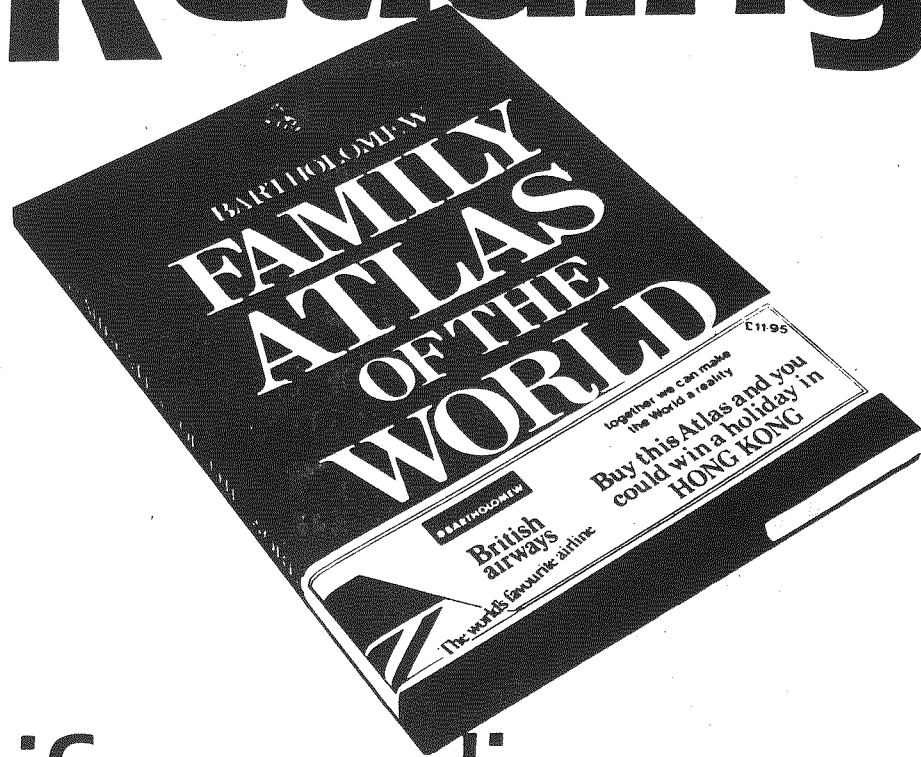
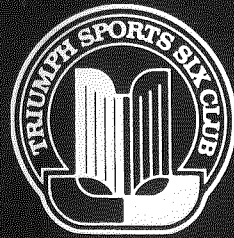


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if you live on
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THE COURIER

the monthly news publication of the
Triumph Sports Six Club **FEBRUARY 1984 No. 44**
LARGEST TRIUMPH CLUB IN THE WORLD



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

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<u>COMPETITION SECRETARY</u>	<u>FORWARD PLANNING COMMITTEE</u>		
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EDITORIAL

1984 looks as if it is going to be an informative and entertainment packed year. After producing this Courier, probably the most diverse yet, it can be seen that there are many tempting things lined up. Firstly, the complete Calendar of Events, including the Competition Diary: each year sees an expansion of the Calendar, so please be sure to note the dates down and give your support, where possible. Attending events raises enthusiasm and rewards our hard working Club Officials.

In this issue we have the results of the Membership Survey and some interesting details resulting from the 1983 Recruitment Competition. In addition to this, we have the usual Technical Help from Eddie Evans and an extra, in depth technical feature on drum brakes.

The Minutes from the Annual General Meeting are included as an insert booklet, conveying the Meeting in accurate detail, showing the Club's creditability and achievements - a feature I have never experienced with any other car club publication. It is very apparent that the strong combination of enthusiasm and responsibility shown in the TSSC add up to value for money for the Membership. The TSSC has much to be proud of and long may this continue!

Mixed reactions with regard to the Ladies Page have filtered through to me and taking these into consideration, I would like to make a couple of points clear: the idea is not sexist, it is purely to give encouragement to some ladies who might feel left out a little. Hopefully, this will provide a platform for them to voice their own opinions. It is not easy but we are trying to cater for the whole of the Membership.

Lastly, this is the final Self Help Scheme up-date for the 1983/84 edition. All information received from Geoff and Julie from now on will be published in a new booklet in October 1984/85. This will also contain many spares orientated companies which are located in the vicinity of those members contributing to the Scheme.

JOHN KIPPING'S - THE ENTHUSIASTS CENTRE

Rear Half Shaft Assemblies (less Brakes) for Herald, Vitesse 6 and 2L MK1, GT6 MK1, Spitfire to 1973 New Halfshaft used, Exchange Price £45/side (state model/side when ordering)	Postage £4.00
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Rear Half Shaft Assemblies for Spitfires from 1973 (chassis no. FH 50,0001 on) Exchange Price £45/side	£4.00
---	-------

Front lower wishbones - all models, £8/side	£1.70
---	-------

Brake Calipers - all 2L models £50/pair	£4.00
---	-------

Brake Discs - all 2L models £26/pair	£4.00
--------------------------------------	-------

Front Vertical Links - all Vitesse/GT6 £25/side	£1.70
---	-------

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INTRO

Believe it or not, I am writing this on New Years Eve, although you will not read it till February 1st. Consequently Christmas and festivities are still very much in my mind.

I am greatly excited about our prospects for 1984, as I am sure you are too. Now is the time to start preparing those cars for the early Spring Concours. That's right, off your backside and into the garage!

For those of you who have resisted the temptation to stay in your armchair, I must say how delighted I was to learn that nearly one quarter of our membership is female. If we were to add in all the Associate Members (wives, girlfriends etc.) then there must be a strong chance that we men are in a minority!

With this in mind, I am sure that the Triumph Sports Six Club social events will continue to be the best on offer in the motoring world.

Well done Val (McKeggie) getting the Ladies Page started. This is obviously a must for future copies.

Christmas Presents

One of my presents this year was a copy of Graham Robson's book titled 'An Illustrated History of Rallying'. I am finding this book most interesting and informative but even those of you who do not follow the sport will be interested to know that there are some nice Triumph photos, which include:-

Tiny Lewis's Herald Coupe
Work Triumph Spitfires
Works TR's, 2000's/2.5's and a nice shot of Brian Culceth's Sprint.

A nice addition to ones Motoring Library.

TURNING CIRCLE

You will have noticed from the last Courier that the Editorial team intend to publish the next Turning Circle in the Spring. The theme is to be Club Specials which I am sure we will all find interesting. Please do not hesitate to write an article if you have any knowledge on this subject, as I know Bill and Jo will be delighted with any contributions.

As it is New Years Eve, let me wish you all a happy and successful New Year.

JOHN M GRIFFITHS
PRESIDENT

TRIUMPH CARE KINGSTON

Triumph Care is an up and coming Company, run by TSSC members, offering good quality, second hand parts and service at a reasonable price. Also offering reconditioned diffs and gearboxes and Vitesse front brake conversions for 1200/13/60 Heralds and Spitfires. Original front floor pan available and all panels and trim for your winter re-build. 90 day guarantee on all parts and labour. Cars bought and sold and crash/breakdown recovery (24 hours). Ring Triumph Care on 549 9305 and ask for Tony, Simon or Fiona.

NEWS REVIEW

SPITFIRES UK - PARTS DISCOUNT CLUB

Dear Members,

As most of you know, I give discount of up to 10% to all T.S.S.C. members and will continue to do so. I have formed a Spitfires (U.K.) Parts Discount Club (1 years membership £5) to entitle members to an even greater discount (up to 20% in some cases).

You will find an application form in this issue of The Courier, should you wish to join. Payment by cheque, postal order, Access or Visa. Any further information you require can be obtained by 'phoning 0533-738587 between 9.00am and 6.00pm, Monday to Friday, 9.00am - 4.00pm Saturday, or write to the address on the application form.

TONY BAIRD

JDX 884 THE CLUB'S OLDEST HERALD

The Council of Management would like to see JDX 884 on show at major Club events.

The car is garaged in Cambridge and can be booked, by writing to Dennis Watson or Barry Newitt (see address below) S.A.E. please.

There will be a charge made of 10p per mile to cover running costs; please work out the mileage the car will cover from Cambridge to your event and back again.

Send cheque with your booking, payable to the T.S.S.C. and we will then arrange for the car to be delivered to your event by an Anglia Section member.

Address to be sent to:

Mr D Watson
254 The Broadway
Yaxley
PETERBOROUGH
PE7 3NR

Mr B Newitt
89 Shelford Road
Trumpington
CAMBRIDGE
CB2 2NB



6

We have recently received the following information from John Hill's.

TRIUMPH SPARES:

We thought that your members may be interested to read that we have just rescued another range of useful MKIII GT6 spares. Apparently the original vehicle was involved in extensive roll-over damage. The gentleman in question had painstakingly sawn off the roof and converted the car, using a MK4 Spitfire hardtop.

Regrettably, this gentleman has run out of finances and has been unable to complete the project. There is no interior trim and when on converts a roll-over damaged GT6 to a soft top, there are many important parts also required and this gentleman has been unable to get hold of them.

We have, therefore, the following on offer:-

- MKIII GT6 bonnet, almost new.
- Brand new chassis.
- A whole range of suspension, front and rear, overhauled.
- An excellent GT6 engine, gearbox and diff.
- One MK4 steel hardtop but less all glass and headlining.
- New MK4 Spitfire bootlid.
- GT6 brand new exhaust system.
- Late wheels.
- GT6 bodyshell cut down to look like a MK4 Spitfire bodyshell.

Obviously, this gentleman has spent a lot of money restoring the bodyshell and many of the parts supplied with the car are either new or in very good condition.

We trust that your members will approve of us dismantling this vehicle for spares and, frankly, we feel that it is a better proposition than endeavouring to restore the vehicle to serviceable Convertible GT6.

John Hill's Limited
Arthur Street
Redditch
Worcs. B98 8JY
Tel: Redditch 20880

Also we have recently purchased a Bond Equipe GT4S for spares but feel it is too good to break. We would like to see the vehicle returned to somebody who is in a position to restore and use the car, which incidentally has no MOT or tax. Failing that, somebody who has damaged their existing Bond and wishes to reclaim parts from the above car. For further details, please give us a call.

A note for your diary:-

STANDARD TRIUMPH INTERNATIONAL RALLY IX

To be held on Sunday 2nd September, 1984 at Broughton Castle, Banbury, Oxfordshire.

NATIONAL STANDARD RALLY - TREDEGAR HOUSE AND COUNTRY PARK,

NEWPORT, GWENT - JULY 7-8th 1984

Make a note in your diaries now for the BIG ONE - our National Rally, which is going to the Principality for the first time. Plans are afoot to make this rally the best yet - it is a superb location with all facilities and amenities - it is easy to get to; just a few minutes from the M4 Motorway - good camping for tents, caravans and motor caravans - plenty for the kids to do - scenic tour on the Saturday - binge on the Saturday night - plus all the usual SMC ingredients and a lot of surprises as well. Remember, July 7-8th, 1984 - in Wales. You know what they say about a welcome!

FOWARD PLANNING COMMITTEE

Well folks, this is what you have been waiting for - the results of the Membership Survey. Having been totally underwhelmed by the response from you, the Members. 406 Members replied out of a potential 4,600!! One can only assume that the vast majority of the Members are satisfied with the way the Club is run, either that or apathy rules supreme.

MEMBERSHIP SURVEY FIGURES

CLUB CARS/CARS:

Members owning one Club car	290
Members owning two Club cars	80
Members owning more than two Club cars	36
Members with other vehicles	210

HOW OFTEN DO YOU GO TO AREA MEETINGS:

Never:	177	Rarely:	66	Monthly:	128
More than once a month:	38				

NON ATTENDANCE REASONS:

Too far:	46	No Area:	15	No time:	83
No reason:	38				

HOW DID YOU HEAR OF THE CLUB?

Windscreen leaflet:	74	Advert:	225	Another member:	99
Other:	8				

DO YOU GO TO NATIONAL EVENTS?

Yes:	173	No:	232
------	-----	-----	-----

HOW MANY DID YOU ATTEND IN 1982?

None:	252	One:	60	Two:	48	Three:	25	More:	21
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OTHER CLUBS:

Yes:	100	No:	306
------	-----	-----	-----

WOULD YOU LIKE TO SEE MORE:

National events:	Yes:	153	No:	116	Non-committal:	137
Area events:		231		64		111
Gymkanas (Autotests):		146		121		139
Concours:		116		136		154
Sprints:		110		145		151
Hillclimbs:		120		138		148
Joint events with other Car Clubs:		243		48		115

IN THE COURIER SHOULD THERE BE MORE:

Technical articles:	Yes:	331	No:	37	Non-committal:	38
Area News:		130		207		69
Register news:		233		99		74
Members letters:		253		89		64
Competition news:		123		201		82

WOULD YOU BE INTERESTED IN A SEPARATE REGISTER REGALIA:

Yes: 245 No: 161

DO YOU BUY SPARES FROM THE CLUB?

Yes: 214 No: 192

IF YES, HOW REGULARLY?

Regularly: 39 Occasionally: 99 Rarely: 62

EVENT SUGGESTIONS:

Local Sunday runs	1
Own race meetings	2
Long distance convoy holidays	9
Visits to museums	3
Workshops/talks	8
Swapmeets for spares - Autojumbles	10
Fun events	3
Inter-Area meetings	12
Combined with steam rally, air display etc.	2
Bond rally	1
More social activities	4
More working cars in Concours	1
MPG run	1
More like Anglia Area	1
Sprint or hillclimb S. Wales, Somerset, Avon areas	1
Production car trials	1
Skid pans	1
Factory visits	1

OTHER ARTICLES:

More on GT6 Register	5
One equipment used	3
Colour photos	6
Quiz, cartoon strip	2
Interchangability of parts	12
Concours/Club outings	1
List of good garages/suppliers	20
More on complete rebuilds	24
Crosswords	2
Series of charts re: problems encountered, symptoms, faults, remedies	16
History of manufacture of Club cars	12
Bolt-on bits	1
Removal and replacement of panels	6
DIY ideas on brazing, welding	1
ID codes	1
Features on Members cars	4
Do not limit Area News to events - a lot of people like to read about other people and matters of interest	29
Photos	13
Testing of tuning equipment/availability of same	6
Reports of Committee decisions that effect TSSC policy	1
Index of Courier articles	5

Female page	2
Better researched technical articles	5
More on Specials	2
Overdrive conversion	1
Members experiences	1

CLUB IMPROVEMENTS:

Stop knocking other makes	5
More spares and extras for sale	10
Separate printed spares list	23
Professional staff	4
Reduce subs	4
More liaison between Areas, help to start new Areas	2
Hire out specialist tools	5
Local Area Newsletters	11
More classes in Concours	2
Discounts for Traders	7
Club to become main supplier for service/parts	3
Area lists for cheap repairs	3
Spread National Events out	12
Publish Membership lists	9
Drop Specials	7
Self Help Scheme	5
Club Yearbook	2

OTHER COMMENTS:

Keep up the good work	129
Directory of firms offering discount	11
Encourage AO's to welcome new members	6
A method of spares distribution	3
Adverts on television	3
More events not in the Midlands	4
No charge for adverts in The Courier	43
Separate registers do more on their own	4
More contact from National Committee	6
No more ads for 'rip off merchants'	13
Contact AA/RAC re discount on cars over 10 years old for foreign insurance	2
Reprints of Parts Manuals	10
Make Bill & Jo, Chris & Trudi Hon members	5
Establish museum for Triumph cars	
More support to overseas to promote new members	1

All of the useful and some not so useful comments/suggestions have been noted by the Committee. The Forward Planning Committee will then take any action if and when required.

I wish to thank the members who took the time and effort to reply.

BRIAN WATERS

10 RECRUITMENT COMPETITION

1983

As a follow-up to the 1983 competition, I thought members might be interested in a few facts and figures. Below is a table showing the numbers and models of cars brought into the Club:-

Car	Owned by males	Owned by females	Unknown	TOTAL
Spitfire 4	1	-		1
Spitfire II	7	2		9
Spitfire III	25	2	1	28
Spitfire IV	43	11		54
Spitfire 1500	39	12		51
GT6 I	6			6
GT6 II	11	3	2	16
GT6 III	35	7		42
Vitesse 6	10	4	3	17
Vitesse I	12	1		13
Vitesse II	31	4		35
Herald	82	34		116
Bonds	7	1		8
Specials	4			4
Totals	313	81	6	400

Plus a Dolomite 1500 (don't ask!)

	Totals	Percentage
Spitfires	143	36
GT6's	64	16
Vitesse's	65	16
Heralds	116	29
Bond	8	2
Specials	4	1

Of the total, 20% ladies, so I was very pleased to see in last month's Courier that Val McKeggie is starting a Ladies Page. I don't know if this percentage runs throughout the TSSC but if it does, we should certainly be trying harder to reflect their views and keep them involved - so good luck, Val and please support her!

11 CLUB EVENTS '84

By Jonty Wild

You will have probably noticed several gentle reminders in recent issues to send details of proposed National, International events and shows to me. I am very pleased to say that many organisers appear to be getting into the habit of sending me these details at the earliest possible stage. The result is that a calendar of events has been published in this issue. This is the earliest we have ever been able to do this. However, I am sure that there are many events being planned which, as yet, I have not heard about. If you are one of those event organisers, please contact me immediately, even if you only have a provisional date. Similarly those who are organising one of the events appearing in the 'provisional' section, please contact me regarding dates and to confirm whether or not the event is still going to take place.

It is very important to supply event information as early as possible. This enables me to supply both the magazine and Ian McKeggie (Public Relations Officer) with this information, which in turn helps to avoid date clashes with other events, both National and Local and help Ian to do his job of getting as much publicity as possible for the TSSC.

I should point out that the Calendar dates are given on a first come, first served basis and only under exceptional circumstances is Club backing given to more than one event on any particular date. If you want clarification of this, contact me.

EVENT CO-ORDINATOR:

For the benefit of new members and new organisers of events, I will briefly outline what this job covers: Firstly, it is my job to avoid clashes of event dates where possible and to provide a Calendar of Events for the members and the PRO as early as possible. I also have to inform the Committee of all events taking place under the TSSC name. One further item appears under this job - **EVENT FINANCE** - The TSSC policy is as follows: All finance required for National and International events and shows must be brought to the attention of the Committee and the Club Treasurer via me. Yes, that is ALL National/International events and shows.

Up to a certain amount of money, I can give the go-ahead immediately, above that I have to seek Committee approval. Wherever possible, events should be self financing; however, money can and will be provided prior to the event to assist in purchasing, deposits etc., to be returned after the event. Some events, particularly shows, cannot be self-financing and money for these should be obtained via me.

So in summing up, if you are organising an event which doesn't appear as confirmed in the Calendar, require finance or any information about events, contact me (address on inside front cover). Also, don't forget that I am also the Club Equipment Secretary, so contact me with your requirements for banners etc. (more details in the next Courier).

THIS WAY



CLUB CALENDAR 1984

Events and Shows with dates and TSSC participation confirmed. (TSSC) indicates that the event is organised by the TSSC. NEO indicates an event organised by the National Events Organisers - contact details on front cover. TBA indicates that the event is to be announced.

If any details are wrong or missing, please contact me IMMEDIATELY.

APRIL

Sat. 14/Sun. 15 - SEM '84 - South of England Meet (TSSC) - Chessington Zoo, Chessington - Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ.

MAY

Sat. 19 - 7th National Concours (TSSC) MOTEC, High Erroll, nr. Telford, Shropshire - NEO.

JUNE

Sat. 16/Sun. 17 - West Midlands Fun Weekend (TSSC), place TBA, contact NEO.

Sat. 16/Sun. 17 (International Event) (TSSC) Le Mans 24 hours, Le Mans, France - Dave Bayliss, 54 Southwood Avenue, Knaphill, Woking, Surrey.

JUNE/JULY

Fri. 29 - Sun. 1 - South Wales National Meeting (TSSC), Tredegan House, Newport, Gwent - Tim Davies, 9 Tegfan, Maesyfelin, Pontycin, Mid. Glam. CF7 9BP.

JULY

Sat. 7 - Birthday Barbecue (TSSC), Whittlesford - Barry Newitt, 89 Shelford Road, Trumpinton, Cambs.

AUGUST

Sat. 4 - Leicester National Event (TSSC), Stanford Hall, nr. Lutterworth - Sheila Copeland, Buckminster Lodge, 42 Buckminster Road, Leicester LE3 9AS.

Sat. 25 - Mon. 27 - Town & Country Festival, Royal Showground, Stoneleigh, Kenilworth, Warks. NEO.

SEPTEMBER

Sun. 2 - STIR IX, Standard Triumph International Rally, Broughton Castle, Banbury, Oxfordshire - John Cudmore, 'Up Country', High Street, Stonesfield, Oxford OX7 2PU.

The next events are all PROVISIONAL with either dates or information unconfirmed - organisers please contact me as soon as possible with confirmation, cancellation or missing information. Unless I hear from you soon, these events will be dropped from future Calendar prints.

APRIL

Sat. 7 - Test Day, Castle Coombe, nr. junction 18 on M4 - Clive Speeks, Tetbury 52347.

JULY

Sat. 14 - Sun. 15 - Pottersbury Foundation Festival of Transport, Pottersbury - Geoff King, Julie Westaway, 19 Herdman Close, Greenleys, Milton Keynes.

Sat. 14 - Sun. 15 - West Midlands Two Day Event, place TBA, NEO.

AUGUST

Milton Keynes Summer Meeting TBA

The next events are those which the TSSC have been invited to but, as yet, we have not official participation. If any member or Area would like to take on one of these, please contact me as soon as possible (Jonty Wild - details on front cover).

APRIL

Sun. 22 - Mon. 23 - Truckfest '84, Spalding, Lincs.

Sat. 28 - Sun. 29 - National Kit Car Weekend, Royal Showground, Kenilworth, Warks.

MAY

Sat 5 - Sun 7 - The National Classic Motor Show, NEC Birmingham.

Sat. 12 - Sun. 13 - TR Sprint, Goodwood.

JUNE

Fri. 22 - Sun. 25 - British Sports Car Days, Luxemborg.

Sun. 24 - Bromley Pageant of Motoring - would the person who 'phoned me concerning this event, please contact me again - thanks.

JULY

Sun. 1 - Classic Car Day, run by the Scottish Preservation Society Bo'nness on the Firth of Forth, Scotland.

AUGUST/SEPTEMBER

Thurs. 30 - sun 2 - International Spitfire Weekend, Arcen, Holland.

SEPTEMBER

Sat. 29 - Sun. 30 - 75 years Motoring Milestone Pageant, East of England Showground, Peterborough.

We also have been invited to organise an event on the Isle of Man, Car Ferry, 3 nights B&B, casino and disco - all for £59.00 per head. Anybody interested in undertaking to organise an event for this or possibly next year?

The following events come under the umbrella of our Competition Secretary, Kevin Ginger - for further information, contact him. His address is inside the front cover.

First, the modified sports car racing, these are not TSSC Championship events but Club members are due to be taking part - all are sprints.

May	Sun. 13	Snetterton	Aug.	Sun. 12	Snetterton
	Sun. 27	Mallory Park		Sun. 19	Lydden Hill
June	Sat. 2	Brands Hatch	Sept.	Sun. 9	Donington Park
	Sun. 10	Lydden Hill		Sun. 15	Castle Coombe
	Sun. 24	Mallory Park		Sun. 23	Mallory Park
July	Sat. 14	Cadwell Park	Oct.	Sun. 28	Snetterton

Next TSSC Hillclimb/Sprint Championship:

Mar.	Sun. 25	North Weald	Sept.	Sun. 2	Goodwood
Apr.	Sun. 22	Goodwood		Sun. 16	North Weald
May	Sat. 12	Lydden Hill	Oct.	Sun 21	North Weald

In addition there is a Test Day at Snetterton on Friday 24th of February for which Competition Licenses will be required.

WHAT'S ON NEXT

THAMES AREA PRESENTS

S.E.M. 1984

including 25TH ANNIVERSARY of the Herald Chassis

The 1984 South of England Meet will take place on Saturday 14th and Sunday 15th April, 1984, at Chessington Zoo, Chessington, Surrey (on the A243 Surbiton to Leatherhead, just off the main A3 Kingston bypass).

Events Include:	Concours d'elegance	More trophies than ever before.
	Gymkahana	Your chance to beat the Champions.
	Trade stands	Those long-awaited spares are here
	Autojumble	Something for everyone.
	Zoo	Reduced admission.
	Evening disco and bar	Dance to West Londons top D.J.
	Camping	£4 for the first night, £2 for subsequent nights.
	Country drive	See the beauty of Surrey.

If you want to put up a Trade Stand or enter the Autojumble, contact the Committee with details now!!!

For advanced tickets, only £2 per car, including any number of occupants and for camping details, contact: **Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ** as soon as possible.

This is your event, for your enjoyment. Come and have a ball!

This is gonna be the best South of England Meet so far.

Please not Mike Crewes new address.

LADIES PAGE

Val McKeggie

Well, here we go with the second Ladies Page.

Many thanks to Sandra for your letter. Your comments on the John Hill Calender were very interesting. I have had a word with the Editor of the magazine on this and we were surprised not to have had more. Comments were expected from both sexes. It was interesting to read that although the GT6 is yours and you are a Club member, your husband awaits with eager anticipation, the delivery of your Courier, although he is a member of the Lotus and BMW clubs - praise indeed.

It may interest you to know that at the Classic Car Show in Brighton recently, The Courier was voted as the second best club magazine in the UK.

With the Summer looming on the horizon, now is the time to say what you would like to see. So, come on, let's have your comments now.

WHO'S THE BEST FOR PARTS AND SERVICE ?

I'm sure we are all grateful for the interest and service given to us by the many specialist firms, which have sprouted since the Club's inception and, of course, to the many that were on the scene before us. But as might be expected, complaints do come in from time to time from members who feel they have had a bad deal from the trade and a recent and particularly bad case has prompted discussion at the last Council of Management Meeting.

The result is that a list will appear in future Couriers, showing the firms which have given most satisfaction, taking into account any or all of the following: Workmanship, quality of parts, quality of service. Information to compile the list will come from yourselves as members and customers, so it is important to write to me with straightforward details and comments and **please quote membership number**. Letters of praise or condemnation are equally important.

To get things off the ground I have listed some of the better known firms and I would like to receive details of your experiences with any of these. This particular list, by the way, is in alphabetical order and does not necessarily reflect merit or otherwise.

1. Ace Auto Centre
2. A.C.S. Classics
3. British Sports Car Centre
4. D. J. Sports Cars
5. G. T. Transmissions
6. John Kipping's
7. Spitfires (UK)
8. Sports Six Spares
9. Stephen Poole Limited
10. Triumph Warehouse/John Hill's

I do, of course, need to hear about any other firms and, in particular, British Leyland agents.

By the way, I have taken this idea from the Reliant Sabre and Scimitar Owners Club magazine, "Slice", which features a top ten list of dealers and also mentions two or three at the bottom of the list. From personal experience of their dealers I can confirm that their list provided an accurate picture.

So, please write to me as soon as possible, so that a list can appear in the next edition of The Courier.

EDDIE EVANS
TECHNICAL SECRETARY

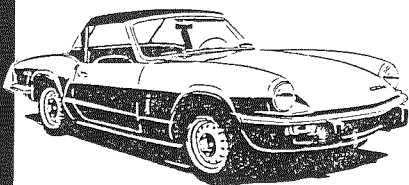
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TECHNICAL HELP

17

EDDIE EVANS

GT SIZZLE

Q. I have recently bought a GT6 MK111 with overdrive and I am thoroughly pleased with it. The engine is sound and the gearbox is new. However, at 3,500 revs, the gearbox begins to 'sizzle'. I have been told that I need to replace the gear lever bush to cure this: Having consulted my manual, I discover that there are several bushes. Which one needs replacing and can this be done without too much difficulty with the gearbox in situ?

In addition to this aggravating but not serious fault, I find that at road speeds between 68 and 74 mph the whole car shakes quite badly. I cannot work out where this vibration originates. Is this a common fault on GT6's and if so, can you indicate a cause and a remedy please. There doesn't appear to be any looseness in the steering rack and the tracking is correct.

A. The gearbox 'sizzle' is caused by worn nylon bushes on the lever mechanism and can be rectified with everything in situ.

Remove the gear lever gaiter to expose the gear change cover, which is removed by pressing down and turning. The spring and associated bushes can then be lifted off after unscrewing the lever knob. The lever is located by a nut and bolt, to the remote control shaft under the extension casting. Remove this with its nylon bushes and withdraw the lever. It's as well to renew all the nylon bushes as any or all can cause vibration and they're relatively cheap. BL still supply a kit of all the bushes and springs.

Your vibration problem is almost certainly caused by an out-of-balance propshaft, which is a common fault on GT6's and Vitesses. The procedure for balancing appeared in the March 1983 issue of The Courier and is as follows:-

1. Jack up the rear of the car and fit axle stands under the shock absorber lower mounting points to give a laden condition to the rear suspension.
2. Remove both rear wheels and brake drums.
3. Fit one jubilee clip approx. 2" from the submerged weld at the axle end of the propshaft. With the engine running, obtain the best condition of balance by rotating the clip in stages, switching off the engine to re-position the clip each time. (This condition will obviously be worse than the original condition, i.e. prior to the clip being added). Forty to fifty on the speedometer is the general speed to concentrate on and this can be temporarily set on the idling screw of the carburettor.
4. Mark the position of the jubilee clip **SCREW** on the propshaft, then rotate the clip until the screw is at 90° from the mark.
5. Fit a second jubilee clip adjacent to the first, i.e. the two screws of the clips are now opposite.
6. Rotate both clips by equal amounts to bring both screws towards the mark made on the propellor shaft in step 4. This should be done in stages, running the engine in top gear after each movement of the clips, until a better balance is achieved.
7. If necessary, the front end of the shaft may be balanced in a similar way.
8. When running the engine to check balancing, ensure the engine does not run long enough to cause over-heating.

9. Ensure the car is rigidly supported when working underneath and securely chock the front wheels, just in case.

The above method is very exacting and requires considerable patience.

During the final positioning of the clips, the slightest movement of one or both is sufficient to bring the shaft into perfect balance, compared to leaving it in an unsatisfactory condition.

Although production propellor shafts are manufactured to a fine degree of balance, this method has the advantage of bringing the two mating flanges, with their slight inconsistencies at the end of the shaft, into a completely balanced assembly.

Universal joints, wheel bearings, etc., should, of course, be in good order when tackling this job.

400,000 MILE OVERHAUL

Q. Further to my recent letters, 5th November and 9th December 1982, in respect of the gearbox on my car, I thank you very much for the information you gave me. Your remarks and advice were very much appreciated.

I am now writing to you again in the hope that you can once more help me.

My original engine has done something like 400,000 miles since the car was new (one owner, me); although I did fit new bearings to both mains and cranks and also new piston rings at about 250,000 miles. My oil pressure is still about 50 p.s.i. when hot at 60 mph plus. Do you think I should now strip down and fit new bearings, timing chain etc.?

I have a fairly good 2000 Triumph engine, no MB 24875 HE, head no. 515 440. I don't know what year it is; maybe you have some records which could indicate this but could you advise what parts of this engine would fit my own original engine, i.e. camshaft, cylinder head, crankshaft etc., as I thought I could measure these up and fit any which are less worn than my own.

Finally, two more points: When I start up from cold I now get a pronounced squeal, which seems to come from the distributor area. This goes off after a couple of miles, or as soon as the revs increase from idle - anything known?

What compression reading should I expect from my original 9.25:1 compression ratio engine?

A. This must be a Triumph Sports Six Club record for the highest mileage from one engine! Despite covered 150,000 miles on your present main and big-end bearings, the oil pressure at 50 p.s.i. hot, suggests they are still in good order (my own Vitesse runs at 40 p.s.i. hot and I'm not worrying yet).

The timing chain and possibly the sprockets could be due for renewal, especially if there is a lot of noise from this area. You can check by inspection with the timing cover removed and sprockets should be renewed if there is any sign of tooth distortion (hooking). Test the chain for strength by laying a straight edge on it, between the two sprockets. If the chain can be pulled inwards more than 6 mm from the straight edge, it needs replacement. Of course, if the teeth are deformed, the chain will be stretched anyway.

At this sort of mileage, it could be worthwhile inspecting the camshaft and it's bearings and the rocker shaft and rockers are certain to be worn.

The engine number of your Triumph 2000 unit does not tie in with my information but is probably the early engine, in which case everything below the head can be

used except the back plate and camshaft. The head and camshaft will fit but will produce a different state of tune and, on some units, the head water channels are not compatible.

I'm unable to pinpoint the cause of squeal on start-up from the distributor area; the only component suspect in this area would be a dynamo bearing. The symptoms are more like those of a slipping fan belt or possibly a worn water pump bearing. If the fan belt tension is correct, try starting up with the fan belt removed - if the squeal has gone, then it's probably the water pump.

SPARTANS

Q. I have a two-seater Spartan, which is based on the MK11 2-litre chassis and mechanicals, which I should add are in A1 condition. But, as the body has become a bit tatty, I have decided to invest in an expensive re-spray. Before doing this though, I wondered if the Spartan 2 + 2 body can be fitted to my existing rolling chassis. If not, can you advise any other four-seater kit could I use?

A. No, you can't fit the 2+2 Spartan on the standard Vitesse chassis. When the 2+2 was introduced (early 1977, I think), Spartan produced their own special chassis, as the new vehicle was 6" longer than the two-seater. I am not aware of any current four-seater kit to fit the Vitesse chassis but, if there is one, then not doubt Roger Powell, our Specials Secretary, will be able to help you.

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Triumph TR I.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 jiggered 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.

COMETITION NEWS

NOTICE TO ALL INTENDING HILLCLIMB & SPRINTERS

AFTER TWO HORRIFIC ACCIDENTS LAST YEAR IT IS STONGLY RECOMMENDED TO FIT A ROLL OVER BAR.

Proposed Hillclimb and Sprint Regulations for 1984

1. Championship will consist of equal number of Hillclimb and Sprints if possible. (12 rounds total)
2. 8 out of the 12 rounds will count.
3. Points scoring as follows:-

1st	position	10 points
2nd	position	7 points
3rd	position	5 points
4th	position	3 points
5th	position	2 points

All other positions get one point.
4. There will be three classes this year but the three classes will run in the same championship i.e. class scoring will be separate but each driver's points will be totalled to provide scoring for the championship.
5. The three class will run as follows:-

CLASS (A) STANDARD

1. Bogey times will be set at the best time for a particular model over a particular circuit i.e. if a 2000cc Vitesse has recorded a best time of 90 secs round Goodwood, that will be the bogey time for that particular model.
2. Cars must be basically standard.
3. Must have full trim.
4. May be trailered to meeting.
5. Tyres 185/70 on 5½" wheels maximum.
6. No engine mods.
7. Electric fan permissible.
8. Must use petrol only.
9. No body lightening other than known panels prone to rust.
10. Brakes standard - servo permitted.
11. Suspension standard except up-rated shocks permitted.
12. Exhaust system manifold must be standard.
13. Gearbox and diff. must be standard.

CLASS (B) MODIFIED

1. Engine blocks used must be recognised as being currently used in Club cars.
2. Fuel system, petrol only.
3. Four-cylinder cars and six-cylinder cars will be sub-divided.

4. No Superchargers or Turbos.
5. Bodywork may be lightened.
6. Chassis must be standard.
7. Drive train must remain standard and in original positions.
8. Tyres as per R.A.C. Blue Book.
9. Wheels, free choice.
10. Brakes, free choice.
11. Trim may be removed.
12. Must be taxed, MOT'd and insured.
13. May be trailered.
14. Suspension must remain standard configuration, i.e. front double wishbone - rear transverse leaf springs and shocks, free choice and roll bars.
15. Exhaust system, free choice.
16. Gearbox and back axle must remain standard casings.
17. Gearbox and back axle - ratios, free choice - no limited slip differentials.

CLASS (C) SUPER MODIFIED

1. Must be registered with the Club.
2. Must have recognised Club, chassis, engine or body silhouette.
3. Otherwise anything goes.

USEFUL INFORMATION

1. How do you win the championship?
By gaining the most number of points by the end of the season.
2. Outright winner will receive one of the special trophies suitably inscribed 2nd and 3rd. Place trophies will be up for grabs as well.
3. Every competitor will receive an elegantly embossed aluminium plaque. For each meeting entered.
4. Anyone with any queries should 'phone or write to me at 15 Fountain Road, Thornton Heath, Surrey CR4 8LT or 'phone 01-653 0303 or 0494-44337.

To be eligible for the championship you must register with me, Kevin Ginger at the cost of £8.95. Cheques/postal orders to be made payable to Kevin Ginger and sent to my address, as above, in Surrey.

REGISTRATION FORM 1984 HILLCLIMB AND SPRINT CHAMPIONSHIP

Name:

Address:

Phone no: Model of car:.....

Reg. no: Class entered:

No of drivers:

Modifications if applicable:

.....

GETTING THE FACTS

Well you may know by now that I have won the T.S.S.C. Hillclimb & Sprint Championship Standard Class but you may not know much about my competition endeavours. I bought my car in 1981 and in 1982 decided to have a go at some competitive events. After two Hillclimbs at Gurston Down and one Sprint at Goodwood, I decided to do a full season in 1983. I entered nine Championship rounds out of the twelve available; the results of which you will have seen in The Courier.

Many of you may think that Hillclimbing & Sprinting is expensive. Well now that the season is over, I have looked back and seen just how much it has cost me:-

9 Event Entry Fees	£125.00
RAC Licence	8.00
TSSC Championship Registration	8.50
Set of 5 2nd hand wheels & tyres	50.00
Small items	18.00
	<u>£209.50</u>

This works out to approximately £23 per event, which is good value for a days event. So come on, let's see more of you competing in 1984, the more there are, the better it will be.

P.S. Many thanks to Gareth Thomas for his excellent service in supplying me with a recon. gearbox (the original having done over 100,000 miles). Ordered, built and delivered in the same week! What service!

Trevor Shakespeare

NEW COURIER BINDERS

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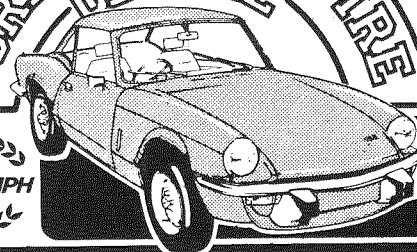
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TECHNICAL FEATURE

DRUM BRAKES - PETER BARNES

Three different drum brake assemblies appear to have been used on Club cars. Taking the front brakes first, drums are only encountered on 948cc and some I200 models; all the others have discs. The front drum brakes are of the twin-leading shoe type with 8 inch diameter drums and 1½ inch wide. Note that the assemblies are handed, as are the cylinders and back plates, although everything else fits either side. Fit an assembly to the wrong side of the car and you will have a twin-trailing shoe brake with a superb performance in reverse but useless for the rest of the time!

At the rear, Herald and Spitfire models have leading and trailing shoe drum brakes of 7 inch diameter and 1½ inch wide. Vitesse and GT6 (and Triumph I300) have a similar brake but with a diameter increase to 8 inch. The brake cylinders and adjusters are the only things these two have in common. Both these assemblies are handed, merely because the slot in the backplate must be positioned so the hand-brake bell crank goes towards the front of the car on both sides. Bear this in mind, should you ever obtain a driveshaft assembly from a breaker's yard.

Needless to say, nothing is interchangeable between back and front, except possibly the 8 inch brake drums.

It will be appreciated from the diagrams, that front and rear brakes have different methods of adjustment. The front has an individual 'snail-cam' adjuster which acts on a pin passing through each shoe web. This type of adjuster is very sensitive - half a turn should cover the entire range from new to fully worn shoes. The cam serrations eventually wear, leading to loss of adjustment as the cam moves. At one time replacement adjusters were sold (in sets of 4) otherwise new backplates are needed.

The rear has a wedge adjuster that is positioned diametrically opposite the cylinder and operates on both shoes simultaneously. It turns in quarter turn steps and some 3 to 4 turns are needed to cover the full range of adjustment. The screwed stem of the adjuster is prone to seize, so it is as well to apply a dab of grease every time the brakes are adjusted.

Difficulty is sometimes encountered when bleeding brakes, of air trapped in the wheel cylinder because the bleed screw is not at the highest point of the cylinder. At the rear, this air is easily expelled by adjusting the brakes hard on so the pistons are retracted when their adjusters are backed right off. In desperate cases it is necessary to wedge nuts or bits of scrap metal between the shoes and drum so the pistons remain retracted as the pedal is pumped.

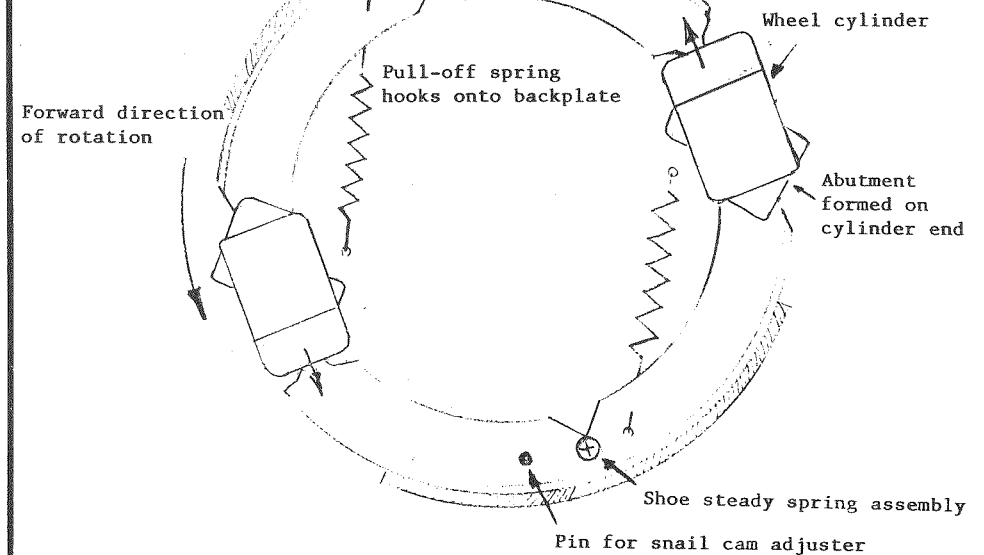
A point often overlooked is the need for the rear cylinder to slide on the backplate so it actuates both shoes. Should you encounter poor rear brake performance and unequal shoe wear, suspect a cylinder seized to its backplate. Remove the brake shoes to keep them clean and give the cylinder/backplate interface a good dose of penetrating oil. When the shoes are removed, it should be possible to slide the cylinder by hand.

I do not intend to discuss friction material characteristics as I am not in possession of all the manufacturers' data. However, I should like to compare bonded and rivetted friction linings. My preference is for the former as the lining can be worn down to a millimetre or two in thickness. With the latter, half the lining must be discarded just before the rivet heads are reached. Furthermore, particles sometimes collect in rivet holes resulting in scored drums.

Recently only rivetted linings appear to be available and nobody seems to want my old brake shoes in exchange. Can anybody advise as to the availability of bonded shoes, preferably exchange?

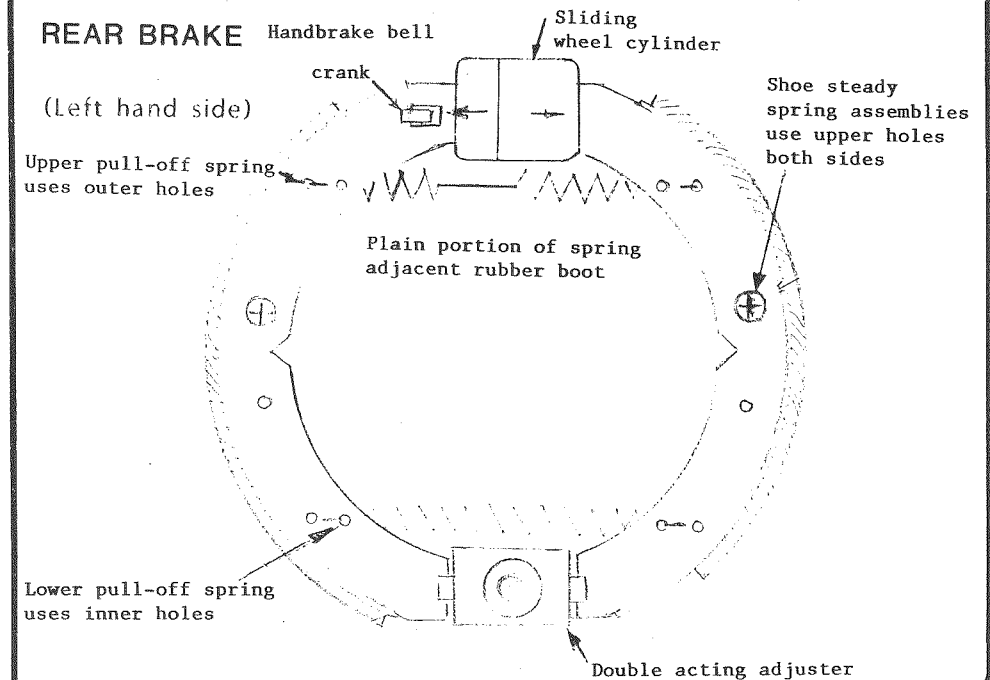
FRONT BRAKE

(Left hand side)



REAR BRAKE

(Left hand side)



REGISTER UP-DATE:

At the previous up-date (28th May), we had just passed the 1,000 mark; this figure has now (22nd December, 1983) risen to 1,416 (see Table). 13/60 Convertibles are, as expected, still dominating the Register. There has also been a substantial increase in 948's - mainly due to an increase in Saloons (including the 'S') Surprisingly the number of 1200 Estates has remained static since May and only increased by 2 since January 1983 - we need to get busy with the windscreen stickers on this marque!

HERALD REGISTER UP-DATE (22.12.83)

	Conv.	Saloon	Estate	Coupe	Van	'S'	TOTAL
948	11(0.8)*	26(1.8)	-	14(1.0)	-	8(0.6)	59(4.2)
1200	174(8.8)	226(16.0)	36(2.5)	25(1.8)	9(0.6)	-	470(33.2)
12/50	-	74(5.2)	-	-	-	-	74(5.2)
13/60	445(31.4)	261(18.4)	107(7.6)	-	-	-	813
Totals	630(44.5)	595(42.1)**	143(10.1)	39(2.8)	9(0.6)	8(0.6)	1416

*(%)

** including 948'S'

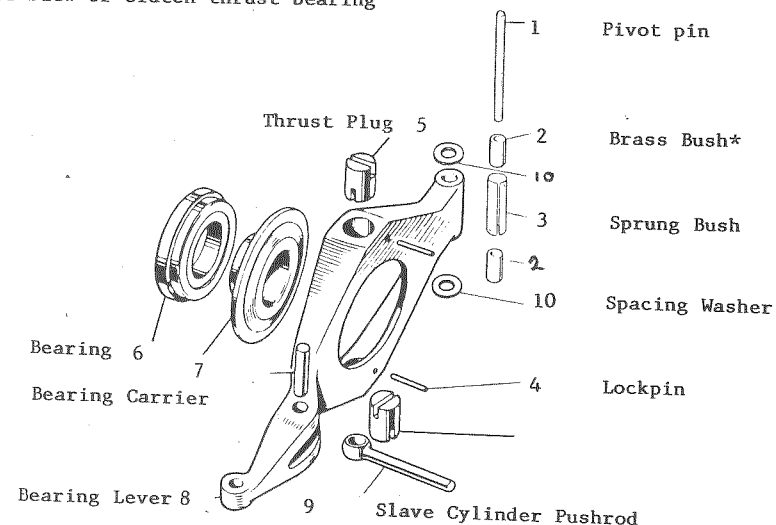
Clutch Bearing Overhaul & Clutch Interchangeability

When changing the clutch plates in any car, it is a good idea to renew the clutch release bearing and associated pivot bushes while they are accessible. (Fig. 1).

Removal

The complete clutch bearing assembly is removed by knocking out the pivot pin (1) with a $\frac{1}{4}$ " diameter drift. The brass bushes (2) can then be removed from the gearbox with a $\frac{11}{16}$ " diameter drift. The bearing assembly is best dismantled at a vice. Start by removing the sprung pivot bush (3) and then commence on the bearing proper. First remove the lockpins (4). To do this push them out say $\frac{1}{8}$ " with a nail and then pull them out fully with mole grips or pliers. With the lockpins removed, ease the thrust plugs (5) away from the bearing with a screwdriver. The bearing (6) can then be lifted out with its carrier (7). To remove the bearing from the carrier, clamp the bearing horizontally in a vice and knock the bearing housing off with a drift: It may help to start this by levering between the bearing and carrier with a large screwdriver.

Fig. 1
Exploded view of clutch thrust bearing



*Fits into gearbox; 2 + 10 may be combined into a top hat shaped bush.

New Parts

It is a good idea to renew the following pivot pin (x 129410), brass bushes (2 x 129358); sprung bush (1 x 129412); lockpins (2 x DS0914) and bearing (see interchangeability section).

Reassembly

The bearing can be pushed onto the bearing carrier in a vice and placed in the bearing lever. The thrust plugs are then tapped into position and new lockpins knocked in. A new sprung pivot bush can then be pushed into the bearing lever and new brass bushes into the gearbox. After coating the gearshaft with zinc grease, the bearing lever can be put into position making sure that the pushrod (9) is inserted into the slave cylinder hole. The pivot pin is knocked home to complete the job.

The procedure is basically the same on all Heralds and Spitfires MK1 - 4, although on 948cc cars the bearing lever has an adjustment rod (opposite end to the pivot pin) which needs to be unhooked and the lever pivots in a hinge plate. Vitesses and GT6's have a different design of bearing lever.

Clutch & Bearing Interchangeability

Two types of clutch are fitted to 1200, 12/50 and 13/60 Heralds; either a $6\frac{1}{2}$ " coil spring type, or a $6\frac{1}{2}$ " diaphragm spring type. The flywheel and clutch bearings are also different for the two types. The early coil spring clutch is compatible with a flywheel with two locating dowels whereas the later diaphragm spring clutch goes with a three dowel faced flywheel. The thrust bearing/bearing sleeve must be retained to match the clutch pressure/driven plates (see Table of part numbers).

Part Numbers for Herald Clutches and Related Parts

Engine Numbers	6½" Coil Spring GA1 - GA191265 GA191266-201700 (1) GD1 - GD71657 GD71658-76472 (1)	6½" Diaphragm Spring GA191266 - 201700 (1) full use from: GA201701 GD71658-76472 (1) full use from: GD76473 All 13/60 Heralds
Clutch Cover	510446 or 514300	212268 or 214081
Driven Plate	207461 or 210910	147515, 148788 or 149073
Slave Cylinder	110762	144716
Flywheel Assembly	129460	141675
Dowel (Clutch/Flywheel)	DP0410 (2 off)	DPO410 (3 off)
Clutch Bearing Carrier	125374	139763

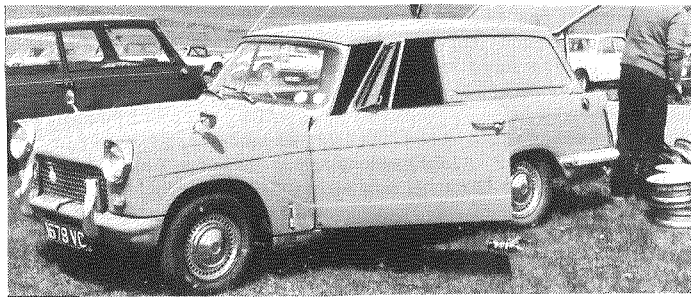
Notes: (1) - intermittent use.

There appears to be some contradiction between Parts Manuals and Workshop Manuals as to when the conversion from coil to diaphragm spring clutch took place. The figures in the Table are from the Parts Manual, the engine numbers quoted in the Workshop Manual are: 6½" clutch from GA204020, GB24121 and (12/50), GD44446. If in doubt, it is perhaps wise to take the clutch out before buying a new one.

When trying to match up a gearbox/clutch bearing with a different engine/-flywheel/clutch, you have two choices: Either swap the flywheel/clutch or the gearbox thrust bearing assembly. Which option you choose will probably depend on the condition of the ring gear on the flywheel or the age of the clutch. The

later (larger) diaphragm clutch is probably the best of the two types, so it is worthwhile trying to retain this by keeping/swopping a later flywheel onto an earlier engine.

Although the bearing lever (8) and pushrod lever (9), (Fig. 1) appear to be the same for coil spring and diaphragm clutches, be careful if you are using the wrong slave cylinder for your set-up. For instance on one car I 'encountered' a 13/60 engine/flywheel with diaphragm clutch was mated to a gearbox with a coil spring clutch slave cylinder; the bearing lever to slave cylinder pushrod (9), had been increased from the normal 2 9/16" (1200 and 13/60's) to 3". If in doubt, make sure all the bits are either coil spring or diaphragm clutch parts. If anyone else has had trouble with interchangeability, please let me know.



SPITFIRE REGISTER

"The 2-Litre Invasion"

The alternative to a Spitfire would probably be a Midget for most people but most people who have owned Spitfires would be looking for a faster, more powerful sports car. The choice is wide but most buyers would go for an MGB or one of the TR range. That would be the logical choice but a lot of Spitfire owners are very happy with the Spitfire, however, if only it went a bit faster than the MGB which had just screamed past!

The answer is to fit a 6-cylinder motor from either a GT6, Vitesse or a TR 5/6. Unfortunately, these are few and far between but Vitesse are as good, as all the suspension and brakes utilised and rusty Vitesse are cheap and relatively easy to find. In my experience a complete conversion from a standard Spitfire to a 2-Litre Spitfire, would take about 7 days (excluding engine re-builds) which means fitting a new engine, gearbox, differential and all suspension and brakes. For most Spitfire drivers, insurance would be about £30 or £40 more for a 42% power increase - in the case of a MK4 Spitfire to a 104 bhp unit. However, check your insurance beforehand.

Within the Club at the moment we have 25 2-Litre Spitfires registered and a couple of 2.5's as well and I see 1984 as a 100% improvement in that figure. A new register has been set up by the GT6 Secretary and myself as we both own these machines. Any enquiries to either of us.

Spitfire MKIII Optional Extras:

There were many extras available for the MKIII Spitfire throughout its production run. This meant that most cars, when bought new, had some form of extra fitted, be it a boot rack or a leather steering wheel cover.

Here is a list of the original available accessories for the Spitfire MKIII, complete with all relevant Stanpart numbers:

Seat belt (inertia reel)	576140
Wooden steering wheel	307245
Boot rack	569033
Continental touring kit	516248
Bonnet lock kit	562116
Various wing mirrors but no door mirrors	
Gear lever knob	154238
Wheel finisher	307583
Fog lamp	516279
Spot lamp	516278
Emergency windscreen	574722
Sparking plug (UN12Y)	148957
Leather steering wheel cover	516770
Hard top kit	575622
Wire wheel set	514517
Towing kit	214521
Locking petrol cap	571086
Vacuum servo kit	514600
Mud flap kit	573096
Anti-mist panel	566298
Electric defroster	59844

Fire extinguisher	55449
Cigarette lighter	569116
Tail pipe trim	140039
Oil cooler kit	514082
Heater kit	514648
Steering column lock	147911
Warning triangle	574890
Door buffer	575680
Overdrive kit	512767

These are just the main options which were available at the time. I wonder how many of these are available from Unipart now!

During the late sixties and early seventies, Triumph were experimenting with two types of cooling systems: On MKIII's up to commission number FD48652, radiator block number 402619 was used in conjunction with a 7 pound radiator cap. From FD48653 the radiator block was part number 402823 and the system had a 13 pound radiator cap. The reason for this I do not know but I believe this was also true of GT6's of the late sixties. If you fit a 7 pound radiator cap on a 13 pound system, you will find that the system will occasionally "blow out" and you will find anti-freeze on your windscreen. Although there will be no ill effects to performance of the engine itself, it is not a good thing.

These days the cheapest way of getting better performance out of our Club cars is to fit a bigger engine, whether it be a four, six or eight-cylinder unit. If you wish to stick with Club engines in Spitfires, the ideal engine must be the Vitesse/GT6 2000cc motor. To fit this unit, the following modifications must be done:-

Firstly, the original unit and the gearbox must be removed. Also remove the exhaust system and propshaft. The radiator to use is a GT6 unit, which must be fitted about six inches forward of the original. The six-cylinder motor will fit straight on the original mountings as will the new gearbox. The propshaft must be from a GT6, otherwise shortening of the Spitfire prop. will be necessary. Unless you have a GT6 bonnet, you will need to cut a hole out for the front of the recker cover, to allow the bonnet to close. If you are unable to find a bonnet (as I was) D.J. Sportscars of Harlow supply GRP 'bulges' for this problem.

It goes without saying that all the brakes must be up-rated to GT6 standard. Suspension mods. are certainly a necessity for the early Spits. but the swing-spring on the later cars, with a set of adjustable shock absorbers will be quite adequate. GT6 front springs will be required to take the extra weight and, believe me, there is a lot of extra weight.

The exhaust system can be made up of either a Vitesse or GT6 front pipe and any 2-litre Triumph silencer. On my particular car I have a TR6 rear silencer which seems quite good and sounds great.

Any queries on this subject will be answered by myself or Hugh Davies, GT6 Register Secretary. Mark my words, a 42% power increase is not to be sneezed at.

If you have a reply to a letter in The Courier, please forward to the Editor for publication in the next issue. If you have a technical letter, send it to the Technical Secretary, Eddie Evans and he will answer through the pages of The Courier, giving everyone the benefit of his advise.

PEN TO PAPER

LETTER FROM MR D RUSH, MILDENHALL, SUFFOLK:

I must write in praise of the 'members assistance scheme'. I was recently travelling in my Herald I200 from Mildenhall to visit my parents in Doncaster, Yorkshire. Having completed the motorway part of the journey, (some 140 miles), I came to the Warmsworth roundabout and, upon declutching to change down, I experienced massive clutch slips. With no idea as to how I would complete my journey, I managed another three or four miles until I came to a stop outside the Fox & Hounds pub in Wadworth.

I looked in my Self Help Scheme book, then used the pub's pay 'phone to call the South Yorkshire Area Organiser - Chris Stabler. Another 'phone call and 20 minutes later, Keith Sturges had my car over his pit. With his dad underneath, we soon had the bellhousing and gearbox out to find the pivoting fulcrum pin had dropped out (my fault for not fitting a spring clip when I changed the clutch and thrust bearing). Luckily Keith had tons of spares and was soon able to supply a replacement pin and spring clip, which was duly fitted (thanks lads!) and the car was back on the road a few hours later.

Before I sign off, I would just like to mention that Keith has started up his own auto spares and re-builds business. I wish him luck with his venture and recommend his services most highly - they are first class! As a help to other members, I am passing on the following information, his address is **Stable Cottage, Wilsic, Doncaster** and his 'phone number is **Doncaster 855198**. So if you get stuck in the South Yorkshire area or just need a spare part, give him a ring!

LETTER FROM BRIAN EGAN, BRIGHTON:

I have noticed the remarks about laying up cars which have appeared recently in The Courier. Over a period of years I have had to lay up several cars, the lay up period varying from two to six months. The lessons learned are as follows:-

1. Tyres. Apart from pumping up the tyres hard, I initially did nothing else. However, when left outdoors on a concrete drive, I twice found the tyres cemented or welded in place. The car was so solidly stuck that revving the engine and letting the clutch in merely resulted in clutch slip and no sign of movement. Violent rocking of the vehicle eventually moved it. The long-term effect was disastrous - thrown threads on two tyres. **Lesson 1** then is jack it up or park it on wooden planks, anything rather than on concrete if outdoors.
2. Clutch. On my elderly Spitfire the clutch seized and operating the pedal had no effect. It was brutally freed but had to be renewed. **Lesson 2** use a suitable piece of wood and jam the clutch pedal down, keeping it disengaged.
3. Battery. When left unused these go flat and one leaked badly around one terminal, doing the battery box no good at all. **Lesson 3** remove battery from vehicle and trickle charge for a few hours monthly. I still found battery life very short, it might be better to lend it to a friend and get him to use it on his vehicle on alternate months.

I owned a Vauxhall Viva Estate from new for 5 years and it did not appear any the worse for being laid up, apart from the items already mentioned. Naturally, this was a mere necessity, the aforementioned Spitfire was kept in the garage, as befits a prize possession.

A final note: Do buy a battery charger and tyre pump, these are essentials when preparing a laid up vehicle for use again.

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LETTER FROM CHRIS TRICE, BROMLEY, KENT:

A short while ago I was asked by Denise Clark, a tasty little mover in her 1500 Spitfire (read that as you like!) to see if I could locate an annoying 'clunk' her car had developed, mostly when cornering. She thought it was coming from the back. The car had a slight vibration at higher speeds, so it seemed most likely to be a universal joint. However, on inspection, it was discovered that the small welded bracket on the lower wishbone of the nearside front suspension unit had parted company with the car and the anti-roll bar ball joint was flapping in the breeze. With this knowledge in mind, I taxed her over the cars handling when braking hard. She did mention a slight tendency to broadside 90° when she stopped at pedestrian crossings.

The moral of this tale has more serious undertones. The bracket had apparently been broken before and botch welded by a Leyland garage, as part of a regular service (???) about 8 months before. Firstly, the quality of the repair did leave a bit to be desired, evidence suggested it had lasted about 2 months but secondly, and more importantly, it should not have been welded at all but the wishbone should have been replaced. The garage may argue that the repair worked out cheaper than replacement but I would ask if they consider a possible death as cheaper than a job done properly. I hope this does not sound like a dig at the garage (although the mechanic should be strung up by his ball bearings) but more a warning to others that if anyone's car needs the same repair, replace the complete wishbone. They are relatively cheap (about £5 secondhand); which is cheaper than welding, assuming that you can even find any respectable workshop that will accept liability for welding suspension components. Swapping over should also only take an hour or so, so check your bill if you must support your local garage. It is a surprisingly easy task.

TECHNICAL PUBLICATIONS

BRAND NEW ORIGINAL LEYLAND PUBLICATIONS

BL Reference No.	Model	Publication	Price
5080/3	New Herald	Parts Catalogue	£12.00
510597	New Herald 1200	Parts Catalogue Late	£12.00
545037	Herald 13/60	Handbook 2nd edn.	£5.00
508073	Herald Convertible	Special Parts Cat. supp. no. 1	£2.00
508073/S2	New Herald 'S' Saloon	Special Parts Cat. supp. no. 2	£2.00
511236	Vitesse 6	Handbook	£4.00
545189	Spitfire 1500	Handbook	£5.00
511242	Spitfire MK1	Handbook	£4.00
512915	New Spitfire MK11	Handbook	£5.00
516282	New Spitfire MK111	Parts Catalogue	£12.00
RTC 9110	Spitfire 1500	Parts Catalogue 74-78	£12.00
RTC 9110B	New Spitfire 1500	Parts Catalogue 78-81	£12.00
RTC 9230B	Spitfire 1500	Workshop Manual	£16.00
512944	GT6	Handbook, 2nd edn. MK1	£5.00
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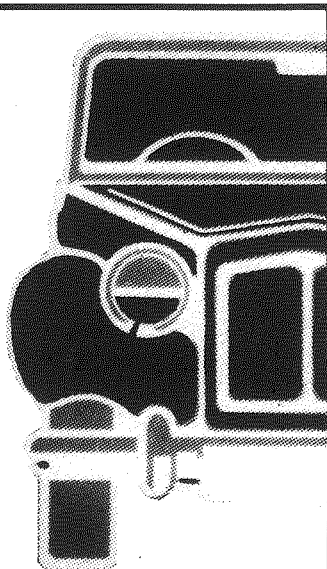
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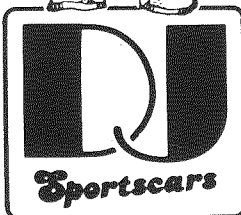
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LETTER FROM MATT HUNT, WAREHAM, DORSET:

After reading this month's 'Courier' and seeing lots of little things about restorers diary and articles for first time restorers, I thought I might add my own two-pennies-worth.

First of all a small status check: I am 21 and a student taking a Hons. Degree in Music and, like all students, I have very little silver coin and even less after buying £1,100 worth of Bass Trombone 18 months ago. Therefore, you can understand that this project has been run so far on a very limited budget.

It all started a few years ago, when I spotted a car lying behind a friendly farmer's buildings. Being a farmer's son myself, I knew, just by its state, what it was used for. It was a Triumph Vitesse 6 and it had big duel wheels on the back, shod with big T & C tyres all round. The soft top had been taken off and a hole made in the top of the boot. Last but not least, a large spot-lamp had been mounted over the windscreen to make a rabbit shooting vehicle near to a Landrover. I duly persuaded the owner to part with it and carted it home to our farm. After getting it going and racing around various bits of rough ground to prove it went very well, I didn't exactly know what to do with it - then I joined the T.S.S.C. All this talk of renovation and preserving 'our' classic cars, got me going and I decided to do a complete renovation of my Vitesse 6. I had expensive ideas to start, i.e. a new interior, high back seats, a new boot lid, triple Webbers, Piper cam and followers, a full roll cage and huge 8 x 13 wheels and tyres on the back, to replace the duel ones. Then came reality and the knowledge that I just couldn't afford it but never downed, I set to work anyway.

First of all the bodywork came off and new side rails purchased to replace the old, rusted ones. Despite its former uses, the chassis had fared well apart from the rails. I judged it to be quite old because it was a 1600 not a MKI or II and it had SU carbs. Just how old I don't know because it has no reg. plates. Next, all the running gear came off and the new rails welded on, so that the whole chassis could be covered in red oxide deck paint. This I hope is a temporary measure but I can't afford Waxoyl. The running gear was dismantled and, apart from renewing the front bearings, everything seemed OK. So again, use of the red oxide and everything was reassembled.

The engine was completely dismantled and, at great expense, overhauled. This included new main bearings, big end bearings, pistons and rings, timing chain and the valves being ground. Everything was checked for wear and then but back together but the crank seemed very tight! My brother assures me this is alright because when he put new shells in his tractor, he couldn't turn it over by hand at the start and had to be towed to get it moving and the oil circulating. We shall see! The gearbox was very tight anyway, so that was left alone, except for parting with £25 for a new clutch plate. The whole unit now awaits being replaced in a restored car.

So back to the car: I started visiting the local scrapyards and garages to search for a new bootlid and that was when the trouble arose. I came across another Vitesse 6 with a smashed front - everything seemed OK, apart from the bonnet and the near-side front suspension. I needed a new interior, so I brought the whole car for £50 and I have now have a few spares as well. Then OBF 379D arrived back at the farm (any information on the previous history will be greatly appreciated).

The new car (a hardtop this time) underwent the same treatment. All the bodywork was removed to reveal a badly patched and corroded chassis and also the mounting points on the body were badly rusted. At the moment this is as far as I have got because I can only work during the college holidays, when I come home but plans are as follows: The body from the soft top will be used because it has better mounting points and the footwells cut from OBF 379D and welded in the soft top body. The interior and the dash will also be transferred but OBF doors will be

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used, together with the boot lid. Hopefully, everything will be ready for the Summer.

One more point, I am using the Stromberg carbs. because they were in better condition and I have ordered some 7 x 13 wheels and tyres for the back! So far I have spent just under £200 and expect not to exceed £300, yet you never know what will happen do you!

Thanks for the great magazine and let's hope all our cars give us all as much fun as I have had working on mine. Thanks to Wadham Stringer in Dorchester for their help and to my brother for his welding skills.

LETTER FROM JENNI HODGSON, ARGYLL:

In response to Val McKeggie's suggestion of a Ladies Page, I personally am against the idea.

The whole point of the Club's existence is the preservation and promotion of the six Triumph cars from which it takes its name. I am delighted to hear that one in five of our new members are ladies and I assume that like me, they have joined because they enjoy driving their cars and meeting fellow enthusiasts.

Past correspondence within the magazine has adequately shown the ladies to be capable of fighting their own battles when necessary.

Let's keep The Courier as it is - in everybody's interests - focused on the cars!

LETTER FROM PER RAYMOND OLSEN, OSLO, NORWAY:

2 years ago, I bought my first Club car, a Herald 13/60 Saloon. My interest has grown dramatically - now reaching the point of 'madness', where I hope it will stay. Here in Norway the possibility of sharing my interest with equal minded people is very limited, for these reasons:- 1. There are very few Herald/Vitesse (which are 'my' cars) left after the Norwegian climate has done its job with them and 2. They are not accepted as 'sports cars' in the Norwegian Sports Car Clubs. Well, enough of that. Some months after buying my first Herald, I accidentally came across a Convertible of the same model and it was for sale! In terrible condition - very many parts, e.g. the engine, were missing. Inside the car there was nothing! The parts that were still present came along in carrier bags. But what did that matter? It was a Convertible and one of the very few that were imported to our cold country. I thought it was cheap at 10.000 Norw. Crowns, which compares to about £900. To make a long story short and after I don't know how much swearing, working, crying, praying etc., I put the Convertible on the road in June 1983 - the said car having cost me about the same amount again as I originally paid for it (parts are hard to get in Norway and very expensive). The Herald Saloon, of course, had to suffer quite a lot. Due to various circumstances I didn't manage to drive it more than some 6 - 700 km last summer but it was lovely when I did manage it. In the Autumn it really happened! I saw an advertisement in the paper: 'Triumph Vitesse for sale etc.' I couldn't believe my eyes! At the Company who imported Triumphs into Norway in the 60's I had got to know that there were a total of 5 Vitesse imported into this country and one of them was a Convertible. So, when I 'phoned the advertiser and he told me the car was a Convertible 2L MK1 which he had bought new in 1967, you can understand that I was on the edge of a heart attack! Well, I won't bore you with more details about the affair but now she is mine! She is in surprisingly good condition for general Norwegian standard, having covered some 220,000 km (150,000 miles?). The previous owner had treated her well. The brakes, clutch and both front and rear suspension need some attention but there is very little rust, although she does need a re-spray and minor welding. So watch it, Jeff, and get your EUR-2's ready! (He know's what it is about). I'm only sorry that I had to sell my dear Herald to make the finances work and how shall I manage to wait for the summer? Below is a picture showing both cars - the white on the roof is snow!



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AVON AREA NEWS, HILARY OWNE REPORTS:

Our last meeting in December was held at The Dog, old Sodbury. The main problem confronting Avon Area members was which of the 50 or so snacks (yes, 50!) to choose.

Forthcoming Meetings: At The Wheatsheaf, Winterbourne on Monday 6th February and Monday 5th March at 8pm. Also at The Talbot, Keynsham on Wednesday 15th February and Wednesday 21st March at 8pm.

Congratulations to Hugh and Lynn on the birth of their baby daughter.

EAST BERKSHIRE AREA NEWS, RICHARD ARMITAGE REPORTS:

We have a busy schedule lined up for 1984, which we are all looking forward to.

Recently a small group of our Area went down to Gloucestershire for a good weekend at Clive Speke's place - well, his parents hotel actually. A large amount of liquid was consumed and some attempt at skittles was made. Generally an enjoyable time was had by all.

Well, that just leaves me to wish you all safe motoring for 1984 and may all your problems be little ones!

COTSWOLD AREA NEWS, SUE IND REPORTS:

Two events have already been arranged for '84, they are:-

25th February (Saturday) Skittles Match between us and the local TR Club. Food available at very reasonable prices: Ploughmans, chicken & chips. To be held at The Talbot Hotel, Tetbury, 7.30pm - 8.00pm.

7th April A day out at The Castle Coombe Race Track. All cars will be scrutineered by a panel. Helmets are advisable and compulsory if one has a soft top. A talk will be given first about the track. Six cars maximum allowed out at any one time. Bar food available. As this event will cost approximately £500 for the day, will interested parties 'phone me for definite bookings, the more that attend, the cheaper it is. Or 'phone Martin Brown on Cambridge 045-389-345.

Please 'phone me to arrange food in advance for the Skittles Match. I want to have approximate numbers within 2 weeks of this appearing in the Club magazine.

DERBYSHIRE AREA NEWS, KEITH SINGLETON REPORTS:

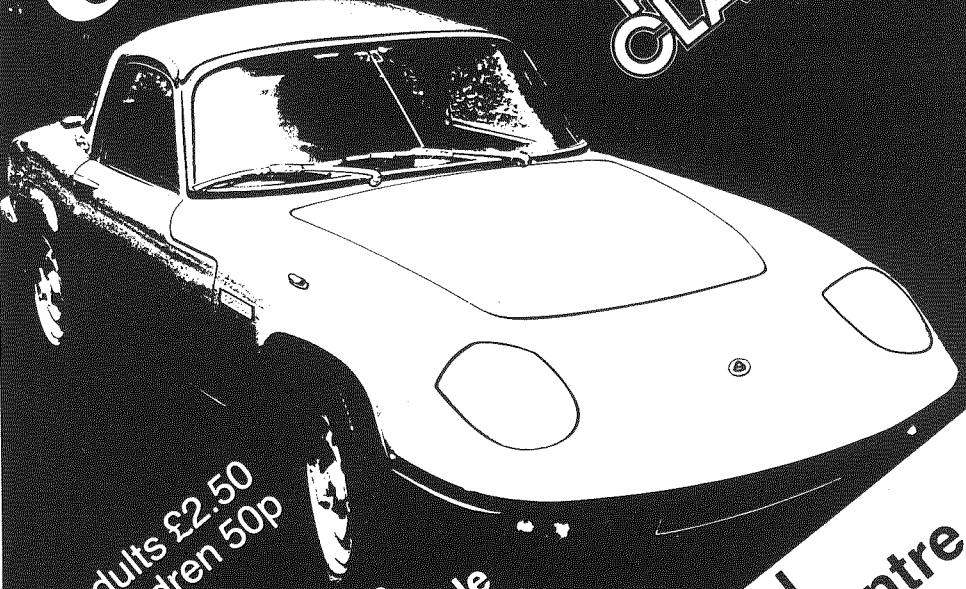
November was the same number of people as usual at our meetings, around 20, with a few from the TR Register, who are always welcome.

Thursday December 1st marked the first trip to Leyland at Longbridge, organised by Ken Green. Longbridge builds the Metro, Mini, Ital and a few others. The visit concentrated on the new Metro computerised production line. The first building we entered was the body assembly, where the wings, roof, tail gate, floor pan and bulkhead are all welded together by robots. In this building some of us nearly caught a glimpse of the new car Leyland are developing, but we were hurried past on to the next machine. The bodies leave the building and proceed to the actual line itself, which we didn't actually see. The engine shop was the next stop; Maestro and Ital, then on to the customer validation building, where the cars are tested before leaving the factory. It was a good day out and was enjoyed by all. Thanks Ken.

Decembers meeting was well-attended. Thanks to Mrs Green for the sandwiches.

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DEVON AREA NEWS, GARETH BEECHING REPORTS:

About 18 members and guests turned up to the third annual Christmas Party, held at our regular venue, The Dartmouth Inn at Totnes. The numbers were well down on usual, probably due to the terrible weather. Also, with numbers down, a good deal of food was left over and Stan Walters got in some practise for April's Parts Auction, with a food acution. Gene, the Landlord, was presented with a Club tie and then, on behalf of the Area, he presented Stan Walters with a tankard in recognition of his 3 years in charge of the Area.

A very full diary was posted for the first few months of 1984 and, hopefully, these events will have a good turnout and make a good start to a successful year. These dates are as follows:-

- Sunday 12th February:** Gearbox rebuild by Bob Wreford at Richard Bruford's house at Christow.
- Sunday 26th February:** Regular meeting at Totnes.
- Sunday 11th March:** Skittles and Snooker Match vs the TR Register at London Manchester's Social Club (½ mile from the Exeter Services turn-off on the M5).
- Sunday 25th March:** Regular meeting at Totnes.
- Sunday 8th April:** Exeter meeting at Kennford.
- Sunday 29th April:** Regular meeting at Totnes. Special 'Spares Auction' organised by 'Stanpart' Walters.

There are many more events yet to be fixed but these will include: (i) Historical Vehicle Gathering at Paignton Zoo. (ii) The Cornwood Rally. (iii) Newton Abbot Racecourse Show. (iv) Yeovil Festival of Transport. (v) Historical Car Meeting at the Aero Park at Helston.

As soon as dates are known for these events they will be published so, in the meantime, get those cars ready for the show.

Some of the above dates are a little different from those published in the January Courier but this was a mistake by 'yours truly', who was looking at an old diary/calendar! If you have any queries on dates or venues, please 'phone Mike Atkinson on Newton Abbot 4330 or Gareth Beeching on Colaton Raleigh 68777.

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

I think I should apologise for the quantity of news reported last month but I do have an excuse. The Fancy Dress Dinner Dance before Christmas left me absolutely lost for words, I really enjoyed myself and you ladies - you could give an innocent young lad like me naughty dreams! Congratulations to Gerry for the best costume prize and a huge thank you to all that came, including the wildlife. I think, if the enthusiasm shown at this 'do' was anything to go by, we shall have another fancy dress lark, let me know if you agree.

The January meeting was very well attended. If the year continues like this, my perpetual problem of linking the right names to faces and remembering which car they go in, is going to get beyond the stage that I can bluff my way through. I think an Acme Memo course is called for. It was nice to see Ian fully recovered and able to consume his usual quantity of Burp Water; there was a vicious rumour that he only drank one pint at the December meeting.

We are getting a number of nice Heralds and Spitfires coming along now, restoring the balance to an Area that was at one time dominated by six-cylinder cars. I wonder if the horrific price of petrol has any bearing - I can remember filling my Vitesse with 5 Star petrol and getting change from £5. Ah well, that's the way it goes. See you all on the 12th February at The Dukes Head, Little Burstead.

DORSET AREA NEWS, ANDY TOPP REPORTS:

The first meeting of the year, January 4th, was a little low on support with only 10 members turning up. We would like to thank the Wessex Area for taking up the challenge of a Skittles Match on 13th March at The Skittlers, Broadside; in return they will be visiting The Antelope Hotel, Sherborne for a return match on April 4th. These dates and arrangements will be discussed at the next monthly meeting on February 1st.

I would like to thank both Dave and Janice for coming to the Wessex Area on 10th of January, where we managed to beat them at a friendly skittles match by 15 and I won the sweat shirt in the raffle.

GATWICK AREA NEWS:

(Please state name in future. ED)

December's meeting was a quiet one with 4 of us there but, since it was so close to Christmas, it is not surprising.

Meetings are at The Black Horse at Hookwood on the A217 on the 3rd Monday of the month or 'phone Crawley 515413 and ask for Kevin.

HAMPSHIRE & SURREY AREA NEWS, KENNETH RODMELL REPORTS:

Happy New Year everybody; thanks to the 40+ members for attending our December meeting and those who contributed to the Christmas present for the Landlord and his wife.

I would like to welcome 2 new members: Fraser Hayden and Chris Mitchell - I trust that you enjoyed the meeting and that you'll come again. Also visiting us was Neil Williamson, the Club's Spitfire Register Secretary.

At the time of writing, our meet-up with the Southern Area is still in the future but if we get a good response to this, we are considering a similar meet-up with another Area, possibly Salisbury. I'll let you know at our next meeting which will be held on Wednesday 8th February, 8pm and The Royal Oak, Pribright, Surrey. Please come along, it's great to see you all.

IPSWICH AREA NEWS, BILL YATES REPORTS:

Firstly, a belated Happy New Year to all T.S.S.C. members everywhere from the Ipswich Area; sorry I missed the January edition but put it down to pressure of work at home.

We are doing quite well with getting new faces in the Area but know that there are still a lot of local members who have not got in touch yet: Please give me a ring (Ipswich 830437) or come along to our monthly meeting at The Rushmere Falcon, 2nd Wednesday of each month at 8pm - you will be most welcome. Let's make our first year a success, it is up to you.

We have quite a few ideas for the summer months, I will let you know the details as soon as possible.

It was nice to see Triumph Herald DDX 884 on the front cover of the January Courier as it is an Ipswich Area car.

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.

LAKE DISTRICT/CUMBRIA AREA NEWS, EDDIE EVANS REPORTS:

Please contact Eddie Evans, Technical Secretary, tel: 028371-2834 or Malcolm Butler, tel: Workington (0946) 830017, for details of the next evening meeting.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

As mentioned last month, we have four new members on the Area Committee: Vi Cox takes over from Carol as Secretary, Ken Heaton becomes Area Spares Secretary (tel: 021-353 5956), Steve Swain and Chris Allen make up our full eleven members.

Congratulations to Carol and Gary Eckersley on the arrival of their daughter, Fay, just before Christmas. I wonder what takes priority - nappy changing or GT6 re-build.

Nice to see the Sunday evening meetings at The Belfry are so well supported and many new faces too. Dates for the diaries:- 12th February - Sunday evening at The Belfry; Thursday February 23rd - Old Gate, Heathton nr. Wolves. See you there!

NORTHAMPTON AREA NEWS, IAN & VAL MCKEGGIE REPORT:

Following a quiet pre-Christmas meeting, the Northants Area had a mad night out at The Queens Head Fancy Dress on New Years Eve. Plans for 1984 are now under way; we have written to book the skid pan for this Summer. The price for the course is £5.50 - there are only 8 places available so let us know now if you want to go. The Go-Kart track is booked in conjunction with the MG Owners Club. This is a very popular meeting so, again, let us know as soon as possible. The competition for the most new members is hotting up, so if you want that crisp £10 note, it's down to you **GO FOR IT**. Don't forget next meeting: Wednesday 15th February at The Stag's Head, Maidwell, Northants.

NORTH HERTS/SOUTH BEDS AREA NEWS, BEV WARREN REPORTS:

Firstly, many thanks to Stuart for organising the Christmas Dinner - I think a good time was had by all - shame we were on separate tables though.

At the January meeting, we decided to continue with the same venue for the time being and briefly discussed this year's plans. Stuart and I still need more suggestions for outings and events, so please contact us with your ideas. The raffle this month was won by Angela Warren (this is not fixed!). The prize was a set of Halogen driving lamps. Next meeting 6th February.

It appears that in Bedford, although there are hundreds of people driving Club cars, not many of these seem to be TSSC members. Perhaps we could have a purge on this town. Contact: Jonty Wild for extra introductory forms if necessary.

SOUTH HERTS AREA NEWS, JEREMY HURST REPORTS:

Saturday 17th December 1983, saw the South Herts Annual Buffet/Disco going off with a bang again, ably assisted by Tony and his music machine and with more food than we could get through. All had a good time, although it would be nice to see some of the old faces back again! Talking of which here is your chance - our Valentine's Buffet Evening, getting 1984 under way with the famous partner's quiz. Come along to the Coach & Horses at Newgate Street Village on 11th February 1984. If you haven't been before, come along and meet us.

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NORFOLK AREA NEWS, NICK MATHESON REPORTS:

Thanks must go to Phil Hudson for nearly two year's service as Area Organiser; he 'retired' at the end of 1983 - we are grateful for your hard work, Phil, and we look forward to seeing you at future meetings.

The Christmas Dinner was a success marred only by losing the Carol Shouting Competition, organised by Paul and Keith, who led us against the Norfolk Young Conservatives in the room next door.

Our first meeting of 1983 was fairly well attended with about 25 members turning up. I tried to find out which Club events were enjoyed in the past and would be worth repeating again this year. The most popular seemed to be the Beach Bar-becue, Treasure Hunt(s), the Christmas Dinner and the trips to Snetterton and Gt. Yarmouth. A surprisingly large number of people admitted to having only attended the monthly meetings! Additional plans for 1984 include a four-day trip to Le Mans in June, the Norwich Beer Festival and assorted day trips around Norfolk and other areas. Those of you who have any other ideas or could help me to organise an event, please ring me on Barnham Broom 417 and/or come to the next meeting! (Monday 13th Feb. at The King's Head, Hethersett).

NOTTS AREA NEWS, GEOFF FLETCHER REPORTS:

It seems ironic in a way that people seem to get bored with dull, wet and cold winter nights but at this time our meeting night numbers seem to dwindle to only the hardened regulars, who I am sure know who they are. I can only thank them for their effort, for without them, there would be no meeting - simple as that. If the entire Nottingham Area can only manage 9 people this month, then it is bad news. Let's have some of you out there, make the effort please. We arrange a monthly raffle of some bottle of wine or sherry etc., I can get a competition together most months; there's the social chatting and swapping of restoration photos, so please let's have a few more of you. It is getting to the stage now where I am begging for a decent turnout from members in the locality, not just asking. Please, please, make February an improvement at least. The meeting place is The Redgate Lodge, Castle Donington. The pub is very quiet, there's enough space for everyone and it is situated in the paddock area of the race circuit. For further details, ring Geoff on Long Eaton 66147 or Long Eaton 726147 after the 1st February.

WEST KENT/EAST SURREY AREA NEWS, RICHARD FRANCIS REPORTS:

Firstly, I would like to introduce myself as your new Area Organiser and present to you my back-up crew: My wife, Sue, will be helping me organise and write the monthly reports and our Social Secretary, Chris Trice, will be on hand to make life a bit more fun in your Area. Chris did a very good good job just before Christmas by organising the Christmas Disco, which was a great success (French sticks were lovely, Chris!). Even though fancy dress was optional, everyone made a terrific effort - we had everything from Thunderbirds to French Maids, Andy Pandy to Aborigines (hope you got the polish off, Lynn!). Our thanks go to the caterers, DJ and everyone who made it such an enjoyable evening.

As this was such a success, we intend to hold a summer disco sometime in June/July - details will follow shortly, so too will details of a Treasure Hunt in the Spring.

We hope to attract as many members as we can to our meetings, so DON'T FORGET, every 3rd Tuesday at The Grasshopper Inn, Westerham.

NORTH EAST AREA NEWS, TONY LAMBERT REPORTS:

Just a reminder that from February our venue will be The Sundial Room at The Ravensworth Arms, Lamesley. Let's have a big turnout to get us off to a good start.

Our bowling night with the South Durham Sports Car Club has been set for 24th February at Sunderland Bowling Club, 8pm.

OXFORD AREA NEWS, DEREK STRINGMAN REPORTS:

A less than usual turnout for the January meeting, probably because of the poor weather and post-Christmas torpor. Tony Newman, however, has a fair excuse for being absent, he has been detached for a month with the Air Force down at Ascension Island. Two Heralds have previously been spotted at this remote location - so Tony has taken along some membership forms. How about some area news, Tony? Next meeting 8th February, The Grapes at Yarnton.

RUGBY AREA NEWS, ANDY JONES REPORTS:

Our Xmas Dinner went very well with 16 members attending on the night of December 12th. We had another good meeting on January 9th, having a look at photographs of Club cars taken by Andy Hunt: He also showed us photographs of his early Herald Saloon, now in bits for a rebuild.

In the absence of the back page, I will list the next meetings:- 13th February, 12th March, 9th April. All meetings on the second Monday of the month at The Fox & Hounds, Clay Coton, nr. Rugby. For any details, ring me on Coventry 452541.

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CENTRAL SOMERSET AREA NEWS, ROD WARREN REPORTS:

Well, how did it happen? I let myself be persuaded to be the joint AO along with Nick Bradbury.

It was encouraging to see so many people turn up at the January meeting, including 4 non-members, who were eager to join us. I don't know if the attraction was to see my car (a GT6 MKI) or to see me let myself become joint A.O.

I am open to any ideas for events for the fast approaching summer, when we really must get down to organising something. Next month a few of our members may be going down to Exeter to meet some of the Devon Members and to see the 'Gearbox Job', advertised in the January edition of The Courier.

The New Year got off to a good start and I hope you have all made New Year resolutions to turn up to all the noggins and natters. The more members we get at each meeting, the more interesting we can make it for you, as we will be able to organise more events and functions etc. (It was my New Year's resolution to get Central Somerset Area livened up and interesting).

That is all for this month and I hope you all have got the hint. See you ALL again at the next meeting i.e. the last Thursday in each month at The Creech Castle Hotel at around 8pm. THIS IS NOW TO BE OUR PERMANENT MEETING PLACE.

SCOTLAND AND GLASGOW AREA NEWS, NIGEL WADDELL REPORTS:

Our apologies for the confusion over the venue for December's slide show. It should have read in The Courier: Sherbrooke Hotel and not Sherwood Hotel. We were unable to show the particular slides regarding the rebuild of the GT6 but there is still a possibility of showing them before the summer.

Just a reminder and also to put the record straight, we are still having our 'dram', as our West Coast colleagues put it, in The Sherbrooke Hotel in Pollokshields on the 2nd Wednesday of the month.

(profuse apologies to Nigel and the rest of his Area, for the typing error in the January issue. I'm very sorry to have spoilt your night out. Jo)

WEST COAST OF SCOTLAND AREA NEWS, JENNI HODGSON REPORTS:

Our number has increased by 50%, although none of us actually came in a Triumph! Meeting places and times are variable due to distances involved, so anyone interested 'phone Connel 560.

SOUTHERN AREA NEWS, TONY FARBY REPORTS:

By the time you read this we will have had our Sunday lunchtime get-together with the Hants & Surrey Area at the Bluebell pub, Frensham on the 22nd January. To those who missed it, I apologise but a mutually agreeable date was not fixed until after last month's Courier.

Something which I would like to organise this year is a local Club autojumble but the snag is where to hold such an event. Have any members access to a suitable field etc.? If so, please let me know.

Some of you may have spotted a familiar face on your T.V. screens recently. Geoff Bell made an impromptu appearance on a local news programme - I wish I'd had the video on!

Meetings continue for the moment at The Good Intent, Horndean but watch this space.

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

The January meeting was well attended, when 16 of us saw a wide variety of motor-riding slides, ranging from a 1897 Peugeot tricycle racing at Donington Park, to 'Nostalgia's' AC Cobra, COB 1, all dressed up for a beauty show. I couldn't help feeling that those two vehicles were in the wrong places and should have been transposed! A warm welcome was made to visiting members from Leicester and Coventry and examples of Herald, Vitesse, Spitfire and GT6 were all seen in the car park.

The February meeting will be on Thursday 2nd, when we shall have a look at Area, and other, events for 1984.

Don't forget next month's meeting on March 1st, which may be before the next Courier is published - hopefully we shall have details of our first Treasure Hunt of 1984 by then.

May I also make an appeal to Members in the Newark Area to support their local meeting - most of our regulars travel over 20 miles to attend; it would be nice to see some of the more local members now and then - we won't bite you! Don't forget now, first Thursday, Robin Hood Hotel, Newark - see you there.

WESSEX AREA NEWS, JEREMY WOODWARD REPORTS:

I am pleased to report a worthy turnout this month, with a few new faces amongst the crowd. Five members from the Dorset Area joined us and, being such a friendly lot here at Wessex, we let them beat us (just) at Skittles AND win our magnificent raffle prize of a T.S.S.C. sweatshirt. Next meetings are on Tuesday, February 7th, 8pm at The Skittlers, Broadstone and Sunday 26th, lunchtime at The Dudsbury, West Parley.

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

About 16 members turned up to the first meeting of 1984. The committee was obvious by its absence - what happened folks? However, most people enjoyed the beer, the chat and the brief agenda. One item of importance discussed was the purchase of wholesale spares, using Club funds. It was decided to allow John (Treasurer and Spares Sec.) to use the funds to buy parts and spares, such as oil, plugs, filters, points etc., from a wholesale warehouse, which he has access to. These spares will then be available to Club members at very reasonable prices e.g. one gallon of Valvoline Oil approx. £3.75.

Future events include a Treasure Hunt, organised by Brian for sometime in February. Details at the next meeting. Also, if anyone needs any welding, Barry can do it, 'phone him on Newton Llantrist 205001.

SOUTH YORKSHIRE AREA NEWS, CHRIS STABLER REPORTS:

The Xmas Nosh was a resounding success, which was unparalleled in the annuals of The Lumley Arms. The Landlord even gave us £10 back for Area funds! Thanks to everyone for making it such a great night and particularly to Kieth for the additional tinsil lubrication. We eagerly await the result of the Survey of the male members, performed by the lovely Janet. The South Yorkshire Area has negotiated a 25% discount for all Club Members off all of the 'own products' of an office equipment firm called Bankers Box. Of particular interest are their magazine files (for back issues of Practical Classics?) and parts bins for all of those important little pieces. For catalogues etc., write to:

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YORKSHIRE AREA NEWS:

(Dear writer, please state name and full name of Area in future - thanks ED.)

The first meeting into the New Year went well, with another 3 new members to add to our swelling numbers - Emil and Hans from York and Dave from Pateley Bridge. A date for diaries - the Third North Yorks Concours will be held on 2nd September, 1984. Venue is yet to be decided, further details will follow next month. The Guess the Part Competition was postponed until next month. New members are always welcome. The next meeting at the Bay Horse, Murton nr. York, is on 1st February - see you there.

DEADLINE EXTRA !!!

LEICESTER AREA NEWS, MICK MAIDMENT REPORTS:

Our Area Xmas Party at The Bath Hotel, went very well. As with most do's the attendance could have been better but those who did attend had a good night. Raffle prizes were kindly donated by Tony of Spitfire UK and Ken of Blueridge Promotions. By the time this goes to print we will have been to the Xmas Weekend at The Fosse Manor Hotel: this is our first year and we are looking forward to it. Work has started on the Leicester Area Bonanza on August 4th at Stanford Hall. Put it in your diaries - further details to appear in The Courier. See all you Leicester bods at the next meeting.

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BILL SUNDERLAND - EDITOR.

CAR MART

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Vitesse 1600cc, O/D, 1966. Navy blue. MOT to December, tax to June. 2 owners; regularly maintained, new exhaust and tyres. Good condition. Private sale NW London. £750 o.n.o. Contact: D J Davis, tel. for appt. to view: Ruislip 36095 - non member.

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GT6 MKIII, 1971. Signal red. Re-built from chassis up. New recon. g/box, exhaust sills and quarter valances. (GRP). Revolution wheels; new front and rear carpets and rubbers; new MOT and tax. £2,000 o.v.n.o. Contact: K M Fresson, tel: (Farnham) 0428-712208 - 83/5330.

13/60 Convertible, 1971. Blue; 23,000 miles; excellent condition. £1,800. Contact: John Page, tel: (Worthing) 0903-200878 - 80/01785.

Spitfire MKIII, 1970. Damson; MOT and tax. Expanding family forces sale of my much loved car. In daily use; mechanically good; many new parts; body fair; personal number plates; soft/hard tops; recon. engine. £425 or offers. Contact: Cora Snell, tel: Trowbridge 68347 after 6pm or weekends - 83/5528.



BROOKLANDS
BOOKS

TRIUMPH SPITFIRE



Triumph Spitfire 1962-1980



These soft-bound volumes in the 'Brooklands Books' series consist of reprints of original road test reports and other articles that appeared in leading motoring journals during the periods concerned. Fully illustrated with photographs and cut-away drawings, the articles contain road impressions, performance figures, specifications, etc. None of the articles appears in more than one book. Sources include Autocar, Autosport, Car, Car & Driver, Cars & Car Conversions, Motor, Motor Racing, Modern Motor, Road Test, Road & Track and Wheels. Fascinating to read, the books are also invaluable as sources of historical reference and as practical aids to enthusiasts who wish to restore their cars to original condition.

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QUAD MARKETING 19 Prince Rupert Avenue, Desborough, Northants. NN14 2PH.

GT6 MKIII, 1973. White with O/D, spotlights, Sharp digital stereo radio/cassette, electrical aerial. 47,000 genuine miles; full service history of documentation, of servicing and repair bills. Bodywork and interior excellent, mechanically very sound. £1,700 o.n.o. Contact: Ian, tel: (Southport) 0704-29342 - 82/4267.

Bond Equipe 4SGT for spares or repair. £50. Contact: J Stephens, tel: Guildford 67849 after 6pm - non-member.

Herald 13/60 Convertible. 'H' reg. Excellent, original condition. sienna brown; light brown trim; 2 new tyres; years MOT. Well maintained over the years. £695 or offers. Contact: N Waight, tel: Reigate 49364 - 78/335.

Absolutely outstanding 1970 Triumph GT6 MKII (white) available. Mechanically in first rate condition throughout. Bodywork excellent. Wolfrace wheels, electronic ignition, Kenlowe, GT8 seats, four speaker stereo, sun-roof. Inspection recommended. Contact: I D Usher, tel: (Bucks) 02406-2223 after 7.30pm - weekdays - non-member.

Herald 13/60 Estate. White/black trim. MOT Oct. '84. Very good chassis. Quiet; 40+ mpg. Tidy interior. New bonnet, radiator, valances, clutch, exhaust. 58,000 miles. £500 o.n.o. Contact: N Bradbury, tel: Milton Keynes 566371 (home) or M.K. 72611 (work) - 82/3497.

13/60 Herald Convertible, 'J' reg. Bonnet damaged, roof vandalised, mechanically good, original. Many new parts inc. shocks, UJ's, copper brake lines, new crankshaft and complete engine overhaul set etc. Spare gearbox, new outriggers but rotten body. Drives well. All for £100. Contact: M Lindner, tel: (WI) 01-437 2612 - non-member.

Spitfire MKIV, 1972. Major re-build 1983. New parts include inner, outer, rear wings, inner, outer sills, new bonnet, (GT MKII) front suspension, steering re-built. Fibreglass hardtop, soft top. Mechanically good. MOT, taxed August '84. Other improvements. £1,100 o.v.n.o. Contact: Daniel MacDonald, tel: (Scotland) 0259-51722 - 82/3628.

Vitesse MKII, 1970. Sienna brown with black trim. Re-sprayed and re-chromed Summer '82. Sunroof. Super condition. £625. Contact: S Little, tel: (Bucks) Penn 4508. Also available spares as listed in Parts - 77/121.

Vitesse MKII Convertible, 1970. White with black hood. O/D, electronic ignition, radio, fog lamps. Excellent throughout. Taxed and tested. £1,450 o.n.o. Contact: Steve Ellis, tel: (Dorset) 0202-693797 - 78/00527.

GT6 MKIII fitted with 2.5PI engine. 63,000 miles, SAH exhaust, servo, O/D, alloy wheels, new 205/60 rear, 175/70 front tyres. Fully Waxoyled, garaged, excellent body and chassis. Bargain at £1,400. Contact: Colin, tel: (Sussex) Worthing 44547 - no membership number.

Herald 1200 Convertible. 'D' reg., new canvas hood, new floor throughout. Tax and MOT April '84. Tatty body. Brakes overhauled, new windscreen/rubber, plus loads of spares inc. engine and gearbox. £550 o.n.o. must go. Contact: Mick, tel: (W. Midlands) 021-552 2585. - 83/5883.

Spitfire MKIII, 1968. Valencia blue, very good, original condition. Two owners from new. Hard and soft tops. Full and short tonneau. Polished engine; Waxoyled and undersealed. Enthusiasts classic car. £600 o.n.o. Contact: P R Frost, tel: (Bucks) 0753-884009 - no membership number.

MKII Vitesse, 1970. New chassis, riggers and rails. Many hundreds spent in last 6 months with bills. Reverse needs slight attention and a respray needed to finish a superb car - navy over tan. Must go to make way for k/car. Advertised December Courier at £695, will accept £400 for quick sale. Contact: Jon Bell, tel: (Willerby) 0482-76019 - no membership number.

GT6 MKIII Convertible - as seen at Donington '83. Totally restored '82. New chassis, suspension, bumpers, boot lid - too much to mention. Regretful sale of as new car. £2,600. Please write to: Andy Topp, 2 Limerick Villas, North Street, Milborne Port, Sherborne, Dorset DT9 5ES - 81/2892.

Triumph Herald 1200, 1961. One previous owner from new. 11 months MOT, excellent running car with valuable number plate 561 BBC. £395 o.n.o. Contact: Mr R Spibey, tel: (Nottingham) 0602-212716 - no membership number.

Vitesse 6, 1963 with O/D. 879 GXA; 62,000 miles; no MOT; needs tyres, battery, wiper motor, slight attention to tracking. Bodywork badly rusted. Lovely engine and gearbox. Recently replaced diff. O/D needs attention. £100 o.n.o. Contact: Oliver MacDonald, tel: Luton 450847 - 82/3403.

Re-built GT6 MKIII. Saffron ; O/D; 72,000 miles from new; MOT Oct '84. V.g.c. throughout. £1,650. Contact: Pete, tel: (Kent) Sittingbourne 76193 evenings - 81/3137.

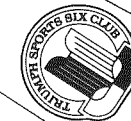
Vitesse Convertible 1970 MKII 2L. No MOT or tax, abandoned project. Engine good; body in need of attention. Offers? Contact: A Wood, tel: (East Grinstead) 0342-21186 evenings - 83/6688.

Spitfire 1500 'X' reg., Aug. '81. Hard and soft tops. Vermillion; 26,000 miles; immaculate condition. Regretful, enforced sale. Offers around £3,200. Contact: Dr Kevin Garry, tel: (Milton Keynes) 0908-614678 after 6pm - 6144.

Spitfire 1500, reg. PLD 388R. Hard/soft tops; jarva green; O/D, 53,000 miles. Many extras: Stereo, bootrack, front/rear fogs, alarm, tonneau, undersealed, H4's. Superb condition. Taxed and MOT'd. £1,700 o.v.n.o. Contact: Nicholas Crisp, tel: Coventry 74848 - 83/6295.

Herald 1200 Estate. 9 months MOT. New battery, good engine and gearbox. Suitable for spares or repair. £150 o.n.o. Contact: Tony Williams, tel: (Cams) Stretham 695 - 81/3136.

1969 Triumph Herald 13/60 Saloon. Genuine 47,000 miles. MOT and Tax. Damson red. Interior immaculate; bodywork excellent. Undersealed when new. Not many left in this original condition. Reluctant sale. Contact: J Tomkins, tel: Stevenage 359354 evenings - non-member.



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These superb quality British made ties, sporting the attractive club motif, are now available from the Manchester Area TSSC at a very modest £3.75 each, including postage and packing.

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PARTS MART

Breaking Vitesse 1600: All parts available. Good all round condition but chassis definitely dead. All offers considered. Contact: Alex Back, 22 Kirkham road, Bradford 7, West Yorks - 82/4835.

Spitfire MKIII parts: Pair of reconditioned carbs, manifold, filter box, £10, bonnet (fair condition, inside undersealed, no rust), £30. Pair GT6 carbs, manifold, filter box, £5. Contact: G Gasson, tel: (Surrey) Smallfield 2306 - 82/4996.

13/60 Saloon: All parts good condition. Bonnet, £40; bulkhead, £15; rear end, £20; roof, £10; boot lid, £7; doors, £15; petrol tank, £5; rear seat, £8; sills, rear lifts, overriders and hubcaps all cheap. Contact: Barrie Vines, tel: (Cheltenham) 0242-5234 - non-member.

NEW SPARES:

GT6 MKIII recon O/D gearbox with brand new O/D SH prop. and mounting plate etc., £175. Vitesse hood and stowage cover (original BL), white, £55. Front upper ball joints (pair), £8. O/D solenoid, £10. Front overriders for Vitesse/13/60 (pair), £15. One rear carpet (original BL), black, Vitesse/Herald, £15. One passenger carpet, front (BL), tan, Vitesse/Herald, £5. One new dashboard, Vitesse MKII, £5. Set of walnut door cappings, early Herald, £10. Oil cooler radiator, £15.

SECOND HAND SPARES - VITESSE:

MKII Convertible bodyshell (good), £20. MKII chassis, v.g., £20. O/D gearbox, £40. O/D prop., £7. O/D mounting plate, £7. 3.89 diff., v.g., £30. Front suspension units ass (pair), £10. Rear drive shaft ass, MKII (pair), £10. Set of 4 5½ x 13 Dunlop steel wheels (white) with 175/70/13 G800 steel Radials, £60. Boot lid ass, MKII, £10. Petrol tank, £5. SAH twin exhaust, £25. Bond 2L bucket seats (pair), £10. Two bonnets MKI and MKII, fairly good, £15 each. Pair Dolomite seats, blue, £10. Herald 1200 (wide) radiator, v.g., £10. Spitfire MKII twin SU carbs on manifold, £10. Contact: Franc, tel: Coventry 591639 - no membership number.

GT6 MKIII chassis with rear suspension, £50. Fuel tank, £15. Strombergs with inlet manifold, £3. Engine and gearbox, £10. Clutch plate, £5. Exhaust manifold, £2. Fuel cap, £5. Windscreen, £5. Contact: Pete Kennerley, tel: Lancaster 35522 - 82/4889.

GT6 MKIII breaking for spares (1972 'K'): Most parts available inc. O/D, diff, £65; radiator, £30; doors, £50; bodyshell reasonable condition, £225; chassis, £60. Also some Spitfire MKIV spares. Contact: Mr Rollason, tel: (Warley) 021-559 3693 - no membership number.

Half shaft Spitfire IV (pre-Feb '73), offside, £10. Slave cylinder, £3. Crunchy 4-synchro box (suitable for recon?), offers. Moto-lita steering wheel, 3 spoke, 13" with Mini/1100 boss, offers. Contact: John Jaap, tel: (Notts) 06076-65867 - 83/5903.

Fastback hardtop for Spitfire MKIII. Good cond. Lined with 'Jaguar' fabric inside. Yellow. A must for those who want warmth and comfort. £55 o.n.o. Contact: Andrew, tel: (Princes Risborough, Bucks) 08444-6255 after 6pm or weekends - 81/2421.

MKIV drivers door, no rot, with lock and key, £15. Hood frame, £12. Nearly new silencer, £6. Rear light units, £6. Pair (some studs missing). MKI door, red, no rot, £15. Alternator, £10. Contact: Dave Maloney, tel: (Didcot) 0235-814498 - 83/5494.

SAH Dual exhaust system, £25. Fibreglass tunnel cover, new, £10. Spitfire 1500 speedo, new, £10. Vitesse non-O/D prop., £5. Vitesse petrol tank c/w new sender unit, £10. Cibie H130 Halogen head lamp conversion for Vitesse, as new, £25. Vitesse doors, v.g.c., £25 each. New door seals Vitesse Saloon, black, £10 pair. Unipart three hole instrument housing, new, £3. Various trim and mechanical parts for Vitesse. GT6 MKIII tailgate c/w Sundym HRW etc., £25. Petrol tank, £10. Vitesse windscreen, £5. Vitesse MKII rear body section (Saloon) in excellent condition. Contact: Steve, tel: 01-801 4577 - no membership number.

Dismantling two cars in W. Yorks.: Herald 13/60 Estate bulkhead, roof, chassis and tailgate, all running gear, dash, red seats and trim. Vitesse Saloon MKII roof, bootlid, chassis, gearbox, front and rear suspension, black seats, trim, steering column and rack. Contact: Charles Henderson, tel: (Halifax) 0422-45607 - 79/01019.

Dismantled Spitfire MKIV: Best parts include chassis, suspension, steering, bumpers, p/tank, boot, 1300cc engine, g/box, recent exhaust, instruments, seats, heater, wiring, lights etc. Located Northumberland. Low prices to make room in garage. Contact: George Astbury, tel: (Stocksfield) 0661-842043 - no membership number.

Vitesse chassis for sale: Ideal for kit car. Needs two centre outriggers. Contact: J Blain, tel: (Guildford) 0483-31251 ext 243 - 82/4764.

Breaking Triumph Herald/Vitesse: All parts available; enthusiast having clearout. Contact: William Banfill, tel: (Sussex) Heathfield 3138 - no membership number.

Breaking GT6 MKII: Good engine and gearbox with ancillaries, £150. Nearly new suspension parts and near perfect bonnet. Most other parts available. Collection preferred or £300 the lot. Contact: Graham, tel: (Barnsley) 0226-84462 - 83/6855.

Breaking accident damaged 1972 GT6 MKIII: Most parts available including engine, O/D gearbox, wishbone rear suspension, doors etc. (Bonnet, radiator and chassis frame not salvagable). Contact: Mike Costigan, tel: (Southwell) 0636-814050 - 81/2786.

Breaking MKIII GT6: Most parts available including pair new, unused steel quarter valances, cost £65 but will accept £30; 5 x 4½ J Dunlop steels with good tyres, £50. Kenlowe fan, £35. Alarm system, inc. ultrasonic detector, £45. Contact: Colin, tel: (Dagenham) 01-593 8675 - 83/6562.

Spitfire MKIV new Leyland chassis, £270 (current BL price £488). Pair of Spitfire inner sills, £7. TR250 engine, £65. Herald 1200 bonnet, £30. Two 5½ x 13 Cobra alloy wheels, £30. Complete GT6 MKIII exhaust system inc. manifold, £50. Contact: Mr S Owen, tel: Telford 607527 - 82/3844.

New, Genuine Stanpart/BL parts for all models. Parts Catalogues and Workshop Manuals for Spitfire 1500, £10.80 each; Handbooks for 13/60, Vitesse 2L I/II, GT6 II, Spitfire IV/1500, all £1.70 each; carriage extra. Vitesse 1600/2LI, GT6 I drive shafts (complete with UJ and flange) £9.75, Vitesse 1600 cylinder heads £17.25, Vitesse late I/II, GT6 late I/II/III crankshafts, £38.50, GT6 late III distributors, £18.75, Spitfire IV/1500 doors, one pair only at £40, GT6/Vitesse steering racks, £40, GT6 I/II, Spitfire III outside door handles, £7.25. Carriage extra on all prices. This is just a small cross-section of what is available. For full details send S.A.E for list, stating model and specific requirements to **John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire, S40 4NS. Tel: Chesterfield 71036.**

Vitesse and Herald parts: Vitesse MKI 2L or 1600 driveshaft and drum (right hand side only), £10. Herald 1200 radiator, £10. Vitesse front valance, £5. 13/60 boot lid or will fit Vit. MKII, £5. Vitesse MKII dash, £8. Vitesse MKII engine, £60. Herald or Vitesse doors - Convertible (best), £20, rest £10. 13/60 engine, £40. 13/60 cylinder head, special order, never used, £70. Spare wheels with tyres 155 + 150 + S + 145 and so on, £5 each. Contact: Bob Rowland, tel: (Hayes) 01-561 0671 - 81/-01937.

Vitesse front n/s wing, £35. Front outer bumpers, £7. Pair rear mudflaps, £5 pair. Badges inc. O/D from £1. MKII Owners Handbooks, £3.50. MKI Vit/GT6 Continental Touring Kit, £20 all plus P&P. Contact: (Bucks) Penn 4508 - 77/121.

Breaking Herald 13/60 Convertible: Most parts available. Hood and seats (tan) in good condition also Vitesse N/S door Grey/Blue. Contact: Ian Collins, tel: St Albans 59348 after 7pm or weekends - 83/6185.

Various Spitfire MKI spares; cheap to clear as Dad wants to get in his garage. Contact: G Hollinrake, tel: Tamworth 284168 - 83/6684.

Spitfire spares: MKII chassis and front suspension, £25, bonnet £20. MKIII chassis and suspension, £50. Fibreglass hardtop, £20. 1500 chassis, £50, bonnet £30, front bumper, £10, doors, £10, bootlid, £5 and more. Contact: Steve, tel: (Witney) 0993-71689 - 83/5501.

Herald 13/60 chassis in reasonable condition complete with engine, gearbox, diff and suspension etc. Open to offers as job lot. Some other parts to clear, inc. Vitesse parts. Contact: Ian Lewis, tel: (Widnes) 051-424 2557 - 82/5042.

GT6 MKI bonnet, £60. Pair of GT6 rear shock absorbers (new), £15. GT6 MKI or Spit MKI/II front bumper, £12. Herald Coupe roof section, £40. Also many Herald/Spitfire rear drive shaft components, clean and dismantled. Delivery possible many areas. Contact: David Apps, tel: 0773-49316 (daytime) or 061-439 7618 (evenings and weekends) - 77/00016

Bargain: Spitfire 1500 O/D conversion. Complete and rebuild. GT Transmissions. £145. Contact: John Kipping, tel: (Coventry) 0203-83926.

Breaking Spitfire MKII/Vitesse 2L: All parts available. Everything must go to empty garage. All parts cheap or exchange for MKI GT6 parts. Contact: Chris Harvey, tel: (Dunstable) 0582-666019 - 83/6842.

GT6 MKIII O/D gearbox, recently re-conditioned. Must go. Quick sale £70. Also very shortly GT6 MKIII engine complete, approx. 70,000 miles in good condition with carbs and distributor, £70. Also differential 3.89:1 ratio from same car, £50. Contact: Chris Trice, tel: (Bromley) 01-462 2851 - 82/4401.



NEW PARTS FOR SALE - All Genuine BL/Unipart/Stanpart: All parts carriage extra. Small items by post; larger by Securicor or can collect if desired. Further details and enquiries to **Nick Bradbury**, tel: 0278-662698 (Somerset) evenings after 6.30pm. Refer also to Spares List on pages 61 and 62 in December Courier and page 43 in January issue.

Part No.	Description	Vehicle Application	Qty.	Price (each)
206623	Petrol pump (AC)	Vitesse 6, GT6 MK1	2	£5.00
211403	MPH speedometer	Vitesse 6 (to HB 15001)	1	£20.00
502264	Cover (rear no. plate lamp)	Herald 948, 1200	1	£1.00
517257	Water pump 'innards'	Vitesse 2L MK11	1	£10.00
810402	Aluminium rad, grille	Spitfire MK111, GT6 MK1/11	1	£17.50
819086	Ali. grille (black painted front)	later GT6 MK11 (very rare)	1	£20.00
814092	front bonnet panel	Vitesse 6, 2L MK1 and 11	1	£35.00
901338	LH door skin	All Herald/Vitesses	1	£18.00
901339	RH door skin	All Herald/Vitesses	1	£18.00
902194	RH rear wing assy.	Her. Estate/Courier	1	£45.00
911108	RH bonnet tube	GT6 MK111	1	£10.00
915365	LH door assy.	GT6 MK111	1	£50.00
GBP 110	Brake pads (set of 4)	GT6 MK1 & 11	1	£5.00
GBS 123	Front brake shoes (pairs)	H. 948, 1200	1	£5.00
GBS 543	Rear brake shoes (pairs)	H. 948, 1200, 12/50, Sp.1/11	2	£5.00
GCC 132	Clutch cover assy.	H. 1200, 12/50, Sp. MK1	1	£15.00
GCC 136	Clutch cover assy.	Vitesse 6	1	£20.00
GEX 1480	Front exhaust pipe	GT6 MK11	1	£18.00
GEX 1620	Front exhaust pipe	Spit. 1500 ('75 on)	1	£12.00
GFE 138	Oil filter (paper element)	GT6's, all ('66 - '74)	3	£1.50
GHS 130	Hub oil seal, rear outer	Vit. 2L MK11	3	£1.75
GRB 206	Clutch release bearing	H.948, 1200; Sp.4MK1, Vit.1600	7	£5.00
GSA 275	Shock absorber, rear	All Heralds; Spit MK1 to 111	1 pair	£20.00
GSA 366	Shock absorber, front	GT6 MK111	1 pair	£20.00
GSA 385	Shock absorber, rear	Sp. 1V and 1500	1	£10.00
54705883	(Lucas) wiper blade assy.	Heralds '60 - '61 ish	8 pairs	£3.80
713268	R/H Front wing panel	Herald 13/60 only	1	£18.50

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WANTED WANTED

CARS

Vitesse MK1 Convertible wanted. In very good condition, with sound chassis and body and current MOT. Contact: B Carroll, tel: (Bath) 0225-27305 - 83/6286.

PARTS

Spitfire MK1/II bucket seats. Contact: Barrie Vines, tel: (Cheltenham) 0242-523442 - non-member.

For GT6 MKIII: Fabric sunroof, Owners Handbook, inlet manifolds for triple, Webbers or Dellorto's, Dellorto 40 DHLA carbs, linkages etc. Contact: Steve, tel: 01-801 4577 - no membership number.

Set of GT6 chrome wheel centres and nuts. Contact: Tony Lambert, tel: (South Shields) 0632-562577 - 77/00239.

Spitfire 1500 lower steering column cover (Nacelle), urgently required. Contact: Julian Desert, tel: (Sevenoaks, Kent) 0732-456200 - 83/5615.

Girling Powerstop brake servo, wanted for MKIII GT6. Working order. Contact: Ken Bassett, tel: Farnham 726006 - 82/5140.

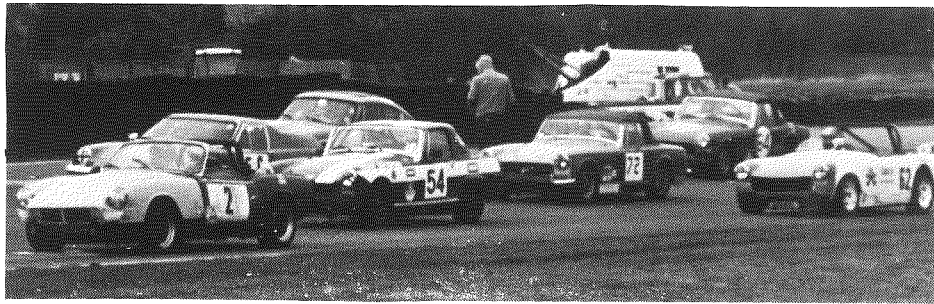
Bolt-on hub adaptors for Spitfire wire wheels. Contact: J Blain, tel: (Guildford) 0483-31251 ext 243 - 82/4764.

Centre boss to fit 13" Alexander steering wheel to Herald - believed Alexander 501. Contact Mr P Rudd, tel: West Wittering 2434 (Chichester) - 83/6522.

Vitesse or Herald Convertible tan trim. Must be in good order with seats. A good price paid. Also a complete set of wire wheels to fit a Vitesse. Contact: Bob Rowland, tel: (Hayes) 01-561 0671 - 81/01937.

Good chassis required, rolling or otherwise for Herald 1200. Body and mechanical spares also needed. Contact: John Charles, tel: (Blackburn, Lancs) 0254-883091 - 82/4931.

Help! Due to a recent heart failure (i.e. complete engine seizure) Emily (a much loved 13/60) will have to be scrapped unless anyone can provide a reasonable 13/60 or Spit. III engine, north of Edinburgh. Please save her!!! Contact: Al Blake, tel: 0333 (Anstruther) 811300 - 81/2670.



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Complete crash repairs vehicle recovery (24 hour) chassis jiggng gas and mig welding panel replacements colour matched spraying custom vehicle building consultancy service engine modifications rear axle

(ALSO) FULL RACE CAR PREPERATIONS TO R.A.C BLUE BOOK SPEC'S INCLUDING

suspension modifications uprated gearboxes and overdrives locked and limited slip differentials etc. etc. etc.

We will prepare any make of car but we are the only specialist in preparing and tuning TRIUMPH four and six-cylinder cars, based on actual race winning experience (i.e.) building the winning car in the TRIUMPH CHAMPIONSHIP 2 years running, also class and category winner in this years' B.A.R.C. Championship and finishing 3rd outright

Further details 'phone
DAYTIME IVER (0753) 655767
EVENING (24 hour) 01-653 0303

62 CLUB SPARES

The following items have all been offered during 1983. As I haven't purchased any new items over the Christmas period, we have a good stock of these items and a lot of members have joined since September so I feel justified in repeating them.

Inlet valves to fit Spit. I and II £4 per set & £1.00 P&P

Rotaflex couplings (not Metalastick) to fit Vit. 2L MKII £9 each + £1.90 P&P single
£2.20 per pair

Fnt. engine mountings to fit late I200/I3/60, £7 per pair + £1.50 P&P

Rear engine mountings to fit all non-O/D Club cars £4 per pair + 75p P&P

Red tool kit bags, 30p each + second class/first class stamp.

Disc pads to fit Herald I200 '61 - '67, I2/50, Spit. I & II, Vitesse I600 £3 per set + £1.50 p&P (limited stock)

Rear flexible brake hoses to fit, Vit. I600, 2L MKI, 2L MKII, GT6 I, II, III, Spit MKIII, IV, I500, Herald '59 - '70

Front flexible brake hoses to fit all Herald with front brake drums. All £2.50 each + 75p P&P (single), £1 P&P (pair)

Rear wheel cylinders to fit GT6 III from commission KE20001 ('72 - '75) £4.60 + P&P (single), £1.30 P&P (pair)

Rear brake shoes to fit GT6 I, II, III to commission KEI2389, all Vitesse, £6.90 + P&P

Brake shoes to fit Herald 948, 'S', I200 with front drums £2.50 + £1.50 P&P

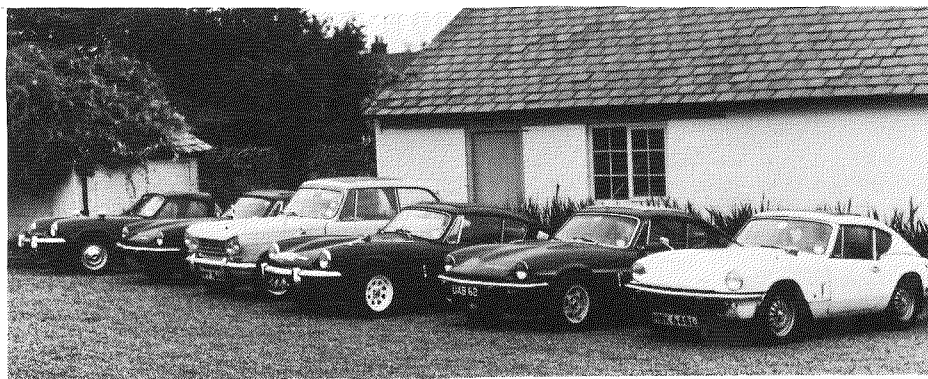
Vitesse Dynamos with 1yr guarantee. No exchange required. £13 + £ P&P

Complete rear light cluster to fit GT6 III, Spit IV and I500, £5 each + £1.50 P&P (single), £1.90 P&P (pair)

Rear light lens, to fit Herald 948/I200 £3.45 each + 75p P&P (single), £1 P&P (pair)

Chrome headlamp rims to fit Herald 948, I200, I2/50 £5.75 each + £1.50 P&P (single) £1.90 P&P (pair)

Head gasket to fit Spit III and IV, Herald I3/60 £1.50 + £1 P&P



AREA

AVON
COTSWOLD
DERBY JUNCTION 29
DEVON
EAST BERKS
ESSEX
HANTS & SURREY
HERTS NORTH & SOUTH BEDS
IPSWICH
KENT EAST
KENT
LEICESTER
MANCHESTER
MILTON KEYNES
NEWBURY/READING/BASINGSTOKE
NORFOLK
NORTHANTS
NORTH EAST
NORTH LONDON
NOTTINGHAM
OXFORD
RUGBY
SALISBURY
SCOTLAND EAST
SCOTLAND WEST
SOMERSET CENTRAL
SOUTHERN
SUSSEX
THAMES
TRENT
WALES SOUTH
WESSEX
WEST MIDLANDS
WORCESTER
NORTH YORKS
WEST YORKS

AREA ORGANISER(S)

Giles Tinkler
Chris Owen
Susan Ind
K. Singleton/ K Green
Mike Atkinson
John Reed
Barry Thurgood
Ken Rodmeil
Bill Yates
Martin Radford
Richard Francis
Mick Maidment
Carl Longmate
Geoff King
Norman Smith
Nick Matheson
Ian & Val McKeggie
Tony Lambert
Stephen Willis
Geoff Fletcher
John Cudmore
Andy Jones
Hugh Davies
I. Wheeler/A. Cooper
Nigel Waddell
N. Bradbury/R. Warren
Tony Farby
Colin Harrison
Leon Guyot/Mike Crewes
Mike Costigan
Tim Davies
Jeremy Woodward
Tony & Janice Spicer
Trevor Brotherton
Stephen Boyne
Nigel Weedon

TEL. NO.

0223-210166
0272-856981
0285-61137
0246-568763/39207
0626-4330
0628-39365
0279-812675
073 56-71178
043-887452
0473-830437
0322-21056
0689-36288
0533-386626
061-320 9880
0908-315025
07356-4629
060 545 417
0858-63834
0632-562577
0707-51769
060 76 66147
099 389 555
0203-452541
0980-23517
0334-4736
041-427 4340
0278-662698
0529-232605
0444-419607
01-812119/5681870
0636-814050
0656-863426
0202-602651
021-353 9961
0386-6547
0302-743579
0484-844882

VENUE

The Coach & Horses
The Wheatsheaf/The Talbot
The White Horse Inn
The Elm Tree
7 Stars/Dartmouth Inn
Uncle Tom's Cabin
The Duke's Head
The Royal Oak
The Red Lion
The Rushmere Falcon
The Cock House Inn
The Grasshopper Inn
The Bath Hotel
The Bull's Head
The Fountain
The Badgers Wood
The King's Head
The Ravensworth Arms
Old Hall Tavern/Rising Sun
The Redgate Lodge
The Fox & Hounds
The Greyfisher
Hawes Inn
Sherbrooke Hotel
The Crech Castle Hotel
The Good Intent
The Farmers
The Winning Post
The Robin Hood Hotel
Caesar's Arms
The Skittlers
Various
The Coach & Horses
Lumley Arms
The White Bear

TRUMPINGTON, CAMBS.

WINTERBOURNE/KEYNSHAM
FRAMPTON MANSELL
HEATH VILLAGE
EXETER/TOTNES
COOKHAM DEAN
LITTLE BURSTEAD
PIRBRIGHT, SURREY
OFFLEY
DETLING
WESTERHAM
SHEARSBY, LEICS.
ALTRINCHAM
LOUGHTON
BAUGHURST
HETHERSETT
MAIDWELL
LAMESLEY
CHINGSFORD/WHEATSTONE
CASTLE DONINGTON
YARNTON
CLAY COTON
SALISBURY
SOUTH QUEENSFERRY
BATHPOOL, TAUNTON
HORDEAN
SCAYNES HILL
WHITTON
NEWARK
CREGIAU
BROADSTONE
HARVINGTON, NR. EVESHAM
MALTBY
NORWOOD GREEN

MEETING DAY

1st Thursday
1st Mon./3rd Wed.
3rd Tuesday
1st Wednesday
2nd Sun./Last Sun.
2nd Wednesday
2nd Sun. lunchtime
2nd Wednesday
1st Monday
2nd Wednesday
2nd Monday
3rd Tuesday
Last Thurs./1st Sun.
3rd Thursday
3rd Wednesday
2nd Monday
3rd Wednesday
1st Monday
2nd Mon./last Mon.
2nd Wednesday
2nd Monday
1st Thursday
2nd Sunday 1pm
2nd Wednesday
Last Thursday
1st Tuesday
2nd Wednesday
Alternate Thurs.
1st Thursday
1st Wednesday
2nd Tuesday
last Thurs./2nd Sun
Last Tuesday
2nd Thursday
1st Tuesday