

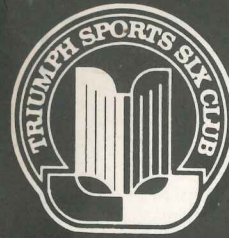


BARTHOLOMEW

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THE COURIER

the monthly news publication of the
Triumph Sports Six Club SEPTEMBER 1983 No 39



Open the door for '84

T.S.S.C. The Club that's going places....

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EDITORIAL

Open The Door For '84 - means, yes you've guessed it, Renewals. Since Renewal time is here again, in this issue you will find a green insert which covers the complete procedure. A lot of you have renewed already and thanks to you.

In October we will be producing the Bond Turning Circle/Courier, number 40, PLUS The Self Help Scheme Booklet which we are sure will benefit TSSC throughout the UK and abroad (it incorporates most European countries). Nobody wants a breakdown but it is reassuring to know that help could be at hand - wherever you may be. ALSO, next month you will be receiving a Kennings Tyre discount card, which will enable you to get tyres even cheaper. The card will give discount on the already discounted price. Not a bad package for the start of our new year, so please assure us of your continued support by sending in your Renewal Forms NOW. As an added bonus, you will be pleased to note that there is 0% inflation in subscriptions this year.

Enough of Renewals. In this issue you will find a form regarding registration of older vehicles. Please read it as it may affect you; check whether you have any cars not on the 'new style' logbook because after November 1st, it will be too late to keep that cherished registration number!!!

Lastly, on a personal note, I would like to thank all those people who have organised events for this year, as Jo and myself, where possible, have attended many of these events and along with our fellow members, have found them very enjoyable. This surely is what the TSSC is all about. Thanks again to everyone.

JOHN KIPPING'S - THE ENTHUSIASTS CENTRE

On offer this month:-

Herald and Vitesse

		Postage
Front Wings - all models	£26.00	£6/order
Boot Seal	£8.00	£1 each
Door Seal, black - Saloon	£10.00	£1 each
Convertible	£7.00	£1 each

Spitfire and GT6

Early LH Front Wing	£40.00	£6/order
RH Inner Sill	£6.00	£1.70 each
Late Rear Lights (no bulbs/holders)	£5.00	£1.50 each
GT6 Tailgate Seal	£5.00	£1

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INTRO

We are now well and truly (or should I say Trudi) into subscription renewals. I am pleased to say many of you have responded to the request to send in your renewals early and so spread the enormous load on our dedicated Membership Secretary. If you haven't sent your form in yet, please do it NOW!

The Club's membership at the present time is over 4,000 and if we can go into 1984 with this many members, the future for your Club must look very rosy. Let me assure you that we have no intention of standing still and are constantly looking for ways to improve our service to you, the members. Having said that, I am sure you will agree that the TRIUMPH SPORTS SIX CLUB has lots to offer now, in particular our excellent publications, the numerous National and Local events, Competition events, Technical advice, Spares, Library etc., etc.

WE LOOK FORWARD TO RECEIVING YOUR RENEWAL.

SPITFIRE/VITESSE "21ST" BIRTHDAY BONANZA:

I have just returned from the above event which I am sure will be covered in more detail elsewhere in these pages. However, I would like to thank the whold of the Leicester Team for a magnificent weekend, which Nick Bradbury (my navigator) and I thoroughly enjoyed. The 'do' ran so smoothly that one could easily have thought Ian McKeggie (Organiser) and his team had been at it for years. Great; hope you can do it next year.

I would also like to take space to thank Graham Robson for attending, particularly as I understand he offered his professional services to us without even requiring expenses being paid. It is appreciated Graham.

CLUB CARS:

There were some superb cars at Stanford Hall, including some early models, which leads me to make the following observation:

During a car's production life, one always seeks to purchase the latest model to obtain the benefit of development. However, once the cars are no longer produced, one starts to look at different criteria in choosing the model to be purchased.

For example, Jo Sunderland has recently purchased a superb MK1 GT6.(Cheers John! JO) It is because of this that all models of 'our cars' will remain sought after. To expound on the Mark I, it has the most 'classic' dashboard of all the GT6's (i.e. before we went all safety conscious). Graham Robson in his book 'Triumph Spitfire and GT6', describes it as the "definitive fascia". The handling at the limit could be somewhat unpredictable but, driven sensibly or in fast, experienced hands, it was a delight and certainly inexpensive entertainment!

Let's also look at the Vitesse:

The 1600 had inferior seating but again, with the 2 litre MK1's, had the nicest dashboard. Perhaps some of you will not agree, but to my mind it certainly looks more traditional. Whilst the 1600 wasn't as fast as the later cars, the 1596cc engine was pure delight. It's 70 bhp (net) coupled with the close ratio gearbox, made it a true performance car. Notwithstanding the 21° of rear wheel camber change, the MK1 2 litre Vitesse remains a firm favourite with many Club members. It is easy to see why: It has the best interior and its engine delivers its torque lower down, which makes it even more tractible. It had a softer cam compared to the Mark II and this is most noticeable in the top gear acceleration times.

Acceleration times	1600	Mark I 2-litre	Mark II 2-litre
20-40	9.4	7.2	7.5
30-50	10.2	7.3	7.6
40-60	11.8	8.3	7.9
50-70	14.4	9.2	9.8
60-80	22.5	11.2	11.1

These top gear acceleration times compare very favourably with cars such as the Scimitar GTE-S, the Capri 3-litre, the Datsun 260-2 and the Lotus +2 130/5!

It is interesting I think to expound on the virtues of the various models and clearly similar comparisons can be undertaken for the Herald, Bond and Spitfire. How about it, Marque Secretaries!

CLUB TROPHIES:

Let me remind you that I have the Club trophies and I await instructions from the following Areas:-

N. Yorks	3	North Wales	2
Worcester	3	Ribble	1
E. Berks	2	Scotland	2
Herts	2	Rugby	2
Norfolk	3	S. E. Scotland	3

The following Areas have received their trophies but have not paid at the time of writing:-

Anglia	£20
Wessex	£8
Cornwall	£8

THE COST IS £8 EACH IF COLLECTED, OR £10 IF POSTED. PLEASE MAKE YOUR CHEQUES PAYABLE TO THE TRIUMPH SPORTS SIX CLUB LIMITED. If you want to collect them, please give me a ring and I will let you know.

John M Griffiths
President
31 Hellings Gardens
The Green
Broadclyst
Nr. Exeter
Devon EX5 3DX
Tel: Exeter 61708

AMPHICAR:

Did you see the advert. the the August edition of MOTOR SPORT? It reads as follows: "Spectacular Collectors Item, 1965 Amphicar 770. One of the few left, in superb condition, covered only 22,000 miles from new. Previously owned by HRH King of Abudabi and used exclusively on his estate at Henly. Stereo, new tyres, new MOT great fun on the water. £5,995 p/ex 01-567 9213".

1983 LOMBARD RAC RALLY:

The rally this year will be based in the historic city of Bath and will start on Saturday, 19th November. The change from a Sunday start is to give spectators in the South West more chances to see the rally cars in action. Weekend venues currently planned are at Longleat (Warminster), Ashton Court (Bristol), Bewdley and Sutton Park (Birmingham), Trentham (Stoke-on-Trent), Oulton Park (Cheshire), Knowsley (Liverpool), Harewood (Leeds) and Weston Park (Telford). The rally will have a night halt in Windermere on Monday 21st and finish back in Bath on Wed. 23rd.

6

A.G.M.

Talking of November, it is planned to hold the Triumph Sports Six Club's Annual General Meeting on November 20th. Venue yet to be fixed, but it will be somewhere in the Midlands. Please mark your diaries NOW.

ESSEX AREA:

I read in the TR Register magazine, TRACTION summer No. 54, that the Essex chapter of the Register beat the TSSC at darts in March. I hope you can put this right! Still, I am delighted that the TSSC and the TR Register are getting together in this manner.

RAC MSA COMMITTEE OPEN DAY:

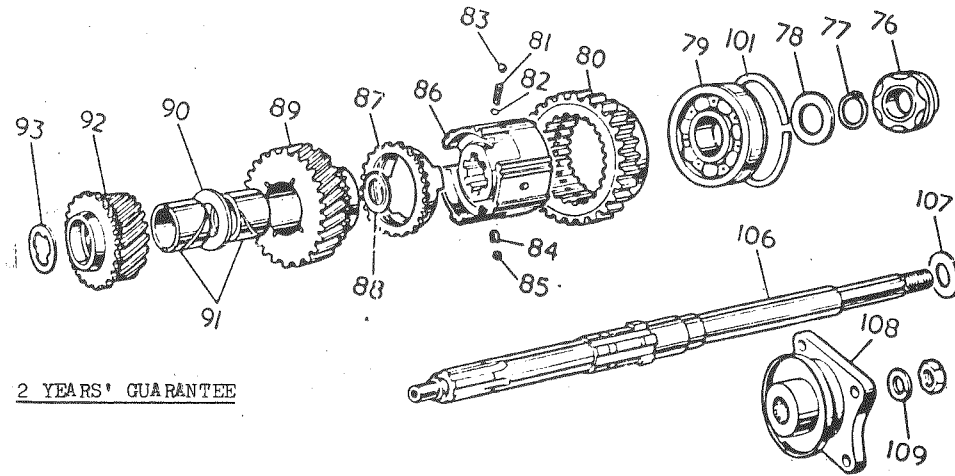
Let me remind those of you who are interested, that the RAC Committee Open Day for SPEED EVENTS will be held on 29th October.

TITBIT:

The first Triumph Spitfire to be prepared for competition use by the factory, was 412 VC. It was placed second overall in the 800 mile Welsh International Rally and returned the best performance by any sports car in the event. As a private entry, it was driven by Roy Fidler of Stockport with John Hopwood, also of Stockport as co-driver.

JOHN M GRIFFITHS
PRESIDENT

GT TRANSMISSIONS

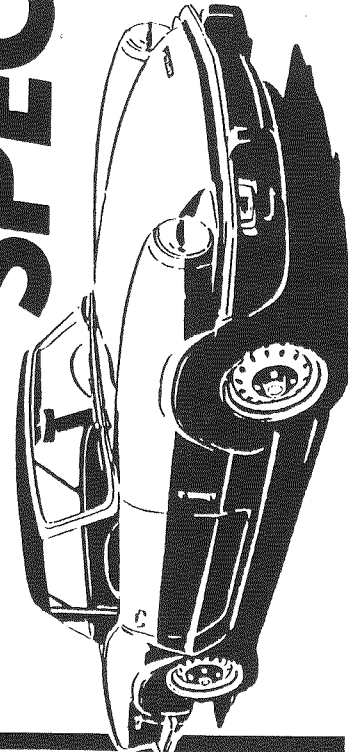


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- If you want to keep your old number ...

PLEASE READ ON

WHAT IS IMPORTANT ABOUT 30 NOVEMBER?

After this date the Driver and Vehicle Licensing Centre cannot accept applications to record old vehicles under their original registration numbers. This means that you will lose the use of your number unless you act now.

WHAT MUST YOU DO?

Complete and send the coupon below to the Driver and Vehicle Licensing Centre to make sure that your claim to the number is considered. Any old documents for the vehicle, eg an old style 'log book', tax disc or MOT certificate, should be attached to the coupon below.

WHAT HAPPENS NEXT?

If everything is in order, DVLC will send you a new-style registration document.

WHAT IF YOU DON'T WRITE TO DVLC BEFORE 30 NOVEMBER?

You will lose your present registration number. You will still be able to record your vehicle at the Driver and Vehicle Licensing Centre but you will be given a different number.

To: DVLC, Longview Road, Swansea SA6 7JL

Vehicle
Registration Number

I also enclose:

Make of Vehicle

Old-style "Log Book"

Name

Old Licence Disc

Address

Old MOT Certificate

Please tick relevant boxes

Postcode

Do you wish these documents to be returned? YES/NO

DEPARTMENT OF TRANSPORT

NEWS REVIEW

Dear Sir,

On 25 November last year the Parliamentary Under Secretary of State, Mrs Lynda Chalker, announced that the Department of Transport was to mount a final drive to record all old vehicles which are not already registered on the computer records here at the Driver & Vehicle Licensing Centre. The period will end on 30 November this year.

Our publicity arrangements will hopefully include coverage in the national press and the display of posters in Local Vehicle Licensing Offices, Traffic Area Offices and Heavy Goods Vehicle Testing Stations. I enclose a copy of the poster for your information, your members may find this helpful.

Yours faithfully,

D P BASTIN
POLICY VEHICLES BRANCH

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SPECIAL MOTOR INSURANCE SCHEME FOR TRIUMPH SPORTS SIX CLUB MEMBERS

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Address	Legal Defence	If YES, details Dates Offence Fines
Postcode	Windscreens: £50 <input type="checkbox"/> £100 <input type="checkbox"/> Unlimited <input type="checkbox"/>	
Tel No.	Present Insurer	
Date of Birth	Present Policy expires on:	Disabilities: YES/NO
Occupation	No. of years no claims bonus	If YES, details
Are you a holder of a Provisional or Full British Licence?	Renewal premium this year: £	
For how long?	Drivers other than yourself who will drive your vehicle	Complete this form and post it to Lifesure Ltd, 34 New Street, St Neots, Huntingdon, Cambs PE19 1NQ. Tel: 0480 74604/75148
Make & Model of Vehicle	Name Date of Birth Type of Licence	
Year of manufacture	1	Occupation 1
Engine Capacity cc Value £	2	
Approx Annual Mileage	Occupation 2	Any accidents in last 3 years? YES/NO
Is vehicle kept in locked garage? YES/NO	Details of business use	If YES, when? (Dates) Circumstances
If NO: Parked on road/off road	Comprehensive/TP,F&T/Third Party only	
Insured only/Insurer & Spouse/Named Driver	Social, domestic & pleasure only <input type="checkbox"/>	Costs
Social, domestic, pleasure & business <input type="checkbox"/>	Details of business use	



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TSSC 6TH BIRTHDAY BARBECUE
16TH JULY 1983 AT WELLS FARM, WHITTLESFORD,
CAMBRIDGE BY JOHN CUDMORE

Pam and I had driven up from Oxford 'converted'. It was so hot that we were very glad to be Vitesse fans rather than you GT6 fanatics! We arrived about 2pm with temperatures well in to 80s and Pam immediately changed into sunbathing attire, like many others, while I joined the queue in the marquee for liquid refreshments (courtesy of Dave of the 'Old English Gentleman'), with ice - very welcome.

Barry arranged a nice touch of flanking Marshall of Cambridge new Rover Vitesse with Tony Williams Spitfire 4 and his own Vitesse 1600 to remind us its Spitfire and Vitesse 21st anniversary year. Also on display was Roy Daisley's ex: TR6 that last year was for sale and somewhat forlorn. It found a new home and has been rebuilt taking 3rd place in a TR concours this year. Roy showed us his 3.8 Jaguar 240 instead. The Club 'Vantesse' now restored and resplendent after all Anglia area efforts and the oldest Herald looking so much better after Dennis Watson's attentions were also for all to see.

The car parking arranged by marques with birthday cars to fore, made counting easy for me. I found 17 Vitesse, 18 Spitfire, 18 GT6, 10 Heralds, 2 Marlin and 18 other makes. Wot no Bonds??

A goodly number of trade stands attended but I think many customers were suffering from heat exhaustion. Even the driving tests, run by Essex area and Matt Maudsley in particular, seemed very quiet compared with other years. This popular event was won by Stewart Warren in Bevs GT6. Other events for our enjoyment were:-

Name the Parts	-	Tim Woodthorpe
Parts in Jar	-	Mrs J Thurgood
Slot Track Racing (Senior)	-	Mr Jensen
Slot Track Racing (Junior)	-	Mathew Squibbs
Distance Award	-	JCD Henderson (W. Yorks)
Rover Vitesse Mileage	-	Mr Middlewood
Find the Faults (Herald Est)	-	John Bust (with help from Maggie Maudsley)

The prize for the last event was the car!!! We John does collect them doesn't he?

I know Barry would like to thank Marshalls of Cambridge, especially for the many prizes they donated and individually their PR man, Colin McCulloch and Sales Manager, Roy Hayhurst, who chose the best cars on show:-

Spitfire 4	3483 VB	-	Tony Williams
Vitesse Conv.	CXF 635G	-	Graeme Elcome
Spartan	OLX 977E	-	?
GT6 MK2	URY 117H	-	Mick Maidment
Herald 12/50	JMW 448F	-	Neil Newitt

Worst car found was Herald NUO 612G.

It was nice to see a small continental contingent again (Dutch Spitfires) and Barry ended his stint with the microphone with his grand draw. The prizes seemed endless as usual, headed by a barbecue set and Vitesse and Spitfire iced birthday cakes (nice touch) for 2nd and 3rd. Everyone went home with something, well almost!

The barbecue was plentiful and satisfied us all (including dogs present) and the evening was rounded off with some inter-area games (e.g. Tug of War). All good fun!

While the games progressed, the band from Wisbech, Farmers Gig, tried to encourage spectators into the marquee, finally succeeding to get most people onto the floor to round off another Barry Newitt triumph. You and your Anglia team, Barry, gave us another splendid day out. Six notches on your belt. Long may they continue! Thanks but how about someone giving Barry a rest? It would give him a chance to enjoy the celebrations for a change and turn the frown into a smile!

In closing, I believe that the event is held now on a super site, thanks to Roy Daisley, the band was the best yet and by the end of the day, we were all thoroughly barbecued! I hope all present agree.



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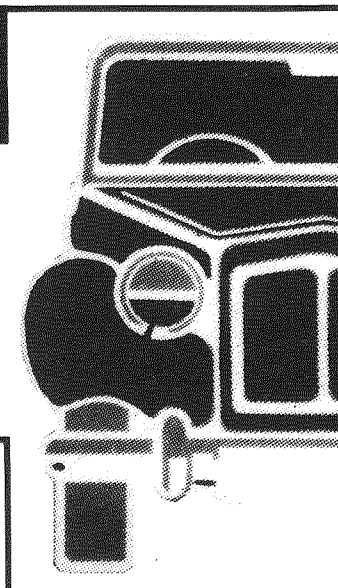
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SPITFIRE/VITESSE 21ST BIRTHDAY BONANZA
AUGUST, 1983 - STANFORD HALL, LEICESTERSHIRE

As the grey morning clouds rolled back over that stately home in the South West corner of Leicestershire, on the bank of the river Avon that divides it from Northamptonshire, one could hear the polyphony of four and straight six engines, as they made their way along the narrow country lane and up along the drive to Stanford Hall.

Well over 200 Club cars attended along with many other of our "less prestigious" motoring brethren.

Seven Spitfires; 4, 1500's; 1 MKIV; 1 MKIII and 1 MKII
Eight Vitesse's; 1 1600; 2 2-litre MKI and 5 MKII's
Eight All Comers; 3 GT6's; 1 Spartan; 1 TR6; 1 Lotus;
1 Cortina; and 1 MGTC.

23 fine motors in all entered the Concours competition.

A lot of interest was aroused by the classic cars line-up, especially in Kevin Ginger's GT6, Paul Lucas's Spitfire and Andy Jones "ADU 5B".

The Autojumlbers were well represented and hand managed to unearth yet more of our precious spare parts. Yours truly managed to acquire two 2L MKI Vitesse wheel trims to complete the set I have been after for many months and I heard several similar stories of satisfied customers.

Graham Robson, our invited guest, arrived in his Dagenham Dustbin (his description - not mine!), and was buy chatting to members and signing copies of his latest book - Spitfire and GT6.

As lunchtime approached, the aroma of grilled sausages and pork chops filled the air. "Keggies Kooker" was in action. Made from an old oil drum by "Mig Welding Mick", more than a hundred hungry customers partook of a barbeque lunch and appeared to be well satisfied.

The Driving Test Gymkhana, ably run by Mick Maidment (of barbecue manufacturing fame) and John Marshall (with a name like that, what else could he do?), attracted over 40 participants and was running all afternoon.

A buffet and disco was held in the stable block during the evening but, as it was a case of "Sorry! You can't dance - the floor won't stand it", enterprising members transferred the disco out-of-doors into a warm summer's evening and a good time was had by all.

Sunday morning; and 20 keen competitive teams lined their cars up at the park gates ready to pit their wits in the Bonanza Treasure Hunt.

17 Club cars, 2 F--ds and a magnificent 1963 Triumph Italia 2000, of which only 500 were produced in Italy and believed to be the only one in this country, took to the open road.

The finish produced an exciting climax to the weekend as Sid Jensen and Tony Mee dead heated for first place and a tie breaker had to be devised. Our President (thanks John) set 3 questions and Tony 'pipped' Sid on the very last one to win the stereo radio cassette recorder.

TROPHY WINNERS - PRESENTED BY GRAHAM ROBSON

Trophy	Donated by:	Won by:
Best Spitfire	Spitfires (UK) Ltd.	R Rowley MKIII

Trophy	Donated by:	Won by:
Runner Up	Regent Autocar	S E Russell 1500
Best Vitesse Runner Up	Leicester Area	D Webster MKII Conv. D Storton 1600 Sal.
Best All Comers Runner Up	Jarrolds Limited	S Duffin Cortina 1600E Bev Warren GT6 MKIII
Car of the Day	Ambassador Autos	S Duffin Cortina 1600E
Driving Competition		P Haywood Spitfire MKIV (borrowed after his own Escort ran amok and near wrecked the course).

Our grateful thanks to Graham Robson, the Concours judges, the Leicester Area Organiser, his Committee and their helpers and last but not least, yourselves for coming and giving us your support in our first National Event.

I hope to see you again next year.

JOHN THORPE



14 COMPETITION SECRETARY

SNETTERTON TEAM EVENT

This was not a Club round but a fun event. Upon arrival we prepared our cars for scrutineering and then went on a convoy run around the track to familiarise ourselves with the track. Practice in the morning consisted of three laps, the first one being timed from a standing start. On all three laps I left the track at Sears Corner, a tight right-hander but was able to keep the car controlled to continue.

After practice each team's times were added together to form a team time. The idea being to beat that time by the largest amount than any other team. This meant the slower you were in practice, the greater the chance you had of winning.

It was not unexpected when in the afternoon we all beat our times by a large amount. The times were as follows:-

Team One - The Agronauts

	PRACTICE	BEST AFTERNOON
Ian Butterworth	113=04	103=29
Paul Lucas	104=62	95=26
Kevin Ginger	103=93	98=42

Team Two

Bill Haseldine	120=78	110=06
Dave Young	117=87	114=66
Paul Unwin	124=40	121=01
Trevor Shakespeare	120=28	111=19

Paul Lucas put in a very quick lap of 95=26 to give him a fifth fastest lap of the day. When all the times had been worked out, team one had come third.

Congratulations on being the third best cheats of the day.

TREVOR SHAKESPEARE

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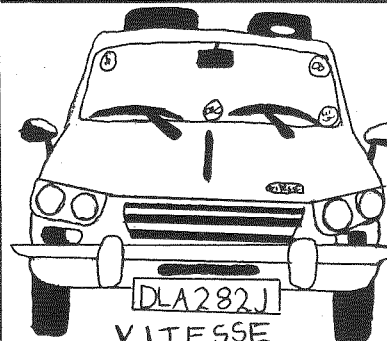
APPLEBY YARD
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SURREY

ROUND 9, OULTON PARK, 16TH JULY - DAVE YOUNG

10 members made the trek north to Cheshire for a sprint organised by the MG Car Club. Scrutineering is stricter in the north for some reason and Julian Mendus (Vitesse - mod.), took two goes to get through and Trevor Shakespeare (Vitesse std.) had the scrutineer comment, "The best thing about this car is the crash helmet!" Bill Haseldine (Vitesse - mod.), also had problems before the start by forgetting his wallet and Club card and, therefore, had to join the MG Car Club for the day in order to compete, what ever next!

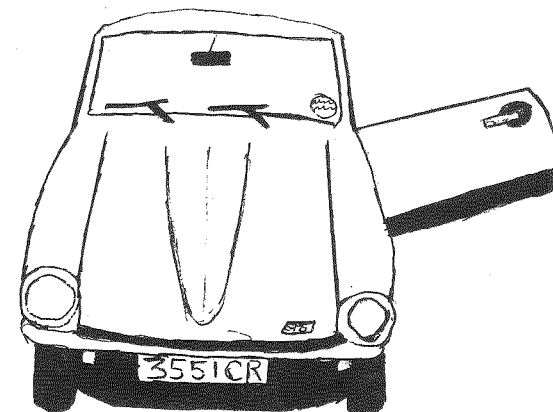
The very hot day meant engines down on power and a sticky track, but even so three of us managed to spin, without any damage fortunately. Paul Lucas (Spitfire - mod.) was in fine form and took our FTD from Kevin Ginger (GT6 - mod.) by over a second. Ian Butterworth was unlucky to knock his kill switch (again!) and took third place on his first run time. Bill Haseldine, still finding out the limits of his car, picked up fourth place with his usual smooth drive. Newcomer, Bob Cannell, (Vitesse - mod.) was plagued by a bad misfire above 3,500 rpm but was still out there having a good go and enjoying his first event. In the standard class Dave Young (GT6), stopped Trevor Shakespeare's winning streak with the quickest time. However, the bogey times and the final winner have still to be worked out.

We also had 3 teams in the team event and Liz Clements (Herald 1200 - std.) and Julian Mendus surprised many - including themselves - with winning an excellent 2nd place out of 23 teams.



VITESSE
BY

NIGEL
WHALE.
AGE 12



GT6

By Stephen
Tyler
AGE 10

16 WHAT'S ON NEXT

CHRISTMAS FANCY DRESS: to be held on Friday, December 16th at the Bromley Football Club, Hayes Lane, Bromley, Kent. Fancy dress is optional - for those who don't want to enter the festive spirit. Food will be included and a bar is available for the alcoholics. Tickets are £1.00 each available from Chris on 01-462 2851 or Lynn on 01-651 1967. There will only be 120 tickets available so first come, first served. Members and friends welcome.

Also in the pipeline in November, a Barbecue to celebrate Guy Fawkes Night. Details to follow.

M. G. OWNERS CLUB SPORTS CAR DAY:

On Sunday 2nd October, 1983 Wolverhampton MG Owners Club are running a Sports Car Day to which all members of the TSSC Club are invited. The intention is to invite a number of other Sports Car Clubs and for those that wish, there will be manoeuvring tests open to all makes. There will also be opportunities to display vehicles of particular interest or exceptional condition.

The event is being held at a disused Aerodrome where we have the use of several hangers in the event of bad weather. In addition to the driving tests and displays, there will be trade stands and a number of other attractions, for those whose whole lives do not revolve around the car!

The venue is MOTEC at High Ercall, Near Telford, Shropshire and will be signposted from Telford and the A5. Events will begin promptly at 11.00am. We should be delighted to see you there. If you would like more details or would like to bring your own Club Stand, please contact: Nick Middleton, 38 Beacon Street, Litchfield, tel: Lichfield 57529 (evening).

There will be a prize for the largest number of members from a single make Club, so we hope to see you on the 2nd October together with a convoy. (Perhaps interested parties could contact their Area Organisers in order that they might arrange a convoy(?) JO).

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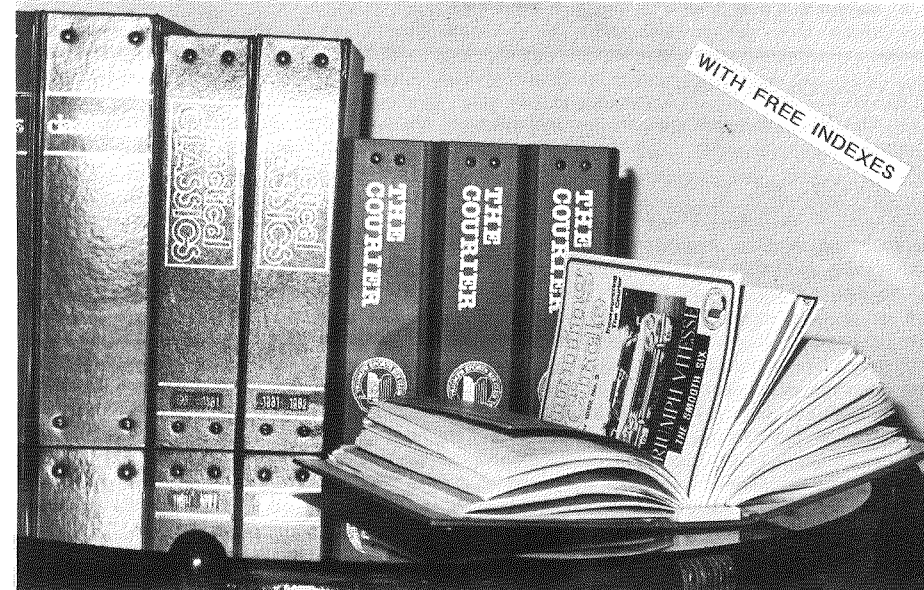
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SIX CYLINDER SPITFIRE:

Q. Could you advise me on the installation of a Vitesse six-cylinder engine into a Spitfire MKIII.

A. Firstly, the Vitesse gearbox also, should be fitted and you will need to change either the gearbox output flange or the propshaft front flange, to mate up.

The existing engine mountings are retained and are coupled up to the mounting brackets on the side of the Vitesse block. The gear lever of the new installation will be approximately 3" further back, so the gearbox cover will need to be modified or a GT6 cover fitted. Similarly the gearbox output flange will be further back so you will need to cut away the transmission tunnel just ahead of the handbrake, to gain access for bolting the propshaft flange to the gearbox. For the same reason, your propshaft will need to be shortened or you can fit a GT6 shaft, with a Spitfire rear flange fitted to it. The radiator should be moved forward slightly and it's frame cut down to clear the bonnet. Ideally, you should use a GGT6 radiator. It will almost certainly be necessary to fit a bonnet bulge similar to the GT6, in order to clear the front of the new engine. The original carburettor linkage can be retained by shortening the vertical rod 3/8" and repositioning it 5½" along the lever arm. The top of the rod is then connected to the old cable bracket on the carb spindle.

Smaller mods. include wiring the starter motor on the opposite side, re-piping the clutch slave cylinder, fitting a GT6 exhaust system and fitting new rubber hoses to the heater and manifold connections. It is also important, of course, to improve brakes and handling qualities.

DRIVE SHAFT U/J's:

Q. Would you kindly advise me on a matter concerning rear drive shaft U/J's on a 1973 Spitfire.

When I first bought the car at 35,000 miles, it was apparent a U/J was knocking, despite assurances from the seller that both had recently been replaced. The local Triumph agent did the job but replaced the wrong side, so they had to replace the other side also for the cost of the part only.

But after only 2,000, the familiar knock on the overrun returned and now, after a further 2,000 miles, it is bad enough to warrant replacement of the rear side U/J; and this time I shall do the job myself. Can you offer an explanation for the frequent failure of the U/J's on a car that is driven moderately and is there something requiring particular attention that I should look out for?

A. It seems that the previous owner did not replace the faulty U/J's as early as he/she should have done. If the joint is left too long it can damage the yokes in which it is held and once this happens, any new joints will wear very quickly.

When you remove the joint, examine the yokes on the flange and the axle and if either are worn oval, or damaged in any other way, then they should be renewed. If the axle yoke is damaged, it cannot be removed from the shaft and a new shaft will be needed.

VITESSE BODY REMOVAL:

Q. This coming winter I intend to remove the rear body shell of my MKII Conv. Vitesse, in order to replace the diff. and rear chassis sections. Can you tell me how to go about removal of the body?

A. Luckily I did this job myself only last winter - here's how:-

Disconnect two wires from fuel tank sender unit. Remove sender unit earth lead and four self tapping bolts which secure fuel tank. Remove nut and bolt securing tank bottom bracket to spare wheel well. Disconnect boot lid stay at fuel tank and prop lid open. Remove petrol cap and pull rubber fuel pipe off top front of tank. Lift front of tank upwards to clear drain plug from boot floor and swing front of tank towards centre of the car. Pull rear of tank towards the centre of the car, guiding filler pipe through the rear wing and withdraw the tank. Remove the two bolts from each rear corner of the boot floor, where it is screwed to the rear chassis outriggers. Remove the two rubber plugs in the hump over the axle in the boot and remove the bolts and washers underneath. Remove the body side sills, door tread plates and the door frame seals. Remove the four self tapping bolts from each side of the front floor, just in front of the front seats. Remove the two bolts from the rear of the chassis side rails and two from the centre of the chassis side rails (you may have to hacksaw the heads off). Disconnect the fuel pipe under the boot and detach the rear brake cross pipe, where it is clipped to the floor, just in front of the rear road spring. Disconnect the handbrake cable from behind each brake drum. Remove the seat belt anchor bolts from the transmission tunnel. Have two friends to lift the body (one at each wheel arch) while you lift at the centre of the rear bumper. Slide the body back a couple of inches so the rear valance clears the boot outriggers. Lift the rear clear of the chassis, then lift the front and carry the body off backwards. Place a couple of axle stands under the rear of the body when setting it down to prevent damage to the rear quarter valances.

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HERALD REGISTER

Users Guide to Grommets, Pugs and Wobbly Rubber Bits

The usual response from Unipart dealers when asking for grommets, etc. is 'Sorry sir, no longer available'. Many of these items are available but are not always easy to trace in the Parts Catalogue; hence the reluctance to even try and obtain them.

With the help of our Spares Advisor, John Kipping, I have tried to compile a list of part numbers for those bits and pieces with some indication of the current availability and price. I have left those items needed for electrical parts for a future article as they need a little more 'research'. The list is taken from I200 and I3/60 manuals, most bits will fit 948's even if they are not 'original' (see 948 Originality Guides in previous Couriers). NLS = no longer serviced by Leyland (try autojumbles!).

Grommets, Dust Seals:

Gearbox selector lever to tunnel	611353	£2.47
Dust cover, brake and clutch master cyls.	215217	0.97
Dust cover, wheel cylinder (drum brakes)	I20139	0.52
Petrol tank drain plug (Sal, Conv., Coupe)	608052	0.15
(Est., Van)	610176	NLS
Grommet - petrol filler pipe (through wing)	601661	NLS
Grommet - fuel feed pipe (through floor)	600395	0.63
Bulkhead Grommets:		
windscreen wiper tube	C5574	£1.38
wiper arm attachments - outer	519323	£6.90 (!)
- inner	507947	0.26
speedo cable	602037	0.98
choke (x 2)	61917	0.06
screen wash tube	61917	0.06
heater on/off switch (x 2)	61917	0.06
Handbrake cover	805812	NLS
+ millboard base	712536	NLS

Plugs

Spare wheel pan (x 1)	607348	0.03
Seat pan (over body mounting points (x 2)	607349	NLS
Boot floor (x 2)	607517	0.05
Boot floor (x 2)	607348	0.03
Rear floor (x 2) Front floor pans (x 3)	607348	0.03

Seals

Gearbox cover (sides, top)	611957	£2.88
(rear)	608563	0.29
Sealing strip (bulkhead/rear body shell)	608695	NLS
Roof:		
Front seal to windscreen surround	703696	£6.10
B-post (top) x 2	608524	0.03
(bottom) x 2	609693	0.09
Roof to rear deck (Coupe)	803028	NLS
(Saloon)	611750	NLS
(Estate RH)	609838	0.16
(Estate LH)	609837	0.16

Convertible (roof to windscreen)	609366	NLS
Bonnet, front valance:		
Seal - wheelarch/bulkhead (x 2)	704033	£1.21
- front valance/wheelarch (x 2)	609379	0.29 *
- bonnet to top of bulkhead	609272	NLS *
Doors:		
Window - outer seal RH	608279	£3.45
LH	608278	£3.45
inner seal	608288	0.86
Quarter light RH	803559	£9.43
LH	803558	NLS
(Quarter light full assembly LH)	803328	£4.37
RH		NLS
Convertible windows to hood frame (x 2)	609340	£6.79 *
Weather strip round door aperture - Saloon	713931	£11.39 *
Windows:		
Rear (Saloon)	803357	NLS
(Estate)	804288	£4.49
(Coupe) for wide chrome strip	901421	NLS
for narrow chrome strip	902754	NLS
Front windscreen	805856	£15.41
Side Saloon RH	805763	£4.72
LH poss. NLS	805762	£6.33
Estate RH	704787	NLS
LH	704786	£1.73
Boot:		
Saloon, Conv., Coupe	610953	£16.33
Estate, Van	610656	£10.93
Overtiders (prevent scratches to valances):		
Rear x 4	614041	0.05
Front x 4	608491	0.58
Miscellaneous		
Clutch and brake pedal covers	I22289	0.90
Handbrake lever grip	I31312	0.25
Bonnet/bulkhead locating peg	612962	0.86
Gearbox lever through tunnel	611353	£2.47

*Available from John Kipping: 609379 (0.50), 609272 (£2.00), 713931 (Saloon £10, Convertible £7).

Available from Triumph Hospital (?) 609340 (£1.50)

Happy hunting and apologies for any omissions - if you know of suppliers of NLS items, please let me know. Note that a lot of these items also fit Vitesses!

MEMBERSHIP RENEWALS

Please don't forget to enter details of all your cars (preferably on separate forms) when renewing - it makes filing and sorting a lot easier.

22 SPITFIRE REGISTER

SPITFIRE ROADSHOW

I will be going to various meetings in the first week of October as part of the 21st Birthday.

October 3rd	-	North East
October 4th	-	West Yorks
October 5th	-	Derbyshire
October 6th	-	Trent.

Could all the organisers confirm that meetings will be held as above a.s.a.p.

The Spitfire Register will be back after a short break in January 1984.

MORE SPARKLE FOR THE SPITFIRE

Motor Road Test No. 27/67 * Triumph Spitfire MKIII

When a manufacturer introduces a small-car saloon with an advanced specification - like the Triumph Herald in 1959 - the pressures of public demand will almost inevitably call into being either a sporting version or an actual sports car derived from it. In the case of Standard-Triumph it was a sports car, the Spitfire, which was introduced in 1962 and has proved a great favourite ever since. A more powerful MKII version was introduced in March 1965 with the output of its 1,147cc basically Herald engine raised from 63 (net) bhp at 5,750 rpm to 67 bhp at 6,000 rpm, while at the same time improvements were made to the cockpit trim which had previously been criticized as being a little spartan. Following the introduction of the Triumph I300, a re-engined MKIII Spitfire fitted with a 70 bhp twin carburettor version of the 1,296 cc power unit was announced in March of this year, the main external change being the raising of the front and rear bumpers to conform with the new American GSA regulations. At the front the bumper now passes across the mouth of the radiator intake, giving the car a 'gagged' look.

One feature of the MKIII Spitfire ought to be mentioned at the outset: its character depends quite a lot on the extras you choose. Our test car was heavily loaded in this respect, being the hardtop version, which with a neatly trimmed bolt-on steel hardtop (but without the hood) costs £751.10s 3d compared to the £717 1s 11d of the standard car with a hood only. Then there was overdrive at £58 7s 8d extra, wire wheels (which have 4½J rims instead of 3½D rims of the standard disc wheels) at £36 17s 6d extra, radial-ply tyres (Dunlop SP41s) at £9 16s 8d extra and a heater which costs £13.10s 5d extra. All these 'goodies' inflate the cost of the Spitfire to £870 2s 6d, almost out of the 'boy's' sports car price level to that of the middle group above it.

The heater, the overdrive and the radial ply tyres are the only really important extras, however, and with these the new Spitfire constitutes excellent value for money. Its performance (with or without overdrive) is as good as that of its two close competitors - the BMC Spridget and the newly introduced Honda S800 - but, with the overdrive, its high-speed fuss-free cruising ability is very much better, while for the same reason economy is out-standingly good. Similarly, the comfort and ride are also good for a relatively inexpensive sports car, as is the roadholding in all but the most extreme circumstances.

Performance and economy

Standards of performance generally and of sports cars in particular have risen so sharply in the past five years that it is at first difficult to know in which category

the Spitfire belongs. With only three extra bhp but a good deal more torque, the acceleration and top speed of the MKIII are not likely to be much better than that of the MKII (which we have not tested in standard form); nevertheless the 0-60 mph acceleration time of 14.5 seconds and a top speed of 95.0 mph (in direct top) that we recorded are a second quicker and 3.9 miles an hour faster than those of the MKI car that we tested in 1962, and put the performance of the latest version well up with its rivals in the inexpensive sports car group. At the same time the ability to cruise at an indicated 90 mph (85 true) with the engine revolving at as little as 4,400 rpm comes close to high-performance motoring in anybody's language and puts the distance-covering ability of the MKIII almost into the MGB-TR4-GT6 class. The overdrive also confers upon the MKIII the cake-and-eat-it benefit of exceptionally good economy as is demonstrated by the 37.1 mpg consumption at a constant 70 mph in overdrive top. And the overall consumption of 32.8 mpg on four-star petrol is quite outstanding in a car driven by a squad of enthusiastic testers whose right feet are in a permanent state of magnetic attraction to the floorboards.

The four-cylinder three-bearing 1,296 cc engine which provides these virtues has been plucked from the Triumph I300 and works well in its new home. Cold starting is prompt, and warm-up achieved within a half-mile or so. Both smoothness and quietness are good up to about 5,500 rpm, but from this engine speed up to the maximum of 6,500 rpm (the tachometer red line is at 6,000) a little roughness and noise begins to intrude. But in the 4,000 - 5,000 rev band, which is all that need be employed for reasonably quick motoring, the power unit is smooth, quiet and unobtrusive. Low speed flexibility, on the other hand, is not good: although it is perhaps unfair to expect such antics from sports cars, the car would not pull from 20 mph in overdrive to so our 20-40 mph time had to be omitted - this compares unfavourably, for example, with the performance of the more highly tuned Alfa I300 GT.

Transmission

The gearchange is pleasant enough with effective synchromesh on the upper three ratios but none on bottom. There is occasional difficulty in engaging second and the 1-2 and 3-4 planes did not seem to be quite in line with the longitudinal axis of the car. The longish-travel clutch was progressive in its engagement, but driving pleasure was spoilt by an irritatingly 'sudden' throttle linkage. This, together with the lack of low speed flexibility, made it difficult to avoid fluffy starts to begin with, and caused driving in traffic to become distinctly tedious before practice had developed the necessary skill.

Both the gearbox and final drive ratios are the same as those of the Herald and seem rather low for a sports car, particularly first and second, although a bottom gear restart was only just achieved on the 1 - 3 slope. Since in top gear ratio the maximum speed represents 6,100 rpm, which is virtually at the peak of the engine's power curve, an 80 mph cruising speed in direct top entails an engine speed of over 5,000 rpm which unavoidably causes the hard-working power unit to sound a little strained and fussy on long journeys. But all this is obviated by the use of the 0.802:1 Laycock de Normanville overdrive which brings peace and calm to high-speed cruising. Our only complaint about it was the rather sluggish engagement of the solenoid on our test car.

Handling and brakes

Judged by the criteria of the steering pad, the Spitfire's steering is unusually direct, requiring only 0.75 turns on the wheel to maintain the car on a 50ft diameter circle: the apparently large number of turns - 3.7 - needed to move the wheels from lock to lock being explained by the famous Herald/Spitfire turning circle of a little more than 20 ft. This was greatly appreciated by everyone

although it wreaks havoc with gravel drives - anyone who doubts the slip-angle explanation of tyre behaviour should just watch the front tyres of a Herald or Spitfire on full lock!

Despite this apparent directness, but perhaps because of the radial ply tyres used, most of our test staff felt that the steering lacked the precision and sensitivity to be expected from a sports car - and this impression was confirmed by our experience with the two other similarly-priced sports cars that we happened to have on test at the same time.

The ponderous feeling was heightened by the ease with which tyre squeal could be provoked at cornering speeds which were considered quite modest for a sports car. Generally, however, the cornering and handling were excellent. It could be driven very fast along the typical winding British country road, following the chosen path with accuracy and accepting the harder corners with mild understeer so long as the surface remained relatively smooth: on bumpy roads the tail tended to jump outwards when cornering hard. And when trying really hard, as on a deserted roundabout into which the car is set up beforehand, the initial understeer changes rapidly and sharply to strong oversteer as the jacking effect of the swing-axle rear suspension sets the wheels at undesirable camber angles. This characteristic caused one of our test staff to have a tail-out 'moment', but one which he was quick enough to correct with an armful of opposite lock; another with less rapid reflexes lost the car completely on the inner circuit at MIRA where we do some of our 'earholing'. Prospective owners should make sure that they can cope with this behaviour which might very occasionally be elicited by extreme emergency avoiding action on the road.

Brake performance, however, was excellent. A deceleration of over 1g as registered by our Tapley meter could be consistently attained in the dry; a remarkable achievement in view of the firmness of the Spitfire's springing which minimized the measurement error caused by nose-down pitch. The brakes did not fade and were virtually unaffected by the waterplash. The fly-off hand-brake gave an excellent 0.43g stop.

SAFETY CHECK LIST

Steering assembly

Steering box position	At front, behind radiator
Steering column collapsible	Yes
Steering wheel boss padded	No
Steering wheel dished	No

Instrument panel

Projecting switches	Yes
Sharp cowls	No
Padding	Thick padding at top and bottom of facia

Windscreen and visibility

Screen type	Zone toughened
Pillars padded	Yes
Standard driving mirrors	Interior
Interior mirror framed	Yes
Interior mirror collapsible	No
Sun visors	Crushable

Seats and harness

Attachment to floor	By slides
Do they tip forward?	Yes
Head rest attachment points	No

Back of front seats	Unpadded
Safety harness	Lap and diagonal

Doors

Projecting handles	Yes
Anti-burst latches	Yes
Child-proof locks	No

Comfort and controls

A firm, well-damped ride, free of any objectional degree of pitch, is well characterized by a curious sideways movement on shallow undulations but the car has a solid one-piece feel and there is no scuttle-shake or rattle on bad roads. To go with this are comfortable seats providing adequate lateral and lumbar support with a good range of fore-and-aft adjustment which allows tall drivers to adopt a straight-armed driving position if they wish. In this feature the Spitfire is superior to most other cars of this type and price.

Major controls such as the pedals are generally well-located and there is a rest for the left foot, but the insensitive action of the throttle over the first part of its travel renders heeling and toeing awkward. The steering wheel and the high-mounted gear lever are well placed, but the similar high mounting of the handbrake makes it difficult to exert a strong pull when holding the car on a steep gradient. Most of the minor controls are at the fingertips, the usual Standard-Triumph headlamp control stalk being on the left with the indicator and overdrive stalks on the right. The windscreen wiper switch and the separate washer button are mounted on the facia.

With the hardtop fitted, all-round visibility was excellent, and a bonnet with sharply defined edges together with the ability to see the rear of the car from the driver's seat makes car park manoeuvring easy. The lights provided good illumination, both when dipped and when on full beam.

The overall noise level was low, except for some noise from the gearbox and a certain amount of radial-ply thump from the tyres. At high speeds there was some additional noise from the draught which found its way between the tops of the windows and the roof of the hardtop. The heating system - there is no separate ventilation - is rather crude by present day standards with no air volume control and air distribution control by adjustable flaps under the facia.

Fittings and furniture

The Spitfire is provided with fuel and water temperature gauges, a speedometer and tachometer, but these are mounted in the centre of the car instead of in front of the driver, presumably to facilitate a change to left-hand drive. There is an ashtray above the facia, and space for oddments in two open glove compartments on each side of it, with further room for light luggage in the space behind the rear seats. The boot is small and partly filled by the spare wheel, but the remaining space is large enough to take a good-sized weekend suitcase. The cockpit is pleasantly trimmed - in black on our test car - with carpet on the floor, a crackle finish to the central console and padding round the facia. An interior light would be a useful addition.

Servicing and accessibility

With a front bonnet and wings that fold forward, accessibility is magnificent, with all the usual service points such as the oil and radiator filler caps, distributor, carburetters and brake and clutch reservoirs easy to get at. In addition many other parts which can normally only be got at by removing a wheel or using ramps also become accessible, such as the swivels which require greasing every 6,000 miles which is the basic servicing interval. The scissor type jack was easy to work but required a spanner to be unclipped from the boot.

VITESSE REGISTER

Here are the very latest numbers of cars on the Vitesse Register and also the earliest and latest chassis numbers. My thanks to John Kipping in sorting out the latest additions for me and good luck with you new Spares business, John.

I have recently put my MKI 2-litre Vitesse Estate on the road. It goes very well, but the body and chassis are in a bad state due to rust. It seems to corner well with the Estate rear spring fitted and I find that Goodyear Grand Prix S 175/70 tyres suit the tyres very well.

I have recently purchased a MKII 2-litre Convertible which basically needs the rear body fitting back on the chassis and should make a really good car when finished. I will fit new Rotoflex couplings to the driveshafts (Leyland ones, of course, as fake Rotoflex couplings don't seem to last very long) and new bushes to the wishbones, the big bolt, by the way, came out with no problems on both sides much to my surprise and will be re-assembled with lots of grease to stop rusting. I will soon be buying a MKI 2-litre Convertible with needs lots of work but should look very nice when back in its original Wedgewood Blue trim. I shall soon be breaking the Estate due to a bad chassis and using the mechanical parts in the MKI Convertible and also the dashboard and wood trims. The Estate rear body is the only part worth using but it needs work on the treadplates etc. If anyone wants this body, they can have it for free if they fetch it from Coventry.

I have recently seen John Thorpe's MKI Vitesse 2-litre Saloon, which he has owned since new. John has done a lot of work on this car and had a very nice spray job done (it is Wedgewood Blue with Blue trim). I had a ride in this car and it goes very well indeed. It is still set up the 5 star petrol and John uses 4 star with Aldon Octane booster, which makes it like 5 star. It runs very well like this but pinks and runs on with plain 4 star. So it looks as if it is worth using octane booster for MKI 2-litre cars for maximum performance.

LATEST VITESSE FIGURES CORRECT AT 28/7/83

	Saloon	Convertible	Estate	Unidentified	TOTAL
Vitesse 1600	80	47	2	6	135
Vitesse 2-lit MKI	104	145	5	9	263
Vitesse 2-lit MKII	205	317	4	18	543
TOTALS	389	509	11	33	942

	Earliest	Location	Latest	Location Now
1600 Saloon	HB 897 DL	Norfolk	HB33800DL	Derbyshire
1600 Convertible	HB2734CV	Berkshire	HB33960CV	Essex
2-lit MKI Saloon	HC593DLO	Surrey	HC1203IDL	Kent
2-lit MKI Conv.	HC39CV	Gloucester	HC5793IDL	Oxfordshire
2-lit MKII Conv.	HC5007CV	Leicestershire	HC58106CVO	Cornwall

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<u>BL Reference No.</u>	<u>Model</u>	<u>Publication</u>	
545037	Herald 13/60	Handbook, Sept '75 2nd edn.	£5.00
508073	Herald Convertible	Special Parts Cat. supp. no. 1	£2.00
511236	Vitesse 6	Handbook	£3.25
545189-74	Spitfire 1500	Handbook Oct '73 1st edn.	£5.00
511242	Spitfire MK1	Handbook	£4.00
RTC 9110	Spitfire 1500	Parts Cat.	£12.00
RTC 9230B	Spitfire 1500	Workshop Manual	£16.00
512944	GT6	Handbook, 2nd edn., MK1	£5.00
515754	GT6 MK1 & 11	Parts Cat. H/bound	£12.00

POST & PACKING

Handbooks & Herald Supplement	50p
Workshop Manuals & Parts Manuals	£2.00p

Cheques and postal orders to be made payable to Quad Marketing. Please send to 19 Prince Rupert Avenue, Desborough, Northants.

***** CLUB TIES *****

Due to low demand, the price of the Club ties, which the Manchester Area is having made up, will now have to increase slightly to £3.75. These navy ties with the Club motif printed on them, are excellent quality and are well worth the money as those people who have already received them will testify.

Cheques/PO to: David Evans
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Support your local Area!!!!

PEN TO PAPER

LETTER FROM JIM RICKARDS, LEOMINSTER:

In reply to Mr H R Dunham's letter from SAH accessories concerning the Duel Silencer Kit, I should like to put forward my views. I do not intend this letter to be in any way slanderous but I do feel that more feedback should be made with the limited amount of companies that help us enjoy and keep our cars on the road.

I have used the duel silencer kit for three years now on my Vitesse Convertible. I had the first pair only a year before it became necessary to weld on patches which kept them going for another year, before I decided to replace them with a new pair. Up till now these have proved most satisfactory and no holes have appeared, but the chrome has started to flake off. It is all very well that the manufacturer must inspect the fault before a refund is given - I do not argue with this - but how can I use my car without a silencer when I need it every day?

Finally, I very much like the look of my car with the twin silencers but I do find the sound they produce very tiring, particularly local driving around town. Would a quieter system lead to a loss of power and partly defeat the idea of the system?

When my present silencers wear out, I shall probably revert to the standard system purely for the quieter exhaust note. Would SAH be prepared to make a kit that would allow another standard type silencer to be hung from the opposite boot outrigger so that a twin silencer appearance could be kept?

I shall look forward to hearing from you.

LETTER FROM P CURREN, BRENTWOOD:

While at the Classic Car Show at Knebworth, I came across an MGB with a canvas cover which fitted over the complete front end of the car to protect the chrome and paintwork from stones and loose fittings.

I would be very interested to know if such a cover is available for Spitfires and GT6's for the same reason.

I also require Courier back issues 17, 20 and 21 to complete the set from July 1980, to-date.

If any member could help me on either of the above, please contact me on Brentwood 74130.

COURIER AND TURNING CIRCLE BACK COPIES

OCTOBER	1980	COURIER	MAY	1982	COURIER
OCTOBER	1981	HERALD T/C	JUNE	1982	COURIER
DECEMBER	1981	COURIER	JULY	1982	COURIER
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Supplied on first come, first served basis.

Trudi Squibbs, 24 Prince Rupert Ave., Desborough, Northants. NN14 2PH.

LETTER FROM JACKIE FENWICK, SNODLAND, KENT:

Help Required!

Approximately 3 months ago the pulley on my 1500 Spitfire became loose, though the nut on the end of the crankshaft did not appear to have moved (this was confirmed when we tried to take it off!). When we got round to taking off the nut and pulley, we found that the key that positions the pulley to the crankshaft had eaten away one side of the keyway in the crankshaft. Deciding there was nothing we could do about it then, we assembled the bits together, turning the key over and making sure the pulley was tightened right up. This has worked quite well.

The problem now is that I want to take the car off the road to work on the bodywork and engine and I have a near useless crankshaft. BL have quoted £149 + VAT for a new one and a place that does reboring have said they can get me a recon. shaft for about £60 + VAT and that it is a common problem with Spitfires.

If it is a common problem, has it happened to anyone else and is there any way of solving the problem without buying another crankshaft? We thought of getting a second keyway cut at 180° to the first and re-timing the pulley but apparently the keyway is broached and it would be very difficult to do.

If the only solution is to get another crank, has anyone got a crankshaft in good condition for a 1500 Spitfire? I can be contacted by 'phone: Day - Orpington 26731, Evenings - Snodland 243353.

LETTER FROM NICK BRADBURY, SOMERSET:

Does anyone know when, during the production of Herald 13/60's, the front bonnet grill was changed from metal to plastic? My own 13/60 (Aug. 1970) has plastic grill bars; yet, recently I have seen a 'G' registration 13/60 with metal grill bars (similar to the Vitesse 2L MKII). My local parts supplier didn't even know there were two different varieties on the 13/60! Any info much appreciated.

Regarding some spare parts, during the course of the past 6 months, I have found some 'unobtainable' parts, most of which I intend keeping. For example - how about a brand new wood rimmed steering wheel; a couple of MK1 Vitesse 2L front grills (sorry, these found a new home!); interior roof lamp and spare cover, for Vitesse Saloon; and a 902328 rear wing panel! I also know of a hoard of old Workshop Manuals including 80% of the Herald 948 Manual, not to mention such odd items as one for an Austin Metropolitan!

LETTER FROM OLIVER ST. JOHN, EAST BUDLEIGH, DEVON:

I've just had a hot tip from a TR6 owner (who used to have/race a GT6). If you're in need on an overdrive GT6 propshaft then, rather than pay lots of money for the genuine article, use a Viva Van (H A?) prop. with Triumph flanges. I have yet to find a Viva Van with a prop. so this is not a tried and tested tip.

Incidentally, if anyone has a reasonable GT6 overdrive prop. for sale could they please contact me on Budleigh Salterton 2621.

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

LETTER FROM S GREEN, WARE, HERTS:**Turbo Vitesse- A Cautionary Tale**

A couple of years ago, I was lucky to buy a 1970 Vitesse Convertible at a bargain price. Having owned a couple of similar vehicles in the past, I was experienced enough to be able to start immediately on some serious tune-up work.

The car had covered only about 90,000 miles and so was just nicely run in. There was also a set of 5½Js fitted and the body had been lightened by the previous owner, who had replaced much of the metal with filler. This enabled me to concentrate on the serious stuff. After a quick blow over with the spray gun, I installed a whippy fibreglass aerial and a pair of 'dazzle-master' spotlights (a must if you want to put the wind up the drivers in front of you at the traffic lights).

Inside I fitted a centre console and squeezed gauges and switches into every available square inch (including two vacuum gauges). This meant that the car looked great to the lorry drivers, who stop alongside at red lights and peer over. The final touch was a set of 185/70 tyres with the lettering painstakingly filled in using white typewriter correcting fluid.

Tow tips here:- A. With care, you can alter the speed rating from SR to VR for the benefit of any well-informed person admiring the tyres.

B. Don't let your wife/husband drive the car unless she/he gives you a written undertaking to re-paint the letters when she/he rubs them off on the kerb when parking.

What else could be done to improve such a car you must be asking. Well I did, at first, just concentrate on honing the performance to a fine edge (fitting pancake air filters and a sticker saying "SAH Tuned"). But on holiday in France, I had the misfortune to spot a "TURBO" badge that was an almost exact match of the "TRIUMPH" on the bootlid. As soon as it was fitted, things began to go wrong.

Although I fitted a big-bore silencer to make it sound like a "TURBO TRIUMPH" and even re-labelled one vacuum gauge "BOOST PRESSURE", people didn't believe that the car was genuine. I started to feel persecuted (and fitted some bonnet locks so that nobody could have a look at the engine - "Sorry mate, haven't got the key with me"). I could see drivers laughing in cars behind me at the traffic lights. Lateral inversion didn't stop me being able to lip read comments like "Turbo? That's a good one! Ha Ha Ha".

You've guessed it. Just to show them, I had to drive the car like a turbo. This involves starting slowly, perhaps in second gear, to simulate the turbo "lag" and then going flat out as the turbo rotor speed picks up and "surges" the car towards its 50mph maximum speed. Since the car has difficulty going fast enough in a straight line, I have to make up for it on bends and roundabouts and so spend most of my time on two wheels. (I have thought of fitting a pin-ball type "TILT" sign to the rear, lit via an inertial switch).

All of this death defying cornering has made me a nervous wreck, I have no free time to relax because I'm always fixing the car (the turbo "surge" plays havoc with the rotolux couplings and differential) and my wife won't go near the car at all. So, for the sake of your marriage and your sanity, don't turbo charge your car and make the mistake that I did.

P.S. Mind you, I'm no quitter. I reckon that the car just needs a few more modifications. So if any reader could sell me a roll-over bar, spoiler or rally seats cheap, than please contact me via The Courier.

LETTER FROM SAM COBLEY, CORNWALL:

I thought some Club members may be interested in the story of my Spitfire 1500.

It all started with a bad accident on my Kawasaki 175 motorbike. While convalescing in bed, my father offered to buy me a car if I sold my bike, due to several bruised ribs and dented pride, I accepted or something equally boring. Can you imagine my surprise and delight to find one dark, wet evening, I had been bought a bright yellow Convertible 1500 Spitfire.

An immediate crash course of driving lessons was set upon and three months and two attempts later, I passed - four days before Xmas 1981.

I hit Newquay and the surrounding roads by storm, only to find my trusty Spitfire didn't have enough go, or for that matter, much of a radiator. As I soon discovered when one day on my way to technical college, late, with three people wedged in the car, a tail wind and 110mph on the speedo, two big end bearings decided they'd had enough. The garage repairing the car treated it to a re-ground crank, re-skimmed head and block, oil pump, timing chain, high compression pistons, rebore and a full balance. My Spitfire now was the talk of the town and would easily see off the local 1.6 Capris, Mini Coopers etc., etc. But all was not well and when on my way to work, in hot pursuit of a VW Golf GTI, the whole crank said "No more!". At this time I discovered SAH Dunham and Haines and an excellent mechanic with a love of highly tuned engines.

After an engine strip this revealed a badly ground crank so this was replaced with a balanced item. Then, with twin 1½ SU's, gas flowed head, road race cam., complete SAH exhaust flywheel, I was set for revenge.



The VW Golf was soon blown into the weeds as were several 2.0L Capris and RS 2000's but all was still not well.

After 400 miles on the new engine, a holiday was arranged - a stay in London with friends - but the poor Spit. never made it. Soon after leaving Exeter service station, between junctions 27 and 28, an oil light accompanied by a loss of power, caused me to pull over. After lifting up the bonnet I noticed the oil pressure

release valve was unscrewed and after 30 seconds, a loud 'ping' gave cause for concern. I called the AA, was towed into Exeter and was forced to stay the night. On returning to the garage I found the timing chain had snapped and the cam had seized in the block. I left the car in Exeter, carried on by train and returned to Newquay a week later not a pleased person. I send the garage a cam from a scrap FWD 1500 Saloon, which was fitted and I received an extortionate bill a week later. My father drove me to Exeter to pick up the car and we agreed on the way back to look for a new car. Yes, the Spitfire had to go.

The first garage we stopped at was a family car centre but here I was to find a new car, amongst the Marinas, Fiestas, Princesses and Escorts was a BRG, 1977 Triumph TR7. This was it. A deposit was secured the car and I was loaned the money until I could sell the Spitfire. So, for a short time I could use both cars. One cold and frosty December morning, accompanied by my mate and with the roof down in the true Triumph tradition, I set off for a drive in the Spitfire, almost a goodbye. And what should I meet on the road but a TR7, the driver of which soon realised I was after a race. Big clouds of smoke curled up from the exhaust of the TR but my Spitfire stayed with it, and the TR was soon overtaken - much to the annoyance of its driver. This seemed like an act of defiance by the Spitfire against its replacement but, still she had to go and go she did. The car was bought by a local High Street poser, who could not drive to save his life and within 2 months he sold it to someone in St Austell, who I know drives the car as I intended it to be driven. The present owner loves SRP I23R as much as I used to, so it's got a good home. Before I wrote this letter, I wrote a letter to the bank asking for a loan. My BRG TR7 FHC has to go - not through mechanical breakdown but to make way for a TR7 drophead. Yes, I have been bitten by the bug after the Spitfire, any thing other than a soft top is just tot cricket. So ends my story - all true I might add. My membership runs out in October and unfortunately, I will not be rejoining, also apologies to Richard Cunningham for never being able to make it to any of the meetings in my area and congratulations to the staff of The Courier for a first-class magazine (blush. Jo). I am now a member of the TR Drivers Club - not a patch on the TSSC. I drove to Goodwood recently and had a very enjoyable day hairing round the track.

If anybody has any information about SRP I23R, I would love to hear from them.

LETTER FROM CAROLYN JACKSON, EVESHAM:
 In answer to letter from Mr Lasslet, August Courier

The soft top is made from PVC material and is supported by a hinged frame. The assembly folds down into the rear of the car and is protected by a soft top cover.

Lowering the Soft Top (Fig.1 - 5)

Unclip the fasteners securing the fabric to the centre and rear hoodstick and tilt the seats forward. Release the soft top header rail from the windscreen frame by turning the catch levers and releasing the fasteners (four each side) securing the edges of the hood to the body.

Push the soft top header rail rearwards and slightly upwards, while knocking the centre hoodstick forwards, until the assembly begins to fold. DO NOT PULL the second hoodstick downwards. Continue lowering the frame and pull the fabric flat over the luggage compartment lid.

Fold the fabric forward over the hoodstick and turn the sides inwards. Ensure that the Vybak windows are free from distortion and the hood fabric is not trapped by the hoodsticks.

Soft Top in Down Position (Fig.6 - 7)

Retain the soft top in position by fitting the cover as follows: Attach the cover to the fasteners and continue working towards the centre and locate the three hooks on the cover under the bottom hoodstick.

Lowering the Soft Top

Fig. 1

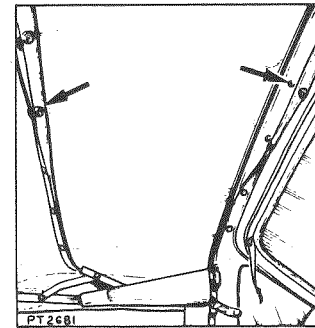


Fig. 2

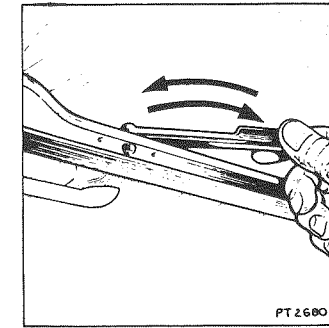


Fig. 3

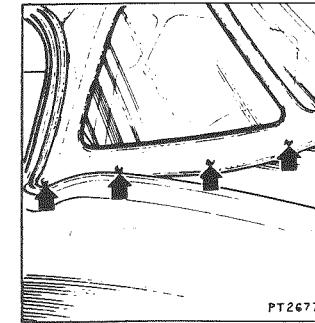


Fig. 4

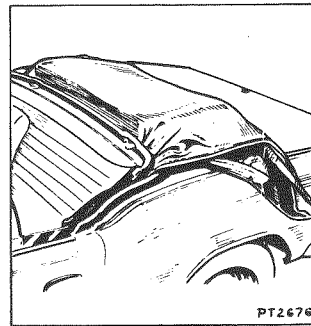


Fig. 6

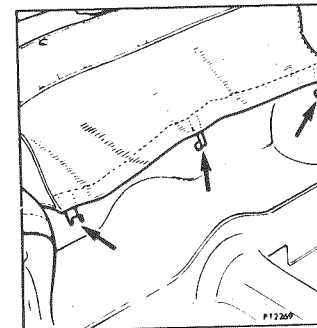
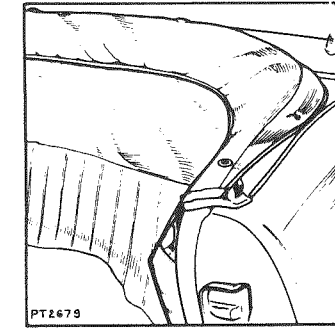
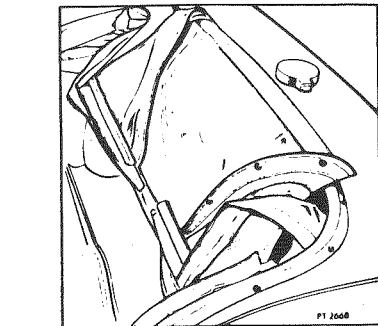


Fig. 7



SPITFIRES (U.K.)



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NATIONWIDE

COTSWOLD AREA NEWS, SUE IND REPORTS:

What another fantastic meeting, 14 Club cars, 7 new members turned up. We all went outside and spent the evening looking at and talking about our various cars. Thanks to Martin for taking me out in his Vitesse and showing me how a hillclimb car should be driven. Everyone seems happy just to come for a noggin and natter, so hope to see you next month at The White Horse Inn, Frampton Mansell, 8.30 onwards, 3rd Tuesday of the month.

GATWICK ARE NEWS, K FINCH REPORTS:

The last two meetings have been well attended, with the June meeting attracting 11 people with 7 cars. The July meeting saw about the same with some new faces. Meetings are on the third Monday of the month at The Black Horse pub on the A217 at Hookwood which is on the Reigate to Gatwick road.

ANGLIA AREA NEWS, GILES TINKLER REPORTS:

As Barry Newitt is exceptionally busy at this time of year, he has asked me to write the monthly report.

Firstly on behalf of the Anglia Area members, I should like to take this opportunity to thank Barry for all the time and effort he devoted to the recent Birthday Barbecue. Also many thanks to everyone who assisted throughout that weekend. We are having exceptionally large turnouts at our meetings on the first Thursday of every month, but we look forward to seeing more members at the forthcoming events outlined below:-

SEPTEMBER:

Thursday 15th - Mystery Run 8pm from Coach & Horses
Sunday 25th - Treasure Hunt 2pm Coach & Horses

OCTOBER:

Sunday 9th - Adnams Run, leave Coach & Horses 10.30am

NOVEMBER:

Saturday 19th - DISCO for members and their friends. For tickets contact Tony Brandon (Teversham 2506)

DECEMBER:

Thursday 15th - CHRISTMAS DINNER at the Coach & Horses - ticket only

IPSWICH AREA (NEW AREA), BILL YATES REPORTS:

We shall be holding our first official Area Meeting at The Rushmere Falcon, Playford Road, Ipswich on Wednesday 21st September at 8.30pm. We hope as many local members as possible will attend to help get us off the ground. Thereafter, we shall hold official meetings 3rd Wednesday of each month. For further info. please contact me, telephone 0473-830437.

MANCHESTER AREA NEWS, ANDREW HEAD REPORTS:

In July we had a very enjoyable Ten Pin Bowling evening, at the Granada Bowl alley, near Manchester. Steve experimented with the novel approach, of bodily careering down the alley, armed with a full sixteen pound bowl, to effect a

vertical dive bombing of the skittles at close quarters. Unfortunately, this was considered to be a breach of bowling etiquette by the management and further trials to perfect this technique had to be suspended.

For our evening picnic, a hazy sunset bathed the setting with a dusk-red glow as we disembarked outside the front doors of Chatsworth Hall, home of the Duke of Devonshire. Before long we were approached by one of the estate serfs and, anticipating an enthusiastic greeting worthy of the high esteem in which the TSSC is generally held, it came as a sharp surprise to learn that we weren't welcome in the vicinity of the Duke's residence at such a late hour. We were unceremoniously shown off the premises, our eventual picnic site being delightfully situated on a 45° slope under the spreading branches on an ancient tree, which played host to a hoard of very tame flies.

For the future we have several events lined up, which should be duly recorded in your diaries:-

September 11th	Sunday	Kevin's Treasure Hunt, probably in the Manchester Area's most eagerly anticipated outing for the year.
September 15th	Thursday	Get-together at The Bull's Head. Arrive about 8.00pm (for a 12.00pm start).
September 17th	Saturday	Visit to Oulton Park to observe the Aston Martin Owners Club event.
September 24th/25th	Saturday & Sunday	Northern Classic Car Show.
October 8th	Saturday	End of Summer Picnic.
October 29th	Saturday	Keighley and Worth Valley Rwy Trip.

Any enquiries you wish to make? Then telephone me on 061-427 1378.

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

After our crushing defeat at Cambridge, can the Essex All Star Athletic Team ever show their faces in public again? Our sportsmen (and ladies), fought bravely but to no result, our best being 2nd in football so we ended up in the bar, as usual. Other attractions were Matt's Luminous Legs - now working part-time at Piccadilly Circus, while yours truly set up a 'Starter Motor Wrecked While-U-Wait' stand which only attracted one customer (sorry Simon). Thanks to the Cambridge crowd and also the Essex volunteers.

The Brighton Classic Car Show is looming on the horizon. If you have skills or ideas, please come forward. We are taking a stand on our own this year, which means we get our own way and won't be ordered about by 'The Major'.

Our Xmas Do is once again at The Bell, Horndon-on-the-Hill, on Friday 25th November. Tramps and Tarts, so start planning your costume now; prizes for the best and a bar extension.

Don't forget the Barbecue on September 11th: Bring your spares etc. for the sale and get polishing for the Concours. If you want to drink all afternoon, bring your own beer and if our Gordon Blue menu will not suffice, you can cook your own food too!

SALISBURY AREA NEWS, HUGH DAVIES REPORTS:

BEAULIEU AUTOJUMBLE, 10th/11th September: The Salisbury Area spares will be for sale on stall C295 in C field. If any members want to sell any spares, please contact me immediately. Monthly meetings continue at The Greyfisher, 1st Thursday.

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

Yes, we are alive and kicking very well. Our Area are offering free-of-charge (as no one in their right mind would pay), a member of our Area to brighten up your Area meetings. As a result of a non-stop stream of disgusting jokes and tales, we will do anything to get rid of him (only joking!).

At our last official meeting we discussed a second meet of which we had last night. Thank you to those who turned up. We will soon be officially announcing when and where this meeting will be held for all members, with exception of SINGLE CELL.

DISCOTENT: We will be holding a Discotent approx 2 weeks before Christmas. It will be a fancy dress, which is optional. Full details are not yet to hand, so watch this space.

Our meetings have been very well-attended in recent months and if anybody has any good jokes, we would like to hear them. I won't mention the Brighton Flasher but if anybody wants a photo, they will cost £10 each.

Congratulations to Richard and Sue for their forthcoming wedding in October.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Our last meeting at The Herald, Coventry, proved somewhat hectic because we had the chance to look around the Triumph Recreation and Social Club with the view to using it for our Coventry meetings instead of The Herald. The Club is in the Canley Works itself (the 'centre of the Universe!') and we couldn't be any closer to Triumph itself if we tried! The convoy from The Herald to the club was highly impressive - 17 cars - and all activity in the pub stopped to watch us leave.

Asked for your opinion of whether to use the club - it would mean our own room, bar with subsidised beer (i.e. cheap!) and the use of all the facilities at any time for each member - the decision was unanimous to move the club, starting with the next Coventry meeting on October 27th. Please ring Bill Hewer on 021-778 4871 for details, directions etc., as it gets a bit complicated to put down here.

Finally, congratulations to Roger Rowley with his lovely red MKIII Spitfire, for winning Best Spitfire and The Car of the Day prizes at the Leicester 21st Birthday Bonanza.

Next meetings: Sunday lunchtime 11th September at The Belfry, Wishaw; 29th September at The Bull, Shenstone; 27th October at the Triumph Social Club, Coventry.

A final 'finally!': What do you call an Irishman with a car on his head? Jack!! Cheers!

YORKSHIRE AREA NEWS, SALLY HURD REPORTS:

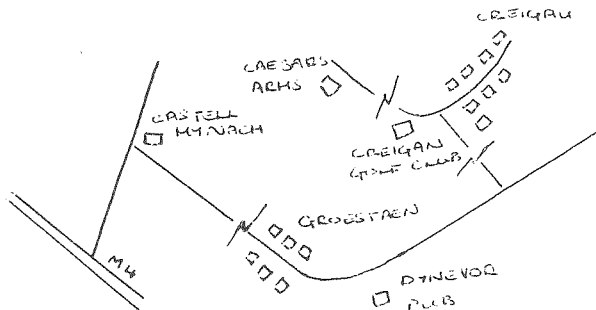
Poor attendance again marred both the monthly meeting and the Treasure Hunt. But it didn't stop six of us from enjoying the pub grub at the end of the Hunt. Entries are pouring in for the Concours, so get the polish and elbow grease out and we hope to see you there. Next meeting 7th September - don't forget your crossword puzzles - at The Bay Horse, Murton, nr. York.

T.S.S.C. KNITTED SCARVES:-

"T.S.S.C." machine knitted in white on a double thickness tasselled scarf. A useful addition to your wardrobe now winter's coming along. Most colours available. £5.00 each plus 50p. p.&p. Contact JULIE BAKER, 2 Mulberry Road, Wyken, Coventry, CV6 7HY

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

Well, there was an excellent turnout to the August meeting, with over 27 Club cars present. It was most encouraging to see so many new faces coming for the first time. We left the Castell Mynach in convoy at 9pm and arrived shortly afterwards at The Caesars Arms (Creigau). The meeting was short and informal, as some members of the committee were on holiday. One item that arose from the meeting was a proposed Sunday lunchtime meeting in the Newport area. This will take place in mid-month and the venue will be The Forresters Arms, Monmouth, Gwent. The next meeting will be on September 7th at The Caesars Arms. This map should give you an idea of how to find the pub if you are unfamiliar with the area.



Approx. 5 miles
between Castell Mynach
and Caesars Arms

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

Our meetings continue to be well supported, attracting a wide range of owners and vehicles, so if you are in the area on the first Thursday of the month, do come along - there is bound to be someone who shares your particular viewpoint and interests; be it restoration to concours condition of an original car of the building of super, lightweight (7cwt!) Burlington Arrow.

There may be still time to enter for our Treasure Hunt on September 11th, so if you would like to have a go, give me a ring on Southwell 814050. If you have never done one before, don't be frightened, we shall not get you lost, unless you don't know your left from your right! On our last Treasure Hunt, in June, the first instruction was 'Turn right out of car park' - yess, you've guessed it, someone who had best remain nameless, turned left! Anyway, someone has to come last, perhaps Mark will do better this time!

SOUTH YORKSHIRE AREA NEWS, CHRIS STABLER REPORTS:

The Parts Sale at the last meeting was well supported and raised a tidy sum for Area funds. It's really amazing what Members can be persuaded to be parted from their shekels for. Must be something to do with the auctioneer. Well done Janet, nice one (or two).

The high level of attendance continues and a contingent will be yomping North to the North Yorks Area Concours in September. sorry to disappoint you John, I can't make it but will get to a meeting soon.

From West Midlands Area Promotions:

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SOUTH EAST MIDLANDS AREA NEWS, IAN MCKEGGIE REPORTS:

Up and up the figures go as this new area becomes better known. 16 cars at the last meeting at The Shoulder of Mutton in Great Bowden. The MGOC have challenged us to a Go-Kart race - will we show 'em? Yup, we'll show 'em. Interested? Thursday 8th September, £5 per head. 'Phone me on (0858) 63934. The 3rd Annual Treasure Hunt is all set to go. Are you good enough to get your name on it this year? Join us on Sunday, September 25th at 3.00pm in the Tesco car park, Market Harborough. Just £2 per car.

 Have you got your Souvenir Badges yet for the Vitesse/Spitfire 21st Anniversary? Just 50p each and also Window Stickers, 50p each. Apply with an S.A.E. to Ian McKeggie, 12 Pochin Drive, Market Harborough, Leics.

LEICESTER AREA A.G.M.

Unfortunately, I will not be standing for Area Organiser in 1983/84. The A.G.M. will be held on Thursday 27th September at The Bath Inn, Shearsby. To start at 8.30pm.

NOMINATION FORM

NAME: MEMB. NO:

POSITION
 APPLIED

FOR: SECONDED:

COMMITTEE POSITIONS:-

- AREA ORGANISER
- EVENTS ORGANISER
- TREASURER
- SECRETARY
- MEMBSHIP SECRETARY
- SPIT/GT6 SECRETARY
- HERALD/VITESSE SECRETARY

**NOMINATIONS TO ME BEFORE
 27/9/83**

OXFORD AREA NEWS, DEREK STRINGMAN REPORTS:

Thanks to all who turned up this month and apologies for missing last month's Courier - I couldn't get to the meeting as the car was being re-sprayed. The August meet saw the car park invaded by the type of vehicle which usually masquerades under the label of 'Ripe For Restoration'. However, the tone was restored by a few quality vehicles, including Roger Powell's Spartan.

Next event is the Area Treasure Hunt: Meet at The Grapes, Ilam on Sunday 4th September. Next meeting: September 14th.

GLOUCESTER AREA NEWS, RICHARD FLOWER REPORTS:

I was not at the last meeting, due to being on holiday but I understand that the turnout was low. I would like to see more of the 'sleeping' members from time to time.

I spent an intensive day rectifying bodywork faults, so that the Spitfire looked good for the Bishop's Cleeve Carnival, only to find I was the only TSSC member to

turn up. Mind you, the Cheltenham Spitfires Club only managed two! Thanks to Ian, Royd and the rest of the Leicester Area, for the Birthday Bonanza. A fun event and I have now fixed my Spitfire.

NORFOLK AREA NEWS, PHIL HUDSON REPORTS:

Thanks to Keith, Ian and Laurie for their help and support. They have now stepped down from the Committee. Debbie Williams is our new Treasurer.

Our second Norfolk Event on September 3rd and 4th is cancelled due to lack of interest. Note the following dates and venues, full details will be presented at the next Monday meeting - September 12th.

September 10th and 11th:

Norfolk Internal Combustion Engine Society County Fair at North Tuddenham. Plaques for displayed cars. Meet at Zaks, Cattlemarket for the Sunday at 10am. Contact me on Wymondham 604288 for full details.

October 9th (Sunday)

Treasure Hunt, organised by James Duffell. This is a long course, approx. 4 hours worth and has taken a lot of organising by James. Details in September meet.

October 15th or 16th:

(Date to be finalised by Trev Allen, TR (Wensum) Register).

Autotest at Seething Airfield (probably). Waivers etc. have been applied for.

November 13th (Sunday):

Inter-Club Slot Car Racing Championship at Hellesdon Community Centre.

December 17th (Saturday):

Xmas Dinner at Tatlers.

PANELS GALORE!

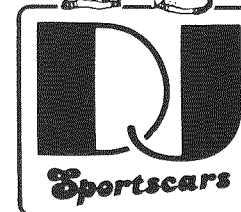
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SOUTH HERTS AREA NEWS, JEREMY HURST REPORTS:

On a sultry, sweaty summer's Saturday night, scores of South Herts Sports Six members, in their smooth, straight sixes and sexy Spitfires, swooped on Reg's beer garden, savouring the stunning sight of beautiful barbecued breasts and luscious legs - the chicken was OK too!! We were all organised by Dave, many thanks and a huge bottle of aspirin go him. Thanks to Gary for lighting to Tony for the sounds.

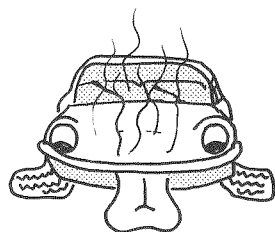
The previous Wednesday was one of our best-attended Club nights ever. We all gaped at Sheridans virtually all new Spitfire, except Ash, who was gaping at virtually all of the new barmaid.

The August Club night will have been and gone by the time this gets to you, so congratulations go to the winners of the quiz.

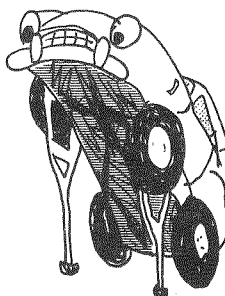
Thanks to all local members who responded to our Census, a marvellous result with replies of nearly 50% so far, so keep those replies coming.

Unfortunately, our visit to Avebury has had to be cancelled which leaves us with our next event on the calendar, another masterpiece from Dave (Events) Owne, the MAGICAL MYSTERY TOUR, which has been brought forward to Sunday 25th September.

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Advertisements must be WRITTEN, not phoned, and MUST reach me by the 15th each month to appear in the following months issue.

BILL SUNDERLAND - EDITOR.

CAR MART

Triumph Vitesse 1600, C reg. Excellent inside and out. Mechanically first class. Only 28,000 miles - honestly. £1,150 o.n.o. Contact: David Freedman, tel: 01-952 0341.

Bond Equipe 2L MKII, 1969. Only 50,000 miles, two owners. Immaculate White bodywork, black trim. 11 months MOT; 5 months tax. Sunshine roof; HRW. A stunning looking car for only £750. Contact: Vincent Grey Armstrong, tel: Nottingham 892267.

Vitesse 2L Saloon. Sunshine roof. Excellent chassis and underbody. Mostly one lady owner. New exhaust. Very reliable car but failed MOT on several minor points. Simply have no time now, so car must go. What offers please? Contact: John Chillingworth, tel: 0908-562458.

Spitfire MKII. MOT November '83, taxed. Regular, daily use. £375 o.n.o. Contact: John Lovbridge, tel: Watford 50302.

Triumph Herald 13/60 Convertible. British Racing Green. Three new outriggers, very solid underneath. Stereo/radio cassette. Carpets, tyres, re-spray, taxed, MOT'd. Good runner. £700. Owner wants to go faster. Contact: Edward, tel: Bolton 42000 or Bolton 41371.

Herald 13/60 Convertible, 1968. "F" reg. White with black upholstery and hood. Both tonneau covers. Mechanically maintained by garage. Recon. gearbox. Used daily for last 6½ years. Very reliable. Bodywork now needs attention. Good home needed. £275 o.n.o. Contact: D Hulett, tel: Norwich (0603) 810451.

13/60 Estate, 'G' reg., 1960. White; 62,000 miles; MOT November; tax June 1984. Two new tyres, battery. £350 o.n.o. Contact: Charles Henderson, tel: 0422-843380 between 6 and 7.30pm (W. Yorks).

1968 13/60 Estate. Long MOT. Very reliable. Matched set very good tyres. Spare unused. Wheels re-stoved. New clutch. Offers.

Marlin MKI - Triumph based Kit Car. Dark Blue. Wolfrace wheels. Very tidy and well built. Quick and reliable. Full MOT etc. New project forces sale. £2,200 o.n.o. Contact: D M Brown, tel: Pontefract 793066.

Herald 948 Saloon, 1961. Fair condition for age. Light Blue. MOT till 31st Jan., 1984. Used daily. £175. Contact: K M Osborne, tel: 0625-613731.

13/60, 1971 'J' reg. 5 months MOT. 84,000 miles. Good condition. £350 o.n.o. Contact: F J Webster, tel: Hemel Hempstead 51768 or 01-986 1014.

Vitesse 2L MKII Saloon. Many new parts over last two years. Sound mechanics. Needs front outrigger. MOT due end of August. All original parts. Needs owner with time to restore. Offers around £250. Contact: Mark Adams, tel: 0782-318159.

GT6 III M reg. O/D, wire wheels, servo, tints etc. 59,000 miles. V.g.c. £1,350 o.n.o. Tel: Bishops Cleeve 5680.

Vitesse Convertible (1971). Red: O/D, wire wheels, elec. aerial, chromed engine. Conours condition. £3,250. Tel: Twyford (Berks) 343551.

Vitesse MKII Convertible. 'G' reg. 89,000 miles. Re-built gearbox, suspension, engine still to be run in. New front carpets. White bodywork in excellent condition. MOT. Contact: Stuart Faringdon, tel: 0367-20082 (day) nr. Swindon. £1,250 o.n.o. Vitesse Saloon. D reg. Taxed and MOT'd to end of March 1984. Inc. radio. All in good condition. Colour: Green. £450. Contact: J Burton-Turner, tel: 0892-36212.

Herald 13/60 Saloon in v.g.c. Regularly serviced and well looked after. Needs one O/S rear valance and overrider. MOT Apr. '84. A good runner and a very reliable, economical car. £600. Contact: Paul Reeves, tel: Tivetshall (Norfolk) 552.

Vitesse MKII, H reg. New gearbox, d/nut and UJ, back axle, new hood. Body and mechanics excellent. 1 yr. MOT. £800. Contact: Les Buckingham, tel: Leeds 647321 (work) or write to 5, Harlington Court, Leeds 27.

Bond Equipe 2000, 1969: Signal Red with black trim, fitted sunroof, woodrim steering wheel. Above average condition. £195. contact: Hugh Davies, tel: Amesbury 23517 between 6.30pm and 7.30pm.

Vitesse MKII, 2L Convertible. New sills, door skins, N/S rear wing and respray '80. Not run for 2 years. Reg. August '71. £1,100 o.n.o. Radio, tonneau, Workshop Manual. Contact: Dan Shaw, tel: 0724-710488 anytime.

Spitfire MKII. Suitable for restoration or spares. O/D, 4 little used tyres, 5th tyre brand new, all on steel wheels. Must sell complete. Space needed. Offers around £75 or less. Contact: Jim Kelsall, tel: Leicester 895994 (evenings).

Herald 1200 Saloon, 1969. MKIV Spitfire engine and single rail gearbox, Spit. wheels with good tyres. MOT Feb. '84. Very good runner. Needs new front rear side wing. Hence £100 o.n.o. Contact: Paul, tel: Coventry (0203) 416141.

Vitesse 2L, MKII, soft top, 1969. Damson with Tan interior. Good condition. Second owner. MOT Feb. '84. £900. Contact: Morris, tel: Tring 3930 evenings.

GT6 MKIII O/D, 1973. 62,000 miles; new carpets; cloth seats; tints; radio; 175/70 tyres; taxed with full MOT. Lovely example in first-class condition. Any trial. £1,700 o.v.n.o. Contact: Steve, tel: 021 429 1740.

GT6 MKIII, 1973. Good condition. O/D; Sundym glass; cloth seats. £1,175 - consider Spitfire P/E. Contact: Graham Breeze, tel: Ludlow 890197.

Vitesse MKII Conv., LHD. Colour 65A, trim 01. Fully restored Vitesse 6, professionally converted to MKII spec. Completely re-built chassis (Waxoyled), rear suspension, inc. new rotoflexes, V/links, bearings and wishbones. Spax rear conversion. New GT Trans. 3.63 diff. Stage IJ type O/D g/box and high ratio 28% O/D. 1500 and GT6 MKIII late export instruments. Original date of manufacture 1963 so can be exported to the USA. Not liable for tax in France/MOT. 10,000 km since re-build. 5½J Dunlop 1144 wheels with 175/70 CN36. Very rare car, possibly only 3 in Europe. Write to: 36 Rue de Cuverville, 76800 St Etienne du Rouvray, FRANCE.

GT6 MKIII, J reg. 1 yrs. MOT. Stereo. Metallic Blue. Needs very slight attention, hence £625. Tel: Chelmsford 87435 (evenings). Or 01 474 0357 (day). Contact: Mr G May.

Spitfire MKI, 1963. MOT Dec. Reg. no. 9311 PJ. New floors, sills, tyres. Spare engine, overriders and door skins. Hard top and tonneau cover. Offers between £200 and £250 or will split. Contact: T J Haste, tel: Preston 716158 (evenings).

1971 Vitesse Saloon MKII. Red. O/D, radio, oil pressure gauge, ammeter. Good condition. Purchased 1975, only used during the summer since 1980. MOT Junr '84. Taxed Nov. '83. Recent recon. diff. £590. Contact: Mike, tel: (Harlow) 0279 412889 (home) or 0279 26862 ext. 238 (work).

GT6 MKIII, 1973. 56,000 miles. Mimosas, black interior, Sundyms, cloth seats, headrests, bonnet locks, radio, spoiler. MOT Feb '84, tax Jan. '84. Waxoyled. New clutch, servo, exhaust, rear suspension, brakes. Many spares. Immaculate condition throughout. £1,550. Contact: Derek, tel: 01 337 0470.

GT6 MKIII, 1973. O/D, Mimosa Yellow, sunroof (glass), Kenlowe fan, oil pressure gauge. 10 months MOT, 5 months tax. 69,000 miles. £1,100 o.n.o. Contact: T Coleman, tel: (Wimbledon) 01 540 4665.

Vitesse MKII Convertible, 1969. Immaculate, all original car with O/D and tonneau cover. £2,000 o.n.o. Contact: R Lorch, tel: (Haddenham) 0844 290077.

948 Herald, August 1959. 50,000+ from new. All original and very good condition. Needs only slight work for concours. Used daily. Taxed & MOT'd. Offers? Contact: Peter, tel: Burch (Burgh?) Heath 59830.

Spitfire MKIII, 1968. Valencia Blue/tan trim. Hardtop, soft top, tonneau. Body good, original paint. Chassis floor pan excellent. 12 months MOT, 6 months tax. Contact: Eddie White, tel: (Whitley Bay) 0632-527614 for details.

Herald 1200 Estate, 1965. 74,000 miles genuine. Recent de-coke, two new tyres, new outriggers all round, undersealed and Waxoyled. Very good mechanics and very smart inside & out. Very reliable. Current MOT and tax. £500. Contact: Nigel Adams, tel: Bedford 854340.

1967 1200 Herald Drophead. Signal Red/black trim. 1 yr MOT. Resprayed. Completely restored. Rebuilt engine/gearbox, chassis, bonnet, doors, sills, etc. replaced. New hood, interior and trim, in fact everything! £1,695 o.n.o. Contact: Andrew, tel: 0642-825272.

GT6 MKIII, late 1973. Pimento/Black interior. 62,000 miles. Extras include O/D, alloy wheels, Ziebarted, full service history for present ownership since 1974. Taxed and MOT'd. £1,675 o.n.o. Contact: W Huer, tel: Swindon 852073.

Spitfire 1500, 1979. Yellow. O/D. Baldyne engine, re-built stage 2, balanced and tufrided 1,000 miles ago. Rad/stereo cassette, alarm, 26,000 miles. New exhaust, clutch, 2 tyres. Immaculate. MOT 9 months. Needs SAH and filters to complete. £2,500 o.v.n.o. House purchase forces sale. Contact: D Rush, tel: 01 582 2568 after 9pm.

GT6 MKII, 1969. British Racing Green. Excellent condition, new tyres, full MOT. Contact: Richard, tel: (Cheshire) 0606-47473.

Vitesse 2L Convertible. O/D, F reg. Body needs attention. £80. Contact: J Clough, tel: Haywards Heath 455235.

GT6 MKIII, 1973. O/D. 65,000 miles. Pimento red. Velour seats, Cosmic wheels, SAH stage 2, speed plus economy. New rotoflex couplings and UJ's. 5 months tax. 8 months test. Very reliable. Urgent sale required, hence £950 o.v.n.o. Contact: Kevin Doyle, tel: Sunderland 286360.

Vitesse 6, 1964. 79,000 miles, mostly as a second car. MOT June 1984. Reluctant sale due to retirement. £325 or thereabouts. Tel: Kettering (0536) 760175.

GT6 MKIII O/D. Well maintained. Good condition. MOT'd till May. New sills. £950 o.n.o. Contact: Neil Scott, tel: East Horsley 2926 or Plymouth 265154.

13/60 Estate. Green. MOT'd. New exhaust. Runs well. Some history. £220 o.n.o. Contact: Mike Kitchen, tel: Weston (Herts) 505.

Vitesse MKII Convertible, 1968. V.g.c. Taxed and MOT'd. O/D. New exhaust duo. Blue. Radio. Electronic ignition. Was Triumph demonstrator (see new Brooklands Book p.83 MWK 667G). £825 o.v.n.o. Contact: D Smith, tel: Hinckley 632996 (Leics).

Herald 13/60 Convertible. F reg. Damson. 89,000 miles. Full MOT and taxed. Recent parts inc. outriggers and bonnet. Slight hood damage otherwise quite good for year. £275 o.n.o. Contact: G O'Neill, tel: (York) 0904-35479 evenings and weekends.

PARTS MART

Breaking MKI Spitfire: Good chassis. Also Lenham GT fastback and front; hardtop; wire wheels and hubs; MKII engine, gearbox and 4 branch exhaust; hard top. Let's haggle. Contact: John Lovbridge, tel: Watford 50302.

Six Ro-style wheel covers to fit Vitesse, £14. 1960 Herald bootlid, good cond., £7. Contact: Patrick Bowen, tel: 01-318 5671.

Breaking Vitesse MKII: All parts except running gear available. Contact: P.A. Goodwin, tel: Beaconsfield 5040 - after 6pm evenings or anytime at weekends.

Vitesse MKII chassis, v.g.c., £50. Also bootlids, petrol tank, steering racks. Contact: Charles Henderson, tel: (0422) 63791.

Vitesse/Herald tonneau cover; super quality, Pale Grey, new condition. £20. Contact: William Craig, tel: Guildford 63293.

Triumph 13/60 new parts for sale: Bonnet top, £35; Front valance, £45; Cylinder head gasket sets, £3; Sump gasket sets, £3; Offside quarter valance, £8; Exhaust pipe, £6; Sills, £9 per pair; Vitesse factory re-built radiator, £50; Pair shotblasted, re-skinned, re-cellulosed doors (BL skins) Convertibles £85 pair o.n.o.; S/H rear body section, good condition, £15 (Saloon). Contact: G F Lebbon, tel: 021-358 7448.

Herald 13/60 bonnet, some rust but useable, £35. GT6 O/D gearbox; dismantled, £85. Dismantled O/D, £15. Pair GT6 MKIII seats with tip-up bases, tatty, Tan, £15. Good GT6 radiator, £25. Pair new GT6 MKIII rear wings, £75. Contact: Mr G Bristow, tel: 01-529 0521 (Chingford).

Spitfire MKII grey tonneau cover, unused, £10. Vitesse roof and rear window, £7.50. Vitesse windscreen in frame, wiper scratched, £7.50. Offers considered. Contact: Wilmer Kendall, tel: 043-879457 nr. Hertford.

Brand new BL parts for GT6 II: Drive coupling (doughnut), £8; rear hub, £15; brake backplate (offside), £3. For Spit. 1500: Tonneau, £10 (excellent); SAH GT silencer (nearly new), £10; head gasket (new) £1. Contact: David Stribley, tel: Luton 863522.

Breaking Herald 13/60. Most parts available but not engine or chassis. Contact: Steve, tel: 01 840 4263 daytimes (West London).

New, genuine Stanpart/BL parts for all models: Parts Catalogues for Spitfire MKIII/1500. Workshop Manuals for GT6 I/II/III, Vitesse 2LI/II, Spitfire 1500. Handbooks for GT6I/II, Herald 13/60, Vitesse 2LI/II, Spitfire IV/1500. Catalogues/Manuals all £10.20 each, all Handbooks £1.60 each. Steering rack assemblies (complete with tree's) for all models, £29 (brand new Stanpart). One only Vitesse bonnet front panel, £30. 13/60 bonnet front panel, £21.95. Vitesse L/H rear valance, £15. Carriage extra on all items. Plus tons more including mechanical, electrical, brake and suspension parts for all models. For full details send SAE for list, stating model and specific requirements, to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS. Tel: Chesterfield 71036. Please don't forget SAE with any enquiry (Overseas members, please send reply coupons), otherwise I cannot reply.

Herald Estate tailgate, good cond., £15. Windscreen, side windows, dashboard - offers. Four brand new Cobra Super Slot wheels with Goodyear Grand Prix X tyres, suitable for Herald/Vitesse, £220 o.n.o. Contact: Graham Inett, tel: Garston (Herts) 76811 evenings or weekends.

Vitesse MKII Saloon for spares: All parts except engine for sale. Good diff., g/box, interior. Available from 12.9.83. Contact: Dave Young, tel: Letchworth 78971.

GT6 parts Manchester: Bonnets, one £50, other £100. Rear door, £15. Seats, £15. Windscreen, £10. All instruments, wheels £5. Contact: Dr Kennerley, tel: Lancaster 65241.

7 Ro-Style wheel covers for Vitesse, £15. Herald 1960 boot-lid, £7. Herald g/box cover, £5. Contact: Patrick Bowen, tel: 01-318 5671 after 6pm.

Vitesse Parts: One 2L MKMII engine, £30. One 1600cc re-conditioned g/box, £50 o.n.o. Vitesse MKII diff., £45 o.n.o. Various trim and suspension parts. Five 185 x 13 Cosmic Alloy wheels with tyres, £60 o.n.o. Contact: M Swingewood, tel: Kingswinford 287315.

YOUR chance to own the only one in existence: Vitesse/GT6 competition diff; ratio 4.11:1 Salisbury Limited slip unit, loading 125ft lb. Brand new and outright purchase, £500. The result of fitting this has to be seen to be believed! GT Transmissions (Racing) stage II J Type overdrive g/box. Usual GT mainshaft etc. Sprint O/D with high ratio 28%, £380. Stage II gearbox as above for Vitesse/GT6, non O/D, £260. Close ratio Spitfire g/box as used by P Lucas, non O/D, £180. 1500 Spitfire J type O/D unit, recon. special offer £65. 3.27 diffs., recon., £120. Copy of Vitesse MKII standard exhaust system but with large pipe size, free flowing and quiet silencer. Made by M the Pipe. £85. Contact: GT Transmissions, tel: 01 579 3649.

GT6 MKI Spares: Bonnet, £65; Doors, £10; Rear bumper, £10; Wheels (oval hole), £7 each. Much more including seats and interior trim. Contact: David Apps, tel: 0773 49316.

GT6 MKII: Rolling chassis, fully reconditioned. Also good bodyshell - all parts available. The lot for £400. Contact: Kevin, tel: 051 548 0407.

Original 948 twin SU's, manifold. 1600 head, box, diff, water pump, Stromberg and Solex carbs., manifolds. 13/60 motor and box, exhaust, dash, external trim. 1200 motor and box, exhaust, fuel tank, dash. Many other parts. Offers please! Contact: C Talbot, tel: 04536 4082.

Spit MKIV bonnet with custom power bulge. Good cond. just needs tidying. Offers? Contact: J Harland, tel: (0625) 526589 (after 6pm) or (0625) 828274 (daytime).

1200 Herald, C reg. In daily use until failed MOT. Engine sound. Body slightly damaged at rear. Suitable for restoration. Any reasonable offer considered. Tel: Bristol (0272) 299116 (evenings).

GT6/Spit new pair front ¼ valances, bargain at £30. GT6 MKIII parts: engine and ancillaries, £75; tailgate, £20; calipers, £7; petrol cap, £5. Breaking Vitesse 1600 Saloon and Spitfire IV. Contact: Lawrence Kohler, tel: Hemel Hempstead (0442) 45511.

Breaking for spares Vitesse MKII, 1969; chassis damage plus sundry items. Contact: Colin, tel: Sidcup 01-300 0189 after 6pm.

Vitesse MKII 2L engine: g/box, O/D completely overhauled can be seen running, £175. New dynamo and control box, £25. Twin carbs also completely overhauled, £30. Many other items for sale. Contact: Julian Brotherton, tel: Horndean 0705 591979.

Due to building of kit car, Bond Equipe GT4S spares for sale: Doors, chassis (similar to Herald), fuel tank, rear seats, boot, bonnet etc. All in sound condition. Prices negotiable. Contact: P Harris, tel: 0625 520364 for details.

Vitesse MKII parts inc. boot lid; front/rear seats (tan); lights - complete set; bumper overrides; complete clutch (used); front springs; radiator; side windows; heater and other odd bits. Prices negotiable. Contact: Dave Wilson, tel: 0625-74255.

Spitfire MKII: Mechanically is substantially complete and is in a partially broken state. If your MKIII needs bits, ring me: Jeff Baker, New Spares Secretary.

Complete Herald engine/Drivetrain/½ shafts in good condition following conversion to Vitesse. Contact: Jeremy Maples, tel: Great Yarmouth 669935.

MANUALS AND BOOKS FOR SALE:

948 Herald Saloon and Coupe	508073	Spare Parts Catalogue	£9.00
948 Convertible Supplement	508073/SI	Spare Parts Catalogue	£9.00
948 2nd Ed. 6 Vols. 1960	508509/14	Workshop Manuals	£9.00
Scientific Auto Data Series	1959/60	Spec and Repair Data	£2.00
1200 Herald 1st Ed. S.T.	510325	Owners Repair Manual	£5.00
Standard Triumph	512109	Colour Brochure	£2.00
Standard Triumph	512109/SI	Colour Brochure Supp.	£2.00
Uniparts 1971		Accessories Catalogue	75p
Gearbox Herald/Spitfire/Vit. ST		Service Training Notes	£1.50
Zenith Stromberg Carburetor		Servicing, Function, Testing	£2.00
1200, 12/50 1964	512893	Owners Handbook	£1.75
Vitesse 6 1965	511236	Owners Handbook	£1.75
Vitesse	511408	Stan Parts Catalogue	£9.00
2 Litre Supplement No. 1	511408/SI	Stan Parts Catalogue	£9.00
Haynes (1972) Herald		Owners Handbook/Maint. Manual	£1.50
Peasons (2nd Ed. 1969) Triumph Herald Illustrated Car Servicing Series			£1.50
Autopuss (?) (1971) Triumph Herald 1959/68		Workshop Manual	£3.75
Haynes (1973) Triumph Spitfire 1962/74		Owners Workshop Manual	£3.75
45 Various Turning Circles and Couriers from 1980.			£12.00
Or sell in one lot			£50.00

Prices include package and postage.

Contact: Tom Thomas, 20 Dollis Hill Lane, London NW2.

Spitfire 1296cc engine and g/box complete with ancillaries, 35,000 miles, recently overhauled. Bargain £95 o.n.o. Contact: M J Rigler, tel: (Bournemouth) 576595 or (Broadstone) 602651.

Breaking Spitfire MKIII: All parts available inc. good engine, bonnet, doors, diff., hard/soft tops, tonneau. Reasonable prices. Contact: Kevin Atkinson, tel: 061 437 5776.

Breaking vitesse MKII (also some MKI parts) and 13/60 Convertible (accident damaged): Has excellent rear body with 2 new wings. Also some GT6 MKIII parts inc. towbar and nearly new non-overdrive propshaft, late-type rear suspension. Spitfire MKIII recon engine and good hood frame. Contact: Dave Jones, 40 Landseer Close, Edgeware, Middlesex.

Spitfire MKIII radiator, £7.50. Herald radiator, £7.50. 4.11 diff., £15. Spitfire MKIII screen and frame, £7.50. Spitfire MKIII fuel tank, £5. Herald/Vitesse roof, £7.50. All sound and useable. Contact: Jane and Barry, tel: (Buckingham) 0280-816970.

CLUB REGALIA CLUB REGALIA

ATTENTION!!! NEW RANGE OF REGALIA

METAL CAR BADGE	£3.00 + 30p P/P
LICENCE HOLDER	£0.30 + 10p P/P
REAR WINDOW STICKER (OLD STYLE)	£0.30 + 10p P/P
WOVEN BADGE	£1.80 + 12p P/P
KEY FOB (LEATHER WITH METAL BADGE)	£0.70 + 15p P/P
LAPEL BADGE (WITH SAFETY CATCH)	£0.70 + 15p P/P
BLUE SUNSTRIPS (TRIUMPH SPORTS SIX CLUB)	£1.50 + 20p P/P
PENS	£0.38 + 12p P/P

***** NEW WINDSCREEN STICKERS *****

4 x 4 SILVER ON BLACK ROUND WINDSCREEN STICKERS	£0.35 + 15p P/P
4 x 4 SILVER ON BLACK ROUND WINDSCREEN STICKERS WITH INDIVIDUAL MARQUE - 'GT6', 'SPITFIRE', 'VIT ESSE' AND 'HERALD'	£0.35 + 15p P/P
NEW REAR WINDOW STICKERS, VERY LATEST DESIGN. SILVER ON BLACK 12 x 3	£0.45 + 15p P/P
MY OTHER CAR IS A 'GT6', 'SPITFIRE', 'VITESSE', 'BOND' AND 'HERALD'. SILVER ON BLACK	£0.45 + 15p P/P

BRAND NEW DESIGN INDIVIDUAL MARQUE T/SHIRTS AND SWEAT SHIRTS WITH 3" LOGO ON LEFT HAND SIDE, WITH FOLLOWING MARQUES:-

T/SHIRTS

HERALD, VITESSE, SPITFIRE, GT6. COLOURS AVAILABLE ARE:- NAVY, WHITE, RED AND BLACK. SIZES: SMALL, MEDIUM AND LARGE + EXTRA LARGE £4.55 + 55p P/P

SWEAT SHIRTS

SAME DESIGN AS T/SHIRTS WITH FOLLOWING MARQUES:- HERALD, VITESSE, SPITFIRE, GT6. COLOURS AVAILABLE ARE:- RED, WHITE, BLACK AND BOTTLE GREEN. SIZES:- SMALL, MEDIUM AND LARGE + EXTRA LARGE £9.00 + 85p P/P
(PLEASE STATE SIZE, COLOUR AND MARQUE)

NEW COTTON + POLYESTER SPORTS SHIRTS WITH COLLAR

CLUB LOGO PRINTED ON BREAST POCKET IN NAVY OR WHITE.
SIZES:- SMALL, MEDIUM, LARGE + EXTRA LARGE £7.99 + 60p P/P

NEW STEEL COASTERS, CORK BACKED

PLAIN STEEL WITH BLACK TSSC LOGO. ALSO SPITFIRE AND VITESSE 21ST ANNIVERSARY COMMEMORATIVE COASTERS, IDEAL AS KEEPSAKES. BOTH SAME PRICE £1.50 + 20p P/P

OLD STYLE REGALIA

NAVY WITH LARGE WHITE CLUB LOGO IN CENTRE:-
T/SHIRTS (SMALL, MEDIUM, LARGE + EXTRA LARGE) £4.55 + 55p P/P
SWEAT SHIRTS (SMALL, MEDIUM, LARGE + EXTRA LARGE) £7.95 + 85p P/P

ALL REGALIA ITEMS NOW AVAILABLE ON ACCESS. (PLEASE NOTE: ACCESS NOT AVAILABLE IF INCLUDED IN WITH MEMBERSHIP/RENEWAL FEES.



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Account with the amount of £



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WANTED

MKII Spitfire required for re-build or spares. Must be around £90. Preferably in running order. Contact: Roy, tel: Bognor (0243) 821878.

Vitesse Six Convertible. As early model as possible 62/63. Car should preferably be towable with good chassis, driveable if possible with MOT but anything within reason considered. Contact: Rob, tel: Brentwood 811736 after 5.30pm.

Herald 13/60 Convertible. Preferably Red. Good condition. Contact: Simon Kahn, tel: 01-609 0995 evenings (Islington). Will also consider Vitesse Conv. in good cond.

Vitesse Convertible: Engine and hood must be good. For export to Germany so LHD would be specially interesting but anything up to £500 considered. Contact: B Weir, Alt Godshorn 32, 3012 Langenhagen, West Germany. Your postage costs refunded.

1600 Vitesse Saloon or Convertible. Anything considered. Contact: Steve, tel: 061 485 7072 (Cheadle).

CAR STOLEN

My MKII Vitesse Convertible was stolen from outside my house, 14 Clevedon Terrace, Kingsdown, Bristol 6, on the night of July 31st/August 1st. The car is Signal Red (re-sprayed over the original colour of Gunmetal), it has a black hood and black upholstery. Reg. no. is MJE 254H, chassis no. HC 54400 HE. It has covered just over 110,000 miles, so the clock should read approx. 10,000. Please, please look out for her. Contact: David Matthews, tel: (0272) 732211, ext 2224 (daytime) or (0272) 422332 (home).

Parts to convert Vitesse 1600 to overdrive. Parts to alter Herald 13/60 Saloon to convertible. Doors suitable for re-skinning. Front crosstube. Inlet manifold for Vitesse 1600. Stromberg carburetors. Contact: Jane and Barry, tel: (Buckingham) 0280-816970.

Mint 13/60 bonnet. Contact: Kevin Atkinson, tel: 061 437 5776.

Fibreboard gearbox tunnel for Vitesse in good condition. Contact: P Higgins, tel: Salisbury (0722) 710351.

Metal skid rails from a Herald Estate floor panels and seat swab. Contact: Tom, tel: 01-452 2902 (evenings) NW2.

Repair operations Manual Spitfire MKIV: BL publication part no. 545254. Contact: Lawrence Shaw, tel: 021-475 1257.

Front bumper with overriders and brackets, pair of grilles, hood and frame, seats and mountings: All for MKI Spitfire. Contact: Alan MacDonald, tel: Rugby (0788) 815341.

MKIII Spitfire parts wanted: O/D prop, O/D mounting plate, O/D column switch and electrics, steel bonnet - rust free, BL Workshop Manual, O/S door - must be in good condition. Contact: Roy, tel: Bognor (0243) 821878.

Chassis and Log Book for 1963 or 1964 Vitesse Convertible. Condition unimportant. Also badges for boot lid. Contact: A Glenholmes, tel: Ahoghill (0266) 878226.

For Spitfire MKIII: O/D unit, diff unit, drivers door, heater motor, rear valance, 'Overdrive' boot badge, N/S parcel shelf, door trim (black), oil cooler kit, steering wheel boss from 'formula' type steering wheel. Contact: Keith, tel: 0272-602494.

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Triumph TR 1.3 kit now in advanced preparation for use with Club car major components. An exciting and wholly practical 2 + dog roadster which successfully blends 1950's Triumph styling with Herald/Spitfire based practicality and an orthodox fully jigged chassis and live rear axle. This car has been designed with the capability of being constructed with outright new currently available BL parts if necessary. 100% bolt-up construction of pre-finished GRP body panels, trim and instrument packs available. Send SAE now for advance details.

LETTER FROM TONY DEAN, SPORT SIX SPARES:-

A reply to Peter Holmes, Bushey Heath (August Courier)

At Sport Six we receive many enquiries concerning 5 speed gearboxes, overdrive gearboxes being particularly scarce. The TR7 5-speed gearbox does not fit into the Vitesse or GT6 without considerable modification. It is also expensive to buy second-hand or as an ex-warranty item. It is also a unit that does seem to have more than its share of problems and certainly not a gearbox for D.I.Y. repairs. The second point raised about a 5-speed cluster, there is to my knowledge no such item. The GT6 gear case is simply too small and a 5th gear would operate behind 1st gear, which would be outside the case.

To the final point, there is a gearbox which will convert comfortably using the standard bell housing and clutch. This is a conversion we have been working on for some time. It has already been successfully used in the Triumph 2.5 and has proved to be a very strong box and possibly the only long-lasting unit for tuned 2000 and 2500 cc, producing more than 175 bhp. The development is still continuing for Vitesse and GT6, the rear mounting propshaft flange and gear lever linkage to be overcome. We hope to be able to announce the fully sorted conversion before the end of the year.

The vehicle pictured below has been in our possession for some months and has aroused interest in all who have seen it. Having a Herald chassis and mechanics, it may be of interest, being a very early kit-car.

PLEASE SIR, CAN I JOIN?

I'm a 1962, 1200 Herald with drum brakes and Spitfire MKI carburetors but have you ever seen a body like mine? Can anyone identify me?

P.S. I would be very interested to hear from any reader/member with a similar car. There are supposed to be a few around.

**Sport Six Spares***Triumph Specialist*

New & Reconditioned Spares, Repairs - Service

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

1983 has been an important turning point for Sport Six. We have made some important purchases of almost unobtainable spares, especially in the line of transmissions. We are constantly having trouble keeping up with demand for units. Looking back over our records apart from sales abroad, on average 14% of club members are running on Sport Six gearboxes and diffs, assuming membership is at over 4,000. For a small firm, quite an achievement in just over 2 years almost as amazing as the Club's expansion.

As for prices, some increases but also some Special Club Offers:-

SPITFIRE MKI - III, Herald/1360: At last we can offer reconditioned gearboxes with virtually all new parts. Guaranteed quiet 1st gear, with new clusters and 1st gear selector. Special Club Price: £70 exchange.

Spitfire MKIV: Because of a recent purchase of warranty units, standard gearbox down to £80 exchange. Overdrive gearbox now £95 exchange.

Vitesse and GT6: We are unable to make reductions here but there will be no increase this year.

Diffs: 4.11 comp. spec. now available new crown wheel and pinion	£100
3.89 Vitesse, GT6 O/D Spitfire IV crown wheel and pinion	£125
3.63 Spitfire 1500 and conversions crown wheel and pinion	£125
3.27 GT6 non-O/D and conversions crown wheel and pinion	£150

All units are exchange and guaranteed 12 months synchromesh on gearboxes now has a 24 month guarantee.

For those members who have been waiting for news of the conversion brackets for telescopic shocks on Vitesse MKII, they are at last available at £26 per pair.

For members requiring welding, we can undertake any work which is carried out at our workshop, to a very high standard.

Sport Six have been working on improvements to the Lucas injection system in particular to the manifold and throttle linkage. This has proved to be more precise and reliable than the original set-up. We can convert any six to injection and we find it more economical and less troublesome than Webbers.

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JEFF BAKER, **CLUB SPARES**

By the time you read this, the last main event of the year - Stoneleigh - will be over and I can start to relax a bit. This will mean that when members 'phone, I might be there to talk to them! Don't forget that you can write to me (enclosing an S.A.E.) with any queries. Any goods I show for sale in the Club Spares advertisements will include VAT in the selling price and I will always try and put the postage charge alongside.

This Month's Offers:

1300cc Head Gaskets	£1.50 + £1 P/P
Disc Pads to fit early Herald, Spit. & Vitesse 6	£3.00 per set + £1.50 P/P
Front Drum Brake Shoes to fit Herald	£2.50 per set + £1.50 P/P
Valves to fit Spit. MKI/II Inlet Exhaust	£1.00 each + 25p P/P (each)
Valves to fit Vitesse Inlet Exhaust	£1.00 each + 25p P/P (each)
Flexible Brake Hoses to drum brake Herald front	
Spit. MKI - MKIV + Herald rear, all Vitesse and GT6 rear	£2.50 each + £1 P/P (£1.50 P/P per pair)
Tool Kit Bags in RED	30p each + A4 size env. P/P stamped 16p or 12½p
Bonnet Springs to fit Herald/Vitesse	£1.00 pair + £1 P/P

Plus all panels as listed in previous Couriers. As there are a lot of new members, I intend to repeat the panel prices in the next few issues.



SPARES CATALOGUE

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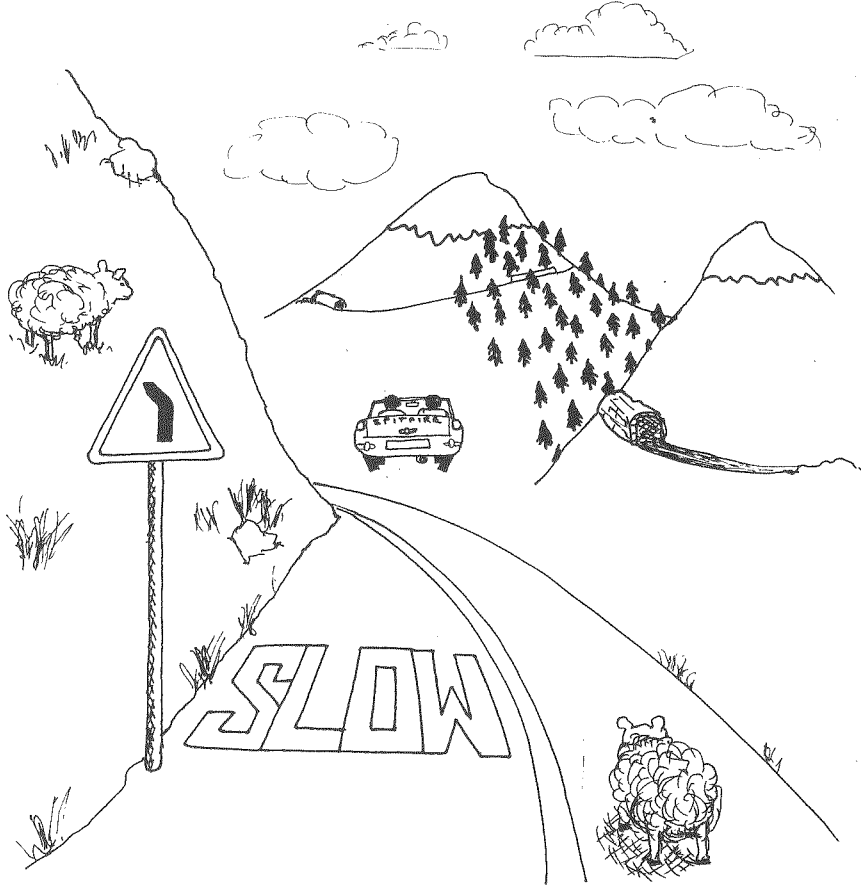
Win a fully restored, 10-year-old MGB GT V8 in our October issue, out on 8 Sept. We'll also give you a free windscreen sticker, a supplement on the MG Owners' Club, a preview of the Beaulieu Autojumble and a review of the last decade of the classic car scene. Celebrate our 10th anniversary with us. Only 95p from your newsagent.

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 ... I DIDN'T FEEL A THING!



GKM

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	TRUMPINGTON CAMBRIDGE	MEETING DAY
ANGLIA	Barry Newitt	0223-841407	Coach & Horses	HEATH VILLAGE	1st Thursday
AVON	James Sturgeon	027 588-4651	Various	TOTNES	1st Mon/3rd Wed
CORNWALL	Richard Cunningham	0872-79849	White Horse Inn	COOKHAM HEATH NR MAIDENHEAD	Last Friday
COTSWOLD	Sue Ind	0285-61037	Elm Tree	LITTLE BURSTEAD	3rd Tuesday
DERBYSHIRE	K. Singleton/K. Green	0246-68941	Dartmouth Inn	NR BIRDCLIP	1st Wednesday
DEVON	Stan Walters	0752-700555	Uncle Toms Cabin	Golden Hart	Last Sunday
EAST BERKS	John Reed	0628-33365	Dukes Head	PIRBRIGHT	2nd Sunday
EAST SUSSEX	Barry Thurgood	0279-812875	Royal Oak	BISHOPS FROME	2nd Wednesday
GLoucester	Richard Flower	0242-510145	Green Dragon	OFFLEY	1st Wednesday
HANTS & SURREY	Tony Beale	04862-68338	The Red Lion	NEWGATE VILLAGE	1st Monday
HEREFORDSHIRE	Jim Rickards		Coach & Horses	DETLING	Last Monday
HERTS NORTH	Bek Warren	0442-215024	Cock House Inn	WESTERHAM	2nd Monday
HERTS SOUTH	Jeremy Hurst	0322-21056	The Grasshopper	ARNESBY	3rd Tuesday
KENT	Martin Radford		The Bull's Head	HALEBARNES	Last Thursday
KENT WEST	Lynnda Lee		The Bulls Head	LOUGHTON	3rd Thursday
LEICESTER	Ian McKeggie	0858-63934	The Fountain	HETHERSETT	3rd Wed/1st Sun
MANCHESTER	Andrew Head	061-427-1378	Kings Head	SHIREMOOR	2nd Monday
MANCHESTER	Geoff King	0908-315025	The Holystone	CHINGFORD	1st Monday
MILTON KEYNES	Phil Hudson	0953-60488	Old Hall Tavern	STONE	Various
NORFOLK	Tony Lambert	0632-562577	Pig & Chicken	TEMPLEWICK	3rd Thursday
NORTH EAST	Steve Willis	0707-51769	Redgate Lodge	CASTLE DONNINGTON	1st Saturday
NORTH LONDON	Don Halliday	0889-881566	The Grapes	YARNTON	2nd Wednesday
NORTH MIDLANDS	Andy Scorgie	0265-822826	Fox & Hounds	KIRKHAM	2nd Monday
NORTHERN IRELAND	Geoff Fletcher	060-76 66147	Greyfisher	CLAYCOTON	2nd Monday
NOTTINGHAM	John Cudmore	099-389-555	Beech Tree Inn	SALISBURY	1st Thursday
OXFORD	Andrew Deacon	0995-70514	Post House	DUMGOYNE	2nd Wednesday
RIBBLE AREA	Andy Jones	0203-452541	Lerwick Hotel	EDINBURGH	1st Monday
RUGBY	Nigel Davies	0908-23517	The Rising Sun	KNAPP	1st Sunday
SALISBURY	Hugh Waddell	041-427 4340	The Good Intent	HORNDEAN	Last Thursday
SCOTLAND	Nigel Waddell	031-334-0148	The Five Bells	CHABLEY	1st Tuesday
SCOTLAND	Kenneth Archibald	0383-823980	The Winning Post	WHITTON	3rd Sunday
SCOTLAND	Michael Thomas	0985-02-286	The Fox	KELHAM	Alternate Thurs
SOUTH EAST	Nick Bradbury	0278-682698	Castle Mynach Pub	LLANTRISANT	1st Thursday
SOMERSET	Tony Farby	0329-232605	The Skittlers	BROADSTONE	2nd Wednesday
SOUTHERN	Leon Guyot	01-947 7859	Coach & Horses	HARVINGTON	1st week of month
SUSSEX	Mike Costigan	0636-814050	The Lumley Arms	MALTBY	2nd Thursday
THAMES	Mike Stewart	0270-625322	White Bear	NORWOOD GREEN	2nd Thursday
TRENT	Tim Davies	0202-602152			1st Wednesday
WALES NORTH	Kevin Minns	021-353 9961			1st Tuesday
WALES SOUTH	Tony & Janis Spicer	0386-6547			
WEST MIDLANDS	Trevor Brotherton	0302-743579			
WORCESTER	Chris Stabler	075-92 4367			
YORKSHIRE SOUTH	John Genders	0484-844682			
YORKSHIRE NORTH	Nigel Weedon				
YORKSHIRE WEST					