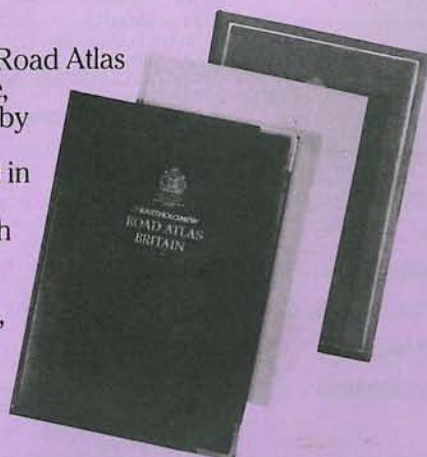


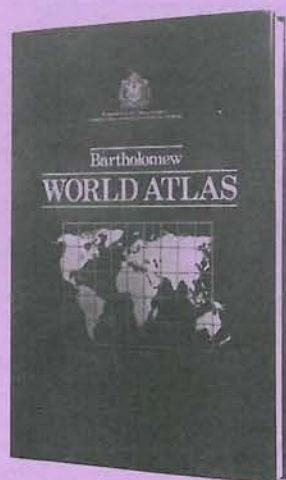
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Price: £6.95-£10.95



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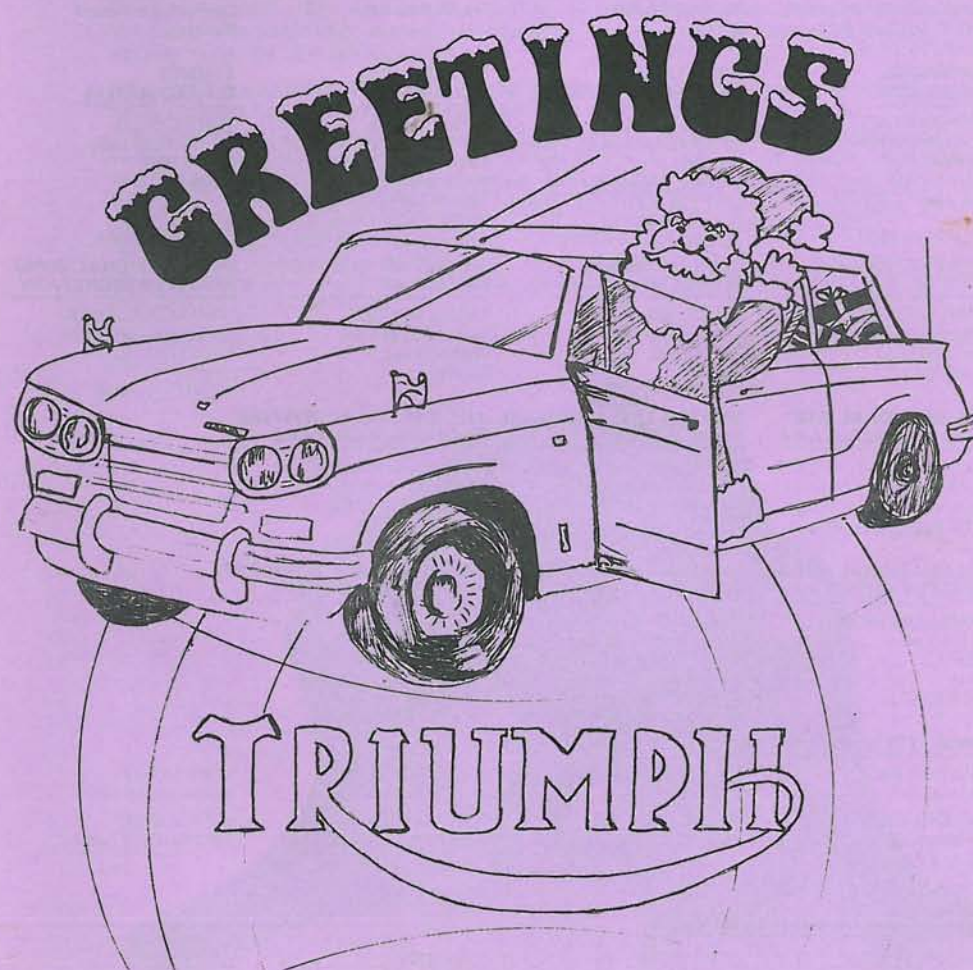
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Tel: (0533) 884474

THE COURIER

the monthly news publication of the
Triumph Sports Six Club



DECEMBER 1982 No. 30



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

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Editorial

Goodbye 1982 - well nearly, with Christmas just days away now. It is amazing just how quickly the year has gone for us.

Having just returned from the highly successful Thoroughbred & Classic Car Show at Brighton, I would like to commend the Essex Area, who put on a truly magnificent stand, with their ever popular video about the Club. All concerned are to be congratulated on their efforts, underlining once again the enthusiasm and efficiency of Club members. Thanks Essex Area, for a super weekend.

Jo and I attended the last Committee Meeting on the 24th October, to announce that we needed some help with the magazine, as things are now at a point where 'part time' no longer leaves enough hours to complete the job without taking up most weekends and staying up half the night, most nights! Between Chris & Trudi and ourselves, it was proposed that Trudi now works for the Club full time, so that she will be able to help with some of the typing in addition to her Membership duties. The Committee agreed unanimously and the new system will take effect from 1st December, 1982.

Since the magazine does take a large proportion of Club funds, it has been decided that advertisements for cars and parts etc., will cost a nominal fee for publication in the Courier to help with ever increasing costs. A form can be found in this copy and will appear in future magazines. Trudi Squibbs will be at home between 9am and 5pm and we would urge you to contact her BETWEEN THESE TIMES WHEREVER POSSIBLE. Please continue to send all Courier mail to me and we would welcome articles on GT6's for the Spring Turning Circle.

Finally, from the complete Editorial Team have a very HAPPY CHRISTMAS and an EXCITING NEW YEAR.

BILL SUNDERLAND
EDITOR



Intro

The Council of Management held a Committee Meeting on 24th October and members will be interested to know of the following change that is being instigated immediately with regard to Club administration:

You will all be aware of the considerable pressures that have been placed on both the Editors, Bill and Jo and the Membership Secretaries, Chris and Trudi. Accordingly it has been decided to employ Trudi Squibbs full time and she will now be responsible for membership and some of the typing preparation for the Club publications. The Club is also going to install a new telephone line and this will be operated as an office number and will be available for your queries between 9a.m. and 5p.m. weekdays.

In future all adverts in the Courier, whether for cars or parts will be charged for and a set format is to be followed as specified elsewhere in this issue.

With the Courier at the moment taking up something like half the income of the Club, I am sure you will all agree that it is necessary to exercise some control on its size and contents and we trust that these new arrangements as regards to advertisement charges, will meet with general approval. We can confirm that it is our intention to continue to provide Club members with a first class, interesting, monthly publication, together with the bi-annual glossy Turning Circle.

CHRISTMAS WEEKEND REMINDER:

I am pleased to say that I am already receiving applications for the Christmas Weekend. Keep them rolling in! For full details see October issue. We are able to confirm the speaker for the Saturday. He is Mr Roydon Axe, who is on the design side of Austin Rover at Canley. He has been recommended to us as an interesting speaker by Peter Mitchell, Managing Director of BL Heritage, who will also be invited to join us on the Saturday.

TITBIT:

Members may be interested to know that the Council of Management passed a motion to write to Austin Rover to congratulate them on re-using the Vitesse name for what looks like being an exciting new car - the Rover Vitesse.

John Davy Visit:

John and his wife, Barbara, recently invited Pam and I round to his house at Bigbury on Sea. I had met John on a couple of occasions before and naturally, knew of his devotion to all things Standard and Triumph. Within perhaps the first half hour, John suggested we accompany him to his study to witness his unique (and I mean unique) collection of Standard Triumph memorabilia. It was a night I will long remember for amongst John's collection were such items as: An invitation to Reginald Walter Maudsley (Founder of the Standard Motor Company) to the opening of the Tower Bridge; Maudsley's original time book in which wages were recorded initially in pencil. Date 1903. Besides these very early pieces of priceless history, there were numerous press photographs, book, badges, press releases, handbooks, etc. etc.

The Standard and Triumph Clubs owe a considerable amount to such people as John Davy, for his collection of history and actual first hand knowledge are invaluable. We can rest assured that the history of our favourite marque resides in good hands.

Thank you John for a most memorable evening.

JOHN M GRIFFITHS
PRESIDENT



NEWS REVIEW

RECRUITMENT COMPETITION RESULTS - JONTY WILD

Now that the competition for the 1982 season is over, I can announce the results. I am pleased to say that the response to the windscreen leaflets is well up on last year and I would like to thank all you members who took part on behalf of the TSSC. The results are as follows:-

FIRST Membership No. 82/3653 Tim Davies, who wins £50 for recruiting the highest number of members.

SECOND Membership No. 81/2499 Kevin Ginger, who wins £25 for recruiting the next highest number of new members.

The runners up get no prize unfortunately, but deserve our special thanks for their efforts.

Joint Third	82/3772	A Cooper
	81/2119	L F Guyot
	81/2864	C A Tee
	81/2941	C N Childs

Joint Fourth	82/3484	P D Kitching
	82/3668	J A Stephenson
	82/3907	G C Warner
	81/2273	O P St. John
	81/2406	D A Beeching
	81/2821	N R Needham

Obviously, congratulations must go to all the above, particularly Tim and I hope that the South Wales attendances have gone up accordingly. Also to Kevin who must spend more time walking round the car parks than competing at the hillclimbs. Once again, first and second places were separated by just one new member, I still haven't worked out what to do in the case of a draw.

All the members who managed to recruit new members had their membership number entered in the draw once for each new member. So each of the following will receive a £5 Halfords voucher.

80/1189	BK Lees drawn by John Griffiths
81/2615	M D Slatterly drawn by John Cudmore
77/259	J Reed drawn by Glyn Ridgewell
	Jo Sunderland drawn by John Kipping (Thanks John!)
82/3668	J A Stevenson drawn by Eddie Evans

HEY, I'VE WON!

The draw took place at the last Committee Meeting.

All that is left for me to say is thanks again to all those who took part, I am convinced that windscreen leaflets form a very important part of the Club's recruitment process and reach a part of the motoring public that other forms of advertising do not reach. So, if you have any windscreen leaflets left, please go ahead and use them and if you have run out, you can get more by writing to the Membership Secretaries, Chris and Trudi Squibbs.

P.S. I note that certain people from the Thames Area, although doing well, obviously decided to give other members a chance this year after sweeping the board last time!

PARTS:

The last one in existence? Late Vitesse bonnet. Brand new in primer, no dents. This is the genuine item. £200 or highest offer. I will only sell to a Club member and preferably to a car or rebuild that deserves a bonnet of this condition. Contact: Jonty Wild, tel: (first) Royston (0763) 42058 but I am moving during December and my new number will be Hitchin 813143.

CLASSIC CAR SHOW - BRIGHTON

The roads of Sussex and back streets of Brighton played host to the most beautiful traffic jams in the world as proud owners made their way, cloth and polish in hand, to exhibit at the Classic Car Show.

November 5, 6 and 7 saw the annual Thoroughbred and Classic Car Show materialise at the Brighton Metropole, with the T.S.S.C. present on a stand run jointly with the Standard Motor Club, Roadster Club, Razoredge and Mayflower Owners Clubs and the TR Register. The intention was to try to locate the various Triumph car clubs close to each other in one hall, the outcome - one stand, not quite as anticipated but on reflection it worked. I felt, as did many of the visitors, that Bill Sunderland's Vitesse Mk. II Convertible and Matt Maudsley's Mk. II GT6 were the stars of the stand, no small achievement when the car next to them was the Le Mans TRS 'Sabrina'!

This year the stand was sent up on 4th November by the Essex Area with hinderance supplied by other car clubs, who shall remain nameless, but the cavalry arrived in the shape of a video recorder and T.V. complete with film - super for drowning out the instructions of others. The film was recorded and edited by Martin Field who did a superb job. Basically it depicted typical club meetings and footage shot at various race meetings (travel around Goodwood in John Griffith's Vitesse - magic). It attracted more attention than some of the professionally produced affairs on other stands, we must be an interesting crowd or downright weird!

Bill and Matt's cars exceeded the very high standards they had previously set, you could see visitors' jaws drop and eyes glaze over in admiration. We owe them many thanks for the hours they must have spent preparing the cars for this Show.

Looking around the other stands, which were arranged over three floors, you could view one of the world's fastest cars - the Lamborghini Countach, my personal favourite (non-Triumph that is), the AC Cobra, elegance unlimited in the Rolls, Bentley, Alvis etc. - you name them, the best were there. Enquiries about the Club, technical queries and the third degree about left handed squiggle bracket availability come thick and fast and I feel it is fair to say that most visitors received an answer that was helpful, though perhaps not always to their liking!! New members were signed up, membership forms handed out and existing members dropped in for a chat. Athoroughly enjoyable weekend, we hope to see you next year. Our thanks go to Bill & Jo Sunderland, Visionhire of Brighton (who supplied the T.V. and Video) and the usual Essex crowd (Matt & Maggie, Ian & Gerry, Glyn & Audrey, Steve and Maria, Alan & Sally, Barry & Joan, Martin, Dave & Alan.

Whats On Next ?

Christmas Weekend

Friday 21st January

Members will start to arrive anytime after approximately 4pm

7 - 8.15pm Dinner - Table d'hote

After dinner, films will be shown in the lounge

Saturday 22nd January

Breakfast

Morning drive in the Cotswolds

Buffet lunch

Talk - speaker to be arranged

7.30pm

Dinner (Christmas Fayre) (no disco!)

We are hoping to provide our own entertainment??!!

Sunday 23rd January

Breakfast

Visit to Heythrop Hunt Kennels to see both horses and hounds

Buffet lunch at Fosse Manor

The inclusive cost of the weekend is £47 per person and is made up as follows:-

Bed and breakfast on the Friday and Saturday

Dinner on both evenings

Lunch on Saturday and Sunday

½ litre wine with the meal on Saturday

Visit to Heythrop Hunt Kennels

.....£45.83

inc VAT, 12½% service charge

Administration cost

..... 1.17

£47.00

THAT'S CHEAPER THAN LAST YEAR!

Well, let's hope it doesn't snow like last year - on the other hand, it was good fun wasn't it?

TSSC LTD - 6TH NATIONAL CHRISTMAS WEEKEND, 21ST 22ND & 23RD JANUARY, 1983

I/We would like to book the following accomodation for the TSSC Christmas weekend.

A) Single Room B) Double Room (Double or single beds) C) Family Room

I will be attending on my own/with my wife/partner/husband and children

I am willing/not willing to share a room with a Club member

I have enclosed my cheque for £ Cheque number

Please delete as appropriate and return to:

JM GRIFFITHS

PRESIDENT/COMP SECRETARY

TSSC LTD

31HELLINGS GARDENS

THE GREEN, BROADCLYST

EXETER EX5 3DX

Signed: Address:

Tel:

Date:

Membership Number:



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Triumph Specialist

New & Reconditioned Spares, Repairs - Service

80 WHITTON ROAD, HOUNSLOW, MIDD. TEL: 01-572 8320

SPECIAL OFFERS

2.5 Conversions

New 2.5 Crankshaft and bearing shells (Vandervell)
Conrods with new little end bushes
New 020 Hepolite Piston set
New 2.5 Oil pump £260.00
(Leyland price for crank alone — £215.00)
N.B. Exchange rebored block available.

Reground Crank 2.5 and bearing shells
Conrods with new little end bushes
New 020 Hepolite Piston set
New 2.5 Oil pump £185.00

Diff. Bargains

New Diffs. for most models

4.11 Ratio	Spitfire, Herald	New	£100.00
	Vitesse 6		
4.11 Ratio	Vitesse 2 litre	Competition	£120.00
	GT6		
3.89 Ratio	MK IV Spitfire		£150.00
3.89 Ratio	Vitesse MK1/11		
	GT6 MKI/II/III		£150.00
3.63 Ratio	Spitfire 1500		£160.00
3.27 Ratio	GT6 non-O/D		£160.00

All prices are exchange and while stocks last.

Reconditioned Diffs.

4.11 Ratio	Spitfire, Herald	£ 80.00
	Vitesse 6	
3.89 Ratio	Vitesse, GT6	
	MK IV Spitfire	£105.00
3.63 Ratio	Spitfire 1500	£120.00
3.27 Ratio	GT6 non-O/D	£125.00

Again all prices are exchange and old units must have good cases. Mr. Leyland charges £100 on damaged cases. With the recent arrival of the new diffs. and crownwheel and pinion sets, we can again offer ratio changes, especially the much sought-after 3.63 ratio P.O.A.

Reconditioned Gearboxes

3 Synchro.	Spitfire and Herald	£ 85.00 exchange
	Vitesse 6	
3 Synchro.	Spitfire, Vitesse O/D	£ 95.00 exchange
4 Synchro.	Spitfire IV	£105.00 exchange
4 Synchro.	Spitfire IV O/D	£115.00 exchange
4 Synchro.	Vitesse MK I/II	
	GT6 MK I/II	£115.00 exchange
4 Synchro.	Vitesse MK I/II O/D	
	GT6 MK I/II O/D	£125.00 exchange
4 Synchro.	GT6 MK III	£125.00 exchange
4 Synchro.	GT6 MK III O/D	£135.00 exchange

Upgraded mainshafts available on all 4 synchro models. Competition spec. mainshaft for standard D type and J type overdrive. New D type overdrive mainshafts in stock — £50.00

New D type clutch in stock — £24.00.

Synchro mesh baulk rings	early	£ 6.50
	Late	£ 7.00

Sport Six Spares

Triumph Specialist

New & Reconditioned Spares, Repairs - Service

80 WHITTON ROAD, HOUNSLOW, MIDD. TEL: 01-572 8320

ENGINE SPARES

We still undertake engine reconditioning to order and tuning, modifying, balancing, heat treating, etc. PRICES ON APPLICATION.

Recently, due to the number of enquiries from members on a limited budget wishing to recondition their own units, we now offer exchange reground crankshafts, Vandervell bearings, makers' oil pumps, piston sets, piston rings, camshaft and followers, reconditioned heads, new rocker shafts, all at DISCOUNT PRICES to CLUB MEMBERS.

Some examples: 2 litre and 2.5 rockershaft	£17.50 + VAT	Our price	£15.00
Rockers for above	£ 3.25 + VAT	Our price	£ 2.60
2.5 makers' oil pump	£37.00 + VAT	Our price	£25.00
2 litre and 2.5 cylinder head, reconditioned, recut seats, valves refaced, head skimmed, new valve guides		Our price	£60.00 exc.

Crack repair specialists

Cylinder heads modified and gasflowed. Modified valves etc. PRICES ON APPLICATION. Clutches, plates and thrust bearings supplied at discount.

N.B. Our prices are for genuine manufacturer's clutch covers.

NEW TUNING PARTS

Having had many dealings with Terry Hurrell (formerly of S.A.H.) now Triumph Tune U.K. Ltd., we will be stocking his Extractor Manifolds, exhaust systems, Webber inlet manifolds, Aluminium Rocker covers, Tuning parts and modified suspension parts to compliment our own range of products.

With regard to postal enquiries, please send a Stamped addressed envelope. Telephone enquiries about parts or technical advice are often more fruitful than a vague postal enquiry with no specific requirement. Ask for TONY DEAN.

WANTED WANTED WANTED WANTED WANTED WANTED
*** **

We are constantly looking for old transmission units. The general condition of exchange gearboxes, overdrives and diffs., is very poor, the 2 litre range being particularly bad. All too often, a member has come to us with a dismantled unit, horrified at the current price of, say, gearbox spares from Mr. Leyland, thus dashing all hopes of a cheap D.I.Y. rebuild. We have the very same problem on a larger scale, so if there are any members who have any old gearboxes, overdrive units or diffs. collecting dust in the garage, we would be very happy to hear from them and arrange collection and reward.

*** **

VITESSE BONNETS

As you probably know, there are no more new bonnets. To try and overcome the problem, we are currently converting new 1360 bonnets which are still available from Mr. Leyland. The conversion involves fitting the Vitesse front panel and modifying the lower portion of the 1360 headlamp. The end product has proved very pleasing. This seems the only way to save those cherished cars ravaged by rust or accident damage. Anyone interested in such a conversion, give us a call.

International Marque Secretaries



INTERNATIONAL VITESSE REGISTER SECRETARY, ANDY JONES REPORTS:

As this is my first report under the above title, I will give you a brief account of my motoring history: My first Triumph was a 1200 Herald Convertible, owned back in 1975; this was followed by a MK1 2L Vitesse Saloon. Then followed a 13/60 Herald Convertible; a MK1 2L Vitesse Convertible, which I hillclimbed in 1981 until I found terminal chassis rot. I then bought a MK11 Vitesse Convertible, which I made roadworthy in 3 days (it still looked very tatty) and drove it to Gurston Down Hillclimb in October 1981 for the competition; I have just sold this car after doing about 8,000 miles in it in 12 months. I have just bought a 1964 Spitfire MK1V, which I hope to compete in next year, (this should please a certain Spitfire Register Secretary!). The car I use as an everyday car is now a Ford RS2000 MK11 (I hope this is not swearing in the magazine!). Anyway, this is an excellent car, which I would recommend to anybody.

At present I own 8 cars:-

- 1 Vitesse MK12L Estate (13/60 Estate rear body, Vit. chassis and bulkhead)
- 1 13/60 Convertible in use at present
- 1 13/60 Saloon
- 1 1200 Saloon
- 1 GT6 MK111
- 1 Spitfire 1V (MK1)
- 1 RS 2000 Ford
- 1 1952 Landrover

Of these, I only plan to keep Vit. Estate, Spitfire 1V, RS 2000 and the Landrover.

Back to Vitesse now, I must admit that I have no experience of 1600 Vitesse (I've never been offered one at my sort of price i.e. real cheap!). I have experience of MK11 Vitesse (i.e. cracked heads and many halfshaft swaps due to those doughnut things and UJ problems). My own favourite Vitesse is the MK1 2L (no head cracks and no doughnut things to fly apart). I know the MK11 corners better than the MK1 but I prefer reliability.

My Vitesse Estate started out earlier this year as a 1968 MK1 Saloon, bought for £60 locally. The chassis was in good condition and mechanically it is excellent. However, the rear body looked good on the outside but underneath it was terrible, so I bought a 13/60 Estate for £50 and fitted the rear body and roof in one piece to the Vit. chassis and bulkhead (this was done in one day - starting with two cars and finishing with one Vit. Estate and a pile of bits). The rest of the Herald was sold piece by piece for about £60. I used the Herald Estate rear spring, which is much stiffer and flatter (also easier to fit) because I intend to make this car earn its keep carrying spares. Anyway, I gave this car a quick test on the road and found that it now corners better (better weight distribution due to heavier rear body and also better road spring). Another bonus point: When this car was a Saloon it suffered from the usual vibration at around 50mph, now it is an Estate, the vibration has gone, only mechanical change being the rear spring. Any ideas?

When I get the old Vitesse register documents, I will combine them with the new ones I have and produce a chart of model types and quantities.

Next year is the 21st Birthday Anniversary of the Vitesse and Spitfire introductions, so, a plea to organisers of all events in 1983, please make the theme of your event the Vitesse and Spitfire.

Just announced (at the time of writing this) is the new Rover Vitesse (135mph 0 to 60 in 7.1 secs.); surely a car worthy of the Vitesse name (Vitesse - French for speed). This looks a superb car. I am thankful that the Vitesse name was not used on a tarted up version of that Acclaim thing!

SPITFIRE REGISTER SECRETARY, NEIL WILLIAMSON REPORTS:

Disaster has struck - my MK11 has finally succumbed to the ravages of rust and general old age. As I write this note, it is about to fail its' MOT and the cost of repairs makes it uneconomical to keep on the road. The car has covered 45,000 miles in the past 3 years and running costs have come to about £1 per 100 miles. Not bad for a car 17 years old.

However the good news is that I have now acquired a 1972 MK1V Spitfire in remarkable condition for its age. For future reference, the registration number is ATA 685L and it is Emerald Green. The car originates from Devon. For those of you who are interested in the origins of cars, here is a list of all car letters and their origins. To take my car as an example, TA are the letters to be checked.

This month - letters A to B:

AA	Hampshire	BA	Salford
AB	Worcester	BB	Newcastle
AC	Warwicks	BC	Leicester
AD	Gloucester	BD	Northampton
AE	Bristol	BE	Lincoln
AF	Cornwall	BF	Stafford
AG	Ayresshire	BG	Liverpool
AH	Norfolk	BH	Buckingham
AI	Meath	BI	Monaghan
AJ	Yorkshire	BJ	Ipswich
AK	Bradford	BK	Portsmouth
AL	Nottingham	BL	Berkshire
AM	Wiltshire	BM	Bedford
AN	London	BN	Bolton
AO	Cumberland	BO	Cardiff
AP	East Sussex	BP	W Sussex
AR	Hertford	BR	Sunderland
AS	Nairn	BS	Orkney
AT	Hull	BT	Yorkshire
AU	Nottingham	BU	Oldham
AV	Aberdeen	BV	Blackburn
AW	Shropshire	BW	Oxford
AX	Monmouth	BX	Carmarthen
AY	Leicester	By	London
AZ	Belfast	BZ	Co. Down

Question: What do
 Colin Chapman
 Alan Hudson
 David Vine
 Mark Cox
 Bob Wilson
 William Holden
 Simon Smith
 Mike Reid
 Andy Williams
 Dick Whittington
 &
 Kenneth Williams
 have in common?

The answer is the Triumph Sports Six Club and, in particular, the International Spitfire Register as all these famous names own Triumph Spitfires.

Obviously a car that is appreciated!

Herald Differentials.

Member Chris Johnson wrote to me earlier this year requesting information on "strengthened final-drive and half-shafts" on the 13/60. At the time I denied the existence of such modifications - well I was wrong! The other week Vic Milford showed me the remains of his blown-up 1200 diff. and suggested that 13/60's did have a strengthened final-drive. Back to the parts manuals and I find that 13/60's and late 1200's do have stronger diffs. although the half-shafts (129003) appear to be the same throughout the 1200 & 13/60 range.

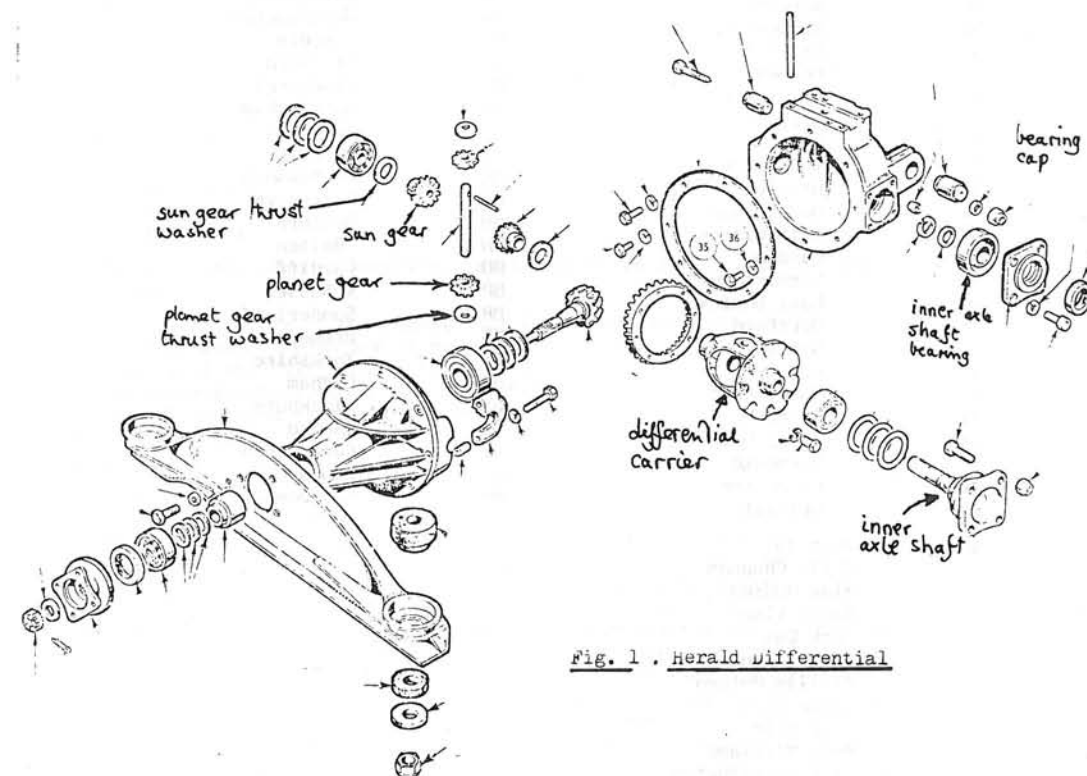


Fig. 1 . Herald Differential

The strengthening of the internals of the diff. affects the inner axle shaft, planet and sun gears and differential carrier (see Fig.1). The inner axle shafts of the 13/60 have a bearing journal diameter of 25.011 - 25.024 mm as opposed to 22.215 - 22.226 On early 1200's. There are also 20 external serrations for

'attachment' to the sun gear on the 13/60 compared with 16 on the 1200. These changes also affected the differential carrier.

The relevant part numbers for the 4.11:1 differentials are:

	1200 to Ga237600 Gb257201 (a)	all 13/60 and 1200 from Ga237601 Gb257201
Complete Unit	510931 (b) 511404	214603
Inner Axle Shaft	132649	149117
Bearing	120572	117940
Bearing Cap	117547	139530
Sun Gear	100979	134073
Thrust washer, sun gear	104570	134075
Planet Gear	104571	134074
Thrust washer, planet gear	104572 (.036") 100935 (.040) 100936 (.044) 100937 (.040)	140005 (.041") 134076 (.030 - .032) 130440 (.027) 147249 (.029) 147250 (.033) 147251 (.037) 147252 (.043) 130441 (.035) 130442 (.039)
Differential Carrier	304902	305770

(a) - workshop manual states Comm. No., Parts Manual rear axle no.

(b) - for Mk 1 chassis, internals as 511404.

Steering Rack Bellows.

As I mentioned in last month's Courier, one of the failure points for the MOT on steering racks can be 'tears' in the rubber bellows (gaiters). Peter Barnes has sent in a useful tip to reduce the likelihood of these tears. In most cases the tears can be attributed to the sharp edge of the wire hose clips securing the bellows to the tack/inner ball joints. He suggests that the metal clips should be discarded and replaced with nylon cable ties (obtainable from electrical stores and some DIY centres).

The Unipart supersession numbers for the rubber bellows are KFC2210 (for 128004) and KFC2219 (for 120940)

Herald Estate 'rebuild'

Things -as they say - are moving ahead briskly here! I've replaced the door tread plates, removed the roof and I am getting ready to lift off the body section and strip down and discard the old chassis. I've also 'found' an excellent chassis, rear estate floor and roof badges courtesy of Vic 'estate king' Milford -

thanks Vic.

I covered door tread plate replacement in some detail in Courier 17 (Nov. 1981) so I won't go into it again. Just a reminder that the reason for replacing the tread plate before doing up the under-body is to avoid burning off paint and sealer as happens when they are welded on afterwards !

removing the Roof.

I've taken roofs off of Saloons and Coupes before without using any extra bracing in the rear body shell. The estate is somewhat different though, as it lacks the rear deck and I'm not sure if the braces from the wheelarch to the tonneau side panel are enough to support the shell when turned upside down. I have made up a bracing frame from scrap Dexion which conveniently bolts into the trim attachment holes in the tonneau side panel. I'll give more details of this frame next month after I've seen if it works!

The estate roof is held on by 10 nuts/bolts, a setscrew and 2 rivets in the following locations:

- 1 setscrew holding sun visor assembly to centre of windscreen top rail.
- 1 nut/bolt each side under plastic covers at end of sun visor assembly.
- 1 bolt and 1 rivet each side at lower edge of door pillar - you will have to peel back the trim to get at these.
- 3 nuts each side holding the rear roof pillar to the top of the rear wings.

There are cables going into the roof pillar on both the NS and OS - these feed out through holes in the top of the wing if they are disconnected at the bullet connectors inside the wing.

Unlike 1200 saloons and coupes the roof lining covers the whole of the windscreen top rail and is tucked in under the windscreen seal. So I could remove the front of the headlining without damage I removed the windscreen - it had to come out anyway for resealing !

Rear wing for Herald estate

I have just received one of the estate 'rear wings' (= OS tonneau side assembly 902194) that Nick Bradbury mentioned in October's Courier. It is a fairly comprehensive collection of metal, comprising of 902271 (lower wing), 804433 (wing top panel), 703008 (outer s-post), 607742 and 607743 (taped plate and plate retainer for door striker) and 607505 (wing closing panel - the bit the rear light attaches to!). I think Nick has a few of these wings left so they are well worth 'obtaining' if you are restoring an estate or Courier van.

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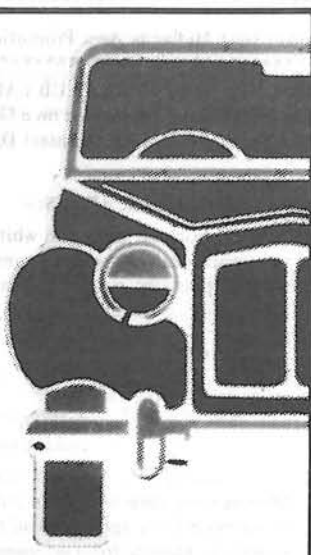
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Technical Feature

INFORMATION ON TECHNICAL PUBLICATIONS - BY NICK BRADBURY

Having recently acquired a catalogue of the above, dated 1st January 1979, I compared the list of information relevant to Club cars in the current issue (1982, that is) and found little change, apart from the fact that some literature for the last Heralds, Vitesse 1600 and early Spitfires is no longer listed. But, for those of you content to rummage through autojumble stalls and other obscure places, the following information may prove useful. I hasten to add, that a certain number of these items, providing you can quote the relevant part number, are still available over the counter, at most reputable BL dealers/distributors, or at least they can certainly order them for you, as I have found. Also, please note VAT is not chargeable on publications, they are zero rated. English language versions and foreign language translations are available in some instances.

To quote one example of autojumble paraphernalia - a stall holder at the Yeovil Car Show had a currently available Vitesse 2L/GT6 Workshop Repair Manual for sale at something in the region of £20! You can obtain this self same manual through your local friendly BL dealer for just £9.70! (at current prices, to date) - next issue of BL price lists for all parts (Jag., Rover, Triumph etc.) is due out in about December 1982).

ENGLISH - Not North American Market

Triumph Saloons	Owner Handbook	Repair Manual	Parts Catalogue	Parts Superfiche
Herald 1200/1250				RTC 9817 FA
Herald 1360	545037			RTC 9821 FA
Vitesse 1600				RTC 9823 FA
Vitesse 2L MK1		512947		RTC 9823 FA
Vitesse 2L MK11		512947		RTC 9816 FA

Triumph Sports Cars

Spitfire MK111			516282	RTC 9826 FA
Spitfire MK IV(to '73)	545220	545254	520948 A	RTC 9808 FA
Spitfire MK1V ('74)	545220	545254	RTC 9008 A	RTC 9809 FA
Spitfire 1500	RTC 9221	AKM 3984 A	RTC 9110 B	RTC 9819 FA
GT6 MK1	512944	512947	515754	RTC 9827 FA
GT6 MK11	545057	512947	515754	RTC 9827 FA
GT6 MK111		512947	520949 A	RTC 9810 FA

ENGLISH - North American Market only

Triumph Sports Cars	Owner Handbook	Repair Manual	Parts Catalogue	Parts Superfiche
Spitfire MK111	545102		516282	RTC 9826 FA
Spitfire MK1V (to '73)		545254	520948 A	RTC 9808 FA
Spitfire MK IV (1974)		545254	RTC 9008 A	RTC 9809 FA
Spitfire 1500 (1973)	545189/73	545254	AKM 4414	RTC 9819 FA
Spitfire 1500 (1974)	545189/74	545254	AKM 4414	ditto
Spitfire 1500 (1975)	545189/75		AKM 4414	ditto
Spitfire 1500 (1976)	545189/76	AKM 3088	AKM 4414	ditto
Spitfire 1500 (1977)	545189/77	AKM 3088	AKM 4414	ditto
Spitfire 1500 (1978)	545189/78	AKM 3984	AKM 4414	ditto
GT6 (1970)	545103	512947	515754	RTC 9827 FA
GT6 MK111		512947	520949 A	RTC 9810 FA

Info on Technical Publications cont'd .../

DANISH - Nothing listed for Herald/Vitesse Saloons

Triumph Sports Cars - Spitfire MK1V (only) - Repair Manual - Pt. No. 545292

DUTCH - as above re. Herald/Vitesse

Triumph Sports Cars	Owner Handbook	Repair Manual
Spitfire MK1V		545257
Spitfire 1500 (1975)	RTC 9225	RTC 9236
(Instructie Boekje)		(Service Handleiding)

FRENCH -

Triumph Sports Cars	Owner Handbook	Repair Manual
Spitfire MK 1V	545190	545255
Spitfire 1500	RTC 9222	RTC 9234
GT6 MK111	545187	
(Manuel Du Conducteur)		(Manuel D'Atelier)

GERMAN -

Triumph Sports Cars	Owner Handbook	Repair Manual
Spitfire MK1V	545191	545256
Spitfire 1500 (1975)	RTC 9223	RTC 9235
GT6 MK111	545188	-
(Betriebs anleitung)		(Werkstatt Handbuch)

ITALIAN -

Triumph Sports Cars	Owner Handbook	Repair Manual
Spitfire MK1V	545251	545259
Spitfire 1500 (1975)	RTC 9224	RTC 9237
(Manuale Di Istruzioni)		(Manuale D'Officina)

PORTUGUESE -

Spitfire MK1V - Manual De Oficina - 545293

SWEDISH -

	Instruktions Bok	Verkstads Handbok
Spitfire MK1V	545271	545294

A BRITISH CLASSIC

HERALD 13/60 SOFT TOP

By Mike (Triumph) Thomas



We all have our dream car(s), or indeed, visions of them - of sweeping around some curve of ideally smooth tarmac, with bright sunlight flashing onto a bonnet of glossy, vivid colour, the airflow, warm to feel, brushes by with the odd autumn leaves and that 'echoed click' sound of another firm gearchange can be heard faintly behind. Surely then, the open car can be regarded as unique in its affordable pleasure of fresh air driving and I, for one, have found my 'dream' quite inexpensively (as long as you are prepared to do some work) in the form of Triumph's 13/60 Herald.

In open top form, they combine very good economy - 40 mpg; safety - for their time - Heralds were uniquely designed upon safety; a very pleasing performance, easily in excess of British limits and also the pleasure of owning a very attractive car - Italian design bonnet versions even more so, fitted out with lovely polished wood fittings and with a very reliable history.

My interest in Herald versions, as different from say a Vitesse, was purely economical. The Vitesse requiring more expensive insurance for its 1600, six cylinder engine power and also, due to twin carb. set-up (2 litre), the Vitesse is hardly economical above 55mph compared to the single SU 13/60.

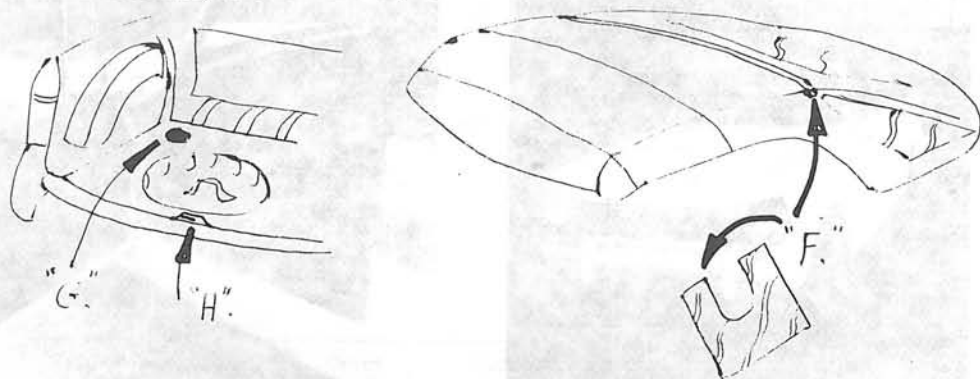
Heralds were designed in the late 1950's and were very popular when exhibited at the Motor Show in London in 1959. Only slight modifications took place over a complete decade and, with its lovely 'VEE' bonnet, new instrumentation, trim, minor body changes and revised paint schemes, it fell to BL's axe in 1971. Some cars, however remaining unsold and unregistered in 1972.

A British Classic cont'd .../

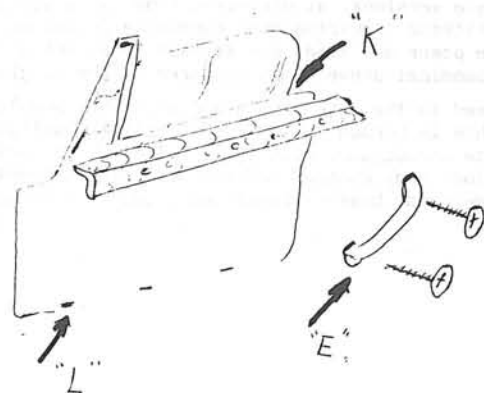
While inspecting the underneath, check C and D. C is for the small self-tapped 'tabs' which hold in the lower sill. Structurally they are unimportant to no one (I hope) wants to drive about with sills battering away under the doors!

Box sections D, along with the entire floor, can be undersealed or painted to prevent rust. A few hours spent on attending to doors and bodywork will not go amiss and if you act fast, a great deal of work can be avoided.

Small tears F, on hoot 'runners' or seams, can be patched with small shapes of vinyl and if care is taken to keep work symmetrical, no one will ever know and you can 'drive dry'.



L. Lesser owners would almost certainly not know the existence of the drainage holes. To the inside bottom of both doors these can be found and it is surprising how quickly they can become blocked in any weather by leaves, bits of paper and even grass. So if you want to avoid having 2 ft of water slopping about inside your door (as I had on one occasion) gently open them out, even ease the metal out slightly and you will never have any rust on your doors. Also, I find it a great help (for some odd reason) to squirt a little oil periodically into the slot for the side screen K., by winding the window almost to the top (this will avoid messy oil slicks on your nice glass). The veneer from old Vitesses or (1500 (front wheel drive Tolledo's) can be fitted to the Herald - see 'photo of interior on first page of article. This can be done simply by drilling $\frac{1}{8}$ " holes which match the trim obtained and, by screwing home with self tapping screws. Door pulls E., however, must be sacrificed but, if care is taken to match the wood texture, I think you will agree that it is worth doing.

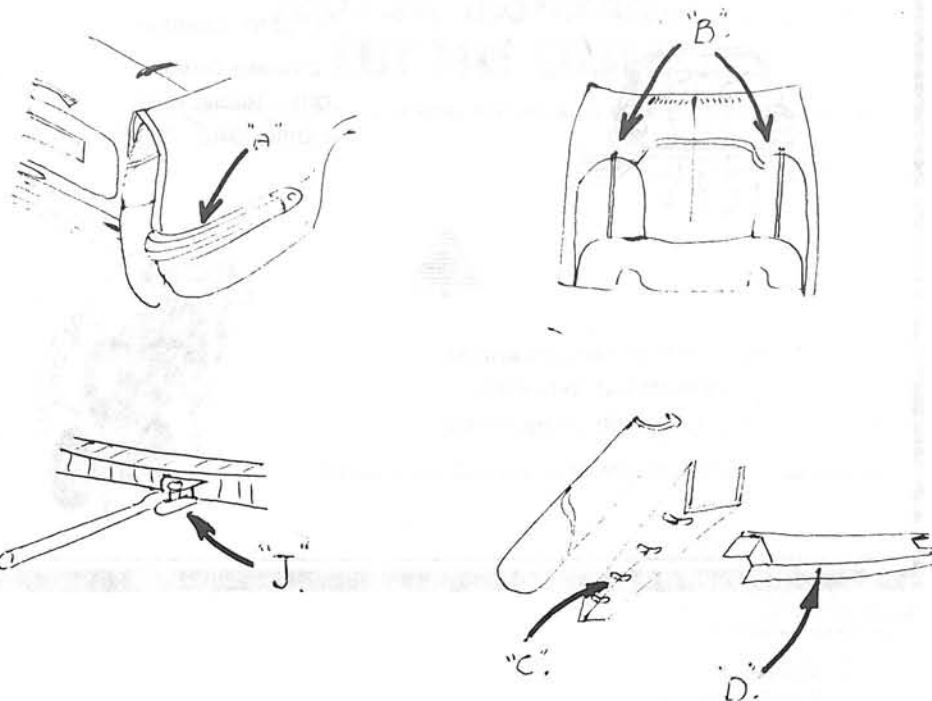


A British Classic cont'd .../

I have owned five 13/60's to date, all Convertibles and have never had to pay above £400 for one. Of course, at this price, some work is needed and HDA 54J (see photographs), can testify that even by buying such cars, over a few months they can become lovely cars.

I have fond memories of my first, which I bought for £40 and then drove it 400 miles to pay my folks their first visit for years. I can honestly say - apart from a fuel pump failure, I have never had one single major breakdown in 9 years, so if the critics denounce them as unreliable, it is just not true.

These Triumphs are often 'ACCUSED' of rusting excessively which is also not true. I have found that rusty cars are always the ones that have been neglected and they certainly do not rust faster than any other car in such a situation. However, they do have several points to watch: A. The joint between rubber and body is the starting point for many tales of rotten sills and chassis. I have found that if a tiny beading of filler is built up and then carefully painted up to match the body, this will prevent water lying inside the rubber and, after four years on my car, there is not a trace of rust. B. Inside the bonnet are two welded joints over the curve of the wheel arches. It is a good idea to clean and paint with bituminous paint. J. Is MOST IMPORTANT. On ALL vehicles, as it is one of the cars crucial areas. On the car, to the outward edge, just to the front of the rear wheels are two trailing arms which must be inspected for bad corrosion at the chassis box mounting. If sound, all is well, if not, it needs NEW box sections.



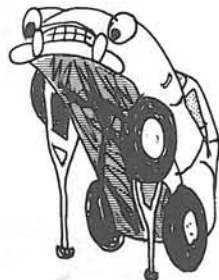
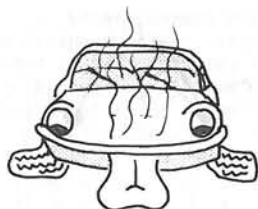
A British Classic cont'd .../

In the boot department, always remove the rubber grommets G. and mop out any undrained water. If the holes are left open, it really does help keep the boot dry. Carpeting can be placed in the boot, if cut to suit, and will prevent small chips or moisture entering these holes. Boot catches are seldom found well greased, H. and many Heralds suffer from 'unlockable' boots as a result.

One excellent product sold at a BL garage is Unipart Vinyl Top Restorer, which comes in aerosol form and is a lovely and useful chemical for making your soft top look pristine (it is good for the dash top and seats too). Though, you will have to put up with the slippery mess for about ten miles! Vitesse style stripes look very sporty (see 'photo') and one of the TR7 style laurel leaf stickers to the bonnet, makes it like a 'Show Car' from Earls Court, 1982. I think so anyway and I am sure after all this attention (though not costly), I hope you will be as proud an owner as I was. WAS, I do not own one just now due to a recent engagement, so, if you know of oneA TRIUMPH 13/60 SOFT TOP, the True British Classic, lying forlorn somewhere, with wasps nests and weeds all about it drop me a line. Now, where is that Exchange & Mart



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Is vehicle kept in locked garage? YES/NO	Occupation 2	
If NO Parked on road/off road	Any accidents in last 3 years? YES/NO	
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FURTHER TO THE LETTER FROM G.D. CLARK: BY VIC MILFORD

The improvement in performance over well maintained and properly set-up conventional ignition, offered by installing standard electronic ignition systems is negligible.

Mr Clark does not say what type of electronic ignition he installed but my opening statement applied to almost all commercially available systems. The fact that electronic ignition systems can tolerate a whole host of failings in the system but still provide a healthy spark and very substantially reduce wear on the remaining components of the original ignition are the only justifiable reasons for installing electronic systems.

There are, however, a very small number of really exceptional electronic ignition systems available, the MSD (Multiple Spark Discharge) system, being an outstanding example. MSD ignition most definitely does improve a car's performance considerably but at a price, about £700 for a really top-flight system. Worthy of note is MDS's system (unique?) offer:

If, under an independent scrutineer, you add an MSD system to your car, with your conventional ignition working to original specification, you then remove all the spark plugs, soak them in engine oil and put them back, if the car does not start at the very first attempt, MSD guarantee that they will refund you the entire cost of your CAR! Powerful stuff!

By comparison, 'ordinary' electronic ignition systems are basically just a substitute for maintenance. Replacing the conventional belt driven fan with a thermostatically controlled electric fan will always improve a car's performance and economy. An electric fan is one of the relatively few single add-on items currently available that will give a noticeable improvement at comparatively little cost. The difference is certainly noticeable in summer but for winter driving, especially driving a hard winter, I believe the improvement is sufficient to justify legislation, making these items compulsory (along with stainless steel exhaust systems) it would save this country on awful lot of money. It's common sense that when an engine is cold and tight, needs a rich mixture just to keep itself running and is trying to build up sufficient heat to enable it to burn a balanced mixture efficiently, the last thing you want is to waste about 7 horsepower (average for a Herald 1200 but wasted power can exceed nine horsepower to drive some fans) on pulling ice-cold air through the rad!

Mr Ken Lowe's factory (ever wondered where the name came from?) is just down the road from here and I've come to know 'Kenlowe' fans well. They've been going for many years and supply fans as original equipment to many motor car manufacturers, a large percentage are exported. The fans themselves are very well designed and built, an example of British Engineering that sadly is becoming increasingly hard to find these days. The 'Kenlowe' fan is very easy to fit to our four cylinder cars, it just bolts on in front of the radiator on a universal, two arm fitting (those of you with Vitesse and some other six cylinder cars have to get a thinner 'Kenlowe' fan and crowbar it in behind the rad - not an awful lot of room), fitting the thermostat and wiring the unit in is very simple, the original fan is just unbolted and (when you've mastered the technique) can be thrown a hell of a long way, it's all in the wrist action! A better idea would be to keep the original fan in the car (as with electronic ignition keeps all removed original bits, like points etc.) 'just in case'. Although I've never known a Kenlowe fail yet.

If you want really spectacular improvements in performance and economy (30% less petrol?), try experimenting with water injection.....

Re: Technical Festure - 'New Chassis Side Rail, by Peter Barnes:

Peter Barnes' solution to the corrosion problem on Herald chassis side rails certainly makes the car more rigid but in spite of all the work he's done, the corrosion problem will remain.

The 'U' section side rails originally used on these cars and the cheap (around a couple of quid) and somewhat nastier replacement rails widely available are quite adequate and, provided that the job is done properly and the proper rust preventative treatment is thoroughly applied and maintained, they will last the life of the car.

Mr Barnes makes no mention of may attempt to use rust preventative, one must, therefore, assume that his rigid box sections are untreated steel exposed to the elements. If this is the case, alas they will not last long for, quite apart from being attacked from the outside by mud, grit, water, snow, road salt, et al, the box sections will also rot from the inside due to condensation, a phenomenon often overlooked. It is an inescapable fact that: Steel + Water = Rust. Keep moisture away from the metal and you're OK. Road salt just speeds up the corrosion process. A durable, waterproof film with 100% adhesion to the metal is all that is required to prevent rust. Bitumen based underseal is widely used and is probably the worst material available for a long-term solution to the problem. Once it has been temperature cycled i.e. gone through a winter and summer it becomes porous and actually retains water. On a nice, hot and dry summers' day, you can be driving merrily along totally oblivious to the fact that the underseal beneath your car is supporting over half a gallon of water which is busily eating away at your chassis and bodywork! The underseal contracts in winter and expands in the summer, creating millions of tiny cracks and bubbles, each year it gets worse, it becomes brittle and, eventually flakes off, if the metal hasn't rotted away first. I recently acquired a Herald Convertible that had been very thoroughly undersealed by one of its previous owners, consequently 30% of the chassis needs replacing, the floors are full of holes and all four wheel arches need to be rebuilt. If you want to sell your car to the guy that ran off with your girlfriend, then by all means, underseal it! Bitumen based underseal can be very useful INSIDE the car, on metal that has been treated with a drying rust preventative and then primed, underseal is ideal, the thicker the better, it deadens sound and, being of a lower thermal mass than steel, considerably reduces condensation.

The most efficient rust preventative for use under a car is a non-drying oil/wax solution. 'Black Knight' and 'Waxoyl' are two of the best known brands on the market and having tried products from both manufacturers, I can whole heartedly recommend them. If your car has already been undersealed don't despair, a substantial coat of waxoyl type solution will soften it and help prevent deterioration and porosity. If you do treat your car with the sort of product just mentioned, two words of advice: Thorough; be sure it's enough and gets everywhere and Maintenance; inspect regularly, especially after a gruelling ordeal (dirt track, hard winter etc), and apply more solution as required.

To return to the original side rails: When the Herald was originally designed they didn't use to salt the roads and all the nooks, crannies, lips, flanges, seams and hidey holes on the chassis were less of a problem than they are now. Hence the open section side rails, but once properly treated, the subsequent accumulation of muck within the channels is of no consequence. The solution will always stick to the metal unless chipped, scraped or blasted off, the side rails are usually subjected to this treatment underneath at the front i.e. behind the front wheels. Occasional maintenance will restore the status quo, fortunately the most susceptible areas are also the most easily accessible.

As Mr Barnes has gone to so much trouble, I would strongly recommend that he drill some holes through the underside of each section and liberally spray the inside with one of the recommended solutions, the holes can then be plugged with silicone rubber blanking plugs if he wishes. The outside of his box sections should also be treated, this will ensure that the result of his worthwhile effort will last.

It is not obvious from his article just how the sill supporting straps are to be secured to the side rails. Self tapping screws would not stay in long down there and using the screw retaining clips as per original manufacture would require access to inside the box section. The omission of support tubes for the central mounting bolts, just because they are not jacking points, is not at all good practice. The downward load will be taken by the upper skin of the box and the upward load taken by the lower skin, this will distort the box to the extent that the only support remaining will be from side to side and the bolts might as well be discarded altogether. It is also good practice to vent enclosed sections prior to welding to prevent molten metal being blown out of the weld by thermal expansion of the trapped air. The tapped-pads are a very good idea indeed, although some purists may disagree. The 'fancy nuts welded to bent plates' are usually badly corroded and tend to break off when any attempt is made to undo the bolt. I've tried to weld these butts back on to the plates but to no avail, the only successful welds result in a nut so distorted that it's unuseable. Arc welding might work but I only have oxy-acetylene gas welding equipment (not a luxury with seven Heralds but second only to an understanding wife!) and this is one job that gas equipment doesn't seem capable of doing, or is it me?

I've made up tapped-pads before: 1 1/4" x 1/4" steel bar cut to length, drilled 9/32" and taped 5/16" UNF. Mr Barnes is right, Leyland prices for bolts are expensive but any good engineering supplies should stock 5/16" UNF x 3/4" bolts. If you really want to do the job properly, get bolts that are only threaded 1", the unthreaded gives you more strength where it is needed. As for metric dimensions and fasteners, not on OUR cars please!

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TSSC NOTES - USA

Although there is no Triumph Sports Six Club in the US, I know there are a few over here that are members of the TSSC. There are a lot of Spitfires and some GT6's and Heralds, so hopefully, we can increase US membership.

I would like to give our UK friends an idea of the tupes of events we participate in over here although not much different than over in the UK.

The largest Triumph organisation in US, I would say, is the (VTR) Vintage Triumph Register, which is a national Club and open to all Triumphs but most of the attention goes to the TR series. An other such national organisation is the TR Register, which chapters similar to TSSC's areas. But no one over here caters to the Herald chassis Triumphs and in some cases, I think some of the TR owners refuse to except anything other than the TR series as Triumphs. But, hopefully, this can be changed but in most cases we are excepted as Triumph owners. For example, on June 20th at Hallet Motor Racing Circuit's 1.8 mile course at Hallet, Oklahoma in a sports car club of America race in a production Spitfire, Paul Fortner set a G production track record of 1:30.35 and went on to take 1st place in class with an average lap time of 1:33.20. On September 10-12, Debbi Eley won the SCCA solo 11 Championships in Gurnee, Illinois with her DPL Class Spitfire - lap time 123.454.

In other areas of interest on June 13th, Hurb Hummers' 1973 Spitfire won a first place at the 19th Annual Carnival of Cars Concours at The Old Packard Grounds in Michigan. On July 31st at The 2nd Norwest Triumph Fieldmeet and Concours near Seattle, Washington, my 1971 GT6 won first place and Dan Stewart's 1972 Spitfire won second place in the Spitfire, GT6, Herald class.

For comparison in the car mart area in the recent VTR Newsletter, these items were found for sale:

1967 GT6: Mechanically sound, new Michelins on custom minilites, new clutch, brakes. Body fair, good hood (bonnet). Best offer or consider trade. Larry Clapp phone 704 753 4435, Charlotte, N.C.

1969 GT6: Original condition, 50,000 milus, White with Black interior. Mag wheels with P165/80 Firestone steel Radials, factory wire and disc wheels with 155 x 13 tyres. \$1,800. Bud Burtch 3463 W 151, Cleveland, O.H. 44111. Phone 812 426 9003.

1973 GT6 MkIII: All mechanicals reconditioned. Pimento Read, Black corduroy interior. All original. \$4,500 or best offer. Douglas Speer Phone 203 655 9596, Darien, C.T.

1975 Spitfire: Immaculate 29,000 miles. Factory hardtop, electric overdrive, new BWA mags new P-3's, top and tonneau excellent, extra parts, BL shop manual. \$3,000 or best offer. Ken Weybright, phone 401 333 0308.

I hope the information here will be of some interest to TSSC members and has given them some insight as to activities here in the US. Hopefully, I will be able to report on more events in the coming months.

It would be nice to hear from othe US members of TSSC, either in the Courier or in person as well as members in the UK that may have questions about the differences between UK and US cars and events.

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LETTER FROM STEVE WILLIS AND MEMBERS:

It has been asked of me to write this lettering. Being a GT6 MK11 owner for some time now, and having owned a MK1 and driven MK111. It is hoped you will not be offended by this, as all owners have their own opinions. It has been put forward that very little attention is being put on the GT6 range and that the MK111 model is the best. Well, the interior refinements, I might agree on but on other things MK11 owners would think a lot different. Several MK11 owners have talked about forming a MK11 owners Club. But I have offered a different option to try and help this problem - hence this letter.

First, as I understand the GT6 register is run by Mike Long; perhaps he might like to offer his help. One point put to me was the lack of GT6 data etc. in the Courier. I thought perhaps we could have a weekend for GT6's like the Spitfire people had this year, or a day out somewhere for GT6's. The GT6 is unique as all three models were very different. Also suggested that a secretary for each model and he should own or have owned that model as this would help give better help to people enquiring about details of job trouble. Also about spares for our range as the parts are no longer made like GT6 MK11 exhaust - no I will not fit MK111 as it is not right for concours. Also details of jobs done on cars by specialists companies. This can save a lot of wasted time and disappointments. I hope that GT6 owners can start looking forward to getting some services and outings next year.

(Steve: Mike Long has sent many contributions over the last year but point taken. Let's have more information from GT6 owners MK's 1, 11 and 111. From, like yourself, a well known GT6 enthusiast. ED).



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LETTER FROM MIKE FENN, SEVENOAKS, KENT:

I would like to mention three points in this letter, one offering help, two, asking for it.

Firstly, Bond Equipe GT4S owners with rusty four branch exhaust manifolds that face expensive replacement, may be interested to know that the cast manifold from a Herald 12/50 will fit. With the integral cast inlet manifold removed, the twin carbs can be retained and, if used with a Spitfire MK1 front pipe, will connect to the existing silencer. Although back pressure will be slightly increased, it should be acceptable until finances improve.

Secondly, I am seeing information about museums, as the cost of running two cars is beyond my means and I wish to put my Bond GT4S out to grass. Although not immaculate, it still sails through the MOT test and gives good service. If anyone could put me in touch with a small museum which can use it for display, I would be obliged.

Lastly, I would like to obtain a windscreen for a 2 litre Bond, please telephone Otford 4896.

LETTER FROM PH LAWRENCE, BASILDON ESSEX:

I am writing to inform Club Members about 'Baldyne Engineering', who recently balanced my 1600 Vitesse engine (which involved pistons, con-rods, crankshaft, flywheel and clutch plate) at a cost of £30 plus VAT. The work carried out took two hours but you must telephone first to ensure that they will be able to do it while you wait.

I also bought an oil pump from Baldyne for the sum of £20, plus VAT; I was quoted a price of £90 plus VAT for a cylinder head with larger valves, polished ports and harder valve springs.

Generally, Baldyne Engineering were very helpful, so, why not try them out - it will only cost a telephone call, and they will be delighted to give you information of their parts and service.

Baldyne Engineering
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LETTER FROM GRAHAM SHIPMAN, POTTERS BAR, HERTS:

After reading the article on STIR in the last Turning Circle, I thought I'd better write in and put the records straight. I won the 'Dinky Concours' with two model TRs which makes 6 wins out of 6 events for the TSSC. Mind you, I also belong to the TR Register, so perhaps it should be 5½ out of 6!

Changing the subject, with reference to Bob Hebditch's letter in the September edition of The Courier (another TSSC and TR Register member and friend), he was refused entry into an auto-test because he wasn't driving a Club car, even though it was a Triumph. Well, the same thing happened to me at Donington this year, I went to take part in my TR4A (I was rebuilding my Herald at the time) and was turned away with the excuse that it wasn't a Club car, even though there wasn't anyone else waiting to have a go. There's no way that I would have won, it would have been just as much fun for the spectators watching a TR trying to get round a course designed for that famous Herald lock! It somewhat took the edge off what was otherwise a great day.

Changing the subject yet again! I own a K reg. 13/60 Convertible, it is exactly the 1,000 th from the end of production and it has a steering-lock, can anyone tell me how many had this fitted from new?

Also the thermostat cover is different to any other Heralds I've seen (same as TR6's) as well as the bottom pulley and timing chain cover. I found this out when I went to replace the timing chain cover seal - the standard one is too small.



LETTER FROM JOHN MALCOLM, KNOWEHOLM, DOONFOOT, AYR:

For years I have meant to join the TSSC but always put it off, as I thought I had enough support from our local car Club, there being 4 Vitesse's, 1 Herald, 2 GT6's and 1 Spitfire all owned by committee members. Unfortunately, times have changed and we gradually moved into the TR6 and Dolomite Sprint range but the call for the old faithful Herald based machine never quite left me, so one evening, when we had nothing to do, we thought we'd take a trip to the car auctions, as my future wife had not experienced such ways of purchasing a car. We had no intention of buying anything at that moment, as we were running a slightly customised Bedford CF but I always carry my chequebook (disaster).

What did we see, yes a very clean Vitesse MK11 in Valencia Blue. No sunroof, no servo and no overdrive but it was in such good condition and very original too, so we came to the conclusion that it was being sold through the market because there was something wrong the the engine or transmission.. A closer look and a listen, then a sniff at the exhaust made my mind up that if there was anything wrong with the car, it certainly was not major, so the bidding began at £25 and I joined in at £200 and ended up battling it out up to £275, so much was my love for these cars. It was said to be a 1969 model but when I got the documents back, it turned out to be a 1968 model. Never mind, it ended up getting a 2500S engine and overdrive gearbox from same, a really super paint job in Midnight Blue and Stratos Silver for £120. A total of £1,200 was spent thoroughly upgrading everything and after it was finished, I got bored so eventually swapped it for a 1977 Ford Granada, which I sold and bought a J12 to tamper with and which I still have one and a half years later. Recently I was offered a MK11 1971 Vitesse Conv. for £50, which had been sitting for 2 years on an airfield. Now this car is our regular transport after having spent about £300 to make it barely presentable. I intend to do a proper job later on once I have got rid of the Jaguar for a more economic runabout like the Vitesse Saloon I have seen locally.

It all started in 1968 when Triumph brought out the Vitesse MK11, that's when I fell in love at the tender age of fifteen. Two years on, I managed to gear my mother into buying a 13/60 which I learnt to drive in and virtually wrote it off when chasing a Cortina near Oban and took to ploughing fields and bending the chassis. It was rebuilt. I then had to buy my own car as my mother's insurance company had had enough of my driving to last them a lifetime, even though I tried to convince them that I had now mastered the art of controlling the swing axle through my mistakes and as you will agree, it is really the only way to learn its limitations. I recall the time that I owned a MGB GT for a short while while doing up a Vitesse and taking on a GT6 Spitfire bodied car on a country road. That GT6 swung wide and had full control every time whereas the MGB was so cumbersome that I darn't take the corners at the same speed. Needless to say, I was glad to get back to the smooth light handling six after that experience.

Well, back to my first car, legally on the road; it was an Imp, then a Stiletto, then a MK1, 2L, one owner from new. How I loved that car with sunshine roof and cosmic alloys with 175 SP Sports. She handled like a dream with this alloy and rubber set up. Then came a 1200 Conv., then a MK11 Vitesse and now my recent conv. which I'm not going to part with. I might add there were many other makes of car between Triumphs. This Vitesse is my 30th car registered in my name since I was a kid.

I've now done everything to a Vitesse except rebuild an engine, of which I had three at one time and ended up almost giving all my spares away when we moved house. I haven't split a diff or gearbox, or wrestled with an overdrive unit, but I'm told that if I can foot around with Imp boxes and final drives, anything else is easy, touch wood.

On my present car, I had to replace the diff, remove the gearbox and clutch, strip and clean top of engine, replace shocks and links, renew all tyre plates and fill valances, fill doors, remove rust, repair chassis at rear, spray, polish and renew radiator while in the Isle of Man on holiday, which cost me £65. Also remove underseal on sills.

By the way, as Club Secretary of Customayr Car Club, we have had members from 35 miles away coming each week to our meetings. I, myself do a 100 mile round trip to the TSSC meeting at Dumgoyne, Glasgow an evening out once a month, well worth it I reckon. I also have other commitments but it really is worthwhile making the effort to go along to local TSSC meetings as they all talk the same language as you - which makes it alot easier to join in the conversation. Don't think about going, set aside the time and go, you will be made more than welcome.

LETTER FROM JOHN DAVY, KINGSBRIDGE, DEVON:

I have just finished reading your excellent edition of Turning Circle, which features the Vitesse - I had quite forgotten the pugnacious looking Elford Vitesse 2-litre, 6003 VC, with its lighting rig more reminiscent of a modern-day pop group! It is a pity that by the time you read this, the name 'Vitesse' will have found its way onto another BL product - no, not an Acclaim Vitesse but rather onto a fuel-injected Rover. Yet another example of BL mixed marketing, I am afraid - I still can't get used to the MG Metro from the Austin stable. However, perhaps some of the newer BL names are better than the opposition - Solara, Tagora and now Santana etc., sound more like a South American football squad than decent names for cars.

Considering for a moment the Vitesse Estate converted at Western Avenue by Jock Brown as a side line when his body shop was not too busy, I can recall that he was prepared to undertake practically anything Standard-Triumph, even older restoration work, including a 1954 ish Triumph Renown, completed in the late 'sixties' which went to Washington DC as a 'chic town car'. At least one Vitesse Estate remained on the fleet for a while because I remember it was used by Henry Julian, of the Service Engineers.

Keeping to the theme of small production runs (not Vitesse this time), I was turning over some archives looking for something quite unrelated, when I came across evidence of an initial batch of 60 13/60's (48 Saloons and 12 Convertibles) which, because of lack of production facilities at Canley, were shipped CKD to Malines in Belgium, assembled and shipped on complete to Puerto Rico early in '69. The interesting part is their specification which included a de-toxed Spitfire engine, tandem brakes, 2-speed wipers, anti-burst door catches, positive anti-tilt seat latches, front seat head restraints, laminated screens, hazard and brake warning lights. They were obviously built to comply with the US Federal Legislation which extended to American Territories in respect of safety in and air pollution from automobiles. I wonder if the Club has recorded the survival of any of these interesting 'super' Heralds?

LETTER FROM DAWN STORTON, YARDLEY, BIRMINGHAM:

Rufus, the GT6 MK111 is ill. From Day One in the Storton Stable, he clonked from the rear and vibrated above 60mph, enough to leave one feeling you've spent all day on a pneumatic drill. This called for that great technical and mechanical skill: The Process of Elimination. Process No. 1: Got to be propshaft UJ, thinking of the clonks - UJ was worn. UJ replaced. Test drive up A45; result: No change. Process No. 2: Propshaft out of balance. Study jubilee clips already there. Move them around a bit before each run. Result: Dreadful - couldn't go about 40. Put clips back to original position - back to square one! Process No. 3: Get rear wheels balanced. Had rear wheels balanced. Test drive up A45. Result: no change. Process No. 4:

Letter from Dawn Storton cont'd .../

Check leaf spring. The eye of the spring looked odd. Very odd. It had about 1/2" gap round the inner eye (where it attaches to the vertical link) and the outer eye. Compare this to the Spitfire's - they were the same. Shimmed up leaves to take up any play. Test drive etc - result: No Change!

At last, I thought, this had to be it: Near side trunnion bolt Very loose. Try to tighten bolt. Bolt head sheared. Remove trunnion bushes by usual accepted method: Hacksaw and brute force and ignorance, leaving large quantities of flesh on vertical link. Put in new bushes and bolt. Test drive etc. - clonks had gone and - vibration no change. Tight loose antiroll bar: No change. Take jubilee clips off completely: No change.

I am now utterly mystified and frustrated to the point of suicide. I have run out of processes to eliminate and the embarrassment and humiliation I suffer through being overtaken on forementioned A45 dual carriageway by an 850 Mini is more than I can handle!

Please, if anyone has the remotest idea of why Rufus is behaving like an earthquake, 'phone me on 021 784 4597 (home), 0926 21354 (work) or via the Courier, before I've pulled out all my hair through sheer frustration!

LETTER FROM BILL HASELDINE, KINGSTON UPON THAMES, SURREY:

I would like to report a case of very good service from one of the companies that advertise in the Courier. In May I finished a rebuild of my Vitesse Conv. and in an effort to protect some of the time and money I had spent, I negotiated a fully comprehensive policy, agreed value £2,000, through Lambert and Genders, brokers. The premium was only about twice that which I had been paying for 'TPF and T8, so it all seemed very attractive, but would it work in the event of a claim? Unfortunately, I had to put it to the test when the car was stolen, whilst parked in Central London in July (N.B. Krooklocks do not work!). The car was recovered within 2 days but there was accident damage to the front and the wheels etc were missing.

Sun Alliance recommended a local repairer who quoted over £400 labour and parts + paint. Add this to the cost of the stolen items (Revolution wheels, tyres, stereo cassette, battery, tools etc) and I estimated the final bill to be around £1,200.

SunAlliance gave the go-ahead to the repairs very quickly thanks to John Genders pestering them over the 'phone, and within a few weeks the car was back to its former glory.

Thank you Lambert and Genders and 'long live agreed value insurance'.

LETTER FROM VESA NIEMINEN, FINLAND:

Speaking on behalf of overseas members, I wish to point out a problem we are facing: This is the ignorance of postage for different items to our countries. I admit, it is impossible to provide these figures in every advertisement in The Courier, especially as they are not produced by the Club. But Club regalia is surely missing something. Let's say twice a year it would be moderate to have even more information about ordering stuff to different countries and, of course, every time the rates go up. Remember us, we don't have advantages like Club meetings, parts sales and other events. Well, that's it and thanks for Turning Circle, it was superb.

LETTER FROM GUUS VAN DER KROGT, HOLLAND:

I enjoyed your third Turning Circle about the Vitesse, especially the articles about the special Vitesse's drew my attention. Very interesting. It was also nice to see a picture of my car - a Spitfire MK11, 1965 (you still published it as a MK111) - Oops! Sorry ED.

The following problem is worrying me, however. Many members of my Club, myself included, regularly come to Britain either to visit your meetings or to look for spare parts (sometimes to the annoyance of some of your members, when we buy something from under their noses). But we hardly ever see any of your members at our big Triumph meeting.

Well, you can change this in 1983: On May 27/28 and 29, we organise STIRV111 in Arnhem, in the East of Holland. All European Triumph Clubs will be invited by us and we do hope that many members of your Club will be present as well. All of you can help us to make this the biggest happening in the history of STIR, equally impressive as the STIR VII in Rousham Park, with just as many special Triumphs. It was a pity that we had very little time to have a good look at everything. We did miss the ferry, because we were 10 minutes late!

I hope to meet you all in Donington '83 and in Arnhem. (I hope I have spelt your name right this time but your Ns look identical to your Us or vice versa JO).

LETTER FROM MR J SILVERTON, LONDON SW16:

This may help Club Members wishing to replace an early 1963 Vitesse 1600 dashboard with a later one, to include more gauges. Before Oct. '63, Vitesse's were fitted with one large speedo with small fuel gauge. There was no readout for engine revs., temp., or oil pressure.

1. The first problem was that the original 'U shaped' steering column support bracket was exactly behind the new tacho and speedo units and had to be replaced with an 'I shaped' bracket.
2. The tacho is cable driven from the distributor, so a suitable distributor had to be found (Lucas 22D6).
3. The speedo cable was too short to reach the new speedo position, so the cable had to be re-routed under the carpet on the inside of the body, where it was now 12" too long!
4. The electric temp. gauge needs a thermistor sender unit in the thermostat housing, and the early Vitesse has a blanking bolt there, which can easily be replaced by a sender unit.
5. A voltage stabilizer on the speedo. body gives a 10 volt supply for both temp. and fuel gauges.
6. The 2" fuel gauge needs a different fuel tank sender unit to work correctly.
7. Each gauge needs a separate lighting supply and an earth lead to the gauge body.
8. The hydraulic oil pressure gauge only needs a T piece to connect both warning light switch and hydraulic tubing.

LETTER FROM MR P MANCE, LONDON SW19:

I am interested in any suggestions from Club members who have experience in flaring back wheel arches on GT6's to accommodate 185/70's. The wheels in question are Dunlop 1180's as fitted to early TR7's with a small amount of spacing to clear the radius arms it is necessary to spread the wheel arches slightly. Is there a kit of parts (i.e. formed arches) for this or do I have to invent?

I saw the note in the latest newsletter concerning rear hubs; I recently had cause to remove one on my GT6, HIRETECH tools (numerous branches) rent a puller which, although it looks too large, does fit and does the job easily (NOT the impact variety, it looks more industrial).

LETTER FROM SIMON WHITCHURCH, SHOREHAM-BY-SEA, SUSSEX:

In answer to letters concerning fitting overdrive to Herald 13/60 and also 1200 models, I would like to state that my brother fitted a Apit. MK11 or 111 O/D gearbox, a Standard 10 prop., a four tag relay, R/H steering column cowl (with extra port) for a simple long stalk on/off switch and a Spit MK11 or 111 O/D gearbox rear mounting. These were all fitted successfully to his 1200 Convertible (B reg.).

Letter from Simon Whitchurch cont'd .../

Unfortunately, someone wrote his car off by failing to come to a halt behind him. The car was broken up but not before salvaging the O/D gearbox and the rest of the kit.

We later fitted the complete kit to my J reg. 13/60 Convertible with success.

If anyone has difficulty obtaining a Standard 10 prop., then I think one from a Morris Marina would work but being slightly wider than the Standard 10 prop., there is a risk of grating the handbrake housing. To overcome this problem, an Austin 1100 gearbox mounting can be easily adapted to fit.

LETTER FROM DAVID GALLAGHER, CHERTSEY, SURREY:

I must say that both the Courier and Turning Circle are excellent mags, well worth the subs alone. My only grouse is that little attention seems to be paid to the problems of Bond restoration. For example, speaking to Chris Gardener and a firm in Slough that claims to hold all the old stock, it transpires that door skins and the movable quarter light frame from later Bonds (both items it appears being renowned 'rotters') are no longer available. Is it possible to circularise members to ascertain the demand for these items in order to approach some engineering firm for quotations? I understand from Chris they are hoping to get fibreglass door skins and fixed quarter light frames manufactured but this is not really in the true spirit of restoration, is it? (Would you fit fibreglass panels to your Vitesse?).

Incidentally, while working on the Bond, I found a number of black plastic bags filled with acoustic material. Mindful of the dangers of asbestos, I had it analysed by a helpful public analyst (Mr Stephens, Asst Public Analyst, London Borough of Southwicks), who kindly offered his services free; and who confirmed it was mineral wool (to my great relief as I had stupidly been breathing in the dust all weekend).

Reading of the problems some members have experienced I wondered whether a list could be compiled giving names of recommended firms (from members own experiences) and also a list of those who have given a 'bum' deal! Nothing is more annoying, time wasting and temper fraying than fitting a so called 'reconditioned' unit only to find the only thing new about it is the paint on the outside!

Possibly the list could be made available for anyone sending a s.a.e. in order that it could be updated. I understand some of these people advertise in the Courier and no doubt provide useful funds but do we really want to advertise firms who rip off our members?

(the trouble is David that we get varying reports as regards to suppliers, some good and some bad. Obviously, if a supplier is consistently bad then we would have to delete them from the magazine. Unfortunately, time does not allow us to compile lists in this capacity but perhaps you will permit me to give your address so that anyone else willing to take on this task can contact you for guidance: 188 Estworth Road, Chertsey, Surrey.

NATIONWIDE

AVON AREA NEWS, JAMES STURGEON REPORTS:

Keith Dan has organised a Christmas Party to be held at The Wheatsheaf pub in Winterbourne nr. Bristol. This is on the B4058 towards Yate and is to be held on Tuesday, 14th December from 8pm. A buffet will be available at approx. £1 and those wanting this should contact Keith Dan on Chipping Sodbury 316513 beforehand.

And now local news: The Priddy meeting has been cancelled due to lack of interest. I was the only member at the 1st meeting in November and had to content myself with a conversation with the pub landlord over the relative merits of Hillman Hunters and Ford Cortinas.

At the moment there will be only the Keynsham meeting but when Keith remembers to bring his 'Good Pubs Guide', we will sort out the new meeting place, around the Winterbourne area.

I would be interested to hear from any member who could help with the following: Locating films and a projector for use at future meetings; someone who feels qualified to give a talk of a technical nature, perhaps welding or body repairs or building a special etc.

I am toying with the idea of holding a skittles match with one of the local one-make clubs, this will be in the New Year now.

Please come to the Christmas Party, wives, girlfriends welcome. I look forward to seeing you there.

P.S. I have a small supply of Club regalia which I always bring to meetings - buy it from me and save the postage!

CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

The Special Meeting of the Cornwall Area to discuss its future, produced the usual, familiar faces. Though small in numbers, this gathering decided on a few matters:

1. Area Organiser - The members present conned me into staying on for a further year (all claiming that I was the easiest to contact on the 'phone etc, etc.). I have agreed to do this for a further year on the condition that other members do some of the work, therefore:
2. From January edition of the Courier - Richard Doughty will take over the writing of the bumph for the Courier.
3. David Buxton has offered his services as events secretary - not a very demanding job if the past year is anything to go by!
4. Although the branch seems unable or unwilling to have a central spares collection, we have decided that one person should keep a file of all local members spare parts for sale. Ian Stacey has rashly volunteered for this post so if any local members out there have any spares that they do not require for their car, or if any members require certain parts, contact Ian on St Austell 2629 and he will be able to help (that's what he says, anyway).
5. Meetings - the dates of meetings remain the same for the coming year - i.e. the last Friday of the month but members appear to have got fed up with the County Arms (something to do with the attractive landlady moving to another pub eh, boys!). Anyway, two venues have offered their services, therefore we will be trying these in January and February - details appear below.

Sunday 19th December - Lunchtime Christmas Meeting at The County Arms, Truro, 12 noon.

Friday 28th January - NEW VENUE The Farley Hotel, Falmouth Road, Truro (at the top of Lemon Street), run by a TSSC member, commencing 8pm.

Friday 25th February - NEW VENUE The Four Burrows Hotel, Grampound Road, commencing 8pm.

P.S. Congratulations to Nigel on completing the restoration on his GT6, you're next Graham.

DEVON AREA NEWS, GARETH BEECHING REPORTS:

Our October meeting was held on Sunday 31st at our usual 'local' of the Dartmouth Inn at Totnes. Unfortunately, when we got there, our usual upstairs room was housing a Halloween Party and so we had to gather in a small downstairs room. Imagine around 30 of us crowding into a room measuring 12' x 10' - you soon get to know who your friends are!! It was very nice to see 3 or 4 new faces.

The date of the Christmas Buffet was fixed as Sunday, December 19th at The Dartmouth Inn and before you ask, we've definitely got the upstairs room booked and our very own bar, to boot! The buffet will be free to all members and only £1 to guests. There is no limit on the amount of guests that you can bring as long as Stan Walters knows the numbers involved by December 12th. There will also be a Christmas draw with the usual exciting prizes.

Our annual quiz will be organised this year by Richard Doughty, that well-known fugitive from the Cornwall Area, that won it last year! The quiz is on 30th January, 1983, at our usual meeting place in Totnes.

Stan Walters announced at the meeting that it will probably be his last year as Area Organiser - we'll have to find someone else by October 1983 as he is due to be posted somewhere else in the country. However, yours truly, the writer of this article, is quite happy to carry on as Area News/Scandle Secretary. If anybody would like to take over from Stan next year, can they please contact him.

Well, as promised, what appears below is my 'tongue in cheek' look at the Devon Area in a sort of 'Who's Who':

'Stanpart' Walters: He has practically rebuilt his Vitesse during 1982 including another engine (TR6), bonnet, rear spring, differential and another roof. Still hasn't had his wiper motor chromed yet. Reckons by 1984 the only original part of his car will be the chassis and driveshafts. Has so much expertise now that he is a must as a consultant for Sport Six Spares.

Erstwhile organiser of the Devon Area for many years. He often wins prizes for the condition of his MK11 Vit. Saloon, which is famous for its proliferation of chrome work.

'Roadburning' John Griffiths: Recognised instantly by cloth cap, disarming smile and midges in his teeth. A great open-air motorist who enjoys the 'kick in the back' performance of his famous hillclimb express.

Barry 'Poser' Payne: You cannot mistake Barry with his red sunglasses to match his red MK11 GT6. A typical tie-hard rock n'roller to whom all Club cars built after 1970 are 'BL crap' and the Acclaim is a 'Honda Kit Car'.

Richard 'Goofy' Bruford: First year hillclimbing novice with great 'have a go' enthusiasm. Has given his Vitesse new heart with a 2.5PI unit. Wire string and fibreglass all essential items to Richard's shoostering hillclimb special.

Steven 'Woody' Ash: Behind that smooth exterior, he is a real roadburner. Loves to rev his balances 2 like Vitesse to 6,000 rpm - 'a lovely sound' he enthuses. Now toying with a 2.5 unit in view of recently clapped out crank!

Keith Mitchell: Drives a nicely restored Vitesse MK11 Conv., which has been unusually reliable of late. Once known as Devon Area's unluckiest Vitesse owner having had a chequered career of driveshaft failure, bent bonnet, engine and head failure. Now on his 3rd radiator.

Chris Hoskins: Drives a very good MK11 Spitfire. Turns up at Club meetings only when he is not playing snooker or the girlfriend is giving him a nights rest. The only CB enthusiast I know with love-bites on his handle.

Mike Halliday: Son of the famous 'Doc' Halliday. Loves rummaging at auto-jumbles - obviously where he got most of his nicely prepared Herald. Has sign-written his name in pop-rivets on bottom of nearside door.

Pauline Beeching: Long-suffering wife of Area News Secretary. Doesn't understand husband's mania for Triumphs, but loves driving that 1600 Vitesse Conv, which she's helped restore.

Gareth Beeching: Triumph enthusiast who hates seeing club cars scrapped; hence 4 car collection of 2 Vitesse, GT6 and Herald. First year novice at the car shows but has got the 'posting' bug from Stan and Barry. Trying to get GT6 ready for next season to compete with the wife's Vitesse. Like Gary, enjoys 1960's nostalgia and hates 'Jap-Crap'.

Well, that's the end of my round-up in Devon for 1982, so I wish you a Happy Christmas. I'll introduce you to some more Devon Characters in 1983.

EAST BERKS AREA NEWS, JOHN REED REPORTS:

Sunday 24th October saw another successful Treasure Hunt under our belts, with 8 of the 10 cars that started finishing in the early evening in total darkness. My thanks to all who took part and, again, to Tim for organising it (the route which took us through a ford in full flood was a nice touch mate!).

Wednesday 27th October took us to West Wycombe Motor Museum with John Cudmore's Oxford Area. A very pleasant, interesting and well attended do, which deserves to be repeated sometime in the future. I was surprised at the range of vehicles on show, considering the size of the place. A pause for pancakes allowed us to watch very interesting BRM trials at Silverstone on video and to browse around some delightful period artifacts.

Those of you who attended 10th November meeting will recall the suggestions for a seasonal get-together. Firstly, following the highly successful finger buffet of last Xmas, I have negotiated a similar nosh with Corrie Oliver at The Uncle Toms Cabin on Wednesday 15th December. The menu will consist of assorted sandwiches, stuffed eggs, cocktail sausages, chicken and ham pie, drumsticks, sausage rolls, salads, rolls and pickles and mince pies., including half a bottle of wine each. The cost will be £5 inclusive per person. If you don't think that is good value, try putting a similar menu together for yourself at the price! And all in excellent company! Regulars will already be aware of Corrie's past generosity at our meetings and I can guarantee she will help to make this a memorable occasion. Just to remind you that there is a restriction of 30 people maximum (due to space), which could mean only 15 members if each brought one guest. So please advise me as soon as possible and by the 8th December meeting latest.

Also, Leon Guyot of Thames Area has kindly invited us to attend their grand Christmas Dinner Dance on 11th December, (details announced last meeting and in November's Courier). I will not be able to attend myself but suggest all interested East Berks members contact Leon direct.

Next area meeting is 8th December when I propose to present our pub hosts with a floral gift for the warmth, hospitality and many little kindnesses they have shown us throughout the year. See you there!

Finally, may I put in a plug for our area member, Paul Walheim (tel: Slough 77953), who through much dedication and enthusiasm, has amassed a surprising amount of very useful parts. Contact Paul for details. And whilst writing, may I pass on my very best wishes for Xmas and the New Year to all Club members but especially to those in the East Berks Area. Thank you for your help and support - here's to a very happy and prosperous New TSSC Year.

NORTH HERTS & SOUTH BEDS AREA NEWS, KEVIN WALKER REPORTING:

A good turnout for our first 'official' meeting with several new members. Welcome to the fold - a young Spitfire and an old Herald with night time illumination problems. I'm not sure if I should count Jonty Wild as new or just slightly tarnished! The Crimble Nosh Up has so far been extremely well subscribed but anyone else is more than welcome. The more the merrier 'Phone me on Hitchin 59786 daytime or Hitchin 55949 evenings. Alternatively, come to December's meeting on Tuesday 7th at The Red Lion, Offley. (Between Hitchin and Luton on the A505). Also, please put on your thinking caps and come up with some activities for next year. Polishing Bev Warren's GT6 does not count and don't bother cribbing from past editions of the Courier. I've done that already.

KENT AREA NEWS, MARTIN RADFORD REPORTS:

As a result of the first Kent Area Camping Weekend earlier this year, it was decided to hold a similar event at the other end of the county, on a foggy Friday night in September. A small group of us set out for the seaside town of Ramsgate.

Although most of the journey involved driving through thick fog, Ramsgate itself was very clear. The campsite was well lit so we had no trouble setting up camp. We couldn't decide what food to cook that night, so we found a Chinese take-away. The thunder storm which occurred later that night, made the weather prospects for the rest of the weekend look gloomy.

Saturday morning, we awoke to find a very clear, sunny day, which was quite surprising. After breakfast we were joined by Ken Rodmell from Basingstoke. At 9.30am we arrived at the meeting point on the cliff tops at Ramsgate to find Neil Williamson, the Club's Spitfire Register Secretary, dozing in his Spitfire (he may have been there all night!). Over the next hour more people arrived in various Club cars, including non members who had been passing.

We then took a walk to the motor museum, where we saw a Corgi series Triumph Herald and a number of full-size vehicles of interest. The museum then dished out cups of tea and we returned to our cars.

The next event was a convoy down to the seafront. This seemed to surprise the sunbathers who were woken up by a long line of Triumphs and one MG Midget (well, there were a few Triumph parts in it, like engine and gearbox).

After lining up the cars on the seafront, everyone leapt out and took photos of them. A number of locals came over to tell us of cars that they had owned in the past. With the films used up, the convoy moved on to the car site for a bring and buy sale, which included a sale of new tools and Quinton Hazel parts.

In the evening we had a barbeque on the campsite. Once everyone had been well fed, we set off on a convoy to see the lights of the town. Within minutes, this was totally scattered and we had to re-group on a one-way street. Not everybody was found but most of us were led through places like Broadstairs and Margate by local member Brian Butler. On return to the campsite we made a start on the liquid refreshments.

Sunday morning we awoke to another fine, sunny day. Nobody seemed to have hangovers, although some people should have. More cars arrived and it was discovered that we had a complete set of Spitfires so these were all lined up and photographed.

We were joined by the local policeman. He was a car enthusiast and this was a social visit. The general non-club cars, including an MCTD and various Henrys. Unfortunately, though the numbers did not equal those of our summer event.

A special welcome to Peter from Finland and Andre from Holland and for their help in organising the event.

Autumn is well and truly here but we have been maintaining very good turnouts at our monthly meetings. In a recent Kent Area news, I mentioned the decline in Herald population at our meetings. This was rectified at the October meeting, where they all re-appeared. This means that we have fairly well balanced numbers of Club cars in Kent.

Finally, a reminder that meetings are held at the Cock Horse Inn, Detling, off the A249 which joins the M2 to the M20. Now you all know where it is, there is no excuse for not being there.

GRANADA AREA NEWS, JOHN BINGHAM REPORTS:

12 months ago Granada Area was, you might say, reborn and since then, like Topsy, 'it just grew'. Area meetings are frequently a case of standing room only, communications ain't what they used to be and a single cylinder really isn't up to pulling the altogeth'er. So for 1983, with a new head of steam, a six cylinder arrangement is being created from members offering their time, interest and resources to develop the aspects of the Club indicated below:

Area Organiser: Andrew Head (nominated 9.11.82)

Social Activities:

Publicity and Promotion: Carl Longmate

Local Events: Les Duff

Spares and Competition: Dave Longden, Dave Evans, Chris Hewitt and Charles Murray

Technical Information: John Bingham and Alan Pearer

Anyone interested in the 5 areas, especially on the social side, please attend this month's meeting or contact Andrew or myself.

Thanks to all who have supported the Area during 1982 and here's to better things in '83. To contact Andrew, tel: 061 427 1378.

LEICESTER AREA NEWS, IAN MCKEGGIE REPORTS:

I am pleased to make note that I have been voted again as Area Organiser for 1982/3 and, as in the past year, anybody needing help in any way, please do not hesitate to contact me (Ian McKeggie, Mkt Harborough 63934). In the 3 months since the inception of the Committee, we have seen the area develop from strength to strength. This can only benefit the members with more fun and more help to keep the cars on the road. Dave Cooper for GT6 and Spitfires (Mkt Harborough 67447, 88 Main Street, Great Bowden) and Andy Jones for Vitesse and Heralds (Coventry 452541, 16 Wyver Crescent, Stoke, Coventry), are prepared to help and advise as and when required - so do not hesitate to see these people if you have any problems.

I am sorry that Karen could not continue as Secretary due to other commitments. I would like to say thank you to her for her assistance over the past few months and to welcome Sheila Copland to the Committee, replacing Karen.

PLANS FOR THE CHRISTMAS BUFFET: These are well under way. This will be held on our normal meeting night, 29th December. The night will include bar (with extension), buffet, disco and raffles at only £3 per head, so bring your friends too. For tickets and further information, contact myself or Phil Basher (Leicester 739256) - DO NOT HANG AROUND - we have to limit tickets sold. Committee members will also have tickets at Area Meetings.

Area Meetings are still going very strongly with well over 30 cars per meeting. Nice to see that people are still on the road - but we do appreciate that winter is well on the way.

With wheels spinning, bones shaking and rubber dust flying, 18 of our members tore round the Have-A-Go Karting Circuit. Some in pursuit of, and some being pursued by the MG Owners Club drivers. To some the ditch at the end of the straight was too welcoming. Squibbo developed a simple philosophy - if they get in the way, move them. I found that out to my cost, after spinning at the Hair Pin, I was swiftly moved - thanks Chris, I owe you one. After many requests - yes, we will do it again.

Now to the future. By the time you read this, very little time will be left for you to get your tickets for the Christmas Meeting (see What's On Next) so hurry, contact me or the first Committee member you see.

It's Bargain Time. As the Leicester Area is made up of individuals we give you the choice sweatshirts for all, you choose the colour and the size and the quality. These are not screen printed badges 'NO WAY'. Flock is better and the price is £5.50 or £6.50. And that's not all: If you don't want it on a sweatshirt, bring any garment of your own (cotton or poly/cotton) and for only £1.60 we will put the badge on for you. WHY PAY MORE? - Carquip, St Mary's Road, Market Harborough will give members discount on production of membership cards.

Leicester Area News cont'd .../

As you will be aware, the Leicester Area is now approaching a financially viable position. In order to continue this growth, I would ask members of the Leicester Area to put their initiative and scrounging power to work on acquiring raffle prizes - for the Christmas meeting and future meetings.

Do not forget folks for your benefit, we now have our own Marque Secretaries: Andy Jones (Heralds and Vitesses), tel: Coventry 452541 and Dave Cooper (Spitfires and GT6's), tel: MKT Harborough 67447. Remember, they are there to help you.

Have a good Christmas and best wishes for the New Year from Sheila, John, Phil, Mick, Andy, Dave and myself - Ian.

N.B. The Sunday 5th December lunch meeting is at The Cock Inn, Armesby, A50 Leicester to North Kilworth road.

MILTON KEYNES AREA NEWS, GEOFF KING REPORTS:

Things are slowly returning to normal after the hectic weeks preceeding the Summer Meeting. The noggins and natters are still going well and we have just passed our 1st Birthday and we have given ourselves a pat on the back, as in that year we had two Treasure Hunts and one National Meeting. Still, that sets us a good pace for this coming year. Many thanks to all our members who turn up at meetings and also the Leicester Area for their turnout at the units and for their help in the joint Summer Meeting. Things are a bit quiet now (anyone have any ideas?) We have a Treasure Hunt in the offing. We have planned our New Year Dinner: This will take place in the same place as last year, at The Fountain, Loughton, on the 8th January, 1983. If anyone is interested, please let me know as soon as possible. The next Sunday meeting is at The Rose and Crown in Ridgmont in the Stable bar on 5th December.

May we wish all our members and members everywhere a very Merry Christmas.

6th February	The Suffolk Punch	Stantonbury, Milton Keynes
6th March	The Coffee Pot	Yardley Gobion
3rd April	The Talbot	Pottersbury

OXFORD AREA NEWS, JOHN CUDMORE REPORTS:

Good joint venture with John Reed's East Berks Area to West Wycombe Motor Museum in October, opened especially for us by Bob Wood again, with thanks to Mrs Wood for the pancakes etc.

November meeting, thanks to Basil Crowley for slides and Andy Jones for projector.

December 8th meeting is our usual Christmas Dinner @ £7 each at 8 for 8.30pm. Menus available from writer. Bookings close 5th Dec., 'outsiders' welcome.

MENU THE GRAPES, YARNTON - 8TH DEC '82

Fresh Vegetable Soup	Rainbow Troup Cleopatra	Christmas Pudding with Brandy Sau
Chilled Melon	Roast Turkey	Sweets From the Trolley
Prawn Cocktail	Pork Fillet in Madere Sauce	Cheese & Biscuits
Home Made Cannelloni	Roast Duck A L'Orange	
	Veal Escalope Viennoise	
	Sirloin Steak Chasseur	

NAME: STARTER: MAIN:

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Return to JB CUDMORE, Up Country, High Street, Stonesfield, Oxford OX7 2PU
BY DECEMBER 5TH 1982

RUGBY AREA NEWS, ANDY JONES REPORTS:

We are still having well attended meetings in the Rugby Area. A few of us usually have steak and chips etc, which is always very good. Meetings are held on the 2nd Monday of the month at The Fox and Hounds, Clay Cotton, nr. Crick from about 7.30pm onwards. New members and friends always welcome.

SALISBURY AREA NEWS, HUGH DAVIES REPORTS:

The November meeting saw a further increase in numbers to the extent that any suggestion to a better venue, would be most welcome. It was also decided that we should hold a list of any spares that members want to sell and also a list of any special tools that they would be prepared to lend (or hire) out.

NO Christmas event is being organised by the Area but we have been invited to the Wessex Area Christmas Dinner, tickets are available from Kevin Minns.

The next meeting will be at the Greyfisher on December 2nd.

SOUTH EAST SCOTLAND AREA NEWS, ALAN COOPER REPORTS:

I should like to thank all the owners and friends of the 16 club cars that met at the Eurocrest Hotel, Edinburgh last month for our first area meeting. What an absolute success it was. The South East Area covers the Borders, Lothian region and Fife. This means that Club cars travel up to 50 miles for meetings and, therefore, meet others from as far as 100 miles or so.

We elected Ken Archibald to stand as official Area Organiser and agreed to meetings taking place every second Sunday afternoon of each month at the Eurocrest Hotel at 1pm. An afternoon venue will enable us to view and admire our cars, meet families and carry out simple tuning and minor maintenance etc. (if fine), followed by a convoy along the shores of the forth.

Our first meeting saw the following cars:-

1 Vitesse MK11 Conv., 1 Vitesse MK1 Conv., 1 Vit MK11 Saloon, 3 13/60 Conv., 2 13/60 Saloons, 1 1200 Herald Estate (1962), 6 Spitfires, 1 GT6 (original concours condition).

At present members increase daily and, hopefully, next meeting we'll see double the turnout of last, with possibly 4 Bonds to add to our ranks leading to to quite a formidable gathering.

Lastly I should like to say 'Hi' to Nick Waddell and members from the West Coast Scotland area and look forward to us meeting on a inter-Scottish area 'exercise' sometime in the New Year.

For further info. please refer to back page.

SUSSEX AREA NEWS, COLIN HARRISON REPORTS:

Our October meeting was very well attended considering it looked like being a wet Sunday. Fortunately for us, however, the rain held back so I hope some photographs were taken.

The Bond Equipe is an interesting car, particularly the Convertible and Martin Flemming has just completed a superb rebuild of his Bond Equipe, which now must rate as a rare car. Many thanks for brining the car along Martin.

Sunday 19th is the date for Decembers meeting at the Five Bells, Chailey, which is on the A275 and we can even supply a map reference - TQ 394 191. This must surely make it even easier for you to find us. By the way, the meeting starts at 12.30pm.

I've seen a Dolomite Sprint in Crawley with the Club badge on its' windscreen. Please accept this as an invitation and come along to one of our meetings, we would like to meet you.

WORCESTER AREA NEWS, TREVOR BROTHERTON REPORTS:

Our last meeting was very well turned out, with 16 people attending and mostly in Club cars. This number included 3 lady drivers in Spitfires, all very nice too (and the cars). It's nice to see more people turning up at meetings regularly. Meetings are still being held at The Coach & Horses, Harvington nr. Evesham. I would like to know about any local members ideas about a Christmas dinner - it's getting close isn't it? See you at the next meeting.



TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

2 meetings to report this month: October and November. The October meeting was a quiet affair, just 4 of us, in two Heralds and a Spitfire but we had a very enjoyable time, looking through a copy of Graham Robson's new Spitfire book (well worth the money if you have any interest at all in the sports versions of our cars) and discussed various modifications that could be made to a home-built special under construction. Has anyone tried fitting larger diameter wheels (15" TR3, perhaps) to our cars to give a more vintage style?

The November meeting was our first on the new date, the 1st Thursday in the month and the attendance was most encouraging - a 100% increase over the previous meetings, with members arriving in Spitfires (MK11, MK11½ and MK11), Heralds (948 and 1200) and anonymous moderns. 2 new members were recruited and the word is being spread to several more non-members who have expressed an interest in attending the meeting.

It seems to be a widely held belief in the area that we can all manage quite satisfactorily on 4 cylinders per car - is there anyone out there who would like to show us that we really ought to have more? I believe that Triumphs fitted a straight 6 in some cars, has anyone in our area got one on the road?

Decembers meeting is on Thursday 2nd, which may well have gone by the time you read this, so you should have made a note of it, as I suggested last month. Next months date is January 6th, which just happens to be my birthday, so if anyone has got any money left after Christmas and wants to buy me a drink, I shall be waiting for them at The Fox, Kelham, about 8pm.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Sorry I didn't make it to the Old Gate meeting - I was at a crash course in rally navigation ('crash' could be nearer the truth than you think!), in preparation for an overnight road rally early in December. More on that after the event, should the Stortons and Merlin (the Spitfire) survive intact!

Using that great invention, the telephone, I hear that the meeting went very well and some new faces appeared - welcome to you. John Cox won the quiz and Ken was runner up, to go into the grand final which will be held just before the area AGM on December 7th at The Bull, Shenstone. Don't forget to be there. The AGM is an important meeting it is an opportunity for you to voice your opinions, good or bad, to the Committee. We don't get upset very easily so there's no excuse for you to sit in the corner and remain silent!

Next meetings: AGM December 7th at the Bull, December 10th Christmas Do, January 4th (next year!) at The Herald, Coventry.

WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

Despite our literal low profile, the West Yorkshire Area is still vibrant (anyone who isn't, send £5 in a plain envelope to Trevor).

Last month, like everyone else, we celebrated Guy Fawkes night or should I say day. The ladies particularly Alison, showed us their culinary skills and the food wasn't bad either. Generous helpings of pie and peas should give us something to think about for a few days and the mulled wine, which I believe Ken and Jill provided, stopped the cold shivers - was it the temperature or the withdrawal symptoms?

Having the bonfire within a stones throw of Standard Fireworks Ltd., you'd expect something special but we have contact or so it seems, and when I tell you that the firework display nearly outlasted the bonfire, you can imagine we had a lot to go at - all for the kids you understand.

December is of course the time for the Annual Binge and we've organised, I hope, a memorable evening for that. In the New Year for all of you who are frustrated racing drivers or just plain frustrated, we'll be having the breath-taking, adrenalin pumping Scaletrix Race - I can hardly wait!

Meetings are first Tuesday at The White Bear, Norwood Green, Halifax or ring Nigel or Alison on Huddersfield 844682.

COTSWOLD AREA

Meetings to be held every 3rd Tuesday of the month at the White Horse public House, Aston Down. For further details contact Martin Connolly, tel: 0285 69440.

NEW AREA

Sort out your Spitfire & GT6



DECEMBER 1982

GT6 and SPITFIRE

Rear wing	early	£32.50
Rear wing	late	£39.50
GT6 MK III - near side		£49.50
Outer sill		£ 9.50
Front wing	late	£25.00
Front ¼ panel - fibreglass		£19.50
Front ¼ panel - steel		£32.50
Front steel panel		£29.50
Rear panel	early	£19.50
Boot lid - fibreglass	early	£22.50
Gearbox cover - fibreglass		£19.50
Stainless steel oversill		£12.50
Lower sill Chrome trim		£ 7.50
Door skin		£15.00
Rear wing Repair panel	front	£ 5.00
Rear wing Repair panel	rear	£10.00
Floor pan Repair panel	each	£ 9.00
Spitfire MK 4, GT6 MK3 rear light		£ 9.50
Steering rack	exchange	£29.50
Rear inner wing	early	£19.50
Spitfire and GT6 spoiler		£12.50
GT6 Heated rear windscreen		£19.50
GT6 rear door		£29.50
GT6 MK3 rear exhaust box - GEX3483		£35.00
Spitfire rear shock absorbers		£ 8.50
Oil cooler		£19.50
Spitfire MK4 rear exhaust box		£19.50
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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.

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Car Mart

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

GT6 MK11, 1969, G reg. Engine rebuilt and bodywork restored at 86,958. Recently resprayed original Triumph White. Four new Firststone 211 165 x 70 x 13 tyres on white wheels with chrome wheel nuts. New battery, hellas horns, H4 headlamps, automatic ariel and push button radio, carpets, digital clock and car alarm. 12 months MOT and 5 months tax. Family needs force sale. Tel: 021 382 8880 after 6.30pm.

1969 Vit MK11. No O/D. Approx 80,000 miles. Mechanics, body and trim good. Sunshine roof. £750 o.n.o. Contact: Dave Phippen, tel: Eastbourne 763355 (office hours only).

GT6, M reg., O/D. Headrests, recent new exhaust, 175 x 70's (2), alternator, starter, brakepipes. 83,000 miles. New valances and sills supplied but not fitted. Superb runner but needs welding for MOT. £850 o.n.o. Contact: A P Farr, tel: St Albans 39779.

Vitesse Conv. MK11, J reg. Fully rebuilt. New bonnet sills, valances, carpets, O/D g/box, hood, tonneau, all new. Rebuilt engine. Resprayed Red. £1,600 o.n.o. Contact: Barry Fellows, tel: 021 559 2392.

Vit. MK11 Conv, 1970. High mileage but recond. engine. O/D. Chassis basically sound, bodywork poor. Good restoration project. Taxed till Aug '83, MOT till May '83. Also, many spares. Contact: John, tel: Peacehaven 4664 (evenings) or Eastbourne 31520 (weekends).

Vit/Herald Estate. Alloy wheels 175 x 70 tyres, Spax adjustables, O/D, elec. ignition, Kenlowe fan, oil cooler, draylon interior, bucket seats, full instrumentation, too many extras to list. Car tastefully finished. Full details, contact: Jonathan Eagle, tel: (0780) 740535.

GT6 N reg. Low mileage. Well above average condition for year. MOT and Tax. £1,400 o.n.o. Contact: Chris Tee, tel: Sparsholt (nr. Winchester) 310.

Spitfire MK1V, 1971. Yellow with O/D, soft top, tonneau, tax/MOT to April '83. New starter motor, batter, 2 new tyres, new rad. with 1 yr guarantee. Good hood. The car needs a little work inc. 2 rear shocks and new exhaust. £450 or any serious offer considered. Contact: Andrew, tel: 01 441 1136 (Barnet area).

Vitesse MK11 Saloon. O/D and sunroof. New carbs and cylinder head fitted recently. White. Good cond. £500 o.n.o. Contact: Clare, tel: 0928 717878.

Herald 13/60 Conv. White with tan trim. 1969. Taxed until end of '82. MOT until May '83. All chassis and outriggers and side rails replaced. New sills and valances. Many other new parts inc. brake drums, exhaust system and dynamo. Hood in fairly good cond. Needs rear seat to complete car. £475 o.n.o. ALSO 13/60 Saloon. Basically sound but in need of tidying. Runs well and new rear outriggers. £90 o.n.o. Contact: Andy Jones, tel: Coventry 0203 452541 (home), 0203 452152 ext 3025 (work).

Dolomite Sprint, 1974. Full MOT. Re-built g/box and cyl. head. New exhaust and clutch. 67,000 miles. Good cond throughout. £750 o.n.o. Owner buying house. Contact: Richard Cartwright, tel: Hemel Hempstead (0442) 50218.

Herald 13/60, 1972, K reg. Conv. with Estate hard top and tailgate fitted. Looks like an Estate but can be turned into a Conv. in 2 hours. Conv. windows and bootlid supplied. Mechanics v.g.c. Chassis sound, body as a little rust. Soft top and frame need replacing. MOT expired July '82. Taxed. Offers around £250. Contact: David Guter, tel: 01 868 1280 (Northwood) evenings.

Spitfire MK11, 1966. Non-runner and crash damaged with usual rust. Includes hard and soft top and spare g/box. Con. unknown. Any offers. Contact: Paul Grimsdell, tel: 01 898 9955 (Whitton).

1966 Herald 12/50 Saloon. 24,000 miles - genuine. Exceptional example. Chassis very sound. Interior mint. £950. Contact: Mr R Leeming, tel: Brixham 6887.

Vitesse 6. Engine very good, body sound apart from ageing sunroof and ill-fitting s/h bonnet. £100. Contact: Geoff Ault, tel: 0568 2789 (Leominster).

Vitesse MK11, 2L Saloon, 1970. J reg. Canvas sunroof recently fitted. Laurel Green. 2 previous owners. 90,000 miles. Very tidy interior. Body needs a little attention. Mechanically good. Taxed until March, MOT until the end of July. 2 new Grand Prix tyres. Door speakers. £580 offers considered. Contact: P Edmonds, tel: 0752 43754 (Plymouth).

GT6 MK1, 1968. Wire wheels, new tyres, mechanically sound. Bodywork needs attention. £200. Contact: Neal Browning, tel: Verwood 825040 after 6pm.

MK1V Spitfire, 1972. O/D. Good all round. Very reliable and good looking like the present owner who has had it for 5½ years. Contact: Paul Bridge, tel: 01 692 8211.

Vitesse Saloon, 1968. 39,500 miles. Cream with Black interior. Good cond. One driver. Offers. Contact: Mr Duus, tel: 0480 69515 (St. Ives).

MK111 Spit., J reg. Gleaming White, hard and soft top, many new parts. MOT'd till mid April '83. £450 o.n.o. Contact: G Smith, tel: S. Humberside 065 27 549.

13/60 Convertible 1969. Valencia Blue with tan trim. 10 months MOT. Taxed Feb. '83. 59,000 miles (genuine). Body and engine excellent. New parts i.e. exhaust system, radiator and all hoses, new floor and outriggers and panels, 5 new SP4 Radials, re-sprayed, servicing and maintenance bills available. Over £600 spent in last year. Baby due forces sale. Offers around £700. Contact: S Ogorman, tel: Bristol 793594.

GT6 MK111, 1973 (L). Pimento. O/D, long MOT, tax March '83. Regularly maintained (record of bills) and serviced, reasonable cond. for year. New clutch assy., recond. servo, electronic ignition (Lumenition opto-sensor), no crash damage and so on. Started out as a project but lack of time and need for garage space means it has to go. Plus lots of spares - g/box and O/D unit, suspension bits, new rear bumper, Workshop Manual and parts listing (both BL) etc. First offer of £850 secures. Contact: Geoff Evans, tel: Milton Keynes (0908) 605033 (evenings).

Vitesse MK11 Convertible May '71. White. New hood and tyres. Taxed MOT July '83. £950. Contact: G Edgill, tel: Stanford Le Hope 77138.

Bond Equipe GT6, 1969. SAH stage 2 tuned engine. Completely re-upholstered in beige and brown corduroy. Good home wanted. Offers. Contact: Kelvin Meese, tel: Hitchin 0462 35092.

Spitfire 1500, 1978. White with soft top. Regularly serviced. Body in good condition. Inc. tonneau and boot rack. £1,990 o.n.o. Contact: C Atherton, tel: 01 858 6805 (home) or 01 272 7308/4231 (work).

Lambert Genders Ltd Insurance Consultants

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3. Competitive rates, quotes available — no obligation.

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or after 6 p.m. **WILBERFOSS (YORKS) 4367**
Reg: 160 584 England

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

Parts for Spitfire MK1V, 1300 - all brand new, never used: Complete set rear brake shoes. Fanbel. Contact breaker set. One UJ. 2 sets of Bosch spark plugs. 1 (almost new) Autobook, Spit. MK111/IV. £13 the lot. ALSO good, non-leaking soft top for MK1V, £20. Contact: Chris Tee, tel: Winchester 884437.

All parts for Vit 6 1600 from headlights to hood, bumpers to bonnet, seats to soundproofing kit, carpet to carburetors. Brand new parts: g/box, tyres on rims, exhaust, tonneau and hood. Most parts removed from car for easy inspection. No reasonable offer refused. Contact: Gary Morton, tel: Saffron Waden (0799) 22715.

Vit/Herald, brand new black tonneau, genuine Stanpart with new fixing studs, £13. Good tan Conv. interior, offers? Herald diff., £5. Rad., £5. Vit. petrol tank, £5. Contact: Jonty Wild, tel: 0763 42058.

Vit. Parts: MK1 bonnet, v.g.c., £50. MK11 bonnet, rusty wheel arches and front corners, repairable, £15. Saloon MK11 roof, complete with glass, £10. MK11 boot, £5. Vit/Herald sills, new, £5 the pair. Vit. alloy rear bumper centre section, new, £5. Rad., £10. MK11 wheel trims, 3 off, £2 each or £5 all three. Other parts available. Contact: Nick Middlewood, tel: Bury St Edmunds 4557 (anytime).

Spit, bonnet top panel, brand new, £50. 2 Spit front sidelight/indicator units, brand new, £8.50 each. Contact: D Swift, tel: 051 638 4053.

Vit 1600 parts: Diff., £10. Rad. (header tank type), £5. Inlet and exhaust manifold, £3. Inlet and exhaust manifold complete with solex carbs, £6. Herald parts: Petrol tank (no sender unit), £4. Contact: Dave Greatbatch, Tel: Cradley Heath 633857.

1 fibreglass MK11 Spit. bonnet, any reasonable offers. Contact: T Kirk, tel: 0602 223199, after 5pm.

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To Club members, we will offer up to 40% off the following parts:

Water pumps, brake pads, brake shoes, clutch plates etc., shock absorbers, filters oil/air, batteries from £19.25 inc. VAT. Plus many other parts and accessories available.

GT6 MK11 rear suspension, complete with new lower trunnion and wishbone bushes, rototex couplings in good nick, £50. Herald front hub/discs in good cond., with nearly new discs and pads, complete with brake master cyl. Offers. Contact: Jonathan Eagle, tel: Stamford (0780) 740535.

Shed and Barn Clearout: Sunroof, complete with runners and glare vizor, perfect cond., £50. Workshop Manual, 12/50, 1200, Vit 1600, Spit., £10. Set MK11 Vit wheeltrims, £30. 'Sports' steering wheel, sits all cars, £5. Vit. wood cappings, rear, £5 pair. 1200 early type chassis, inc. front/rear suspension, diff., prop., steering rack, with disc. front brakes, £75. N/S and O/S door, no rust, £15 each. Herald Estate blk rear seat and rear decking, excellent hood cond., £20. Hood frame, £10. Herald g/box £15. 13/60 bonnet, £35. Herald Tourer rear half body, poor but very good panels to convert your Saloon, inc. windscreen clips etc., £25. Herald bootlid, £5. Pair Vit. seats, excellent, Blue, £20. 13/60 plastic grille, £2.50. Set Vit. instruments, £20. 12/50 - 1200 speedo, £2.50. 12/50 Handbook, mint, £6. 13/60 handbook, fair, £4. I know the whereabouts of a quite excellent 13/60 Estate car body inc. all doors, very little rust. Anyone interested? Contact: Mike Tebbett, tel: Ledbury 3677.

Spit MK111 Coupe parts available due to recent crash - all parts except passenger side of bonnet and boot. GT6 bonnet, practically new. Contact: Mark Houghton, 16 Herewood Close, Oxford Road, Newbury. Berks.

Spit. 1500 exhaust; complete heat proof paint treated, brand new, £35 o.n.o. Contact: A Purver, 118 Wolverton Road, Newport Pagnell, Bucks MK16 8JQ.

Complete MK11 Spit hardtop, good cond., new hood. Offers. Contact: Peter Stock, tel: Walton-on-Thames 44297.

New parts: Vit. 2L and 2L mk11 (not GT6): 3 front coil spring/damper units (complete), standard rating, £15 each (carriage: Securicor - £9 per pair; Red Star (Brit. Rail) - £8.74). Plus one only for Herald 1200 etc complete unit as above (Securicor £7.20, Red Star £5.50). Herald 1200, 12/50 Estate: 2 rear offside (RHS) rear wings panels (pt. no. 902194) inc lower and upper sections and rear panel of front door frame: £30 each, (carriage: Securicor only £9). GT6 MK11: By the time this magazine is printed, I may have acquired a pair (one each side) of rear wings for these cars - the genuine articles, no less! - pt. nos. 576408 and 576409. Good Secondhand Spares: GT6 MK11: 2 rear doors (complete) inc. HRW which is a standard fitting, not an optional extra, chrome locking handle etc. Wheel trims, good finish couple of very minor dents plus one reversing light unit with lenses and bulbs for later GT6 MK11. Offers for any or part of the above to Nick Bradbury, Tel: 0278 662698 (Somerset). After 6.30pm weekdays or anytime at weekends.

2.5 short engine (PI) in good cond., £35. Contact: Andy Jones, tel: Coventry 0203 452541 (home) or 0203 452152 ext 3025 work.

Wheels! Two sets of 4 alloy wheels (13 x 5½J) ex Dolomite Sprint. One set with tyres £65 per set of 4. Ring Paul McAleese, 9-5 days 01 592 6680 ext. 2581.

Herald 13/60 bonnet in good cond. with all ancillaries, £30. Contact: P Bonen, tel: Maldon (0621) 773186.

13/60 Spares: Recon. and tested engine. 1300cc complete except water pump, £45. Pair front black seats v.g.c., £4 each. Starter motor, £2. Dynamo, £2. Contact: David Guter, tel: Northwood 01 868 1280 evenings.

Vit MK11 engine inc. ancillaries, £50. Non-O/D g/box, £20. Front suspension, £15 or swop for O/D g/box for GT6. Contact: Hugh Davies, tel: Amesbury 23517 between 6 and 7.30pm.

Breaking for spares due to rear accident damage: Spit MK1V 1972 - most parts available e.g. Set 5 wire wheels (4 stud type) with tyres - 2 almost new, £60. Hood and tonneau, £25. Bonnet and lights, £25. Doors, £15 pair. Seats, £15 pair. Windscreen, £15. Noisy engine/g/box for recon., £20. Boot lid, £10 etc. Contact: K Wells, tel: Luton (0582) 33759.

Breaking Vit. MK11, 1967 - all parts except engine. Excellent g/box, prop., diff., drive shafts, 40,000 miles, interior (tan) ex ceptional, body panels good, chassis rusted. Contact: Alan Cooper, tel: 0383 823980 anytime (Scotland).

Set of GT6 MK11 wheels (5) also part used back silencer. Contact: P Hoye, 32 Monkwick Ave., Colchester, Essex CO2 8NJ.

Vit. spares: Recon. O/D g/box, newish hood and tonneau cover, carpets (full set), new door skins, sill panels, front valance panel, panels never used plus lots more. Contact: John Hurdle, tel: Cosham (Portsmouth) 381809.

Wood Jeffreys fan as advertised in previous club offers. Still in packaging, £30. Contact: G Edgill, tel: Stanford-Le-Hope (Essex) 77138.

MK11 Spit. recon. engine and g/box plus all ancillaries, £90. Alloy bellhousing, £10. Diff. 15000 from new, £30. Prop., fuel tank and sender, wiper motor, heater, proper Workshop Manual, good chassis all £5 each. Contact: Stan, tel: Whitstable 264254 after 6pm.

Ashley hardtop from MK11 Spit - should be suitable for MK1 and 111 also - very good cond., black, rubbed down ready for respray but decided it would not look right with Spyder bonnet already fitted. £100 or exchange for bubble top - with cash adjustment in my direction. Contact: John Yeomans, tel: 0543 481280 nr B'ham.

GT6 MK11 parts: Bonnet, near door, glass, all electrics virtually new, non-O/D g/box, v.g. diff. etc. Please ring with your reqs and I will see if I've got what you need. Contact: Mike, tel: 0892 24125 after 7pm and week-ends.

SAH 357 6 cyl camshaft with followers, little used, £60. Twin 175 Strombergs on MK11 manifold, £50. 2L MK11 head complete in good cond., £25. 1500 Spit head complete almost new, £20. Also MK11 Spit. O/D g/box and I have still got those 1147 8 port heads if anyone wants to make an offer. Contact: Paul, tel: Buckingham 3800 day.

GT6 MK11 parts: Bonnet, £40. Front suspension units and discs complete, £10 each. 4 wheels (oval holes) 4½ inch, £5 each. Tailgate and heated screen, £15. Both doors g.c., £30 each. O/D prop., £10. Spit MK11 parts: Bonnet, £40. Front suspension units, £40. 5 wire wheels, spinners and good tyres, £100. Drive shafts and hubs, £5. Prop., £8. Also offers for GT6 rear side windows. Wooden dash and instruments plus many other items inc. Spit. boot lid, free to collector. Contact: Rob Cannell, tel: 021 588 5649 and ask for Chris.

Breaking Vit. MK1 2L. All parts available inc. v.g. engine (50psi oil pressure hot 33-35mpg), £65 complete. Herald 1200 headlight trims, good £2. Also MK11 head good except cracked seats on no 1, £10 and GT6 MK11 block/crank etc (needs re-bore), £15. Contact: David, tel: Cheddington 90296) 668664 (Aylesbury/Leighton Buzzard area)

Convert your MK11 Spit. dashboard to MK1V. Complete with backplate for easy installation, £25 o.n.o. Also various MK11 bonnet access. Contact: Neil Williamson - Spitfire Register Secretary.

GT6 MK11 parts: Complete set of black carpets, £25. Interior soundproofing acoustikit, £17. Speedograph instrument mounting pod 4 x 52mm - new-£4.50. Eleeme 52mm oil pressure gauge complete, £3.50. Desmo black Knight O/S door mirror, £2. All in good cond. Tel: 061 225 3843.

Breaking MK11 Spit: Recon. MK g/box, chassis, hood frame, all instruments, heater, lights, steering column and rack, boot etc. Contact: Clive, tel: Shepshed (Leics) 4387 evenings.

Herald 13/60 new bonnet assemblies, complete (pt.no. 575013) ex. BL stock in grey primer, £125 each. Also complete rear body section in red primer for Estate (no roof or doors) £35 o.n.o. Set of 4 aluminium Cobra wheels inc. excellent Radial tyres to fit Herald/Vit £110 o.n.o. Breaking Herald 12/50 excellent bodywork (no bonnet) - cheap to clear. Contact: Geoff Lebbon tel: 021 358 7448.

Genuine, brand new BL exchange short engine still in box. Suitable for 2L GT6 MK11 and 111 and MK11 Vit. Has domed top pistons. Price £290. Contact: Gareth Beeching, tel: Topsham 5733 for details.

Breaking Spit MK11, 1966. Most parts for sale and in good cond. Contact: Martin Radford, tel: Dartford 21056.

Herald 13/60 bonnet in good cond. with ancillaries, £30. Contact: Patric Dowden, tel: Maldon (0621) 773186.

1972 MK11 GT6 breaking for spares. Contact: Phil, tel: Wrexham 55248.

New Spares: GT6/Vit parts: Brake shoes, £4.50 set, disc pads (Girling), £4.50 set, head set, £6, GT6 front/rear shock absorbers (Armstrong) £12 pair, Vit front exhaust pipes, £6, back boxes, £6, Vit.6 bottom hoses, 50p each. Spit. parts: Disc pads (Girling) £4.50 set. MK1/11 head set, £5. O/S sill, £5. N/S rear wing, £5 ALL PRICES PLUS VAT. POSTAL SERVICE AVAILABLE. Contact: J L Hayter, tel: Hermitage 200368 (Berks).

Herald 13/60 parts: Engine in need of recon. inc. carb., dist., manifolds, etc., Offers (low) for whole or bits. Also prop, free! Contact: Colin: tel: 01 504 2693 (Woodford Green).

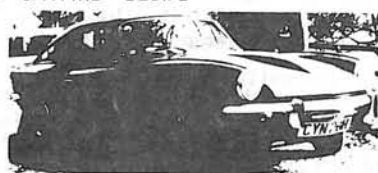
Breaking Herald 12/50: Same owner since new - 55,000 miles. Mechanically sound but chassis rotten. High comp engine v.g.c. £40. Clutch driven plate - almost new, £10. Rad. - no leaks, £12. Petrol tank, £10. Diff., good cond., £15. Plus many other parts i.e. seats in v.g.c., wheels, suspension parts etc. Contact: Mike, tel: Almondsbury (nr. Bristol) 614765.

New, genuine Stanpart/BL parts for all models. Workshop Manuals for Vit 2L 1/11, GT6 1/11/111, Spit. 1V/1500. Parts Catalogues for GT6 1/11, Spit. 1V '73 on, 1500. Handbooks for Herald 13/60, Vit. 2L 1/11, GT6 1.11, Spit 1V/1500. All manuals and catalogues, £9.70 each, all handbooks £1.50 each, plus postage. GT6 rear door, £8.50, seal for same £9.30. GT6 heated/tinted rear glass, £11., seal for same, £10.35. Rear wings for Spit. 1/11/111, GT6 1/11, £30 each. GT6/Spit all models, outer sills, £12 each. Herald 948/1200 bonnet top panel, £20. Herald/Vit tonneau kit, £25. Estate rear door trim pad, 85p. Estate rear door seals, £12. Herald/Vit. boot lid seal, £14.95. Herald/Vit. door seals, £12.50. O/D unit, Spit 1V, GT6 1/11/111, Vit 2L 1/11. £85. Rear trunnion overhaul kits, Vit. 2L 11, GT6 11/Early 111, £9.75 per side. Plus much, much more such as a variety of Herald/Vit carpets, millboards, weatherstrips, Vit. bumpers, Vit. front valances, all suspension parts, brakes, electrics etc., etc. Carriage extra on all items. Send an SAE for list, stating model and specific reqs to: John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS. Chesterfield 71036.

IF ALAN CAULFIELD OF SWINDON IS STILL LOOKING FOR SOME MINT MK IV SPITFIRE SEATS, COULD HE PLEASE RING ME AS I HAVE SOME FOR SALE. NIEL WILLIAMSON, INTL. SPITFIRE REGISTER SEC.

Brand new black hood for 13/60. Still in box and wrapped in tissue - as supplied by Suffolk Trimmers Ltd, plus tonneau cover in excellent condition, £30. Tel: Great Oakley 741443, 18 Colder Meadow Ave., Corby, Northants.

HERALD - VITESSE - GT6 - SPITFIRE - EQUIPE



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NEW SPARES

Vit. Front Outer Bumpers - £3.50 each
Vit. Rear Bumpers L/H - £3.50
Vit. 13/60 Front Over-riders - £4.00 each
Herald/Vit. Rear Over-riders - £10.00
Herald/Vit. Tonneau Kits - £16.00
Herald/Vit. Rear Mud Flaps - £4.50
Herald/Vit. Kick Plates - £2.50

All inclusive of VAT but plus p. & p.

Stockists
of



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

1974 rust free GT6. Low mileage essential (not more than 40,000). Must be either White or Pimento Red, have O/D, tinted windows and cloth interior. Distance no object. Contact: Sharon Espin, tel: Market Deeping 346371 after 6pm. £2,500 cash awaiting the right car.

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

Fuel sender unit and float assy for 13/60 Saloon (1970). Screw - turn-in type (not the type held by 6 screws). Contact: Rona, tel: 0373 (Westbury) 822819.

Spit. 1V hardtop. Any colour/condition. 4 splined wire wheel adaptors. One crossed flag emblem from Herald. Contact: Mark, tel: Coventry (0203) 463265 or Brixham (08045) 7029.

13/60 Conv. full tonneau cover (black). Half tonneau offered in part exchange. Rad. grille blind. Must be in good cond. please. Contact: George Malcolm, tel: 0334 73765 (Fife).

MK11 Spit. black passenger seat inc frame, bonnet and boot lid badges and lettering. Door glass (both sides). Contact: Tim Ralph, tel: Crawley 27833 ext 266 (work).

Urgently wanted for GT6 MK11: Inlet manifold. Tow bar. Rear wings. Contact: Dave, tel: 0268 742657 (Essex).

Cheap hardtop for 1966 MK11 Spit. Metal or fibreglass. Contact: Tim Steel tel: Rugby (0788) 810694.

Bubble top for MK11 Spit - cash or part exchange for my Ashley hardtop - see parts for sale. Also req. two rear hub/link/half shaft assys for MK11 Spit or equivalent Herald. Good cond. req'd or at least dismantlable to replace bearings and seals. Contact: John Yeomans tel: 0543 481280 (nr. B'ham).

One pair of BL back wings for GT6 MK11. Contact: P Hoye, 32 Monkwick Ave., Colchester, Essex CO2 8NJ.

Aluminium top capping on the front windscreen for Spit MK11 - pt. no. 806189. Must be in brand new or nearly brand new cond. Contact: Guus Van Der Krogt, Bram Streeflandweg 92, 6871 HZ Renkim, Holland. 06373 16082.

GT6 wire wheels and conversion parts. Also servo brake unit. Contact: Paul Bridge, tel: 01 692 8211.

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HERALD 1200, 12/50, 13/60, Vitesse 6, Spitfire 62 -

Cost inc. VAT

p. & p.

Track Rod Ends	£3.50 each	£1.00
Upper Ball Joints	£5.23 each	£1.00
Suspension Kit [excl. ball joints]	£19.00	£2.05
Discs	£10.50	£2.60
Drums Front and Rear	£7.65	£2.60

Wide range second-hand spares. Open 7 days (Sunday 9.30 - 12 noon)

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CLUB SPARES

JOHN KIPPING:

Important With the growing volume of Club spares taking over the house, another Club member has agreed to handle all the mechanical and electrical parts for the Club cars. I will be dealing with body and trim as before and I will also deal with enquiries either of a mixed nature, general matters or if you aren't sure who to approach.

So for NOW, for all matters which do not concern metal panels or interior trim, get in touch with:

JEFF BAKER
2 MULBERRY ROAD
WYKEN
COVENTRY CV6 7HY

TEL: Coventry 81600

Revised Price List - Metal Panels: (See Sept. '82 for drawings)

Herald/Vitesse			
Front Outrigger	£2.75	£1.50	
Centre Outrigger	£2.75	£25.00	
Rear Outrigger	£3.00	£5.00	
Boot Outrigger	£4.00	£4.00	
Side Rail	£3.00*	£6.00	
Front Wheel Arch	£5.00	£4.00	
Rear Wheel Arch	£5.00	£5.00	
Front Wing Corner Vit or 13/60	£6.00	£2.50	
Strengthening Plate (bonnet)	£3.00	£3.50	
Front Inner Wheel Arch	£15.00		
Rear Inner Wheel Arch	£15.00		
Strip between sidelights Vit.	£2.25		
Sills	£4.00*		
Tread Plate	£1.75		
Front Footwell (as original)	£18.00		
<u>Spitfire 1/11/111/ G16 1/11</u>			
Front Valance	£25.00*		
Strengthening Plate (bonnet)	£3.00		
Inner Strengthening Plate (bonnet)	£7.00		
Front Wing Corner	£3.75		
Front Inner Wheelarch	£15.00		
<u>All Spitfire/GT6</u>			
Half Floor	£15.00*		
Front Outrigger	£2.75		
Boot Floor	£25.00*		
Rear Wing Bottom	£7.50		
Sill Extension	£3.00		
Rear Inner Wheel Arch	£15.00		
Sill	£4.50*		
Door Skin	£12.00*		

Odds and Ends

Rear wing cross flags Herald Conv./Coupe
Triumph Hoods White (imperfect) Spit 111
Drivers Footwell Carpet Spit 1 (to FC 30426) Mottle
Cushion Cover (Black) Spit 1 (to FC 30624)
Squab Cover Beack GT6 111 Velour
Cushion Cover Cactus Herald 1200
Squab Cover (Black) Leather Herald to GAl43401
Overdrive Badges Vitesse MK11
Bonnet Catches All Cars

*Minimum postage charge £6.00 for any order which includes these items.

CARPETS - HERALD/VITESSE

After a brief panic in September, full sets in black or grey original carpets are available again

Black	£50.00	+	£5 P&P
Grey	£54.00	+	£5 P&P

Please return old gearbox tunnel carpet for £3 refund and speedier despatch. Full details in Sept. '82 Courier.

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