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the monthly news publication of the
 Triumph Sports Six Club

APRIL 1983 No.34

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EDITORIAL

What a month! a bumper bumper magazine. As a Club it's a proud moment as so many of you have contributed, such a variety of topics within the mould of TRIUMPH HERALD BASED CARS. Certainly the job for me holds no time for space filling, just good solid well researched material. - Thankyou! Keep it coming as this will surely keep the TSSC in the forefront of the Classic Car Movement.

Did you see the GT6 and Vitesse prints in Turning Circle, well I will endorse the quality of them, - superb! Clive, I have one hanging on my lounge wall amongst my motoring relics, and it is now the focal point of the room.

In this issue there are various inserts including the TSSC rule book, long overdue, out up to date. Lastly, binders for Courier/Turning Circle are now available, these have been specially made for the Courier in top quality materials, including Typesetting the Club logo, name etc. Now many of you may want back issues of the Courier/Turning Circle, a form will appear next month, so hopefully you will be able to complete your collection.

I would like to thank on behalf of myself and the Club my wife Jo and Trudi Squibbs as without them you would not be reading this magazine, plus the helpers in packing the magazines every month :- Chris Lane, Karen Guymer, Ann Page, Ian and Val McKeggie and Pete Williams, yes it's teamwork!!!

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INTRO

The Club is so alive and active in so many ways, with so much enthusiasm shown by so many, that one wonders sometimes how we can continue to operate on a part-time basis. Members continue to flood in and not a month goes by without one or more of the main national magazines commenting on us or our activities. The Triumph Sports Six Club is truly a major part of the large one-make car club scene and we can remain proud that we have given the Herald Chassis vehicles the status they deserve.

There is so much information in the Courier that I am sure we often take it for granted. Does anyone know of another club, even twice our size, that is providing such an extensive service to its members?

However, to ensure that we, the Council, are getting it right and providing the information and services you want, Brian Waters has prepared a comprehensive Questionnaire which I hope all members will complete and return. Let me assure you that we will follow the majority opinion and reverse any current policy decision as necessary.

A small number of you have recently expressed concern regarding the introduction of advertising fees. To reassure you, may I point out that this is only being operated for a trial period of 6 months. Depending on the success and your general comments it will be continued or dropped. The overall response to date is generally favourable and of course provides vital income towards the cost of producing the magazine, which is expected to top £23,000 in 1983!!!

The Council decision to limit the Area News was again taken with the cost of the Courier mainly in mind. May I seek all Area Organiser co-operation here, restricting their copy to relevant future information (i.e. meeting place, times and dates etc.).

The result of the Questionnaire will enable us to decide whether this meets with your approval, and again let me assure you that the Council will review this decision when the outcome of the census is known.

The Council of Management is here to provide the club you want. Please make sure you express your views, either via the Questionnaire and/or via your Area Organiser (who in turn should communicate your views to Richard Bruford the Area Liaison Officer), to ensure that we are "going places" in the right direction. Thank you all for your support.

NEWS REVIEW

TYRES

This tends to be a subject that interests us all and I have therefore attempted to obtain up-to-date information from the leading tyre manufacturers regarding their road/competition tyres. Whilst some of the information is based on personal experience, I do hope you will find it useful.

Let me start by listing the Companies I wish to cover, together with basic technical details:- (SEE CHART)

I would prefer to restrict my brief comments to the first three, placing Pirelli aside, as whilst these are probably the best, they are outside the financial reach of most of us.

GOODYEAR

An excellent tyre, very strong and hard wearing with safe and predictable handling characteristics. Developed with the Clubman in mind. You can obtain discounts normally if you are a Competition Licence holder. Approx. price £30 per tyre (cheaper if you search).

British company situated in Avon! Highly regarded and certainly worthy of consideration. Both tyres provide high level of wet adhesion with low level noise. No special prices available although they suggest you contact one of their Motorway Tyre Service Depots for a competitive price. The Turbosport was developed from the Turbo steel. Rugged tread pattern designed to give performance characteristics coupled with a smooth quiet ride. Advertising blurb states "Tyre for the connoisseur". Price: Turbosteel £35 approx. Turbosport £?.

ADVAN

Horror of horror - Japanese!! Actually this relatively new tyre to Great Britain has been causing something of a stir. It is marketed by Pacemaker Ltd, Building 4, Estate Road, Stanmore Industrial Estate, Bridgnorth, Shropshire. The General Manager, C J Woodley is a Vitesse enthusiast!!

The A001 HFR tyre has been in production for approximately 2 years and became extremely popular in the latter part of 1982. On the "Gemini" the 1st round of the Welsh Road Rally Championship (early Feb. '83) Roger Moran was outright winner on the 205/60 HFR. On the "Illunination" Rally (Feb. '83) - 1st round of the 'Motorway News' Championship, Mike Hutchinson on the 205/60 HFR led until a wrong approach excluded him. Also the tyre recorded 1st and 2nd on the London Counties although it has now been banned in this championship as it is considered too quick! It retails in Japan for £85. In Britain you should be able to buy it for approx. £35. - could be an interesting alternative.

	<u>Overall Diameter</u>	<u>Revs/mile</u>	<u>Section width</u>
<u>ADVAN - YOKOHAMA</u> A001 205/60-13 HFR	581 mm	920	205 mm (on 6" rim)
<u>AVON</u> Turbospeed 205/60 HR13	578 mm	913	198 mm (on 5½" rim)
Turbosport 185/70 HR13	597 mm	883 (will affect gearing)	184 mm (on 5" rim)
<u>GOODYEAR</u> Rally Special 195/60 HR13 (Steel belted radial)	567 mm	938	187 mm (on 6" rim) (recomm. rim sizes 5½-7")

205/60 HR13

Newly introduced: No details at time of going to press.

PIRELLI
P7 or P6

Highly recommended but very expensive. A set of 5 will set you back enough to buy a nice club car. Probably the best available if you can afford them.

FIRESTONE

Not recommended in my opinion.

DUNLOP

No worthwhile information provided.

JOHN GRIFFITHS
PRESIDENT

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(6 cylinder)	£ 40.00
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Valance Corner Panel (GRP)	£ 40.00 per pair
Front Wing Panel	£ 32.00
Valance Panel Rear Lower	£ 30.00
Door Skin	£ 15.00
Outer Sill Panel	£ 10.00
Rear Wing Repair Panel (Front)	£ 9.00
Rear Wing Repair Panel (Rear)	£ 10.00
Bootlid (Spitfire)	£ 74.75
GT6 Rear Wing N/S Leyland	£ 47.50
GT6 Bonnet & Tailgate Badges	£ 3.45 each
Spitfire Short Engine (1300cc)	£185.00
Differential Assembly 3.89:1	£172.50 (New)
Spitfire Exhaust System 1300cc	£ 40.00
GT6 Exhaust System	£ 49.00
GT6 Brake Disc	£ 16.00
Spitfire Brake Disc	£ 13.00
Brake Pad Set	£ 7.00
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Spitfire/GT6 Handbrake Cover & Armrest	£ 13.80 exchange
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Spitfire/GT6 Door sealing Rubbers	£ 13.80
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WHO'S WHO - No 1 - A look at your Club Members

JOHN MASON CRIFFITHS, PRESIDENT AND COMMITTEE CHAIRMAN:

Who else to start this new series with but our President? One of the originators of the Club, John took over the Presidential role in May 1981, when Paul Swanson relinquished the title. He was also Competition Secretary until this year. As Chairman of the Council of Management, he keeps them on their toes, his effervescent character and enthusiasm for the Club rub off on others and our present position in the Club scene is, in my opinion, mainly attributable to his efforts.

Born 23rd December, 1952 (what a Christmas box for Mum and Dad!), John was educated at St. Kenelm Prep. School, Cheltenham after failing 11+ but was made Prefect and Patrol Leader of their Scout troop. Progressed to Whitefriars Grammer School at Charlton Kings, Cheltenham at 13+ achieving 10 GCE O'levels. He made his mark in 4th form, being the only boy to have a car! (a 1955 Morris Minor). John also won approval for 4th formers to no longer wear caps. This move puzzles me as he now always seems to wear one.

Later education was at North Gloucestershire Tech College, Cheltenham, taking 4 'A' levels - enough to get a place at Bristol Univ. but John opted in the end to join National Westminster Bank, continuing evening classes to get his A.I.B. (Assoc. of the Inst. of Bankers). As is normal bank practice, John has moved around Nat. West branches - 2 in Cheltenham, 1 in Gloucester, 2 in Bath, 1 in Torquay and now Exeter, where he is Advances officer in the Exeter Area Office.

Married to Pamela in 1974, who was also Cheltenham educated at Pates Grammer School and North Glouc. Tech. for a National Diploma in Business Studies. They have a daughter who will be 2 on 10th April next and another happy event is due in early July.

John's father is a keen motorist, worked at Downtys, the aircraft hydraulics company as a designer.

John's driving started long before the legal age having a go with his father's cars wherever possible, (with permission John?). When about 14, he was bought a Vitesse 1600 and took his test in Cheltenham in his Whitfriars school blazer and cap, having time off lessons!

As you can see from the long list of cars/bikes, he has run - we nearly lost him to the Morris Minor Club:-

1955	Morris Minor 803	WPG 168	*1970 T Vitesse MK11 Conv.	DVT784J
1964	Yamaha 80 YG1	-	1964 Riley 1.5	CAD 747B
	Austin A40	64 BOC	1978 Honda 400/4	ROU 700S
	T. Herald 1200	219 JAB	1976 T. Dolomite Sprint	MOU 985R
1966	Suzuki T10 250	GDC 60D	1970 T. Vitesse MK11	WHY 541H
1962	Morris Minor 1000	844 RHW	1973 T. GT6 MK111	NOD 757M
1965	T. Spitfire MK11	DCJ 689C	1969 LandRover	SAB 515F
	T. Vitesse 2L MK1	RFH 612F	*1976 T. 2500s Saloon	PTT 607R
1959	Morris Minor 1000	923 FJO	*1964 T. Herald 1200	722 TDV
1959	Morris Minor 1000	XXE 38	1964 Ford Zephyr 4	ADD 397B

*Currently owned - though 2500s is for sale.

Asked what reasons made Club cars (and Vitesse in particular) his favourites, he replied 'Ease of maintenance, looks, and the magic of the straight six in a small car concept'. He continued, 'The feel of all Club cars is unique - there is something very special about them. Perhaps it is the separate chassis that gives it that feel. As for the Vitesse, it has always been the underdog

in the eyes of the press and I enjoy proving that it can be made to handle and out-perform much more modern machinery'.

Most of you will know John's beloved Vitesse Convertible that he drives so well at hillclimbs and sprints. Always turned out immaculately (as is the driver!), it certainly does wonders for the Club image. Another article would be needed to describe the car in detail. It has already been featured in 'Sports Car Mechanics' (Sept. '82) but I will give you a short summary of its modifications done mostly in Winter of 1977/8, following John's purchase in February 1975:-

SAH modified reprofiled head, larger exhaust ports.
SAH six branch exhaust manifolds and dual silencers.
Tripple Weber 40 DCOE carbs.
Piper camshaft and SAH stiffer valve springs and cam followers.
Wood Jeffrey electric fan.
SAH short competition front springs with Spax Adjustable shocks.
SAH uprated rear spring with Spax telescopic rear shocks in place of lever arm dampers.
SAH front and rear anti-roll bars.
BL Competition 4.11:1 diff. (last but one).
5½J P and S Alloy wheels with 195/60 Goodyear Rally Specials.
Girling brake servo and competition linings.
Rollover bar and safety harness.
Checked in 1979 on rolling road and was giving 110bhp @ 6500 rpm at rear wheels (145/155bhp at flywheel).

It's competition record started with one event in July 1977 at Prescott, six outings in 1978, ten in 1979, five each in 1980/1981 and 1982. Once Club cars were classed on their own in 1980 John has had 8 class wins out of 10 starts. His driving always seems so smooth, quiet and almost effortless and only once (at Curborough Sprint) in the wet have I seen him make a mistake and even that was done with grace! This smooth progress is often the sign of a good, quick driver, who is also gentle on the car.

Not only is John a success in competition but also as a Concours entry being 1st in the Modified Class in 1978 and 1979. As the Club has grown, John feels it is no longer good enough to qualify in this area but did allow it to be displayed at the Town and Country Motoring Festival at Stoneleigh in 1979 and 1980, the West Country Classic Show, Plymouth, Newton Abbot World of Wheels and the Yeovil Festival in 1982. It is always a 'show stopper'.

The future of the Club is close to John's heart and he hopes it will grow in size and stature, guaranteeing the preservation of our cars and that in time we will have official premises with full-time staff. He also wants the famous TSSC friendliness to continue despite out growth in numbers. In his crystal ball, he sees the need to provide support to a united Triumph/Standard organisation, to protect the overall foundation and history now that the official Triumph factory name is dead.

John is, in my opinion, the driving force behind the Club and the more professional it has now become is, in no small measure, due to him and his undying support. It takes up a great deal of his spare time to the detriment of another love - fell walking. He is also partial to a jar of Real Ale (Wadsworth 6X). I am sure he does not mix it with his driving but I have heard of excursions in certain hotels, late at night with Eddie Evans and others, drawing circuit maps of the carpet, when Pam was not looking.

The Christmas weekends at The Fosse Manor Hotel at Stow-on-the-Wold are 'all his own work', well organised and very enjoyable. John, I hope, will continue these super get-togethers and may his reign over Club affairs flourish for many years to come. It is a pleasure to be involved with him.

JOHN CUDMORE



JOHN GRIFFITHS

TSSC

PRESIDENT

PLEA FOR HELP

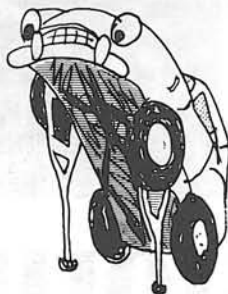
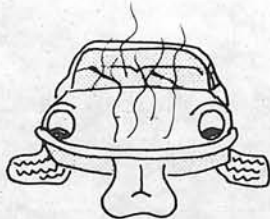
Would any members who could help assist in marshalling Goodwood racing circuit this year please contact myself, Kevin Ginger, as we are desperately in need of help this year. I can be contacted on WOKING 24818 or at 31 Warren Farm, Warren Lane, Pyrford, Surrey GU22 8XF.

Confirmed Sprint Dates For 1983:

10th July - Goodwood
18th Sept - Goodwood

Competitors - do not forget to register with me for this years Championship or you will not be eligible.

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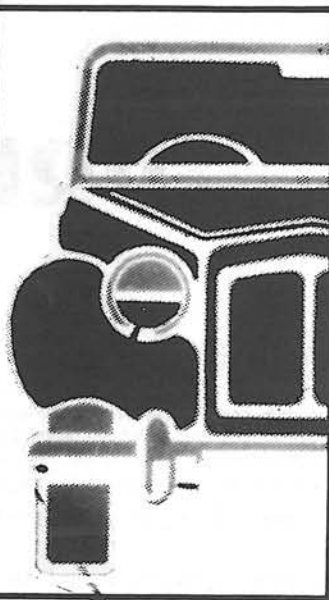
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WHAT'S ON NEXT?

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AT BL HERITAGE COLLECTION, SYON PARK, BRENTFORD, MIDDLESEX

ON SUNDAY 17TH APRIL 1983 10 AM TO 5.30 PM (APPROX)

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The Formal Gardens, as landscaped by Capability Brown.

The Great Conservatory by Dr. Fowler in 1827, containing Aviary, Aquarium in addition to many interesting plants and cacti, open 10am-6pm, (or. dus ENTRY 70p.

The Syon Park Garden Centre open 10am-5.45pm.

The Rose Garden (6 acres) entry 10p (by turnstile).

The Art Centre (free entry).

The live butterfly collection.

There is a cafeteria, Souvenir shop and toilet within 100yds of the museum entrance.

The charge for the South of England Meet covers entry to the BL Heritage Collection which is £1.80 for adults and 90p for children under 17 years and OAP's. PLUS £1.50 entry per car for the meet itself, for this you will receive a lapel badge, the purpose of which is to show BL Heritage staff that you have paid your entrance fee, also entry for your car to the SEM'83 general Concours.

This year we have even more trophies...

- 1) Distance Award (Advance bookings only are eligible-so I can send you the form).
- 2) Best Car in show
- 3) Worst Car in show- - Most ambitious restoration project.
- 4) Best Vitesse
- 5) Best Herald
- 6) Best GT6
- 7) Best Spitfire
- 8) Best Other Club Car, i.e. Specials/Bonds/Amphicars etc etc.

As last year we have decided that the best judges are you, the members/owners. Voting forms will be provided in advance. Please do fill them in and place them in the box provided on the day, by 2.00pm at the latest, it is the only way to make the results 100% fair. Pens will also be provided, please return them with the voting forms, unless you really want them as souvenirs.

There will also be spares stands for you to bring/buy/swap much needed parts-members only, perhaps some of the areas might arrange something along the lines of East Berkshires' example last year.

We would very much appreciate it if tickets could all be purchased in advance. Please supply a self-addressed envelope with your request for tickets as postage is costly. Non Triumph cars will have to be parked on the other side of the car park out of camera shot. Cars will be parked strictly according to model. Cheques/P.O.s made payable to "Triumph Sports Six Club-Thames Area", Send to TSSC-Thames Area SEM'83

c/o Mr Leon Guyot
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Wimbledon
London SW19 7LN.

Remember this a National Event, second only to Donington, last year we had 220 cars, 450 people, so lets make it even bigger this year. By Special invitation we cordially invite the following Clubs to take part, TR Drivers Club/Triumph Stag Owners Club/Triumph 2000/2500/2.5 register/Club Triumph/TR Register, several mems. of the above Clubs were kind enough to attend last year and certainly helped to make it an even better show.

MAY 14TH IS CONCOURS DAY - COME AND HAVE A WHALE OF A TIME: DONINGTON PREVIEW

May 14th is TSSC National Concours Day - and that means cars, trade stands, competitions and the odd whale here and there. More on him later.

As in the previous years, we've once again got the Melbourne Loop at Donington for this, the 6th National Concours, and before I get yelled at about last years event being on Cup Final day (Paul Sanderson from Practical Classics has already been worrying over it!), I haven't a clue if we clash this year - anyway you can watch a football match any old Saturday, can't you??!

The Classes for the Concours will be divided, as usual, into five classes:-

- 1) Original - prizes for 1st, 2nd, 3rd.
- 2) Working - for cars doing over 100 miles a week: prizes for 1st, 2nd, 3rd.
- 3) Modified - prizes for 1st, 2nd, 3rd.
- 4) Working Modified - modified cars doing over 100 miles a week: prizes for 1st, 2nd, 3rd.
- 5) Elite - winners of the above classes from the two previous years. Entrants to this class are not eligible for entry in any other. 1st prize only is awarded in Elite.

There are also prizes for the best convertible, presented by Spitfires UK, the Mike Long Trophy for the best GT6, the Andy Jones Trophy for the best Vitesse, the Neil Williamson Trophy for best Spitfire and the Trophy for the Best Personal choice - your chance to vote for your favourite.

Entries for the Concours will be on the day only at £3, which means you not only receive a commemorative plaque but you also don't have to find a penny more than last year - can't be bad! Judging will start at 1.00pm prompt. Don't forget your MOT certificate - you'll lose marks without it!

There are a wide variety of other attractions besides the Concours including the whale - the inflatable kind of course (I know real ones beach themselves sometimes, but Donington is a little far inland for that!). Esse Area are having their autotest again, and the West Midlands Challenge Trophy will be up for grabs once more. For the uninitiated, the competition involves a team of not more than three changing the wheels and plugs on a standard Herald. It is timed and the fastest team wins. Each team must provide its own Herald, a new set of plugs, and any tools they wish. There will be some tools provided if you forget your own. Last years was a real laugh so, come on, and have a go. Area Organisers should have more details of it. No doubt Geoff Moore will be defending his title, won't you Geoff?!

There will also be an auction for anyone wishing to sell their car. If you're interested, bring the car along on the day, put a reserve price on it and give all the details of the car in at the Concours registering point. The auction will begin at 3.00pm so long as there is sufficient interest.

The Coventry Motor Museum are bringing a fully restored vintage bus along for viewing. I might just mention at this point that the Museum is a fascinating place to look over, with plenty of fine examples of classic cars, bikes and buses. They are very pleasant and helpful there and it makes a super day out.

We'll also be having a 'Hunt the Treasure' competition which, contrary to popular belief, is different to a Treasure Hunt. For a small fee, you can buy a square on a map and if you're lucky, and the treasure is in your square - you win a goody prize! Trade stands will be there, full of spares and a Crypton tuning service - AutoMech - have agreed to come along with two vans and a video film show - no, not showing blue movies, but a film on their work.

Crusader Disco will once again be doing their splendid job on the P.A. as well as providing the music for the evening entertainment, which will consist of a disco buffet in a marquee on site. Price for the evening will be £2.50 for the buffet

and £1 for the disco. Requests for tickets - remittance and SAE - to Janis Spicer, Laburnham Cottage, 336 Clarence Road, Four Oakes, Sutton Coldfield, West Midlands.

Camping will be at the top end of Donington up near the museum, at £1.50 to cover both the Friday and the Saturday nights.

The gates will open on the day at 10.00am and entrance by your lucky-number programme is £1 a car. You'll notice a number on the front of your programme - if your number is picked, you'll win a years free TSSC membership for 1983/4 - that's incentive on its own to come and support the Club's Number One Event - remember, its for the benefit of you - the members! See you all on May 14th!

AUTOSUNDAY - JULY 3, EASTHAMPSTEAD PARK, BRACKNELL:

'Autosunday' is a name you may have noticed briefly in recent issues of the Courier. It's run by the Rotary Club of Easthampstead for charity and last year collected over £7,000 from an attendance of nearly 20,000 visitors - all in one day. Last year the East Berks, Hants & Surrey and Thames area participated. This year, the event goes National and involves all members of the Club!

Attractions include Concours Competitions and Parade of Vintage and Classic Cars, our own Club Stall, Autojumble stalls, Helicopter Rides, Aerobatic Displays, Pony Rides, Marching Bands, Hovercraft and Model Aircraft Displays, Refreshments etc., etc.

Our own Concours Competition is only one of a number of others taking place including those for Alvis, Lotus, MGB, TR Register etc. We have our own beautifully engraved silver-plated cup for overall Club winner. Also, individual cups to keep. All entries into Concours are presented with plaque and photograph.

Watching or taking part, it's a great day out for the family. The cost - spectators 50p and children 25p on the day. Entrance to our Concours £2 (inc. all admissions), details from me. I want there to be a good display from the TSSC this year so write with an S.A.E. to: John Reed, 3 Marlborough Road, Maidenhead, Berks SL6 4LF. (Professionally made review of last year available on BETA video if required).

DO NOT MISSLEICESTER BONANZACLASSIC CAR AUGUST 6/7

CONCOURS COMP.	DRIVING GYMKHANA.	LIKE NEVER BEFORE PLUS WITHIN BEAUTIFUL GROUNDS
	PLUS TRADE STANDS	PLUS CLASSIC CAR SHOW
	PLUS BL LINE UP	PLUS HOG ROAST
	PLUS FUN FOR KIDS	PLUS STATELY HOME

Plus purpose built camp site, plus evening fun.

SUNDAY

Treasure Hunt for the competitive driver. Wild life park trip for all the family. Booking - see may Courier edition, for a true Birthday Party.



S.T.I.R. 8 ARNHEM, HOLLAND - 27-30TH MAY - WHITSUN WEEKEND

The interest already shown in this trip is quite overwhelming. It is getting to the point where another Hotel may be needed to accommodate everyone. If you wish to join us write to me NOW for entry forms with SAE please quoting vehicle you intend to take, number of people, what time ferry crossing required and are you camping or needing a Hotel. Main details are as follows:-

SEALINK DOVER-OOSTENDE FRIDAY 27 MAY DEPARTING - 0400, 0700, 1000 and 1430HRS.
Return trip must be made within 7 days.

Fare return for car/driver - £58.00 Children under 14 - £6.00

Extra adults - £12.00 Children under 4 - FREE

HOTEL - Rates about £33.00 for 2 persons for 3 nights bed and breakfast.
CAMPING - Free.

If you have more time available or you wish to reduce the drive to Dover you might consider Felixstowe - Zeebrugge via Townsend-Thoresen. This alternative has been arranged by Barry Newitt, Anglia Area Organiser at reduced prices to sail on Thursday 26th May returning on any DAY boat AFTER Monday 30th May. Details as follows:-

TOWNSEND-THORESEN FELIXSTOWE-ZEEBRUGGE, THURS 26TH MAY, DEPARTING 0900 or 1600HRS.

Fare return for car/driver - £39.50 Children under 14 - £6.50

Extra adults - £12.50 Children under 4 - FREE

Any length trailer or caravan - £16.00.

Bookings for this trip may be made ONLY through Denise or John Miller of Miller Bros. Travel, 18 Cambridge Road, Foxton, Cambridge. (Tel: 0223 870291). Please mention TSSC when applying and its suggested a firm return time/day is booked at the same time.

Barry will travel on the 0900 boat and will meet up with Dover trip at Arnhem.

In order to get access to the Rally, obtain STIR Rally Plaque and Plates you will still need to register with STIR organiser who can also handle hotel reservations but please do not delay in applying to me for ENTRY FORMS with STAMPED addressed envelope.

You could also apply for your Spitfire/Vitesse 21st Anniversary door/boot stickers at the same time. Two or three per car look best. They are £1.00 each plus 32p postage stamps - state model required.

Applications to:- John Cudmore, 'Up Country', High Street, Stonesfield, Oxford.



INVITATION BY GUUS VAN DER KROGT, CHAIRMAN OF THE ORGANISATION TEAM FOR STIR VIII, ARNHEM, THE NETHERLANDS - 28TH AND 29TH MAY 1983

This is to inform you about the EIGHTH STANDARD TRIUMPH INTERNATIONAL RALLY (STIR) which will for the first time be held in the Netherlands on the 28th and the 29th of May 1983.

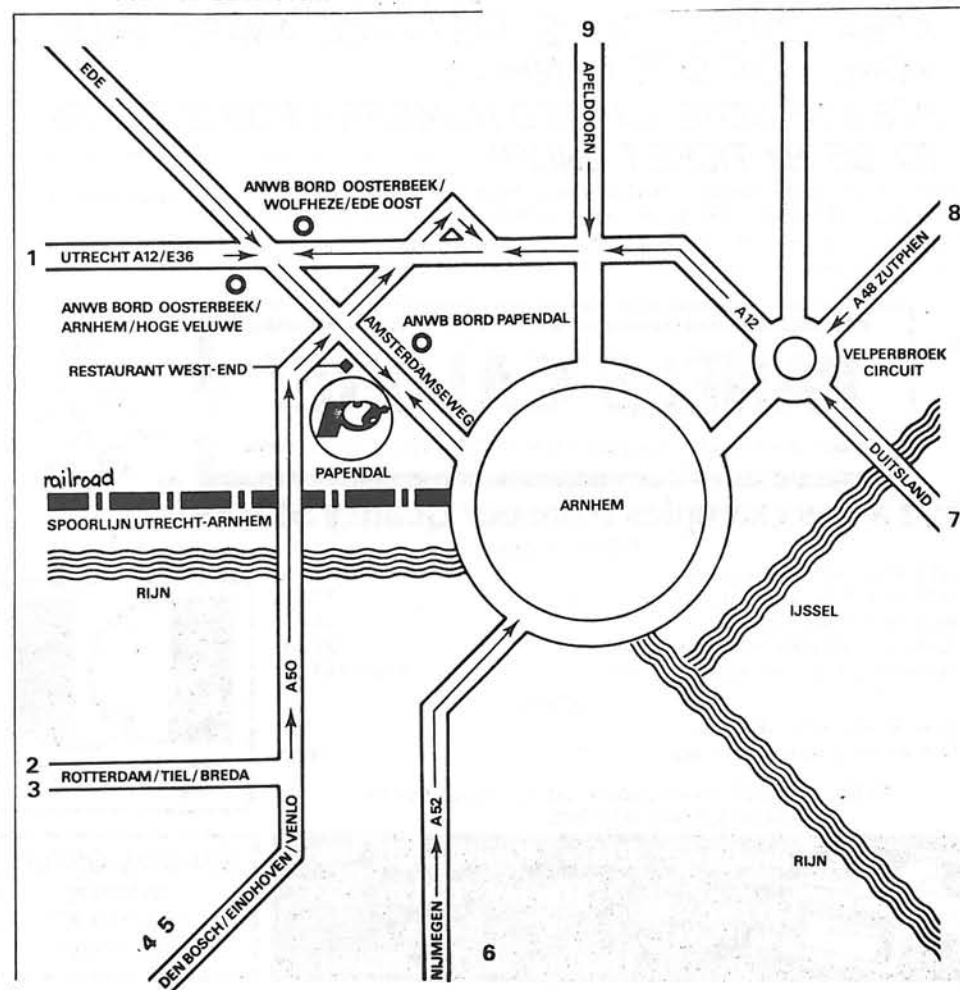
The location is a very nice place in the centre of our country, surrounded by woods and large open areas. It is called "Nationaal Sportcentrum Papendal" and it is very close to the town of Arnhem.

We are very glad having been invited to organise STIR VIII for the first time in our country. In order to make the weekend successful, we really do need your support. So the organisation team of STIR VIII invites you to join this meeting.

I have included a program and a map of the area. In case of problems, please contact: Theo Ouborg

Generaal Linckerslaan 78
5624 JW Eindhoven.

Hoping to meet you at "Papendal".





ANGLIA SECTION

6th ANNUAL BIRTHDAY BAR-B-QUE AT WELLS FARM WHITTLESFORD CAMBRIDGE

ON THE 16th JULY 1983

EVENTS INCLUDE:-

DRIVING TESTS - SPARE PARTS -
EVENING BAR-B-QUE - LIVE BAND - REAL ALE BAR -
TRADE STANDS - CLUB REGALIA - SIDE STANDS -
LUCKY TICKET DRAW - GRAND RAFFLE - INTER
AREA COMPETITIONS - DISTANCE AWARD - PLUS
MORE !! ON SITE CAMPING.

PLEASE NOTE LIMITED NUMBERS FORCE ENTRY
TO BE BY TICKET ONLY!! Adults - £4.00 - Children - £1.50.

Tickets from Barry Newitt Anglia Area Organiser, 89 Shelford Road, Trumpington, Cambridge. CB2 2NB. SAE with order please - cheques payable to TSSC.

Caravan - camping - £2.00 per pitch - on same site - Family section. Hot and cold wash rooms - good toilets - book pitch when you send for your B/Q tickets.

PANELS GALORE!

WRITE OR PHONE FOR FREE PRICE LIST



Just a few examples from our Quality Stocks

FIBRE GLASS

GT6 MkIII Spitfire IV bonnet	111.75
GT6 MkI, II Spitfire I, II, III front valence.	17.95
Spitfire IV boot lid (Full)	38.80
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

PLUS - FLOOR PANS, INNER SILLS, REAR INNER
ARCHES, BOOT FLOORS

2 Edinburgh Place, Edinburgh Way,
Harlow CM20 2DJ,
Essex

All prices subject
to 15% VAT

Harlow (0279) 442661/2

SPECIAL OFFER

10% DISCOUNT
TO CLUB MEMBERS
(except Hardtops)

AREA LIAISON OFFICER

Unfortunately some bad news to start off with, the Swindon Area has been officially pronounced dead. Many thanks to Pete Boyce for letting me know. Also thanks to those Area Organisers who sent in their '83 nomination forms this month. But there are still TWELVE of you that haven't, are YOU one of them?

Another idea for improving area meetings is an Area New letter. We started one in the Devon area last month called "The Devon Herald" which went down very well. This is a specially good idea as it saves having long area reports in the Courier which are only of interest to those concerned and with 45 areas now, are threatening to take over the whole magazine.

After a "smashing" Christmas weekend at Stow which I am sure is covered elsewhere in the mag., John G. and I have had several requests to see the following ode, which was read out on the rather wild Saturday night, in print so here goes:

This is the story of hillclimbers true
That Richard and John will relate through and through
Without wishing to bore
We'll tell you the score
And the various things that we do.

It's May '82 and the Goodwood event
So Richard and John in convoy went
The journey was long
Our cars both went wrong
And we arrived with our energies spent.

On Saturday night we drove to the pub
To take on our friends from the TR Club
Our skittles was superior
But our drinking inferior
And we lost to the A.H. Club.

That night as usual we slept in the tent
Please believe us we're certainly not bent
We managed to sleep
Despite Richard's feet
And to win all the trophies we went.

We usually wake up to the sound of the rain
All our hopes for the trophies will be in vain
Without our slicks
We'll be up to tricks
And Paul will be spinning again.

Racing each other in our Valencia Vits
It's against Kevin Ginger we pit all our wits
But there's no need to fear
Andy Jones will appear
And sort us all out in his Spit.

John Cudmore and Tim come to support
They enjoy watching this damn silly sport
In the spills they delight
They hope for a fright
But its Triumphs they're watching, not a Midget or Sprite

At the end of the year to the Forum we went
A noggin and natter to discuss the event
Now Kev's got the reins
He's been to great pains
To ensure that next season there's no discontent.

(many thanks to Pam G. who is mainly to blame!)

INTERNATIONAL MARQUE SECRETARIES

VITESSE REGISTER SECRETARY, ANDY JONES REPORTS:

I now have the renewal forms from Trudi Squibbs, so I can give a full breakdown on Club Vitesse.

	Saloon	Convertible	Estate	Unidentified	Total
Vitesse 1600	56	37	2	-	95
Vitesse 2L MK1	78	109	5	25	217
Vitesse 2L MK11	141	261	1	67	470
TOTALS	275	407	8	92	782

The earliest and latest chassis numbers so far on the Register are as follows:-

	Earliest	Latest
1600 Saloon	HB 897 DL	HB 15805 DL
1600 Convertibles	HB 2734 CV	HB 33724 CV
2L MK1 Saloon	HC 1059 DL	HC 12031 DL
2L MK Convertible	HC 39 CV	HC 11812 CVO
2L MK11 Saloon	HC 50031 DL	HC 57931 DL
2L MK11 Convertible	HC 50046 CV	HC 58106 CVO

Vitesse Production Figures - Calendar Year:-

Vitesse 1600	Saloon	Convertible	Total
1962	4864	1668	6532
1963	5345	2211	7556
1964	6375	1947	8322
1965	4183	1566	5749
1966	2047	1055	3102
TOTALS	12977	6974	19951

Vitesse 2 Litre

1966	1210	637	1847
1967	4529	2465	6994
1968	3216	1481	4697
1969	2943	1018	3961
1970	933	1048	1981
1971	146	325	471
TOTALS	12977	6974	19951
GRAND TOTALS	35811	15421	51232

First 8 Vitesse Saloons, built April 1962
 Last Vitesse MK11 Saloon, built March 1971
 Last Vitesse MK11 Convertible, built May 1971

VITESSE HISTORY

SERIES CHASSIS NO. 5

May 1962 1600 and Convertible announced from

1600 Saloon	HB	1 DL
1600 Convertible	HB	1 CV

July 1965: Stromberg Carbs

Replace Solex	HB	28061
September 1966, last 1600 Vitesse	HB	34053
September 1966, first 2L MK1 Vit.	HC	6
September 1968, last 2L MK1 Vit.	HC	12079
September 1968, first 2L MK11 Sal.	HC	50001DL
first 2L MK1 Conv.	HC	50006CV
July 1971 Vit withdrawn)MK11 Sal.	HC	57996DL
from sale)MK11 Conv.	HC	58109 CV
last nos.)		

On a lot of registration forms I have seen incorrect chassis numbers. Always look at the chassis plate on the car in the case of an error on the logbook. The chassis plate is a black and silver, alloy plate which is pop-riveted onto the left-hand-side of the bulkhead, just in front of the door and below the battery. If you look at the Vitesse history chart, you will see that chassis numbers start with HB for 1600 Vitesse, HC for 2L MK1 Vitesse and HC 50001 onwards for MK11 Vitesse.

Many thanks to the members who sent in designs for register stickers, I have had some excellent designs so far.

My MK1 Spitfire, ADU 5B, continues to run well in spite of the explosive device fitted at Stow-on-the-Wold at the Christmas Weekend, by the Avon Members.

I have just picked up a MK1 Vitesse Saloon with O/D in good, sound condition and it is Olive Green with Cactus trim - this seems a bit different for a 2L Vitesse.

Anyway, a friend of mine will probably have it off me to restore. He never used to show much interest in cars until last year, when I sold him a 'B' reg. 12/50 Herald: He was so impressed that he now wants to have a go at a Vitesse with O/D



Sport Six Spares

Triumph Specialist

New & Reconditioned Spares, Repairs - Service 80 WHITTON ROAD, HOUNSLOW, MIDDX. TEL: 01-572 8320

New 2.5 Crankshaft and bearing shells (Vandervell)	
Conrods with new little end bushes	
New 020 Hepolite Piston set	
New 2.5 Oil pump	£260.00
<i>(Leyland price for crank alone — £215.00)</i>	
N.B. Exchange rebored block available.	
Reground Crank 2.5 and bearing shells	
Conrods with new little end bushes	
New 020 Hepolite Piston set	
New 2.5 Oil pump	£185.00

Diff. Bargains

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

All prices are exchange and while stocks last.

Reconditioned Diffs.

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

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

Reconditioned Gearboxes

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

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

New D type clutch in stock — £24.00.

Synchro mesh baulk rings	early	£ 6.50
	Late	£ 7.00

INTERNATIONAL BOND REGISTER SECRETARY, CHRIS GARDNER REPORTS:

Equipe GT	8
Equipe GT4S	42
Equipe GT4S 1300	27
Equipe 2L MK1	36
Equipe 2L MK11	22
Equipe Convertible	32
TOTAL	167

Why did the King of Nepal wish to specify an ejector seat for his Bond? What is known of other Bond Equipe exports? What embarrassing incident prompted a design modification to the convertible at one prototype stage?

The King of Nepal saw an early advertising leaflet for the 2 Litre. As in other Bond advertising material of the time, reference was made to James Bond and particularly to his motoring antics. The ejector seat was one of many methods employed to dispose of foreign desperadoes in the film 'Goldfinger'.

The King ordered his Bond without the ejector seat, the first Equipe to be factory finished in black. It was trimmed throughout in red leather, with matching red seat belts.

The car was shipped to Calcutta on the MV Albia, then taken 600 miles by train to the Nepalese border. Perhaps it is still there.

The Bond Equipe Convertible was announced for the 1968 Earls Court Motor Show. The preparations must have been of a high standard, for it won the Gold Medal for coachwork that year. However, one wonders if the award might have been in jeopardy on Press Day: It is said that four, burly journalists climbed into the car and sat down, in order to test its claim to be a four seater. Having satisfied their curiosity, they tried to leave - to no avail. The weight had caused the car to sag, holding the doors tightly closed. It was claimed that the structure was subsequently strengthened to prevent re-occurrence of this but when I questioned one of the company's former managers about this, he collapsed in mirth. Upon his recovery he explained that the 'strengthening' took the form of angling the 'B' posts back by 5° to allow for sagging!

Other Bonds were exported during the mid-sixties. It was claimed in March, 1966, that the company had exported to 26 countries. Indeed, 12% of the 1965 output was exported.

The initial order from France was for 100 cars - 4 cars were also sent to Japan in 1966. What became of them, I don't know.

I would like to apologise to those members who are awaiting letters from me. I have been very involved with a job change. This being settled, I can now return to normal and all replies will be sent shortly. If members do wish to contact me, I would appreciate 'phone calls after 7.30pm rather than letters, if possible. Telephone calls are much less time consuming and generally more rewarding.

Checking a 948 Herald for originality - A Neill Wright, John Kipping & Chris Longhurst

Now that the 948's have been out of production for nearly 20 years it is a good time to try and produce a written record of changes within the production run and the differences between 948's and other Heralds.

We are splitting this 'originality' guide into three sections: commission numbers and external appearance; interior details and mechanics. The three sections which appear in the Courier should be regarded as a draft for the definitive guide to be made available to TSSC members later in the year. We therefore need comments from other 948 owners and ex-owners to correct mistakes and rectify our omissions. Anyone with comments should write to the Herald Register Secretary.

COMMISSION NUMBERS

The first point to look for must be the commission number located on a plate on the nearside of the bulkhead (Fig. 1). Saloons (single carb) GY1-GY11392, 'S' G60471SP-G73568SP; Coupe Y1-Y23428 and convertibles Y5632-Y23428. Engine nos. on single carb cars are prefixed G, on twin carb cars Y. Although we do not know what percentage of the 76,860 saloons produced were twin carb or 'S', they can be regarded as relatively rare.



Fig. 1 Commission Number Plate

COLOUR SCHEMES

The original colour schemes were: coffee, signal red, sebring white, alpine mauve, monaco blue, litchfield green, black and targo purple: wistaria and yellow were added later. Duotone colours were obtainable as an optional extra on the saloon, and originally all coupes were duotone.

The only official duotone was with a sebring white bonnet, side stripes and boot lid. All colours were obtainable as duotones with white, although targo purple was duotoned only on the coupe.

Apparently yellow and wistaria were convertible and coupe colours only. Some colours (e.g. targo purple) were not very popular and were deleted early in the 948's history. The 948 'S' was available in a limited range of monotones: litchfield green, signal red, powder blue and yellow.

EXTERNAL BODY APPEARANCE

FRONT END

Front Valance (Fig.2) - all one smooth curve and lacking a ventilation slot; the number plate was fixed onto brackets. An 'authorized' replacement was an early 1200 valance with a ventilation slot but without the rubber bumper mounting strip:

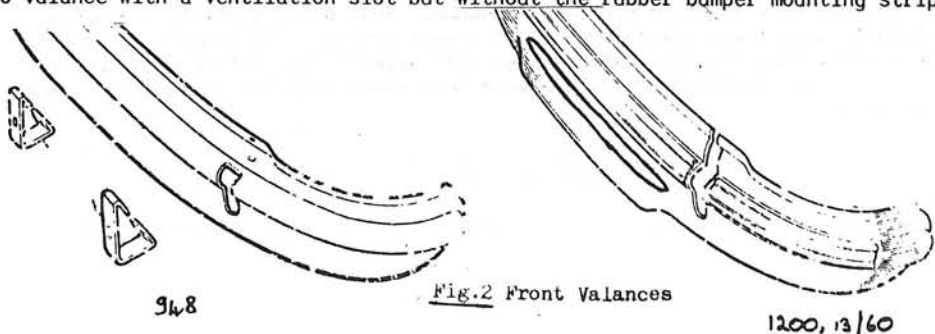


Fig.2 Front Valances

Sidelights (fig.3) - small sidelights (flasher and sidelamp combined - 206977) may be fitted to later 'S' saloons or as replacement items. Generally the larger units (205526) with separate amber indicators were used.



Fig.3

Large sidelight.

Headlight surrounds - early cars had chrome surrounds with a long (3.8") top point; later cars (and 1200's) had short (3.3") top 'points'. The parts manual shows an illustration of a flat unpointed surround but this was probably never used.

Bright trim (703851) - fitted around grill aperture to G2054, Y350.

Bonnet lettering - TRIUMPH (1959,1960); HERALD (1961 on).

Bonnet handle - all 948's except the 'S', also found on some MK1 1200's. A chrome strip (713703) was fitted in front of the handle on twin carb cars.

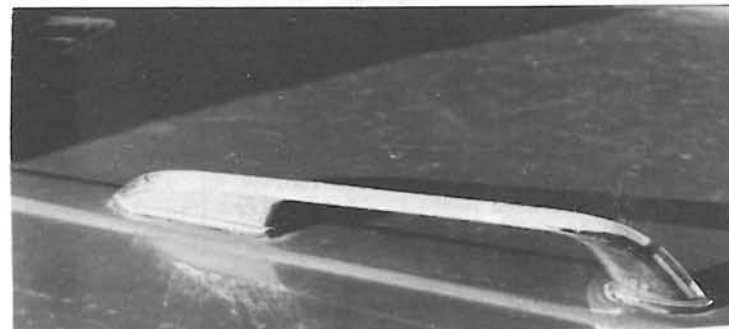


Fig.4 Bonnet handle - note also vent. grill criss-cross bars. Late (1964+) 1200's have fore-aft bars only.

Bonnet location - provided by fabric patches on the bulkhead (Fig.5) and not rubber cones. Flat patches on early cars (1959, early 1960), V-section on later cars and early (MK1) 1200's.



Fig.5 - /Bonnet locating patches

← early (flat)

late (V) →



Wheel arches - with prominent 'dogleg' at rear (1959, early 1960) (Fig.6). The wheel arch carries rubber curtains (to G15449, Y3565, GY431 - autumn 1959). Later replaced by metal engine valances.

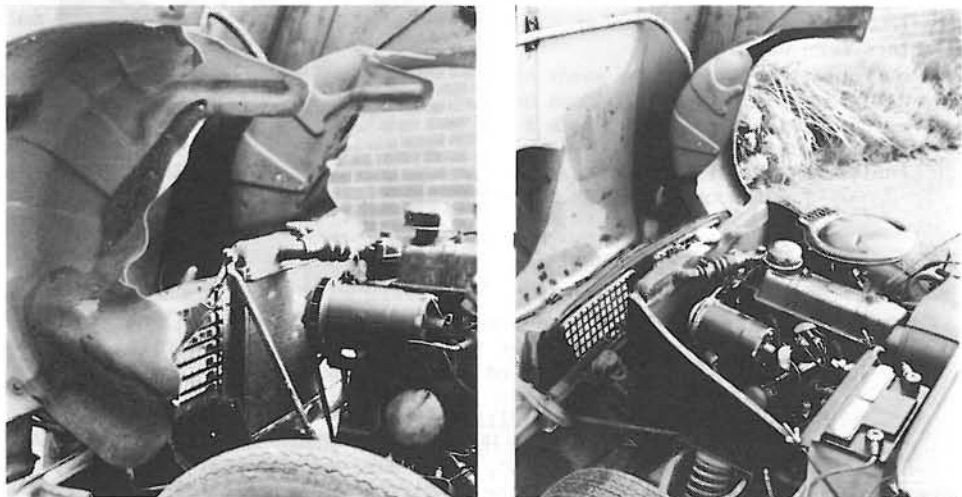


Fig.6 Inner wheel arches - early type with 'dogleg' on left - note rubber curtain and lack of metal engine valance.

Grill - Triumph emblem on grill except for 'S' which has a simple mesh grill with the emblem on the bonnet.

BODY SHELL

Bright trim - fitted to roof gutter at front and sides (901496 RH, 901495 LH). A one piece front section (803052) was used until G29016, Y1335; a two piece section (804078/9) after this. This bright trim was discontinued in 1961. The 'S' lacked the front gutter and gutter trim.

Tread plates - single skinned on saloons and coupes, possibly double skinned on all convertibles. 1200 Heralds (? to GA50432) also had single skinned tread plates with floor assembly 901501 and support angle for door seal 607670.

Door locks - probably on both driver and passenger doors.

Wiper blades - hooked onto wiper arm and not self-supporting as on 1200's.

Screen wash - originally plain at rear quarter (? to Y460). Possibly indented as an intermediate form and ribbed on later cars (Fig.7) - can anyone confirm this?

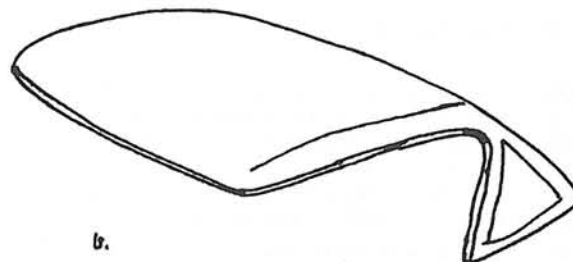


Fig.7 Coupe roof

- a - early plain
- b - intermediate indented?
- c - later ribbed (this photo is of a 1200)

BOOT AND REAR END

Trim - early cars with one piece 'TRIUMPH' panel above number plate (Fig.8); a small recessed light (703829, cover 608857) was fitted. Later cars had a bootlid lettered T-R-I-U-M-P-H and a larger light (128397 as 1200) - these were fitted from G17507, Y625. The coupe with early type bootlid had an angled 'Coupe' badge, later cars did not. The 'S' was fitted with a small light (703829, cover 611309) and had a 'S' badge to the right of the number plate - the 'TRIUMPH' badge was absent.



Fig.8 Boot lids - left, early saloon; right, 'S' saloon.

The coupe had a 'herald' badge on the rear of the top wing panels - crossed flags were not introduced until the 1200 coupes and convertibles.

Rear light assemblies - possibly a change in panels during the production run; on early cars the sidelight assemblies appear to slope outwards and upwards but run parallel on later (1960 on) - has anyone any comment on this observation?

Rear valances - spot welded on to early cars, bolt on ones after 1960. Replacements for early cars are bolt on - the workshop manual giving detailed instructions for cutting out the old ones and fitting new.

WHEELS

Silver finish was probably standard on all cars. Wheel trims ('Rimbellishers!') were available (501655).

OPTIONAL EXTRAS - RETROFITS

A rubber bumper kit (front 560679, rear 560680) was available, white rubber bumpers were never standard on 948's. A starting handle kit (119690) was also available; owners had to cut a hole in the front valance, this was covered with a plate (600400 plain bumper, 705156 rubber bumpers). A reversing lamp kit (502251) which worked off the gearbox was available as was a Witter towbar kit, chromed exhaust pipe extension (509358), locking petrol cap (603146), radiator blind (508713), exterior sun visor (559930), badge bar (559931), roof rack (560071) and wing mirrors (502459 pair)! Chromed bumper wrappers were commonly fitted but were not a Standard-Triumph package.

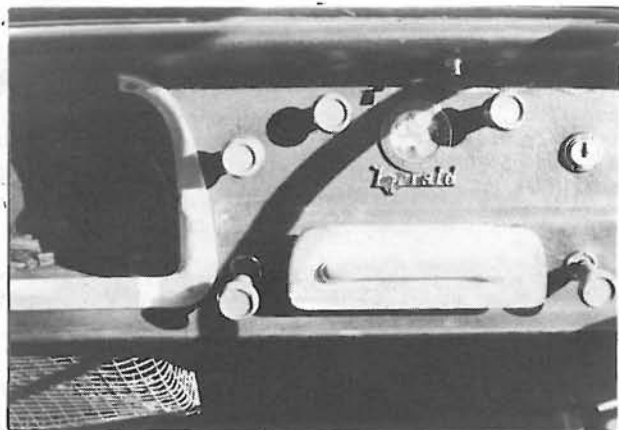
INTERNAL TRIM AND FITTINGS

Internal trim on the 948 Heralds differed from later marques. This was partly a reflection of the fashions of the late 1950's and partly a result of the materials available. Grey foam rubber instead of synthetic foam was used in the upholstery padding and there is a greater use of light grey plastics for steering wheel and dash fittings than was found on the 1960's designed 1200's and 13/60's.

Dash knobs - grey with white lettering; words and not international symbols were used. The dash knobs were arranged side by side (early 1959), then spread in a 'semi-circle' (late 1959 on) (Fig.1). Turn indicator warning light orange (1959), then green.

Fig1

Dash with controls in semi-circle. Note 'chip-basket' to left and open hole.



Dashboard - of branboard; finished on Porterfleck (1959). A bright metal finger panel (Fig.2) was added in 1960. White cubby shelf surround and ashtray. Lockable door to cubby shelf on twin carb. cars. Steering wheel and indicator cowl grey, 16" diam. wheel. Horn push grey.

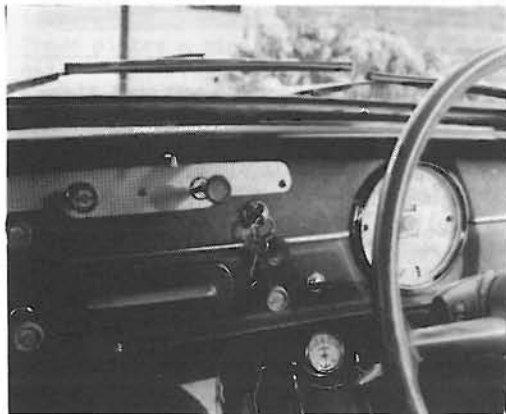


Fig.2 Dashboard with metal finger panel.

Gearlever knob - pearshaped and off-white. Grey sphere on 'S'. Grey gaites to gearstick and handbrake.

Speedometer white (Fig.3). Twin carb. cars with white fuel and temperature gauge.

Map Holder ('chip basket') - white at passengers knees (see Fig. 1); not found on 'S'.

Sun visor - centre mounts only (1959), then with mounts at outer ends as well on later cars. Vvisor not padded.

Fig.3 Speedometer on 948 single carb. cars.



Rear seat - hinged forwards on all saloons (Fig.4) except the 'S'. Optional rear seat in the Coupe.

Fig.4 Rear seat in forward position.



Door trims, seats etc. colour to match outer paintwork (eg alpine mauve, coffee, grey, red, purple, black) to G31008, Y6403, then grey or black only. Seats with white piping on edge and pleats running across and not up and down (as 1200) the seats (Fig.5). Door trims two tone with white band at top. Scutcheons and winder knobs white (also 1200 to GA80000). Trims had pull straps for door closing in early 1959; replaced by handles (chrome) later that year.

Fig.5 Seat upholstery and two-tone trim on door.



Carpets - clipped at door only (1959, early 1960), later cars used bright metal strips as 1200 etc. 'S' with rubber mats in front footwell. Carpets coloured to match upholstery in early cars. Later grey.

Drain plugs - early cars with white polythene plugs in floorwell etc. changed to black rubber in 1960.

Jack mounting (Fig.6) fitted in boot near petrol tank (NS) in early 1959 cars, later fitted to OS to rear of wheel arch.



Fig.6 Jack mounting - early condition on left (carpets not original!)

OPTIONAL EXTRAS

Leather or cloth upholstery. Occasional rear seat for coupe. Radio, padded sun vizor. Temperature gauge for single carb. cars. The heater was an optional extra on the 'S'. A wooden walnut veneered dash kit was offered for all models with matching trims for ashtray, doors and cubby hole in dash.

COUPE ROOF

Dave Clements has supplied some information on the Coupe roof (see Part 1 of guide). The roof (b) with the indented ¼-panel in fact had a window in this indentation. This roof probably never went into production but may have been a prototype, perhaps for the export market. The ribbed coupe roof was introduced in June 1960. Plain roofs were numbered 901455 and 902147 and ribbed roofs on 948's 902288.



HERALD REGISTER UPDATE

The figures in the tables relate to renewals and new members up until the beginning of January 1983. At that time there were 2,760 paid up members and a total of 5,146 paid up members + ex-members. Renewals and new members on the Herald Register totalled 564 (20.4% of paid up members), while total register numbers (including ex-members cars) was 931 (18.1% of paid up and ex-members). There are obviously some slight discrepancies here as membership numbers relate to people, whereas cars are recorded on the register. It would appear that the majority of people are single club car owners (despite such exceptions as Dave Clements and Vic Milford so that errors are fairly small.

One other point to make is that in some cases figures don't 'add up' for example register at 1 Sept. + new members should equal total register. These discrepancies are partly due to some members not submitting register details of all their cars when first joining. Some renewal forms contain details of cars which have been owned by the member for some years but which have not previously been on the register.

I was surprised by the low number of renewals of 1200 convertibles (41.9%) compared with saloons (51.4%) and estates (76.9%) - I hope this does not reflect the movement of this marque towards scrapyards due to rotten floor pans and lower body panels! There was also a disappointingly low renewal of 948 saloons (30.7%); I suspect that this may be an artifact caused by non submission of details with the renewal forms by owners who may also run later models for day to day use.

A few people have criticised the keeping of ex-members cars on the register. The register is for cars and not people and can only be effective if all details are recorded and stored for the future. The register may then be of use in tracing previous owners when cars are being restored in say 10 - 20 years time.



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Track Rod Ends	£ 3.85	£1.00
Upper Ball Joints	£ 5.75	£1.00
Suspension Kit (excl. ball joints)	£21.29	£7.05
Discs	£14.85	£7.60
Drums Rear (not GT6 11,111)	£10.46	£7.60
Distributors	£35.00 each	NIL
Inertia Reel 1st Seat Belts	£14.50 each	£7.00

SPITFIRE REGISTER

Well, I seem to have caused a bit of confusion. Firstly, the spark plugs used on 1500 Spitfires are N12Y and NOT N9Y as I stated. Also, the timing on the 1500 is also in doubt. It should read 10 degrees before TDC.

Also regarding ignition circuits, Mark 4 Spitfires from 1970 used a 6-volt coil with a ballast resistor. This apparently gives a much healthier and more powerful spark.

REGISTRATION SUFFIXES

EA...WEST BROMWICH
 EB...ISLE OF ELY
 EC...WESTMORLAND
 ED...WARRINGTON
 EE...GRIMSBY
 EF...WEST HARTLEPOOL
 EG...PETERBOROUGH
 EH...STOKE
 EI...SLIGO
 EJ...CARDIGAN
 EK...WIGAN
 EL...BOURNEMOUTH
 EM...BOOTLE
 EN...BURY
 EO...BARROW
 EP...MONTGOMERY
 ER...ISLE OF ELY
 ES...PERTH
 ET...ROTHERHAM
 EU...BRECON
 EV...ESSEX
 EW...HUNTINGDON
 EX...GT. YARMOUTH
 EY...ANGLESEY
 EZ...BELFAST

FA...BURTON
 FB...BATH
 FC...OXFORD
 FD...DUDLEY
 FE...LINCOLN
 FF...MERIONETH
 FG...FIFE
 FH...GLOUCESTER
 FI...TIPPERARY
 FJ...DEVON
 FK...WORCESTER
 FL...HUNTINGDON
 FM...CHESTER
 FN...CANTERBURY
 FO...RADNOR
 FP...RUTLAND
 FR...BLACKPOOL
 FS...EDINBURGH
 FT...TYNEMOUTH
 FU...LINCOLN
 FV...BLACKPOOL
 FW...LINCOLN
 FX...DORSET
 FY...SOUTHPORT
 FZ...BELFAST

WANTED

SPITFIRE 4 OR MK2

FOR THE TSSC STAND - CLASSIC CAR SHOW AT BRIGHTON IN NOVEMBER 1983.

If you have a showroom condition Spitfire MK 2 or Spitfire 4 and are interested in showing it at the Classic Car Show please phone Matt Maudsley 03756 74945 for details. The car must be "SHOWROOM" condition inside, outside and underneath.



	REG. AT 1 SEP. 82	RENEW'S 1982	RENEW'S AS % REGISTER	NEW MEMB - JAN '83	RENEW'S + NEW MEMBERS	TOT. REG. (INC. EX-MEMB)	PROD.	REG. AS % PRODUCTION	
948	CONV SAL COUP 'S1 4 13 8 3	4 4 4 3	100 30.7 50.0 100.0	1 3 1 -	5 7 5 3	9 16 12 3	5262 *76960 15153 ?	0.11 0.02 0.05 -	
TOTAL	948	28	15	53.8	5	20	35	100275	0.04
1200	CONV SAL EST COUP VAN 86 105 26 10 4	36 54 20 7 2	41.9 51.4 76.9 70.0 50.0	16 32 5 4 1	52 86 25 11 3	107 150 34 14 5	43295 201142 39919 5319 ?	0.25 0.07 0.09 0.26 -	
TOTAL	1200	231	119	51.5	58	177	310	269575	0.11
12/50	SAL	48	20	41.7	4	24	53	53267	0.10
13/60	CONV SAL EST 223 131 57	149 69 40	66.8 52.7 70.2	54 22 9	203 91 49	290 169 71	15467 40433 11172	1.57 0.42 0.64	
TOTAL	13/60	411	258	62.8	85	343	530	**67072	0.79
TOTAL		718	412	57.4	152	564	931	510189	0.15

* Includes 'S', ** excludes exports in kit form.

OVERDRIVE FITMENT TO ALL SPITFIRES:

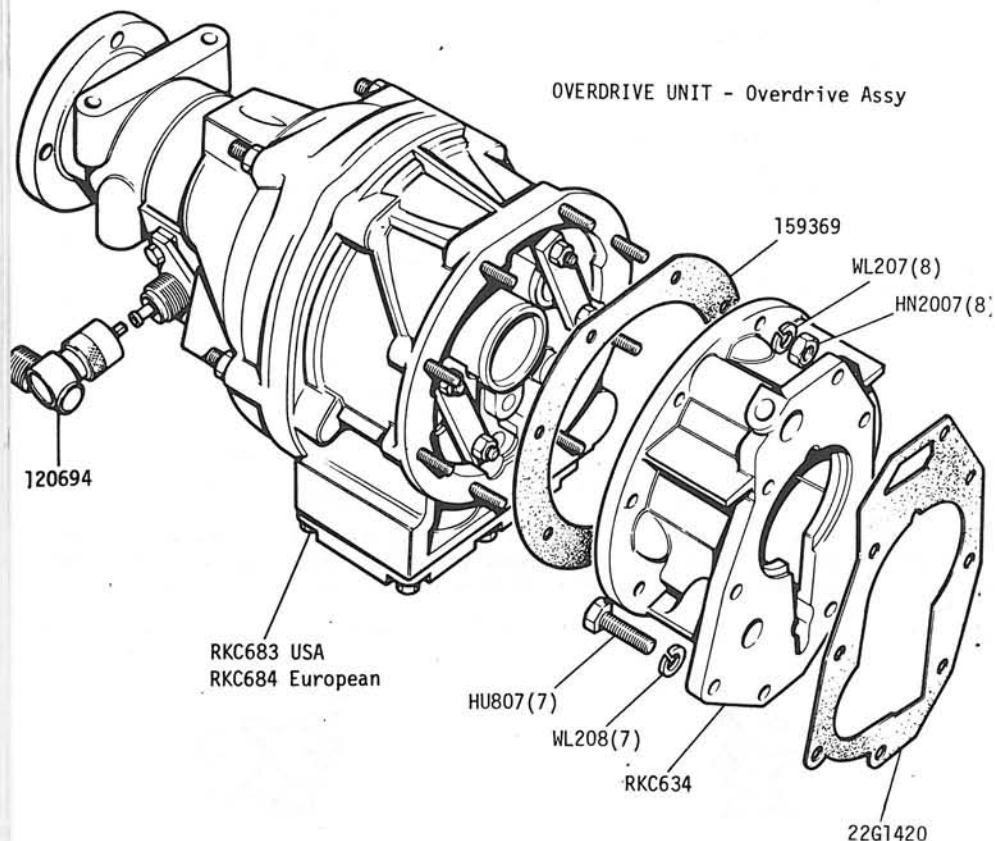
Since having my first Spitfire with the option of overdrive, there is no question in my mind that it is a great asset, both for economy and overtaking manoeuvres. It is not too difficult to fit in an overdrive gearbox to any of the five models but it is best to fit the complete unit (gearbox and overdrive).

To fit the unit, the first thing to do is to remove the old box and propshaft. The new box and overdrive will bolt directly to the engine but a new rear mounting must be fitted (pt. nos. 134229 - Mounting and 136711 - Platform). Then fit the shorter propshaft (pt. no. 210985). The electrical wiring should be done by following the appropriate wiring diagram. An angle drive for the speedo cable 120694 and a new cable 504617/1/0, should be fitted. Also make sure that there is an inhibitor switch fitted to the top of the box to stop the overdrive being used in first, second and reverse gears. Finally, don't forget the overdrive motif on the bootlid!

THE ABOVE PART NUMBERS ARE FOR SPITFIRES 1 - 111 ONLY.

NEIL WILLIAMSON
SPITFIRE REGISTER SECRETARY

N.B. Still available 2 mint Spitfire MKIV seats. Ring for details.



TECHNICAL HELP

From D A Callaghan

- Q I own a 13/60 Herald registered in August '71 and it is fitted with a Zenith - Stromberg carburettor - Series 150CD. The oil disappears from the dashpot with great speed; if I didn't top up each week the oil would all be gone in a fortnight. My question is, where does the oil go, and what can I do about it?
- A As the air valve dashpot has no connections or joints, there is nowhere for the oil to leak to. Possibly you are using the wrong grade of oil - the dashpot should be topped up with engine oil until the level is such that when the damper is inserted, resistance is felt when the threaded part of the damper plug is $\frac{1}{4}$ " above the top of the dashpot.

Failing this, leakage can only be caused by porosity in the air valve casting, in which case the air valve will have to be replaced.

From D Hayes

- Q Can you tell me the stages involved in converting the electrics on my Triumph Herald, from positive to negative earth?
- A Swap the battery connections around, and also the SW and CB connections on the coil. Remove the "D" and "F" wires from the control box and touch the "F" wire onto the live terminal of the control box (marked "A" or "B") six times. Replace the "D" and "F" wires back onto their original connections on the control box.

From G Rawlinson

- Q The drivers windscreen wiper on my MK 3 GT6 has stopped working, although the passenger side is OK. Also when the wipers are switched off, I can move the driver side wiper around. Any ideas?
- A It is probably due to worn or stripped teeth on the gearwheel in the drivers side wheelbox. You'll have to remove this from under the dash and take it apart to examine the wheel. If the teeth are worn, you can get away with turning the wheel through half a revolution so the rack operates on an unworn part, and re-assembling. If the teeth are stripped, or if the cable is damaged, then you will need a new rack assembly.

TECHNICAL ADVISE - SUPPLIED BY BAUL BUTLER, CLEVEDON, AVON:

Hard Ride

The following should be of use to Kitcar builders using the Triumph rolling gear and, in particular, should supply the answer to David Chapman's first query which appeared in the February Courier. The easiest way of reducing the ride hardness is to fit Spitfire springs at the front and a Spitfire leaf spring at the rear. This improvement is due to the reduced spring rate (i.e. the weight required to compress the spring by one inch) of the Spitfire springs:

Vitesse Spring Rate	218 lbs
Herald " "	202 lbs
Spitfire " "	150 lbs

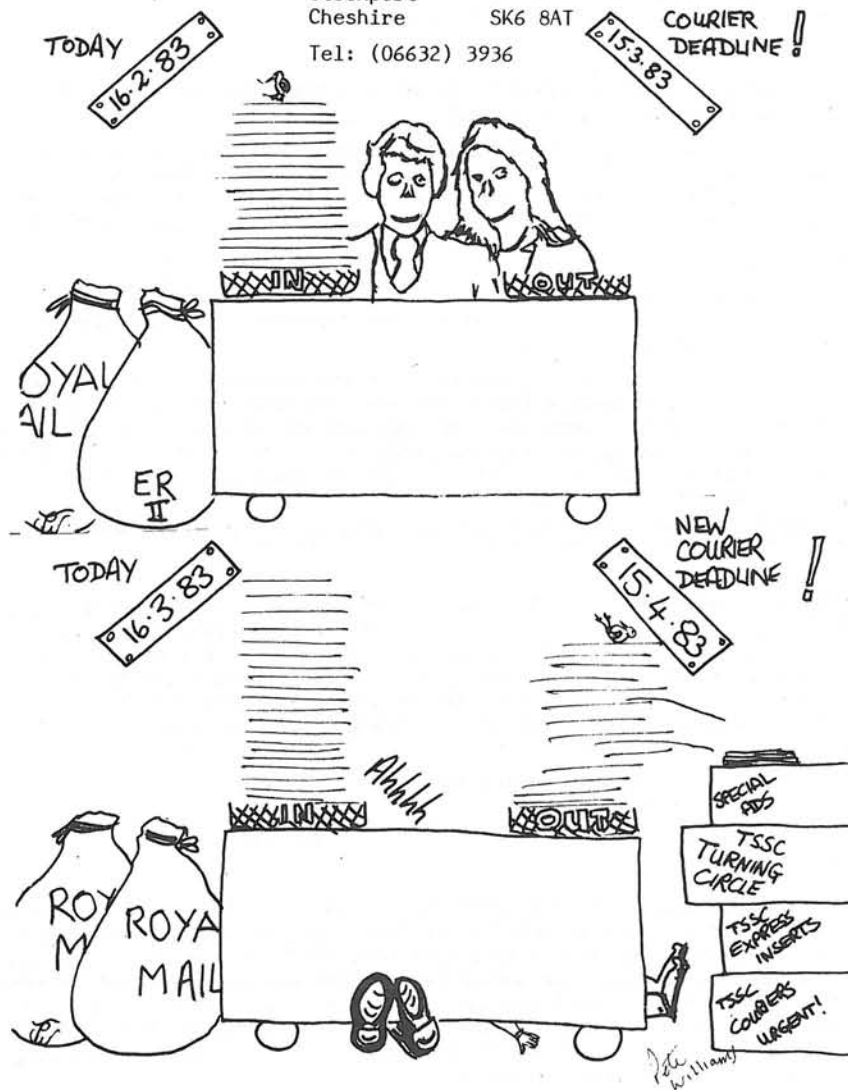
Ride Height

I am building a Gentry, using a 2 litre Vitesse engine, fitted with 15" wheels. In theory I should not have to shorten the front springs, due to the weight etc. David Chapman is using a 13/60 engine and, therefore, will still probably have to shorten the springs, the softer rear spring may be sufficient in regard to the ride height without modification. If David knows the fitted load, i.e. the weight acting on the spring, he should be able to calculate how much to chop of the springs (these should be shortened professionally) from the following information, plus the information above.

	Free Length	Fitted Length	Fitted Load
Vitesse	12.49"	8.18"	940 lbs
Herald	12.08"	8.18"	790 lbs
Spitfire	12.59"	7.8"	718 lbs

But first, measure the Herald springs in compression of the car, then measure their free length. In fact using these two measurements should give a good calculated estimation of the fitted load. The above information comes from Nick Welch, General Secretary of the Gentry Register, a Club which is a mine of information for the Gentry builder and well worth joining. Nick can be contacted for enrolment forms at:

26 Derwent Road,
High Lane
Stockport
Cheshire SK6 8AT
Tel: (06632) 3936



TECHNICAL FEATURE

SOME POINTS OF INTEREST CONCERNING PARTS INTERCHANGEABILITY BY JOHN KIPPING

Many members do not seem to realise how useful other Triumph models are for spares. The following points may prove useful.

Engines:

There are two basic 1296cc engines:-

1. Spitfire MK111/Herald 13/60/Triumph 1300 (fwd). The Spitfire and 1300TC use the high compression head and 'hotter' camshaft, but all the bits like rockers, rocker shafts, carbs., manifolds etc., are the same.
2. Very late 13/60/Toledo/Spitfire MK1V/Dolomite 1300. These have a strengthened bottom end but again all ancillaries are interchangeable. (N.B. Sump must be changed if fitting Toledo engine complete). Cylinder heads are the same as early 1296cc engines but there are two types of valve retainers - collet fixing with 9:1 compression ratio and push on fixing with 8.5:1 compression ratio.

The six-cylinder engines in 2 Litre form are found in Triumph 2000 MK1 and MK11 - these can be used as a source of spares i.e. cylinder heads (but watch for compression ratios as the 2000 tends to be lower), rocker shafts, exhaust manifolds etc. 2.5 heads need skimming to give the right compression ratio on a 2 litre block.

Gearboxes:

Gearboxes are fully interchangeable as units between all 1147cc and 1296cc engines but some of the internals are slightly different. The most useful source of gearboxes in scrapyards is the Toledo as they use the four-synchro box from the clutch, diaphragm coil spring and use the right size of oil seal in the clutch housing.

Many of the Spitfire 1500 engine/gearbox parts are found in the Dolomite 1500.

Engine, Gearbox and Diff numbers:

		Engine	Gearbox	Diff
Herald	948	G/Y	G	G
	1200	GA/GB	GA/GB	GA
	late 1200	GD	GE/GA	GE/GA
	1250	GD	GE/GA	GE/GA
	13/60	GE/GK	GE	GE
Spitfire	MK1	FC	FC	FC
	MK11	FC	FC	FC
	MK111	FD	FD	FC
	MK1V	FE/FH	FE/FH	FE/FH
	1500	FM	FR	FR
Vitesse 1	1600	HB	HB	HB
	2L MK1	HC	HC	FD
	2L MK11	HC	HC	HC
GT6	MK1	KC	KC	KC 3:27:1 FD 3.89:1
	MK11	KC	KC	KC 3.27:1 KD 3.89:1
	MK111	KE	KE	KC 3.27:1 KD 3.89:1

Interchangeability Between Club Cars:

I think that most people realise that the Spitfire/GT6 and Herald/Vitesse ranges share many body panels and interior trim pieces, what is less obvious is the mechanical interchangeability.

Front Suspension:

All that varies between all models is the spring rating (and OE damper settings) and the vertical links which are not interchangeable.

Vertical Links:

1. Early Herald/Spitfire (from approx. 1965), and all drum brake Heralds. Four hole fixing for brakes/steering arms - small stub axle.
2. Disc brake Heralds/Spitfire (from approx. 1965). Three leg type - small stub axle. Fully interchangeable between all models.
3. Vitesse/GT6 type. Four hole fixing - large stub axle. The vertical link remained the same from the Vitesse 6 to the GT6 MK111.

I would not think it advisable to fit small stub axles to 2 Litre cars - I would think the other way round would be perfectly acceptable in pairs. Note that the steering arm is different for the three leg and four hole type of vertical links.

Steering Racks:

All racks (except early Heralds) are interchangeable (i.e. a reconditioned rack will be for Herald/Vitesse/GT6/Spitfire/Bond). However, there is a slight difference in the ratio between the 2 litre cars and others but I cannot tell with a Herald rack in my Vitesse.

Differentials:

The Vitesse 6 uses a Herald 1200 diff. with different inner axle shafts - a simple matter to change them.

The Spitfire 1/11/111 and Heralds 1200/13/60 diffs are interchangeable but from the introduction of the 13/60, the inner axle shafts were enlarged and are, consequently stronger.

The 3.89 diff is found on the Vitesse, GT6 (O/D) and Spitfire MK1V - all are interchangeable as a unit. Similarly the 3.63 ratio from the Spitfire 1500 will bolt straight in. These diffs use the larger flanges but the UJ's on the prop. and drive shafts are the same throughout all club cars.

Starter Motors:

All Club cars use the same starter motor (except early Heralds).

Brakes:

The brake drum on the front of a drum brake Herald is the same on the rear drum on a Vitesse or GT6 (except late MK111).

Spitfire/Herald brake systems are the same from approx. 1966 - earlier cars use a different front caliper. All 2 Litre cars share the same brakes (except for late GT6 MK111).

Final Tip:

If you do need a part that might be expensive, go and have a look in a scrap yard - but when negotiating a price, always say the part is for a Herald as it will USUALLY be cheaper!

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.

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PEN TO PAPER

LETTER FROM PHILIPPA NEWNHAM, ROMSEY

I should like to respond to Caron Redding's letter in the January Courier. I am sorry that she experienced such a chauvenistic attitude from male TSSC members.

I am happy to say that, since attending our area meetings regularly - and particularly since I acquired a 1962 MK1 Spitfire last March, I have found the male TSSC members friendly, interested and very helpful.

I am attempting to restore UCK 420 to a 'tidy' car; one which I can use, enjoy and not feel ashamed of if anyone looks under the bonnet. This is a painful (sometimes!) and slow process - but I am continually encouraged with the project by ALL who attend our area meetings.

Incidentally, I think that membership of the TSSC - whether one attends any meetings, social events or whatever - is virtually essential if one is endeavouring to keep one of 'our' cars on the road.

Thanks for a really good idea and a most enjoyable magazine. (Cheers! JO)

LETTER FROM GARETH THOMAS, EALING

Why Differentials go wrong

This short note may help explain why some of us have been caught in the embarrassing and potentially mystifying position of having no final drive at some awkward moments. A few observations have struck me whilst writing this; that the attitude of most people is "if it's quiet it's O.K., If it goes bang I can buy another", or "a secondhand one will do". All of which are becoming less true as time goes by.

It is extremely important for a diff. to maintain its correct mesh between crown wheel and pinion. It does this by a careful network of preload and backlash settings. Backlash must remain around $0.005" \pm .001"$. Change of this figure usually indicates wear in the pinion bearings and/or loss of preload - this is often the result of poor oil sealing, all of which happens after roughly 60-70,000 miles. Planetary gear shims also wear producing increased backlash.

In view of the vast amounts of torque these units have to handle, multiplied three or four times at the crownwheel face, any excess clearance can result in severe shock to the pinion teeth and sonic induced metal fatigue. This appears to happen even more with non-rototflex suspension, the result of which can easily blow the crownwheel carrier apart or shatter the pinion. A pity B.L. couldn't allow us to change the oil sometimes!. I would say finally, if you have reached 85,000 miles you are both lucky and living on borrowed time.

GOING TO ARNHEM. ? NO TRANSPORT ?

I am taking my MK 11 Vitesse Convertible to Arnhem. Passenger wanted to share expenses. Departing Felixstowe 26th May, returning 3rd June. Anyone interested, please contact: Brian Waters, 91 Elmwood Crescent, Luton, Beds.

LETTER FROM C J RICKARDS REGARDING HEREFORDSHIRE AREA

Due to a total lack of attendance over the last few meetings the Herefordshire Area has now been disbanded. No further meetings are to be held.

LETTER FROM BILL YATES, IPSWICH

Having recently become a member of the TSSC, I was dissapointed that there was not a local meeting place in the area, there seems to be plenty of cars in the area, and feel sure we could get together and get something going?

I purchased my 1972 MK1V Spitfire in September 1982, the body and chassis was in good condition, but the engine knocked, the gearbox made all sorts of noises and the back axle was the same, as I already had a Herald that was falling to pieces (I had thought of RMB Gentry) I decided in my ignorance to swap all the running gear from Herald to Spitfire, then I could at my leisure sort the original equipment.

Engine and gearbox swap O.K. rear end O.K. prop. shafts not O.K., had to change both flanges from Herald prop. shaft to Spitfire prop. shaft as they are smaller on the Herald. Apart from little things like no reverse light switch on Herald gearbox (I fitted switch with warning light under dash) and slight mods to Herald carburettor for throttle linkage everything is now alright.

Have covered about 2,000 miles since completion at the end of September, only being let down by a coil that died, luckily that happened when I was setting off to work one morning, after finding the fault and fitting another coil (I have lots of goodies lying around in the garage) was only 15 minutes late for work. By the way all work was carried out outside, can't get in the garage for bits collected over the last 20 years.

I hope to sort out all the original running gear in the Spring and do the re-fit in reverse in the Summer.

I am looking forward to meeting other members of the Club soon, perhaps if they ring me we can get going in this area. Telephone (Ipswich) 830437 after 6pm please or weekends.

LETTER FROM ROY PERRY, KENT

I was interested to read the letter from Richard Armitage (January Courier) in defense of Sports Six Spares of Hounslow. As the owner of one of the MK1 Vitesse's that he admired, I can definitely confirm that the car has been resprayed to a very high standard. In addition, a great deal of other work was carried out:- reconditioned gearbox, new clutch, prop-shaft, radiator and hoses, engine tuned, all the lower body panels (badly rusted) replaced, rust on the passenger door and wheel arches eradicated, accident damage to bonnet repaired, wing mirror replaced by a door mirror and the hole in the bonnet welded with no trace now visible. All the work was carried out to a high standard and I would recommend Sports Six Spares to anybody.

This car causes a great deal of interest where ever it goes and, needless to say, I am very pleased with my "new" 16 year old Vitesse!

LETTER FROM PHILIP SHAW, CHAIRMAN OF THE YORKSHIRE AREA M.G. OWNERS CLUB AND TSSC MEMBER

Having once owned and maintained an M.G. Midget, I feel I must comment on the Road Test Special which appeared in the Courier, January 1983, between the M.G. Midget 1500 and Triumph Spitfire 1500, as I wish to correct the writer on several points.

The Midget is small but certainly not cramped. There are many members throughout the M.G.O.C. whom I have personally been in contact with, their height being in excess of 6 feet and are able to drive the car comfortably.

With regard to fuel consumption, the writer claimed 28m.p.g. for the Midget, but let me reassure you local running achieved an average of 30 plus even when driving the car hard. On a long run the car returned an average of 48.9 m.p.g. although

I must add it was always correctly and carefully tuned so as to achieve peak performance and maximum fuel consumption.

Although the Midget was never made with overdrive it can be fitted. Having checked with Laycock Engineering of Sheffield, they advised the work could easily be carried out and provided me with the necessary specifications.

The adoption of the rubber bumpers and raising of the ride height does in no way affect the handling of the Midget. Having been connected with the M.G.O.C. for some 3 years and owned M.G.'s for the past 4½ years, never yet has a member complained of this marked change some of whom have owned both chrome and rubber bumper bar models.

Concerning the hood, nothing could be simpler to raise, lower and store away tidily. Infact we have even been told it operates in much the same way as the Spitfire hood!

My wife and I are now the proud owners of a Vitesse 6 saloon and an M.G.B. - Roadster. On no account would we attempt to compare the cars as they are as individual as we are. We feel the Road Test Special on the Midget versus Spitfire should also not be compared, especially when you allow incorrect facts to be used to try and undermine the Midget. An article of this nature should not be allowed to appear in the Courier or any other magazine. Surely it is the aim of a car club to preserve and maintain, love and cherish the vehicle for as long as possible. Not encourage rivalry between them!

ED. NOTE

While I feel your comments to defend the Midget, fair, I feel comparing Our Cars with other similar sports cars is acceptable as all car magazines put car against car and I am sure there was no malice involved against M.G.

LETTER FROM MIKE THOMAS, SHEILAND. IN REPLY TO PHILIP HAMERTON, RE HERALD 13/60

Dear Phil, and others who may be a little confused over the following. According to the manual, hot soapy water does clean hoods. However, Vynyll top renovator does not rot stitching, or crack when the hood is folded, it produces a thin waterproof flexible coating to the hood, and is excellent for any Vynyll.

Actually, my recommendation for it, lies in the attractive finish it gives to hoods, which lasts for a few months. I'm sure "Dubbin" is good, but it is rather greasy, and traps dirt particles which can scratch the clear windows, I wouldn't like to use Dubbin on a white hood either, but my knowledge of Dubbin goes back to the days when football boots had WOODEN studs!, modern variants could well be great for hoods.

Sorry Phil, I did mean the 1300, Toledo being a mistake, but I merely wanted to illustrate the basic shape of the DONOR car, as 1300 can be vague to Herald owners, I certainly didn't know the difference when I discovered the cappings would fit the Herald/Vitesse. It's excellent that you added the bit about the handles, which are advisable, but using the door lock handle to shut the doors, did my car no harm. Very few passengers ever use door pulls, you watch 'n see. I had to stop the article somewhere, and fitting trims in my way, requires no drilling of the wood. My article was meant as a guide, rather than a gospel, when I decided to add the lovely wood to my 13/60, a Vitesse for spares was far, far away.

I hope the article was of general use, as I have owned 6 13/60's before moving on to Vitesse's, and they are a lovely car.

PHIL AND SARAH RAMSELL WISH THEIR TRIUMPH HERALD COUPE, 689 ANR, A HAPPY 21ST BRITHDAY ON 19TH APRIL, AS IT HAS BEEN VERY, VERY GOOD TO US FOR THE PAST 3 YEARS. LONG MAY SHE CONTINUE TO THRIVE!

LETTER FROM STEPHEN ASH, PLYMOUTH

I think other members may like to hear of the problems I and other Devon Area members have had with SAH exhaust systems. I purchased mine on 2nd Feb.'82, and on receipt, I found the system was 8 inches too short. SAH paid for this to be modified. At about this time, Stan Walters, our local Area Organiser, had found that one of his silencer boxes had rusted out after about 11 months service. On the receipt for the system, there was no guarantee details, only a notice saying 'For guarantee see conditions of sale'. On contacting SAH these turned out to be (1) The refunding of 'X' 12ths of the value of the silencer, depended on the number of months lost service and, (2) 10% off the cost of a new silencer. Stan was not prepared to accept this, and repaired the silencer instead. Another member's silencer blew after 8 months, but no action was taken as he sold the car.

On 20th Jan. this year, my nearside silencer blew after barely 11 months service, and I rang SAH, and received the same offer as Stan, which I wouldn't accept. I told Mr Dunham of Dunham & Haines that due to the high failure rate of silencers, I expected him to accept that a batch were faulty and that a new one would be returned free of charge. He refused, explaining that I would have to return the old silencer for examination before a refund would be considered. I referred the matter to the A.A. legal dept., and after investigating the case, they explained that SAH were quite within their legal rights to say what they had said. After examining the other silencer and noticing it was showing signs of blowing, I decided to decline SAH's offer of a replacement silencer, accept a 1/12 refund on the system, which is about £1, and have a set of good quality silencers fitted by a local company. The point of this letter is to advise all members not to sink £51.00 in an SAH system which will not last 12 months, and doesn't have a proper guarantee. Don't be fooled by their sales talk 'Silencers are aluminised for extra durability' - this is rubbish, and I intend to have this statement checked by the A.A. If you really want a dual exhaust system, a company such as Savon will bend one up from a pattern, and give a 12 month unlimited guarantee.

On Sunday 30th Jan., the silencer box blew off the exhaust input pipe, and is now hanging from the back of the car.

LETTER FROM MIKE THOMAS, SHETLAND

I have an announcement which represents around 2 years tracking down, purchasing, and cleaning work, and may be of interest to all Herald/Vitesse owners.

After much labour, searching, haggling and cleaning up (many hours with erasers), I now have a complete range of TRIUMPH FACTORY sales brochures. I am at present, awaiting permission to issue these, as photocopies to club members, I should hear from my colleagues at Triumph within a few days. These booklets are all in first class condition, featuring photographs, specifications, sketches and illustrations of OUR cars. I would of course assemble particular copies into Reproduction Booklets. Automobiles covered are; 1959 1960 Herald Conv., including views of a metal dashboard, left hand drive, export car.

HERALD 1200 range, including Saloon, Estate, Conv. and Coupe.

NEW HERALD 13/60, Saloon, Estate and Conv.

1966 MK 1 VITESSE, including superb pictures of Convs., sunroof Saloons, Saloons.

NEW 2 LITRE VITESSE, sunroof, Saloon and Convs., 2 Litre MK2 Vitesse, all models. HERALD 12/50 Saloon. These are the authentic Standard Triumph books, and copies, although monotone would be top quality.

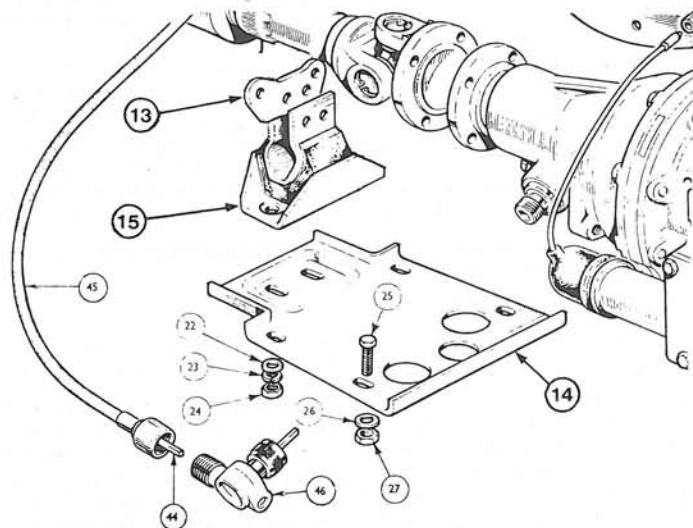
Once permission is obtained, I would be happy to offer "Specials" from this list, i.e. All convertibles, all Saloons, all specifications, or sets of combinations, so should members wish to study any aspect of ALL the cars, this would be possible.

These Original Booklets could not be purchased, as they are very rare, and I feel members would benefit from a copy service.

TIPS FROM A HELPFUL MEMBER:

It is to be hoped that the diagram below will help clarify the matter of which parts were thought to be still available from BL. If anyone else cares to check the part numbers against the current BL retail price list, you will find the below information to be correct. Whether or not the items are actually available is another matter entirely. BL's computer may not be perfect as far as memory and print out are concerned but no doubt there is a certain amount of human error involved, occasionally! Any further comments about libellous statements from certain members of the Club, will be ignored. It is suggested that contact with your local friendly solicitor is advised before any further action is taken, on your part. Mine has already been consulted. No names - no libel!

Vitesse 2L Mk II — O/D mounting bracket details :-
(clarification of parts still available, - see p.44, February issue of
The Courier)



81585

VITESSE 2 LITRE Mk 2

PLATE BJ

Plate No.	Part No.	BL's Retail Price, excl VAT, from 1-1-83
BJ 13	147632	£6.60
BJ 14	147630	34p
BJ 15	147629	NLS

LETTER FROM JANE HARLAND, WILMSLOW, CHESHIRE:

I recently acquired a set of 5 wire wheels (from Mr Wills of Luton, whose Spitfire was unfortunately written off), for my MK1V Spitfire.

After wondering where to take them for shot-blasting and painting, I was put in touch with Specialised Automobile Services of Macclesfield. I duly rang Mr Hopkins who owns the firm and was quoted £10 per wheel for blasting and stove-enamelling. I took the wheels up to him one morning and they were ready the same day. They looked like new - after starting off rather rusty and chipped. Mr Hopkins had certainly done a good job at, I think, a most reasonable price.

He will blast and stove-enamel any wheels, or other car parts, re-building and repairing spoke wheels. As I believe the nearest place specialising in this, apart from Macclesfield, is in Liverpool, I thought that other Club members in the area might like to know about him.

S M HOPKINS
Specialised Automobile Services
King Street Mill
Macclesfield
Cheshire

Tel: (0625) 617466

LETTER FROM PETER KENNEY, CHESHIRE:

I being a new member (Spetember) and thus far finding the TSSC and Courier absolutely brilliant, was most disappointed to hear Miss Caron Redding's view about male chauvanistic views in the Club.

Around here all women are part of the gang and I have always treated them as such. Besides I think Caron would like to know that my trusty 'Herbert' Herald has been off the road a year and a half now. Why? I've been trying to put a gearbox in! So it must be proved that not all men are brilliant when it comes to mechaics and Caron is certainly better than me. I don't know what half the things are, let alone what they do in the list of what Caron has done.

I have done a few other basic things in that time but no doubt Caron could have probably done it all in a couple of weeks. The MOT with UKD 980H was certainly suspect!!!). Ahh well, I'm going to move into the garage with Herbert 'H' and, hopefully, for April, will come out into the sun (ready for the trip to Holland in May).

I hope Caron changes her mind about leaving the Club after all, that will still leave the problem in the Club. Would it not be better to entice more women owners into the Club and, therefore, fight back against this chauvinism.

LETTER FROM KEVIN ATKINSON, CHESHIRE

Of interest to many members are the original reports on Club cars in the magazine "Which". I am sending this list of the relevant issues that I have and hope other members can help complete it.

Jan 62 - Herald S.	Jul 67 - Herald 12/50.
July 62 - Herald 1200 saloon.	Oct 67 - 1200 Estate.
Apr 63 - Mods to previous 2 reports.	Oct 68 - 13/60 Saloon.
Jan 64 - Herald 1200 Estate.	Jan 69 - Brief summary of 13/60 Estate.
Jul 64 - Vitesse 6.	Jul 71 - Toledo (interest to those with late cars fitted with Toledo engines as standard).
Jan 65 - Spitfire 4.	

Obviously these are only in the motoring Which sections but are well worth digging out lofts, sheds etc. or searching for at jumble sales. Also if anybody has a saloon rear window with original heated rear element (optional extra part no. 571380) for sale cheap to a poor impoverished student then please write to me at: House 40, Castle Irwell, Cromwell Road, Salford.

LETTER FROM GEOFF BELL, HANTS

I have been looking at some various part numbers in the parts catalogues concerning our cars and find some rather curious situations as regards the interchangeability of parts.

There appears to be quite a few different numbers for the rear floor assembly. 901501, 903184, 903187, 907613, are all numbers for what appears to be an identical part. The roof panel assembly has the following numbers to its credit, 901514, 902289, 903283, yet all saloon cars have a roof that appears to be the same. The header panel at the front of the roof has the following numbers, 704973, 706424, & 901406. The rear seat pan assembly has these numbers, 803793, 806692, 814473.

That is just four examples of differences in bodywork part numbers. It is not just a case of a new part replacing an older one as some of the last cars built have the same part number as a quite early model, but intermediate ones have a different part number. Has anyone any idea why this is and if any particular parts that appear to be identical are not interchangeable?

At the Brighton Classic Car Show there was a very good drawing of the Chassis of the Herald/Vitesse and Spitfire/GT6 on our stand. It showed the differences between the two very well and I asked at the time if it could be reproduced in the Courier and everyone on the stand seemed to think that it could. So far however, I have not seen it. I thought it was most informative and I am certain that it would interest many members. Any chance of it being reproduced?

Finally, if anyone has any parts catalogues appertaining to club cars which they wish to dispose of please read the Wanted column in the ads section of this issue of The Courier.

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Tel No.	Present Insurer	Offence
Date of Birth	Present Policy expires on:	Fines
Occupation	No. of years no claims bonus	Disabilities YES/NO
Are you a holder of a Provisional or Full British Licence?	Renewal premium this year £	If YES, details
For how long?	Drivers other than yourself who will drive your vehicle	
Make & Model of Vehicle	Name	
Year of manufacture	Date of Birth	
Engine Capacity cc Value £	Type of Licence	
Approx Annual Mileage	1	
Is vehicle kept in locked garage? YES/NO	2	
If NO: Parked on road/off road	Occupation 1	
Comprehensive/TP,F&T/Third Party only	Occupation 2	
Insured only/Insurer & Spouse/Named Driver	Any accidents in last 3 years? YES/NO	
Social, domestic & pleasure only <input type="checkbox"/>	If YES, when? (Dates)	
Social, domestic, pleasure & business <input type="checkbox"/>	Circumstances	
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LETTER FROM DAWN STORTON, YARDLEY, BIRMINGHAM:

I would like to comment on the letter from Caron Reddings, which was featured in the January Courier: Motoring as a whole is male orientated - indeed motoring magazines do tend to think their readers are mostly male. I won a competition in Practical Classics and the letter addressed to me was 'Dear Sir'!

I also do my own maintenance and mechanics on my 1600 Vitesse, Spitfire and GT6 - the Stag engine rebuild being divided by 3 between husband, father-in-law and yours truly. Husband has enough faith and trust in my mechanical capability to leave me to get on with whatever needs doing including big-end bearings and diff and gearbox removal - the only help I ever need is either because I have the disability not to have been born with half a dozen hands or because my biceps aren't big enough to cope with stubborn nuts.

At meetings I sit and converse with the male members at their level and beyond in some cases and have gained the respect of some who come and ask me for advice. Never have there been open mouths and gasps of incredulity at knowledge that has been built up over six years of ownership (not as long as yours, I'm afraid) of a 1600 Vitesse with a mind of her own.

From reading your letter, you, like myself sound like a staunch feminist and hater of male chauvinism - if there is any in the Club, then I'd be subjected to it too. However, I've yet to find any evidence of it. If you make your presence known by showing them what you know by talking gearboxes, diff ratios and oil pump tolerances, then you'll help break down this male dominance of motoring.

Your achievements are nothing unique for a female.

LETTER FROM RALF BACHMANN, ARNHEM, HOLLAND

One of my business friends in Canada sent me two booklets called "Competition Preparation Manuals" of Spitfire MK1-4 and Spitfire 1500, both are available through Jaguar Rover Triumph Inc., 600 Willow Tree Road, Leonia, New Jersey 07605, for 5\$ incl. post. (also available for GT6, TR and Triumph 2000). I found it very interesting also with important tips for somebody who does not want to turn his Triumph into a racing car. These booklets are written by Kastner, Cook and Barret al by al known names in the Triumph scene.

Two months ago I asked in the Courier does anybody know more about the following engine numbers with the prefix ESS (DG1892ESS & DM1425ESS). From Austin Rover Group in Oxford I got a letter with the following information:

We feel sure that in both cases the letter A must precede what you have given. In other words, you have ADG....ESS and ADM....ESS, as these are only prefixes which make any sense to us. The ADG indicates that it is a 1300cc engine unit and the ADM indicates that it is a 1500 unit. In both cases, the ESS indicates that the units are factory replacements, rebuilt under the reconditioning scheme!

Maybe some useful information for some members.

LETTER FROM PHILIP RAMSELL, LEICESTER

Could someone please tell me if a Herald saloon rear windscreen and rubber are interchangeable with a Herald Coupe rear screen. Mine isn't broken but it is badly scratched, and the rubber is perished.

Isn't it a pity we can't get proper heated rear windows for the Herald/Vitesse, instead of those rubbishy stick on things. Well perhaps the manufacturers could do something, with some interest from us.

LETTER FROM DAVID HERRIMAN, TREASURER TRIUMPH SPITFIRE CLUB - ARNHEM, HOLLAND:

After seeing the letter from Paul Cheal in this month's Courier, I thought I may be able to help, if only in the fact he is by no means alone.

I too have fitted these Alexander chrome pancake air filters on my 1500 Spitfire with the same negative results. I also know of other members of our Club and members of our sister Club in Germany who have had similar problems. Apparently, when fitted to the 1300cc Spitfires they perform alright, which is of course no consolation to us 1500 owners.

A cure has, unfortunately, not been found to my knowledge and whether the poor running is due to the density of the foam or the fact that the air being drawn in is now much hotter is also not known for sure.

I have just recently ordered some 'super washable air filters' from an ad. in your Car Mechanics. These are made by Smiths Filters of W. Yorks. Much to my surprise and disappointment, these have also turned out to be the chrome pancake type, although the filter element is of a different material. I have now written to this company in the hope they can shed some light on the matter. I shall pass on the reply if it should be of general interest.

I did read in Sports Car Mechanics of a similar query from a 1500 Midget owner (same engine). The reply was: 'It is not a good idea to fit chrome pancake filters without altering the needles'.

LETTER FROM KENNETH RODMELL, TADLEY, HAMPS:

The February Courier has upset me and I feel that it is now time to speak frankly about a subject on which I hold strong views. I also sense that these views, which I am about to voice, will be shared by many of the Club members.

Now to the point: I deplore the mindless destruction of 'our' Club cars to construct 'kit cars'. It is irresponsible to suggest that a 'donor car' has to be found for such a project; I have even seen an article in another (unrelated) publication, which was solely concerned with selecting a Club car, merely to break for this evil purpose. What is worse is that most 'kits' only use the engine, gearbox and front suspension from the 'donor' car anyway, the rest more often than not ending up chopped and scrapped.

Cars die for this? Yes they do - sometimes for even less than this, just to create a nasty shape, with more than a passing resemblance to a fruit box and beer keg nailed together. What an insult to the most magical, simple yet beautiful styling of the Triumph bodywork by Michelotti, which is superior to anything else in the world (that's fact, by the way, not just my opinion).

Many Heralds were made and so were Spitfires: GT6's and Vitesse's were made in lesser numbers but the fact is that they're all getting quite rare now and the Club should concentrate its resources on preserving and promoting these fine cars rather than sending them to the executioner's block.

For those still not convinced and who can't resist driving a collection of brightly painted fibreglass bits and pieces, please remember that there are already far too many Club cars that have been broken or are in those 'condemned cells' known as breaker's yards, so let's all make better use of the spares we already have in abundance if one can be bothered to look. Remember that the Club cars you see on the roads today, are indeed a finite number.

I appreciate that this letter may arouse some controversy (with apologies to the Special's Register) but what do we want to do with our cars - drive and enjoy them or destroy them forever?

LETTER FROM MIKE THOMAS, TRIUMPH RESTORATIONS - SHETLAND:

While looking through a friend's 'library' books, I noticed something which may be of value to Herald or Vitesse owners. Included in the 'AA BOOK OF THE CAR', are numerous photographs of components/fittings etc., which may go some way to showing how a brand new car looks, especially under 'The Bonnet'.

Anyone attempting a Concours re-build, could glean a great deal from a quick glance. Also there is a section on Aerosol panel spraying to a Herald/Vitesse type car. The secret being, most REAL libraries have this book in stock, apart from my friend.

As hardly any driver could say that, He/She has never had a breakdown at some time, I thought I might submit a sort of easy step guide to the less serious possible causes for the above condition. It may well be useful to those who, up until recently, have never had cause to wonder about the miracles of the Automobile. A first instruction should be to stay calm and in some ways, be prepared. If you have bought a Club car for the first time and know little about engines etc., there is a lot you can do before 'setting off' so to speak. By consulting the correct Vehicle Manual, which every car owner should have, ensure that the spark plugs are new and correctly gapped and that they are the ones specified for the car. Re-fit. Also, ensure that the points gap is correct and that the surfaces of the contacts are flat. After also checking oil and water levels, have a look at the water hoses and around the engine block, for signs of leakages from either. If all is quite clean, check also the fan belt for tears, or slipping. On starting the engine, never use excessive choke, find the position at which the engine will rev happily, without sending clouds of smoke out of the exhaust. Many engines smoke a little, under choke and as long as this clears when the choke is pushed home, all is well. Spare plugs, points and fan belt should always be kept in the car, I also keep a condenser and bulbs.

On the open road, the car should brake quite firmly, without juddering, pulling to one side, or steering wobble. If any of the above are encountered, binding or worn brakes will need expert attention. If the steering judders under all conditions (under acceleration or coasting), the rack may be damaged or loose and must be checked over. Always watch oil warning light and water temperature indicators. A good car should run with its water temp between hot and cold, if for any reason the oil warning light comes on while the car is running, there is loss of oil, due to seals or lack of filling due to neglect or damage to the engine block. Check for leaks and refill.

If the car stops on the road but coolant and oil is OK, check spark to plugs, spark at points and fuel at carburettor. If there is no spark at points, or plugs, check battery, earth and connections, (faulty switches are most rare) failure of spark to points or plugs, check condenser, replace, LT leads, connections to HT leads (screw-on caps can loosen) and rotor arm. Failure of the rotor arm is very rare. Check distributor for poor contact inside, clean and refit, after checking also for cracks.

If the car develops intermittent missfire, or stops after running well, previous electronics are 99% responsible.

If the car cuts out after running to normal temp, then re-starts when cold, the coil needs renewing.

If the car stops on the road and there is spark at points and plugs, pull off rubber connector to fuel/carburettor inlet and turn over engine. If no fuel emits powerfully from pipe, a fuel pump blockage is the problem. Blockage to pipes and tank units is very rare. Fuel pump diaphragm is nearly always the cause.

If the car stops but sparks are all OK and fuel is OK, check carburettor linkages for fault, throttle cable, or AIR FILTERS, air filter blockage can stop the car.

If oil emits from the dipstick, check it for tight fit or any sign of excessive crank case pressure; rectify by cleaning crank case filter/breather by cleaning out rocker box/air filter breather pipe or, in cases of engine bearing wear being excessive, regularly renew engine oil.

Where engines are very noisy, or emit blue coloured discharge from exhaust or crank case pressure can not be reduced, major engine wear is present (this does not usually cause breakdown); rectified only by rebore of cylinders, new pistons and rings.

It is always advisable, especially if one has not owned the car for long, to have the engine 'Crypton tuned', or tuned on diagnostic equipment, as this often pin points faults, prior to component failure. Some other 'annoying' events often take place in older cars, such as a 'Zizzing' noise from the gear selector, this can be cured by renewing the small bush at the base of the selector and applying some grease which helps to absorb vibration.

Stiff pedal action can sometimes be relieved by oiling the pivots, with light oil to free them and a little application along the return springs, helps keep them at correct travel.

I have noticed that on Heralds, after around 60,000 miles use, there is a tendency for the fuel pumps to fail. New pumps are simple to fit and should outlast many cars. It is always helpful to have a spare fuel pump and a length of fuel hose handy. Always mop out seepage or spillage of fuel when completing repairs to the fuel system. Never start the engine up until this has been done.

One other common fault for the event of strange missfires, especially when the car is loaded up or navigating up hill, is 'shorting' from spark plug caps to the engine block. This can be clearly seen under dark conditions, or rather more painfully, by touching the caps - the faulty one will give a mild shock. This is caused by an insufficient connection by the HT lead and cap. If tightening of the cap fails to correct the short, cut off a length of the lead and refit cap, making sure that the wire makes a good contact. Renewal of leads which are old and tatty is always a sensible precaution anyway.

LETTER FROM DAVE BRIDLE, LONDON SW11

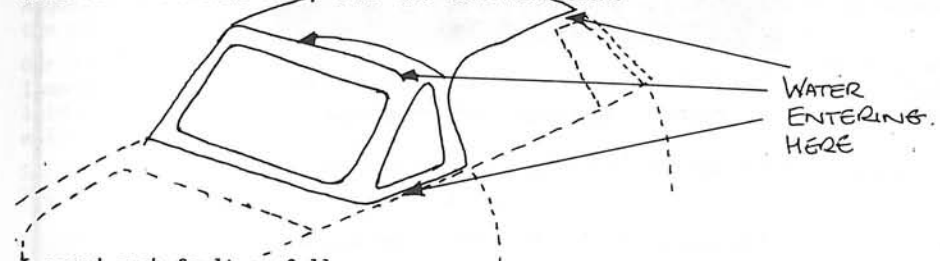
Yisselda is a 1970 Herald 13/60 convertible, signal red as are all the best Thames Heralds. She first came into my life on 5th Oct. 1979 after handing over £450, she seemed sound and mech. in good shape. Not knowing her service history Issy went into a garage for a 12,000 service immediately and came back purring and happy, at this point she had covered 70,160 miles and on the 9th Dec. 1982 she went sailing through the magic ton, I didn't even notice until three miles down the road.

In the three years that Issy and me have been together she had had: four new shox, a well needed change from cross-ply to radials (165/13's), 2 replacement rear axle/hub assemblies, 1 front stub axle, contact assisted electronic ignition, new radiator, clutch and brake master cylinders, 2 clutch assemblies, brake pads/shoes and rear slave cylinders, 2 replacement bonnets - thanks go to an Audi 100 and a brand new Fiesta, 2 new hoods - first due to old age and the second due to a man with a knife. 1 new windscreen and her biggest acquisition at 94,300, a fully reconditioned engine and new flywheel.

Now Yisselda is flying and hopefully will continue to do so for many years. Hopefully soon she will get a new coat of paint and new carpets. She won me the driving contest at Stir VII this year, and she'll do it again next year at ARNHEM, Stir VIII.

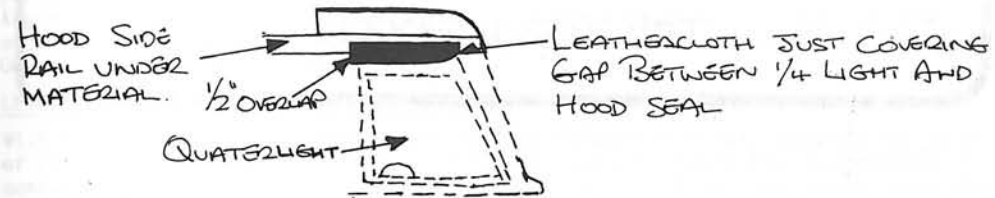
KEEPING YOUR CONVERTIBLE WATERPROOF - STEPHEN ASH, PLYMOUTH

When I first purchased my Vitesse in 1981, I had serious problems with water entering the car where the hood seal met the quarter lights and the 'A' posts, and where the hood material had shrank near the rear wing (see diagram). Another problem area was the chrome strip over the rear hoodstick.



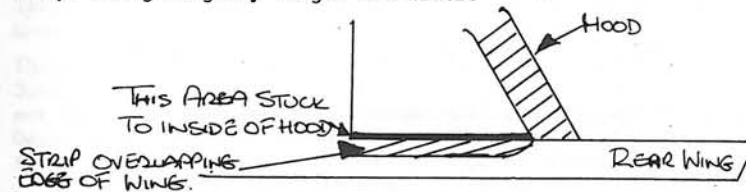
I cured each fault as follows:-

(1) Quarterlight to hood seal. I bought some leather cloth and cut some strips (one for each side) about $\frac{1}{2}$ " longer than the top of the quarterlight and about $1\frac{1}{2}$ " wide. These were stuck to the hood side members as shown below.



(2) Hood seal to 'A' post. Firstly lower the hood then squeeze some Hermetite hardening seal into corners of 'A' posts. Apply some french chalk to the hood area where it will touch the windscreen compound and close the hood. Wipe any seal which oozes out away and leave to dry.

(3) Rear wing area. This is treated in the same manner as the quarter lights, the strips being slightly longer and wider.



(4) Hoodstick chrome strip. Tent waterproofing spray should be sprayed liberally under and around the strip and allowed to dry.

My car is kept outside all the time and since I completed this operation I have had no water entering the car, even in really heavy rain.



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EAST BERKS AREA NEWS, JOHN REED REPORTS:

Sadly, we must say goodbye to yet another of the areas' original members - Paul and Gina Walheim are leaving us for the South Coast. Many sincere thanks for your help and interest in the past from all the E.B.A. members. Good luck to you both.

Just to remind all area members (and all Club members for that matter) that 3 July is Autosunday at Easthampstead Park, Bracknell (see What's On Next). Our area will be principally responsible for hosting this event and, therefore, I will need a few volunteers to help with organising and the rest of you, some ideas on content for our pitch (this must be more prestigious than last years). Details to be discussed next meeting (see change).

Peter Farmer is (I hope) arranging an area visit to Tetbury (to ex-area member Clive Speaks) sometime in the not too distant future. This should be a rather pleasant action and scenic packed mini-weekend and Chris Lee has also volunteered to organise our next Treasure Hunt - perhaps sometime in April/May?

Nice to see so many faces these days - old and new. Please note: Important change to date of next meeting - this to be Wednesday 6 April and NOT 13 April as scheduled. Thereafter returning to every second Wednesday e.g. 11 May, 8 June, 13 July.

NATIONWIDE

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

A good turnout for the March meeting, with a slide show by yours truly showing the growth of the Club.

Our Sunday run in Feb. to the East of England Ice Rink was great fun, I am sure I speak for all who went. May I thank Mr & Mrs Watson for the super tea that they laid on for us all. We also had a good look around - JDX 884 the oldest Herald which Denis Watson has nearly finished.

Still a lot of interest in STIR 8 with several people booking the Townsend Thoresen ferry. See you all next meeting.

CORNWALL AREA NEWS, RICHARD DOUGHTY REPORTS:

A good turnout with 13 members and friends meeting in the lounge bar of the Four Burrows Hotel at Grampound Road. We are planning to alternate meetings between the Fourburrows Hotel, Grampound Road and the Farley Hotel, Truro, both venues proving very popular. Next meeting is at the Fourburrows Hotel. We shall be holding a quiz. Saturday 23rd. Autojumble at Threemilestone Village Hall at 10am, organised by the Morris Minor Club. Sunday May 22nd, Treasure Hunt at 4.30pm from County Hall car park, Truro.

LEICESTER AREA NEWS, IAN MCKEGGIE REPORTS:

With the final onset of Summer we are looking forward to a full calendar for lots of fun. We will keep you informed. Just for openers - April 9th, Silverstone convoy. Meet 9.30am at Six Packs, Market Harborough. TR are joining us, good day for the posers. April 24th Spring Treasure Hunt. Contact me now as only twelve cars can go.

NORTH HERTS/SOUTH BEDS AREA NEWS, KEVIN MINNS REPORTS:

The best turnout for this growing area so far, with over 40 members attending. This is causing extreme problems at the Pub we meet at, at present, so if any local members are aware of a Pub which could provide us with better facilities i.e. a larger room, especially if it is free of charge, please let a Committee member know.

The events we have definitely planned for the coming year are a Treasure Hunt in June, a picnic for all the family in August, a visit to Duxford Air Museum - date not yet fixed, and a camping weekend, probably in West Wycombe sometime in Sept. Details of all these to follow and in addition to this, we will be organising trips to most of the main National Events.

Looking forward to seeing everybody at the next meeting on the first Tuesday of the month at the Red Lion in Offley.

NORFOLK AREA NEWS, PHIL HUDSON REPORTS:

As promised last month, here is an events diary. There is a fair choice so come to some of them.

APRIL 4th (Monday)

"Cruise" to Yarmouth for a paddle and whix at the funfair.

APRIL 16th (Saturday)

Snetterton Circuit Evening £8 per driver in advance, £10 on day. You must have a crash helmet and seat belts. Contact Pete Grenier, Norwich 52251 (TR Register Area Organiser).

MAY 8th (Wednesday)

TSSC racing at Snetterton Circuit.

MAY 14th and 15th (Sat. and Sun.)

Donington TSSC - convoy from Norwich.

MAY 27th-30th STIR Arnhem, Holland

For those who cannot afford to spend a week in Holland, Keith Lambert has 'sussed' the following details:-

OUTWARD Depart Norwich 7pm, Friday 27th
Felixtowe 11pm

Arrive Zeebrugge 4.30am

HOMEWARD Depart Zeebrugge 5.00am, Monday 30th

Arrive Felixtowe 10.00pm

COST - £55 return, Car/driver/1 passenger. Contact: Phil 604288 (Wyomdham)

Ian Thirkettle, Swanton Marley 414.

JUNE 19th

Barbeque at Happisburgh (p.s. Keiths birthday on 20th)

JULY 10th (Sunday)

Knebworth near Bedford - Classic Car Show.

JULY 16th and 17th

Cambridge Barbeque at Woodlesford.

JULY 31st (Sunday)

Coast drive/Barbeque.

AUGUST 6th and 7th

Leicester Area Event (21st Birthday Spitfire/Vitesse).

AUGUST 21st

Milton Keynes Concrete Cow and Classic Car festival.

SEPTEMBER 3rd and 4th

NORFOLK SPECTACULAR No 2.

At the Log Cabin, opposite White Lodge on the All. (Same venue as last year)

BARBEQUE - GYMKHANA - SIDESHOWS - FILMS - BEST CAR AWARD

More details next month.

Our area meetings are well attended and the cars look good. Keep coming - the Club and the company is worth your support!! See this month - Monday April 11th, at Kings Head, Hethersett.

NOTTS AREA NEWS, GEOFF FLETCHER REPORTS:

A thankyou to those who braved the cold night to make a visit to the meeting, and an apology from the Area Organiser for arriving late, sorry I had something important to attend to before I could set off. Hope to see everyone next month to arrange a Sunday dinnertime meeting to the Leicester Area.

NORTH YORKSHIRE AREA, JOHN FRISS REPORTS:

No the area has not died but we have arranged some changes. The programme for the next few months is as follows:-

Sunday 24th April - Treasure Hunt

Sunday 19th June - Day run to Bolton Abbey

Sunday 3rd July - Area Concours

SURREY/HAMPSHIRE AREA NEWS, TONY BEALE REPORTS:

Unfortunately I was unable to attend Februarys meeting, Simon tells me it was the best turnout for months.

I received a letter from the Lions Club of Sutton who are having their annual Transport Spectacular and Fair on May Day, 2nd May at Cheam in Surrey. I am hoping they will allow us a large enough area to accommodate 12 cars, what would be nice is if we can manage to display at least one of each 6 Club cars, hopefully next month I will be able to let you know more about this, interested parties ring me as soon as possible.

SOUTH EAST SCOTLAND AREA, ALAN COOPER REPORTS:

10th April, 1983 - Scottish Lighthearted Mini Concours

To be held at Doune Motor Museum in conjunction with their first ever autojumble. Cost will be £1.00 per car to cover trophies/expenses, restaurant/cafeteria. Admission to the museum will be half price for all TSSC friends and members. Any outsiders are more than welcome we'd only be too pleased to see you. The more the merrier!

10.00 onwards Cars arrive

10.00 - 11.30 Preparations and polishing etc.

11.30 - 12.30 Judging

12.45 Presentation

13.00 Museum/autojumble.

THAMES AREA NEWS, LEON GUYOT REPORTS:

Since the last report printed in the Courier, Thames Area has formed a Committee, members on the Committee were selected by myself, (initially), from our most regular attending and most active members of the last 12 months, and at the first Committee meeting, on 27th January, choices were ratified... Your Committee members are as follows:-

1) Area Organiser/Committee Chairman	- Leon Guyot	01-947-7659
2) Finance Controller	- Chris Childs	01-661-9908
3) Route Planning/Convoy Control	- Jonathan & Anne Farndon	01-979-3973
relief for above.	Mike Crews	01-603-7309
4) Motoring Activities/Sprinting/ Hillclimbing/Driving Tests.	- Bill Haseldine and - Dave Bridle	01-546-4566 01-223-9560
5) Area Register Secretary-All models-	Marc Fisher	81-57673
6) Spares Location Officer	- Andy Kaufman	01-229-0512
	and - Bob Rowland	01-561-0671
7) Technical Advisors-Herald	- Bob Rowland	" " "
8) " " -Vitesse	- Bruce Jopling	to be advised
9) " " -GT6/Spit.	- Nick Lees	01-898-5947
	and - Paul Bennett	01-647-0210
10) " " -Courier Van	- Anne Farndon	as above

The major activity this month is our National Event SEM '83 - details elsewhere in this issue. Also, we will be participating with the West Kent Area in their Special Treasure Hunt event, on Sunday 8th May, details from Chris on 01 462 2851. Be there!

Meetings at the Winning Post on the A316, 8pm, Thursdays 14th, 28th April and 12th May.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Despite having seven weeks between meetings, there was a great turnout for the popular Old Gate meeting at Heathton. Welcome to Tony and Maxine with yet another Pimento GT6 (I hope they all behaved themselves in the car park). We must have turned a few heads on the way home - three Pimento GT6s in a row whizzing down the Wolverhampton road.

There will be a Treasure Hunt on Sunday April 24th - details will be distributed at the next meeting which are: Sunday 10th April at the Belfry, 28th April at the Herald, Sunday 8th May at the Belfry. See you there!

One final note: as you may be aware, the West Midlands Area Committee are National Events Organisers and that means that we are presently organising the National Concours on May 14th. We need committed volunteers to help on the day. If interested please ring Janis or Tony on 021-353 9961.

WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

I read with horror in the March issue, Triumph Warehouse's ad. about them breaking undamaged vehicles, absolutely scandalous!

I propose we as Club put a stop to this indiscriminate breaking of vehicles and replace it with a system similar to the one operated by the racing fraternity, who as you know command huge fees from their PROVEN top horses such as Grand National Winners. So taking their example we should only break National Event Winners such as STIR and Concours, in that way we will "distribute the breed" and create a more "genetically" stronger Club.

Maybe Bill Sunderland would like to suggest this to Guus Van Der Grogt who I am sure would happily donate his PURE MK11 Spitfire.

Meetings are 1st Tuesday, White Bear, Norwood Green near Halifax, or ring Nigel or Alison on Huddersfield 844682.

WORCESTERSHIRE AREA NEWS, JONATHAN GREEN REPORTS:

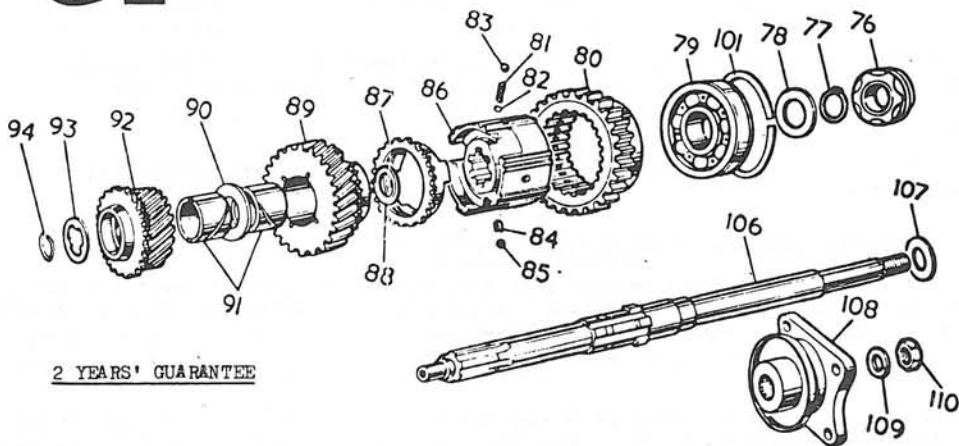
A most entertaining February meeting included a Slide Show and suitable commentary kindly provided by Bob Notley. Funny how most pictures were of a certain French Blue GT6! Unfortunately our Area Organiser, Trevor, was unable to attend this meeting due to being in hospital, but is now thankfully much better.

At our March meeting we hope to have put firm dates to our Summer events (details next month). The April meeting will be on the 26th as listed in the Club directory. Look forward to seeing the regulars plus all you Worcestershire members who have been hiding away!

NEW AREA CRAWLEY - HORSHAM AREA

There will be a meeting for the Crawley and Horsham area at the Black Horse Pub on the A217 at Hookwood on the third Monday of the month. See you there or phone Kevin on Crawley 515413.

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BILL SUNDERLAND - EDITOR.

CAR MART

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

Vitesse 2L, 1970 MK11. One owner, 37,000 miles, Blue. Bargain at £450. Twelve months test. New clutch. Original tools. Don't miss this one! Contact: J Hall. tel: Lancaster 62123 (evenings).

Spitfire 1500 MK1V soft top. Alley Cat alloy wheels. 50,000 miles approx. Offers around £1,500. Contact: V. Tavener, tel: Atherstone 67405.

1969 Vitesse MK11 Saloon with O/D. Damaged bonnet/rad. Otherwise reasonable. Contact: Peter Doyle, tel: Highcliffe (04252) 4126 PM.

1967 Vitesse 2L White Convertible. Completely overhauled, professional respray, new black hood and carpets, immaculate Maroon upholstery, towbar, 4 good tyres. 10 months MOT. 5 months tax. Sensible offers. Contact: J Hollins, tel: Cambridg 356450.

Vitesse 1965. 43,000 miles. White with red interior; interior excellent as are bodywork, chassis and mechanics. 12 months MOT. Brand new battery. Very reliable car. £375 o.n.o. Contact: Paul, tel: 02572 76531.

GT6 MK111 1973. 46,000 miles. Good cond. White. Tinted windows. Michelin XZX tyres with Spax adjustables. Radio. New alternator, clutch. Suspension completely overhauled. Tax till November. MOT'd. Contact: J Huizinga, tel: Beaworthy 203 (Devon). £1,400.

Herald 1200 Estate. Taxed end July. MOT Nov. Solid chassis and floor. All mechanics. Recent full service. Genuine reason for selling. £125. Also Vit Saloon. Mostly good cond. for year £60 for quick sale. Contact: G Ault, tel: Leominster 2789.

Spitfire MK1V, 1973. 'L' reg. 49,500 miles. Years MOT. Taxed. Radio. White with black soft top. Good cond. £790. Reluctant sale due to pending parenthood. Contact: Dominic Simpson, tel: Dervy 551966.

Vitesse Conv. Immaculate bodywork. Low milage. New hood and carpet. T and T. Company car forces sale. £900 o.n.o. Also 2 Herald doors v.g.c. £15 each. Contact: R Constable, tel: 0703 642154 (Eastleigh).

Herald 12/50 1966. Restoration or spares. Stood 2 years. Engine and mechs. good. Must go. Contact: Richard May, tel: 0246 71906.

MK11 Spitfire 1966. 1147cc. Rust in wheel arches etc. but generally sound. MOT until Apr. Has been garaged 6 months. Many spares inc. g/box, diff., carbs., driveshafts, hood frames, wheels and tyres. Rear spring. Hatchback type hardtop. Spotlights and general bits and pieces. £200. Contact: Andy Grenyer, tel: 042 136 379.

Spitfire 1500 1976 (R). Inca Yellow. 49,000 miles. Hardtop (no soft top). Extras inc. stereo radio/cass., SAH exhaust, rear f/lamps. Regularly serviced. Good tyres. Good bodywork. Waxoyled. £1,325 o.n.o. Company car forces sale. Contact: Colin Chapman, tel: Chesham (0494) 783231 anytime.

Bond Equipe 2L, 1969. 60,000 miles. Red. Wire wheels. Long MOT and tax. V.g.c. throughout. £375 o.n.o. Contact: Simon Packham, tel: Tanworth-in-Arden 05644 2155.

Spartan 1300 1981. Spitfire running gear (reconditioned) Spartan chassis. 17,000 miles since construction. Copper body/black wings. Electronic ignition. Electric fan. Electronic ignition. Stereo. Electric aerial. Full instrumentation. Chrome wheels. Cobra seats. Foglamps. £1,900 o.n.o. Contact: Stephen Waterkeyn, tel: Camberley 0276 24724.

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13/60 Estate 1971, Brown. Taxed, MOT. 2 spare wheels, Witter tow bar, 2 boxes of spares. Radial tyres, radio, all literature. A speedy and reliable workhorse. Available end of April, - £480 o.n.o. Contact: Ton Thomas, Tel: 01 452 2902 (Eve.)

Vitesse 2 litre Convertible. H reg. 68,000 miles, very good condition, regular attention and servicing, taxed and MOT. One lady owner only. £750 o.n.o. Contact: Mrs Swain, Tel: Cobham (Surrey) 2593.

His 'n' Her Vitesse. Hers: saloon, 1970, white with black interior. 50,000 miles Overdrive. Completely original. His: estate, 1970, white with black vinyl roof and sun roof. Overdrive. Alloy wheels. Reclining seats. - £1,500 and £1,000 Tel: 0892 31528.

GT6 MK 111 1972, O/S, rear seat, White, 10 months test. New rear tyres (175/70HR). New rear silencer. Good cond.- £1,250 o.n.o. Contact: Pete, Tel: 045 383 3852.

GT6 MK 11, 1970. Excellent example. British Racing Green. Reconditioned gearbox, new radiator and alternator. Rebuilt throughout. Excellent runner, very reliable. Contact: Phil, Tel: (049169) 565).

Herald 1963, - £700. Rebuild 5 years ago. New chassis alloys, seats fabulous dashboard. Spit 111 engine, discs etc. etc. Recent gearbox halfshafts front suspension, noisy differential, last straw sell for less than scrap value! - £275 including tons of spares. Contact Graham, Southport (0704) 64928 or 68427.

Herald 13/60 Convertible 'K' reg. White with black stripes, black interior, good condition but soft top damaged and fitted with detachable estate style hard top for the Winter. Little rust, economical, fast and reliable, MOT. Bargain at £285 o.n.o. TEL: 01-868 1280, Pinner, London (N.W.)

GT6 MK 111, July 1974. Chassis No. Ke24212, sixth from last produced. Sapphire Blue, totally restored and v.g.c. Growing family forces reluctant sale - £1,850 o.n.o. might part-ex Spitfire MK1V needing attention. Contact: P Walchester, Tel: Llandudno 49006 (North Wales).

Vitesse MK 11 Conv., 'J' reg. Fully rebuilt, new bonnet. Sills, valances, carpets O/D gearbox, hood, tonneau all new. Re-built engine - £1,400 will part exchange for good GT6 MK 111 some cash is available. Contact: Barry Fellows, Tel: 021-559 2392.

Spitfire MK 1V 1974, 1300cc, Carmine. Approx. 10,000 miles since new. Sills, front quarter panels, respray, new hood etc. Engine rebuilt approx. 5,000 miles ago. - £750 o.n.o. Contact John O'Callaghan, Tel: Woodbridge (Suffolk) 3789 (work) Ipswich 54798 (home).

GT6 MK 111, reg. VAL 194L, O/D, 59,000 miles. Cloth seats, low profile 185/175 tyres. Emerald Green, near Concours condition - £1,925 o.n.o. Tel: 021 784 4597 (evenings).

Bond Equipe, 'F' reg. MOT failure on chassis. Everything else is in good order. £110 o.n.o. Contact: D Hayman, Tel: Quidenham (Nr Diss) 625.

Vitesse 6, reliable car, full history, new front tyres, re-sprayed, no mechanical or structural defects, 3rd owner from new, White, will pass its MOT any day. Altogether a good complete car with plenty of mileage to go. Tel: James, after 6pm - 01-834-5621.

Spitfire 1V (Abandoned Project). Running chassis, shotblasted and painted, complete with rebuilt engine, gearbox and diff. Body separate and in need of repair. Ideal for rebuild or Kit Car...£700 o.n.o. Also new Spitfire 1V bonnet in primer and both front valances ... £200. Tel: 093 876 361 (After 6pm).

Vitesse MK11 Saloon, 1969 overdrive. Well above average condition, full MOT, new tyres. Gearbox needs attention (noisy). Offers between £400 and £500. Contact: R I Field, Tel: Market Harborough 63124.

GT6 MK111, L reg. Saffron Yellow. MOT, O/D, well maintained, good condition, sunroof - £950. Contact: Mr Harvey, Tel: Erith 30823.

Spitfire 1500. Registered 1981. Hardtop model, one owner, 6,000 miles. Vermillion Overdrive. W registration. Contact: Chris Self, Tel: (0278) 55622.

Herald 13/60 Estate. 1968 Vitesse bonnet. MOT 10 months. 5 very good tyres. Reversing lights, body very good, chassis waxoiled, engine home tuned and serviced 72,000 miles from new. Full service history - £375 o.n.o. Contact Carl Belfield, Tel: Hurstpierpoint 833314.

Herald 12/50, 1964 Olive Green with sunroof, reg. no. 2688 PP. Current tax and MOT, the body is in reasonable condition, recently waxoiled and undersealed. 115,000 miles thoroughly serviced and owned since 1970. Suitable for restoration or spares. Needs a reconditioned engine hence needs to be towed away. Also included are extra spares and may sell off the spares as individual items. 1 steering column system with shaft. 2 gearboxes. 3 propshafts, 1 diff. 2 rear axles with 4 new sets of wheel bearings. 1 rack and pinion. 2 complete front suspension systems. 1 spare engine (complete with fittings)(condition unknown). plus numerous body fittings (many new), plus 2 doors complete and 4 new tyres. Car and spares to go for offer over £100 (after inspection). Contact: Pete Madge, Tel: Reading 27216.

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

Vit MK11 g/box, £25. Prop, £10. Dynamo, £15. Control box, £5. Sealed beam units, £1. Early Spit/Herald sports camshaft part no 211030, £10. Contact: R Clutterbuck, tel: Bookham (31) 54009.

New BL Spares: Spit MK1V tonneau cover no. 822451 (without headrests), £16 + £2.50 P&P. Tool pouch no. 122745 for all TSSC cars up to 1972. Herald/Spit. rear brake drums £4.50 + £2.50 P&P each. Vit. MK1 2L Handbook, £1.50 + 30p P&P. Spit. MK111 o/s wing, £10. Spit. MK1 n/s door, £15. GT6 n/s door, £40. Rear road springs 948 Conv./1200 Coupe no. 303724, £20. Courier Van no. 305686 £20. Vit 1600/2L MK1, no. 305945, £20. Bonnet tops 948/1200, Spit MK1V, £10 each+P&P - on large items £7 British Rail or £12 Securicor. Contact: Alan Hurd tel: Stamford Bridge 72230.

Vit. MK1 cylinder head, inc new valve seats/guides, £45. Twin Stromberg CD 150's £15. Inlet/exhaust manifolds, £7.50 each. Herald: Breaking for spares - g/box, £20; engine, needs re-build. Contact: R Finch, tel: 0742-747011.

Estate body section with tailgate, v. g. order, £40. Herald front suspension, steering rack, discs etc., £25. Pair Blue Vit seats, £20. Hood frame, £10. Set Vit. instruments, £20. Herald g/box, £15. Contact: Mike Tebbett, tel: 0531-3677.

GT6 bonnet. V. g. c. N/S-headlamp trim missing. Otherwise complete. Red. Contact: Steve, tel: Norwich 737724. £110 o.n.o.

Big Clearout: 2 sets MK11 type, driveshafts, complete and in good cond. Twin 150 CD's on SAH manifold for 1300. 4 branch manifold for 1147 Spit. New SAH 262 cam, small baring, new. 2L MK11 cyl. head. Vit/GT6 g/box in good cond. Spit MK111 o/d g/box with prop and mounting plate if required. If you want anything, make an offer, I am running out of room to put the stuff. Tel: Paul, Wendover 622829 evenings.

Breaking Vit MK11 2000; Vit MK1 2000, Vit MK1 1600; Herald 1200; Herald 13/60 Estate; Herald 13/60 Saloon. Thousands of bits at reasonable prices. I can deliver locally. Contact: Steve tel: Weybridge 53577 evenings or answerphone.

Breaking 1967 Vit 2L MK1. Various other parts - mainly Vit/GT6. Vit MK11 Conv. seats must go. 2L MK1 engine overhauled. 2L MK1 engine modified 10.8:1 compression. Parts at Reading and near Southampton. Contact: C Wren, tel: Reading 0734 591509.

New parts for sale Herald: F/O/S wing (1200), £17.50. 1200 grill halves, £1.50. Air cleaner box and filter, £3. Windscreen and lower scuttle panel, £15. 1200 front O/rider, £4.50. Rear valance, £9.50. Rear O/side ¼ valance, £6.75. Vit: Saloon road spring, £20. O/S lower wing, £25. Alloy bumper trim, £1.45 - £2.25. 1600 silencer chrome big bore tail, £11. B/Beck drive plate. Spitfire and GT6: MK1 and 11 front and rear overriders, £5. 1147 Spit head gasket set, £3. GT6 MK1 and 11 front grill, £9. Front windscreen seal, £6. Secondhand parts all must be sold to finance new project: 4 Cosmic MK11 wheels, £45. Herald g/box, £10. N/S and O/S vertical link with trunnion and hub, £6. Driveshafts, £8. 8½ fuel tank, £3.50. 6½ tank, £3. 13/60 cylinder heads, £8. 1200 C/heads, £6. Full tonneau (unstudded), £12. 13/60 and 1200 speedo and instrument clocks, £1.50. Tyres: 560/145/155/165 x 13, £4 - £15. Steering columns, £2. Wiring looms, £3. Propshaft, £3. Steering racks, £3. Bottom wishbones, £2.50. 12/50 downpipe, £3. Contact: Chris Allen, tel: B'ham 021 356 2121.

MK1 2L Vit: Parts available inc. v.g. engine, £60 (with ancillaries) Good g/box £20. Good chassis: Parts unavailable; diff, rad and tank. 12/50 bonnet, £25. Delivery considered home to Stockport. Contact: D Harding, tel: Cheddington (0296) 668664. (Aylesbury/Leighton Buzzard).

Herald/Vitesse Chassis, fully surveyed and rebuilt as necessary. ALL outriggers side rails replaced. Fitted with Herald running gear also 13/60 engine, gearbox (recon.), Prop, diff, etc. Ideal restoration or Kit Car. Other Herald/Vitesse parts available. Contact: Alan Cooper, Tel: (0383) 823980.

New Triumph spares at discount prices. I will be attending the following auto-jumbles in the North East - April 10th - Doune Motor Museum, April 16th-17th - Huddersfield covered in market. April 23rd - Hartlepool autojumble. For further details or items required, Tel: Alan Hurd, Stamford Bridge 72230.

Breaking Vitesse 2 litre Saloon. Most parts available, also 13/60 suspensions, diff., dashboard instruments. Contact: Dave Jones, Tel: 01-952-0815.

Spares for sale:- 13/60 gearbox v.g.c. - £20, starter - £2.50. Contact: D Guter, Tel: 01-868-1280, Pinner, London (N.W.).

GT6 MK 111 Breaking for spares. Good engine, O/D gearbox, rear tailgate, complete bonnet, diff., petrol tank, radiator. Phone for prices, plus all other parts available: Hemel Hempstead 45511.

Non-overdrive gearbox and prop., good condition from '73 GT6 - £25 o.n.o. Dolomite Sprint gearbox - £20. Steering rack - £15. Tel: Medway (0634) 723147.

Vitesse/GT6 MK 1/11 BRAND NEW O/D gearbox - £180. Competition gearbox with J Type overdrive - £275 larger synchros. Full race competition gearbox for above 150 BHP excluding overdrive unit - £260. GKN competition overdrive £180 BRAND NEW as used on Dolomite Sprint racing cars. Spitfire 4 synchro conversion - £105. Spitfire close ratio gearbox with uprated D Type overdrive. Ideal Hillclimb/Sprint unit - £250.

G.T. TRANSMISSIONS Where quality matters. Tel: 01-579 3649.

Vitesse MK 11 engine for sale. v.g.c. - £100 o.n.o. Also Vitesse MK 11 gearbox - £50 o.n.o. Contact: Mark Edwards Tel: 01-857-1836 (South London).

For Sale, 13/60 Herald saloon for breaking. Complete chassis, very good apart from 1 outrigger - £40. Backend of body, absolutely first class - £40. Complete running engine, manifolds, carb, distributor, but black oil, otherwise solid - 69,000 miles - £40. Gearbox, smoother than Ford and no sawdust, prop free with it - £25. Radiator - £20. Excellent bulkhead - £50. Headlights incl. bowls etc. - £5. Grille - £5. Wiring loom - £3. Complete dash. incl. instruments and cables perfect - £10. Nice diff. - £20. Front suspension incl. subframe etc. - £30. Seatframes - £1 a piece. All trim bits and sundries, please ask. ALSO BRAND NEW 13/60 CYLINDER HEAD - new valves/springs, new gaskets incl. receipt - 100% less than cost - £70. One brand new unused 9.48 Herald steering rack, not wanted - £30. One, not wanted hood frame without the front part (offers). Contact: Bob Rowland, Tel: 01-561-0671.

NEW GENUINE STANPART/BL PARTS for all models, parts catalogues for Spitfire 111/1V '73 on/1500. Workshop manuals for Vitesse 2L 1/11, GT6 1/11/111, Spitfire 1500. Handbooks for Vitesse 2L 1/11, GT6 1/11, Spitfire 1V/1500, Herald 13/60. All catalogues/manuals £10-20 each, handbooks £1.60 each, plus postage. Tonneau cover kits for Spitfire 1V/1500 - £45, Herald/Vitesse - £25. GT6 rear doors - £8.50. Spitfire 1/11/111 GT6 1/11 rear wings - £32. Spitfire 1V/1500/GT6 111 RHR wing, US spec (drilled for side marker), one only - £25. Spitfire 1/11/111/GT6 1 RHF wings - £12.60. 13/60 RHF wings - £24.50. Herald/Vitesse RHR wing lower - £35. Herald/Vitesse overriders - £9.20. Herald/Vitesse door seals - £11.25. Herald/Vitesse windscreen rubbers - £15.40. Herald/Vitesse boot seals - £16.30. Estate rear door seals - £10.90. GT6 rear door seals - £10. GT6 rear window rubbers - £9.40. GT6 11 silencers - £20. GT6/Vitesse 2L brake caliper overhaul kits, large and small boot - £6. Carriage extra. This is a random sample, tons more available for full details send SAE for list stating model and specific requirements. Also some secondhand parts - GT6 1/Vitesse 2L 1 cyl. block, minimal bore wear - £5 coll. GT6 1/Vitesse 2L 1 cyl. head complete with valve gear - £15 collect. Vitesse 1600 non O/D propshaft, recent new U/Js - £5, set black seats, Vitesse 2L 1/11/13/60, reasonable condition - £5 collect. Contact John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys. Tel: Chesterfield 71036.

One pair of Dellorto DHLA 40 carburetors plus manifold for Spitfire. They are reconditioned and have never been used. Bought for £150 and will sell for £100 or near offer. Contact: Jane Beards, Tel: Guildford 505119.

Bonnet lock kits. Suit all models - £7 pair inc. P&P. Spring lifting tools - £11.10 each inc. P&P. 1/43rd scale models of Vitesse, Herald and Spitfire, available at Donington. Contact: Mark Knight, Tel: Penn(049481) 5388.

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

GT6 MK111 bonnet and front 1/4 rear panels. Condition not so important. Also 3.27 diff and windscreen wiper/washer switch. Contact: Steve, tel: Telford 581006.

Vitesse MK11 2L O/D prop and O/D g/box support plate, rev counter, rear and front overriders, boot handle, door lock and ignition lock plus key, choke cable, good cond. doors, clutch, slave cylinder, front L/H aluminium bumper door and boot rubbers. Contact: Jeremy Welles, tel: Exeter (0392) 51985.

Herald left-hand-drive steering rack for reverting to fit Lotus 11. Contact: R Spivey, tel: Reading 343607 or K O'Sullivan, tel: Reading 663232.

Parts Catalogues for the following cars:-

Herald 12/50, Vitesse 2 litre MK1, Spitfire MK2, and GT MK3. Contact: Geoff Bell Tel: Emsworth (02434) 4683.

Pair of inertia reel seat belts and distributor for Spitfire 1500 1976. Must be in Al condition. Contact: L Hughes, Tel: South Benfleet 56444 (evenings).

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CLUB SPARES

CLUB PARTS - ENGINE

Geoff Baker

Phew! What a month, I can still hear the 'phone ringing in my ears. Who was it who said you won't sell much to start with eh, John?

All those of you who have ordered rear springs, have patience I haven't forgotten you; the first batch should be arriving by the time you read this. (I hope!)

This Month's Unearthed Bargains:-

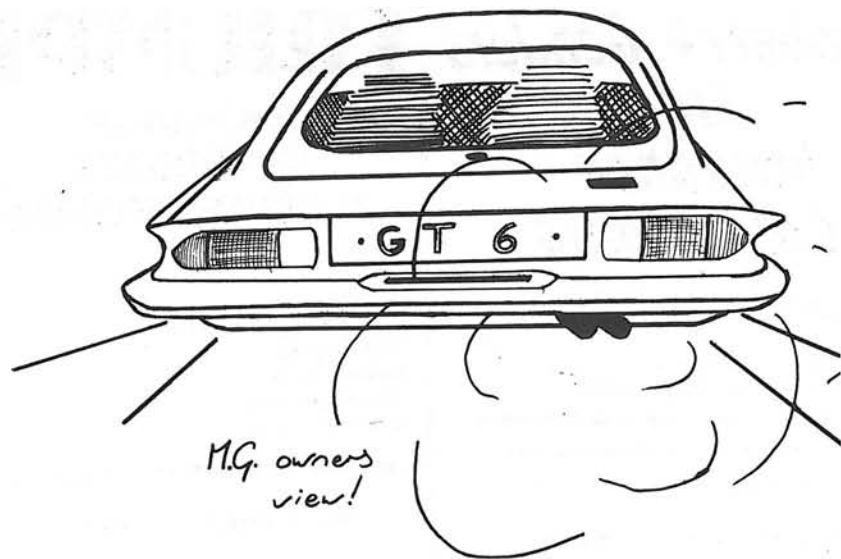
Limited stock of front engine mountings - Herald only (not 948cc - sorry), only £2.50 each.

Hundreds of different vacuum advance capsules, only £1 each.

Single filament 'headlamp' sealed beams for Vitesse, £2 each.

+ Many other odds and ends - please ring.

I'm also currently trying to obtain Metalastik bushes for radius arms and rear springs - more news next month, hopefully but would like to hear from interested members.



M.G. owners
view!

CLUB DIRECTORY 1983

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

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 MONDAY
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 McKeeggie	0858-63934	The Cock Inn, Arnesby	LAST Thursday
MANCHESTER	Andrew Head	061-427 1378	The Bullshead, Halebarns	3rd Tuesday
MILTON KEYNES	Geoff King	0908- 315025	The Fountain, Loughton	3rd Wed./1st Sun.
NORFOLK	Ian Eastwood	0603-663855	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	LAST THURSDAY
SOUTHERN	Tony Farby	0329-232605	The Good Intent, Horndean	1st Tuesday
SUSSEX	Colin Harrison	0444-413607	The Five Bells, Chailey	3rd Sunday
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	1st Wednesday
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	0484 844682	White Bear, Norwood Green.	1st Tuesday