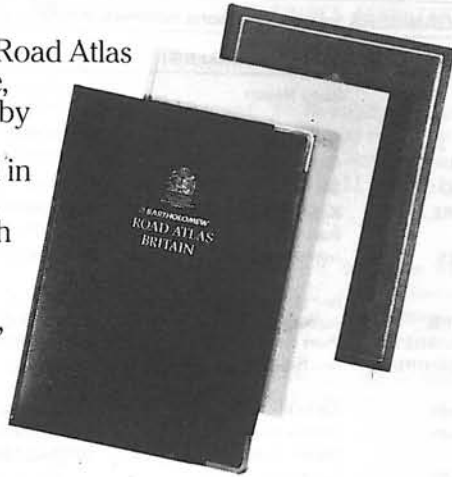


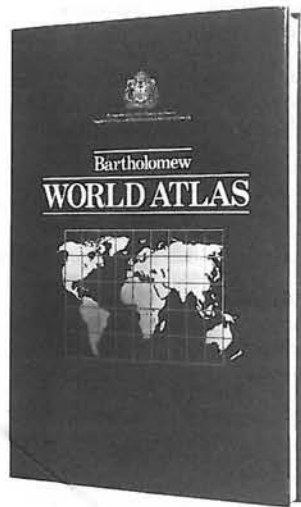
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THE COURIER

the monthly news publication of the
Triumph Sports Six Club

FEBRUARY 1983 No. 32



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

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MIKE LONG
Address GT6 Sec.
JOHN CUDMORE
Oxford Area Org.
BRIAN WATERS
91 Elmwood Cresc. Luton,
Beds. Tel. Luton 25366

EDITORIAL

With all the festivities behind us now, it's 'planning of the year' which takes first priority. Those with forthcoming events, please let Jonty Wild know so the 1983 Club Calender can appear in the March Courier.

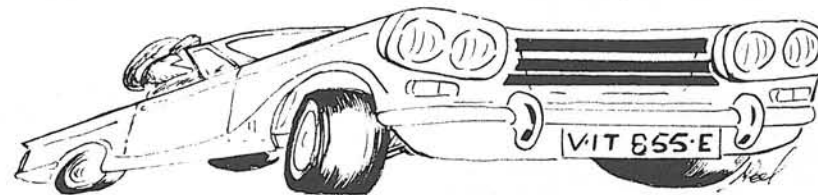
Over Christmas, whilst sitting at my parents home it suddenly clicked what the name of Triumph means to the Sunderland household - to explain; I run a Vitesse, my father an Acclaim, my brother a Dolomite Sprint, my sister a nearly complete Herald Coupe, her boyfriend a GT6 and my cousin a 1500; To say the least, brand loyalty makes us a Triumphant family! The reason makes me think that either it is my continued promotion of the name or good sense that has landed the whole family with Triumph!

As you will be well aware, the TSSC produces a monthly magazine, namely The Courier, a sure compliment to our marque as we never have trouble filling it's pages with interesting copy - something some clubs can only dream of. We are now in the enviable position of having over 50 local areas for monthly meets around the country. This though, brings the editorial staff a problem - SPACE. Whilst I openly support local areas to the full and admire the work Area Organisers do in running Areas, I must ask you to keep your reports short with factual information only i.e. forthcoming happenings. This gives EVERY Area Organiser a space within the magazine to relay dates etc. So keep writing with the above in mind, please.

We are always pleased to receive technical features, spares information etc. Let's keep the Club on it's toes - your continued co-operation on finding out what's going on re. our cars will further enhance the Club's future. And, as I can only continue to stress - it's you, the Membership, that make the Courier, we just put it together!

The GT6 Turning Circle is due out in April - get those articles, road tests re-builds etc. written and despatched to me as soon as you can. The GT6 deserves plenty of print!

Finally, you will have noticed the magazine is slightly different. Well, we have a new printer. On behalf of the Club we would like to thank Magnaprint of Leicester for all their hard work over the past 3 years.



COVER PHOTO - CHRIS WREN'S SPARTAN

INTRO

With a Club that is "alive" and as progressive as ours, we need to constantly review our position in the world of Motoring. With an ever increasing membership we need to take stock occasionally to ensure that the Club is providing the services and needs of its members.

1983 will I hope see new innovations, new ideas coming to the fore. One such praiseworthy idea has, as you will have seen in the January Courier, been put forward by Geoff King and Julie Green; THE TSSC SELF HELP SCHEME. This is an excellent idea and I hope you will support it strongly.

I intend to arrange for a survey to be done through the pages of the Courier to ascertain where the mass interest lies. This is the best way to ensure the Council of Management instigate and sanction policy that is in the interest of the majority. This will be something on the lines of previous reader surveys in Practical Classics and Thoroughbred and Classic Cars. When it does appear later in the Spring please give it your full support.

SEAT BELT LEGISLATION

Whilst not wishing in any way to express an irresponsible viewpoint, I know certain members will be gratified to know that they will not have to wear a seat belt in their pre 1965 car.

The new legislation states that cars 'registered on or after January 1st 1965 or Vans registered on or after April 1st 1967 and 3 Wheelers registered on or after September 1st 1970, will have to have seat belts and wearing of them will be compulsory'.

Cars registered or built prior to January 1st 1965 will not have to have seat-belts fitted. Furthermore even if belts are already fitted in the car you will not have to wear them. If you wish to do so please also note that they do not have to comply with the legal requirements for seat belt standards.

Definition of a seat belt: Der Klunckenlicken Frauline Trapper!

TITBIT

I hope some of you found my bit about Stirling Moss amusing. (Last month's Courier). Let me tell you a little bit more about the incident for you "nostalgists".

Prior to Moss's misdeameanour in the Mersey Tunnel he had been competing in the British Grand Prix at Aintree (1959). Prior to the actual race the drivers were paraded round the circuit in white Austin Healey Sprites! The drivers included such men as:-

Brabham) Cooper Climax
McLaren) Cooper Climax

Salvadori) Aston Martin
Shelby) Aston Martin

Moss)
Schell) B.R.M.
Flockhart) B.R.M.
Bonnier)

Hill Lotus Climax

Brabham won having lead from start to finish. Moss was second with McLaren 3rd. It is interesting to note that of the first 6 cars, they used the following in common.

Weber Carbs., Lucas ignition, Armstrong Shock absorbers and Hepolite pistons and rings.

Afterwards Moss drove about Aintree in the TRIUMPH HERALD COUPE registration number XWK 617. Brabham was in his Holden.

"RUMOUR"

The West Essex Car Club in their magazine "Wheelspin" forecasted the TRIUMPH HERALD many months before its production, Motor Sport, June 1959.

Can anyone in the West Essex vacinity shed any light on this?

FIRST COMPETITION SUCCESS

J.A. (Sandy) Morrison won the up to 1000cc touring class (Class 1) in a TRIUMPH HERALD COUPE (reg. NMS 100) in the 1959 International Scottish Rally. This was the first victory for the HERALD in an International event.

In a restricted rally in Scotland a week later Sandy Morrison again won his class with the HERALD.

TRIUMPH VITESSE) TWENTY FIRST BIRTHDAY YEAR
TRIUMPH SPITFIRE)

Finally let's not forget that this is the 21st Birthday year of both the SPITFIRE AND THE VITESSE.

The TRIUMPH VITESSE 6, which was the only car in the world of its kind to be fitted with a six cylinder engine was announced in May 1962.

In the Club we have the following car: Is this the oldest one known to be in existence?

Engine No. HB 1002 HE
Commission No. HB 987 DL
Registration No. 900 LDV
Date of purchase 11th July 1962

The TRIUMPH SPITFIRE 4 was introduced in October 1962 in time for the EARLS COURT MOTOR SHOW.

Of course the TRIUMPH HERALD had been introduced some three years earlier (April 1959) although the TRIUMPH COURIER 5cwt Van was not introduced until February 1962. I understand that the Anglia Area Club COURIER will be ready this year. Very fitting!

One of the events to celebrate this most important occasion is of course - STIR Vlll, ARNHEM, HOLLAND. Pam and I will be supporting this (even though Pam will be 8 months pregnant - any midwives going?) and I hope many of you will too. Many thanks to John Cudmore for all the work he has done here already. Let's also thank the founder and overall co-ordinator John Davy.

I am sure this will be a truly magnificent Triumph event,; one to remember and talk about many months and years afterwards.

See you next month.

JOHN GRIFFITHS
PRESIDENT



Racing driver, Stirling Moss, is seen here with his new Triumph Herald. With him is Mr. A. C. L. Mills, Standard's Regional Sales Manager, in between practising for The British Grand Prix at Aintree.

NEWS REVIEW

1983 HILLCLIMB/SPRINT CHAMPIONSHIP - REGULATIONS

- (1) Championship will consist of Equal Number of Hillclimb and Sprints.
- (2) I propose to send out as many invites to competitors as I can, of which I feel at the end of The Season their best 10 results should count for The Championship. Competitors will be informed at the beginning of The Season the proposed venues for this years Championship.

- (3) A new staggered points system is to be introduced. This I feel should be scored as follows:-

Position	Points
1st	10
2nd	7
3rd	5
4th	3
5th	2

All other positions get 1 point.

- (4) There are to be (2) classes this year, but the two classes will run in the same Championship, i.e. class scoring will be separate, but each drivers points will be totalled to provide scoring for the Championship.
- (5) The venues to which the Championship will be run will be left to my discretion.
- (6) There will be two classes running in this years Championship. These are my suggestion basic outlines for the two classes:-
- Group A, to run with Bogey Times.
- (1) Basically Standard Cars.
 - (2) Must run with full trim.
 - (3) May be trailered to meeting.
 - (4) Road tyres with 185/70 maximum width.
 - (5) Wheels 5½" maximum width.
 - (6) No visible engine Mods.
 - (7) Electric fan permissible.
 - (8) Must run on petrol.
 - (9) No body lightening other than known panels that are prone to rust.
 - (10) Brakes standard, servo permitted.
 - (11) Suspension standard no uprated springs or shocks, no added or altered anti roll bars.
 - (12) Exhaust system must be standard including manifold.
 - (13) Gearbox must be kept to standard specification.
 - (14) Rear differential must be kept to standard specification.

Group B Modified Cars

- (1) Engine blocks used must be recognised as being currently used in club cars
- (2) Fuel system no restriction.
- (3) Bodywork may be lightened.
- (4) Chassis must be original specifications i.e. no spaceframes or monocoques, etc. etc.
- (5) Engine, gearbox and back axles must remain in original position, though they may be lowered or raised.
- (6) Wheels and tyres, free choice.
- (7) Brakes, free choice.
- (8) Trim can be removed as much as you want.
- (9) May be trailered to meeting.
- (10) Other than rule 1, any other engine modification is permissible.
- (11) Suspension and anti roll bars free choice.
- (12) Exhaust system, free choice.
- (13) Engines and gearboxes must be recognised as being currently used in club cars, but can be modified internally.

1983 HILLCLIMB & SPRINT CHAMPIONSHIP

- (1). How do you win the Championship? by gaining most number of points by the end of the season: Points awarded as laid-out in the Rules and Regulations.
- (2). What can you win? The outright winner will receive one of the special Club Trophies suitably inscribed. 2nd and 3rd placing Trophies will also be up for grabs.
- (3). Even if you are not in the placing at the end of the year, you will receive an elegantly embossed plaque for each meeting you participate in as a memento.
- (4). To be eligible as a Championship contender you must register with me, at a cost of £8.50, Cheques/Postal Orders sent to Kevin Ginger, 31 Warren Farm, Warren Lane, Pyrford, Surrey. GU22 8XF.
- (5). Any members who have any enquiries relating to Hillclimb/Sprinting should contact me at the above address or phone: Woking 24818.

1983 TRIUMPH SPORTS SIX CLUB HILLCLIMB & SPRINT CHAMPIONSHIP REGISTRATION FORM.

Name

Address

.....Phone No.

Model of CarReg. No.

Class EnteredNo. of drivers

Modifications if applicable:-

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EVENTS CO-ORDINATORJONTY WILD:

Attention all Event Organisers: Club Calender of Events 1983

Though it may seem early in the year, now that the festivities are over, it is time to get the Club Calender filled in. As Events Co-ordinator, it falls to me to collect this information and it is vital that I hear from all National and International Events Organisers as soon as possible.

The post of Events Co-ordinator was formed in 1982 and the main intention is to avoid date clashes of National events. In addition to this, a Club Event Calen must be written and published in the Courier as soon as possible and I have to supply information as early as I can to our PR man, Patrick Faleur so that he can arrange the necessary publicity outside the Club.

As far as the TSSC is concerned, any event classed as a National/International event, must be brought to the attention of the Committee; it is policy under normal conditions for there to be only one National event on any one date, so the calender is filled in on a first come, first served basis. I already have some dates penciled in, so if you are organising an event (National or International) contact me NOW to make sure your proposed date is free. I also hope that organisers of local events will use me as a reference so that where ever possible, clashes between local and National events can be avoided - this has obvious benefits to both.

Regarding the finance of National/International events, the TSSC policy is as follows: All finance required must be brought to the attention of the Committee via me. Below a certain amount I can give the go-ahead immediately, above that, I have to seek approval. Where ever possible, events must be self-financing however, money can and will be provided prior to the event to assist in purchasing deposits etc., to be returned after the event. Some events, particularly shows, cannot be self-financing and money can be obtained for these again via me.

I should also take this opportunity to point out that 1983 is the Spitfire/Vitesse 21st birthday and all events should use this as a theme in some way - perhaps by having separate car parks or displays. To anybody who is contemplating running an event, I or any of the Committee members, would be only too pleased to help with advise or information.

Don't forget that I am also the Club Equipment Secretary and if any equipment is required for events International/National or local, it should be booked as early as possible through me. Any ideas for equipment required are always welcome

In summing up, if you are organising a National or International event or show, some that spring to mind are listed below, you should contact me NOW with dates, even if they are only provisional and PLEASE NOTE MY CHANGE OF ADDRESS AND TELEPHONE NUMBER.

National Concours
 Birthday Barbeque
 Stoneleigh
 Bristol Classic Car Show
 Yeovil Show
 Hillclimbs
 Norfolk Event
 British Sports Car Days
 Bromley Pageant of Motoring
 South Of England Meet
 Camping Weekends etc.

There are many more, so if your event is mentioned or not, write or ring now.

If you require finance, please state how much and what it will be used for and if it will be returned after the event.

Please help me to help you by getting this information to me as soon as possible.
 JONTY WILD, 33 BROOKMEAD, MEPPEPSHALL, SHEFFORD, BEDS.
 TEL: HITCHIN 813143 (BETWEEN 6 & 7PM IS BEST)

AREA LIAISON OFFICERRICHARD BRUFORD

As those of you at the AGM will know, I am now the Area Liaison Officer. Hopefully I'll be sending out area membership lists as soon as they are compiled.

Part of my job is to receive any complaints from you, either direct or through your Area Organiser that you want brought up at the Committee Meetings, so I look forward to hearing from you. But please - SAEs.

Incidentally could:

James Sturgeon, Jim Rickards, Martin Radford, Lynda Lee, Ian Eastwood, K Singleton, Don Holliday, Mike Stewart, Andy Scorgie, Andy Jones, Nigel Waddell, Nick Bradbury, R E Tanner, Carolyn Tocker and Trevor Brotherton who failed to renew as Area Organisers for 1983 either renew or let me know what's happened to their areas. Unfortunately this is a legal requirement for limited company, anyway we like to know that you're alive and kicking!

Anybody thinking of starting a new area, please let me know and I'll let you have a list of local members and try to help with a few ideas, but make sure you're not treading on another areas toes; go and have a chat with the organiser in question if in doubt. Has anybody got any bright ideas for improving area meetings? If so let me know. A couple to be going on with; Some areas have compiled area photo albums including a photo of every member's club car in the area. The Oxford Area have a small blackboard at their meetings which is divided into 'sales' & 'wants' so that members can chalk up any parts they happen to need or want to sell.

To finish off with has anybody any ideas for inter-area competitions or quizzes? They could be major events or just the odd question published in the Courier. Let me know if you can.

From West Midlands Area Promotions:

TRIUMPH SPORTS SIX CLUB LAPEL BADGES

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OVERSEAS AFFILIATION SECRETARY

MARTIN RADFORD

Now that Christmas is over, the television screens are full of holiday advertisements, so I presume that now is the time that many people book their holidays. My holidays usually comprise of a trek across Europe in my ageing Herald, so I only book a few weeks in advance. Although I am not the only person to take Club cars to Europe, I know that many people are put off by fears of breakdown and complicated paperwork. I hope I can allay some of those fears.

Most people know what sort of condition their cars are in and should remember that breakdowns are no more likely abroad than in this country. In 1980 I drove through eight countries (2,000) miles with a worn UJ clonking away quite happily. A clonking UJ in my GT6 wouldn't even get me to the ferry.

I usually do a complete service before going, making sure to check the front trunnions, brakes and tyres. The minimum tread requirement in the UK is half that of some European countries.

Some of the motoring organisations hire out spares kits (you only pay for what you use) these usually contain fanbelt, plugs, points and other parts which you are likely to need for your car within the following 12 months anyway. So take service parts, fan belt, master cylinder repair kits, coil, dynamo, carb repair kit, UJ and clutch plate. Take a small tool kit and a handfull of assorted nuts and bolts - remember European garages are all metric.

Four years ago the AA were the only organisation offering cover for cars more than 10 years old, but I believe that the RAC now also cover older cars but you have to pay a proportion of any recovery costs. You do not have to be an AA member to apply for continental cover.

The car will also need a 'Green Card'. This is an insurance certificate and claim form and is obtainable from your insurance company. The cost of this varies from company to company.

Your British driving licence is fine for all of Europe except Italy where a translation is needed. This is obtainable from the AA. In Spain you require a bail bond, also from the AA, in case you upset the police there. Headlamps should dip the other way, plastic deflectors for our cars are made by Lucas. These are yellow (for use in France) so they don't only dip the beam but reduces the power of it, so unless you're driving in France alter your own headlamps.

There are plenty of ferry crossings with plenty of companies. I have travelled with DFDS/Tor Line, Olau Line and Townsend Thoresen all of whom proved very good. I have also travelled by Sealink, but that is another story and I would certainly not recommend them to anybody.

There are no tolls except on French motorways and Apline tunnels. Driving on the right presents few problems, it is more difficult to re-adjust to driving on the left when you return.

In the last 3 years my 1967 13/60 convertible has covered 6,000 miles on the continent including 11 different countries. 2 years ago on my way to Norway, we attended the 5th birthday celebrations of Club Triumph Holland, this was a very well organised event with Triumphs from Belgium, Holland and Germany. We had the only UK registered Triumph there and probably the owners of the tattiest car there. I have also spotted Club-type cars in many other countries.

I hope that this is of use to members contemplating taking their cars abroad for the first time and helps them decide whether this sort of thing is for them or not. I find it interesting to hear how our European members adapt to driving in this country and would suggest that some of them write similar articles for the benefit of other members overseas.

Since taking on the job of Overseas Affiliation Secretary I have received enquiries from members in Holland and Germany regarding spare parts which have now been dealt with and a technical query from Germany which raised an interesting point. The specifications of our cars vary from country to country, I hope to write something about this in the near future.

In the meantime I would like to hear from all of the Clubs which are affiliated to TSSC. Please give me a history of the Club, membership figures, cars represented etc. etc. I will use this information to compile a series of articles, one for each Club.



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We only recommend and use PARTS we KNOW work.
MANY NEW PARTS IN STOCK.

Discuss your needs with us. We KNOW all the problems.
WE'VE HAD THEM !!

WHAT'S ON NEXT?

NOTICE TO ALL CLUB MEMBERS - ESPECIALLY HILLCLIMB & SPRINTERS

A TEST/FUNDAY HAS BEEN ARRANGED AT GOODWOOD RACING CIRCUIT FOR SUNDAY 13 MARCH. THIS IS TO ENABLE COMPETITORS TO GET THEMSELVES AND THEIR CARS SET UP FOR THE START OF THE SEASON: COST OF THE DAY WILL BE £15 PER CAR.

CLUB MEMBERS NOT INVOLVED IN THIS YEARS CHAMPIONSHIP WILL ALSO BE ABLE TO TAKE THEIR CARS OUT ONTO THE CIRCUIT, JUST FOR THE FUN OF IT. AS AN ADDED BONUS, A SINGLE SEATER RACING CAR WILL BE AVAILABLE FOR HIRE AT THE RATE OF £2.50 PER LAP - MINIMUM HIRE, 5 LAPS (PAYABLE ON THE DAY). THE SKID PAN WILL ALSO BE IN OPERATION.

CHEQUES SHOULD BE MADE PAYABLE TO KEVIN GINGER AND SENT TO:

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INTERNATIONAL SPITFIRE REGISTER

INTERNATIONAL SPITFIRE WEEKEND 3/4 SEPT. 1983

I have recently been in contact with the TSC (TRIUMPH SPITFIRE CLUB OF HOLLAND) which caters for all Spitfires and GT6's. They are proposing to hold an International Spitfire Weekend on 3/4th September in Arcen, Holland. The details are as follows. If there are any queries, please contact me. This is an ideal alternative to the STIR Rally for people who cannot make it.

The International Spitfire Weekend in Arcen, Hollend (15km north of Venlo on the Dutch/German border) will be held in the Recreation Park 'Klein Vink'. We can offer accomodation from Friday 1500hrs until Monday 5 September 1000 hrs or inbetween. We have bungalows available, fully equipped with kitchen, TV etc., sleeping 6 persons in 3 seperate rooms. You can also just bring along your tent and use all the usual facilities for campers. Hotel accomodation is available but must be booked by the individual (a list will be available from the address below).

Admission is F.10 (Dutch gulden or local equivalent) for the whole weekend irrespective of accomodation. People staying over-night may also use all the Park facilities FREE of charge. These include 2 swimming pools (1 outdoor and 1 indoor heated), tennis, table tennis, boating/windsurfing lake, bar, supermarket, restaurant etc., etc.

The prospective events are: (subject to change)

Friday Evening:	Film or Video show
Saturday: all day	Market (not only Car bits but also stalls which will interest the ladies)
	all day Judge your car height and width competition
	afternoon British Military Band display
	evening Disco
Sunday: morning	Short convoy drive around the countryside
	Concours
	PLUS MANY MORE!!!

Please fill in the enclosed application form and return a.s.a.p. (latest 1 Spr. 1983). A deposit of 50% of the total amount is also required by 1 Spr., the remaining amount to be paid by 24 July 1983. Cheques to be payable to Triumph Spitfire Club, account no. 43.72.08.060. AMRO Bank, Arnhem Holland.

A booking receipt with a location map will be sent to all applicants on receipt of your deposits.

(Application Form not supplied with this information - please contact Neal Williamson for further information - International Spitfire Register Secretary). ALTERNATIVELY David Herriman

Schillerstraat 188
5924 CT Venlo/NL

Tel: 077 26631

In a few months time we will be in the middle of our 1983 events, in particular the Standard Triumph International Rally, over in the Netherlands. I hope that we can go over to ARNHEM and defend all the awards we won at last years event. As Arnhem is close to the German border, it will be good to take our cars down the Autobahn without getting nicked for speeding (or wreckless driving). To our Dutch (and German) friends, I am very much looking forward to this trip and to all British members, I trust that your will try to come.

INTERNATIONAL MARQUE SECRETARIES

SPITFIRE REGISTER SECRETARY

NEIL WILLIAMSON

If you are interested in the possibility of fitting front quarter lights to Spitfires, then read on.

To do this, take two GT6 doors and remove the quarter lights by removing the rubber grommet on the leading edge of the door. Behind this grommet is a bolt, which locates the frame. Undo the bolt and remove the quarter light. This will now fit into the Spitfire door as the grommet covering the bolt is used in all these doors. Of course, the windows and mechanism must also be changed but this should not take more than a few minutes to do.

Timing For Spitfires:

Correct ignition timing is of the utmost importance to all cars. Therefore, here are the correct settings for static ignition timing on all 5 models.

MK1	13 degrees b.t.d.c.
MK11	17 degrees b.t.d.c.
MK111	6 degrees b.t.d.c.
MK1V	6 degrees b.t.d.c.
1500	8 degrees b.t.d.c.

Spark plugs are another thing that I have often seen to be wrong in various Spitfires. MK1 and 11 Spitfires should have L87Y or equivalent. All other models should have N9Y or equivalent.

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Spitfire IV GT6 III front quarter valence	21.85
Hardtops for Spitfire, Herald, Vitesse	From 147.00

STEEL

Spitfire I-IV GT6 I-III sill	7.85
Spitfire I-V GT6 I-III door skin	14.50

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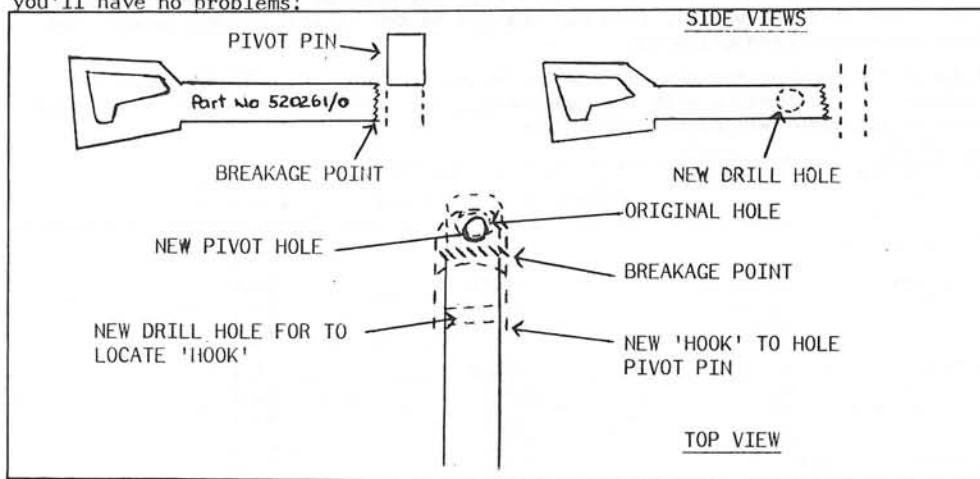
All prices subject
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Door Locks on Mark 4 and 1500 Spitfire

Having recently had a problem with my passenger door lock, it gives me the opportunity to look at the operation of the later type door handle/lock mechanism. The part in the picture which is ringed is made of plastic and is part of the lever operation which, when the door is opened from the outside, moves in and out. Consequently this puts a lot of stress on the pin which goes through this plastic arm. The result is that the end of the arm breaks off, therefore the door is unable to be opened from the outside. The interior door handle is completely separate so the door can still be opened from the inside.

It is possible to repair this plastic arm by drilling a new hole at 90 degrees to the original and about 1/2 inch further back. Then find a piece of tin approx. 1 inch by 1/2 inch wide then form a semi-circle to be located with the new drill hole. You will then be left with a gap between the new tin and the original plastic. The pivot pin can now be located with the door handle. Although this is only a temporary repair, it could well be stronger than the original plastic arm.

This is not the only part of the door handle mechanism that is made of plastic. There are various levers etc. in the handle which might be suspect in future. The hardest part I found about doing this job was the disconnection of the connecting link assembly from the door lock assembly. This operation is hidden from view by the window regulator assembly. However, if you have double-jointed arms you'll have no problems!



When I had my first Mark 2 Spitfire I was told that it had MG carburetors fitted, Not MG sports car carbs but MG 1300 saloon carbs. They seemed to work perfectly well whatever they were but just as a point of reference here are the SU part numbers for Spitfire carbs:-

Spitfire Mark 1 & 2	AUD 983 F/R (front and rear)
Spitfire Mark 3 USA	AUD 285 F/R Late Cars
	AUD 290 F/R Early Cars
Spitfire Mark 3 GB	AUD 275 F/R Early Cars
	AUD 257 F/R Late Cars
Spitfire Mark 4 1971	AUD 441 F/R
" " " 1972	AUD 580 F/R
" " " 1973	AUD 517 F/R
" " " '73 on	AUD 624 F/R

HERALD REGISTER SECRETARY

CHRIS LONGHURST

Information Wanted

I am preparing an article on the Standard Herald in India and need more information - if you have any brochures, pictures etc., please let me know. I would also like to do a members car/know your Herald's feature on the following marques in 1983 - 1200 Courier Van, 13/60 Saloon and 1200 Coupe; any black and white photographs or other information would be appreciated.

Know Your Herald's / Members Car Feature - 948 Convertible

The 948 convertible was introduced in March 1960, but was not generally available in the UK until August of that year. The car was only in production until June 1961; 8,262 vehicles were produced in this period. In 1960 the basic cost was £540 (£766.12 including purchase tax), compared with £495 for the saloon and £515 for the Coupe. Optional extras included leather upholstery (£11.33), whitewall tyres (£5.66) and a starting handle kit (£1.15).

Mechanically the car had a similar specification to the coupe. It seems to have been built on a stronger chassis (401849/401861 as opposed to 401333) with reinforcements to the front outriggers and rear crossmembers. These reinforcements may have resembled the box sectioned front 'riggers and rear suspension crosspiece found on the MK11 1200/13/60 chassis. Initially the car was fitted with the 8 leaf coupe spring (303724), this was changed to the 11 leaf saloon spring sometime during the production run.

Autocar road tested the convertible in September 1960; it is interesting to compare its performance with the Coupe which was tested in May 1959. Both cars were fitted with twin H1 SU carburettors.

Performance Figures: 948 Convertible and Coupe (Autocar)

	Convertible (hood up)	Coupe
Acceleration		
- in top	20-40 mph 13-50 40-60	16.2s 18.4 23.8
- from rest to	30 mph 40 50 60	7.1s 11.3 16.9 26.2
- standing $\frac{1}{4}$ mile	23.0	22.4
- Maximum in top	77.1 mph	78.8

Test conditions were similar for both cars. Autocar commented that the convertible performance was inferior to that expected, although the steeper rear window angle would offer more wind resistance on the convertible. When the car was tested with the hood down, there was a reduction of 4.5mph in the mean maximum top speed and fuel consumption at 60 mph fell from 30.8 to 28.8 mpg. Over a 955 mile trial period, the average fuel consumption of the convertible was 27.6mpg, compared with 33.2 mpg for the coupe (over 1229 miles).

The car in the photograph (over page), TAP 584, belongs to Mike Costigan; as you can see the car has had a chequered history and is sporting a 13/60 front valance and overriders at present. This car was first registered in September 1960 and was coloured Litchfield Green. The original owner had a Stanpart walnut dash and window cappings fitted before delivery. In October 1961 the car was returned to Coventry to have the new disc brake conversion fitted.

Mike Costigan's 948 Convertible



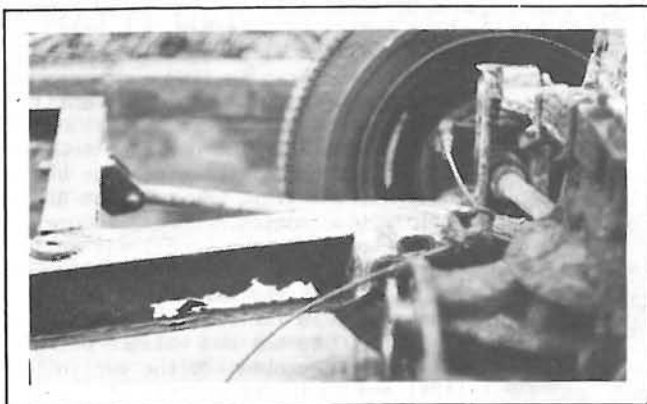
In November 1962 the car moved from East Sussex to Caterham in Surrey, it was fitted with a Girling power-stop brake servo in 1963 and seems to have remained fairly original until 1971 when it was sprayed Signal Red. In February 1972 the car went to Croydon, the registered mileage being only 32,000 miles. By 1976, at 60,493 miles, the engine needed a rebore and general overhaul. All was well until 1978 when the car was attacked by an articulated lorry when parked innocently in the road - this resulted in a 13/60 bonnet and valance being fitted! Mike obtained the car in 1981 and is in the process of restoring it - he has managed to find a brand new bonnet which is a good start!

Herald Estate Rebuild

The chassis on AWV was pretty rotten in the main centre rails around the front differential mounting points (see photo's). As I have obtained a 'new' chassis I decided to cut the old one up to identify a) any other areas where rust was bad internally and b) any internal obstructions which would prevent the flow of rust prevention fluids (e.g. Waxoyl, Supertrol) through the chassis rails.

The worst areas were as pictured over the page - I think rot in Herald's and Vitesses is encouraged here via rotten boot outriggers. The boot outriggers rot internally and rust falls down and lays in the main rails. This is followed by water, dirt and salt, which lie in the rust flakes. Eventually, the main rails rot through from the inside out.

Cutting up the chassis revealed that internal rust was forming where the rear and centre outriggers join the main rails. These outriggers were replacements and when they were welded in place the protective phosphate coat on the inside of the rails had been destroyed - this had encouraged rust from condensation on the bare metal. The tops of the centre rails were ok as the phosphate was still in tact - the outriggers had been arc welded to the sides and bottom only and the heat had not damaged the top. There was no rust at the front outrigger - main rail attachment points; the front outriggers were the originals so there had been no heat damage from welding in this area. It was also worth noting that there was generally very little internal rust in the rails - even at the tops of the chassis rails in the picture! In these areas the phosphate coat was still in tact and doing a good job of rust protection after 20 years!

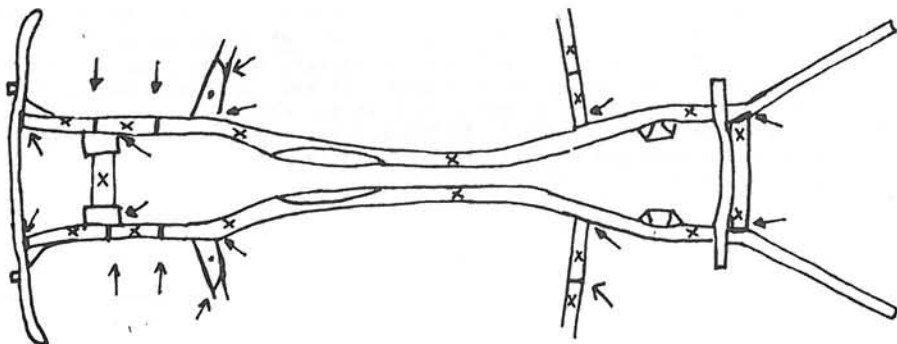


Two views of a rusty Herald chassis - not a pretty sight, but yours could end up like this if you don't get some protection inside the main rails



FIG 1 Herald MK11 1200, 13/60 Chassis

X - $\frac{1}{8}$ holes drilled for rust preventive injection. → areas where internal holes prevent flow of rust preventive fluids through the main rails and external walls prevent flow into outriggers. Note - original rear outriggers do not have internal barriers; not all boot outriggers are box section. These internal barriers apply to the MK11 1200 and 13/60 chassis - I don't think the 948/MK1 1200 have strengthening cross barriers for the front suspension subframes.



Rust Prevention

1. Chassis Off Car Stand the chassis on end (rear down) and shake out any rust flakes and muck through the boot outriggers. Block any holes with plugs or 'Dum-Dum' putty. I have found it convenient to then drill $\frac{1}{8}$ holes (X-in Fig 1) in the top of the chassis rails. A funnel can be placed in the holes and large quantities of rust preventive poured in. The holes can then be plugged with blanking plugs and the chassis turned over a number of times to spread the rust protectant.

2. Chassis On Car If you are replacing boot outriggers, use the opportunity to pull out as much rust and dirt with a bent piece of metal. If you are not replacing the outriggers, it is 'difficult' to remove the muck, so you will have to rely on large quantities of rust preventing fluid to soak through all the mess and protect the chassis. The rust preventive can be injected through the ventilation holes along the sides of the chassis rails. Holes will need drilling into the steering and differential crossmember.

What to Use

I have no particular recommendation but Waxoyl (Finnigans), Rust Stop (Black Knight), Supertrol 001 (Cadulac) and Tectyl 506 or ML (Valvoline) are all well known brands. If you can't afford any of these, engine oil will give some protection.

Because water can also enter the chassis through the vent, holes and brake pipe attachment holes, it probably is worth unblocking any drain holes after treatment with a rust preventive. There may be a case for sealing all holes and having completely enclosed centre rails - has anybody tried this approach?

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TECHNICAL FEATURE

TRIUMPH MARLIN 13/60 TWO AXLE, RIGID BODY SPORTS BUILD-UP:
BY DAVID CHAPMAN

Having been plagued with rotting bodies and rusting sub-frames in two Triumph 1300's, I had long been considering buying a kit-car. My requirements were for a traditional looking (not replica) sports car that was:

1. Not Beetle based (pure bias).
2. Built on a strong custom chassis.
3. Aluminium bodied with as little GRP as possible.
4. Based around the mechanics of one donor vehicle.

The Marlin was particularly attractive for the following reasons:

1. It had the option of using a 13/60 engine, one with which I was quite familiar and found very reliable.
2. It had a very substantial chassis that incorporated integral bumpers and roll-over bar/windscreen frame.
3. All holes in the chassis for mounting suspension components etc., were bushed to completely seal off the inside of the chassis.
4. GRP was only used for the wings, rear body and radiator grille surround, making accident prone areas cheap and easy to replace.
5. Very few extras are needed and all are reasonably priced.
6. Modifications to the steering column, propshaft, brake and clutch pedals are free and done while you wait on collecting the kit.

I joined the six month waiting list in January 1982 after paying a £100 returnable deposit (useful if you turn chicken a few weeks later) and started looking for a suitable donor car. This I found for £50. It had two months MOT to run, a rough gearbox (later re-built), and rusty outriggers, sills etc. I ran the car for about 1,500 miles, during which time one outrigger sort of fell off (not recommended) before taking it off the road, (when the other outrigger fell off!).

Dismantling took place over one weekend, much enjoyed by all who took part and the bits were carefully stored away for reconditioning. The bonnet was given away to a neighbour and everything else (body, doors, glass, seats, chassis, tank) I chopped up with a hacksaw and threw in a skip. Reconditioning consisted of cleaning and painting most of the suspension parts, re-bushing all suspension pick-up points, new ball and swivel joints for the front end, steering rack gaitors, reconditioned gearbox, new UJ's, new master cylinders and slave cylinders (except for callipers), new diff and gearbox mounting rubbers and finally, an engine de-coke. The only major non-Herald items needed were a fuel tank (Hilman Imp) and radiator (HB Viva recommended, though I used a reconditioned one I had from a Triumph 1300).

The kit was collected from Marlin Engineering's factory at Plymouth one Saturday during June. The body/chassis was loaded onto a borrowed trailer and the loose bits loaded into two cars. At this stage, Paul Moorhouse, who runs the firm, was told we intended to build the kit in two weeks, which I think he found hard to believe. The bits were taken the 10 miles home without incident and a start made on the project.

One problem was hit right away, I didn't expect the chassis to be primed in an oil based paint. We didn't have time to strip it back to bare metal so we swapped our two part epoxy paint for two tins of Dulux gloss black! This has, in fact, proved to be a very tough coating/Waxoyled for good measure). The only problem being that we have to be careful where we apply cellulose paint when the aluminium and GRP body is finally sprayed.

2. Cupro-Nickel brake piping was used. It is longer lasting, much easier to bend to the required shape and not that much more expensive than steel.
3. One of the wiper wheel boxes was inverted to give a 'split screen' type wiper action.
4. The Herald wiring loom was a wreck, so had to be replaced or a custom loom made in situ. We chose to make up a new loom using one basic colour (red) for most of the cable runs, carefully labeling each end of every length of wire. One high current rating was used throughout, to minimise the chance of any failures. Initial fault finding was not difficult and no problems have arisen since. Earth cables were brought back through the loom to a main earth rail in the engine bay, which was in turn connected to the battery. The engine was also earthed directly to the battery. The only major job remaining was the installation of the engine and gearbox. In fact, proved to be very easy, the propshaft length and engine mount positions being just right. The engine and gearbox were first joined then lifted as one unit into position. The coupling between the gearbox and propshaft made first, then the engine mounts, followed by the gearbox mounts. Everything lined up first time, probably due to an accurately welded chassis, which was just as well, as there is no adjustment in either the propshaft length or the engine mounts. The inlet and exhaust manifolds fitted, the four wings bolted in place and the car towed into an exhaust centre to have a custom exhaust bent up. A 13/60 tailpipe/silencer was used to give about the right back pressure for the exhaust gases.

Final checks were made on the electrics and engine controls and it started on the second push of the starter button. An MOT test was booked for the Friday some 13 days after starting the build-up, which it failed on only three relatively minor points: 1. Handbrake adjustment. 2. Frayed handbrake cable (despite using the method recommended by Marlin Engineering). 3. Temporary front number plate. The MOT tester was very interested in the car, which helped a great deal and was quite impressed by the sturdy mechanical and chassis layout. He even allowed us to use his wheel alignment gauge and drive off to correct the faults without paying a penny! The handbrake was adjusted, the fraying (caused by having to cut, shorten and rejoin the handbrake cable) wired over (through a proper crimp would have been better) and the original front bodywork (we had incorrectly assumed it had been removed with the bonnet several months earlier). The MOT certificate was collected the next day (many thanks to Battisborough Motors at Holbeton near Plymouth).

The insurance paperwork had been sorted out weeks earlier and only involved filling in a 'changes form', detailing modifications done to the running gear in building the kit. Insurance costs worked out very similar to that of a Spitfire III, though the worst quote was well over twice the cost of the least expensive, so shopping around is a must! Finally, the vehicle registration document was changed by simply filling in the changes section on the rear of the document and sending it to the DVLC at Swansea. The only other job was checking that the car conformed to the vehicle type approval regulations as it is still carrying its' 1971 registration (I assume).

On the road, the Marlin is pure fun. Its' firm suspension gives excellent cornering and when pushed hard, gives easily controlled under/over steering (usually under steers unless handled roughly) but no 'tuck-in' effects are noticeable, even on modest braking through a corner (though braking is usually only necessary due to lack of visible road ahead). With the hood up, the cockpit is dry as far as the passengers are concerned, though if left standing in the rain, water does find its way in in one or two places.

Anyone wishing further, more specific information is welcome to contact me: DAVID CHAPMAN, 27 ASH TREE WALK, HAZELMERE, HIGH WYCOMBE HP19 7TG - S.A.E. PLEASE OR PENN 4048.

Next the front suspension subframes were bolted to the chassis, followed by the lower wishbones, coil spring/damper assembly upper wishbones, vertical link/hub assembly and finally, wheels to give a rolling front end.

The only problems encountered here were the pre-drilled holes in the chassis, which were a tight fit and needed to be opened out very slightly with a drill bit. The rear suspension was next. The diff was bolted to the chassis, the modified spring bolted to the diff (three leaves removed from the transverse spring and 2 coils from the top of each coil spring) the halfshaft/hub assemblies bolted to the diff (shock absorbers added), the vertical link then being connected to the spring ends. This last operation was a little awkward in that in lifting the spring into position with the top of the vertical link, brought the back of the car off the ground! Two volunteers and a big hammer solved this problem. Finally, the radius arms were attached (novelty value?).

From this stage onwards, several work areas were tackled simultaneously, if a problem occurred another job was tackled rather than waste time on an area without the suitable part/tool/manpower that was needed. An example would be the fuel tank, which was a very close fit in the space available. It was three or four days before all the problems were solved but many other things were completed in that time.

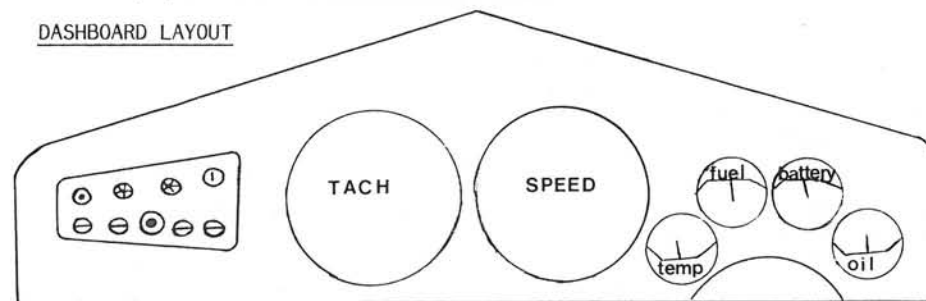
Areas tackled during the early stages were:

1. Fitting the fuel tank, making up a filler pipe and petrol cap arrangement.
2. Fitting the steering rack.
3. Fitting the floor area above diff and fuel tank.
4. Positioning brake pipe lines, hand brake cable guide, tubes, fuel pipe.
5. Fitting the floor area beneath the seats.
6. Planning, cutting out and wiring up dashboard.
7. Installing pedals and master cylinders.
8. Installing handbrake mechanism.
9. Fitting propshaft to diff.
10. Fitting upper and lower steering columns.

Most of this work was straightforward, requiring common sense and a little forethought. Some ideas we used worked quite well and these are listed below:

1. Most of the dashboard wiring was sent through the bulkhead via a multi-pin plug. This not only made the dashboard construction very easy and neat, everything being wired up on a workbench but also made its installation very quick and trouble-free.

DASHBOARD LAYOUT



All switches and warning lamps collected together in the one panel on the left hand side.

PEN TO PAPER



LETTER FROM DAVID CHAPMAN, HIGH WYCOMBE, BUCKS:

As a recent member of the TSSC, I would like to thank the members of the East Berk area for making me welcome at their meeting in November.

I have recently built a Marlin (kit car), based on a '71 13/60 Herald (many thanks for help from John, David and Ian), which is currently providing much entertainment. I have submitted a technical feature to the magazine about the build up but if anyone wants more information, please contact me (27 Ashtree Walk, Hazelmere, High Wycombe / Penn 4048). It took us two weeks from kit to MOT with no previous experience!

Can anyone help on the following three points?

1. We achieved the correct ride height by cutting coils out of the front springs and removing a few leaves from the rear spring. Unfortunately, this is giving a very firm ride from both ends. Any ideas on reducing the spring rates as well as the ride height to suit the cars reduced weight?
2. Acceleration is good up to about 60mph (when drag from the wings etc. becomes significant) due to the cars' lighter weight but can a 13/60 be converted into the set-up used in a MK111 Spitfire very easily? Do they use different camshafts?
3. The rear hubs are swapped over for the Marlins rear suspension to give radius arms to the rear of the hub. I realise that the drums now are in effect, working in reverse but does this effect the brake efficiency? It passed its MOT OK, though the front brakes do tend to lock up well before the rear ones. The cornering is faultless with no 'tuck in' problems though this is probably due to the C of G being lower and further back and having a firm suspension set-up.

LETTER FROM KATHRYN DANN, HARROW, MIDDLESEX

What an amazing difference to the appearance of a car a new hood makes!. I had one fitted 3 days ago and I'm still recovering from the shock of being able to see out of the back window. A whole new world has opened up behind me. Reversing is no longer luck and guesswork!.

"Listen", I hiss to yet another alarmed passenger... "what? what is it? I can't hear anything" they reply. "Exactly!" I say, as an icy blast hits the wind-screen. No whistling gaps, no flapping torn bits, no dripping holes - just warm, silent (comparatively) bliss.

I could go on and on about how smart the car looks now, but the point of this letter is to recommend the supplier/fitters to anyone out there thinking of renewing their car hood.

You couldn't wish to meet a nicer set of people than Jim and crew at Car Hoods, (London) Ltd. 49 The Viaduct, Roxeth Green Ave. South Harrow. Not only did they do an excellent job on the car, but they were also friendly, helpful, polite - you name it!. For instance - I got 10% discount, - Jim gave me a lift to the station after I'd dropped the car in. I was invited in to their office to sort out the bill when I collected the car because it was warmer in their part than the customers section. One of the staff saw me out onto the street as I drove away. All in all, little details that go to make up a very pleasant transaction. I mentioned to Jim that I would write to the Courier about him, he gave me the 10% discount because I gave him a lot of cheek, not because of the T.S.S.C. so anyone going along will have to do their own bargaining!.

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LETTER FROM PAUL CHEALL, NORWICH

Can anyone help me? After tiring of shelling out £6 a year for the pair of air filters used by my 1500 Spitfire, I decided to invest a similar sum in a pair of Alexander chrome plated pancake filters with foam (not mesh) filter inserts.

I soon discovered that the air intake with these was vastly greater than with the standard filters and that mixture adjustment was necessary. Several months and 7/8 mpg lost petrol consumption later I still hav'nt been able to get the engine right. The mixture seems to respond OK with Colourtune but out on the road the performance just doesn't seem right. I get flat spots when beginning to accelerate, although once the throttle is opened up the car responds well, but with lousy consumption. The car has been fitted with electronic ignition (contactless) which I'm sure is OK (the engine was lousy before and after fitting!).

One thing I've tried is to blank off a large portion of the filter intake in order to match the area of cross-section with the standard filter - this being done on the presumption that the extent of mixture adjustment possible was not sufficient to compensate for the great difference in air intake. However, things still are not right.

I'd be very grateful indeed if anyone will write who has:-

(a) Fitted pancakes with success. (b) Fitted pancakes without success and given up trying. (c) Any suggestions to solve my problem. (d) A source of standard filters costing less than the £5.98 per pair I've just had to fork out!

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

LETTER FROM TIM STEEL, RUGBY WARKS:

I have recently had to re-insure our 1966 Spitfire. I contacted several insurance companies, including Lifesure who advertise in the Courier. Their quote was the dearest of all at £73.90 T.P.F.+T. In the end I found a new insurance company who have recently opened in Rugby. I have now insured our Spitfire with them T.P.F.+T. for only £58.00 which I thought was quite good. I'm sure it would be worth while other TSSC members contacting them for a quote before their next renewal date. They are:- Streamline Insurance Services, 59, Albert St. Rugby. CV21 2SN. Tel: 0788 79541/2.

LETTER FROM PHILIP HAMERTON, WEST SUSSEX:

Whilst most pleased to read an article in the Courier on the Herald 13/60 Conv. as I own a 1971 registered model, one or two points were made which I feel need commenting on.

According to the Workshop manual, and Handbook, the hood should be washed only with soap and water, and although this can keep the fabric clean, it probably does not prevent the stitching from rotting in time. So rather than use a Vinyl Top Restorer, I would recommend the use of 'Dubbin', that well-known wax-in-a-tin that footballers and hikers use to weatherproof their footwear. Now this makes the hood really smart, as it polishes well, and the rain water lies in globules - to match its effect on your polished paintwork, and the stitching is protected. Does this Vinyl Top Restorer not crack when the hood is folded?

On the subject of door-cappings, I do not see why one has to do away with the rather useful door handles, as these are used on the Vitesse, with longer bolts! As for the source of the cappings - the Toledo, being the down-market successor of the 1300, did not have such a luxury. The 1500, I believe, has narrower cappings. My source has been the 1300, whose cappings area almost the right size. But do make sure that you keep the chrome screws and washers, as the correct fixings do enhance the job. With care, holes can be drilled through the wood to coincide with the holes in the door, and longer bolts used to secure the handles.

Alternatively, you might take advantage of the situation, and move the door handles further away from the hinges, as this will take the strain out of pulling the heavy doors shut, and help stop the inner and outer skins of the door gradually parting from each other - one of the reasons that the windows rattle. Use longer bolts and nuts.

And on the subject of rattling windows, and draughts, I have recently replaced the quarterlight channel, and of course the outer weatherstrip, together with the surrounding hood rubber - all these items still being available from Unipart. But a second Mortgage may well be necessary if you are replacing all these items at once! It cost me approx. £15 per door.

LETTER FROM MIKE THOMAS BIGTON, SHETLAND:

I thought members may be interested to hear a story about one of my previous Triumphs, which is so amusing and bizarre, albeit true, that the ideas could be brought to mind for other members. So here is a true and heroic, if sad tale of HPB 582C. I went to Scotland, once upon a time, Dalmally to be exact, and I can honestly say the roads around which have had a higher percentage of Triumph Heralds driven on them than anywhere in Britain, MINE anyway. I made good friends with a lad from Wimbledon, Brian O'Farrel, who, apart from my wife to be, has become my best friend as when he departed England (Scotland) to marry his girlfriend, he sold me his 1965 Herald 12/50, 'For whatever you can afford'. In reality, £40. So starts the tale of a Hero Herald.

Already 11 years old with 96,000 miles on the clock, the car was surprisingly good looking, until the local police decided that the doors were dangerous to pedestrians when 16lbs of filler and several 1968 copies of The Sun departed company with the drivers door. Despite water gushing in, when she met road water, I never minded because for hundreds of rugged miles, she purred away so reliably and when the Western setting, amber sun, glinted on her walnut dashboard, the regard was enough.

I patched the doors up and the only problem she possessed was to require of me to turn the flats of the starter motor by spanner, every second start or so! While dating an Italian girl, who was in a rich family, I delighted to repaint my Triumph by hand, in her dad's double garage while they were on holiday. Conifer Green became Poppy Red. with a white roof. Heralds look superbly sporty with a different coloured roof.

She hit a brick wall in the winter and I swapped front ends while six feet of snow fell about me, all by myself in 2 hours, swapping the boot also. Next day I painted her deep brown with a cream roof - I am sure I bewildered the staff at Swansea.

After reaching 100,000 miles, I poured a pint of beer over her bonnet and kissed the badge on her grille. Her engine had never been touched and she used NO oil and was good for 80 odd mph.

I took her the 400 miles to Birmingham and back without a hitch. She failed her MOT and I took her to the rubbish dump. The bin men said, 'You can't leave that here, wrecks over there'. I said 'What? I'm only here for the spares. That's no wreck, that's my car!' And then I drove her home. Sadly, the next day, she failed the MOT again, for holes in the chassis. Having no knowledge of cars at the time, I knew this was the end. If I had known then what I know now, a little filler and a mild steel plate, would have been all that was required. I decided to dump the car. Her Tax had expired and was only earning £25 a week as a barman. She knew it was the end too and while returning to the dump, she broke down - NO THROTTLE - she coasted to a halt on the ferry boat pier. The owner of the ferry company refused to let her stay until next morning, when I could get a Land Rover to tow her away. I distinctly heard him say that if it was here when he came back after dinner that he was going to get the police. My drunken friend came along the pier at that time and I told him the tale. Desperation of youth set in - off with the handbrake and into the sea! She sank like a stone and up came the spare wheel. That nasty man was going to charge me for a crane to lift it as the ferries could not berth over an obstruction, you see and I was to get the bill! Never without a good friend, I had a plan; my Herald was not dead yet. Evening came and Radio Clyde announced that a Herald had gone over the pier: Photographers and journalists queued up on the quayside, the CID Chief asked where the keys were and I told him they were in the ignition. Divers went down and came up with the number plate. Dawn the next morning saw crowds heading for the pier, I was not there, neither was my little car. Without the car being raised, I could not be charged - their amazement as to where the car had gone was OUR secret.

Long may all Heralds and Vitesess live - I had had the car lifted out to deep water by my friend's fishing boat and that's only one of my TRUE stories.

STOP PRESS

NATIONAL CONCOURSE TO BE HELD AT DONINGTON PARK DERBY 14th MAY 1983 MORE DETAILS NEXT MONTH.

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All prices are exchange and while stocks last.

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Vitesse 6

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3.63 Ratio Spitfire 1500 £120.00

3.27 Ratio GT6 non-O/D £125.00

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AVON AREA NEWS, JAMES STURGEON REPORTS:

I hope all of you had a happy Christmas and are looking forward to the new year. Following the success of our Christmas Party at the Wheatsheaf in Winterbourne, we are going to use this pub for our 1st Monday of the month meeting, at least for the next few months. We are really looking for a place with a private room in which to hold the activities that your Organiser and new Events Sec. have been arranging on your behalf.

Calendar of Events for 1983

Feb. 7th - The committee will be discussing the details for the Bristol Classic Car Show March 26th & 27th. All those interested in helping with the stand and/or displaying their cars, we will be pleased to see you.

16th - Keynsham high street meeting 8 pm.

March 7th - Film Show, I am hoping to get the film of the 1980 Lombard RAC Rally and one of a selection of BP films hopefully one on cars of the '60's and '70's.

March - date to be announced Skittles Evening with MG Owners Club.

March 26th & 27th - our stand at the Bristol Classic Car Show, Bristol Exhib. Ctr.

April - date to be announced, a talk by a Guest speaker.

May - date to be announced, A Treasure Hunt, on Saturday or Sunday afternoon.

June - A self judging Concours, winner receives a TSSC trophy. A stand at the Wings and Wheels Festival at Shepton Mallet.

July - Picnic and barbeque at seaside or beauty spot. Bring and Buy spares evening at Keynsham 3rd Weds.

August - Visit to Yeovil Festival of Transport. Disco - late summer party.

September - Organised visit to BL Heritage museum, London. Hired coach if enough people interested. SAE or phone only please.

November - Bonfire Party on Sat. 5th.

December - Bigger and better Christmas party with visit from Santa Claus.

CENTRAL SOMERSET AREA NEWS, NICK BRADBURY REPORTS:

Our last monthly noggin and natter was more a case of noshing, than nattering although there was a fair amount of that anyway. We now know Dave Clements has 2 problems. The first - he can't count! Having told everyone, for most of the evening that he and Liz had 18 cars of various makes 'around' Sidmouth, it turned out that there are in fact 2 more, which he appeared to have forgotten about. The second problem - well, that's another story! Anyway, I think everyone who attended our December 'Do' would agree, you get a pretty good meal at our local meeting house, at a reasonable price, as well. Didn't hear any complaints, so I presume everyone was well satisfied, or was someone suffering with the old problem of their 'eyes' being larger than their stomach (s)? Needless to say, being near to the festive season, any serious talk regarding club/area activities seemed to fall by the wayside. Therefore, would those who wish to have a say on matters concerning area meetings, venue, or any other business, please attend the next noggin and natter on Thursday 6th January, at 8pm. (usual venue).

CORNWALL AREA NEWS, RICHARD DOUGHTY REPORTS:

Thirteen members and friends met at the County Arms, Truro for a noggin and nosh-up at our only Sunday lunchtime meeting of the year. Welcome along to Terry and his Herald, hope you can attend as many meetings as possible. Unfortunately this is our last meeting at the County Arms and I, for one shall miss the pretty barmaid. Next meeting is Friday 25th February, 8pm at the Four Burrows Hotel at Grampound Road.

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COTSWOLD AREA NEWS, SUE FROM CIRENCESTER REPORTS

On our first meeting of this new area, 7 people turned up in a variety of Club cars. Quite a lot of useful information about hillclimbing and what mods are fairly easy to do to our cars, a lot of useful names and addresses exchanged hands for spare parts.

We meet every 3rd Tuesday of the month at the White Horse Inn on the main Stroud to Cirencester road at 8.30pm.

Another good turnout of members at our November meeting, three extra this month, including Dick and Paul from Cheltenham who have recently started an area meeting, so we hope to get some friendly contests between our areas.

Unfortunately due to having to play darts, I missed the December meeting but I was informed that several people turned up. I hope to see lots of our old members in 1983 plus a few more new ones. I have now purchased another Vitesse, so I now have 2 Vitesses (one hard top one Conv.), plus my faithful 1200 Herald.

DEVON AREA NEWS, GARETH BEECHING REPORTS:

At our meeting in November, there was a good turnout of at least 25 members to see the Falklands slide show given by Alan Piggford, a Naval Lieutenant attached to the Marines. The slides were excellent and gave us a good insight into just how tough conditions were during the Falklands Campaign.

Further discussion at the meeting centred around a proposal by Mike Atkinson to move some meetings to the Exeter Area. However, most members felt that meetings should continue to be held at Totnes, because:-

- (i) Totnes is a mid-point for Exeter, Plymouth and the Torbay areas.
- (ii) The current area caters for most of Devon (apart from the north) and has been successfully built up by Stan Walters over the last two years.

(iii) The room at the Dartmouth Inn was a good one, as it could hold up to 50 people. After further debate it was decided that meetings would continue at Totnes, on the last Sunday of the month, at the Dartmouth Inn, but a sub-area would be tried in the Exeter Area for members who couldn't make it to Totnes. Meetings will be held on the second Sunday of each month, starting in February. The proposed venue is the lounge bar of the Seven Stars pub at Kennford. Follow the signpost to Kennford from the A38 just west of Exeter, and the pub is in the middle of the village. The inaugural meeting of this sub-area will be on Sunday 13th Feb. Inaugural Exeter sub-area meeting at Kennford. Sunday 27th Feb. Monthly meeting at Totnes.

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

Well, that's the festive season over, I hope you've all got the hangover you deserve! Our Christmas 'Do' went with the usual Essex style, we took over the hall at The Bell, Horndon and ate, drank and danced the night away. Some of the music played gave revealing clues as to the ages of our members (who was Manfred Mann?). Once we'd admitted to being retired beatniks, nostalgia prevailed, we even did 'the Twist'. Thanks to Maggie for organising, it gets better each year.

What with trading in parts and information changing hands, I got back to the car park when there were only about 4 cars left and one of those was a Cortina.

We are now using a signboard for sales/wants/meets etc., please make use of it there are some real bargains to be had. Apologies to those new members who couldn't find us, either in location or time, just to re-cap it's The Dukes Head, Little Burstead, Nrear Billericay; 2nd Sunday of the month at lunchtime. See you on the 12th February.

first meeting with our cars a year older.

GLOUCESTER AREA NEWS, DICK FLOWER REPORTS:

More people turned up at our December meeting as a result of recruitment campaign, which is still going on. There were a number of 'our' cars parked outside, which was very pleasant to see. It will soon be easier to find 'HQ' when a largish TSSC badge goes up in the window, so anyone who lives in the area and still has'n't made his or her presence known will be able to come and pester me!

KENT AREA NEWS, MARTIN RADFORD REPORTS:

Recent meetings have been so well attended that you would be forgiven for not realising that Winter is here. More and more people seem to be braving the elements every month giving us what is possibly our best Winter attendance figures ever.

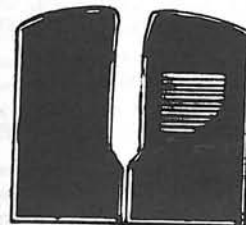
During the summer we spent a lot of time nosing around under each others bonnets but this time of year many members bring photographs of their cars to look over at the bar. We seem to have a constant inflow of new members, this is possibly the result of the recent recruitment competition but I hope it is a trend which will continue.

Everyone else seems to be looking back at the last year and forward to this one, so why shouldn't we? We held our first Bar-B-Q, camping weekend, autojumble, this was at Sidcup and coincided with Practical Classics Pageant of Motoring, this gave us the opportunity for some posing and recruiting. The next major event was the convoy to Thames Area's South of England Meet. in Hampshire. This was a very good event and was followed later in the year by convoy to the Cambridge Area camping weekend to invade the Kent Areas arch enemies the Cambridge branch of alcoholics anonymous. By September we all needed another camping holiday so off we went to the seaside at Ramsgate for posing in the town, photographs on the beach etc. etc..

1983 is bound to be another action packed, exciting, successful, exhilarating, gripping, mindblowing year but we don't know what we are going to do yet. Any ideas? See you at the next meeting and Happy New Year.



SORT OUT YOUR SPITFIRE! & GT6



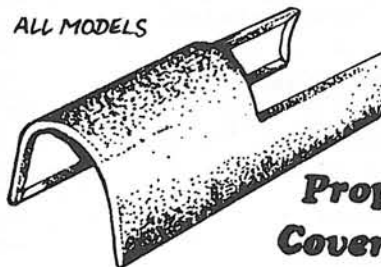
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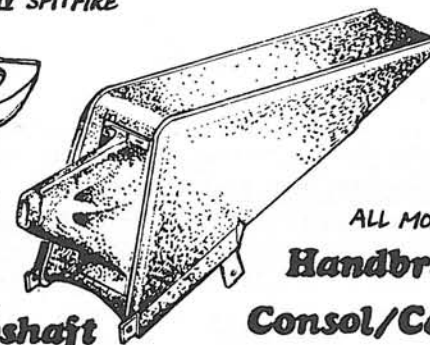


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HERTS AREA NEWS, JEREMY HURST REPORTS:

The Herts Area has been given a new lease of life! The newly elected committee have all had their trunnions oiled, their UJ's regreased and are ready for anything that Club members throw at them; and I, as Area Organiser, will make sure they don't duck.

We've got a fabulous new venue, our own private room at The Coach and Horses pub in Newgate Street (see map) and we want you to share the next meeting with us on January 26th, 1983, which is the last Wednesday of the month. Come and meet us, we have got tremendous knowledge and enthusiasm for Club cars.

There's me, Jeremy (Doughnut) Hursy, who's Vitesse eats more doughnuts than Billy Bunter and there's Dave (Events) Owen whose next Treasure Hunt, it is rumoured, will be an excursion to the Orkneys. Gordon Hadleigh, our spares man, will fill your needs and empty your wallets. Nick (Noah) Hurst will break you on the side *1 - 4 etc. You can also meet Tony (Spanners) Barton, who needs a head job more than his car does; your long suffering ladies Sexy Sharon and Vivacious Vicki, who preserve our sanity by talking about something other than cars. Gary (GT) Thomas can show you the area photo album (NUDGE, NUDGE) please bring piccies of your first love (car, wife etc) and Jeff (Banker) Williams pulls the purse strings, stretching them as required.

So take heart 'Herts' members, now you know who we are, when we are and where we are, we hope you will be too!

Committee Members:

Jeremy Hurst	Area Organiser	(0707) 57156
Jeff Williams	Treasurer	St Albans 67484
Gordon Hadleigh	Spares	01 428 9855
David Owen	Events	(0707) 55989
Gary Thomas	Membership	
Nick Hurst	CM	01 205 0502
Sharon Hurst	Secretary	01 205 0502
Vicki Barker	CM	(0707) 53974
Tony Barton	CM	(0707) 52774

FORMERLY GRANADA AREA - NOW MANCHESTER AREA, ANDREW HEAD REPORTS:

The Granada Area of the TSSC has renamed itself the Manchester Area. A new venue has been adopted for our monthly meetings: the Bullshead, Halebarns.

NORTH EAST AREA NEWS, TONY LAMBERT REPORTS:

Now we are in the middle of Winter, it's nice to look forward to the Spring and Summer. With this in mind, we've roughed out a diary of local events which I've listed below. This gives you plenty of warning, so there is no excuse for not taking part.

April 16th	Treasure Hunt
June 11th	Treasure Hunt
July 2nd	Barbeque
September 17th	Treasure Hunt

We also intend to run trips in May and August. Details yet to be finalised. During the Summer months, mid-monthly meetings will be introduced at different venues within the Area.

Leics. Area News, STOP PRESS. As of Feb. 10th we will have 2 meetings per month, 2nd Thurs.-Shoulder of Mutton last Thurs.- The Cock Inn, Arnesby, monthly.

NEW AREA

If there is anyone in the Crawley, Horsham, Reigate, Redhill area and would like to start getting together then give me a ring on, Crawley 0293 515413 and ask for Kevin Finch.

NORTH HERTS/SOUTH BEDS AREA, KEVIN WALKER REPORTS:

A good turnout for Decembers Meeting with 21 members present, amongst which were several new members including a re-built GT6 to whom I sold a house under 12 months ago without realising he was a potential Club member! Also welcome Julian Balme, who has owned his MK111 Spitfire from new (lucky fellow!) Alan Higgins has volunteered himself as "Spares Bod" and anybody with anything to sell, swap or give away, please let him know so that we can compile a register, or better still, come to a Club Night. Spares always exchange hands on these evenings, and in the past couple of months, I myself have sold a complete MK111 Spitfire (less the rusty bits) except the chassis. Does anybody want one?! - no rust!!! By the time you read this, the Christmas hangovers will be forgotten and the New Year will be upon us. So lets look forward to a successful motor-ing 1983 and let us see if we can do even better at organising events during the summer.

SOUTH EAST SCOTLAND AREA NEWS, AL COOPER REPORTS:

Well, winter played havoc with our last meeting and no doubt, to others also. Several of our far off members were unable to make the meeting because of snow, ice and fog but we still had 12 cars present and 3 new members. None the less, business went on and we organised the following events for the New Year:

Feb.	Treasure Hunt, St Andrews, Fife
March	Mini Concours preparation
April 10th	West V's East Scotland, Mini Concours, Doune Motor Museum incorporating Doune Autojumble
May	Donington '83, Convoy from Scotland
August	Classic Car Show, Doune Motor Museum
(Bank Holiday)	

The final arrangements will be ironed out and promulgated for next months Courier. Any outsiders wishing to visit our venues are more than welcome and we'd love to see other TSSC members. Any information on these events, please contact Area Organisers as in Club Directory.

I should like to thank Lucinda Cruickshank for volunteering as secretary and by the time we've finished with her, she'll need her 1963 Herald Estate to carry all the paperwork!

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

A good turnout for the first meeting of the New Year - 8 hardy souls braved the first cold night of the year to come and warm their hands in front of a roaring open fire, and discuss their recent Christmas experiences. Sadly not all pleasant, as I learnt that Alan had shortened his recently restored Spitfire by several feet, following gyrations on black ice - a sad blow, as I know how delighted he had been at the results of his efforts. However, he was not able to come to the meeting because he was collecting a replacement and sure enough, next morning I was overtaken in typical Horne style by his 'new' MK11! (If anyone needs a new O/S rear wing for an early Spit., that's about the only undamaged panel he's going to be able to salvage from the remains).

Meanwhile, back by that fireside, we thought of ways to cure Mark's rattling bonnet, without actually going outside and getting our fingers cold, you understand and then I astounded everyone by producing the long-threatened quiz - I must have made it too difficult though, as Dave won with a mere 13 out of 25 (mind you, he was confident he had got over 20 before I disillusioned him!), closely followed by Alistair with 12.

We than spent some time discussing the possibility of organising some competitive outings as soon as the evenings get a bit lighter. A treasure hunt is already on the stocks, possibly to be run as an inter-area event, say four cars each from Trent, Nottingham and Derbyshire areas. By the time you read this I hope to have

36 contacted Geoff and Ken to gauge their reactions. There is also considerable support and enthusiasm for an Autotest - no John, NOT a gymkhana but a fully RAC approved driving test meeting. This will obviously require considerable preparations, with approval from the competitions committee and a suitable date in the National Calendar, so we have probably missed the boat for this year but look out for forthcoming announcements Meanwhile, we shall probably try our hand at a mild gymkhana-style event later in the year if we can find a suitable venue. Big plans from a small group, perhaps, so we shall need your support when the time comes.

Finally, a reminder that the next meeting will be on Thursday 3rd February - come and warm your hands on our fire! As 1983 is not a leap year, the March meeting will also be on the 3rd, when we should have entry forms available for the treasure hunt - more details in next months report.

CENTRAL SOMERSET AREA NEWS, NICK BRADBURY REPORTS:

Come on you Somerset members, please support your local area meetings! Thought we seemed to be on the increase during the last two or three months, with the usual swelling of members, and continuing support from certain members of the Devon Area (east of Exeter)! Those of you who came to the Christmas nosh were informed of the date, time and usual venue for the January noggin and natter! So?? This meeting's ratio of Somerset to Devon area members was 1:3 - total 4, a bit lopsided to say the least. After consultation with those members present, it has been decided that I shall continue in office as Area Organiser/ general dogsbody/collector of spares, - new, old or indifferent! Also, a suggestion was made to change the monthly N & N evening to that of the LAST THURSDAY of EACH MONTH, at the usual venue, The Rising Sun at Knapp. Therefore, as from Feb. this will be put into operation. (Be warned, you MGB owners!!).

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Good Heavens, what an exhaustive but splendid meeting the area AGM turned out to be! A big 'thank you' to the 30 or so hardcore members who once again, showed their dedication. I personally feel and I'm sure the rust of the committee will agree, that it was encouraging to see so many of you participating in discussion and bringing to our attention, matters of concern to you - it shows that one of the reasons for forming the committee has been achieved.

As a result of the AGM, the 2 motions proposed were carried unanimously: 1) That the meetings for 1983 (except for the 4th Jan. at the Herald), will be on the LAST THURSDAY OF THE MONTH (at least you'll be able to avoid Top of the Pops now!)

NEXT MEETINGS 24th FEB- OLD GATE, HEATHTON. AND SUNDAY 13th MARCH AT THE BELFRY.

WORCESTERSHIRE AREA NEWS, TREVOR BROTHERTON REPORTS:

The Worcestershire Christmas dinner was held on Weds. 22nd December, it was very well attended with 13 people coming all together and I can safely say that everyone had a good time. We had the same sort of Christmas party last year, but this one was even better with a better selection of food available and with more people there to enjoy it. We hope to make this an annual event, so if anyone wants to make a note for '83 please do. I would like to thank Trevor Shakespeare for coming all the way from Rugby to attend the party. The meeting that followed the dinner was not so well attended but that was to be expected because of the Christmas Dinner a week earlier.

The Area Meetings are still being held at the Coach and Horses, Harvington near Evesham on the last Tuesday in the month. On the 22nd of February we are planning a slide show, everyone is welcome, we will also be holding a raffle for a good prize. Please come along I'm sure you'll all have a good time, hope to see you.

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

BILL SUNDERLAND - EDITOR.

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

GT6 MK111. 15,500 miles from new. Repeat 15,500 only! Colour Magenta. All original tyres, all very good, spare has done less than 100 miles. 1973. Cloth interior black. Late suspension, TOTALLY CONCOURS. £3,500 o.n.o. Tel: 0533 739256.

Urgent Sale - RMB Gentry "Kit Form" - as delivered - some spares included. Cost £770.50, accept £645 - save £125.50. Contact Mr Butler, Medway 371751 after 6 pm.

Vitesse MK11 Conv. 1970, o/d, saffron, runner but no MOT. Complete but requires some work. Good basis for restoration, plus many spares inc. gearbox £175 o.n.o. Tel: 0566 2404.

Spitfire MK111 with o/d, 1968, Blue. Sound, runs very well, hardtop, MOT, anti-theft device - £400 o.n.o. Tel: 0566 2404.

Vitesse 2 litre Conv. 1967. Blue. Chassis rotten, engine good but bodywork rough. Non-runner suitable for breaking - £75 o.n.o. Tel: 0566 2404.

Vitesse MK1, fitted MK11 engine. Engine has done 3,000 miles complete rebuild. Rebuilt gearbox O/D, 500 miles since rebuild. Recent Diff UJs, chassis needs rear riggers and a front member, otherwise good. 4 brand new tyres, black interior, tidy but carpets worn. MOT and taxed. Body needs attention - £350 - money needed to start on other car. Contact Chalky Anderson Tel: 0752 772312 Ext. 528 (during day).

GT6 MK111, 1971 'K' reg. Red. In excellent condition. MOT Nov. '83. 66,000 miles. Recent new exhaust and tyres. Push button radio, automatic aerial, stereo cassette player. Bereavement forces sale at £1,095. Tel: Nottingham (0602) 636901.

Vitesse Estate 2 litre MK1. Built from Herald but all Vitesse mechanics, trim badging etc. Overdrive, servo brakes, super condition. Painted chassis, suspension etc. Taxed and MOT, towbar. Too many projects forces sale. - £950 o.n.o. Contact Mike Tebbett, tel: 0531 3677.

GT6 MK1 1968. MOT 10 months. New gearbox. Good runner. Bodywork needs attention. Good car for restoration - £350 o.n.o. Tel: David, Yetminster 872231.

Vitesse MK1 Conv. Genuine 45,000 miles. Immaculate bodywork. New hood and carpets. 10 months MOT, 6 months tax. £995 o.n.o. Tel: Roger, Eastleigh (Hants) 642154.

Vitesse MK1 Saloon. 1962, 1600cc. 63,000 miles. 7 months MOT. Black/White stripe. Good condition, new recon. 4 synco box, battery, starter motor and rear shockers. Radio/stereo cassette, 5 No 4½'J' wheels/tyres. - £350 o.n.o. Tel: Brighton (0273) 600809.

GT6 MK111. Sunroof, overdrive, 175/85/70 tyres, excellent Mallard Green, black trim, many parts. Renewed brakes, copper pipes. Lovely car with six appeal. Special valuable number plate 7887 AD included. Sad sale, growing family. £1,475, tel: Brookwood (Surrey) 2802.

Vitesse 6 1963. Reliable car in excellent running order, genuine 75,000 miles. Full history known. New front tyres, resprayed, no mechanical or structural defects. Will pass MOT without any trouble. 3rd owner from new. White. £350 Tel: 01 834 5621 ask for James.

GT6 MK3, 1971. Silver Grey with Black trim. Sunroof, sound body and chassis. Offers around £600. Contact Dave Tel: Cambridge 240604 (5-7pm) after Feb. 8th.

Beautiful Silver Grey GT6 MK3. 2½ litre engine, tuned head. Twin exhausts, sunroof. Black interior. K reg. Many new parts. Very elegant. Taxed until April. £1,750. Tel: Marlow 6468.

GT6 MK2, 1971. 74,000 miles. O/D, 4 new tyres. Good condition but needs slight bodywork on sill. Hence low price £650 o.n.o. Contact Paul, Gerrards Cross 888178.

Herald Conv. Extensively rebuilt, mostly new mechanics and bodywork. Registered in 1967, but still a lovely car. £500 o.n.o. Contact: Peter, 0634 373601.

Vitesse 1600, 1965. One owner, 23,500 miles genuine. Sunroof. No welding req., interior immaculate, paintwork needs little attention but original. Taxed until March. MOT 1 year. Sensible offers. Tel: D Sykes 01 501 0782 (evenings + w/e).

****BRAND NEW WHITE SPITFIRE****

Spitfire 1500, delivery mileage only. Electronic overdrive. 'Y' registration. £6,000 o.n.o. Tel: Mr Cohen 01 958 7934 or 01 958 4111.

Spitfire MK3, 1968. Royal Blue. Hard and soft tops. Body rebuilt. Resprayed Summer 1981. Engine completely overhauled Autumn 1979. SAH exhaust, CD150 Strombergs, 5½'J' MK1V type steel wheels. £500 o.n.o. Tel: John, 0432 761740.

Vitesse Estate. Alloy wheels 175/70 tyres, overdrive, electronic ignition, kenlowe fan, oil cooler, draylon interior, bucket seats, full instrumentation, too many extras to list. £800, full details contact: Jonathan Tel: (0780) 740535.

GT6 MK3, O/D, Jan. 1973. 51,000 miles. Sunroof, SAH exhaust system. Electronic ignition, Pioneer speakers and alarm. Fully undersealed from new and in excellent condition. Workshop manual and bills available. £1,400 o.n.o. Tel: Paul - Billericay (02774) 55562.

Vitesse 2L Conv. MOT to July, 1983. Private sale. A cherished collector's item. Offers around. £1,000. Nr. Birmingham. Tel after 6pm., Knowle (W Midlands) 05645 5453, contact: Mr R Kiddier.

GT6 MK111, 1973. Mimosa. V.g.c. inside and out. 56,000 miles. MOT Jan '84. 5 months tax. Good tyres, tints, cloth seats. Waxoyled, recon. g/box, O/D, new clutch. £1,575. Contact: Paul Woolley, tel: Exeter 57321 (work).

Bond Equipe 2L Conv. Good cond., sound chassis, never been used in winter and only 46,000 miles from new. Also many spares from scrap car. Taxed and MOT'd £800 o.n.o. Contact: Stephen, tel: Hythe (Hants) 848452.

GT6 MK111, overdrive with 3.27 differential, possibly first off line. Chassis sound. Floor professionally welded. Body in good condition. Resprayed in original Signal Red. Many new parts. Good tyres. MOT, taxed. £1,400 - Tel: Colaton Raleigh 68627. (evenings only).

Spitfire 1500, 1976 (P). 56,500 miles. White with black soft top. O/D. Stereo radio/cassette and equaliser. Twin silencer exhaust, K & N filter, uprated carb. needles/springs. Sparkrite ignition, Kenlowe fan. Recent decoke and carb overhaul. Many mechanical parts new or recon. Roll bar fitted. Sale due to house purchase. Overall cond., commensurate with price. £1300 o.v.n.o. Contact: Martin Kitt, tel: Sunbury-on-Thames 84546.

Cheap garage clearout: Several different fuel tank sender units (6 hole mountin type); all working condition to suit Herald or Vit cars, £1.50 each. Speedometer cable (4ft 3½ins. long); good cond. - ½ins. dia fixing nuts at each end, £1.00. 2 wooden dashboards, less gauges, one for single, large, speedo; one for twin speed tacho - £1.50 each. Various 2in. gauges: Oil pressure, temperature, fuel at £1 ea (all in good working order) and including bulbs. 1 12V car clock (Kienzle) 60mm dia; v.g.c., excellent timekeeper with fixing ring and all wiring, £3. Several assorted temp sender units and oil pressure hyd sender units at 75p each. All parts 2nd class (plus postage. Contact: J Silverton, tel: 01 769 7534.

From '76 Spit. 1500: Bhre bodyshell - chassis, body tub, bonnet, 2 doors, boot-lid - all parts perfect. Rust on sills, rear wing bottoms. Buyer collects. Will split if price right. £260 o.n.o. Contact: S E Russell, tel: 01 205 6397 for more info.

Breaking Vit. MK11: Complete O/D conversion. V. good Saloon chassis and body; tan trim; dashboard and instruments; front suspension, S/rack; rad. Othep parts available - try me! Contact: H B Robinson, tel:(0707) 50167.

New Spares: Genuine Stanpart/BL only: Herald 1200 and 12/50 Estate/Courier - 2 only - O/S rear wing panels (see Chris Longhurst's article Dec Courier) pt. no. 902194, £35 each. One only chromed (outer) headlamp rim, £6 inc. carriage. GT6 MK11/Spit. MK1V: One only O/S rear wing panel (pt. no. 815266), £45. GT6 MK11 (Spit.?): One pair only N/S and O/S rear wing panels, (pt. nos. 576408 and 576409), £40 each or £75 the pair. All wing panels sent by Securicor - £10 per panel. Cheques etc. to be sent before despatch of goods, please.
Good Secondhand Spares: GT6 MK11, 2 rear doors, complete with HRW, locking handles etc., £25 each. 2 front windcreens, one with rubber surround, £5 each. One good rad., no leaks, £25. One reverse/rear light unit complete with lenses/bulbs, £8. Offers for any or part of above to Nick Bradbury, tel: 0278 662698 after 5.30pm weekdays, anytime weekends.

New BL Spares: Rotoflexes, £6.75. Chrome bonnet side catches, £4 pair. 7/bottom trunnions, £8.50. Herald R/quarter valances, £8. All inclusive of postage. Spit. 1V/1500/GT6 rear wings, £28. Secondhand set of 5½J's, £35. Contact: S Slomczynski, tel: Shrewsbury 0743 860658.

Mainly Vitesse/GT6 Parts: 2 Herald/Spit differentials, £15 each. Vit. g/box non O/D, £20. 42" (Spartan) prop., £10. Various heaters complete, £10. Various 155 x 13 Radial tyres, £7 each. Electric SU petrol pump, £1. Vit. Conv. front/rear seats, £10 each. Rad. fans various, £3 each. Steering shaft, £3. Air cleaner, £3. Control regulators, £3. Carbs., some overhauled, £10 each. Front spring, £6. Horns, £3 each. Mechanical petrol pump, £4. Stainless MK11 whe trim, £7. Lucas large rear screen heater (new) / price. 1968 Victor front brake shoes ½ price. 1" x ½" mastic strip, 10p/ft. Vit. rear lights complete, £5. 3 Vit. headlights, £2 each. Various switches: Dashboard, foot dip switches, side/ indicator/ tail lights, 50p to £1. Brake mounting plate, £7. Brake master cyl. with extended reservoir, £3. Pair wipers complete with arms, £4. Interior mirror, £1. Water bottle, 50p. Clutch bearing, £3. Master cyl., £6 each. Handbrake handle, £1. Gearlever grommet, £1. Gear selector kit, £3. Various choke/heater cables, £1 each with knob. Interior door handles/winders, 50p each. MK1 Vit. rear silencer, v.g.c., £6/ Rear leaf spring plate, £1. Rack 'U' brackets, £1 pair. Starter motor, £10. Flywheel, £6. Clutch housing, £8. Heater air hoses, connectors, boxes, screen vents etc., 50p each. Assorted light bulbs (some headlight), 20p each. Vit. switch panel, £3. Parking light, £1. 7" headlight shells, £2 each. Coil, £3. Speedometer, £8. Fuel/temp gauges, £3 ea Solenoid, £2. Petrol tank sender unit, £8. Column switches lights, O/D, £4. No. plate light, £2. Heater slide control, £1. Some front and rear suspension parts. One standard 2L MK1 engine o/hailed etc. offers. One modified 2L MK1 engine 10.8 to 1 compression offers. Contact: Chris, tel: Locksheath (04895) 84334 Home or (0703) 845565 Work.

I am currently reducing my collection of car literature, brochures etc. and find that there are a number of items which I feel sure would be of interest to members. These items form a personal collection and are only being sold due to personal commitments and not as a business side-line.

Herald S 1961 brochure 4 pages 8½x11½
 Courier Van 1962 brochure 8 pages 8½x11½
 Herald 1200 1961 folder 6 pages 8½x3½
 Herald 1200 Est. 1961 brochure 4 pages 8½x11½
 Herald 12/50 1963 folder 8 pages 3x5½
 Vitesse 6 1962 brochure 8 pages 8½x11½
 Vitesse 6 1963 Press photo, underbonnet view b/w 8x10.
 Spitfire MK11 1965 folder 6 pages 12x11½
 Herald 1200 1963 Press photo, engine bay b/w 8x10.
 Colour schemes 1963 folder 8 pages 8½x3½

Herald 1200 Sal., Coupe, Est. etc. 1962 brochure 12 pages 8½x11½
 Herald 1200 Sal., Coupe, Conv. Est., 1963 brochure 12 pages 8½x11½
 Herald 1200 Est. 1961 Press photo b/w.
 Herald 12/50 1963 brochure 8 pages 8½x11½
 Vitesse 6 1963 brochure 8 pages 8½x11½
 Spitfire 4 1962 folder 8 pages 9x11½
 Spitfire 4 1963+H/T " " "
 Spitfire 1963 Press photo interior view b/w 8x10.
 Spitfire SAH tuning kits, folder 4 pages 11½x9.

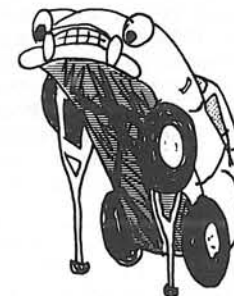
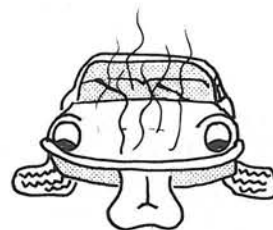
Contact: P A Stevens, Ferncliffe, Openwoodgate, Belper, Derbys Tel: (077382) 2514.

NEWS FROM JOHN HILL'S TRIUMPH WAREHOUSE

We still have a number of Rostyl Hub Caps left. The price to TSSC members for January 1983 is - £15.00 inc. VAT and delivery. Also a number of BL Spitfire IV hood and frame assemblies £150.00 + VAT. We also do a Stainless Steel sill conversion and wire wheel conversion for all models.

Spit. MK11 bonnet. Still in primer - new cond. GT6 diff., carrier sound, no teeth missing. 1600 Vit O/D unit. 2000 Vit O/D, prop., electrics, etc. Vit engine plus many parts, mechanical and trim. Contact: O P St John, tel: (03954) 2621 Devon.

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New, genuine stanpart/BL parts for all models. Parts catalogues for GT6 1/11, Spit. 1V 73 on, Spit. 1500. Workshop manuals for Vitesse 2litre 1/11, GT6 1/11/111, Spit. 1500. Handbooks for Vitesse 2litre 1/11, GT6 1/11, Spit. 1V/1500, Herald 13/60. All catalogues and manuals £10.20 each. All handbooks £1.60, plus postage. Spitfire 1/11/111, GT6 1 RHF wings - £12.60; Herald 948/1200 LHF wings £13.20; Herald 13/60 RHF wings - £24.50; Spitfire 1/11/111, GT6 1/11 rear wings - £32.00; Spitfire/GT6 (all models) outer sills - £12.75, inners - £4.30, reinf. panels - £2.85; Herald/Vitesse rear overriders - £9.20 each; Vitesse 2litre 11, GT6 11/111 exhaust manifolds - £35.00; Vitesse 1600/2litre 1, GT6 1 camshafts - £45.00; Spitfire/Herald rear brake drums - £15.00; GT6 late 111 distributor - £75.00; GT6 111, Spitfire 1V/early 1500 LH door handles - £17.50; Herald/Vitesse LH door handles - £12.00; GT6 11/111 silencers - £20.00 and £30.00. Herald/Vitesse witter tow bar - £26.50. Carriage extra on all items. Also second hand Vitesse 2litre 1, engine block, minimal bore wear - £5 to anyone who will collect. Send SAE for list, stating model and specific requirements to - John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys. S40 4NS. Tel: Chesterfield 71036.

OWNING TO A DRAMATIC INCREASE IN THE RENT OF OUR EXISTING WAREHOUSE, WE NEED TO SELL OUR STOCK. WE MUST CLEAR THE LOT BY THE 28TH FEB., 1983 OTHERWISE IT WILL BE GOING TO THE SCRAPMAN!!! NØREASONABLE OFFER REFUSED.

One Vit/Her sidelight glass, £3. One GT6 handbrake lever, £5. Spit/GT6 complete heater unit, £10. Three CD150 carbs complete £15. One 12 volt coil, £1. One 2L dist., £10. Vit. water pump, £5. Vit/GT6 2L water pump, £10 new. Vit front suspension complete £25 pep side. One pair Herald engine valances, £5. 2 Vit MK11 grilles, £5 each. 13/60 carb and air cleaner, £15. Two 2L brake drums, £7 each. One 2L halfshaft and vert. link, £10. One rear spring 8 leaf Vit MK11 2L, £10. One Herald diff. cond. unknown, £10. MK11 Vit diff 3.89, £35. One Herald 1200 engine, £35. One Vit 2L engine less head and cam, £35. Two door rubbers Vit/Herald, £10. One pair front seats MK1 Vitesse 2L, Blue, £10 each. One pair Vit rear wood trims, £5 pair. Vit speedo MK11, £7. Vit MK11 wiper switch, £1.50. One pair Her/Vit light units no glasses 50p each. Her/Vit demister pipes, 50p each. Her/Vit rear vertical link MK1 £2. Her/Vit overrider, £3. Her/Vit rear valance £3. Vit 6 O/D output flange, £10. Three Vit headlamp assy complete with headlamp shell, £2 each. Bonnet trim Vit/Her (middle) £3. Front middle and N/S alloy bumper, £5. Spit/GT6 fuel filler cap (non locking), £10. Eight Her/Vit hubcaps (fair to poor cond) £1 each. Wiper motor complete with worm, £5. Vit 6 front suspension O/S complete, £20. Vit 6 front suspension N/S missing bottom wishbone spring damper, £3. Vit 6 MK11 rear ½ shaft assy complete (pair) £20 each. Vit 6 petrol tank, £15. 15 assorted wheel rims Her/Vit/GT6, some with tyres, £3 per rim. One 13/60 grille, £5. 2 Vit rads, one with header tank, £10. 2 Vit sealed beams main beam, £1 each. Temp gauge Vit/GT6, £5. Vit control box, £1. Pair Vit/Her rear lights no glasses, £1 each. Three pairs rear side glasses with rubbers Vit/Her £2 per pair. One pair 13/60 front seats (black), £7 each. MK11 Vit/13/60 rear trim panels (black), £5. MK11 Vit dashboard no instruments, £5. One pair balck Spit door trims, £5. One pair Herald 1200/Vit 6 rear trim panels, £5. One pair Herald 1200 steering column and wheel, £5. One Vit O/S red door and trim, £4. One Vit door O/S dark green, £10. One Spit chassis (good cond.) £45. Four Her green red, blue and cactus, £5. Herald petrol tank complete with sender, £5. Herald doors pair, dark green - one complete with trim, £20. One pair Vit rear ¼ panels complete with alloy bumpers £5 each. One Vit bonnet cactus green (needs tidying), £40. One red Herald roof with sun roof hole - good cond., £10. Contact: G Hadley, tel: 01 428 9855.

Spitfire/GT6 rolling chassis inc diff., £50. GT6 111 rear door inc. HRW, £25. Spit. 1/11 hood inc. frame, genuine BL, still in box, £40. 1600cc engine and accessories, £15. O/D unit (no. 61875) £20. GT6 tinted windscreen for MK1111, £10. Plus many other parts which must go e.g. Spit 111 hood frame, GT6 carpet, pair Spit 11 doors, N/S Spit 111 door, Spit. 111 dashboard and sundry suspension parts, and master cvlinders. Contact: David Buxton. tel: 0566 7404.

GT6 MK3 full set of instruments anti glare £20. Chassis £30. Tel: John, 01 906 2484. Want to buy L reg. log book Kit Cars write offs?.

Spitfire Mk1V wheels, 5 off 4½J - Offers Tel: Dunstable 862601 ask for Rob.

Availability of GENUINE ORIGINAL SPARES for Club cars by Nick Bradbury

Through all that haze, befuddlement etc, I believe it is now 1983-? Perhaps some of you may, or may not have realised that the final production of Herald/Vitesse saloons, convertibles and estates was back in 1970/1971, - a mere 12 years ago, at most! GT6s being completed a little more recently in about 1974, I believe. Yes, I know the Spitfire 1500s have been floating around a little more recently still, but in general, production ceased long ago!

As a result of production ceasing, genuine spares production virtually ceased also with the result that those spares which had been manufactured to keep vehicles on the road, were stockpiled for future use, with the occasional throwing out session, when certain spares were deemed to be no longer required. It does and has happened, you know As a result, the availability of genuine original manufacturers' spares has been decreasing over the years, more noticeably now, than say over the last 2 or 3 years. Also when garages change from one manufacturer to another, they usually dispose of stock no longer required. For example, about three years ago, a local garage changed from BLMC to Renault (of all things) and according to the parts manager, they threw out skip-fulls of panels, mechanical spares and a variety of other stuff for our cars, just because they couldn't find a home for the stuff. Most of it was apparently sent off for scrap! So be warned, even your local garage may have something you or someone else in TSSC may require! This garage I mentioned above, still has an occasional titbit turning up (I hasten to add, they're not sure where everything is, in the stores, but its there somewhere!), for example I was told they had a brand new Spitfire Mk1V hood assembly complete, in its original box. It has been in stock for about 3 years, but the asking price is to my way of thinking, rather exorbitant, about £150 is required. The current price as in BLs price list effective from 1/1/83, is now £187.45 including VAT. So, I think it may well stay there for some time! They also have (still) some original Austin 12 piston assemblies (circa 1938) in their original boxes, but I wasn't given a price for them!

Returning to the problem of spares availability for our cars, - genuine, original replacement parts are becoming scarce, - that's a fact. Admittedly, several companies are providing replacement items such as outriggers, floor panels, valances, repair panels (parts) for wing corners, lower edges of doors, rear wings etc. etc. In my experience, with outriggers and rear valances for a 13/60 saloon, a certain amount of trimming and shaping had to be done prior to fitting, especially on the valance panels, - an inch of metal along the top of the centre valance panel had to be removed before it even fitted on the car! Also a number of fibre-glass items are appearing nowadays; no good for Concours cars, but probably adequate enough to keep up appearances! Only one snag, you cannot weld it to steel

Having spent most evenings during Christmas/New Year week, thumbing through several pages of Herald and Vitesse parts manuals, checking the availability of certain items common to both types of saloons, (haven't got round to Estates, Couriers and Convertibles yet!) - currently available, according to a piece of literature, acquired on December 20th! I have compiled a short list as follows, with BLs prices effective from 1st January 1983, excluding VAT:-

Tonneau side panel assembly, RH only (rear wing) - £21.75.
Rear inner wheelarch panel, RH and LH - £16.00 each.
Front outer wheelarch panel, LH only - £23.75.
Front inner wheelarch panel, RH and LH - £6.80 each.
Floor assembly front, RH and LH - £39.25 each.
Floor assembly, luggage (incl. spare wheel compartment) - £88.00.
Mounting bracket, B post, RH only - £1.55.

Cover panel, spare wheel (millboard) - 0.73.
 Air box, panel assembly 9for heater) - £5.70.
 Panel assembly, B post, outer LH only - £13.10.
 Sill assembly (RH (the bit along the side) - £17.00.
 (LH (below the doors) - £11.80.
 Rear valance side panel (Herald), RH only - £10.00. (All Vit. rear valances-NLS)
 Front cross-tube assembly (front end of chassis) - £6.90. ← (Someone was advertising these at £10 each, recently)
 Mounting bracket for anti-roll bar, LH and RH - 0.67 each.
 Radiator mounting brackets, LH and RH - 0.29 each.
 Strut assembly (x-tube to chassis extension) RH - 0.78.
 " " (" " " ") LH - 0.61.

Rear damper, bracket support, RH (Vitesse MK2) only - £1.45.
 Front outrigger assembly, RH and LH. - £5.80 each.
 Intermediate outrigger assembly, RH - £3.70.
 " " " " LH - £3.90.

Rear outrigger assembly, RH only (Vitesse MK2) - £7.00.
 Extension rear frame assembly, RH)under - £5.60.
 " " " " LH)boot - £6.10.

Channel side assembly LH or RH (connects outer ends of outriggers) - £6.10 each.
 Front suspension and engine mounting assembly bracket, RH and LH - £26.25 each.
 Front valance (Vitesse MK2) - £54.50.
 Outer door panel, LH and RH - £29.00 each.
 Front outer bumper (aluminium) LH - £2.25.)
 " " " (") RH - £1.30.) For Vitesse models only.
 Rear side bumper (") LH only £2.00.)
 (Remainder - no longer available).

Mechanical kits still available include the Vitesse MK2 O/D unit at a mere £153, plus a surcharge of £50, presumably for the return of your old O/D unit? The O/D and non-O/D propshafts for the MK2 are also still available, but both types of gearbox are not. You can still obtain various parts for the rear axle, such as the 3.89:1 axle assembly; the hypoid housing, the differential casings and a motley collection of crown wheels and pinions; - the 3.89:1, CW & P, for £126 and the 3.27:1 at £122. The latter was apparently for competition use only (according to the parts manual)! Also just as a matter of interest, the O/D gearbox mounting plate for the Vitesse MK2 is still listed as available for a mere 34p+VAT! Didn't I see someone advertising this item for about £9.00 sometime recently, in this magazine - re-manufactured, but not quite as good as the original item?!! Tut! tut! - if that was the case, someone hasn't been doing their homework!

Regrettably, such items as upper and lower rear wing panels (or complete assemblies), front wing panels, rear floor and seat pan assemblies plus other items too numerous to mention, are no longer available from BL. They come to light occasionally, some garages still have vast(?) stocks of spares, but as far as "your actual manufacturer" is concerned, once out of stock, they're no longer replaced.

Breaking 1200 Estate. Very good bonnet, rear door. Most parts. Vit. 1600 engine in bits with g/box. Contact: Steve, tel Ware 5202262 (days) or Ware 66421 (nights).

Herald 13/60 new bonnet assemblies (575013), £125 each. Sills, £10 pair. Door skins, £15 each. All ex BL stock. Virtually perfect body-off chassis. No roof, £50. Set of 4 aluminium Cobra wheel inc. excellent Radial tyres, £100 o.n.o. Contact: G F Lebbon, tel: 021 358 7448.

Magalloy American wheels; v.g.c. Appearance as Wolfrace. Very good looking. Ex-GT6 MK111. 4 no. 13 x 5½ inc. grabber tyres, (2 poor). Chrome nuts inc. 4 locking nuts. Hope for £95 plus. Contact: Nick Willder, tel: (077382) 2494.

CAR WANTED *** CAR WANTED *** CAR WANTED *** CAR WANTED *** CAR WANTED ***

Herald 13/60 Conv. Must be bodily and mechanically sound. Details please to Mr S Ferry, tel: Darlington 480172.

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

GT6 front suspension (hardened) pref. brake master plus servo, headlamp surround O/S., distributor, a good carpet set. Also anything else handy to have - bearings, bushes, etc. If you can help, please contact: Julian, tel: Blewbury (0235) 850818.

Hardtop to fit MK1V Spitfire. Contact: John Clouston, tel: Derby 364230.

Vitesse MK11 outer wheelarches (802845 and 802846) Front footwells (806269 and 806270). Contact: M Edward, tel: St Andrews (0334) 76762.

Eversure make, sealed beam foglight and spotlight (4½" dia) for Vitesse 1600. Rubb sealing strip for bottom part of bootlid on Vitesse. Front valance for Vitesse 1600 - must be in good cond. Contact: Mr J Silverton, tel: 01 769 7534.

Immaculate convertible (pref) doors, hardtop, SAH manifold. Contact: H Robinson, tel: (0707) 50167.

One or more bolt-on wire wheels Vitesse or GT6 2L for spares. Contact: Chris. Tel: Locksheath (04895) 84334 home or (0703) 845565 work.

2 rear wings for MK11 Vit. Conv., new or very good condition. Contact: Kevin Marshall, tel: 0282 812181 (Barnoldswick).

I need 13/60 rad., petrol tank and TR6 wire wheels. Contact: Steve, tel: Ware 5202262 (days) or Ware 66421 (nights).

Parts Catalogue for MK111 GT6, also engine, valance, passanger side must be new or v.g.c. Contact: Steuart Crofts, tel: (Kent) 079 581 305.

Drivers door in good cond. Also Kenlowe or similar cooling fan. Anyone know of any kits for a faired in headlamp conversion for a MK1V? Contact: Rob, tel: Dunstable 862601.

Differential for Vit. MK11. Must be in good working order. Contact: Dave Baker, tel: 0225 313017 after 6pm.

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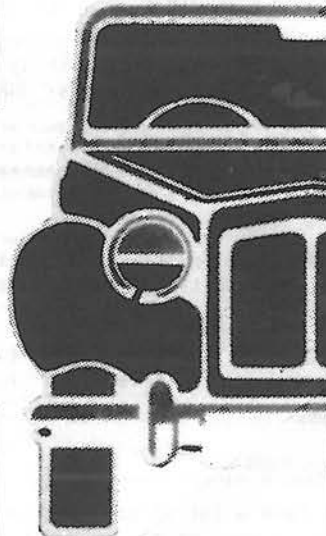
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CLUB SPARES

JOHN KIPPING

NEW SPARES SECRETARY

BODY AND TRIM

HERALD/VITESSE REAR WINGS

In response to those people who have expressed an interest in Herald/Vitesse rear wings, they are now available. Although not the 'genuine' part, they have been re-manufactured as close as possible to those difficult-to-get originals. The panel is the lower half of the rear wing only, so it will fit all saloons, estates, coupes and convertibles. The price - £35 each.

RUBBER SEALS

It appears that some members would like to keep the water on the outside of their cars. When funds permit, I hope to be able to do a fairly comprehensive range of rubber trim at reasonable prices - watch this space for developments.

PROCUREMENT OF SPARES

All prices quoted on the Spares Page include VAT but NOT POSTAGE. As a guide, to most places in the UK the scale of postal charges is as follows:-

Up to	1 KG	£1.40
	2 KG	£1.80
	3 KG	£2.20
	4 KG	£2.60

Larger/heavy items (e.g. sills, half floors, springs)

Up to	10 KG	£6.00
	20 KG	£8.00

All cheques can be made payable to TSSC.

CLUB SPARES

JEFF BAKER

MECHANICAL AND ELECTRICAL

By now it should be common knowledge that I have taken over the MECHANICAL AND ELECTRICAL side of the Club Spares from John Kipping, who now only handles the BODY AND TRIM PARTS, and the occasional enquiries regarding 948s.

We are still in the long process of sorting the spares and suppliers out, so I hope you will all bear with us until I can get in the full swing of things. Meanwhile here's the latest unearthed parts etc.

Rotoflex (doughnuts)	£9.00 each (limited stock)
Vitesse MK2 rear springs	£25.00 each + £6.00 carr.
(2 left in stock)	

COMING SOON

GT6 MK3/1500 Spitfire rear springs	£25.00 each
Early MKIV Spitfire rear springs	£25.00 each

FRONT BRAKE HOSES

Herald	£2.00 each (approx. 1 dozen pairs left)
Vitesse	£2.00 each (only 2 pairs left)

Vitesse sealed beam units (LH dip only - thanks John)£2.00
(Essential for Arnhem!)

Vitesse 6 clutch cover plates £5.00 each

I do have a lot of other miscellaneous parts, too numerous to mention, which John kindly dumped on me, so don't hesitate to give me a ring.

CLUB DIRECTORY 1983

AREA ORGANISERS, names, telephone numbers, meetings places of area group and meetings day [5]

AREA	AREA ORGANISER(S)	Tel. No.	VENUE	MEETING DAY(S)
ANGLIA	Barry Newitt	0223-841407	Coach & Horses Inn, Trumpington, Cambridge	1st Thursday
AVON	James Sturgeon	0272-568170	(Wheatshaf, Winterbourne) Talbot, Keynsham	1st Monday 3rd Wednesday
CORNWALL	Richard Cunningham	0872-78549	Various	Last Friday
COTSWOLD	Sue	0285-61137	White Horse Inn	3rd Tuesday
DERBYSHIRE Jct.29	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	Barry Thurgood	0279-812675	Dukes Head, Little Burstead	2nd Sunday
GLOUCESTER	Richard Flower	0242-510145	Golden Hart, Nr. Birdup	Last Tuesday
HANTS & SURREY	Tony Beale	048 62 68338	Royal Oak, Pirbright	2nd Wednesday
HEREFORDSHIRE	Jim Rickards		Green Dragon, Bishops Frome.	1st Wednesday
HERTS. North	Kevin Walker	0462-55949	The Red Lion, Offley	1st Tuesday
HERTS, South	Jeremy Hurst	0707-57156	[changing at the moment]	Last Wednesday
KENT	Martin Radford	0322-21056	Cock House Inn, Detling	2nd Monday
KENT (WEST)	Lynda Lee		The Grasshopper, Westerham	3rd Tuesday
LEICESTER	Ian McKeggie	0858-63934	The Cock Inn, Arnesby	4th Thursday
MANCHESTER	Andrew Head	061-427 1378	The Bullshead, Halebarns	2nd Tuesday
MILTON KEYNES	Geoff King	0908-315025	The Fountain, Loughton	3rd Wed./1st Sun.
NORFOLK	Phil Hudson	0953-604288	Kings Head, Hethersett	2nd Monday
NORTH EAST	Tony Lambert	0632-562577	The Holystone, Shiremoor	1st Monday
NORTH LONDON	Steve Willis	0707-51769	Old Hall Tavern, Chingford	Various
NORTH MIDLANDS	Don Halliday	0889-881566	The Three Crowns, Stone	3rd Thursday
NORTHERN IRELAND	Andy Scorgie	0265-822826	Various	1st Saturday
NOTTINGHAM	Geoff Fletcher	060 76 66147	Redgate Lodge, Castle Donington	2nd Wednesday
OXFORD	John Cudmore	099 389 555	The Grapes, Yarnton	2nd Wednesday
RIBBLA AREA	Chris Gardner	0772-54469	Anchor Hotel, Esprick	2nd Monday
RUGBY	Andy Jones	0203-452541	Fox & Hounds, Claycoton	2nd Monday
SALISBURY	Hugh Davies	0980-23517	Greyfisher, Salisbury	1st Thursday
SCOTLAND	Nigel Waddell	041-427-4340	Beech Tree Inn, Dumgoyne	2nd Wednesday
SCOTLAND, South East	Kenneth Archibald Alan Cooper	031-334-0148 0383-823980	Post House Hotel, Edinburgh	2nd Sunday 1 p.m.
SHETLAND	Michael Thomas	095 02 286	Lerwick Hotel.	1st Sunday
SOMERSET	Nick Bradbury	0278-662698	The Rising Sun, Knapp	Various
SOUTHERN	Tony Farby	0329-232605	The Good Intent, Horndean	1st Tuesday
SUSSEX	Colin Harrison	0444-413607	The Five Bells, Chailey	3rd Sunday
SWINDON	R.E. Tanner/T. Steel		Peterborough Arms, Dauntsey	1st Monday
THAMES	Leon Guyot	01-947-7659	The Winning Post, Whitton	Alternate Thursdays [fortnightly]
TRENT	Mike Costigan	0636-814050	The Fox, Kelham	1st Thursday
WALES, North	Mike Stewart	0270-625322	Various	Various
WALES, South	Tim Davies	0656-863426	Castell Mynach Pub, Llantrisant	2nd Wednesday
WARWICKSHIRE	Carolyn Tocker	0926-496398	Racehorse, Warwick	3rd Thursday
WESSEX	Kevin Minns	0202-602152	The Skittlers, Broadstone	2nd Tuesday
WEST MIDLANDS	Tony & Janis Spicer	021-353-9961	Various	1st week of month
WORCESTER	Trevor Brotherton	0386-6547	Coach & Horses, Harvington	Last Tuesday
YORKSHIRE, South	Chris Stabler	0302-743579	Oakville Hotel, South Milford.	1st Wednesday
YORKSHIRE, North	John Genders	075 92 4367	Oakville Hotel, South Milford	1st Wednesday
YORKSHIRE, West	Nigel Weedon		White Bear, Norwood Green.	1st Tuesday