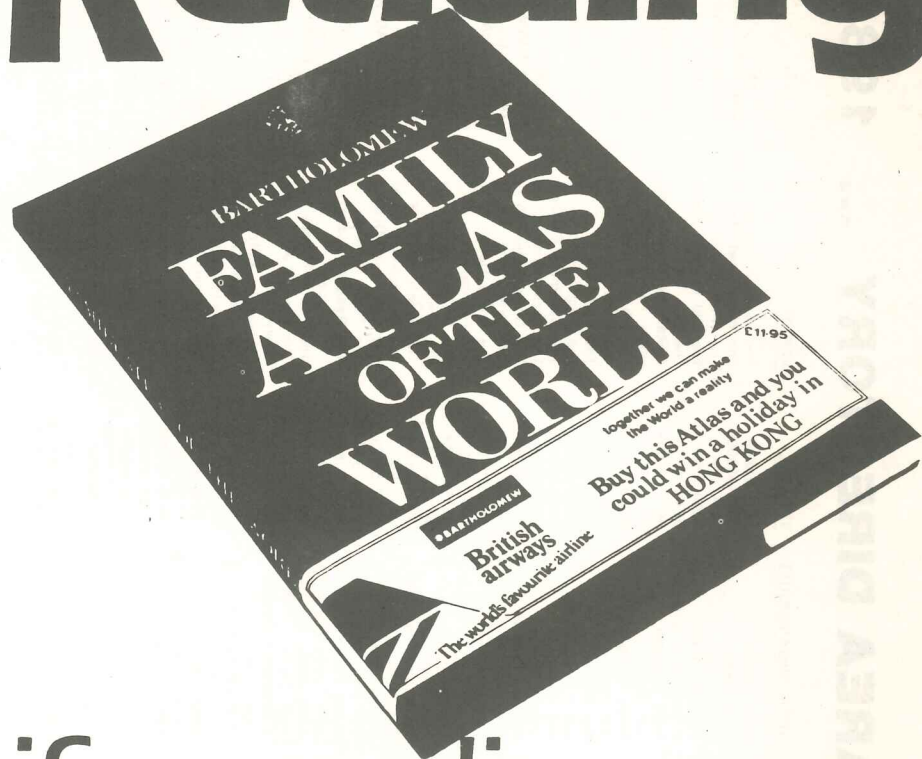


Family Reading



if you live on
Planet Earth

Magazine Produced and Published by Bill and Jo Sunderland.
Printed by Peak Print (Specialist Magazine Printers to Clubs and Societies)
3 Ise Vale Avenue, Desborough, Kettering, Northants NN14 2PU
Telephone (0536) 760725



THE COURIER

the monthly news publication of the
Triumph Sports Six Club MARCH 1984 No. 45
LARGEST TRIUMPH CLUB IN THE WORLD



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

PRESIDENT

JOHN GRIFFITHS
31 Hellings Gardens
The Green
Broadclyst
EXETER, South Devon
Tel: Exeter 61708

VICE PRESIDENT & GENERAL SECRETARY

MATT MAUDSLEY
'Rushdene'
Hillcrest Road
HORNDON-on-the-HILL
Essex SS17 8LR
Tel: 03756-74945

TREASURER

GLYN RIDGEWELL
31 Longfield Road
Great Baddow
CHELMSFORD
Essex
Tel: 0245-71987

GENERAL ENQUIRIES

MEMBERSHIP SECRETARY
MAGAZINE BACK COPIES
CHANGE OF ADDRESS
CLUB STATIONERY

TRUDI SQUIBBS

24 Prince Rupert Avenue
DESBOROUGH
Northants NN14 2PH

Please use GENERAL ENQUIRY
SERVICE between office hours
9.00 a.m. - 5.00 p.m.
Tel: 0536-761930

PUBLIC RELATIONS OFFICER

IAN MCKEGGIE
12 Pochin Drive
Burnmill Park
MKT. HARBOROUGH
Leics
Tel: 0858-63934

'THE COURIER EDITORS

BILL & JO SUNDERLAND
19 Prince Rupert Ave
DESBOROUGH
Northants NN14 2PH
Tel: 0536-760769

'TURNING' CIRCLE' EDITORS

BILL & JO SUNDERLAND
Address as for The
Courier Editors

OVERSEAS AFFILIATION SECRETARY

MARTIN RADFORD
41 Wallis Close
DARTFORD
Kent

AREA LIAISON OFFICER

RICHARD BRUFORD
Neathwood
Christow
NR. EXETER, Devon
Tel: 0647-52363

TECHNICAL SECRETARY

EDDIE EVANS
24 Holland Park
Barton-Under-Needwood
STAFFS
0248 371-2834

NEW SPARES SECRETARY

JEFF BAKER
2 Mulberry Road
Wyken
COVENTRY, Warks
0203-81600

CLUB EQUIPMENT & EVENTS CO-ORDINATOR SECRETARY

JONTY WILD
33 Brookmead Road
Meppershall
SHEFFORD, Beds
Hitchin 813143

NATIONAL EVENTS ORGANISERS & W. MID. COMMITTEE

TONY & JANIS SPICER
Laburnham Cottage
336 Clarence Road
SUTTON COLDFIELD
West Midlands
Tel: 021-353 9961

CLUB PHOTOGRAPHER

PETER WILLIAMS
20 Midfield Court
Thorplands
NORTHAMPTON

INTL. HERALD REGISTER SECRETARY

CHRIS LONGHURST
24 The Lea
FLEET
Hants GU13 8AU

INTL. SPITFIRE REGISTER SECRETARY

NEIL WILLIAMSON
7 Meadow Avenue
FORDINGBRIDGE
Hants SP6 1LN
Tel: 0425-52301

INTL. VITESSE REGISTER SECRETARY

ANDY JONES
16 Wyver Crescent
STOKE
Coventry CV2 5LQ
Tel: 0203-452541

INTL. BOND REGISTER SECRETARY

CHRIS GARDENER
3 Frenchwood Knoll
PRESTON
Lancs
Tel: 0772-54469

INTL. GT6 REGISTER SECRETARY

HUGH DAVIES
9 Stonehenge Road
AMESBURY
Wilts SP47

INTL. SPECIALS REGISTER SECRETARY

ROGER D. POWELL
Town Pond Cottage
Town Pond Lane
SOUTHMOOR, Oxon OX135HS
Tel: 0865-820749

COMMITTEE MEMBERS 1984

JOHN GRIFFITHS
MIKE LONG
ROLAND DREW
DAWN STORTON

MATT MAUDSLEY
JONTY WILD
RICHARD BRUFORD
IAN MCKEGGIE

EDDIE EVANS
CHRIS LONGHURST
BRIAN WATERS
PHIL STEEL

CHRIS SQUIBBS
TRUDI SQUIBBS
JOHN CUDMORE

COMPETITION SECRETARY

KEVIN GINGER
15 Fountain Road
Thornton Heath
SURREY CR4 8LT

FORWARD PLANNING COMMITTEE

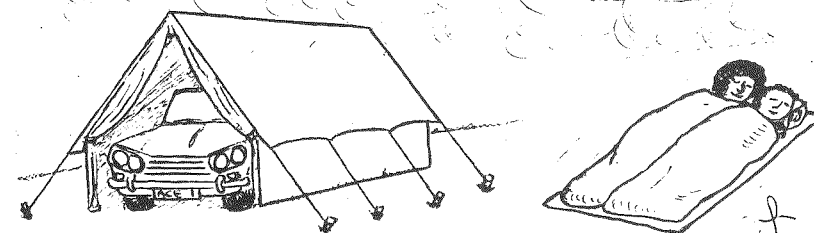
ROLAND DREW
BRIAN WATERS
TRUDI SQUIBBS

EDITORIAL

Yet another 'deadline' day has passed - phew! All the headaches for the March Courier have now, I hope, been coped with and the April mag. and Turning Circle are well under way. Incidentally, thanks to all those who have sent us in articles for our Specials Turning Circle and to those who are still just thinking about it, you are not too late but you soon will be!

An ever increasing amount of correspondence pops through our door for inclusion in this monthly publication and we have advertisers queuing up for available space. At this point, I have to say that Area News can no longer be carried over to the following month's publication, should it miss the 'deadline', as all available space has to be utilised to the full and 'old news' is wasting space: if your report has 'missed', therefore, please be kind enough as to send us an up-to-date one.

Work progresses slowly on my Courier Van but I hope to have it ready for the multitude of events this year. I am really looking forward to seeing the results of the over winter rebuilds, which I have been hearing about through the grapevine. I hope we are blessed with a virtually rain-free summer as we were last year - it makes all the difference!



JOHN KIPPING'S - THE ENTHUSIASTS CENTRE

| | | |
|---|------------|------------|
| Front shock absorbers - pairs to fit all Club cars | £15.00/pr. | Postage £2 |
| Delco distributor GT6 MKII/III will also fit Vitesse MKII | £20.00 | £2 |
| Pedal rubbers - clutch & brake State model when ordering | 65p | FREE |
| Front hub/stud assembly with bearings - all Vitesse & GT6 | £12.00 | £2 |
| Timing chain replacement kit Chain, tensioner, gasket, oil seal State model when ordering | £7.25 | 75p |

PARTS CATALOGUE FREE ON REQUEST

- SEND FOR YOUR COPY NOW!!!

Parts Location Service
55 Whitmore Park Road
Holbrooks
Coventry CV6 4DN
Telephone: (0203) 83926

4 INTRO

Another Club car has recently joined my stable; a 1973 GT6 MKIII. I now have two Heralds, the Vitesse Convertible and this GT6. The only problem is, I don't have enough room!

One of the four has got to go and, in the circumstances, I have decided to offer for sale the 1962 Herald. This car is interesting in that it has only had one family from new and has covered a genuine 46,000 miles. From the MKI, you will appreciate that it has the early type chassis and countersprung seats, etc. The car was originally supplied on 31st March, 1962 by Misbourne Garage, Chalfont St Giles. It requires new outriggers to get it through an MOT but because of its age and known history must be restored. If anyone is interested in taking on this project, please telephone me on Exeter 61708.

My reacquaintance with the GT6 is proving fun although I do not like getting in and out. Must be getting too old for this lying down position!

In this the 25th year of the HERALD, I was delighted to read that we have over 1,400 registered in the Club. Could one month, all the Marque Secretaries liaise with each other and compile a table of all the cars in the Club. It would be interesting to see how many cars are actually registered, as clearly this will be in excess of the membership number, with many people having 2,3 or more Club cars.

YEAR OF THE HERALD:

In this, the year of the Herald, I was interested to note that a new 13/60 has entered the motoring ring; the Peugeot 205!

How does this 1984 car stand up to the 1967 Herald? Well, let's look at some figures:

Herald 13/60

Capacity: 1296cc
Cylinders: 4
Bore & Stroke: 73.7 x 76.0
Max Power: 61 bhp at 5000 rpm
Max Torque: 73 lb fit at 3000 rpm
Carburettor: single
Compression: 8.5:1

Turning Circle: 26ft 0.5 in
Fuel Consumption:
Constant 50; 41.7 mpg
60; 34.2 mpg
70; 26.5 mpg
Overall; 30.0 mpg
Acceleration: 0-60 17.7 sec

Peugeot 205

Capacity: 1360cc
Cylinders: 4
Bore & Stroke: 75 x 77
Max Power: 59 bhp at 5000 rpm
Max Torque: 79 lb ft at 2500 rpm
Carburetor: single
Compression: 9.3:1
Electronic Ignition
Turning Circle: 32ft 6 in
Fuel Consumption:
Constant 56; 61.4 mpg
75; 44.1 mpg
Urban; 42.2 mpg

Acceleration: 0-60 14.8 sec

Unfortunately, these are the only figures I have for the Peugeot. It is interesting to note that the Herald produces 2 bhp more than the Peugeot, yet has 64 less cc's. However the Peugeot wins handsomely on acceleration and fuel consumption and this has no doubt been obtained by its low drag coefficient of 0.35 and use of the five speed gearbox.

Does it really stand up to the Herald though?

The Herald would, of course, win hands down on "cost per mile" (say 8p compared to 25p).

5

The Herald would win on "ease of maintenance".

The Herald is built in a traditional manner; i.e. with a proper chassis.

The Herald would win on quality of fitments.

The Herald would win on ease of parking.

The Herald represents an enthusiasts car and has the unique benefit of providing its owner with the passport to the Best British Motoring Club.

Need I say more?

TITBIT:

Did you know that in 1961 BP took a 1200 Herald and ran it for 9 solid months and 100,000 miles to test their "Visco-Static" oil.

After the test the engine was stripped by RAC engineers who said "This engine is in very good condition. Wear to cylinder bores approximates to only 1½ thousandths of an inch. Bearing wear is less than two thousandths of an inch. Wear to all moving parts is quite negligible".

Triumph said "Performance highly satisfactory. We find particularly impressive the condition of the valve train components and the tappets".

Well done 372 UPC. Are you still alive?

JOHN M GRIFFITHS
PRESIDENT

"We have moved"



CLASSIC CAR
RESTORATION
AND
SERVICING

**A.C.S. CLASSICS OFFER YOU
THE COMPLETE SERVICE**

**From an oil change to a full body-off restoration
Experience of all Herald Chassised cars, TRs, and Stags**

Prices are competitive. Club discount. Why not ring for a quote?

Adrian Storton (director), Unit 14, Hawkins Lane Ind. Est, Wharfe Rd, Burton upon Trent, Staffs. DE14 1PT
Tel: (0283) 37120 or (021) 784 4597 after 7.00

NEWS REVIEW

WALTER BELGROVE

News has reached me via John Burdge, Chairman of the Triumph Mayflower Club, that Walter Belgrove has died in Barnstaple aged 83 years. As one who learned to drive behind one of his pre-war bonnets and has subsequently enjoyed driving the proto-type Standard Vanguard and the TRX Roadster, both of which came from his styling board, I write these words with regret.

He joined the Triumph Company in Coventry about the time the Super 7 was being developed and by early 1935 was Chief Body Engineer, under Donald Healey. His creation of the Dolomite range, with its die-cast waterfall grille, made him well known for what were dubbed 'The Smartest Cars in the Land' - and he always discounted the view that those designs were in any way influenced by the contemporary S. S. Jaguar Saloons. A war-time was spent in jig and tool design for aircraft, before he became the only person of any standing to join the Standard body design team and create the Razor Edge 1800 Saloon. This was followed by the bulbous Vanguard, announced in 1947, which went into volume production. His next offering was altogether more exotic, the 1950 TRX Roadster which, from the side, followed the lines of an elongated pear-drop. This short-lived creation did not get beyond prototype stages, but the next one did, once he had persuaded Sir John Black to abandon the traditional outside spare wheel to evolve what the world on both sides of the Atlantic now knows as the TR2. He left Standard in October 1955 in disagreement over styling proposals for Vanguard III - he wanted a Saloon version of his TRX styling.

He has lived quietly for a number of years, yet was always ready to comment and advise on matters historical. He was scheduled to attend STIR III in 1978 and a renowned limousine had been arranged as an appropriate conveyance but his wife (who pre-deceased him) was ill and he could only wish us well.

A body engineer who had great influence on the shape and appeal of the cars we enjoy has left us; we are the poorer for his passing.

IS THIS A TRIUMPH?

I was reflecting recently that the cars bearing the Triumph name have been assembled at more factories than any other British vehicle carrying one marque nomenclature. I refer to completely assembled and commissioned vehicles. They were rolled out from 1. Clay Lane, Stoke, Coventry; 2. Gloria Works, Holbrook Lane; 3. Canley/Fletchamstead, Coventry; 4. Banner Lane, Coventry (Yes, the first TR2's were commissioned there!); 5. Liverpool No. 2 Factory; 6. Cowley, Oxford; and 7. Longbride, Birmingham (with current move of Acklam to the new location). You could probably multiply by three if you include CKD activity overseas.

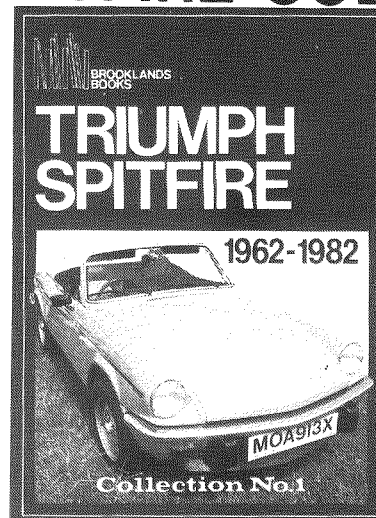
JOHN DAVY

We have received a letter recently, via Trudi Squibbs, from Natha, a TSSC member who lives in Malaysia. He mentions that there are a number of Triumph owners in Perak, which is another state of Malaysia. He is also a member of a local Triumph Club and he would be very pleased to meet any TSSC member who is travelling in this vicinity with a view to introducing him/her to his friends. Johor Bahru is very close to Singapore and should any member wish to contact him, please ring 07-223959 (office) or 07-233004 (home).



NEW BOOK

SPITFIRE COLLECTION NO. 1



A total of 26 articles traces the progress of the Spitfire from its introduction in 1962. They include road tests drawn from Britain, Australia and America plus a 12,000 mile report, new model introductions, a service test, three articles on tuning and a story about a trip to Switzerland. Also included is an invaluable 1982 article on what to look for when buying a used example. All models are covered, including the original 4, the MKII, MKIII, MKIV and the 1500. None of these articles appear in our earlier book on Spitfires.

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.

ORDER THIS SUPERB NEW BOOK AT £5.50 including Post & Packing

TRIUMPH SPITFIRE 1962 - 1982 Copie(s)

NAME

ADDRESS

MEMBERSHIP NO.

I/WE enclose a cheque to the value of £..... made payable to:

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

By Leon F Guyot & Carolyn Willson

This was the first time that I had managed to attend the annual event at the Fosse Manor and I would not miss it for the world in future years. We were among the first arrivals on Friday 20th January, arriving around dusk; other Club cars soon filling up the small parking area in front of the hotel. Members gradually filtered through into the hotel lounge, some we knew well, others less but, of course, we soon made firm friends with all the other TSSC members because we all have so much in common. From far afield we had come indeed; those members gathered together had come from all corners of Britain and all types of Club car were represented. While in the lounge, we were presented with a somewhat fiendish quiz, as compiled by Andy Jones and John Kipping - due to be finished by Sunday afternoon and with only three questions on Le Mans Spitfires, Andy?

We then proceeded apace directly to the bar, which was in darkness. So, failing to find the light switch, we waited until the bar opened for liquid sustenance - who said we were desperate? And so to the dinner table. A wide choice was available on the menu and nobody had any complaints about the quality of the food and/or service, both of which were second to none. After dinner we went back to the lounge for a chat and we were then treated to a tape recording of the actual announcement of the Triumph Herald at the 1959 Motor Show, "The Star of the Show", "A New Experience in Motoring", kindly provided by Mike Costigan - where on earth does he get this stuff? Then we had two films on Video; the first was on last years Christmas Weekend, including silly antics, exploding Spitfires and TSSC members wandering around lower Slaughter pretending not to be tourists and generally failing to avoid the Video camera. Then another film was shown - a satirical look at the mid-1930's Grand Prix scene, using model cars for many action scenes, the antics of which would do justice to a Herald on a hairpin! Thanks to John Thorpe for showing these films. The then went thankfully to bed.

Saturday morning was fine, dry and very sunny but was also very cold. The engine oil like syrup and although almost all the (rusty) Triumphs started with no bother, some of them were just a little stiff in their bones but they all soon warmed up enough for the Cotswold Tour which was lead by John Cudmore. The convoy set off, Vitesses to the fore, closely followed by Heralds, GT6's and Spitfires. The tour took us all across some of Gloucestershire, Oxfordshire and Warwickshires most beautiful and unspoilt countryside. It was a real eye-opener for a Londoner like myself, who knows these counties only briefly. During the tour we stopped at The King's Head public house for morning coffee and the tastiest homemade ginger biscuits that I have ever had. Then, outside again for a short photo and video session, not to mention feeding the ducks and playing on the kiddies swings before proceeding back to the Fosse Manor Hotel for a buffet lunch and liquid refreshment. We then went into the conference room to see the instant video of the same mornings antics at the coffee stop. After which we were joined by Kevin Giner and Paul Lucas and their ladies, who also attended the next activity, which was a talk and film presented by A F Rivers-Fletcher, entitled "50 years of Motor Racing" and was basically his own personal view of the Motor Sport scene in the period from the 1930's to the 1980's and included some truly emotive filming of the great cars and men in the history of racing, of which Mr Rivers-Fletcher has had the very good fortune to both drive and meet in his truly remarkable life. One notable point being the habit he followed over the years of painting all his racing cars in "Rivers-Fletcher Blue", a shade somewhere between our Powder and Wedgewood Blues and very distinctive it was too. A fascinating man who, I hope, can attend next year to recount some more of his experiences.

And so we all went off to dress, or not, for the 'Christmas Dinner' party with live music, provided by Jay Jay Weaver', a very hard-working disc jockey, who eventually got through to even the most reluctant members.

The quiz results were then read out by Andy Jones, albeit under the ferocious glare of John Thorpe's Video floodlight - thanks for the suntan John! The joint winners turned out to be Bob Heath and Tim Woodward, who Andy asked a couple of tie-breaker questions, at which Tim proved quicker off the line and they were both presented with their prizes: a pair of mudflaps for Bob and a Stanley knife and first-aid kit for Tim. After the meal we had a Grand Prize Draw at which almost everyone won one or more prizes, notable exceptions including myself and Neil Hewitt - we want two prizes next year, please! Not that it made very much difference, we drank most of the several bottles of homemade white wine, donated as prizes by Mick Maidment - a decision some of us very much regretted on Sunday morning. Perhaps it was not quite ready but it was good and so, when we ran out of wine, we proceeded back to the bar for other liquid sustenance and generally horsing around with the Fosse Manor varied collection of hats, helmets and head-gear. The waitresses of the Fosse Manor, all nice, country girls with terrific accents, being only too willing to help in the fitting of an American footballer's helmet and mask to Neil Williamson's head but all good things must come to an end and so to bed, albeit in somewhat anebriated state.

Sunday morning: we awoke to see large flakes of snow drifting gently past the window. On emerging from the Hotel wing we discovered a winter wonderland scene with about one inch of snow, beginning to melt around the edges. The weather was a total contrast with the previous day but actually slightly warmer. After a refreshing breakfast, hangovers notwithstanding, we all proceeded directly to Stratford-upon-Avon to the small but not uninteresting Motor museum, which contained such treasures as a restored Jaguar XK 120 Roadster, a rebuilt Bugatti (Blue of course), a mid-30's MG Racer, a D-Type Jaguar in BRG - I want one please and best of all, a fantastic Lagonda Rapide Roadster and several other exquisite vehicles. A feature of this particular museum being their unique Motor Club badge collection, which occupies one entire wall. On noticing a lesser Triumph Club's badge on the wall, I was prompted to donate one of our metal badges to the museum for them to add to their collection and, of course, to advertise us - after all, it was in Warwickshire, Triumphs home country. Back we drove to the Fosse Manor for a very pleasant Sunday lunch, before taking photographs prior to our reluctant but sadly unavoidable departure. The end to a very happy and enjoyable TSSC weekend made special by the efforts of John and Mary Thorpe and everybody else who helped to run the event. Extra special thanks to all the staff of the hotel, who made us feel so much at home that we did not want to leave. Roll on next year and just try to stop us coming! I can personally recommend this event to everyone - it's worth every penny.

AREA LIAISON OFFICER

At last we now have most of the Area Organiser nomination forms in, though there are still one or two black sheep. I am pleased to report that there are now 40 official areas; the biggest of which is now Thames - I am pretty certain.

Unfortunately we seem to have lost our two corner Areas, Shetland and Cornwall but we have gained several more.

The up-to-date directory can be found on the inside cover of this issue.

COMPETITION CALENDAR

Club Members racing in
750 Motor Club's 1984
British Sports Car Championship

| Dates | |
|--------------|----------------|
| May 13 | Snetterton |
| May 27 | Mallory Park |
| June 2 | Brands Hatch |
| June 10 | Lydden Hill |
| June 24 | Mallory Park |
| July 14 | Cadwell Park |
| August 12 | Snetterton |
| August 19 | Lydden Hill |
| September 9 | Donington Park |
| September 15 | Castle Coombe |
| September 23 | Mallory Park |
| October 28 | Snetterton |

Triumph Sports Six
Hillclimb/Sprint
Championship

| Dates | |
|--------------|--------------|
| March 25 | North Weald |
| April 22 | Goodwood |
| May 12 | Lydden Hill |
| May 27 | Gurston Down |
| June 24 | Gurston Down |
| September 2 | Goodwood |
| September 16 | North Weald |
| October 7 | Gurston Down |
| October 21 | North Weald |

More rounds are to follow. These will be announced as soon as they become known.

KEVIN GINGER

MOTOR INSURANCE. CUT THE COST!

SPECIAL MOTOR INSURANCE SCHEME FOR TRIUMPH SPORTS SIX CLUB MEMBERS

| | | |
|--|--|---------------------------------------|
| Name _____ | Excess: £25 <input type="checkbox"/> £50 <input type="checkbox"/> None <input type="checkbox"/> | Driving convictions? YES/NO _____ |
| Address _____ | Legal Defence _____ | If YES, details: _____ |
| Postcode _____ | Windscreen: £50 <input type="checkbox"/> £100 <input type="checkbox"/> Unlimited <input type="checkbox"/> | Dates _____ Offence _____ Fines _____ |
| Tel No. _____ | Present Insurer _____ | Disabilities YES/NO _____ |
| Date of Birth _____ | Present Policy expires on: _____ | If YES, details: _____ |
| Occupation _____ | No. of years no claims bonus _____ | |
| Are you a holder of a Provisional or Full British Licence? _____ | Renewal premium this year: £. _____ | |
| For how long? _____ | Drive's other than yourself who will drive your vehicle Name _____ Date of Birth _____ Type of Licence _____ | |
| Make & Model of Vehicle _____ | | |
| Year of manufacture _____ | Occupation 1 _____ | |
| Engine Capacity cc Value £ _____ | Occupation 2 _____ | |
| Approx. Annual Mileage _____ | Any accidents in last 3 years? YES/NO _____ | |
| Is vehicle kept in locked garage? YES/NO _____ | If YES, when? (Dates) _____ | |
| If NO: Parked on road/off road _____ | Circumstances _____ | |
| Comprehensive/TP,F&T/Third Party only _____ | Costs _____ | |
| Insured only/Insurer & Spouse/Named Driver _____ | | |
| Social, domestic & pleasure only <input type="checkbox"/> | | |
| Social, domestic, pleasure & business <input type="checkbox"/> | | |
| Details of business use _____ | | |

Complete this form and post it to Lifesure Ltd, 34 New Street, St Neots, Huntingdon, Cambs PE19 1NQ. Tel: 0480 74604/75148


LIFESURE
The Sports Car & Classic Car Specialists

SPITFIRES (U.K.)

SPECIAL OFFERS MARCH 1984

| | |
|--|--------|
| Brake disc's Vitesse/GT6 | £15.00 |
| Brake disc's Herald/Spitfire | £11.50 |
| Caliper with pads - Herald/Spitfire MK1 - 1V | £25.00 |
| Driveshafts with yoke & UJ - Spitfire MK1 - early MK1V, GT6 MK1, Vitesse 1600 - MK1, Herald all models | £30.00 |
| GT6 MK111 Distributor | £28.00 |
| Herald rear exhaust box and tail | £4.75 |
| GT6 MK111 decoke set | £15.00 |

TRIM

| | |
|---------------------------------------|--------|
| Vitesse door trim covers | £31.50 |
| Spitfire MK1 - 111 door trim covers | £16.00 |
| Spitfire MK1V - 1500 door trim covers | £16.00 |
| GT6 MK111 door trim covers | £18.00 |
| Herald door trim covers | £22.50 |

STEEL PANELS

| | |
|---------------------------------|--------|
| Vitesse front wings | £35.00 |
| Vitesse front wing repair panel | £11.00 |
| Spitfire/GT6 inner sills | £3.75 |
| Herald sills | £3.50 |

FIBREGLASS

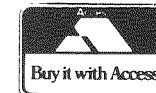
| | |
|---|---------|
| Spitfire MK1V/1500 hard top | £150.00 |
| Spitfire MK1 - 111 boot lid | £15.00 |
| Spitfire MK1V - 1500/GT6 MK111 quarter valances | £15.00 |
| Spitfire 1 - 111 front wings | £14.00 |
| Tunnel covers | £14.00 |
| Spitfire MK1V - 1500 hood and frame | £140.00 |
| Boot luggage racks | £13.00 |

ALL PRICES PLUS P&P AND VAT

S.A.E. FOR FREE CATALOGUE AND DETAILS OF OUR

SPITFIRE (UK) PARTS DISCOUNT CLUB

172 Ethel Road,
LEICESTER,
England.



Tel: (0533) 738587
Telex: 342359

★ ★ 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.



MOTEC 1984

7th NATIONAL CONCOURS

As reported in January's issue, we have moved the location of the National Concours to MOTEC, near Telford, on May 19th. With two and a half months to go, organising is well under way and I can now reveal what the day holds in store.

The aim is for the day to run along exactly the same lines as at our previous venue, with a variety of side attractions for all the family, including a tombola and raffle, a 'black museum', an autotest, 'Hunt the Treasure' competition, jewelry stalls and trade stands. There will also be a creche for all those mums and dads to deposit their offspring, so allowing freedom to wander around without the fear of loosing little Humphrey in the crowds!

There will be two 'model' concours: the first will be a Triumph die-cast concours and the second will be an 'all-comers' model concours.

Entry to the Concours D'elegance this year is only £1 (£2 cheaper than previous years!). Judging this year will, hopefully, be speeded up by the entrant driving to each judge in turn, rather than the judges coming to the cars, as has been the case previously. This will speed up the collation of marks (up 'till now, very time consuming) and because judging will take place in a separate area (to enable each judge to scrutinize the car away from the crowds) this should also speed up proceedings. The cars will, of course, be on show before and after they have been judged. There are many more prizes to be won this year, including Best Engine Bay, Best Interior etc., as well as the class prizes. The classes will be:- Original, Working Original (those cars doing over 100 miles a week), Modified, Working Modified (modified cars doing over 100 miles a week) and Elite (winners from the two previous year's classes). At the end of the judging, this year's class winners will join the Elite Class for a final judging - the winner receiving the Elite Cup.

Camping is available at £1.50 per tent per night and single bed rooms with own wash basins are available at MOTEC. Cost of this accommodation is £12 per night. Please contact MOTEC direct for further details and booking of their accommodation at: MOTEC, High Ercall, nr. Telford, Shropshire TF6 6RB, tel: 0952-770441.

Our resident concours disco - 'Crusader' - will be there to once again provide us with the PA system, the music throughout the day and, of course, the disco in the evening for the disco/buffet. Tickets for the disco/buffet are £3.50 per head - numbers are limited, I'm afraid, so first come, first served! Remittance and SAE please to **Janis Spicer (address and telephone number on inside front cover)**.

N.B. Anyone wanting a stand at the Concours and have not received a written invitation, please contact Tony Spicer A.S.A.P.

ANGLIA AREA

PRESENT THE 7th ANNUAL T.S.S.C
BIRTHDAY BAR-B-QUE, TO HELD
AT WELLS FARM WHITTLESFORD
Nr CAMBRIDGE ON THE 7th JULY

EVENTS INCLUDE;-

DRIVING TESTS - SPARES

-TRADE STANDS - REAL ALE BAR -
EVENING BAR: B: QUE - EVENING

DISCO - SIDE STANDS - LUCKY
TICKET DRAW - GRAND RAFFLE -
DISTANCE AWARD - CLUB REGALIA

- INTER AREA COMPETITIONS -
PLUS MORE !!

+ON SITE CAMPING.

WATCH FOR MORE DETAILS!



NATIONAL SPARTAN DAY
THE OWNERS CLUB RALLY

This event is to be held at BILLING AQUADROME on Sunday June 10th. There will be a Concours and an Autotest, both commencing around lunchtime. The Owners Club A.G.M. will be held on Saturday 9th in The Mill Bar between 3.00pm and 5.00pm. Camping facilities are excellent and the management have offered us reduced rates for tents or caravans at £3.00 per site per day or part thereof. Camping will be available from Friday 8th and entry will be FREE for Spartans. The facilities at the Aquadrome are ideal for families, so make a weekend of it.

JOHN DICKENS
CHAIRMAN
SPARTAN OWNERS CLUB

2ND INTERNATIONAL SPITFIRE WEEKEND, 1984

In 1983 the Triumph Spitfire Club held the 1st International Spitfire Weekend. It was an enormous success. Over 300 enthusiasts from 5 countries and 16 Clubs took part. Various events included a film show on Spitfire racing, a large market, a disco, various competitions on Spitfire knowledge, concours d'elegance and, to crown this weekend, an unforgettable convoy drive through the local countryside with 120 Spitfires. Over 50 different prizes were awarded. We were also fortunate to have an information stand from the Post Offices Viditel (Teletext) department. During the Saturday, the running scores of the competitions could be seen on the colour TV sets. The Viditel personnel were on hand to demonstrate and answer questions about this super, modern and inexpensive information system. During the disco the final results were continuously on display on the TV which was kindly lent to us by the Post Office. The whole weekend program plus the final scores were also available to all of the many Viditel subscribers throughout the Country up to 2 months after the event.

Due to the success of this weekend the Triumph Spitfire Club have decided to make this an annual get-together to European Spitfire enthusiasts. It is hoped to use the 1st weekend in September every year. The 1984 weekend will be held again at the excellent recreation park 'Klein Vink' in Arcen on 31.8, 1.9, 2.9 1984.

This years prospective program is:

| | |
|---|--|
| Saturday all day | Market: (not only Spitfire parts) - to be held indoors in bad weather. Spitfire knowledge competitions. Tombola. |
| Saturday evening | 2000 hrs - 2200 hrs: get-together in the Bar. 2200 hrs - ????: disco |
| Sunday morning followed by 1600 | Convoy drive through the local countryside. Inter-Club competition Concours d'elegance Prize giving |

For those who arrived on Friday, a video on last years event will be shown on Friday evening.

Bargain price (just compare) accommodation is available from 1500 hrs Friday unit 1000 hrs Monday, in Bungalows sleeping 6 people in 3 rooms. These bungalows are fully equipped with kitchen, TV, patio etc., etc. If you prefer to camp, just bring along your tent and use the excellent camping facilities.

All persons staying overnight can enjoy all the "Klein Vink" facilities FREE OF CHARGE. These include: 2 swimming pools (1 indoor heated), tennis, tabletennis, surfing and boating lake, crazy golf, pony riding, bar, restaurant etc., etc.

Price for the whole weekend is f 10 - pro person (for prices of accommodation see booking form). Accompanied children free. This entrance charge includes: Program (3 languages), badge, sticker, admission to the disco, plus free entry to most of Saturdays competitions. Also for all people who book in advance, a refreshment voucher is included. Entry for Sunday will only be f5. This year will also see a f 5 fee for the Concours but all entrants will receive a plaque (details of classes will be issued later).

Market stalls can be hired if booked by 1st August. Prices to be announced but TSC members qualify for a 50% reduction. Requests for stalls please to PO Box 213.

The booking form below should be sent by 1st June, 1984. 50% of the total sum should also be sent at this time. The remaining 50% to be paid by 1st August.

Please address all correspondence regarding this event to:-

David Herriman
Schillerstraat 188
5924 CT Venlo / NL
Tel: 010 31 77 26631

APPLICATION FORM

I wish to take part in the 1984 Spitfire Weekend

(BLOCK LETTERS)

(..... DO NOT FILL IN)

Name:

booking nr

Address:

date re

Club & Member No:.....

Type of car & reg. no.
.....

ADMISSION (irrespective of accommodation)

No of personsf 10 - (Dutch Guilders) per person/weekend f _____

ACCOMMODATION

No of Bungalow beds _____ f 35 - per person/weekend f _____ bun

No of tent places _____ No of nights _____ @ f 9 - night f _____

No of campers _____ No of nights _____ @ f 4.50 - night f _____

I/we will arrive: _____ Total amount: f _____

If Bungalow acc. with certain people is requested, please give details:
.....

Deposit receivedf owed f.....

Remarks:

TECHNICAL HELP

From Eddie Evans

British Sports Car Centre



Brake Into Spring!

Copper Brake Pipe Kits

SPITFIRE/GT6 (Complete) Ready To Fit £15.00

Brake Pads

SPITFIRE (Front) From £8.50
GT6 (Front) From £7.20

Brake Shoes

SPITFIRE/GT6 (Rear) Axle Set Complete £7.70

Brake Hoses

| | | | |
|------------------|------------|-------------|------------|
| SPITFIRE (Front) | £4.63 | GT6 (Front) | £6.23 |
| SPITFIRE (Rear) | From £4.40 | GT6 (Rear) | From £4.25 |

Brake Fluid

| | | |
|--------|---------|--------|
| 500ml. | SILICON | £ 6.50 |
| 500ml. | UNIPART | £ 0.68 |
| litre | UNIPART | £ 1.32 |

ALL PRICES EXCLUDE VAT AND POSTAGE ACCESS AND VISA WELCOMED

Please Specify Model & Type When Ordering

303 Goldhawk Road, London W12 01 748 7823/4

PLEASE TELEPHONE FOR POSTAGE DETAILS

Lubrication Mods:

Q. Is there anything I can do to improve the lubrication system on a MKIII Spitfire, other than fitting an oil cooler? I understand uprated oil pumps are available for some engines but apparently not ours - can anything be done with the Spitfire oil pump?

A. There is a way of improving oil pump performance, which was used on Triumph competition engines, though not very practical. The object is to increase pressure by reducing rotor end float and inter rotor clearance to a minimum. The only way to decrease clearance between inner rotor, outer rotor and pump body is by selecting the best combination of components from a large enough stock of parts. By this method it is possible to reduce clearance to around 3 thou. (this being the minimum allowable); that is assuming you have a large stock of parts or that you can find a dealer who is prepared to let you spend an afternoon sifting through his stock bins.

End float can be reduced to a minimum of 1 thou clearance by machining the pump body but this calls for considerable expertise and clearance must be maintained for both inner and outer rotors. The combined effect of these mods is not likely to increase pressure by more than 10%.

However, I suggest you consult specialists such as Triumphtune or Kevin Ginger before doing anything.

Vitesse Backfire:

Q. I have a vitesse 1600 which is suffering from backfiring in the exhaust pipe. I have renewed the silencer in case there is a blockage and checked that the pipe and manifold are clear. It usually only happens under load, never on overrun. The carbs are reconitioned units which were professionally set up 4,000 miles ago.

A. First thoroughly check your ignition system with particular attention to the automatic advance/retard mechanisms. However, the cause of the silencer explosions is more likely to be a sticking exhaust valve. You could put the car on an engine analyser to confirm this and identify the appropriate cylinder before removing the cylinder head. However, I would advise that you check all valves, guides and valve seats while the head is off.

2500 into Vitesse:

Q. I am intending to fit a 2500 engine into a MKII Vitesse and would like to fit the 2500 gearbox also, as it has overdrive. I have had conflicting advise as to whether the box will fit and thought you might know the answer.

A. Yes, it will fit with a fiddle. You will need to use the 2500 overdrive mounting plate after modifying to make it fit the chassis. The clutch operating lever will foul the Vitesse chassis and, whilst some people modify the chassis to get round this, I think it is better though more difficult, to modify the clutch lever system. As the output flange is further back than the original, the transmission tunnel has to be cut back to allow access when bolting the flange to the propshaft. The shaft itself will, of course, need shortening and re-balancing. The fibre gearbox cover and carpet will need alteration to accommodate the gear lever.

Information Required:

This last enquiry is one of many which I receive on how to fit non-TSSC engines and gearboxes etc. Some of the more ambitious projects include XR3 engines, Rover V8,

Dolomite Sprint etc. and as might be expected, it is difficult to give detailed advice. So, if you have fitted a non-TSSC engine/box, please write and tell me about it so the knowledge can be passed on to other members.

WHO'S THE BEST FOR PARTS AND SERVICE ?

Following the response to my article last month, I am able to list the six favourite traders according to information supplied by members.

1. John Kipping's (parts)
2. British Leyland Agents (parts/servicing)
3. Transped, Hove (parts/mail order)
4. Spitfires (UK) (parts)
5. ACS Classics (servicing/restoration)
6. J McKinnes & Sons, Portsmouth (road spring reconditioning)

John Kipping appears to be the favourite, mainly due to good prices but it is interesting, though perhaps not surprising to see BL agents still providing a notable service. A bonus of this 'Top Traders' scheme is that small specialists are coming to light; this month for example is J McKinnes of Portsmouth who, I am told, can work wonders with tired leaf springs at a reasonable price.

YOUR CO-OPERATION IS NEEDED

Information is required on any firm you use, whether they are good, poor or just satisfactory, irrespective of location or size. Please supply comments with your reasons and quoting membership number to Eddie Evans at the address on the inside of the front cover.

PANELS GALORE!

— WRITE OR PHONE FOR FREE PRICE LIST —

Just a few examples from our Quality Stocks

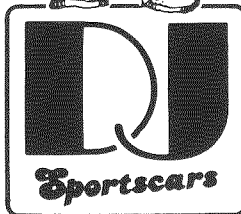
FIBRE GLASS

| | |
|---|-------------|
| GT6 MkIII Spitfire IV bonnet | 111.75 |
| GT6 MkI, II Spitfire I, II, III front valence | 17.95 |
| Spitfire IV boot lid (Full) | 38.80 |
| Spitfire IV GT6 III front quarter valence | 21.85 |
| Hardtops for Spitfire, Herald, Vitesse | From 147.00 |

STEEL

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

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



2 Edinburgh Place, Edinburgh Way,
Harlow CM20 2DJ,
Essex
Harlow (0279) 442661/2

All prices subject
to 15% VAT

SPECIAL OFFER

10% DISCOUNT
TO CLUB MEMBERS
(except Hardtops)

HERALD REGISTER

Chris Longhurst

19

HERALD ESTATE REBUILD

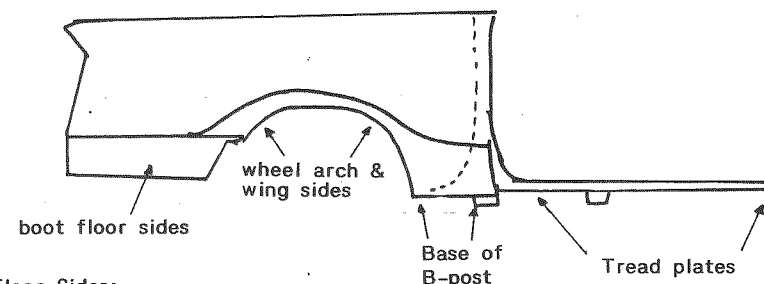
Sealing Leaks and Stopping the Rot

II Boot Floor Sides, Wheel Arches, B-Post base and Door Tread Plates

In the January Courier, I covered the light cluster sides and mounting points to boot outriggers. Moving forwards along the base of the rear bodyshell, four other major rust areas can be identified - the boot floor sides, wheel arches and wing sides, B-post base (with mounting point) and underside of the tread plates (with mounting point).

Fig 1

Side view of rear bodyshell
with rust prone areas



Boot Floor Sides:

These are normally hidden under the rear side valances. A lot of abrasive mud, grit etc., is thrown up from the rear wheels, cracking the paint and leaving the boot side floors to rot through inwards and the valances to rot outwards. A set of mudflaps can reduce the damage to these panels. If the floor sides are in holes, they should be cleaned up and a flat panel welded in place. They were in good condition on the estate and did not need repairing - mudflaps had been fitted to the car from a very early age.

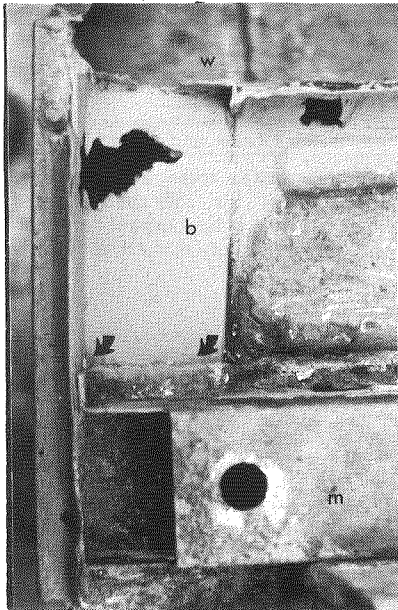
Wheel Arches and Wing Sides:

The wheel arches on the estate rear section were in good repair and did not need replacing. Rust is usually found in the lower rear and front corners. To repair small holes here were in evidence and wheel arch repair panels are available (e.g. J Kipping £5, PSW Panels £8.60). If rust is extensive and has spread forwards and a complete lower wing panel is available (e.g. J Kipping £36, J Baker, TSSC, £40). If the inner wheel arches are badly rotten, replacements are also available (e.g. J Baker, TSSC, £16.50, J Kipping, £16).

To prevent rot in the wheel arches, the flanges should be cleaned out every 3 - 4 weeks - a stiff scrubbing brush is especially useful and the job is easier if the wheels are removed. Any loose paint should be cleaned back and replaced. If the flange seam between the inner wheel arch and the lower wing is opening out it can be dried, derusted (e.g. Jenolite, dilute phosphoric acid) and any gaps packed with mastic.

Fig 2

Holes at base of B-post



w: rear wheel arch
 b: base of B-post
 m: body mounting point
 arrows: see text

B-post Bottoms:

This area rots both from the inside out and the outside in. The holes in the estate (Fig 2) were fairly small and only a small repair panel needed to be welded in place. Often the whole panel, including under the mounting point, is missing. A repair panel can be slid under the mounting point at the arrowed area (Fig 2) and welded in place if you do not want to remove the whole mounting.

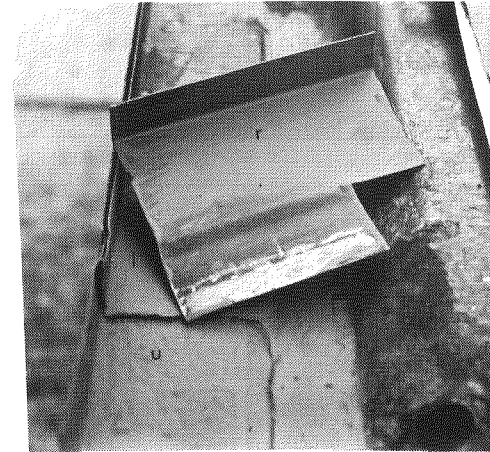
To prevent rusting from the inside, the bottoms of the B-post should be filled with Waxoyle after making sure that any leaking windows have been sealed. To reduce rust from the outside, the area should be cleaned regularly. The job is easier if the side valance panel (sill) is removed first so that mud lodging between the chassis rail and underbody can be removed.

Tread Plate Bottoms:

On the estate the only rusty area was at the front end. The rust was cut out and a small repair panel pushed between the upper tread plate and lower plate and tacked in place (Fig 3). It is more common to find the whole under tread plate rotten and in Fig 4 a repair to another of my cars can be seen. The replacement lower tread plate was made from a modified upper tread plate panel (see Courier 17, November 1981 pages 17-19).

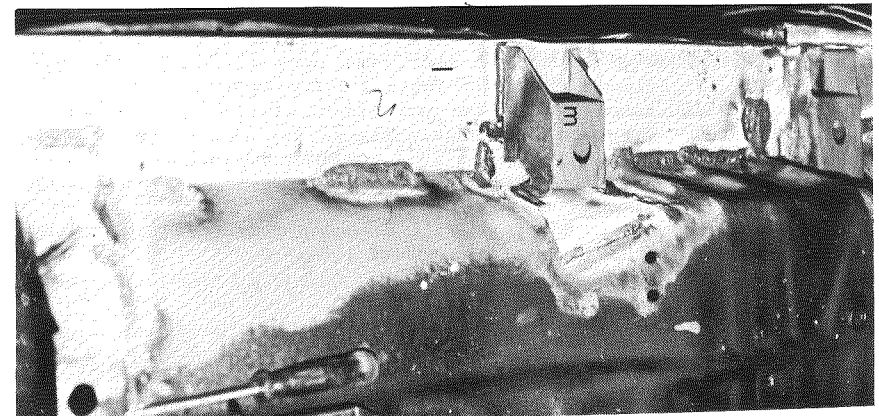
To prevent future rot, Waxoyle or similar should be squirted between the upper and lower tread plates if the side valance is removed it is usually possible to squirt the rust-proofing fluid between the two panel's flanges as the spot-welds joining them together are widely spaced.

Fig 3

Upper tread plate exposed
after rusty lower tread
plate cut away

u: upper tread plate
 l: lower tread plate
 r: repair panel

Fig 4

Repairs to an extensively
rusted lower tread plate

l: lower tread plate
 completely replaced.

m: body mounting
 point welded on-
 to new lower
 tread plate.

TABLE 2

Percentage increase/decrease in Heralds on Register
in 1983 compared with 1982

| | Conv. | Saloon* | Estate | Coupe | Van | 'S' | Total |
|-------|-------|---------|--------|--------|-------|--------|--------|
| 948 | - 71% | + 43% | - | - 67% | - | + 400% | + 11% |
| 1200 | + 59% | + 10% | - 89% | + 175% | + 33% | - | + 10 % |
| 12/50 | - | + 11% | - | - | - | - | + 11% |
| 13/60 | + 18% | + 14% | + 6% | - | - | - | + 15% |
| TOTAL | + 18% | + 13% | - 27% | + 30% | + 33% | + 400% | + 13% |

*948 and 948 'S' Saloons combined = 88% increase

TABLE 1

Numerical increase in Heralds on Register
in 1982 and (1983)

| | Conv. | Saloon* | Estate | Coupe | Van | 'S'* | Total |
|-------|----------|----------|--------|--------|------|------|----------|
| 948 | 7(2) | 7(10) | - | 6(2) | - | 1(5) | 19(21) |
| 1200 | 52(67) | 69(76) | 18(2) | 4(11) | 3(4) | - | 146(160) |
| 12/50 | - | 19(21) | - | - | - | - | 19(21) |
| 13/60 | 131(155) | 81(92) | 34(36) | - | - | - | 246(283) |
| TOTAL | 190(224) | 176(199) | 52(38) | 10(13) | 3(4) | 1(5) | 429(485) |

*948 and 948 'S' Saloons combined = 8(15)

REGISTER REVIEW

1. Comparison of Register Changes 1982/1983

Table 1 lists the numerical changes of different Herald types in 1982 and in 1983 (bracketed). Apart from a few exceptions, the increases are similar in 1982 and 1983. The major exceptions are 1200 Herald estates; 18 in 1982 but only 2 in 1983. 948 'S' saloons; 1 in 1982 but 5 in 1983. And 1200 coupes. If the percentage increases/decreases in 1983, compared with 1982 are examined (Table 2) these differences can be seen even more clearly. The numerical changes in 948 'S' saloons listed in Table 1 represented a 400% increase and the increase in 1200 coupes 175%. The recruitment of 1200 estates had decreased by nearly 90%. The total percentage change for each marque (948, 1200, 12/50 and 13/60) shows an increase in 1983 compared to 1982 of between 10 and 15%. The total increase (i.e. growth) in the Register is + 13%, reflecting the effort put into recruitment campaigns. If we can maintain a growth of around 10% in 1984, compared with 1983, we will be doing very well and the Register should be around the 1,950 mark at the end of 1984.

From West Midlands Area Promotions:

TRIUMPH SPORTS SIX CLUB LAPEL BADGES

The Club Emblem embossed on a Gold Background - diameter of a 1p. piece.
£1.50 each plus S.A.E. Contact DAWN STORTON, 25 Croft Close, Yardley, Birmingham.

TECHNICAL PUBLICATIONS

BRAND NEW ORIGINAL LEYLAND PUBLICATIONS

| BL Reference No. | Model | Publication | Price |
|------------------|--------------------|-----------------------------------|--------|
| 5080/3 | Herald | Parts Catalogue | £12.00 |
| 510597 | 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 | 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 | Spitfire MK11 | Handbook | £5.00 |
| 516282 | Spitfire MK111 | Parts Catalogue | £12.00 |
| RTC 9110 | Spitfire 1500 | Parts Catalogue 74-78 | £12.00 |
| RTC 9110B | Spitfire 1500 | Parts Catalogue 78-81 | £12.00 |
| RTC 9230B | Spitfire 1500 | Workshop Manual | £16.00 |
| 512944 | GT6 | Handbook, 2nd edn. MK1 | £5.00 |
| 515754 | GT6 MK1 & 11 | Parts Catalogue | £12.00 |
| 520949/AL | GT6 MK111 | Parts Catalogue | £12.00 |

TRIUMPH SPITFIRE & GT6 BOOK

Triumph Spitfire and GT6 fills the major gap in postwar British production sportscar publishing. Here, for the first time is that story, a major success story for the British motor industry and Triumph in particular. Graham Robson's first hand experience has enabled him to render a very detailed concept, prototype and production development analysis, into which he also contributes a long awaited factory competition diary. World market influences are not forgotten with an American section specially added. At last, thousands of loyal Spitfire and GT6 aficionados have their own success story. The record is now straight. The Spitfire and GT6 were on target until the end, 'warts and all'. £9.95 plus P&P

POST & PACKING

| | | | |
|-------------------------------|-----------|----------|--------|
| Handbooks and Supplements | UK 50p | Overseas | £1.50p |
| Workshop and Parts Catalogues | UK £2.00p | Overseas | £5.50p |
| Triumph Spitfire & GT6 Book | UK £1.00p | Overseas | £3.45p |

Cheques and Postal orders to be made payable to: Quad Marketing
19 Prince Rupert Avenue
DESBOROUGH
Northants.
NN1 2PH

VITESSE REGISTER

Andy Jones

After a few months break, I thought it about time to put pen to paper again. I know you like to know what cars I own as they change all the while! I have sold the Vitesse estate - the mechanics were the only good bits and it will be made into a kit-car (I approve of rotten cars being used for kit-cars!). I have just bought a Bond GT4S in very original condition with a set of very nice bolt-on wheels, which I will use on whatever car I am using at the time. The bolt-on wire wheels are 4½"J x 13" and were made by Dunlop. I believe they were fitted to some export 1500 Spitfires and were also sold in this country as accessories. They have all the good points of wire wheels without the big snag of normal Triumph knock-on wires, i.e. no splines to worry about! In my experience knock-on splines can't transmit Herald engine power without wearing out, let alone the 2-litre power of the Vitesse.

My 948 Coupe will soon be on the road again and my Vitesse Convertibles? I am bust collecting bits and pieces for my MKI 2-litre Convertible (my favourite Vitesse model). I have started work on my MKII Vitesse Convertible by changing the rear doughnuts (the cartoon in the February '84 Courier, page 5, was just like my garage when John Kipping and I were doing the job!). I would stress the necessity of only fitting BL Metalastic rubber couplings, they come complete with a new set of bolts and will last for a long time. Cheaper doughnuts in some cases I have heard of, last only a few hundred miles. So as it is a long, time consuming, horrible job, please fit BL doughnuts. I would like to hear of member's experiences of all makes of doughnuts and how long they have lasted; I could then print a survey of different makes and their durability. Please let me know: make, cost, mileage covered, and condition now. My personal feelings are that MKII suspension is great when new or just rebuilt but it is very expensive to rebuild and difficult to work on compared to the MKI suspension.

My 1600 Vitesse Saloon still needs its new chassis fitting but I am busy enough at the moment. If anyone wants a 1600 Vitesse to rebuild, let me know; I've put a very good sunroof on it and the overdrive works, it is still in one piece and running (no MOT). I would take £90 for it with the spare (good) chassis. I would, however, like to see it rebuilt and not broken up.

I have been sent a letter from Mark Deavin with a good drawing of a Vitesse in somewhat modified condition! I have added my own caption below.

USEFUL TIPS:

When fitting side lights onto your car, after bodywork repairs, make sure you fit shake-proof washers between the nut and the bodywork or you will get problems when you indicate as the indicator bulb earths through the side light bulb. In the case of rear lights there is a black wire which must be earthed to the body. I had a call from a member the other night who had his side lights come on when he pressed his brake pedal. His car had just been rebuilt and I suspect that the rear light earths when left off, causing the brake light bulb to earth through the side light circuit.

I asked John Kipping if he could come up with some useful Vitesse information and he came up with the following article:-

Front Brake and Suspension Parts

Note: 6 = Vitesse 6 1 = 2L MKI 2 = 2L MKII

| Part | BL Part No. | BL Price | Remarks |
|------------------|-------------|----------|------------------------------------|
| Vertical link RH | 209072 | £42.38 | Also fitted to all GT6 |
| Vertical link LH | 209073 | £31.91 | Also fitted to all GT6 |
| Stub Axle | 132065 | £16.45 | Fitted to GT6 |
| Trunnion RH | 140919 | £23.00 | Fitted to all Club cars |
| Trunnion LH | 140920 | £23.00 | Fitted to all Club cars |
| Caliper RH, 6 | 210989 | obsolete | As early Herald disc |
| Caliper LH, 6 | 210988 | obsolete | As early Herald disc |
| Caliper RH 1, 2 | 310189 | £71.30 | Suspension nos. used for |
| Caliper LH, 1, 2 | 310188 | £54.05 | all replacements |
| Seal Kit, 6 | 511034 | £6.21 | Used on early Herald disc brake |
| Seal Kit 1, 2 | | | Confusion - see below |
| Seal Kit, 2 | 601960 | £9.28 | Confusion - see below |
| Pads, 6 | GBP 166 | £13.23 | Used on early Herald disc brake |
| Pads, 1, 2 | GBP 207 | obsolete | |
| Hose, 6 | GBH 216 | £6.67 | Used on Spitfire/Herald (DISC) |
| Hose, 1, 2 | GBH 176 | £8.97 | Used on GT6, Austin Maxi (!) |
| Disc, 6 | 208715 | £16.68 | Used on Herald/Spitfire |
| Disc, 1, 2 | 213227 | £23.58 | Used on GT6 |

Caliper Seal Kits - 2-litre Cars

All the part numbers supersede to 601960 - yet there are definitely two different types. It also appears that many other manufacturer's books are wrong. If fitted with original calipers on MKI Vitesse and MKII to HC53393, use kit number 2051 (prefixed with alternative letters according to supplier). This kit is also used on cars like Austin 1800, MKI Capri, Rover 2000, Jaguar, E-Types, of the same era. All later calipers probably use kit 2589 or BL part 601960.

DID YOU KNOW?

There are two entirely different crankshafts fitted to the MKI Vitesse (and MKI GT6) with different cylinder blocks and the parts are not inter-changeable. From engine no. HC4501E the crankshaft is the same as fitted to a MKII Vitesse. Different parts involved are:-

Cylinder Block
Crankshaft
Main Bearings
Big End Bearings
Crank Thrust Washers
Con Rods

And it is obviously important to order the right parts for any work on the bottom end.

Part numbers, prices and applications compiled with the help of John Kipping.

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

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

GT6 REGISTER WINDSCREEN BADGES

GT6 Register badges are still available from me at 50p each; please enclose an SAE. Cheques could be made payable to the Triumph Sports Six Club Ltd. The badges are blue and white and approximately 2½ x 3½".

Hillclimbing

My plans for taking part in the Hillclimb Championship this year have taken a slight knock as just before Christmas I managed to turn my GT6 Convertible over, considerably denting its pride, bonnet and windscreen etc. So I've had to cannibalise the car Neil Williamson and I intended to use. However, all is not lost as we will, hopefully, be taking part in a MK1 GT6, probably in the Standard Class.

2.5-Litre Engines

I have just fitted a 2.5 PI engine, currently fitted with standard 2-litre carbs, although I will soon be fitting 175 Strombergs. Even with existing carbs performance up to 4,000 rpm is considerably increased, while the car will still return just over 30mpg.

**SPARES CATALOGUE**

PHONE: REDDITCH 20880

John Hill's LTD.

Arthur Street, Redditch,
Worcs. B98 8JY

FREE

By John Kipping

As a follow-up to the article on drum brakes in the last Courier, I thought I would put pen to paper to clarify one or two points:-

The wheel cylinders fitted to the rear drums vary between different models because the bore size is different but it appears they are all inter-changeable in pairs. Also the drums fitted to the front of a Herald are the same as those fitted to the back of all Vitesse and GT6 models to 1973.

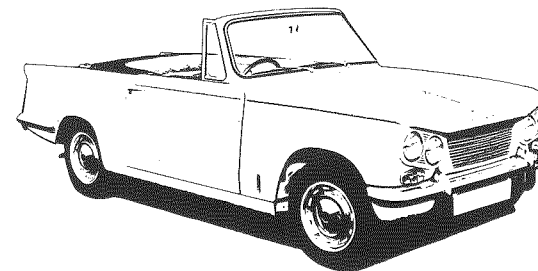
For GT6 MKIII from chassis no. KE20001 (those models without doughnuts in the driveshaft), self-adjusting rear brakes were fitted - the only inter-changeable parts with earlier brakes is the shoe steady spring assembly. Over the years the self-adjusting bits tend to stop working, however, it is possible the change to manual adjusting rear brakes. The new or secondhand parts required are:-

- Brake Backplates
- Wheel Cylinders
- Handbrake Cranks
- Adjusters
- Drums
- Brake Shoes
- Pull-off Springs

All these parts would have to come from a Vitesse or earlier model GT6. The two problems then to overcome are splitting the hub assembly from the halfshaft to fit the different backplates and piping up the rear brakes.

The self-adjusting brakes use a flexible pipe, which attaches to a bracket on the brake backplate - with a metal brake pipe connecting to the wheel cylinder. The standard brake backplates do not have this bracket, therefore, it is necessary either to fix a bracket on, or use a flexible pipe from the front of a Spitfire or Herald disc brake. The end result is brakes which can be adjusted in the usual way with less parts to cause trouble at MOT time.

Beautiful Prints of Your Favourite Cars



Original Drawings by Paul Stagles.
Black and White Prints Available. Herald 1200 DHD, 1200 FHD, 13/60 DHD, 13/60 FHD, Vitesse 1600 DHD, 1600 FHD, Mk 1 DHD, Mk 1 FHD, Mk 2 DHD, Mk 2 FHD. Spitfire Mk 1/2 Mk 3, Mk 4, 1500. GT6 Mk1, Mk 2, Mk 3.
Print Size 11½ x 8½. Each Print will be signed by the Artist with Personalised Number Plate FREE if required.
Price £3.85 each. Two or more Prints £2.85 each.
All Prices Include Postage and Packing.
Please Send Cheque or P/O to
Paul Stagles, 8, Goodwood Close, Cowplain, Portsmouth, Hants. PO8 8BG
Please Allow 28 Days for Delivery.
I am a member of the TSSC and myself own a GT6 Mk 3.

PEN TO PAPER

LETTER FROM MIKE CREWES, ISLEWORTH, MIDDX:

It isn't often I am moved to write a letter to any magazine but something in the February Courier did. I refer to the Membership Survey. If I have the figures right, only 616 people bothered to reply, out of a membership we are told is nearly 5,000. That's around 10%.

It seems to me that the majority of the membership is quite at ease criticising what Organisers do but are never there when suggestions are called for. Perhaps there was a national ink shortage or that stamps were too expensive. Whatever the reason, it is not good enough. Remember, Brian Waters did this excellent job in his own time, using his own resources, without pay, surely we the membership, can pay him in enthusiasm. I wouldn't blame Brian if he said 'Sod it!' but I am sure he won't (hopefully).

We in the Thames Area have the largest membership area in the country (sorry W. Mids) purely by the sheer volume of inhabitants in and around London, yet how many do we see at meetings? Around 30 in Winter and 50 in Summer. I was once told by a member at a TR Register meet with the Healey Owners Club, who turned up displaying his Club Logo Glory, "I don't come because all you do is sit around pubs". Well Sir, wherever you are (Hayes I think you said) you can no doubt see a change. Look at our Events this year, perhaps we will see you now and more like you.

Remember one thing, this is your Club, for your enjoyment, OK the cars are important but they don't talk to each other or do fun things without you. As an Organiser, I can say the best way of saying "Thank you" is by enthusiastic support, so come on, turn over a new leaf for 1984 and support your Club. See you at the Meets.

I apologise to the small, enthusiastic bunch of members who regularly attend Meetings and are always there when you need them. This is not meant as a criticism of you.

LETTER FROM DAVE YOUNG - LETCHWORTH, HERTS:

Whilst repairing my crashed GT6 MKII, I needed a new offside chassis outrigger - the one at the front of the body. This is no longer available from BL, unlike the nearside and a fabricated outrigger was bought from John Hill's - problem solved? Wrong, it didn't fit! The holes for the two body bolts were $\frac{1}{2}$ " too far apart and worse, the strengthening plate on the back appeared to have been welded 1" too far towards the main chassis rail. Consequently it wouldn't fit at the correct angle until $\frac{3}{4}$ " of metal had been removed from the back plate. I have since been told that the company who made the outrigger are no longer in business.

Fellow TSSC member, Rob Martin, and myself are now able to offer re-manufactured offside outriggers for GT6 MKIII and similar. These will fit with the minimum of modification and the first batch will be ready in late March. The cost will be about £15 plus postage but will be reduced if there is sufficient demand. Anyone interested can contact me on Letchworth (04626) 78971.

Incidentally, the 750 Motor Club are running a series of races for limited production kit cars this year and I believe all the Club kit-cars would be eligible - although one-off specials are not allowed.

| | | | |
|-----------|--------------|----------------|--------------|
| 2nd June | Brands Hatch | 12th August | Snetterton |
| 24th June | Mallory Park | 9th September | Donington |
| 14th July | Cadwell Park | 23rd September | Mallory Park |

See Press for details.

LETTER FROM ROBERT MESSENGER - BLEWSBURY, OXON:

Following Neil Williamson's article in the February issue of The Courier on 2-litre Spitfires, I would like to put forward a few tips of my own.

Before you 'drop' the 2-litre unit in, it is as well to do several things:

1. Check carefully that the bottom trunnions on the wishbones are in good condition, it's hairy having your front wheels try to go through the top of the bonnet and damaging to your newly acquired GT6 rad and sump.
2. If you are planning to use a GT6 MKIII radiator, be sure you use the GT6 MKIII thermostat cap, or you will find you can't make the hoses fit.
3. Decide very carefully whether it is best to use a GT6 prop, or have your old one cut down and balanced; differential and gearbox flanges are sometimes different and it doesn't cost much to get your prop done (£25).
4. Water splash guards will no longer fit - either modify your own or acquire a set of GT6 guards.
5. The clutch slave cylinder is on the opposite side of the bellhousing, as is the starter motor, therefore, a shorter pipe and longer cables are required.
6. Make sure the manifold will match with the downpipe on the exhaust system you have chosen, butchering them to make them join doesn't last!
7. The fibreglass gearbox cover must be modified to accommodate the starter motor and a new hole cut for the gear lever, or, alternatively use a 2-litre cover.
8. Use a bent gear lever from a Spitfire, not a Vitesse - it's painful on your hands when you change into third (the dashboard gets in the way).
9. The gearbox mounting plate on some conversions may have to be moved $2\frac{1}{2}$ " back to match with the rubber mounting.
10. And last, when you put the engine in, it is wise to have a few friends and a winch - it is very heavy and if you do happen to let go, the steering rack bends easily!

I hope these comments haven't put anybody off; OHN 574L may not be very pretty but there are now a lot of wary boy racers around Abingdon! But I never go round corners!

I almost forgot: if you do decide to use a GRP bulge on your bonnet, put a couple of metal spars across the bonnet or it is likely to twist. A steel scoop is recommended.

NOTE FROM JONATHAN DEL MER, LONDON SW1:

Charles Henderson (January Courier, page 20) asks for any information on WVC 345J. It's not much but I have one recorded sighting in February 1980, when it was Saffron, had 10,000 on the clock (which I assumed = 110) and was in a dreadful mess! i.e. very tatty condition. It had no overdrive) I hope this will be of interest.

LETTER FROM MARTIN KELLEY - AYLESBURY, BUCKS:

To my knowledge, there is not much activity in this particular Area as far as the Club is concerned: so my brother (a member of the Sunbeam Alpine Owners Club) and I have been attending his Club meets. The Alpine Club have invited the TSSC to share their meetings, which take place a lunchtime on 4th Sunday of every month at The Swan at Tetsworth (on the A40 between High Wycombe and Oxford). TSSC members are also invited to a Treasure Hunt after the 25th March meeting. Please 'phone Paul (Alpine Club) on Norton on Naphill 2235 after March 13th for details or me on Princes Risborough 7795.

LETTER FROM VINCE JENNINGS, DEVON AREA:

In reply to G D Clark (December '83), who was interested in knowing how to improve the performance of his Spitfire 1500; as an owner of this classic car, I can advise the following:- Dunham & Haines are the people who offer several tuning kits.

There are four basic engine conversions available with b.h.p. increases of 20 b.h.p. (Stage 1) to 45 b.h.p. (Stage 4).

The Stage 4 conversion makes use of the Weber carburetors and modified head and camshaft, with a price of well over the £500 mark and is really only suitable for a very fast road and competition work and, subsequently, like most, I was put off the idea. A much more inviting proposition is to plump for the S.A.H. Stage 1 conversion, which uses an extractor manifold and GT exhaust, (there are two types of exhaust to choose from); together they amount to approximately £115 + VAT and the use of Stromberg 150 CDS carburetors which come complete with needles, jets, inlet manifold, linkage and pancake air filters for £175 + VAT.

I have found this conversion satisfactory, combined with good looks and economy. Having completed this conversion on my own car, I have since looked into the possibility of using a Janspeed manifold which will adapt to the S.A.H. G.T. silencer system via a 2 into 1 adaptor pipe. This manifold is only £39 (approx.). Also it might be possible to use secondhand Strombergs. If so, Richard Dunham advises the use of 12X needles with 90.thou jets, heavy pistons with no springs.

For suspension mods, I have used Spax shocks all around, retaining standard front springs (I" lowered springs were tried until I grounded the anti-roll bar and exhaust - not advised). Lastly, I also increased the negative camber on the front by adding extra lower wishbone shims.

I have forgotten to mention that with the addition of a high compression head and a 262 camshaft with the Strombergs and G.T. exhaust, the b.h.p. would increase to approximately 28-32, which is Stage II.

N.B. Has anyone got 4-5½J oval holed Triumph steel wheels - any condition considered. 'Phone Plymouth 672011.

LETTER FROM DOUGAL BLACK - PLYMOUTH, DEVON:

I am the proud owner of a frustrating, temperamental and expensive Marlin. She is Triumph based but uses parts from almost all the Club types, as I did not wish to break a complete classic just to build a kit form. Much as I curse and swear at her, I will never give up trying to make her better all the time and as such, I desperately need the TSSC. It is my best source of parts, advice and information not to mention friendship at the local Exeter and Totnes meetings. One thing that worries me, however, is that Marlins are not strictly 'allowed' on account of the purpose-built chassis, which replaces the 'Herald' one. Other specials in the Club such as Spartans, Gentrys and Burlingtons use the Club chassis with standard wheel base, only replacing bodywork, fuel tank etc. and altering relative positions of the engine and radiator. In some cases the chassis is butchered a little but all the same, it is much more a Club car than mine. Here's hoping, therefore, that little rumours of stricter control over the specification of specials accepted into the Club are untrue, to a certain extent at least. I'd like to carry on feeling that my engine, gearbox, suspension, steering, wiring loom, instruments, wheels and many other bits were my passport to a continued enjoyment of the TSSC and its many benefits. This goes for all owners of Triumph-based Marlins. Oh - have you seen the WANTED page? I need an overdrive gearbox - fast. See what I mean?

SPORTSCAR WORKSHOP

50 YARDS FROM TURNHAM GREEN TUBE, JUST OFF CHISWICK HIGH ROAD.

London's Sportscar Specialists

SAME DAY SERVICE ANYTHING FROM CARBURETOR TUNING TO FULL FACTORY SPECIFICATION SERVICE, INCLUDING BRAKE DRUM OFF/CARBURETOR STRIP/CLEAN AND TUNE.

SAME DAY BRAKE SERVICE COMPLETE BRAKE SYSTEM REBUILD/DISC PADS AND BRAKE SHOES FITTED FREE/COPPER LINES FITTED ETC.

SUSPENSION REBUILDS READ HOW IT'S DONE IN PRAC..... ..SSICS BY US.

EXCHANGE ENGINES/GEARBOXES AND CLUTCHES FITTED THE SAME DAY.

CHASSIS REPAIRS AND OUTRIGGERS FITTED - ½ DAY SERVICE. PARTS PAINTED BEFORE FITTING. REPAIRS UNDERSEALED AND WAXOYLED AFTER COMPLETION.

WE ARE ABLE TO FABRICATE ANY REPAIR SECTION IN OUR OWN SHEET METAL SHOP, THEREFORE WE CAN BUDGET YOUR CAR SAFELY, QUICKLY AND CHEAPLY.

WE ARE RECOMMENDED BY ALL MAJOR INSURANCE COMPANIES. WE HAVE THE LATEST REPAIR EQUIPMENT, INCLUDING BODY ALIGNMENT JIG AND LOW BAKE OVEN, PLUS FULL RE-CELLULOSING BOOTH. WE ARE ABLE TO UNDERTAKE ANYTHING FROM A SCRAPE TO A FULL BODY REBUILD/RESTORATION.

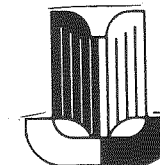
HELP YOURSELF SERVICE RING AND FIND OUT ABOUT OUR D.I.Y. SCHEME - IT SAVES YOU A LOT OF MONEY AND YOU CAN GET INVOLVED WITH YOUR CAR.

COME AND VISIT US, YOU WILL BE IMPRESSED (OPEN 7 DAYS A WEEK)

SPORTSCAR WORKSHOP

Turnham Green Terrace Mews, Chiswick, W4.

01-994-2051



01-994-3395

LETTER FROM LANCE JACKSON, UPMINSTER, ESSEX:

Being a Jag. man, where experience seems to be that Brown's lane do not change the design of a part unless it is economically expedient so to do, I was surprised to learn that on working on my daughter's 1500 Spitfires front hubs, that although later hubs (MKIII on?) fit earlier models, it does not work the other way - the larger caliper fouls the outer rim of the earlier hub.

As caliper repair kits for the earlier, smaller brake are hard to find, MKI and MKII owners may opt to change to the larger, newer design caliper - beware, you've got to fit the newer hub as well.

My thanks to Messrs Thurgood and Kipping for their time and research into hub part numbers.

LETTER FROM JOHN DICKENS, CHAIRMAN SPARTAN OWNERS CLUB:

In reply to John Hill's letter regarding the use of Heralds and their derivatives as donor vehicles for kit-cars.

It is not entirely true to suggest that good, or even roadworthy vehicles are being scrapped to build kit-cars. A good many donor vehicles are plucked from the 'Spares or Repair' columns of local papers as MOT failures. In such circumstances, the chassis is probably the least important component in the eyes of the builder, since there are now a few replacement chassis available for the Triumph-based kit-cars and anyone who builds a 'new' kit-car on a dubious chassis is asking for trouble anyway.

In fact the donor vehicle provides much more than just the chassis. Quoting the Spartan as an example, it uses all the suspension and braking system, front and rear, the steering gear, engine and transmission, all electrics and instruments, the pedal gear and most of the nuts, bolts and self-tappers. All of this is reconditionable but would be very expensive and time consuming to obtain separately as new parts. In fact the only things discarded from my donor vehicle were the chassis (totally rotten, even the main rails) and body panels.

In view of this, I do not regard my Herald as being taken off the road, or scrapped. It is alive and well and living in a new, rot-proof body. It remains a testimony to Triumph engineering and will continue to do so for as long as John Hill can supply the spares.

With regard to these replacement chassis, I do not know whether they will fit the Herald/Vitesse since they have parallel main rails and no provision for bonnet mountings - could be adapted though? One company that makes them is:

S. T. Cars
Unit 3 Wath West Ind. Est.,
Rotherham,
S. Yorks

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.

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

LETTER FROM GARETH THOMAS, FRANCE:

I am often asked, why go racing when we are supposed to be preserving the marque? I reply that these cars won't last forever, so what is the point in having a fast car, if you don't drive quickly? 1983 has been an important year in this regard, seeing the development and testing of racing gearboxes and the first production ever of a really reliable limited slip differential for these cars. A racing exhaust manifold has been produced and this is also the first time the six-cylinder engine has really been tuned. There is a Rover Vitesse near Oxford, which knows this only too well! Can someone tell me the top speed of one of these?

For those of you who complain about the poor quality of SAH rear exhaust systems, a quality replacement system has been developed for the Vitesse which looks very much like the original, is almost impossible to ground, is quieter, doesn't fill the car with fumes and will outlast anything else on the market. I used to leave my SAH system behind on occasions and finally destroyed the manifold on an uncompromising brick!

All these 'Specials' I might add, cost a lot of 'risk' capital, so now you know where the money from everyday transmissions goes to. Further, I should be producing a short tuning manual in 1984, with illustrations, for those thinking of modifying their cars (with no disrespect to the Editor, this will be clearer than printing articles in The Courier).

For those who would still like to use my transmissions, there will be some available in 1984. The gearboxes use my own mainshafts - the sort that don't break or wear out. Cost £150. There are also a few racing boxes left and a few differentials. Contact Competition Secretary. For 1984 I want to see Triumphs winning races. All you need is a good driver and 200-300 bhp/ton. Those of you who read The Courier may wonder what has happened to G T Transmissions. Well, I have now moved abroad in order to further my true career prospects and will help in more of an advisory capacity in the future.

I must take the opportunity publicly to thank the many Club members who have dealt with me. Your business bought me an £800 violin bow in 1982.

John Kipping now stocks the overdrive mounting plates.

N.B. RWV is now producing around 180 bhp, does in excess of 140 mph (genuine), will do more than 40 mpg and will out-perform a Porsche Turbo. The engine is being run in at present but I suspect 0 - 60 now around 5 - 6 seconds (was 7.5 approx.). Max revs 8,200. On P7 tyres with LSD, the handling is incredible. Apart from tyres, the car looks no different from standard. Since building my stage II J type overdrive gearbox, I have no more trouble from this area - same for the differential. The problem solved?



COURIER VAN SAGA - PART 1

By John Kipping

Last July I purchased a 1962 Courier Van to provide a practical and interesting means of transporting spares - basically sound, it needed work on the bulkhead and outriggers for an MOT in September. In addition, all the wheelarches were constructed of chicken wire and filler, and the flaking, brush paint job had me wondering how to get a good basis for a respray. All thoughts of slowly restoring the van came to an abrupt end against a dry, stone wall near Cirencester early in December 1983 (thanks Clive!). AA Relay performed their usual good service and kindly transported the shortened vehicle home the next day.

Close inspection revealed a chassis bent as far as the centre outriggers, with a modified bonnet, valance and radiator. Also the front near side tyre had been pushed into the bulkhead, twisting the driver's door (exit the driver onto the road), which had bent the 'A' post as it swung open.

Obviously the chassis and entire front end needed replacing but I wondered if it was worth doing a thorough job - the dreaded full restoration. During the next few weeks, with a lot of luck, I managed to purchase a new bulkhead and a new rear body section; I already had an "as new" bonnet waiting to be fitted and a set of good main rails from a 948 TC Saloon (thanks to Vic Milford). I decided with all these bits, it would be worthwhile doing a complete rebuild - time and money permitting, of course!

So far I have fitted a complete new set of outriggers to the chassis (fingers crossed - I hope the body fits) and then had it shot-blasted and painted the original colour, Renoir Blue. In addition I converted the rails to accept an overdrive MKIV Spitfire gearbox - all later chassis have the facility to accept an overdrive box - it is only Herald MK1 chassis that require converting.

The aim is to have the project completed by the time of the National Concours and I am anticipating the eventual cost to be about £1,000, so you might see it sitting next to all those GT6 MKIII's and Vitesse MKII Convertibles in May. Give me a ring or write if you have any (helpful) advice, or need it yourself.

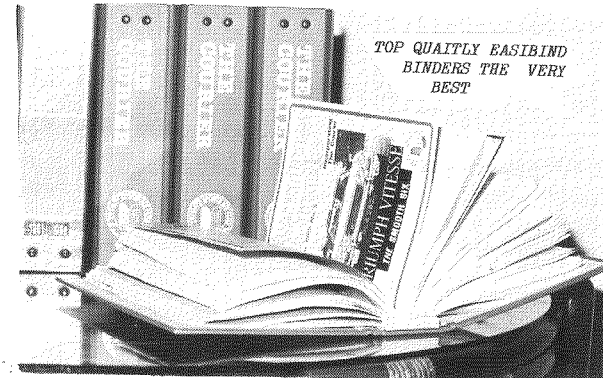
LETTER FROM BOB NOTLEY - REDDITCH:

I am in the process of building a Dolomite Sprint engined Spitfire, using a new chassis/bodyshell unit and GT6 MKII brakes and suspension. The intention is to use the Sprint overdrive gearbox and tune the engine to give 175-190 bhp. When built and sorted, I hope to sprint and hillclimb the car. However, what I need now is any information on fitting this engine/gearbox into a Spitfire; I know it requires mods to the bulkhead bodywork on the passenger side but if anyone has any experience with this conversion, then I'd like to hear from them. Also, has anyone had experience fitting competition-type seats into a Spitfire? I want to fit Corbeau GT8's but will they fit? If you think you can help, please write to me at the following address, or 'phone Redditch (0527) 65142.

3 Hillmorton Close
Church Hill North
Redditch
Worcs. B98 9LX

COURIER BINDERS

No more searching through bottomless drawers and cupboards for that elusive mag! Keep your Courier/Turning Circle neatly and tidily bound in easy to store binders. Blue velor covered with silver blocked lettering, making a fine, eye-catching addition to your bookcase. Each binder holds 14 magazines giving you at a glance access to all your Club info.



The new Courier binders require no cutting of your magazine. Just slot into place and there you have it.

Send for your binders now but don't get killed in the rush.

OUTSTANDING VALUE AT
£3.50 plus 50p p+p EACH

Cheques/P.O.s made payable to Quad Marketing, 19 Prince Rupert Ave.,
Desborough, Kettering, Northants. NN14 2PH

TRIUMPH STAG

| | |
|--------------------------------|--------|
| Sill short | £5.50 |
| Sill with front wing extension | £7.50 |
| Front wing (optional) | £8 |
| Panel in front of bonnet | £25.00 |
| Headlamp panel | £35.00 |
| Front lower valance | £27.00 |
| Front bumper | £40.00 |

MGB

| | |
|--------------------------------------|--------|
| Front wing lower repair section | £5.50 |
| Rear wing lower repair section | £9.00 |
| Front valance | £24.00 |
| Rear valance | £24.00 |
| Rear wing lower quarter section | £12.00 |
| Front floor panel | £7.00 |
| Rear floor panel | £6.00 |
| Under door panel | £4.00 |
| Castle section (as original) | £13.00 |
| Half floor (one side) | £11.50 |
| Boot floor | £10.00 |
| Boot floor side repair panels | £10.00 |
| Full sill with rear extension | £5.00 |
| Skin sill | £4.00 |
| Inner sill | £4.50 |
| Door skin | £12.00 |
| Jacking points | £3.50 |
| Main cross floor channel (under car) | £5.00 |
| Front spoiler (fibreglass) | £15.50 |

MG MIDGET & SPRITE Mk 2

| | |
|-----------------------------------|--------|
| Sill | £8.50 |
| Inner sill | £5.50 |
| Floor panel half of Rear (1 side) | £16.00 |
| Bonnet repair panel front section | £19.00 |
| Panel between front wing and door | £10.00 |
| Rear wheel arch | £14.00 |
| Rear lower wing (complete) | £17.00 |
| Front inner wing (complete) | £23.00 |
| Door skin | £12.00 |

P.S.W. Panels (Coventry)

76a ALBANY ROAD, EARLSDON, COVENTRY
TEL (0203) 74030

10% DISCOUNT TO CLUB MEMBERS

| | |
|--|-------------|
| TP3 Centre outrigger (Vitesse TP12 Bottom lower door repair Herald) | £3.00/piece |
| TP4 Rear outrigger (Vitesse 5, TP13 Rear 1/4 valance Vitesse 25.50 Herald) | £4.50 |
| TP4 Rear centre valance | £7.00 |
| TP5 Side rail | £4.00 |
| TP6 Out-rigger under boot floor | £5.75 |
| TP6 Out-rigger under boot floor | £5.75 |
| TP7 Front outrigger Herald to 64 | £3.50 |
| TP2 Front outrigger (Vitesse & Herald) 64 on | £3.50 |
| TP10 Rear 1/4 valance Herald 25.50 | £5.50 |
| TP10 Rear centre valance | £7.00 |
| TP21 Front footwell | £5.50 |

Full stock of Jaguar Mk1, Mk2, XJ6 and E-Type body panels too

Steel motor panels, petrol tanks, etc.
for most British, Continental and Japanese motor vehicles
Please send SAE for current price list (please state model)

Please telephone for correct postage charge, prices subject to 15% VAT

ROVER P.4

| | |
|----------------------------------|---------|
| Front lower valance | £24.50 |
| Front bumper skirt | £17.75 |
| Front wing lower repair section | £19.00 |
| Front wing splash panel | £12.50 |
| Rear wing lower half | £27.00 |
| Rear wing upper panel | £25.00 |
| Rear inner wing outer section | £35.00 |
| Rear outer wheel arch | £20.00 |
| Rear wing half cap door | £19.00 |
| Rear quarter valance | £20.50 |
| Rear door of spare wheel carrier | £27.00 |
| Outrigger | £18.00 |
| Inner sill two sections | £11.50 |
| Front wing | £150.00 |
| Front wing nose section | £46.50 |

TRIUMPH SPITFIRE

| | |
|-----------------------------------|--------|
| Sill | £5.00 |
| Front outrigger | £3.75 |
| Front footwell | £4.00 |
| Rear sill - 4 door | £4.75 |
| Door skin | £12.00 |
| Rear sill extension | £11.00 |
| Front corner valance (fibreglass) | £22.00 |
| Front corner valance (steel) Mk 4 | £26.00 |

MORRIS 1000

| | |
|---|--------|
| Front wing | £28.00 |
| Rear wing | £27.00 |
| Front wing fibreglass high quality | £18.00 |
| Car sill - 2 door | £5.00 |
| Car sill - 4 door | £4.75 |
| Sill rail | £2.00 |
| Under floor section front Car & Traveller | £4.00 |
| Under floor section rear Car & Traveller | £3.50 |
| Front chassis member web bush | £5.50 |
| Rear spring hanger Car & Traveller | £2.75 |
| Rear spring hanger (Van) | £5.50 |
| Front footwell | £3.50 |
| Centre cross member half section | £3.00 |
| Headlamp ring | £2.00 |
| Headlamp bowl (plastic complete) | £3.50 |
| Rear wheel arch (Van) | £3.50 |

CLUB REGALIA CLUB REGALIA

ATTENTION!!! NEW RANGE OF REGALIA

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

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

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

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

T/SHIRTS

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

SWEAT SHIRTS

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

(PLEASE STATE SIZE, COLOUR AND MARQUE, ALSO SECOND CHOICE)

NEW COTTON + POLYESTER SPORTS SHIRTS WITH COLLAR

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

NEW STEEL COASTERS, CORK BACKED

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

GOOD QUALITY BODY WARMERS

NAVY WITH WOVEN CLUB BADGE £10.30 + 45p P/P

TSSC HEADSCARVES

WHITE WITH SMALL NAVY LOGO £3.75 + 20p P/P

TEA TOWELS

WHITE WITH LARGE CLUB LOGO £1.75 + 20p P/P

PLEASE SEND TO:- TRUDI SQUIBBS, 24 PRINCE RUPERT AVENUE, DESBOROUGH, KETTERING, NORTHANTS NN14 2PH



NEW ITEM

TSSC FOLDER/WALLET. NAVY PLASIC WITH CLUB LOGO ON FRONT AND CLEAR PLASTIC INSIDE TO HOLD MEMBERSHIP CARD, BARBECUE TICKETS ETC. 85p + 15p P/P

COURIER AND TURNING CIRCLE BACK COPIES

| | | | |
|---------------|------------|--------------|-------------|
| OCTOBER 1980 | COURIER | JULY 1982 | COURIER |
| OCTOBER 1981 | HERALD T/C | AUGUST 1982 | COURIER |
| DECEMBER 1981 | COURIER | OCTOBER 1982 | VITESSE T/C |
| JANUARY 1982 | COURIER | APRIL 1983 | GT6 T/C |
| MAY 1982 | COURIER | JUNE 1983 | COURIER |
| JUNE 1982 | COURIER | JULY 1983 | COURIER |

COURIER - 50p TURNING CIRCLE - £1.00 + 30p P/P

SUPPLIED ON FIRST COME, FIRST SERVED BASIS.

NOW AVAILABLE: INDEXES FOR THE COURIER

COMPREHENSIVE INDEX, IDEAL FOR MAGAZINES AND BINDERS. VOL. 1, VOL. 2 and VOL. 3 30p each inc. P/P.

SEND TO: TRUDI SQUIBBS, 24 PRINCE RUPERT AVENUE, DESBOROUGH, KETTERING, NORTHANTS NN14 2PH

DUE TO POPULAR DEMAND, WE HAVE REPRINTED THE SPITFIRE TURNING CIRCLE OF 1982.

PLEASE SEND ORDERS IN NOW FOR THIS LIMITED EDITION.

NAVY WITH LARGE CLUB LOGO IN CENTRE

SALE...SALE... OLD STYLE T/SHIRTS

SMALL, MEDIUM (2 ONLY), LARGE AND EXTRA LARGE (4 ONLY) £3.28 + 52p P/P

OLD STYLE SWEAT SHIRTS

SMALL AND EXTRA LARGE £7.01 + 84p P/P

V NECK COURTELL JUMPERS IN ROYAL BLUE

WITH WOVEN CLUB LOGO ON LEFT HAND SIDE

40" (1 only), 36" (2 only), 42" (7 only) £12.44 + 56p P/P

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

I wish to pay by cash/cheque/Postal Order/Access

To ACCESS:-

I authorise you to debit my Access

Account with the amount of £

My ACCESS No. is



Name (as on Access card)

Cardholder's address

Signature

PUBLIC RELATIONS OFFICER

Just a short note this month. With the 1984 Calendar already filling, this is going to be one of the best years ever. I would like to thank those Area/Event Organisers who have sent me details of Events. A Press Release on those events I have details on has already gone off to local radio and television and to local and national Press. I get the feeling that you intend to keep me busy this year. Those who have not contacted me yet, time is running out. Remember the more time you give me, the more I can do for you.

To those concerned, please complete this form and return it NOW.

EVENT DETAILS

Area:..... Contact:

'phone: Address:

Expected Cars No:

Expected People No:

Exact Location:

Open to Public Yes/No: Date: / / Admission: £

Local Press and Address:

Local TV:

Local Radio:

Special Features:

To be sure of coverage return before March 20th.

For your information, National magazines will be working the June issue by the time you read this.

LADIES PAGE

Val McKeggie

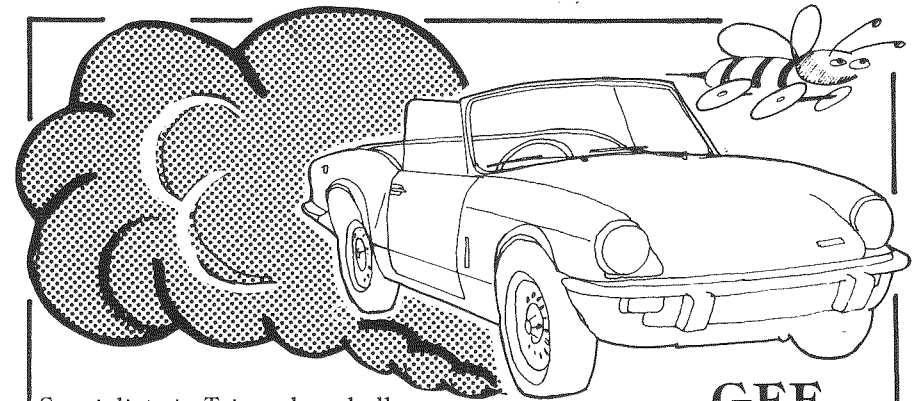
Starting off this month, I would just like to make it clear that the Ladies Page was not brought into being for sexist reasons, it was brought to the attention of the National Council that there was a demand for a Ladies Page - so I agreed to have a go.

From letters received, it has been suggested that low key technical information would be of benefit to the less mechanically minded. I would like to quote part of a letter received from a relatively new member:

"I would dearly like to see articles and comments geared to people like myself, with no technical or mechanical background but trying to come to terms with the maintenance and repair of a 14 year old Vitesse."

So if anyone has any information on basic maintenance, we would be very pleased to receive it.

Once again, if there is anything in particular that you would like to know, or if you have any information which you feel would be of use, please let me know.



Specialists in Triumph and all traditional British sports cars. Spitfires and GT6's always available for sale and restoration, at very realistic prices. New and Used spares, including accessories and hard tops.

**GEE
BEE
SPORTS
CARS**

Tel: Leighton Buzzard, 210241/378078

DESIGN BY J I FROY LUTON 882102

VALIANT PROMOTIONS

MAIL ORDER

CUPS

TROPHIES

COMMEMERATIVE

PLAQUES, BADGES, KEYFOBS, PENS, BOOKS,

WINDOW STICKERS ETC

We will Personalise anything to your specification

"ALL YOU REQUIRE FROM ONE SUPPLIER"

12 POCHIN DRIVE, MARKET HARBOROUGH, LEICS. TEL. 0858 63934

Triumph Hospital

"WE HAVE MOVED"

NEW, MODERN WORKSHOP COMPLETE RESTORATION

SALES: SERVICING: REPAIRS:

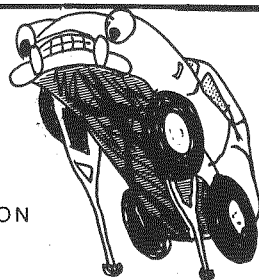
STUART WARREN
UNIT 7 PECKWORTH IND. ESTATE,
LOWER STONDON,
HENLOW CAMP, BEDS.
TEL: HITCHIN (0462) 814828

Numerous vehicles in stock awaiting restoration: Give us a call and see if we have what you are looking for: Stage payments system. Maybe you are looking for a Convertible for the summer?

On the A600 between
Bedford & Hitchin.



We specialise ONLY in TRIUMPHS on the HERALD CHASSIS



OSPREY COACHWORKS

ACCIDENT REPAIRS:

PANEL BEATING:

WELDING:

QUALITY RESPRAYS

ON ALL CLUB CARS

20% OFF WITH CLUB CARD

RING MEDWAY 577272
UNIT 4A
STEELFIELDS INDUSTRIAL ESTATE,
GILLINGHAM, KENT.

Lambert & Genders Ltd Insurance Consultants

1. Agreed Valuations
No age limit (1959 - 1982)
2. Discount every year to Club members
3. Competitive rates, quotes available
— no obligation.

Ring **POCKLINGTON, YORKS 4367**
(24hour Answering Service)

Reg: 160 584 England

Sport Six Spares

Triumph Specialist

New & Reconditioned Spares, Repairs - Service

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

New Leyand Diff. Bargains for the NEW YEAR

| | | |
|------------|-----------------------------------|---------|
| 3.89 ratio | Vitesse 2-litre MK1 & MK11 | £100.00 |
| 3.89 ratio | GT6 MK1, MK11 and MK111 overdrive | £100.00 |
| 3.89 ratio | Spitfire MK1V all models | £100.00 |
| 3.63 ratio | Spitfire 1500 all models | £125.00 |
| 3.27 ratio | GT6 non-overdrive | £135.00 |

All prices subject to V.A.T., while stocks last.

N.B. These are specially reduced prices for Club Members only. Catalogue now available for all models. Sent by return to all enquiries, enclosing S.A.E

Sport Six Spares

Triumph Specialist

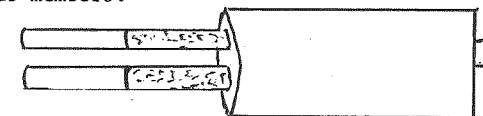
New & Reconditioned Spares, Repairs - Service

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

As suppliers of tuned exhaust systems, we have been aware of complaints concerning durability of the rear straight through silencers. As suppliers and not manufacturers of these items, there was little we could do to improve the situation. We can now, however, offer for the first time Straight Through Flat Oval Exhaust Boxes in Stainless Steel, which are compatible with the varieties that are causing concern. These silencers are available in three varieties and are all covered by TWO YEAR guarantee. These silencers are not generally available elsewhere and not at our price, which is around half the recommended. This offer is exclusively for Club members.

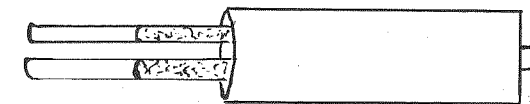
TYPE 1 £23.00 each

12" body in stainless steel
with s/s endplates, twin
chrome tailpipes 10° rise.



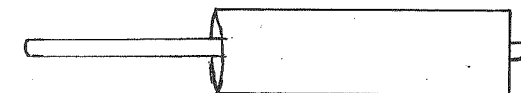
TYPE 2 £24.00 each

16" body in stainless steel
with s/s endplates, twin
chrome tailpipes 10° rise.



TYPE 3 £23.00 each

16" body in stainless steel
with s/s endplates single
s/s tail pipe 10° rise.



NATIONWIDE

ANGLIA AREA NEWS, GILES TINKLER REPORTS:

With the summer and better weather rapidly approaching, the Area committee is arranging the following events for the first half of the year:-

Sunday 18th March:

A joint event with the recently for Ipswich Area. Anglia Area will be leaving The Coach & Horses at Ilam and joining the Ipswich Area at a country pub, outside Bury St Edmunds. After a bit to eat and a natter, it is planned to complete the afternoon with a trip to Rollerbury. Many thanks to Paul Horner for making all the arrangements.

Thursday 5th April

Area meeting - Flim Show.

Saturday 14th April:

Convoy to the South of England Meet.

Sunday 22nd April:

Ice Skating at Peterborough -leaving Coach & Horses at Ilam.

Thursday 3rd May:

Area meeting.

Sunday 6th May:

Possible coach trip to the Classic Car Show at N.E.C., Birmingham (see Barry or Phil for further details).

Saturday 19th May:

Convoy to TSSC Concours.

Thursday 24th May:

Mystery Run - leaving Coach & Horses at 8pm.

Thursday 7th June:

Evening Barbecue - meet at Coach & Horses at 7.30pm.

Thursday 21st June:

Map Reading Quiz.

Thursday 5th July:

Area meeting.

Saturday 7th July:

Anglia Area Birthday Barbecue - International Event.

February's monthly meeting saw a large turnout, with many new faces, with all of whom, I managed to have at least a quick chat. Apologies if I missed any of you. Many thanks to Barry for organising and running the Table Top Quiz.

If anyone has any suggestions regarding a possible Area Run event etc., have a word with either myself or any of the Area committee members, as we are always looking for new ideas, in which members would like to participate. Roll on those long, summer days!

AVON AREA NEWS, HILARY OWEN REPORTS:

The last few meetings have been well-attended and it's nice to see so many new members turning out, especially on cold, wet nights. The main event in March is The Bristol Classic Car Show (24/25th March), in which the Avon Area will be responsible for the TSSC stand. You will find us on the ground floor, close to the

bar (where else?) and we will be showing a Herald I3/60 Convertible and a GT6 MKIII. We look forward to welcoming new members and also those visiting from other Areas.

Forthcoming Meetings: At The Wheatsheaf, Winterbourne on Monday 5th March and 2nd April and also at The Talbot, Keynsham on Wednesday 21st March and 18th April.

COTSWOLD AREA NEWS, SUE IND REPORTS:

The January meeting was poorly attended. I hope things will improve considerably over the next few months. Another date for the diary: Sunday 25th March, a Treasure Hunt, starting from Coate Water Park, Swindon at 10am. We would like to see more people from the Gloucester/Cheltenham area at our meetings which are still at The White Horse Inn, Frampton Mansell on the 3rd Tuesday of every month.

CUMBRIA/LAKE DISTRICT AREA, MALCOLM BUTLER REPORTS:

I am writing this on behalf of Eddie Evans who couldn't make it to the meeting and asked me to pass on his apologies to all who attended.

This was the first real meeting of the Cumbria Area and was attended by 4 present members, 1 prospective member and 2 girlfriends. Between us we own 12 cars ranging from 6 Club cars to an Austin 8, a Honda 600 and an MG TC.

This first meeting was spent getting to know one another a bit better but we did manage to fix a regular time and day for future meetings, which will be the 1st Wednesday in every month at 7.30pm. The venue will remain for the present time in Keswick at Ye Old Queens Head Inn. When more members begin to attend, then we will be able to discuss alternative meeting places suitable to all but we did have to begin somewhere and Keswick was chosen.

My thanks go out to Phil, Mike, Mark and Nicola and David (our future member) and his girlfriend for attending and my profound apologies to whoever rang the pub at about 7.30pm and was told that there was no meeting. That was my fault for not informing the staff of The Queen's Head Inn, however, I hope to see you at the next meeting on Wednesday 7th March, where these little problems can be ironed out with your aid.

Would members hoping to attend the next meeting like to think of various topics we can discuss at future meetings. Any members visiting the Lake District area will be made very welcome.

DEVON AREA NEWS, GARETH BEECHING REPORTS:

The Exeter meetings continue to be well-supported with about 20 people attending, although the numbers appearing at Totnes have been disappointing lately with only 8 at January's meeting.

The gearbox rebuild talk by Bob Wreyford at Richard Bruford's house on 12th February was extremely good and 20 people turned up, including some Plymouth-based members. Another session may be arranged soon.

Please note these two dates for March:-

Sunday 11th March:

Skittles Match versus TR Register at London & Manchester's Social Club.

Sunday 25th March:

Totnes meeting, where we will discuss the suitability of Totnes as a venue and perhaps have suggestions for another venue nearer the main A38.

If you have any queries, please ring Mike Atkinson on Newton Abbot 4330 or Gareth Beeching on Colaton Raleigh 68777.

GLoucester Area
is back - with Vengeance

every 2nd tuesday of the month
at the: **KINGS HEAD,**
BIRDWOOD on the A40.

☆ *grand opening meeting* ☆

☆ **MARCH 13th** ☆

raffle

free enthusiast 14 page mag.
quiz

(Other Areas Welcome to Pit Your Wits)

for more info: **Phone,**
JUSTIN, Ross-on-Wye 64845

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

After a fairly static few years, the Essex Nomads hit the road again to start flitting gaily about the countryside. The meetings have become a little fragmented lately, mostly due to the pub, which I think we have now outgrown, so from the 11th March onwards, a new venue: we shall be meeting at The White Bear, Stanford Rivers, near Ongar. The pub itself is set back from the main Ongar to Abridge Road, the A113, on what was a nasty bend that has been straightened to form an enormous lay-by/car park. Those members who came to the Darts Match against the TR Register will know where it is and for those with Ordinance Survey maps, it's on sheet number 167 or 177, ref: TQ 532 998, or if you prefer about halfway between Brentwood and Harlow as the crow flies.

We now have more 'bits' in the stores, notably a 2-litre MKII engine, in need of some work but all there. In addition we have MKII suspensions and loads of dials, gauges, trim and assorted grunge. Many thanks to Matt, Kevin, Steve, Phil and Barry for braving the snowiest weather Essex has had this year, to graze their knuckles at our wrecking session.

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

Over 20 people came to the February meeting - not bad considering the weather! Nice to see you there, Andy. A socket set was won by Alan Grieves in the raffle.

A discussion was held regarding events for this year, such as a visit to Turner's Organ Centre in September, a picnic sometime in the summer; perhaps a bowling match or other sports and maybe even against Milton Keynes, it this can be arranged. A provisional date for your diaries: 1st June, possibly the TSSC/TR get together at Offley - more details later. Let's have more names down for the National Classic Motor Show in Birmingham in May. Next meeting 5th March.

Our thanks to Graham and Yvette for their help during the last two years. Good luck with your new home in Colchester!

IPSWICH AREA NEWS, BILL YATES REPORTS:

It is now six months since we started the Ipswich Area and I think I can say we are all thoroughly enjoying ourselves. Many thanks to Norman and Pat of the Rushmere Falcon for a splendid meal on the 27th January, they really did us proud and we all thoroughly enjoyed it - roll on summer and barbecue time!

We are hoping to go to the National Kit-Car weekend at Kenilworth, Warks on 28th and 29th April. I am hoping we can have a small Area to display our cars, so if anyone is interested from other Areas, please get in touch with me and we will see what can be done.

We shall also be going to Snetterton on Sunday 13th May to cheer on Paul Lucas, as we did last October, also there is a fabulous Sunday Market, where the ladies can spend their hard earned pennies (also ours I expect).

Well that seems to be about all for now - see you all again on 14th March at the Rushmere Falcon. If you haven't been to meet us yet, come along - you will be most welcome.

KENT WEST/SURREY EAST AREA NEWS, RICHARD & SUE FRANCIS REPORT:

It is very nice to see a good turnout at our monthly meetings on every third Tuesday at The Grasshopper Inn, Westerham. However, although we had a vote at a previous meeting which was in favour of a second meeting each month (1st Tuesday), we were a little disappointed to see only a small number of cars at the first of these on 7th February. So just to refresh your memories, meetings will be held every 1st and 3rd Tuesday at The Grasshopper Inn, Westerham, Kent.

An added bonus at our meetings from now on will be that Club regalia will be available for purchase. We currently have a limited selection, so if we don't have what you want, we will order it for you in time for the next meeting.

We look forward to seeing you all on 6th March!

LEICESTER AREA NEWS, MICK MAIDMENT REPORTS:

A surprisingly good turnout for our January meeting, considering the very bad weather; a couple of new faces there gives us hope for some great summer meets. The Xmas weekend was quite brilliant and I don't think I could fault any part of it: personally I found the grub to be the most amazing part of the weekend - we always seemed to be sitting down to nosh and the quality was excellent. Anyone considering going next year should make it a must.

A date for your diaries is the last weekend in June, when Ken Granger is taking us pony trekking in South Wales from Friday night until Sunday. There are a few places left, so please see me or Ken for details. See you next month.

MANCHESTER AREA NEWS, CARL LONGMATE REPORTS:

Christmas Outing, Wednesday 21st December: We arrived as planned at The Bull's Head, ready for our Christmas outing. It was 7pm, wet and extremely cold. We waited for about an hour but none of the other 7 people who bought tickets turned out, including our Social Secretary, John Dodd, who incidentally was the only person who knew the whereabouts of our venue (The Birch 'n' Bottle, somewhere in Cheshire). After a 40 mile drive, we eventually found the aforementioned B 'n' B, only to find that no reservations had been made.

I would like to thank Lynda, Andrea, Steve and Alan, for a splendid if late meal at the Traditional Indian Restaurant in Altrincham where, unfortunately, turkey and Christmas pud were not on the menu. We would like to wish John Dodd a prospective New Year and hope our money will be well spent or returned.

Agenda:

Sunday 7th March Autojumble (Buxton Pavilion Grd)
 Thursday 15th March Club Meeting (Bull's Head)

Please contact me if you have any queries, tel: 061-320 9880.

NORTHANTS AREA NEWS, IAN MCKEGGIE REPORTS:

Spring is in the air at last and the Kettering Evening Telegraph sees the light giving us a full centre spread - so for those of you chasing that crisp £10 note, this could give you an extra lift.

Our first local event takes place on Sunday 15th April - Northants Area Spring Treasure Hunt. 1st prize - a Valiant Promotions Trophy.

Convoy Saturday 19th May to the National Concours - MOTEC. Meet us at The Stag's Head, Maidwell (car park), 8.30am to leave at 9.15am. Those of you wishing to join us, please contact Val or myself (see inside back cover).

NOTTINGHAM AREA NEWS, GEOFF FLETCHER REPORTS:

A pleasing turnout this month after my pleas in the Nationwide section; so let's hope everybody will start coming along again and make an up-hill move towards the summer. The raffle did very well this month, thanks to Pat and Royd's efforts. Thank you. Thanks also the John Kipping for his visit and his spares magazines; I hope to be using mine to purchase spares in the near future. I'd also like to thank Phil for coming along - it's good to see old regulars again. And to everybody else who came, I hope to see you all next month.

STEPHEN POOLE LIMITED

Directors: J.M.Poole S.W.Poole

Engine Analysis & Tuning. Performance & Marine Conversions.

Girling SU AC-Delco Lucas Armstrong Stockists.

Suppliers to:

Smithsonian Institute Consulting Engineers

Historic Vehicle Specialists

TRIUMPH DERIVATIVE PERFORMANCE CAR CONSTRUCTORS

7 Birds Green, Willingale, Essex. CM5

Engines 80-180 BHP for early delivery (exchange or outright) P.O.A.

Abbey Gearboxes 3 synchro non O/D from £85.00 (exchange).

Full range of specially developed small Triumph tuning aids.

MOBIL SHC 1296 competition or road engines supplied fully eligible for any form of Club competition. Complete engine, including clutch, ancillaries, carbs and manifolds £866.84 plus VAT installed, i.e. approx. £8.50 per b.h.p. (exchange allowance £30).

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

OXFORD AREA NEWS, DEREK STRINGMAN REPORTS:

A full (public) house at the meeting this month. Congratulations were given to Andy Jones, who has managed to survive yet another year of his own unique brand of Triumph motoring. Paul Lucas chatted about circuit racing in his Spitfire and the commitment involved in spending a year ahead of the Sprigets. Roger Powell presided at table 3, which chatted about everything else including car thieves, the less savoury objects which pass through the doors of Swindon hospital, British Telecom and British Leyland cars. Perhaps the last 3 subjects had something in common. **Next meeting:** 14th March at The Grapes.

SOUTHERN AREA NEWS, TONY FARBY REPORTS:

My thanks to those who supported the get-together with the Hants & Surrey Area - I counted 8 of us from this Area.

I can now give details of our planned 2 meetings per month from now on: 1st Tuesday meetings at The Good Intent will continue as normal but we will also meet on the 3rd Thursday of each month at The Ship & Bell Hotel (next to the Brewery!) also in Horndean, where we will have our own room. The first meeting at The Ship & Bell will be on Thursday 15th March at 8 o'clock.

P.S. A non-member friend is interested to know if his ex-car is still around:- white MK1 GT6 with overdrive and SAH rear suspension. Reg. MUD 569E. If it is and it's present owner wants some information on the car's history, I can put him in touch.

THAMES AREA NEWS, MIKE CREWES REPORTS:

Nothing at all has happened of late, unless you count Christmas as an event of note. If only Jesus had been born in a Herald Factory, things might have been different. Still, now the turkey has all gone, we're well into the ploughing through the Christmas cake season.

The big non-event of 1983 was the Christmas dinner. Well, what do you expect, January is far too early for Christmas!!!

Now men (and women), volunteers are required for gate duty at SEM on the Saturday - ('It's all gone quiet over there!'). The more the merrier and the smaller the actual duty time. A rota will be formed.

Leon's done his "All about my car" quiz, so look enthusiastic. First prize is a ride in his treasured machine. Second prize is two rides. The booby prize is living in it for a month. Also doing the circuit is his excellent crossword. Anyone who comes up with the alternative answers will be forced to lie under his car (not a pretty sight).

Forthcoming Events:

1st March - Film evening at British Heritage Motor Museum, Syon Park, Brentford (site of SEM '83). Assemble 7.00 pm onwards, films start 8.30pm. Admission includes a look around the Museum. Bring your own beer and sarnies.

14th/15th April - Another plug for SEM '84. Yes you too can help on the day. See Mike for details.

10th May - Treasure Hunt from The Winning Post. Start 8pm onwards.

5th/7th May - Classic Car Show at the N.E.C.

19th May - National Concours at MOTEC

17th June - Run on to Beaulieu

21st June - Autogymkahana at nearby venue. 8pm onwards

8th July - Classic Car Show at Knebworth

Are you reading Britain's most popular Classic Car Journal?

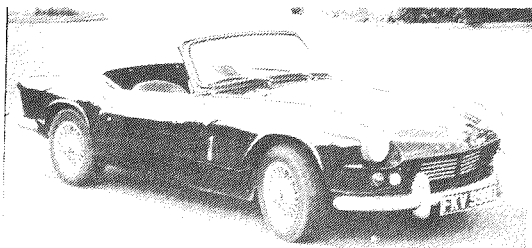
Every month we drive, describe, test and research the history of cars like yours... and we keep you up to date with shows, concours, club news and all Classic Car activities.

Place an order with your newsagent today or take out a subscription by sending your name, address and remittance to Business Press International Ltd., Subscription Dept., Oakfield House, Perrymount Road, Haywards Heath, W. Sussex. RH16 3DH, England.

Annual subscription Rates: UK £16.00. Overseas rates on application. Cheques should be made payable to Business Press International Ltd.

... If you're selling your car phone Debbie Birmingham on 01-661 3810 to find out how you can reach more than 200,000 potential buyers.

THOROUGHBRED &
**Classic
cars**



- 15th July - Day at the seaside - details later
- 2nd August - Barbecue at the British Heritage Motor Museum - 8pm
- 30th August - Swimming at a local swimming pool
- 9th September - Run out to the Shuttleworth Collection - details later
- 27th September - Skittles night at Tolworth
- 3rd November - Guy Fawkes Barbecue. Venue needed?

If you can think of an event, let me know and I'll sort it out. If you can help with any of the Events, don't be afraid to come forward.

Besides all this, there is still our bi-weekly meets. Great company, so come on all you people out there, you're missing the fun - come and be a part of your Club. Any other Areas that feel they can export a Match team to us for anything - darts perhaps, put down the Gauntlet, we'll take it up, we don't mind thrashing anyone. Give me a call.

Sorry no report last month so double ration this month - you lucky people.

STOP PRESS: The Winning Post is closing down at the end of March, so we are looking for a new venue - any ideas? Let the Committee know.

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

Come and make a fool of yourself on April 1st - yes, folks, that's the date for our first Treasure Hunt of 1984. Dave Webster has decided to give me a chance of getting lost and has offered to organise this one, so applications for entry forms direct to him please, at 37 St John's Close, Lessingham, Sleaford, Lincs. They should be available by now, so hurry, hurry, hurry! Rumour has it that the Leicester Area are planning to take over the event, so let's have plenty of support from the 'home team'. Don't forget a stamped, addressed envelope when you write to Dave - we are only a small Area without any finances, so expenses all come out of our own pockets. If The Courier is out on time, why not come to the meeting on March 1st and save yourself the postage!

Next month's meeting will be on Thursday 5th April, when we shall doubtless be making excuses for our performance, or lack of it, on the 1st! Also we may well be having a quiz with the South Yorkshire Area - confirmation of this, I hope, in the April Courier.

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

A very good turnout of members were present at The Ceasar's Arms for the second meeting of 1984. It was good to see some new faces as well as a few who haven't been for a while.

During January we had a social evening with the MG Owner's Club, which was well attended and enjoyed by most. For March we have a Skittles Match against the TR Club on 20th, 8pm at The Mason's Arms, Cardiff (all welcome).

If you need any spares, John has got plenty, lots of new goodies at very reasonable prices - so delay buying them from the shops and use this service provided at the meetings.

By the time you read this a Treasure Hunt should have taken place - my thanks to Brian for arranging it. Thanks once again to all the committee for turning up at the last meeting and to all the members. See you in March.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

I trust all who went to the Skittles Night on January 20th enjoyed themselves - I certainly did. The winners - well, none other than the 'A' Team! Who needs George Peppard when you've got Tina Jones!

Many thanks to Roger Rowley for his splendid talk on Concours - most informative - and I trust that's given enthusiasm for lots more Concours cars. Easy once you know how, isn't it?

Please note the new 'phone number for the Area Spares Secretary, Ken Heaton - 'phone him on 021-353 9961 not the number I quoted last month.

Dates for the diaries: 11th March - Sunday evening at The Belfry; Thursday 29th March at The Bull, Shenstone; 8th April, Sunday lunchtime at The Belfry, followed by a Treasure Hunt.

WORCESTER AREA NEWS, BOB NOTLEY REPORTS:

A good turnout for the January meeting and a New Year's resolution to make this Area more active and have a full itinerary of events for the rest of the year. We have got lots of ideas but would still like to hear the views of and see other members in the Area. We start with a slide show at the next meeting - Tuesday 27th March.

NORTH YORKS AREA NEWS, SALLY HURD REPORTS:

No, we haven't moved our venue nor has Steve Boyne moved in with Chris Stabler and his wife, though John Griss wouldn't mind. Talking about John Griss, he didn't turn up 'till nearly 10 o'clock and in a Mini Van of all things! If anyone wants a sub, I hear Graham Johnson has sold his Spitfire. The Hull contingent will soon be taking over with 3 more new members arriving - John, Jill and Steve and not forgetting Martyn from York.

Future events include a visit to Black's Museum on Tuesday 17th April. The tour starts at 7.30pm, all those interested please get in touch with Steve Boyne on York 39420 for further details, including directions. The 'Guess the Part' competition was postponed again - it will definitely take part next month (won't it Steve?). The other competition for next month (March) is 'Guess the Baby's Name' because by then I hope to have had it! The most original name will win a suitable prize. The next meeting at The Bay Horse, Murton, Nr. York on March 7th.

SOUTH YORKSHIRE AREA NEWS, CHRIS STABLER REPORTS:

Not a lot happening this month as we are all recovering from last month. An opportunity has arisen for us to obtain certain useful items (WD 40, Copaslip etc.) at discount if we buy in quantity. More details next month.

Keith is going to baffle us all with a 'Name the Part' competition at the next meeting - he doesn't know what they are himself - and we are going to look into the feasibility of staging an Inter-Area Quiz. Not that any of us profess to know anything. Finally we were all terribly shocked to learn that the lovely Janet had failed her MOT, on her springy, bouncy bits of all things (sob!). Commiserations to Ian. Unfortunately, our visit to Blacks Museum had to be cancelled to circumstances beyond our control (weather); this to be re-arranged.



"IF WE'D HAD A DAUGHTER I DON'T KNOW WHAT HE'D HAVE DONE!"



TRIUMPH



TRIUMPH SPITFIRE 1962-1980

All models of the Spitfire are reported on. They include the original Spitfire 4, the Mk. 1, 2, 3, IV and 1500. There are a total of 11 road tests drawn from both sides of the Atlantic and Australia, plus 3 comparison tests against the MG Midget. Other articles include a Road & Track technical analysis, 2 used car tests, tuning tips and advice on buying a secondhand Spitfire.

TRIUMPH VITESSE & HERALD 1959-1971

Some 30 stories compiled from British, Australian, Irish and American motor journals trace the development of these two models. Besides 14 road tests and two comparison tests articles cover model introductions, used car tests, road reports, racing, history and advice on buying a used vehicle. Categories dealt with include the original Herald plus the 1200, 12/50, 13/60, and the Brabham Herald Climax. The 1600 and 2 litre Vitesse are included and saloon, coupé and convertible body styles report on.

TRIUMPH GT6 1966-1974

Some 28 articles from the US, UK, and Australia trace the GT6s progress from its introduction in 1966. A total of 10 road tests and 2 comparison tests plus articles on tuning, new models, buying a secondhand car, touring and racing. Models covered include the Mk I, Mk II, Mk III, the Spitfire, SAH GT6 and the GT6+.

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.

ORDER ANY OF THESE SUPERB BOOKS AT £5.50 EACH Post & Packing free!

TRIUMPH SPITFIRE 1962 -1980 Copie(s)

TRIUMPH VITESSE & HERALD 1959 - 1971 Copie(s)

TRIUMPH GT6 1966 -1974 Copie(s)

NAME

ADDRESS

I/WE enclose a cheque to the value of £..... made payable to:

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

ADVERTISING IN THE COURIER

PLEASE TICK BOX

CARS FOR SALE

PARTS FOR SALE

CARS WANTED

PARTS WANTED

WRITE YOUR ADVERTISEMENT BELOW - in the boxes - one word per box please. Underline words required in CAPITALS. Start your actual advertisement wording alongside the arrow. Please use BLOCK CAPITALS throughout.

| | | | |
|----|----|----|----|
| ▶ | | | |
| | | | |
| | | | |
| 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | 32 |
| 33 | 34 | 35 | 36 |

REMITTANCE

CARS

NON MEMBERS £5

MEMBERS £3

PARTS

NON MEMBERS £4

MEMBERS £2

TRADE ADVERTS: £70 FULL PAGE, £35 HALF PAGE, £22 QUARTER PAGE

NAME

ADDRESS

MEMBERSHIP No. TEL No.
IF APPLICABLE

ADVERTS WILL NOT APPEAR WITHOUT PAYMENT

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

BILL SUNDERLAND - EDITOR.

CAR MART

53

Spitfire MKIII, 1970. Soft/hard tops. Re-built engine and rear axle. 4 new tyres. New exhaust. Tatty body. £350 o.n.o. Contact: Hugh Bochel, tel: (Dundee) 0382-542230 - 82/5076.

Spitfire I500, 'W' reg., 1981. O/D, 30,000 miles, British Racing Green, factory hard and soft tops, tonneau cover. Excellent condition. £3,600. Contact: Clive Jones, tel: (B'ham) 021-742 9790 - no membership number.

GT6 MKII, August 1969. O/D. Good condition inside and out. Black/red interior. MOT August 1984. £695. Contact: Rick Gibbard, tel: (Hobeach, Lincs) 0406-363204 - 83/6826.

Vitesse Convertible I600, 1964. Stripped for rebuild but still on wheels. Bodywork good, chassis poor but one spare hood - as new and blue trim plus a few other Vitesse spares. Reason for sale lack of time due to moving house. £150 o.n.o. Contact: Mark McVeigh, tel: (Fakenham) 0328-79436 - 83/5664.

"Dougal" - Herald I3/60 Convertible, 1968. One loving owner since 12,000 miles. Garage maintained. Ziebarted. MOT December but chassis rusting. Kind home needed with money or knowhow - no 'boy racers' Garage suggests £500. Contact: J Sutherland, tel: (Plymouth) 0752-43988 - 80/01320.

Triumph Herald Convertible I3/60, 'F' reg. Registered in 1968. New sills. MOT'd until Sept. '84. Needs a little attention to restore to former glory. Used on a daily basis. Offers? Contact: Mr. J Kendall, tel: Silverstone 857557 - 81/2943.

Collectors car: 1960 Saloon; 948cc, 28,000 miles. In original condition but needs some body restoration. Mechanics sound. No MOT. Have spare Vitesse bonnet available for £20 plus other spares. Offers for car around £450 (need space). Contact: D G Forsyth, tel: Rusper 257 (evenings) - 82/3527.

GT6 MKIII, 1973 (latter model); 57,000 miles; no rust; French Blue. New recon. chassis. V.g.c. both mechanically and otherwise. Long MOT. £1,350 o.n.o. ALSO Spitfire I500, 1975; 65,000 miles (recon. engine at 58,000); Orange Topaz; mechanically v.g. Bodywork requires attention. All offers considered. Contact: Mr D McInnes, tel: Aberdeen 879241 (after 6pm or weekends) - 81/2395.

1974 GT6: 49,000 miles, body and mechanics excellent. Several new parts. MOT till Oct. 1984. Good tyres. Colour blue. Extras include radio, voltmeter, clock, O/D. Bargain at £1,250. Contact: G Mathews, tel: Buxton 6121 (office hours) - non-member.

Bond Equipe MKII. Non-runner but 99% complete. Need T.L.C. £300. Also Vitesse and 2000 Saloon parts. Contact: R W Storrs, tel: (Bristol) 0454-772920 - non-member.

Vitesse Convertible 1970. Excellent condition, 68,000 miles, hood, bonnet and mechanics all superb. £1,300 o.n.o. Also Vitesse Saloon 1971: 44,000 miles - again excellent condition. £600 o.n.o. Both must be seen. Contact: Edward Hoxey, tel: (Worcs) 0905-841271 - membership number unknown.

Vitesse MKI: O/D, recent engine overhaul. Excellent chassis. Unfortunately, paintwork has been vandalized although very little rust. Also requires new diff., plus tidying to become fine example of model. Offers around £180. Contact: R Swain, tel: (Letchworth) 04626-4551 - 81/2250.

Spitfire MKIII: MOT, very good bodywork. H/S tops, new floor seats, upholstery, tyres. Reg. BOI 1990. Engin problems. £150 o.n.o. Car at Warwick. Contact: R Barnes, tel: Morpeth 514343 ext 3541 daytime - no membership number.

GT6 MKIII - looking for a good home. This car is a real eye-catcher, finished in Wedgewood Blue. 100 + wheels, Grand Prix tyres, radio/cassette, H4 lights, MOT. Must be seen. £1,400 o.n.o. Contact: S G Ward, tel: (Surrey) Brookwood 80133 after 6pm - 81/2850.

1969 Bond Equipe GTS: Webasto roof; one owner for last 10 years; new tyres, battery and exhaust. Genuine 64,000 miles from new. Reluctant sale. Offers around £1,250. Contact: J Cross, tel: (N. Humberside) 0401-42117 - non-member.

Herald 1200 Estate, 1965. New outriggers all round, undersealed and Waxoyled. Very good mechanics. Five good tyres. Very smart inside and out. SAH exhaust. Radio. Taxed and MOT'd. £400. Contact: Nigel Adams, tel: Bedford 854340 - 82/3512.

13/60 Herald Saloon, 1971. Red, very good runner but bodywork rough. MOT May '84. Interior excellent condition. What offers? Contact: Sean Travers, tel: (Princes Risborough) 08444-3027 - 82/4586.

Good home needed for 1960 948cc Herald Coupe. Black/white, new g/box and clutch. Body needs a lot of loving. Quick sale, £50 - £100. Tax and MOT. Only two owners. Will be greatly missed. Contact: S Parry, tel: (Surrey) 01-668 8482 - 83/6149.

Herald 13/60 Estate, 1969. Valencia Blue. Recent clutch, trunnions, UJ's, wheel bearings and spotlamps. Good engine. Tidy bodywork. Very reliable. MOT August. Short tax. £185. Contact: Mr Pitt, tel: Hinckley 212554 - 83/6294.

Vitesse 6 Saloon, 1965. Recent respray - Conifer two-tone, chassis solid/undersealed, sunroof, stereo radio/cassette, electronic ignition, alarm, sound-proofed, alloy wheels with 185/70 tyres with standard wheels/tyres. Excellent runner. £900 o.n.o. Contact: Stephen Kirke, tel: (Bushey Heath) 01-950 3898 - 81/02078.

Herald 1200 Convertible: 'F' reg., White, MOT Sept '84, bodywork needs some attention, mechanics excellent. Some spares and has been fitted with reconditioned engine, gearbox and diff. £350. Contact: Bob, tel: (Penicuik) 0968-73049 - no membership number.

Vitesse 2-litre MKII, 1969. Grey coachwork, red interior. 46,000 miles. MOT Nov. '84. 2 owners. Excellent condition. £1,200 o.n.o. Contact: Janet, tel: (Hayes) 01-845 9072 (evenings only) - membership number not available.

Herald 13/60 Saloon, RYD 834F. MOT until August, tax until October, new clutch. Excellent new radio and cassette. 50,000 miles. White. Good condition all over. £500 o.n.o. Contact: J Buckingham, tel: (SW12) 01-673 6315 (home) and 01-402 3251 ext. 66 (work) - no membership number.

Vitesse MKII Saloon 1971. Sienna Brown. O/D. Sound condition. Body needs attention. Interior good. £300 o.n.o. plus various parts. ALSO 2-litre MKI Saloon, 1967. O/D. Sunroof, tax, MOT etc. Good general condition. Body fair. Contact: Paul Johnson, tel: (Plymouth) 0752-779580 or 0548-580374 (evenings). AND Spitfire MK4, 1973. Complete but needs full restoration. Offers? Tel: 0548-580374 (evenings) - no membership number.

Spitfire 1500: 'V' reg., Pageant Blue. Bought 1980 for use in TSSC. Taxed summer months and used for dry weather motoring only. Hence low mileage and showroom condition. £3,000 (10% discount for TSSC members). Contact: John Thewlis, tel: (Stockport) 0625-873570 - 77/00162.

Herald 13/60 Convertible, 1970. White with new hood. MOT and tax. New tyres. Body good, mechanically sound. £500. Contact: Peter Griffin, tel: Bosham 572277 (evenings/weekends) - 82/4923.

Spitfire 1500, 1977 ('S' reg.). Red; hard top, long MOT, excellent condition. Move forces sale. £1,800 o.n.o. Contact: Mr I Maynard, tel: (Milton Keynes) 0908-564085 - 83/6446.

Herald 1200 Saloon, 1961. Good running order, bodywork tidy. Needs tax and MOT. No space to store. Now rarely used so must sell. Offers? Contact: S M Pearce, tel: (Tottenham) 01-808 8611 - non-member.

Vitesse KWV 977F. £450 spent on parts inc. g/box. MOT'd Aug. '84. Contact: Mr D Smith, tel: (Milton Keynes) 0908-322176 - non-member.

Spitfire 1500. Reg. June 1979. Inca Yellow; 11,000 miles; one owner; condition as new; radio; tonneau cover; undersealed; MOT June '84. Winner Concours D'elegance 1983. Garaged from new. £2,850. Contact: Mr E Saunders, tel: Worthing 60177 - non-member.

GT6 III, 1972, O/D. Selling complete car due to change of plans. Mechanics seem good but body needs restoration, except bonnet, which is good. No MOT. £295 o.n.o. Contact: Tony, tel: Bournemouth 513247 after 5.30pm or weekends - no membership no.

Spitfire MKIV, 1972. Saffron; runs well; copper brake pipes; new rear tyres. Mechanically fair, body poor. No tax for MOT. Registration started but lack of time forces sale. £175. Contact: John Kirkwood, tel: Stamford Bridge 72136 - 82/4625.

Vitesse Convertible 2L, 'G' reg. Regular use last 6 years. Proper maintenance and improvements. Company car forces sale of this loved vehicle. Long MOT. £600. Contact: R G David Williams, tel: (Dorset) 0305-65306 - 80/1373.

Vitesse MKI Convertible 2L with O/D. Feb 1967; 87,000 miles; Jasmine/black interior. Mechanically very good. New red, tyres and other parts. Contact: Andy Bullock, tel: Bourton-on-the-Water 21813 evenings - 83/7082.

Sad sale of my Spitfire MKII, 1966. B.R.G. Very sound condition, hard and soft tops; bucket seats; recon 1300 engine, still under warranty. O/D gearbox. MOT and tax. GT6 project forces sale. £400 o.n.o. Contact: Simon, tel: (Chichester) West Ashling 723 - 83/6975.

Vitesse MKII Saloon, 1969. Resprayed Damask Red; 32,000 miles; radio/cassette; Triumphtune manifold (unused); new tyres and exhaust - receipts. Excellent cond. Genuine reason for sale. £1,000 o.n.o. Contact: Paul, tel: Southampton 448238 - 83/5251.

GT6 MKII, O/D. 'J' reg; 12 months MOT. Good mechanics. £550 o.n.o. Contact: Mr Hayes, tel: (Billericay) 02774-53516 - no membership number.

Vitesse 2L MKII, 1970: good engine, chassis, gearbox, diff etc. MOT 'till Jul. £225 o.n.o. Contact: Andy, tel: (Nr. Bristol) Saltford 3693 9 am to 5pm - no membership no.

13/60 Estate. 'K' reg. Taxed May, MOT June. Good condition for year. New tyres, doors, stereo. Ideal for enthusiast, we have run out of time! £250 o.n.o. Also several spares available. Contact: Brian Monk, tel: Aldershot 311068 for all details - 83/5244.

Vitesse MKI Conv., 1967. 2-litre; White exterior; black trim; radio; burglar lock. One owner since 1978. Carefully maintained, garaged throughout. Excellent bodywork and good running order. Taxed till May. £900. Contact: Bill Dickinson, tel: (SE11) 01-582 7268 evenings - 83/6535.

Vitesse Saloon 'E' reg. 2L; 84,000 miles. Very clean condition inside and out. Must be seen. £500. Contact: S M Barber, tel: (Leicester) 0455-43489 - membership no. N/A.

Good home wanted for 'old friend': 1965 Herald 1200. MOT June '84, tax Sept. '84. Very reliable. Used daily to date. Also many spares. £250 o.n.o. Contact: P Goss, tel: (Essex) 0371-4297 (eves. or weekends) or 0279-55191 ext 188 (weekdays 9-5pm) - 81/2713.

GT6 MKIII, 1972. Good all round condition. Recent tyres, quarter valances etc. Taxed and tested. £1,100 o.n.o. ALSO I3/60 Herald Convertible, 1970. Totally restored and in condition I. Been stored over winter, hence no tax but tested until July. Very clean body and interior, engine overhauled, recent tyres and hood. £1,200 o.n.o. May take part exchange of either. Contact: Geoff Ward, tel: (Co. Durham) 0325-720229 - 83/5665.

GT6 MKIII, 'K' reg. MOT Oct '84. Generally good condition throughout. SAH exhaust and Kenlowe fan. £850. Contact: Andy Pollard, tel: (Kirkham, Lancs) 0772-687081 - no membership number.

1966 Triumph Herald 1200. Excellent condition. Very low mileage. Only two owners from new. Completely unmodified. Original underseal. Must be seen! Long tax and MOT. £500 o.n.o. Contact: Simon Foster, tel: (Oxford) 0865-54487 before 6pm - non-member.

Vitesse MKI Saloon: O/D, generally good condition but some tidying required. £150 o.n.o. Contact: Hugh Davies, tel: Amesbury 23517 or Neil Williamson, tel: Fording-bridge 52301. May break for spares - 81/02090.

GT6 MKIII, 1973: Green with O/D, tints, radio, mechanically very sound. £500 recently spent. MOT. Excellent body and chassis. £1,350 o.n.o. Contact: D J Lomas, tel: (Cheltenham) 0242-526076 - 83/5525.

Spitfire MKIII, 1967. Green, hardtop, soft top, MOT July 29th. Engine getting noisy. £185. Spit MKII gearbox, £20, 4.11 diff, £15. Numerous Spitfire bits. Contact: Mike Kitchen, tel: (Herts) Weston 505 - 82/4207.

1970 Vitesse MKII. Recently completely rebuilt chassis, very exceptional condition. New gearbox and O/D fitted. LPG conversion. £750 of new boxed spares inc. factory recon. diff. gearbox camshafts (2), hydraulics. £750 o.n.o. Contact: Ivan Barling, tel: (Bexhill-on-Sea) 0424-212243 - non-member.

Take our advice and do it yourself.

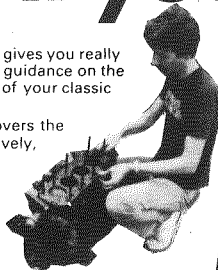
practical CLASSICS Only 'Practical Classics' gives you really detailed, down-to-earth guidance on the maintenance, repair and restoration of your classic or older (pre-1972) car.

practical CLASSICS No other publication covers the subject so comprehensively, gives you so much helpful advice.

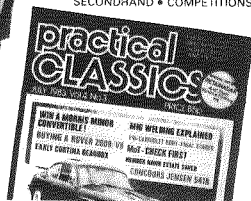
practical CLASSICS

THE ONLY DO-IT-YOURSELF MAGAZINE FOR THE CLASSIC AND OLDER-CAR ENTHUSIAST

From your newsagent on the second Thursday of the month.



practical CLASSICS Regular monthly articles include:
TOTAL RESTORATIONS • GUIDE TO CAR VALUES • MONEY-SAVING SPECIAL OFFERS • TECHNIQUES • SPARES AVAILABILITY • BUYING SECONDHAND • COMPETITIONS



KEVIN GINGER & E.P.R. SERVICES

are pleased to announce the opening of new premises, near PINWOOD STUDIOS, only 30 minutes from Central London.

WE CAN NOW OFFER THE FOLLOWING SPECIALIST SERVICES... FOR CLUB BASED CARS

Complete crash repairs vehicle recovery (24 hour) chassis jiggling 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

PARTS MART

Spitfire bits: MKIV hood, seats, new towbar, good bootlid and doors, instruments, diff., alternator, MKIII hood, seats, front bumper, passenger door, good bootlid, MKII hood/frame. Many other bits. Contact: A M Williams, tel: (Loughborough) 0509-880363 - 82/4715.

Hood and frame for MKIII Spit; good condition, £25. Tonneau cover for Spit 1500, £10. Contact: Les, tel: Billericay (Essex) 51191 - 82/4565.

Herald 13/60 breaking for spares: engine, gearbox, wheels, dashboard, lights, carb., radiator, seats, new tonneau (white), seats, trim etc. Open to any reasonable offer. Contact: Pete, tel: Kilmarnock 830062 - 83/6404.

GT6 parts: MKII rear suspension, £50; recon. non O/D gearbox, £70; pair black adjustable seats, £20 each; passenger door complete, £25; petrol tank, £20. Contact: Derek Argyle, tel: (Surrey) Camberley 23078 - 77/00163.

GT6 MKII bodyshell: new inner and outer sills, sill dividers, inner and outer rear wings, rear valance and repair work to front toe board area. £399 + vat. Does have new doors fitted but these would be extra to price quoted. Contact: John Hill's Ltd., tel: Redditch 20880.

Garage clearout: tyres on wheels - all good, Spitfire radiator, decoke set, Herald windscreen, also high back recliner seats. All cheap. Contact: Mike, tel: (Kent) 09592-4896 - 81/3263.

Breaking 1970 Spitfire: many spares available inc. Ashley hardtop, good engine and gearbox, reasonable bonnet plus four white eight spoke 5½J 13 wheel rims at £6 each. Offers for all other spares. Contact: R Swain, tel: (Letchworth) 04626-4551 - 81/2250.

MKIII Spitfire chassis, front suspension, steering, engine in bits, radiator and more, £25. Also bonnet with headlights, bumper, catches, pair of spare wings, £15. Contact: Graham, tel: (Surrey) Smallfield 2306 - 82/4996.

Spitfire MKIV chassis, exc. cond., £120 o.n.o. Five oval hole wheels, £40. Speedo, £5. Tacho, £5. Contact: J Harland, tel: (Wilmslow) 0625-828274 (day) or 0625-526589 (after 6pm) - 82/3983.

Spitfire engine complete, £20 - needs rebuild. Gearbox, £20 - non-O/D. Bonnet, £40 - fair. Front suspension complete, £30. Four Cobra Supaslots to suit Spitfire/GT6, £40. Contact: Stuart Randles, tel: Wolverhampton 750464 - 83/6288.

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, £1.70 each. Postage extra. Virtually all engine/clutch/gearbox parts, propshafts, UJ's, driveshafts, vertical links, trunnions and o/haul kits, ball joints, wishbones, shock absorbers, hubs, discs, calipers, cylinders, kits, body panels, some trim, bumpers, overriders, lamps, electrics, oil seals, exhausts, hoses, gaskets, tools, even original nuts and bolts. Send SAE for list, stating model and specific requirements to **John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys S40 4NS, tel: Chesterfield 71036.**

Vitesse 6 parts: 2 gearboxes, £15 each, front suspension pair, £15, propshaft, £10, MKI gearbox (2nd gear rough), £10. 13/60 parts: drive shaft pair, £15, propshaft, £10, front suspension, £15, v.g. eng. full, £30, bonnet, £15, valance, £3. Contact: N Bosson, tel: (Stoke-on-Trent) 0782-519102 - no membership number.

Set of 4 Spitfire IV 1300 wheels and distributor, £30 the lot. Contact: T Austen, tel: (Coulsdon) 01-6684377 - 83/6785.

New 3.89 diff, £100. Breaking 1200 Herald: engine, £25; bonnet, £5; dashboard, £5; roof, £5; interior trim, £20 the lot (tan). Spitfire MKII hardtop, £25; bootlid, £10. 4 off new Dunlop 5½" x 13" steel wheels, £5 set. Contact: Andy Jones, tel: (Coventry) 0203-452541 - 78/0402.

Breaking Vitesse, GT6, Spitfire and Heralds. Most spares available. Engines from £40; gearboxes from £30; diffs from £20. Also new BL parts and panels. For further information contact: South Yorks Spares Co-Ordinator, Keith Sturgess, tel: Doncaster 855198 - 83/6917.

Spitfire MKI door, excellent condition, £13. Herald door repair panels, £8 pair or £5 each. Herald front footwell repair panels, £9 pair or £5 each. MKIV alternator, £8; full set instruments and dash, £8. Contact: Dave, tel: (Didcot) 0235-814498.

Vitesse 1600 O/D gearbox (minus O/D unit). many new and replacement parts fitted, £35 o.n.o. Also GT6 O/D propshaft (S/H), offers? Contact: Chris Stabler, tel: Doncaster 743579 - 79/945.

GT6 MKIII spares: complete engine inc. all ancillaries, good condition £75; pair good steel quarter valances, Waxoyled, inc. sidelights £25; 4 5½J x 13 oval hole steel wheels, £30; tailgate with HRW (not Sundym), £10; also bumpers, rearlights, petrol tank, filler cap, instruments, switches, column with steering lock etc., all in good condition - cheap to clear. Also GT6 MKII chassis frame, £20; Spitfire IV wide track driveshaft/hub assy complete with brakes and UJ £15; Bond GT4S boot lid, rear bumper, rear screen - offers? Contact: Mike Costigan, tel: (Southwell) 0636-814050 - 81/2786.

Triumph Vitesse Convertible 2L. Completely stripped down - all parts for sale. Contact: B Gilbey, tel: (Maldon) 0621-741202 - non-member.

Must sell, give away or scrap: 2-litre engines completely overhauled. One £100 spent, asking £80. Other 10.8 comp, £170 spent, asking £130. Stromberg 150's, new jets, spindles, £25 pair. 175's (2L jets), £35 pair. 2 diffs (silent) £60 each. Many other parts. Offers considered. Contact: C J Wren, tel: (Reading) 0734-591509 - 80/01863.

New Leyland recon. Vitesse 1600 box (spotless), £50 o.n.o. also Spitfire IV 1300 O/D g/box and O/D complete with O/D mounting and prop. Good bargain - £35 o.n.o. Also I require GT6 II/III radiator. Contact: Brian, tel: Peterborough 239172 - 82/3380.

Vitesse 1600 broken: all parts except chassis and rear bodyshell for sale. Very cheap prices to clear. Contact: Andy Bullock, tel: (Cheltenham area) 0451-20365 (work) or 0451-21813 (eves.) - 83/7082.

GT6 MKIII non-O/D diff, £30; bodyshell £40; chassis £60; doors £20 each; rear suspension (early) £30; prop £12; exhaust system complete £20; steel front ¼ valances (as new) £15 each; tailgate £20; rear lights £7 each; new-type speedo £6; bonnet £20 (scruffy); p.pump £6; heater unit £10. Many other parts. Contact: Tim Davies, tel: Llantrisant 223509 after 6pm - 82/3653.

Spitfire MkII, NNL 943D, stripped down: chassis £50; 13/60 engine £20; hard top £5; SU carbs, manifolds £15; radiator £5; body, bonnet £15. all other parts very cheap - must go! Contact: Mr D Kennedy, tel: Halifax 41437 - 83/6128.

Vitesse MKI engine complete with ancillaries, £50; O/D gearbox and prop., £50; front suspension, £20 pr., 3.89:1 diff, £40; GT6 3.27:1 diff, £50; 2.5 engine complete with 175 carbs, £65; Spit. rad., £20. Contact: Hugh Davies, tel: Amesbury 23517 or Neil Williamson, tel: Fordingbridge 52301.

Spitfire MKII chassis and bonnet with front suspension, MKIII chassis and suspension. Also fibreglass hardtop needing repair. MKIV chassis and bonnet - all fair. Any reasonable offer secures - space needed. Contact: Steve, tel: (Witney) 0993-71689 - 83/5501.

Triumph spares from broken Dolomite Sprint: gearbox (fits Vitesse, GT6), prop, front struts, discs, calipers, new petrol tank, steering column, all trim, windscreens. Contact: Alistair, tel: (Rugby) 0788-76997 - non-member.

948cc Herald differentials: brand new, genuine Stanpart/BL, factory units recently rescued from my local BL dealer. One 4.55:1 ratio for Coupe, on 4.875:1 ratio for Saloon. Offers please. Contact: David Erskine, tel: (Portsmouth) 0705-388185 - 82/3697

Two MK4 works hardtops in bare steel (without glazing and interior trim). £75 + VAT each. Contact: John Hill's, tel: Redditch 20880.

Triumph I3/60 new parts for sale: bonnet top £30; o/s quarter valance £6; pair rear lights £12; head and sump gasket sets £3 each; factory rebuild (Vitesse) rad. £45; pair sills £8 (not BL); S/H rear body section in excellent cond. £10; also complete I3/60 Conv. for rebuild with new hood. Offers. lastly, I had hundreds of old Ordnance Survey I" maps for sale - singly or in lots. Contact: Geoff, tel: (B'ham) 021-358 7448 - 82/4081.

Breaking Vitesse MKII Conv., Spitfire MKII, Bond Equipe 2L Conv: most parts available - Spit. hard top £30; Spit. chassis v.g.c. with log book, suspension etc., £45. Contact: Chris Harvey, tel: (Dunstable) 0582-666019 - 83/6842.

GT6 MKII parts: bonnet £40; tailgate £25; 12 month old spring, 5 leaf, £30; valance GRP £10; rear lights £10; bumper £10; windscreen £5; doors from £10. Collection preferred. Contact: Graham Padgett, tel: (Barnsley) 0226-84462 - 83/6855.

Breaking GT6 MKIII, 1972: O/D; towbar. All parts inc. bonnet and bodysell. Contact: N Waight, tel: Reigate 49364 - 78/335.

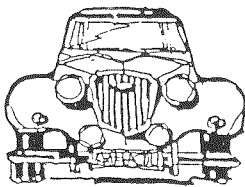
John Broomhead offers: third party and comprehensive insurance service discount for Club cars. Vitesse driver. Tel: 0677-23768, Fleece Yard, Bedale, North Yorkshire - 83/5526.

Vitesse bonnet with MKII grille, lights and badge, £50 pair. MKII driveshafts with brackets, £30. MKII engine, £15. Contact: Christopher Bullen, tel: (B'ham) 021-748 6663 - 82/3703.

SPARTACAR INTERNATIONAL?

In true Spartan tradition (gladiators, not kit builders!), the Spartan Owners Club have embarked on a blitzkrieg national mailing promotion, the main aim of which is to sell umpteen thousands of copies of their new club magazine - Spartacus. Actually the price is very reasonable £0.00, if you join their ranks first. Having done so you will receive a quarterly copy of this new magazine. Forget all the other 2nd class car magazines, because not only does Spartacus give you 44 pages of real razzamatazzle, but it looks more like a cross between a magazine and a soft-

back book, almost a luxury coffee table tome. It was rumoured in one of the more conservative dailies, the Guardian I think, that Prince Charles had been spotted reading a copy in the seclusion of Hyde Park. And that J R Ewing has bought two copies. . . . Layouts are of the highest quality, although advertising is not doing too well at present. If you'd like to learn more about the joys of Spartanship, contact the club's Secretary, Noel Collins, 27 Coleshill Road, Chapel End, Nuneaton, Waricks. Tel: 0203 392070.



SPARTAN
OWNERS CLUB

WANTED WANTED

61

CARS

Spitfire MKIII in excellent or good condition for conversion to 2-litre variant. Cash waiting. Contact: Trevor Popple, tel: Redhill 69557 (evenings) - 81/2380.

Herald or Vitesse Convertible. A1 condition. Contact: M Garfield, tel: (E18) 01-989 6417 - no membership number.

Vitesse 2-litre MKII Saloon in first-class condition. Vehicle must have current MOT and be fully roadworthy. Cash waiting for the right car. Contact: Peter Bowen, tel: (Macclesfield) 0625-619140 - evenings/weekends - 84/7139.

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

PARTS

GT6 clutch slave cylinder; 6 branch exhaust; triple Webber and manifold. Contact: Derek Argyle, tel: (Surrey) Camberley 23078 - 77/00163.

From Spitfire I500: diff, speedo, seats, front spring/dampers, set of wheels. Also needed: a Dolomite overdrive box, complete with O/D unit. I have available for exchange a very good Vit. 1600 g/box and good 2L MKII diff. I can collect from most parts of England south of Manchester. Contact: David Harding, tel: Cheddington 0296-668664 - 82/4259.

Vitesse 2L gearbox with overdrive and electrics. GT6 radiator. Contact: R Ashley, tel: (Stratford) 0789-720861 - 83/7057.

TR6: 2.5 PI crank, rods, head and oil pump or may purchase complete engine. Must all be good. Contact: Mr J Hadlow, tel: (S. Norwood) 01-654 0853 (eves) - 82/5126.

Herald or Vitesse rubber seal for in between windscreen and soft top. Please contact Steve, tel: (Somerset) 0278-683296 - 83/6693.

Triumph GT6 MKIII bonnet. Reasonable condition - good price paid for good example. Any colour considered. ALSO Spitfire MKIV temp gauge. Contact: Stuart Randles, tel: Wolverhampton 750464 - 83/6288.

Vitesse 1600 secondhand diff., halfshaft complete hub etc. Required urgently. Contact: Gary, tel: Sidcup 302 6930 - no membership number.

Frame wanted for I3/60 also white hood, together or separate in good condition. Please contact Steve Blagden, tel: (Hull) 0482-212038 - 83/7011.

Triumph convertible 1966 offside front and offside quarter rear bumper mouldings - white. Contact: I White, tel: Sittingbourne 21020 - no membership number.

Wanted: badges for Triumph GT6 MKII - any condition. Will pay good prices. Contact: Roland Gehringer by G Zeimert, Pfaffenhaustr 20, 7906 Blaustein, W. Germany - 83/6963.

QUIET O/D gearbox (without O/D unit) wanted soon, please. Must be all synchro, tight and noise-free, from Vitesse MKII or GT6 - possibly a recently recon. box. No cons or dodgy Johns! Contact: Dougal, tel: (Plymouth) 0752-665213 (evenings) - 82/5028.

New or as new, original tan carpets, complete or W.H.Y. to fit Herald I3/60. Also black for Spitfire III. Contact: Steve, tel: (Whitney) 0993-71689 - 83/5501.

Vitesse Rostyle wheel trims, Herald Saloon petrol tank sender unit (six screw type); rear overrides; passenger side door. Must all be in v.g.c. Contact: Tony flower, tel: (Loughborough) 0509-215502 - 82/4342.

CLUB SPARES

The number of people making use of the spares service seems to be on the increase - so much so that I hadly have time to answer your letters, due to the amount of 'phone calls I get each day. I would appreciate it if members could ring during the following times only, to enable me to answer letters, wrap parcels etc., more promptly.

Monday - Friday 9.30am - 6pm
Saturday 9.30am - 7pm

Panel Information:

1. Front wing corners for Herald 13/60 have been re-designed to cover more of the likely 'rot' area. Cost £9. Same panel for Vitesse is still available at £6.50.
2. The rear valances for the Herald and Vitesse in fibreglass have increased in price to £17.50.
3. The patten sills at £5 for the Spitfire and GT6 are no longer available. Original sills are still available from Leyland at approx. £15 each.
4. The sill end plate has now become obsolete and I shall be having these made up. Cost to be advised.

The following spares are available this month:

Original Borg & Beck complete clutches (includes driven plate pressure plate and thrust bearing) to fit Vit. 2L, MK1 & 11, GT6 111. 5 only. £35 plus £3 P&P.

Head sets to fit Herald 1200/1250. £2 plus £1 P&P.

Head sets to fit Standard 8, Standard 10. Suitable for Herald 948cc. £2 plus £1 P&P. Limited stock.

Herald 1200 chrome badge. 50p plus 25p P&P.

Wiper blades and carriers to fit GT6 MK11. £4 pair plus 75p P&P.

Weather strip to fit Herald/Vitesse Convertible hood sides (pt. no. 609340). £4 each plus £1 P&P. Limited stock.

Rear light lens to fit early Spitfires and GT6. £3.75 each plus 75p P&P single or £1 P&P pair.

If you wish to order anything, please make all cheques payable to the 'TSSC'. And, as always, many other parts available.

JEFF BAKER

HOTLINE 0203 81600

AREA DIRECTORY ... 1984

| AREA | AREA ORGANISER(S) | TEL. NO. | VENUE | MEETING DAY |
|-----------------------------|------------------------|--------------------|------------------------------|----------------------|
| ANGLIA | Giles Tinkler | 0223-210166 | The Coach & Horses | 1st Thursday |
| AVON | Chris Owen | 0272-856991 | The Wheatshaf/The Talbot | 1st Mon./3rd Wed. |
| COTSWOLD | Susan Ind | 0285-61137 | The White Horse Inn | 3rd Tuesday |
| CUMBRIA/LAKE DISTRICT | Malcolm Butler | 0900-830017 | The Old Queen's Head | 1st Wednesday |
| DERBY JUNCTION 29 | K. Singleton/ K. Green | 0246-890214 | The Elm Tree | 1st Wednesday |
| DEVON | Mike Atkinson | 0626-890214 | 7 Stars/Dartmouth Inn | 2nd Sun./Last Sun. |
| EAST BERKS | John Reed | 0628-33365 | Uncle Tom's Cabin | 2nd Wednesday |
| ESSEX | Barry Thurgood | 0279-812675 | The White Bear | 2nd Sun. lunchtime |
| HANTS & SURREY | Ken Rodmell | 073 56-71178 | The Royal Oak | 2nd Wednesday |
| HERTS NORTH & SOUTH BEDS | Bev Warren | 0763-61978 | The Red Lion | 1st Monday |
| CLOUGESTER | Justin Barwick | 0989-64845 | The King's Head | 2nd Tuesday |
| IPSWICH | Bill Yates | 0473-830437 | The Rushmere Falcon | 2nd Monday |
| KENT EAST | Martin Radford | 0322-210658 | The Cock House Inn | 2nd Monday |
| KENT WEST | Richard Francis | 0689-36288 | The Grasshopper Inn | 1st & 3rd Tuesday |
| LEICESTER | Mick Maidment | 0533-386626 | The Bath Hotel | Last Thurs./1st Sun. |
| MANCHESTER | Carl Longmate | 061-320 9880 | The Bull's Head | 3rd Thursday |
| MILTON KEYNES | Geoff King | 0908-315025 | The Fountain | 3rd Wednesday |
| NEWBURY/READING/BASINGSTOKE | Norman Smith | 07356-4629 | The Badgers Wood | 2nd Monday |
| NORFOLK | Nick Matheson | 060 545 417 | The King's Head | 2nd Wednesday |
| NORTHANTS | Ian & Val McKeggie | 0858-63934 | The Stag's Head | 3rd Wednesday |
| NORTH EAST | Tony Lambert | 0632-562577 | The Ravensworth Arms | 2nd Monday |
| NORTH LONDON | Stephen Whitts | 0707-51769 | Old Hell Tavern/Rising Sun | 1st Mon./last Mon. |
| NORTH MIDLANDS | Don Halliday | 08894-881566 | The Three Crowns | 3rd Thursday |
| NOTTINGHAM | Geoff Fletcher | 060 76 66147 | The Redgate Lodge | 2nd Wednesday |
| OXFORD | John Cudmore | 099 389 555 | The Grapes | 2nd Wednesday |
| RUGBY | Andy Jones | 0203-452541 | The Fox & Hounds | 2nd Monday |
| SALISBURY | Hugh Davies | 0980-23517 | The Greyfisher | 1st Thursday |
| SCOTLAND WEST | I. Wheeler/A. Cooper | 0334-4796 | Hawes Inn | 2nd Sunday 1pm |
| SCOTLAND EAST | Nigel Waddell | 041-427 4340 | Sherbrooke Hotel | Last Thursday |
| SOMERSET CENTRAL | N. Bradbury/R. Warren | 0278-662698 | The Creech Castle Hotel | 1st Tues./3rd Thurs |
| SOUTHERN | Tony Farby | 0329-232605 | Good Intent/Ship & Bell Hot. | 2nd Wednesday |
| SUSSEX | Colin Harrison | 0444-419607 | The Farmers | Alternate Thurs. |
| THAMES | Leon Guyot/Mike Crewes | 01-9477659/5681870 | The Winning Post | 1st Thursday |
| TRENT | Mike Costigan | 0636-814050 | The Robin Hood Hotel | 1st Wednesday |
| WALES SOUTH | Tim Davies | 0656-863428 | Caesar's Arms | 2nd Tuesday |
| WESSEX | Jeremy Woodward | 0202-602651 | The Skittlers | Last Thurs./2nd Sun |
| WEST MIDLANDS | Tony & Janice Spicer | 021-353 9961 | Various | 1st Tuesday |
| WORCESTER | Trevor Brotherton | 0386-6547 | The Coach & Horses | Last Thurs./2nd Sun |
| NORTH YORKS | Stephen Boyne | 0904-39420 | The Bay Horse | 1st Wednesday |
| SOUTH YORKS | Chris Stabler | 0302-749579 | The Lumley Arms | 2nd Thursday |
| WEST YORKS | Nigel Weedon | 0484-662196 | The White Bear | 1st Tuesday |
| TRUMPINGTON, CAMBS. | | | | |
| WINTERBOURNE/KEYNSHAM | | | | |
| FRAMPTON MANSELL | | | | |
| KESWICK | | | | |
| HEATH VILLAGE | | | | |
| KENFORD/TOTNES | | | | |
| COOKHAM DEAN | | | | |
| STANFORD RIVERS | | | | |
| PIRBRIGHT, SURREY | | | | |
| OFFLEY | | | | |
| BIRDWOOD | | | | |
| DETLING | | | | |
| WESTERHAM | | | | |
| SHEARSBY, LEICS. | | | | |
| ALTRINCHAM | | | | |
| LOUGHTON | | | | |
| BAUGHURST | | | | |
| HETHERSETT | | | | |
| MAIDWELL | | | | |
| LAMESLEY | | | | |
| CHINGFORD/WHEATSTONE | | | | |
| STONE | | | | |
| CATTLE DONINGTON | | | | |
| YARLTON | | | | |
| CLAY COTTON | | | | |
| SALISBURY | | | | |
| SOUTH QUEENSFERRY | | | | |
| BATHPOOL, TAUNTON | | | | |
| HORDEAN | | | | |
| SCAYNES HILL | | | | |
| WHITTON | | | | |
| NORWARK | | | | |
| CREGIAU | | | | |
| BROADSTONE | | | | |
| HARVINGTON, NR. EVESHAM | | | | |
| MURTON, NR. YORK | | | | |
| MALTBY | | | | |
| NORWOOD GREEN | | | | |