRESS AS USUAL. 7.30pm.

November 10th, Wednesday: The Boat Inn, Erbistock, Nr. Wrexham, North Wales. For Drinky Pooos and Chat. Welly or river navigational experience could be useful. 7.30pm.

December 15th, Wednesday: Sun Inn, Trevor Llangollen, North Wales. Approaching Chrizzy NOSH DRINKS AND CHAT. Cost £5. Remit to me or give to me before November 11th. I hope you can all attend together with girlfriend/wives or sisters. I need a minimum of 10 members otherwise there will be no nosh.

Wellys, snow shoes or cramp ons could be useful.

NOTTS AREA NEWS, GEOFF FLETCHER REPORTS:

Well, this is my first chance to write to the Courier as the new Notts Area Organiser. I have taken over the job, from Charles Henderson, who has moved to the Yorkshire Area. Both myself and all fellow Notts members would like to wish him well and thank him for his past efforts and for actually getting the Notts Area meetings established. I would also like to point out that our venue has now changed to the Redgate Lodge, Castle Donington. So, if anyone requires information, directions, etc., would they contact me on Long Eaton 66147.

RUGBY AREA NEWS, ANDY JONES REPORTS:

Our meeting on the 9th August was the Rugby Area Barbeque and Garden Party, organised by John Thorpe (well done, John). We had over 50 people attending the food was, I thought, excellent value at £1.80. John Bust organised a good quiz but for one question about gear oil john, 90 IS the right oil not SAE 80! We also had a raffle and a 'Guess the Number of Rivets' and a 'Weight of a Camshaft' competition. All in all a very good evening. The next Rugby Area meeting will be on 13th September at the Fox & Hounds, Clay Coton, nr. Crick.

OXFORD AREA NEWS, JOHN CUDMORE REPORTS:

The area meets at the Grapes and our meetings continue to be well supported with many new faces drinking the noggin and nattering.

Small numbers of us found our way once again, to Cambridge Area Birthday Barbeque. Everyone liked your new site and the weather, Barry. Thanks again for a superb event and I hope you can encourage the farmer to increase numbers next year.

Pam and I also attended Rugby Area Barbeque at Clycoton for another enjoyable night in nice company. Thanks Andy for twisting my arm.

Off again to Wessex Area on Saturday to defend my Table Tennis title at their high class 'gastronomic' evening. (Should I wear a suit?).

I shall soon be asking for marshalling assistance for STIRV111. Anyone interested?

Meetings, second Wednesday of each month at The Grapes, Yarnton, Oxford (on A34 going north) from 7.30pm.

SALISBURY AREA NEWS, HUGH DAVIES REPORTS:

The last few meetings have seen only a small group of us meeting at the Greyfisher, so now that you've all had your holidays, I hope you will try and get to the next meeting on 2nd September. Those of you not going to the STIR '82 event, why not come to the Beaulieu Autojumble, stands 876/7 914/5 and say hello.

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SCOTTISH AREA NEWS, NIGEL WADDELL REPORTS:

I am pleased to report that our last few meetings have been very well-attended and it is a healthy sign to see the car park decorated with Club cars and hopefully, my own Vitesse will once again soon be joining them, after its rebuild. I would like to say thanks especially to the people who always come to the meetings and thank them for their support, also the people that have managed to come from further afield. A special thanks also goes to the St Andrews University Motor Club, who we met in Dunblane a few months ago. We had a most enjoyable evening, including a memorable blast up the motorway from Dunblane to Auchterarder, followed by a King Arthur style meal (quote David Mitchell), complete with food, wine and much merriment. Thanks for coming through lads.

Now, eyes and ears open please: At the last meeting, after some discussion, it was decided to arrange an informal weekend away somewhere in the country towards the end of September. Since then I have finalised arrangements, details of which will already have been discussed by the time this article has been printed. However, here is the basic info:-

A camping weekend Fri/Sun. Date 24th - 26th September. Place: Coshieville, by Aberfeldy, Perthshire. If anyone is interested in further details, please give me a phone.

SOUTHERN AREA NEWS, TONY FARBY REPORTS:

Our August meeting was well-attended as could be seen from the impressive line-up of Club cars in the carpark of the Good Intent, Horndean. We were joined by the Spitfire Secretary, Neil Williamson and Wessex Area member, Simon James, who tried to convince us to part with £3 for a ticket to the Wessex Area Barbeque on the 14th August. By the time you read this, it will have taken place, successfully I hope.

We were pleased to welcome Marcus Brown, the ex-Salisbury Area Organiser who has recently moved into this locality. He brought with him his very clean white Vitesse MK11 Conv.

One guest at the meeting, an employee of Advance Motor Supplies Ltd., was kind enough to donate a few AMS discount cards to us. These cards will enable owners to obtain varying discounts on parts ranging from pistons and clutches to brake shoes and exhaust systems. So who are the lucky owners of these cards? Well, they will be given as prizes in any future events which we hold. Talking of which: ...

Our Treasure Hunt this year will be held on Sunday, 26th September. Please contact me if you are interested in competing but can't make it to our September 7th meeting, when details will be given. A memorable event last year was the Beaulieu Autojumble and this year it takes place over the weekend of the 11th and 12th September. I hope to see some of you there.

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

The second meeting of the newly formed S Wales branch of the TSSC, took place on Wednesday, August 4th at the Castell-Mynach pub, near Ilantrisant. The meeting was well-attended, with over 40 enthusiasts arriving in 10 GT6's, 7 Spitfires, 5 Heralds, 2 Spartans and 2 Vitesse.

After the introduction of Chris and Trudi Squibbs, who were present to give first-hand advice on organising a new club, a basic committee of 6 were elected to stand until Christmas, to steer the club through its initial stages of infancy.

Everyone was in agreement that S Wales needs a branch of the TSSC and we hope to encourage new and old members to come along. Future events planned included a barbeque at Margam Park, attendance of the meeting at Stonleigh, Inter-Club meetings, part-swapping, and driving tests as well as plenty of runs and outdoor activities.

Due to the rapid growth of the Club, we are seeking a larger meeting place, therefore no fixed venue has been arranged for the September meeting but anyone interested in coming along, please contact membership secretary, Robert Davies, Pencoed 863 426.

THAMES AREA NEWS, LEON GUYOT AND CHRIS CHILDS REPORTS:

A head/bonnet (sic) count recently revealed that, of 85 Thames Area members who have come to area meetings so far this year, we have 32 Vitesse/17GT6's/ 15 Spitfires/12 Herald 13/60's/ 7 Herald 1200's/ 1 Special and 1 Bond; of these almost half are Convertibles.

We have recently organised events, which while being requested and popularly supported at many meetings prior to the event and well advertised both in the Courier and our own local (free) area calendar given at meetings - come the actual day, it seems that it is often just a little bit too much to ask for many of our usually loyal members to 'turn up'.

My sincere apologies to those of you who do make an effort but the guilty parties know who we mean as well as which events we mean. In future we will be making lists of all members that wish to attend events at the two preceding meetings and, if necessary taking deposits, e.g. for Treasure Hunts. If a lack of support is obvious they will be cancelled.

Area meetings are always well supported with 22-25 cars twice each month. Area Organisers are only human and need incentive if they are to continue to organising events.

The big news this month is that Dave Matthews Vitesse MK11 passed 100,000 miles on the back of a tow truck, also the continued conversion/metamorphosis of Andy's 13/60 Convertible into a 1600 Vitesse - also known as 'The Green Thing'. Thames area give its official commiserations to Bob Rowland, whose Herald 1200 Saloon recently fell in the service of the Club, i.e. in head on collision with a Mini. That is the second Mini with that car isn't it Bob? You'll have to start painting silhouettes on the side of your cars in future. But seriously, we're all glad that you're as well as you were before it happened.

Event Reports: 20/6/82 - Mystery Treasure Hunt; Beautiful day, smashing run four members came including me and Tim from East Berks, who originated the hunt therefore, 2 competitors i.e. Dave Yound and Cathy against Paul Bennett and Sarah Edney. Well done Dave, who won fairly and well done Sarah on her first Club event and first Treasure Hunt.

P.S. To everyone who didn't turn up - you missed a great and cheap meal at The Bell in Bell Street, Whitchurch, Hampshire, which we all heartily recommend to all members.

4/7/82 - The Easthampsted Park Auto Sunday has already been detailed in the East Berks reports last month and, like John Reed, I must agree that this was just about the best show that I've been to this year and, considering that it was less than 20 miles from where we meet. It is a shame once again I was the only Thames member to turn up. Still, at least I got my first ever Concours cup for RGT 543E and I certainly will make a point of going next year.

18/7/82 - The Dorking Autojumble was, I have been assured by Chris, just not worth our attending.

25/7/82 - Goodwood BARC cancelledwasn't it left just a little late before it was announced?

8/8/82 - Nostalgia - as advertised in the 'better' Classic Car magazines. Well the ones on shiny paper anyway. Also after a long drive and arriving at lunchtime on a Sunday, we had expected to be able to purchase more food than a pint of lager and a packet of crisps. Conclusions: Alright for Herts Area members maybe but too far for Thames members for what it turned out to be in reality.

Future Thames area visits will be Stonleigh Town & Country Festival - see Courier, The Beaulieu Autojumble on 11th September, The Standard Triumph International Rally on 12th September. I'm sorry to be a moaner in this report but should it really be necessary?

Future Thames meetings - 2nd September, 16th September, 30th September and 14th October. All at the Bell in Hampton, which is found half way between Hampton Court and Sunbury-on-Thames on the A308 road, which runs alongside the Thames. We have a large car park hidden behind the pub (entrance on the left). Meetings begin at 8pm.

TRENT AREA NEWS

Our meetings are held on the 3rd Thursday of each month.

By the time this is published, we shall have held our first meeting at Kelham. I have already been promised the attendance of one Herald, two MK11 Spitfires, a Vitesse MK11 and a Bond GT4S, so we should have got off to a flying start. To all those who attended, thank you and welcome and to those who didn't, where were you?

Next meeting: Thursday, October 21st at 8.00pm at The Fox, Kelham, nr. Newark - I look forward to seeing some more new faces!

We shall be holding an inaugural meeting on the 3rd Thursday in September (16th) at 8.00pm at The Fox, Kelham, nr. Newark. Anyone interested in attending a regular meeting but unable to make that date, please contact me on Southwell (0636) 814050 with your comments. Kelham is approx. 2 miles West of Newark, on the A617 Mansfield Road; The Fox is by Kelham Bridge on the banks of the Trent. (Approx. 16 miles from Mansfield, 22 miles from Retford, 20 miles from Lincoln, 16 miles from Grantham).

WESSEX AREA NEWS, STEVE ELLIS REPORTS:

July's Sunday meeting, although held in fine Wessex weather, was a little disappointing in that some of our stalwarts found themselves unavoidably otherwise occupied. But it was good to see Simon James' MK1 Vitesse Saloon back on the road after its 'body off' job, and we managed to recruit the owner of a rather nice Spitfire who was on his way home to Avon Area country.

The August noggin n' natter was as usual held almost entirely in the car park of The Skittlers and featured Jeremy Woodward's appearance in his now repaired Herald Coupe. I had a nice burn in Kevin Minns' MK11 Vitesse Saloon - without roof:- thanks Kevin, I enjoyed that! And on a more sombre note, I'm sure we all wish Theo Burrows well in his bid to acquire a new bonnet for his otherwise immaculate 13/60 Estate, so unfortunately restyled recently. This car, by the way, will be for sale after completion of bonnet repairs and is otherwise absolutely first class, even now. So, if there is anyone out there who wants a good'un, see his ad. elsewhere in this issue.

The months noggin n' natter will be our Wessex ACM, so please make every effort to attend. As stated at the August noggin n' natter, I do not intend to seek re-election as Wessex A.O. Nominations will be accepted on the night of the AGM - so now's your chance: It's not an arduous job, the essentials being:

1. Try and be nice to everyone - even if they do ring you up in the middle of your meal!
2. Don't try and do it all yourself: If someone says they want a Treasure Hunt, etc., persuade them to organise it themselves (we've done this several times and have drawn up a set of guidelines which we hope to publish soon).
3. Always get an Area report in the Courier each month, that's the only way people know we exist.

The job also has its compensations too, like people buying you pints!

Forthcoming events:

1. Sunday 12th September, STIR '82 at Rousham Park, nr. Steeple Aston. Area convoy leaves Ringwood Market car park at 10am.
2. Tuesday 14th September - Wessex Area AGM and elections - The Skittlers, York Road, Broadstone 9pm sharp.
3. Sunday, 26th September - Lunchtime noggin at the Horton Inn.

EAST BERKS AREA NEWS, JOHN REED REPORTS:

Sunday 8th August saw our first Treasure Hunt - thanks to organiser, Tim Greenfield. Occupants of the eleven cars taking part apparently enjoyed themselves despite some 'first time' confusion. The general opinion seems to be to hold a similar event before the good weather finally disappears.

On a slightly sad note, we must say farewell to Clive Speaks who will soon be moving West from our Area and will be a future participant of Avon Area meetings (God help him!). Seriously Clive, we will miss you - good Concours Heralds are hard to find these days.

Our second meeting at 'Uncle Toms Cabin' was well-attended with 18 members and about half that number arriving in Club cars. The pub is not that easy to find if you don't know the area and any new visiting member could be forgiven for passing by if they were looking for a car park full of Club cars. I'm fed up with arriving in a Cavalier and hope to get to Septembers STIR in my latest Vitesse - honestly, I'm trying hard.

We've settled in nicely at the above pub and meetings are scheduled for every second Wednesday of the month at 8pm. Future meetings will be 8th September and 13th October.

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

Meetings are third Tuesday of each month, Grasshopper Inn, Moorhouse, Westerham. No changes at time of going to press.

Thanks to those members who had attended the June and July meetings to find out what we are up to. If any members wish to contact me, please 'phone 01 4627986.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Sorry about the lack of news last month - we were away on holiday and missed the publishing deadline!

Not a bad turn out for the Heathton meeting on August 3rd - about 30 people arrived. A rather nice 1500 Spitfire in Green and Silver livery arrived at the pub, totally innocent to anything called the Triumph Sport Six Club. The female of the duo was immediately approached by John Cox - eager to distribute yet another of his recruitment forms - who asked her if she was in the Club. There are better ways to ask, John! Anyway, they seemed fairly interested so, hopefully, another new member.

There are 1001 reasons why cars won't start but the latest craze is a malfunction of the ashtray. On investigating every other option open to him, the owner of a yellow MK11 Spitfire at the Coventry meeting (I can't remember his name, and I'm not sure he'd want me to anyway!), suddenly realised his friend had used the ashtray. On extraction of the dog-end, the car started immediately! I'm still trying to work out the connection.

The Committee is gradually building up a spares supply for the Area and, although we have a garage, we are lacking a car to put in it for breaking - offers anyone? As soon as our Spares Secretary, Jeff Baker, has his computerised - yes computerised (a 'first' for the West Midlands Area!) - system underway, we'll be distributing lists at meetings of what there is. All the money will be ploughed back into the Area funds. Don't forget STIR on September 11th. Next meetings: September 7th at the Bull, Shenstone
September 19th (Sunday) at the Chalet
October 5th at the Herald, Coventry.

NORTH & SOUTH YORKSHIRE AREA NEWS, JOHN GRISS REPORTS:

Fifteen members attended our last meeting, which included three new members. Hope you enjoyed the night and found some useful conversation. Our Area Concours is the next event and we look forward to seeing you at The Royal Oak, Norton, Malton, for a drink on Sunday lunchtime, September 5th. All are welcome to join in the Moors Run afterwards.

I understand the 'Area Tankard' is once again up for grabs at a Treasure Hunt, organised by the last winner on the 17th October. Get your map reading tuned as well as your car. Details next month.

Finally, the stork came to North Yorkshire and we congratulate Alan and Sally Hurd on the birth of a daughter. Hope all went well and look forward to seeing you both again.

Don't forget the Concours on Sunday 5th September and our next meeting, 1st September at The Oakville.

WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

Not a great deal to say this month basically because of the holidays, July was a very quiet month. August will be a different matter with another memorable visit to 'Uncle Billy's' - West Yorkshire members know they dare not miss it.

Look out for the October issue, because I can tell you there's some pretty controversial stuff going to be said.

Meetings are the first Tuesday, the White Bear, Norwood Green, Halifax or
YORKSHIRE AREA NEWS, TREVOR SMITH REPORTS:

Our usual scribe is sunning himself in Portugal at the moment. Consequently the task of reporting on this month's events has fallen upon 'yours truly'.

Glad to report even more new faces at the last meeting. I think more and more people are realising Norwood Green isn't at the other end of the earth after all! The pub car park was festooned with Club cars, together with many of the MG's (we meet on the same night). I'm afraid we seem to be outnumbering them these days, even taking over their 'private room'.

Conversations centred around Tim - especially his recent encounter with a 'skinhead', resulting in one nasty blow to the head. He had the misfortune to be attacked with a stool (the bar type of course). Poor Tim, he does come in for some 'stick'. But I can't sign off without mentioning the Autotest! When going like the clappers round the course in his 'C' reg. Herald Convertible, his passenger door flew wide open. As if that wasn't bad enough - half way round the course he - yes - he ran out of petrol would you believe? I'm safe to reveal all because I know that when this report goes to print, Tim will be somewhere in the South of France.

Finally, members are reminded of yet another fun weekend to be held at Appletreewick - camping at 'Uncle Billy's'; August Bank Holiday.

PLEASE NOTE: Meetings are held first Tuesday in every month at The White Bear Norwood Green, Halifax. In doubt ring Nigel & Alison on Huddersfield 844682.

SPITFIRES (U.K.)

SPITFIRES : GT6's : VITESSES : HERALDS :

SPARES : REPAIRS : RESTORATIONS :

COMPREHENSIVE PARTS AND ACCESSORIES DEPT.

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Car Mart

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

Vit. '69 Conv. MK11 with O/D. 59,000 miles, new carpets. Hood, radio and re-spray (Gun Metal Gray). One lady owner - 1,000 miles per annum in past 5 years. Offers please. Contact: Mr Yearsley, tel: Twyford 343 551.

Herald 1200, C reg. Wedgewood Blue. 109,500 miles. One, careful owner. Garage maintained. Corrosion has received regular attention. In good, running order. Price negotiable. Contact: Ms M H Giles, tel: Middlesbrough 242495.

1971 13/60 Herald. 44,000 miles. V.g.c. except for front accident damage (repairable). Best offer over £85. Contact: Mark Hewish, tel: 01 653 6585.

Herald Estate 1971. MOT'd and taxed but requires some attention, hence £250 o.n.o. Contact: David Evans, tel: 021 471 1871 (Birmingham).

I would like to swop my nice condition MK1 2L Vit., for a nice condition Herald Estate. Contact: Ric hard for details, tel: 01 540 7856 (after 6pm).

Vit. MK11 Conv., 1969. Maroon with white stripe from the front to rear lights. MOT'd till mid-November. Five near new tyres with original five section wheel trims and in addition, a set of four Triumph hub caps with the globe motif. Interior all original and immaculate condition. 63,000 miles. Offers please to Mrs Grundy, tel: (0462) 33841 - Hitchin.

Vit. 2L Conv. O/D. Suitable for restoration or spares. £160. Contact: M C Pallant, tel: 0353 88267 Ely, Cambs.

Vit. 2L MK11 Saloon. Taxed and MOT'd Dec '82. Only 57,000 miles and mechanically sound with reasonable bodywork. £320 o.n.o. Contact: Keith, tel: 0902 757169 (Wolverhampton).

Triumph TR6. K reg. 2 owners. British Racing Green. Over £1,000 recently spent. Space now needed and clutch needs attention, hence price £975. Contact: Geoff Poulton, tel: Tamworth 53553.

Vit. 2L 1966. Engine sound, chassis needs welding. £100 o.n.o. Tel: 0272 873672 (after 6pm).

Herald 1200 Saloon. 'G' reg. Good condition. Many new parts. MOT until Nov. £300 o.n.o. Contact: Kevin Gray, tel: 01 440 8837.

Bond Equipe GT4S, 1966. Saffron. Genuine 41,000 miles, mostly by the original owner. New 'factory' chassis 5 years ago. Must be worth about £400. Tel: Ashby-de-la-Zouch (0530) 415590.

GT6 1973. M reg. Body and mechanics in excellent condition. MOT 1 year. £1,590 o.n.o. Tel: Esher (Surrey) 64562.

Herald 13/60, 'J' reg. Sports steering wheel, Vit. trim, extra gauges, twin carbs, radio, roof aerial, sunshine roof, frenched reverse light, SAH silencer. MOT May '82. £395. Contact: A Bailey, tel: 01 368 0727.

GT6 MK1, '69. 3 months MOT. £400 o.n.o. Contact: M K Copsey, tel: Oxford (0865) 340324/5

Herald Conv., 1968, 1300cc. 35,000 original mileage. New clutch, tyres, brakes, hood and tonneau cover. Undersealed. Bodywork immaculate but slight paint flaking. Enthusiasts car. £900 o.n.o. Contact: D Feeley, tel: (daytime) 0908 655460, (evenings) 0908 605063.

Spit. MK1V Special. 2nd place TSSC National Concours 1982 (Working Modified). This car was totally re-built for the Concours, inc. the following new parts: SAH stage 111 engine, gearbox, O/D, diff., front and rear suspensions, bumpers, hood, seats, all chrome trim, 5½" Compomotive alloy wheels, 175 70 SR13 Grand Prix S tyres etc. There are also many extras including SAH silencer system, oil and volt meters, hazard flashers, front and rear fog lamps, front spot lamps, alarm etc. The car is a potential winner of next years Concours and will only appeal to enthusiasts. It has 5 months tax and 12 months MOT. Offers around £2,000. Contact: Gary Pickering tel: W'ton (0902) 762560.

Cars For Sale cont'd .../

1962 1200 Herald Estate and a 1966 12/50 Saloon with s/roof both have MOT and both are reliable but need bodywork attention. I also have a collection of spares in various stages of repair, including trims (Estate body). Interested? Contact: David, tel: Newdigate (Surrey) 325.

Spit 1500. T reg., 1976. 12 months MOT, 6 months Tax. V.g.c. but to make mint, some cosmetics needed. Quick sale at £1,100. ALSO GT6 MK111, 1974. Cloths, tints, Emerald Green. Very nice, unspoilt condition. Low mileage. £1,300, p/ex considered. Tel: 0743 722138.

Herald 13/60 Conv. This car has had a complete professional rebuild bodily and mechanically. Over £2,000 spent on new parts alone. Sprayed in Signal Red with black interior. New hood and tonneau. Chrome wire wheels, also original wheels - stove enamelled in silver. Certainly as good as new. £2,500. Contact: A O Harland, tel: Hull (0482) 51109 office hours.

1970 Herald 13/60. White Saloon. Has MOT and runs well. Must sell as I have too many on the road! £300. Contact: Mr Clifford, tel: Yeovil 4721.

Vit. Conv. MK11. Dec. 1968. 65,000 miles, O/D, superb condition. Original logbook. 1 year MOT. Dark Blue with new, white hood. £975. Contact: Alistair Nicholls, tel: Ipswich 685658.

GT6 MK111 '73. Totally restored. Thoroughly Waxoyled. Re-sprayed BL Racing Green. New parts include front ¼ valances and indicators, battery starter, distributor, screen, rear UJ's, rear shockers (adjustable), GPS 165 x 13 all round. £1,700 o.n.o. Tel: Tamworth 895128.

1971 GT6 at 1973 spec., inc. cloth seats with headrests, Sundym tints, new carpets, Webasto sunroof, copper brake pipes, SAH exhaust, factory recon engine, 5 brand new tyres plus MUCH MORE. The car, having covered only 70 miles since a complete overhaul, was done totally by myself, a fully qualified paint sprayer and vehicle body repairer. At £1,600 with a full MOT the car really must be seen to be appreciated. Contact: C M Parker, tel: Barton-on-Humber 33191.

Vit. 1600cc Saloon. Reg. no. GPP 338C. MOT Apr. '83. Taxed. Recon engine and gearbox. Black with cosmic alloy wheels. £275. Contact: G Bouton, tel: Nazeing 2370 (Essex).

Vit. 2L MK11, 1970 Conv. Royal Blue. One owner. Good, reliable car. Bodywork needs some attention, hence only £275. Contact: J C Erskine-Hill, Tel: 0342 82 2549 (Sussex) evenings.

Herald Conv. 1200, 1967. 10 months MOT, 3 months tax. Recent bonnet, doors, carpets, exhaust. 5½J wheels (plus locks). New hood, (tan). Fitted Dixon-Bate tow bar. Car in primer, hence £325 o.n.o. Supplied with spares and radio. Contact: Alan Jarvis, tel: 01 673 2461 or 01 622 6655 ext 155.

Vit. 6 1600cc. Of 1965 vintage, DOW 335C is in excellent mechanical condition and possesses good Conifer bodywork and red interior. Her chassis is sound as all riggers were replaced 18 months ago. She sailed through her MOT in mid-Jan '82 at the first attempt. Now for sale due to impending arrival of Dolomite Sprint. First caller with £375 become proud new owner. Contact: Rick Goodman, tel: 01 218 5133 Mon-Fri 9.15 - 5.00 or (0604) 409517 weekends.

Herald 1200 Saloon. First re. Nov. '68. 68,000 actual mileage. Good runner. V.g.c. Many extras, bucket seats, stereo radio/cassette, HRQ etc. Must be seen to be appreciated. Bargain at £375 o.n.o. Contact: Dave Curtis, tel: Corby 3651 (daytime weekdays only) or leave message and phone number on Corby 69058 anytime.

Vit. 2000. 75,000 miles. Recent tyres, g/box, exhaust, rad., brakes and carbs. Good chassis. O/D g/box for fitting to noisey transmission. 5 months MOT and tax. £300 o.n.o. Contact: Colin Ayton, Officers Mess, RAF Honington Bury St Edmunds, tel: Honington 561 ext 2345. Could be seen N. Devon at weekends.

Cars For Sale cont'd .../

1968 Vitesse 2L. Gunmetal Blue Saloon. 58,000 miles. MOT May, 1983. One owner. Drevvo taped transverse rear leaf spring when new. Replaced grease plugs with grease nipples. Fitted oilpressure gauge and ammeter. Stainless steel exhaust system. Although undersealed before delivery, have annually repeated process with Dinitrol 33B 33B. Also Triumph Workshop Manual for GT6 and Vit. Many spares e.g. de-coke set, six spark plugs, side chassis members (outriggers), rear suspension bushes, oil filter etc. etc. Contact: W Robinson tel: 01 524 3161 (E4).

948cc Coffee/Cream, commission no. GY 2294, all original trim, tatty non-runner, 90% complete, ideal for restoration. Reg. no. 1266 AD. Will negotiate price with registration and give the car away without it. Contact: Vic Milford, tel: Winkfield Row (0344) 882058.

1967 Vit. 2L MK1 Saloon, 'E', Olive Green/Green trim. Radio. New rad. 2 owners, 42,000 miles recorded. MOT up to 12.11.82. Taxed Dec '82. Reasonable condition for year. Chassis good. Contact: Mrs Gardiner, tel: Abingdon (Oxon) 834757. £450 o.n.o.

1970 Herald Saloon 1200. New clutch, taxed and MOT. Bodily good, interior v.g.c. Tel: Cirencester 61137.

Vitesse Conv. MK11 1969. Superb condition, 59,000 miles. O/D. New hood, tyres, carpets, radio, tonneau and paintwork. Lady owner. £1500. Tel: Twyford, Berks 343551.

Vitesse 6 (1963) with brand new sunshine roof. White with black stripe. Bodywork in v.g.c. Engine needs attention. Reg. no. 9454PJ. Two new tyres. £200 o.n.o. Contact: C Wash, tel: 01 997 0465.

1970 13/60 Estate. Valencia Blue. 75,800 miles; undersealed. All parts renewed as necessary - bills to show. Vit. door cappings, turbo discs, sports steering wheel, sports coil, Petrol King, rear wipe and other goodies. No visible rust. Car is not concurs but is in v.v.g.c., having been carefully maintained by ex-Tank Reg. owner. £1,000 o.v.n.o. Contact: Theo Burrows, tel: Broadstone 696669.

1970 2L Vit conv. 'J' reg. White with black trim, O/D, SAH 6 branch manifold and exhaust. 5 off 5½J x 13 Dunlop steel wheels with 5 off 95/60 HR/13 Goodyear Rally Specials fitted. Roll over bar fitted. Almost new steel bonnet. All new glassfibre valances. Electronic ignition. 12 months MOT. Tax till end if 1982. £1,100 o.n.o. Contact: Andy Jones, tel: (home) 0203 452541 (Coventry) or work 0203 452152 ext 2003/2413.

1967 MK1 Vit. 2L with O/D and some spares inc. g'box, prop., bootlid, alarm, bumpers and chrome strips etc. Business commitments force abandonment of restoration. Offers £600 - £700 or will consider exchange with large estate or van. Contact: Sid Walters, tel: Northampton 64831 daytime or 56391 evenings.

GT6 MK1, 1967 (F), Magenta with light blue trim. Good all round condition. MOT until Dec '82. Wire wheels, no rust, everything works. This car could appreciate in value. Genuine reason for sale. £625 o.n.o. Contact: John Gascoine, tel: 01 889 3171 (x 3357) day or Letchworth 78900 after 7pm.

Member emigrating - Aug '70 reg. Convertible Vit. Stored last 18 months. Requires loving owner to complete renovation. Recon. engine with 18,000 miles and excellent oil pressure. Unused rad and g'box. New side valances and rear valance, new door bottoms all necessary welding completed recently. Vinyl hardtop. Ring for details. Any reasonable offer. 01 987 7425. Chris.

FREE to good home: '63 Herald 1200 Estate for restoration. One of only 19 registered with TSSC at last count. 2 owners from new. Space now needed for restored Vit. Probably able to arrange trailer and del if required. Contact: P Higgins, tel: Salisbury (0722) 710351.

Cars For Sale cont'd .../

Vitesse 6, 1963. Fairly good condition. 56,000 miles. MOT May 1983. Head gasket blown, new part ordered. Prior to this used every day. Very good runner. OFFERS? Also Vitesse 2L for spares, engine, g/box etc. All except dynamo. Tel: Kirkby Malzeard 409.
GT6 MK1, 1968. Yellow/Brown blaze. Alloy wheels. MOT and tax. Good interior. One owner for last four years. Nice example. £695. Tel: Fleet 5126.

GT6 MK111, March 1973 (vinyl seat model), O/D, cosmic alloys, spoiler, immobilizer switch, finished in gleaming white. This car has been rebuilt during 1981/82 with new bodywork, new carpets, retrimmed, soundproofing etc. Recon g/box just fitted and consequently was placed 6th at 1982 Donington Concours. List of work too long to mention; bills for over £900 - can only be described as immaculate. Family needs force sale. Hence sensibly priced at £1,495 o.n.o. For full details, contact: Tony, tel: Cheltenham (0242) 517626.

Vit. MK1 2L. MOT 6 months, taxed 6 months. Engine in good condition 60psi hot. Head has been completely reconditioned. Many new parts inc. negative camber rear spring, five good tyres, towbar with electrics, electric aerial, sunroof. All this for the silly price of £350 o.n.o. Contact: Dave, tel: (0327) 41840 anytime.

Bond Equipe 1966. One, caring engineer owner since 1971. It wants for nothing except a good new home. Very many spares with it.. Well worth £500, no offers. Tel: Histon 2824 (Cambs) and I will tell you all.

Bond Equipe 2L Convertible, 1971. Taxed, long MOT, good throughout. Wulferace Wheels. £700. Contact: R Woodthorpe, tel: Huntingdon (0480) 59909.

1970 Herald 13/60 Saloon. Good mechanics and tyres. Usual rust on doors, bonnet and sills. MOT just expired. £65 o.n.o. Tel: 062 384 4962 (Warsop, Notts).

Spit. 1500. S reg. White. 35,000 miles. Taxed and MOT. Ziebart treated from new. Excellent condition. £1,750 o.n.o. Tel: Cosham 388185 (Hampshire).

1968 Bond Equipe GT4S. Modified suspension front and rear. Cotswold Blue. Sunshine roof. Vitesse bonnet, Herald 12/50 engine. Quantity of spares. £100 o.n.o. Contact: Paul Cooper, tel: Northampton 62155 after 6.30pm.

1970 Herald 13/60 Convertible. Taxed, long MOT. J reg. Red. Body off restoration. All outriggers and both side rails replaced. New sills. Diff. repalced. Good mechanics and hood. Resprayed. Needs detail finishing hence £495 or offers. Must sell due to storks activity. Tel: Maidstone (0622) 47128 (after 8th Sept).

Herald 1200, D reg., 1966. Tax till end Oct but no MOT due to chassis failure. Body untidy but good seats and bonnet and good mechanics and tyres. A reliable runner in daily use till July when MOT expired. For spares or repair. Offers around £60 please. Tel: Jim Cave, Burton-on-Trent (0283) 212939.

1965 Herald 12/50 Saloon, Cactus/Red trim. Owned from new. Regularly ser viced and in good running order - no breakdowns ever. Only 51,650 miles. MOT to mid-May, 1983. Taxed to end October 1982. Rust on door panels and rear valance. £100 o.n.o. Contact: David Osborn, London NW1, tel: 01 485 7589 (home) or 01 387 9466 ext 215 (office).

1970 (J reg.) Vit. MK11 Saloon. Wedgewood Blue with matching interior. One lady owner since new. 39,000 miles only. Conditions should be seen to be believed. Any offers? Tel: Peldon (Essex) 313.

FOR SALE: 1969 'H' Vitesse Mk. II Saloon, Laurel Green (55), Matador Red trim (12). MOT failure due to tin-worm in rear chassis section. For sale as a whole or parts. Contact NICK BRADBURY Tel: 0278 662698 after 6.30 p.m. Cannot deliver parts or car - come to collect whatever you require. Suitable for enthusiast for rebuilding.

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

'1st Herald wanted for a recent convert'. I'm not unfortunately anything of a mechanic but am steadily learning as well as collecting useful tips from the Courier, so the car would have to be in pretty good nick with an MOT and preferably, of course, in the London area. Contact: Paul Pivcevic, tel: (day) 01 402 0071 or (night) 01 223 1288.

Wanted, good GT6. Contact: Peter Jarvis, tel: 0533 412575 (Leicester). Spitfire 1300 MK111 or MK1V. Green, white, yellow or red. Soft top/hardtop. Must be in immaculate condition. No rust anywhere. Cash waiting for right car. Contact: Lester, tel: Slough 22647.

Low mileage 13/60 Estate in good condition with no rust and unmodified. Contact: Tom Thomas, tel: 01452 2902.

Herald Conv. 13/60 or 1200. Excellent condition only considered. Preferably Southern England. Tel: Cosham 388185 (Hampshire).

Vitesse or 13/60 Convertible. Contact: Rob Jenner, tel: Priory Park (Warwick) 3558.

Herald 1200 Estate '65 to '67. Must be in reasonable condition throughout and running. Preferably local (East Berk). Tel: Vic Milford, Winkfield Row (0344) 882058 evenings.

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HERALD	--	BONNETS, BODYPANELS, DOOR SKINS STEERING & SUSPENSION SPARES HOODS & CHASSIS SECTIONS.
SPITFIRE	--	MOST BODYPANELS, CHASSIS, GRP HARDTOPS CARPETS, TRIM HOODS, TONNEAU COVERS.
GT6	--	INTERIOR TRIM, BODYPANELS, BONNETS, CARPETS, BRAKE DISCS, STEERING & SUSPENSION SPARES.
GENERAL	--	WIRE & STEEL ROAD WHEELS, EXHAUSTS, EXCHANGE SEATS, SEATBELTS, ACCESSORIES.

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

3 Vit. 2000 engines: All runners. 1 MK11 sound. 1 MK1 and 1 MK11 for re-build. 1 Dark Blue Vit. door. 1 hood and frame. Contact: Darryl, tel: 01 607 2367.

Herald 1200 engine and diff., believed 60,000 miles, £10 and £5. Full set black seats, no marks, £5. Rad., £5. Prop., instruments, cables and other odds and sods. Contact: Nick, tel: Romsey 513263.

Vit. 1600 Saloon, 1964 complete, spartly stripped. Everything available. Engine re-conditioned but not yet run, £100. Everything else £50 or will split. Contact: R J Allen, tel: Bath 62464.

GT6 MK111, Vit. MK11, Spit. MK1V - garage clearout of secondhand parts: Complete GT6 MK111 bodyshell in need of some work, offers or swap for Spit. MK1V hardtop oe set of 5½J wheels. Visit stalls 876, 877, 914 and 915 at the Beaulieu Autojumble or Contact: Hugh Davies, tel: Amesbury 23517 (between 6.30 and 7.30pm).

New Spit. MK1V bonnet centre panel, part no. WKC 1653 - ½ list price at £35. Set of Vit. headlight bowls and chrome rims - also new £12 + carriage. Contact: Tony Bailey, tel: Partsmouth 665449.

Breaking Spit. MK 1V: Some parts available (no engine or gearbox). Contact: MC Pallant, tel: 0353 88267 (Ely, Cams).

Spit. 1V: New body panels. 2 nearside and one offside steel, front wings, £15 each. Contact: Richard Porter, tel: 01 863 3179 (evenings and weekends).

Are you looking for a steel hard-top for your Spitfire MK111? Winter will be here in no time - give that draughty soft-top a rest and frive around in warmth and comfort for about £40 - negotiable. I'm afraid that carriage is extra if you cannot collect but it's worth it! Or perhaps you have a 13/60 hard-top which we could talk about? Contact: P Hamerton, tel: 0273 595501 (Shoreham-by-Sea).

Vit./Herald parts: Coupe roof with rear window, £12. First-class petrol tank, £10. 948cc front chassis rail with s/handle bracket, £3. Front side windows, £2 pair. MK11 Vit. boot, £8. (No rust), perfect beige front door trims, £3 pair. Contact: John Moore, tel: Wheaton Aston 840913.

13" dia leather rimmed steering wheel with alloy spokes and boss to suit Spit. As new. £10 o.n.o. Contact: Michael, tel: Telford 603137.

Breaking 1968 MK111 Spit. Most parts available cheaply to clear. Contact: J Cooper, tel: Kidlington 4984 (nr. Oxford).

Clutch operating lever, bearing carrier and release bearing (part no. 213032) for Spit 1V. Still in wrapper, £20. Contact: Kevin, tel: 01 440 8837.

Two of each Herald 1200 engines, hoses, diffs and halfshafts. One Herald 13/60 engine, box etc. Some body panels, windows etc. No reasonable offer refused. Vitesse fibreglass bonnets made to order at cost of £60. Contact: S J Hoyle, tel: Leeds (0532) 641607.

Spit. MK111 engine, clutch and g/box; fully reconditioned under 20,000 miles. Alloy bell-housing and all ancillaries inc. exhaust, £100. 5 wire wheels, 2 good adaptors and tubes, £20. Chassis £10. Prop., ½ axles, steering rack, heater, fuel tank and sender, £5 each. Plus other bits. Contact: Stan, tel: Whitstable 264254 after 6pm.

Broken MK11 Spit. - reasonable engine and g/box, £20. Carbs and manifold, £10. Dash and gauges with cables, £6. Boot lid, £4. Bumpers, £8. Rad., £2. Diff., £5. Tank, £4. Console radio bracket, £2. Hood frame, £2. 4 wheels (3 reasonable, one good 450 x 13), £10. Windows, £6. hubs, £2 each. Steering column, £2. Biege Herald front seat, £2. Various bits. Contact: D Whitney, tel: Wirksworth (062 982) 2181.

Parts For Sale cont'd .../

Soft top and frame suitable for a MK111 Spit., £35. Contact: Jim Wade, tel: Harpenden (05827) 2452.

Herald 13/60 Convertible: Most parts available e.g. carb. and manifold, 10. Clocks, £4 each. Control box, £2. Solenoid, £2. Switches, £1 each. Distributor, £5. Coil, £6. Sealed beam units, £4 each. Bonnet catches, £1 each. Dashboard, £5. Rocker and pushrods, £5. Gearbox, £10. Prop., £5. Starter, £4. Petrol pump, £3. Exhaust manifold, £2. Horns, £2. Clutch, £5. Wheels and worn crossplys, £1 each. Wheel and new crossply, £5. Water pump, £4. Wiper motor, £2. Heater fan, £3. Generator, £4. Plus lots and lots of odd bits of trim etc. Please ring as I've got too much to list everything. All prices are open to offer. Contact: Al, tel: Tring 2765.

Competition parts: 2 off Vit/GT6 O/D gearboxes, Dolomite Sprint J-type O/S £250 each (see DOA). Spitfire 4 synchro, uprated O/D, alloy bellhousing. Close ratio one off only, 2 in existence, £250. Specialist exhaust manifold, unfortunately, but for obvious reasons only useable with fuel injection. This is the first tuned Vit/GT6 manifold ever made. Not only is it designed to regain the torque at the bottom end, lost by fitting of cheaper substitutes but also gives a marked improvement of sitraction efficiency and hence BHP above 3500 rpm. Ground clearance problems are eliminated because it gives more clearance than OEM system. All pipes equal length. Price, £200 each. (I need 3 orders to reproduce this). N.B. This manifold also fits! Compatible with existing SAH rear section. Discount for SAH manifold trade in. Standard Parts: (all reconditioned) - Spitfire MK1V or 4-synchro/Herald/Spit O/D conversion inc. gearstick and switch, wiring etc. minus prop, £150. Vitesse/GT6 O/D conversion inc. propshaft ect., £190. Spitfire MK111 O/D gearbox (suits Herald), £120. Overdrives: Vit. 6/Spit 1/111 £45. Vit./GT6 2L, £65. MK11 Vit non-O/D gearbox, £100. Herald/Spit non-O/D, £65. Vitesse 6/2L MK1 Chassis: Some slight damage to front side chassis rails, easily repaired. Absolutely original and rust free, £40. Appearing shortly - new profile for fuel injection camshaft TR6. Designed to improved economy and town driving with large increase in top end power + 45BHP with manifold. This also to be used with 2000 pi. FOR HIRE: LHD Vitesse as per August Courier. Contact: Gareth Thomas, tel: 01 579 3649.

Tonneau cover for Spit. 1500. Unused, £15. Contact: A Ball, tel: Bradford (0274) 42581.

Herald 1200 diff, good, £8. Bootlid, good, £3. Rad., good, £3. Drivers seat, good, Beige, £3. Contact: Steve, tel: W'ton (0902) 756038.

Spit/GT6 parts: New chrome GT6 MK111 hubcaps, £5. GT6 MK111 front and rear badges, £2.50. Brand new damaged LH door, Spit. 1V/GT6 MK111 new skin included, £28. Door skins, £12.50. New 1500 dash top, £10. Breaking Spit. MK111, 1968 and Spit 1V 1972: Secondhand parts include wire wheels and splines, plus tyres, £15. Windscreens, £750. Hood frame, £7.50. Seats, £5. Radiators, £15. G'boxes from £17.50. Engines, £47.50. Instruments, £1. Props £5. Spit. MK111 bonnet, £30. Boot £5. Trim carpet, £2. Ring: Shrewsbury (0743) 860658 around 6 - 8.30pm.

Garage Clearout: Herald/Vit sunroof kit, all runners, glare visor, etc. First class condition, no tears or cracks - £50. MK1 2L Vit. engine, complete including ancillaries - £30. MK1 2L cylinder head, de-coked, valves ground, painted, £10. Vit. 2L oil pump, £2.50. 13/60 Herald instruments, £5 set. Workshop Manual Herald 1200, 12/50, Vit. 6, Spit., £5. Stromberg 150CD, excellent condition, £20 pair. Vit. rev counter, speedo, temp gauge, fuel fauge, £20 set. Fuel tank senders Herald, £2, early Vit., £2.50. Herald sidelight lenses and chrome bezel, £4 pair. Vit./Herald tail light lens (perfect), £10. 13" 'Sports' steering wheel, fits Herald/Vit/Spit, £5. GT6/Spit steering wheel (perfect), £7.50. MK1 2L diff., seems very good, 4.11 ratio, £40. MK1 2L prop., 47" long (non-O/D?), £10. Herald/Vit steering column including switches, clamps etc., £10. Vit steering rack, first class condition, £20. Vit rear wood trim cappings, £5 pair. Will haggle on above. Contact: Mike Tebbett, tel: Ledbury (0531) 3677.

GT6, Spit, Vit. spare parts: Breaking many cars, all parts cheap to clear. Also new Spit. 1V and GT6 MK111 bonnet wings, £13.50, door skins, £13, boot lids, £27.50. Some other new panels, badges, trim etc. All parts cheap to clear. Offers taken on lots. Contact: W Gallier, Sports Car Spares, tel: (0743 72) 2138.

GT6 MK111, Vit. MK11, Spit. MK 1V garage clearout of secondhand spares: Inc. complete GT6 MK111 bodyshell, lower wishbone rear suspension, 2L MK11 engine and g/box etc. Contact: Hugh Davies, tel: Amesbury 23517 between 6.30 and 7.30pm or come to Beaulieu Autojumble stands 876/7 and 914/5.

New, genuine Stanpart or BL parts for all models: Original Workshop Manuals for Vit. 2L 1/11, GT6 1/11/111, Spit. 1V and 1500. Parts Catalogues for GT 6 1/11, Spit. 1V '73 onwards, Spit. 1500. Handbooks for Vit. 2L 1/11, GT6 1/11, Herald 13/60, Spit. 1V/1500. Plus mechanicals, running gear, brakes, electric, body/chassis, trim, rubber seals, etc. Too much to detail here. Send SAE for list, stating model and specific requirements to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS or ring Chesterfield 71036.

Half price Sale of Spit. MK11 Components: FWM Engineering Company of Southport have a considerable amount of new Triumph Spit. MK11 components - brakes, front and rear suspension and steering parts and are selling all items at half price. Also available from the same source, is a MK11 unused, reconditioned differential, (part no. 511790) at £65 plus delivery. Any Spit. owners requiring new parts from the sections mentioned above should enquire with SAE, to FWM Engineering Company, c/o Cleveleys Road, Southport PR9 9SR. Tel: (0704) 214131.

CRANQUEST LTD. Automatic Transmission Services - Suppliers/Repairers/Installers Green Lane, Letchworth, Herts Tel: 04626 5561/71950. We are holding spares for the automatic gearboxes for your cars and would be very glad to hear from you.

Two litre 6 cyl engine from MK11 GT6 in need of repair and reconditioning (suspected big-end failure). Block (complete with clutch), £5; head (sight unseen), £10; exhaust manifold, £10; inlet manifold (Vit.) £15; water pump (Vit.) £3; distributor (AC) £10; fuel pump, £3. The complete engine (as removed from vehicle, minus carbs, alternator and starter to fit Vit: £50. Also one GT6 non-O/D prop. for reconditioning, £8 and five MK11 GT6 wheels and two good tyres (155 SR textiles), £9. Contact: Basil Crowley, tel: West Hanney (023 587) 754 - Oxford Area.

Spit. MK111 diff. Guaranteed good condition, £20. Contact: Chris Tee, tel: Winchester 884437.

Vit 1600 parts, all good condition: One early 1600 dashboard, £2. One later 1600 dashboard, small split in wood, so £1. One early 1600 speedometer, plus mounting, £2.50 Two 'Jaeger Make' elec tric fuel gauges, £1.50 each. One electric oil pressure gauge, £1.50. One electric temperature gauge, £1.50. One distributor body, Lucas: 25D6, working order, £1. Contact: J Silverton, tel: 01 769 7534 evenings (Sth London).

Breaking Vit 2L MK11 Saloon: Non-O/D g/box. All parts very cheap. Contact: Dave, tel: 061 480 1818.

MK1 and MK11 Vit. cyl. heads. GT6 steering column with O/D switch. Herald 13/60 dash. 13/60 petrol tank. Cheap to clear. Tel: Maidstone 47128.

GASWELDING - CITY AND GUILDS QUALIFIED: Welder/Club Member will weld all Club cars at reasonable rates. I am prepared to travel reasonable distances from Maidstone to weld cars under restoration. Chassis repairs a speciality. Tel: Maidstone 47128.

Set of six fibreglass valences and sills for Vit. Tel: Tom Thomas, 01 452 2902.

Spit. fastback hardtop, £40. Contact: Mike Ashworth, tel: Warwick (0926) 498252.

H. TINSLEY & CO LTD, Werndee Hall, Stanger Road, South Norwood, London SE25 5LA Tel: 01 654 6046 Paint Thickness Gauge 7001: We thought members might be interested in a very useful gadget for measuring the tickness of the paintwork on their cars. The 7001 will show not only the thickness of the paintwork but also if an unscrupulous previous owner has used body filler on any part of the vehicle which you intend to buy. The Gauge is priced at £30.00 plus P&P and VAT for single units but we would be able to offer substantial discounts for quantities if purchased through you Club.

JR LEE COLLADO
106 W. 69 St.
NY. NY 10023
USA

I can offer the following mint sales literature, which may be of interest to Club members:

Herald: one 59 UK Cat. 12PP (268 R1/6.59), \$15.00 each. Three 60 UK Large Fold (4/60) \$10.00 each. Six 62 US 1200 Conv. fold., \$5.00 each. Nine 62 US 1200 SED. fold, \$5.00 each. Five 65 US 1200 Sed/Conv. fold \$7.50 each. Eight 63 US Vitesse Conv. US fold \$7.50 each.
Spitfire: Ten 63 MK1 US fold \$10.00 each. Two 66 MK11 US fold \$10.00 each. Six 69 MK111 US sheet (69.4) \$5.00 each. Two 71 MK1V US sheet (SP712) \$5.00 each. Four 73 1500 US large cat. 8pp \$10.00 each. Two 73 MK1V UK Cat. 12PP in French \$10.00 each. Ten 74 MK1V - 1500 US Cat. 12PP (1G39 - 1/74) \$9.50 each. Ten 75 1500 US Cat. 8PP (Sp 751) \$9.00 each. Three 74 1500 US Fold (TRS 2/76) \$8.50 each. Two 77½ 1500 UK Cat. 12PP (3254 - 1/77) \$8.00 each. Seven 77½ US Cat. 10PP (TRS 4/77) \$8.00 each. Four 79 US cat 12PP \$7.50 each. Please submit in US dollars drawn on NY bank and include \$4.00 extra per order for surface postage.

Late GT6 MK111 Parts: Full engine econd 6000 bills, £125. Chassis exc, £40. Rear wings new pair, £50 - will split. Doors good cond., sundym, £30 each. Ext door handles, £20 pair. Carpets full set, unused, £20. Bonnet with new wing, £30. Tailgate, £8 pair. Dashboard, £10. Petrol tank, £10. Tailigghts, £8 pair. Wheels - set of five with chrome spinners, £60. Front bumper, good, £15. Spoiler, £8. New exhaust, £10. Re-built drive shafts, £20 each. Inner wheel arch kit, £25. All parts available and recond. Contact: John, tel: 01 906 2484, 5-8pm weekends.

2nd hand GT6 MK111 parts: Door and side window, rear hatchback with HRW. All interior trim - instruments, seats etc. Bumpers, lights, steel bonnet - sound. Contact: Philip Stone, tel: 01 686 7212 (Croydon).

Herald: 3 bootlids, £7 each. Herald Estate: rear door, £10. 13/60: engine and gearbox, £30. Radiator, £9. 1200: Bonnet complete, reasonable, £20. Various other bits - trim, door seals, rear light lenses, windows and screens ect. Contact: Frank, tel: 01 272 6907 (first thing in the morning).

MK1V Spit: Rear nearside wing, £15. Rear valance, £5. Contact: Peter, tel: 01 445 2283 (evenings).

2 GT6 MK111 seats (Brown), g.c., £40 pair o.n.o. 2 door (interior) trim panels, £5 pair. Rear wishbone, new (nearside) unused, £15. GT6 MK111 bonnet, slightly damaged, some rust but repairable, £25. Contact: Steve, tel: 01 689 1979 (Croydon).

GT6: 1 engine minus carbx, £40. SAH Exhaust manifold, £15. Front suspension units, £20. Contact: John Majory, tel: Gosport 27782.

Breaking Herald, all 1200's. Mainly Estates. All parts available including bodysHELLS and panels. Contact: Vic Milford, tel: (East Berks) 0344-882058.

AUTOSPRINT, BUCKINGHAM: We can recommend and supply all tu ning parts for Triumph cars. We can undertake any tuning on engines and suspension, based on actual racing experience. We only recommend and use parts we know work! Many new and used parts in stock. Discuss your needs with us - we know all the problems because we've had them! Contact: Paul Lucas, tel: Buckingham 3800.

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

GT6 MK111 drivers door. Must be an excellent frame but will accept for re-skinning. Contact: John Moore, tel: Wheaton Aston 840 913.

For Spit IV. Black hood and steel bonnet in good condition. Contact: Richard, tel: 01 863 3179 (weekends and evenings).

2 Herald/Vit. doors. Must be white. Preferably with black stripe. Trim unimportant. Contact: Darryl, tel: 01 607 2367.

Two chrome rear overriders and front valance panel for Vit. MK11. Tel: 01 440 8837, contact: Kevin.

Two (or more) 5½J x 13 wheels, with or without tyres, to suit MK1V Spit. Contact: J Cooper, tel: Kidlington 4984 (nr. Oxford).

Complete head for a 1300 MK1V Spit. plus camshaft followers etc. Contact: S J Hoyle, tel: Leeds (0532) 641607.

Triumph 2L MK11 stage 1 engine or cylinder head. Tel: Reading 863197, contact: Chris.

Vit. 2L MK11 LH/RH door pair. Trim panels in tan, beige on white. Must be good with studs. £30 waits. Contact: M Thomas, The Bungalow, Maywick, Bigton, Shetland. Thermostat cover with temperature unit for Vit. 1600. Oil pressure sender unit with T piece for warning light to fit Vit. 1600. Choke cable for 1600. Windscreen wiper wheelboxes (LH and RH side). Must be in good condition. Tel: 01 769 7534 evenings.

For 1966, 1600 Vit. Boot badges - left and right hand side scroll (written type). Tel: Pembroke (0646) 685637.

MK111 Spit. rear nearside wing, sisc, rear brake hoses. Contact: Peter, tel: 01 445 2283, evenings.

For Spit MK1V: Black carpet set. SAH exhaust manifold. Wooden dash or even GT6 dash. Contact: Derek, tel: 0203-616202 (Coventry).

Urgently wanted: O/D g'box and relay for my Vit. 2L MK1. A complete set of 4 wire wheels, including adaptors tc. Vit. boot badge. Intake manifold for tripple carbs. Also interested about posi injection of 2.5pi. Don't be afraid of selling parts to the foreign country! Parts must be in reasonable condition. Contact: Pasi J Lehtinen, 27450 Harola, Kinkainch, Finland.

Spit. MK11 or 111 O/D g'box and steering column. Contact: Al, tel: Tring 2765.

Herald 1200 Parts Manual/Supplements for Convertible and Estate wanted. Also any original documents, publications, road tests etc. etc. on Heralds. Contact: Vic. Mildord, tel: Winkfield Row (0344) 882058.

Spit. MK111 1296cc engine. Prefer full and good working condition throughout. Contact: Mark, tel: Ripley 860333 evenings.

13/60 Parts or Workshop Manuals. Contact: Nick Bradbury, tel: 0278 662698, after 6.30pm.

The North & South Yorkshire Group would like to wish DEREK STRINGMAN a very speedy recovery from his operation in August. We all look forward to seeing you again very soon.

CLUB SPARES

JOHN KIPPING:

In order to avoid confusion over which metal panels are being asked for, and to give a clearer idea of the parts available, I have put my artistic genius to work and come up with some diagrams (actually they are all traced). Most of the panels are zinc coated steel (unless you specifically state otherwise). I prefer this as it appears to arc-weld much better and at least slows down the rusting process. If anyone is dissatisfied with any panel, please let me know - I can only do something if I know there is a problem. Sometimes the panels are a bit rough and ready and I don't always notice defects. In addition, as some members will already have realised, there is a time lag in supplying metal panels. I cannot stock everything, so I usually order on a Monday and collect the following weekend.

The local Quinton Hazell distributor has given a reasonable discount on parts they supply e.g. Clutches, Water Pumps, Steering and Suspension Joints, Exhausts etc., which means I can supply those parts at 30% off the (supposed) recommended retail price. I realise there are cheaper suppliers but local members might find this useful.

I have had a hunt round my house and lockup and found some rather amusing bits and pieces - so I thought for some fun this month, I would include them in a list. First the sensible bits:-

Exhaust Back Box	Spitfire MK1V	£12
Exhaust Back Box	Spitfire 1500	£15
Rear Valance (Stanpart)	Herald	£8
Rear Near Side Quarter Valance (Stanpart)	Herald	£8
Distributor	Spitfire MK11	£12
Vacuum Advance/Retard Units	Delco and Lucas	£6
Petrol Tank Sender Unit	Herald Estate	£8
Column Light Switch	Spitfire MK1V	£5
Rear Brake Drums	Herald/Spitfire	£4
Petrol Pump	Vit./GT6	£10
Steering Rack	All Cars	£15
Door Handle (outer left hand)	Spit. 1V/GT6 111	£10
Disc Brake Master Cylinder	Herald	£8
Distributor (complete)	Spit. 1500	£20
Speedo	Spit 1500	£5
Rev. Counter	Spit. 1500	£5
Petrol Pump	Herald/Spit.	£6
Front Stub Axle	Vit./GT6	£3
Sets of 4 wooden door cappings Walnut	Herald/Vit.	£10
Unipart Brake Pads (Disc)	Late Herald/Spit.	£5
Unipart Brake Pads	Vit./GT6	£6
Rear Roof Badges 'Triumph' Red Background	Herald/Vit Saloon	£2 pair
Headlight Trim Near Side only	Herald 13/60	£3
Front Brake Calipers	Late Herald/Spit.	£40 pair
Clutch Saive Cylinder	All Herald/Spit.	£5
Starter Ring Gear	All Cars	£10
Timing Cover Oil Seals	Vit./GT6	£1.50

Carpets for Herald and Vitesse:

Many owners will know that obtaining original carpets (i.e. the ONLY ones that fit properly) can be difficult. With a certain amount of resourcefulness, I have available complete sets in Black or Grey only - however, for the very discerning, the pile on the carpet is as found on early 2L Vitesse (and 1200 Heralds in Grey) and not as on later Vitesse and 13/60. There will only be a limited number of sets available.

Price List For Carpets:

Full Sets	Grey	£45.00 + £5 P&P
	Black	£50.00 + £5 P&P
Footwell Carpets	Grey	£12.00 + £3 P&P
	Black	£13.00 + £3 P&P
Gearbox Tunnel	Grey	£10.00 + £2 P&P
	Black	£11.00 + £2 P&P
Rear Carpets	Grey	£16.00 + £3 P&P
	Black	£18.00 + £3 P&P

Strange Bits and Pieces:

Speedo in Kilometres per Hour	948 Herald	£1.00
Wiper Motor Mounting Rubber	Spit. MK1V	10p
Accelerator Pedal Assembly	Spit. MK1V	£1.00
Seatbelt Sensor Switch USA	Spit. MK1V	50p
Rear Quarter Glass - Hardtop	Spit. 1V/1500	£1.00
Speedo in Kilometres per Hour	Spit. 1500	£5.00
Anti-Run On Valve USA	Spit. 1500	£1.00
Hot Air Valve USA	Spit. 1500	£1.00
Passenger Sun Visor LHD	Vit. MK11 Conv.	£3.00
Speedo	948 Herald Coupe	£2.00
Gear Knobs (Grey)	948 Herald S/Courier	10p
Column O/D Switches LHD		£2.00
Walnut Dashboard	Early Herald inc.	
	Coupe	£2.00
Parts Manual	Triumph 1300	£6.00
Workshop Manual	Triumph Mayflower	£12.00
Drivers Footwell Carpet (Red) LHD		£3.00
Workshop Manual	Standard 8/10	£8.00

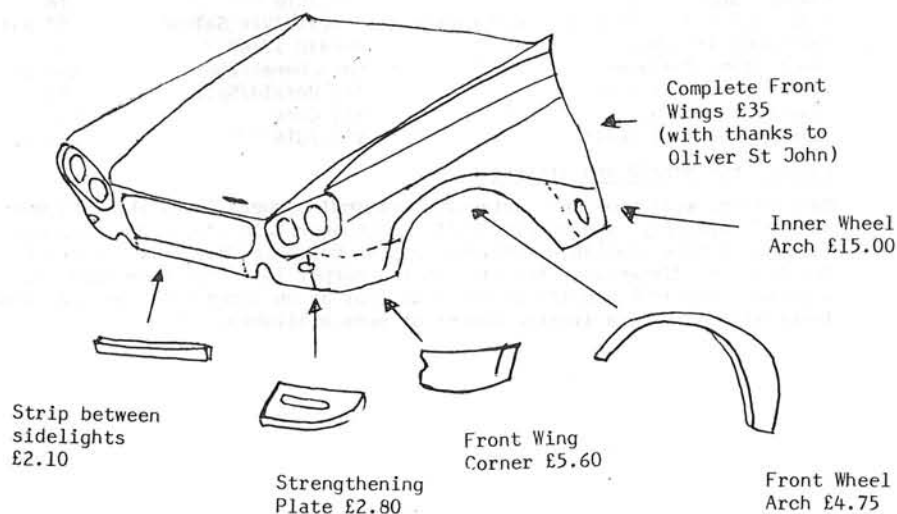
Finally, if you are going Continental Touring in a Vitesse

5" Right Hand Dip Twin Filament Sealed Beam Headlamps £2.00

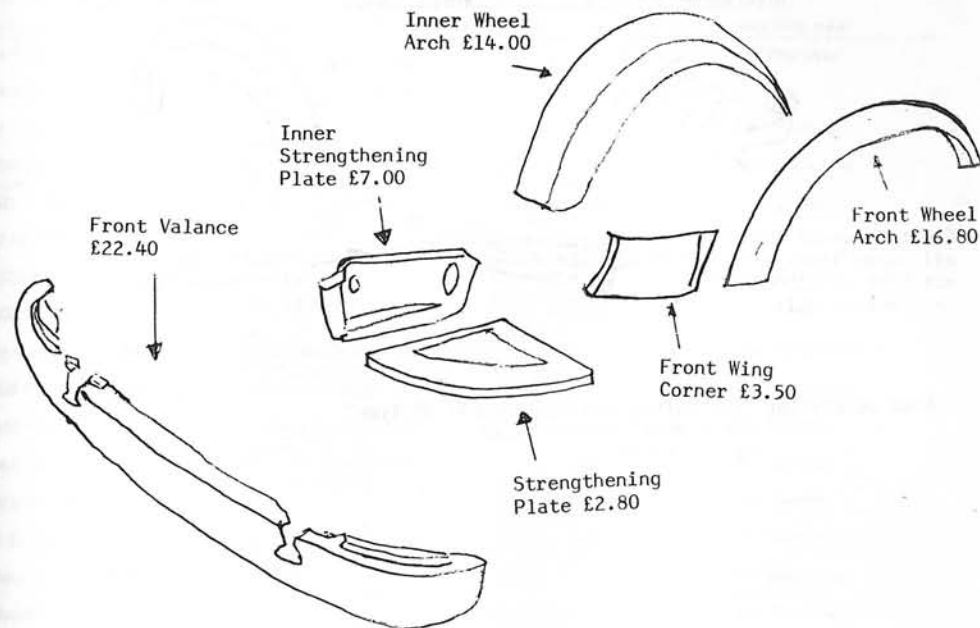
N.B. It is an offence not to have spare bulbs in France!
(No, I didn't realise they were Left Hand Drive when I bought them)

NOTE: Have a look through previous Spares Lists - not everything is sold first time.

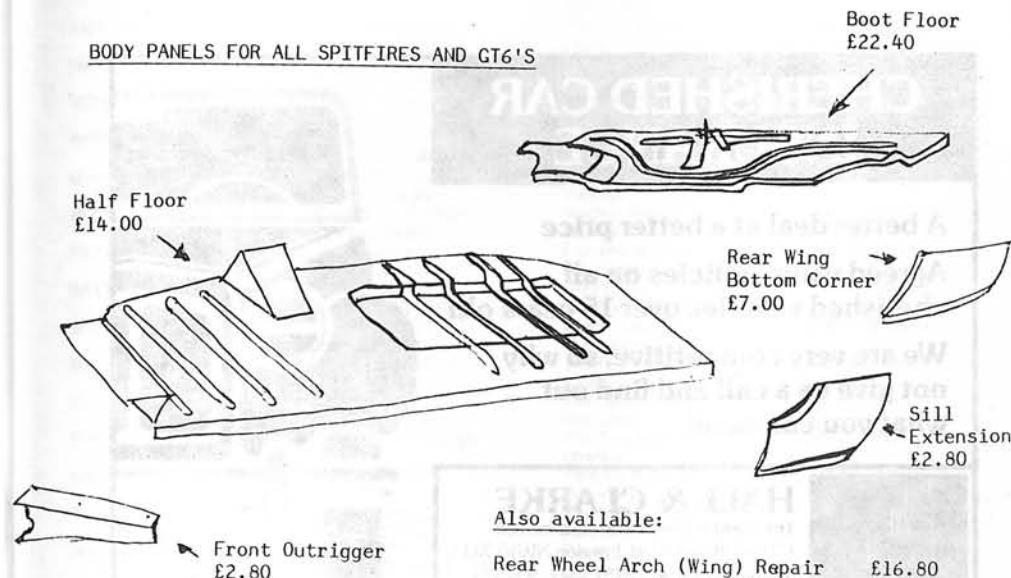
REPAIR YOUR VITESSE BONNET



REPAIR YOUR SPITFIRE 1/11/111 & GT6 1/11 BONNET

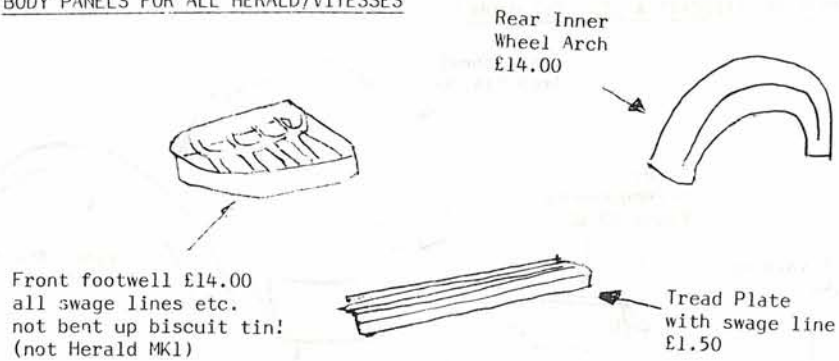


BODY PANELS FOR ALL SPITFIRES AND GT6'S



Also available:

- Rear Wheel Arch (Wing) Repair £16.80 (not late Wings)
- Rear Inner Wheel Arch (all models) £14.00
- Sill £4.20
- BL rear offside Wings (early cars) £16.00
- Door Skings £11.20



Front footwell £14.00
all swage lines etc.
not bent up biscuit tin!
(not Herald MK1)

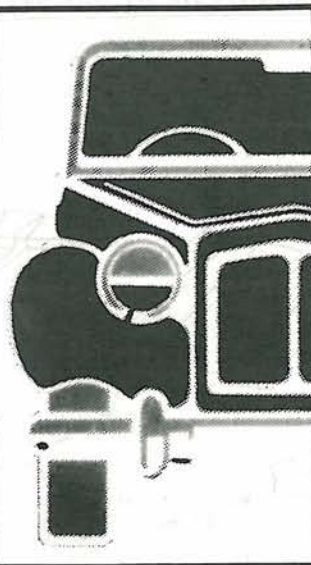
Rear Inner
Wheel Arch
£14.00

Tread Plate
with swage line
£1.50

Also available: all outriggers (inc. early 3" type?)
Rear Wheel Arches £4.75
Sills £3.85

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CLUB DIRECTORY ... 1982

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

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	County Arms	Last Friday
DERBYSHIRE	K. SINGLETON/K. GREEN 0246 - 68941	Elm Tree Heath Village	1st Wednesday
JUNCTION 29 [M1]	STAN WALTERS 0752 - 700555	Dartmouth Inn Totnes	Last Sunday
DEVON	JOHN REED 0628 - 33365	Uncle Tom's Cabin, Cookham Dean, Nr. Maidenhead.	2nd Wednesday
EAST BERKS	DAVID COOK Rainham	Dukes Head Little Burstead	2nd Sunday
ESSEX	JOHN BINGHAM 061 - 477 1907	Dog & Partridge Stockport	2nd Tuesday
GRANADA AREA	PAUL WATERKEYN Farnborough 512074	Royal Oak Pirbright	2nd Wednesday
HANTS & SURREY	JIM RICKARDS	Green Dragon Bishops Frome	1st Wednesday
HEREFORDSHIRE	ANDREW FFOLKES Hatfield 69783	The Red Lion Offley	1st Tuesday
HERTFORDSHIRE	MARTIN RADFORD Dartford 21056	Cock House Inn Detling	2nd Monday
KENT	LYNDA LEE	The Grasshopper Westerham	3rd Tuesday
KENT (West)	IAN McKEGGIE Mkt. Harboro' 63934	Shoulder of Mutton Great Bowden	4th Wednesday
LEICESTER	GEOFF KING Milt. Keynes 567263	Various	3rd Wednesday 1st Sunday
MILTON KEYNES	IAN EASTWOOD Norwich 663855	Kings Head Hethersett	2nd Tuesday
NORFOLK	TONY LAMBERT South Shields 562577	The Hoystone Shiremoor	1st Monday
NORTH EAST	STEVE WILLIS	Rising Sun Whetstone	Last Monday
NORTH LONDON	DON HALLIDAY	The Three Crowns Stone	3rd Thursday
NORTH MIDLANDS	MIKE STEWART 0270 - 625322	Various	Various
NORTH WALES	ANDY SCORGIE 0265 822826	Various	1st Saturday
NORTHERN IRELAND	GEOFF FLETCHER Long Eaton 66147	Redgate Lodge Castle Donington	2nd Wednesday
NOTTINGHAM	JOHN CUDMORE Stonesfield 555	The Grapes Yarnton	2nd Wednesday
OXFORD	CHRIS GARDNER 0772 - 54469	Anchor Hotel Esprick	2nd Monday
RIBBLE AREA	ANDY JONES 0203 452541	Fox and Hounds Claycoton	2nd Monday
RUGBY	HUGH DAVIES Amesbury 23517	Greyfisher Salisbury	1st Thursday
SALISBURY	NIGEL WADDELL 041 - 427 4340	Beech Tree Inn Dumgoyne	2nd Wednesday
SCOTLAND	NICK BRADBURY 0278 - 662698	The Rising Sun Knapp	Various
SOMERSET	TONY FARBY Fareham 232605	The Good Intent Horndean	1st Tuesday
SOUTHERN	COLIN HARRISON	The Five Bells Chailey	3rd Sunday
SUSSEX	R.E. TANNER T. STEEL	Peterborough Arms Dauntsey	1st Monday
SWINDON	CHRIS CHILDS 01 - 947 0426	The Bell Hampton	Various Thursdays
THAMES	CAROLYN TOCKER Warwick 496398	Racehorse Warwick	3rd Thursday
WARWICKSHIRE	STEVE ELLIS 0202 - 693797	The Skittlers Broadstone	2nd Tuesday
WESSEX	Tony & Janis SPICER 021 - 353 9961	Various	Various
WEST MIDLANDS	TREVOR BROTHERTON Evesham 6547	Coach & Horses Harvington	4th Tuesday
WORCESTER	Chris Stabler/J. Genders Wilberfoss 8104	Oakville Hotel South Milford	1st Wednesday
YORKSHIRE	NIGEL WEEDON	White Bear Norwood Green	1st Tuesday
NORTH & SOUTH YORKSHIRE (WEST)			