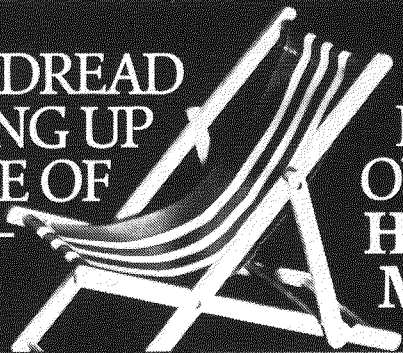


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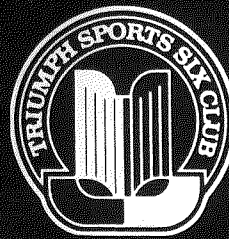
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the monthly news publication of the
Triumph Sports Six Club **MAY 1984 No. 47**

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EDITORIAL

Hello out there all you Triumph fans! This is Jo signing in on behalf of Bill, who is (just in case you didn't already know) in Africa at present as a guest of the South African Triumph Club - **How could you do this to me, Bill?**

Trudi and I have just returned from S.E.M., a very enjoyable event and we would very much like to thank Leon Guyot and his smashing parents for providing us with a comfortable bed, good food and a very warm welcome - thanks.

Before further ado, I must apologise for the very edited Area Reports you will find in this magazine; it's not that I'm lazy or mean, but I have been limited to the minimum of space this month. Therefore, you will probably find essential details only in your reports - sorry. I must also apologise to those of you who sent in adverts before the deadline as I have had to leave these out due to the reasons stated previously. Please be kind enough as to let me know a.s.a.p. if you don't wish them to be included in the June issue - which will be a bumper package I assure you. I won't waste space with any further niceties (nice though you are!) except to say that things will be back to normal again next month.

JO SUNDERLAND - Co. Editor

CAR STOLEN: Herald 13/60 Convertible; Signal Red; Reg. No. WRC 28IG; Engine No: GE42400HE. Bonnet offside wing in red oxide. New G800 tyres. PLEASE contact John Thewlis, 15 Fir Close, Poynton, Stockport. Tel: Poynton 873570.

TITBIT: Did you see Micheal Caine driving a MKII Vitesse with a Herald bonnet on the television the other night, in the film 'Educating Rita'? Information provided by Oliver St John of the Devon Area.

JOHN KIPPING'S - THE ENTHUSIASTS CENTRE

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INTRO

I was delighted to read in last month's Courier, the details of the Recruitment Drive '84. I am sure you will agree the prizes are well worth going for. Just think, if each one of our 4,000 members got just one new member in 1984 **Happy windscreen hunting!**

From time to time the Council receive complaints from members regarding various traders. Complaints against an Insurance Broker have not been unknown and I would accordingly like to take this opportunity to remind you of the Insurance outlets normally used by the Club:

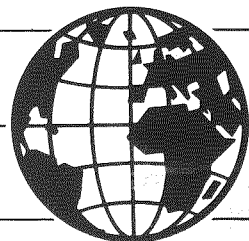
D.G. Colebrook & Partners Ltd., 10/14 London Road, Gloucester, GL1 3QG, tel: 0452-418485/6/7 Mike Colebrook is an old family friend of mine and has been able to offer many Club members friendly insurance advice and cover at discount rates. Mike has always dealt with the bigger, better known Insurance Companies.

Lifisure Ltd., 34 New Street, St Neots, Huntingdon, Cambs, PE19 1NQ, tel: 0480-74604 or 75148: Colin Barnes of Lifisure Ltd. offered the Club an Agreed Value Insurance and many members have since taken out this type of cover. The cover is provided via a Lloyds underwriter.

As many of you will know the Club provides a Valuation Service, so long as the valuation is only used in connection with Lifisure Ltd. To obtain your Club Valuation, please contact the appropriate Marque Secretary. Your car must be inspected by him, and he will in due course issue you with a certificate of valuation, countersigned by a Club Director. The cost is £5 + VAT, plus any out-of-pocket expenses incurred by the Marque Secretary. May I remind you, however, that this service is provided by the Marque Secretaries voluntarily and they are, of course, under no obligation to undertake this duty if for any reason they do not wish to do so. **Happy Insurance hunting!**

Now that the Spring is here, may I take this opportunity to wish all the Concours and Racing competitors a very successful 1984. See you at a National.

J M GRIFFITHS
PRESIDENT



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STOP PRESS

John Reed, the East Berks Area Organiser, would like to draw your attention to AUTOSUNDAY - July 1st, 1984: This is to be held at Easthampstead Park, Bracknell. Members who have attended in the past will vouch for the outstanding success of this event.

There will be vintage, veteran and custom cars of all types. Autojumble stalls and, best of all, our own TSSC Concours event. As usual, a special cup will be awarded for a year, to the best Club car. In addition, there will be a trophy awarded to the best East Berks Area Club car. The Area will have its own stand at the show. The whole day is supported by many field events such as Aerobatic displays; Helicopter rides, West Indian Steel Band, childrens fairground, trade stands etc., etc. It makes a marvellous day out for all the family. There is no formal entry charge to our Concours. Please complete the entry form below and send it directly to the address given, with large S.A.E.

Please print clearly

Name: Tel. No.

Address:

Post Code:

Vehicle Entry: Make Year

Model: HP/CC Reg. No

Details of interest

Do you wish to enter the Concours?

Would you take a disabled person for a short drive?

(Pre-War Vehicles only)

Indemnity

I declare that in the case of any event taking place wholly or partly on the Public Highway, that the use of the vehicle hereby entered is covered by insurance as required by the Road Traffic Act 1960 which is valid for such part of this event as shall take place on roads as defined in the Act.

Signed: Date:

Your entry number and further details for the day may not be sent until the last week in June.

PLEASE ENCLOSE A LARGE S.A.E.

Please return all entries to: Mr James Sturgnell, Auto-Sunday Committee, The Rotary Club of Easthampstead, Stable Lodge, Priory Lane, Warfield, Berks.

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

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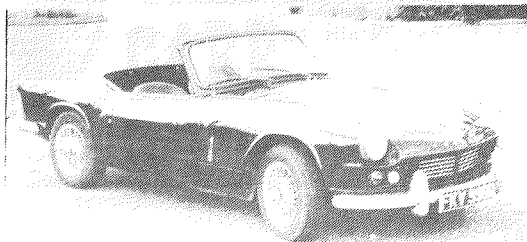
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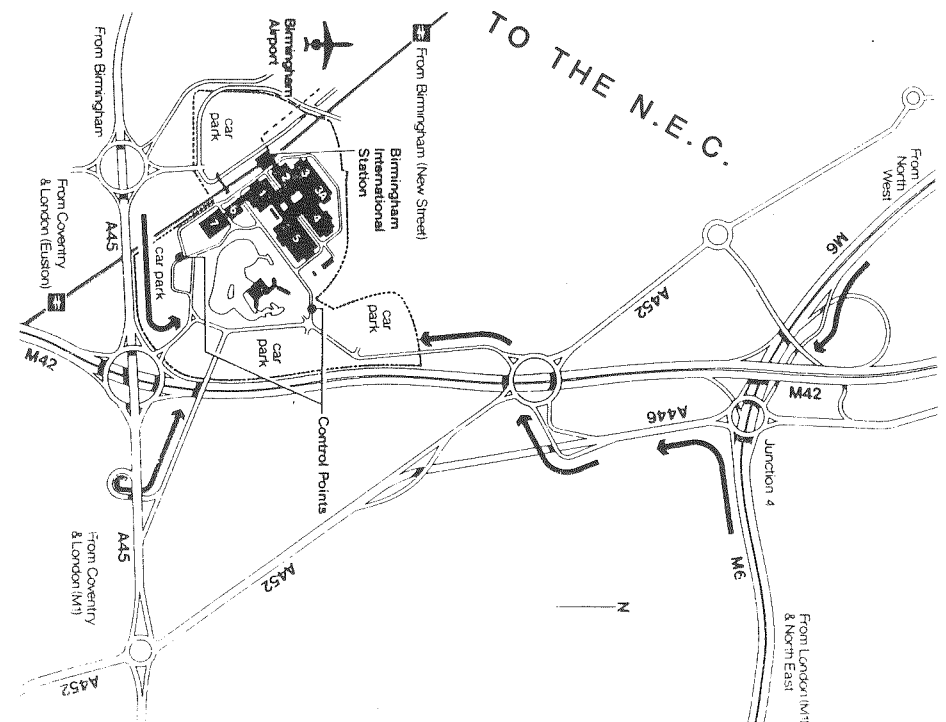
N.E.C. BIRMINGHAM 5TH - 7TH MAY

This, the first National Classic Car Show, run by Thoroughbred and Classic Cars, has attracted a huge amount of interest and, as at the end of March, the exhibition space was virtually full.

We are in Hall 4, stand 2288/2294 and hope that you will pay us a visit on your way round what promises to be a very exciting show. The doors open at 10am until 6pm each day.

Other attractions besides the car club stands are autojumbles, classic motorcycles, an auction of classic cars and bikes and a reconstruction of the 1948 Motor Show. See you there!

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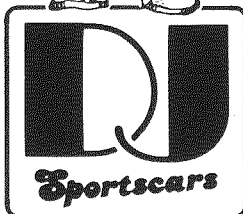
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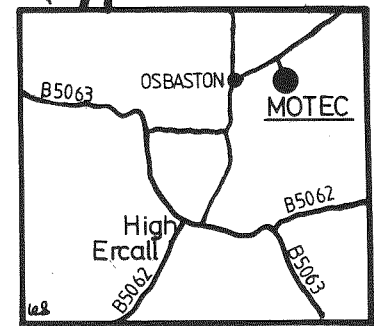
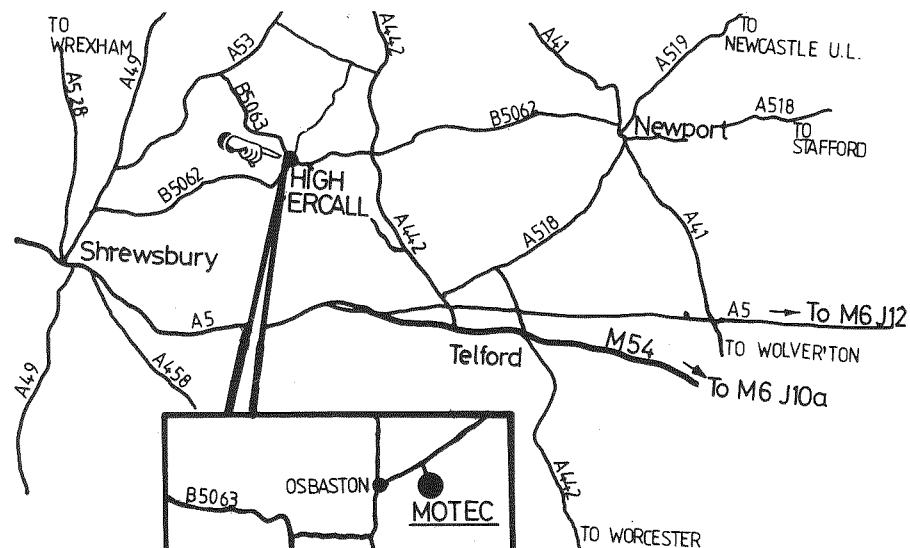
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7th National Concours MOTEC - 1984

Due to lack of space, please refer to page 12 of your April Courier for details of the numerous events at this show. It is recommended that you buy a program on your way in, which will tell you where everything is and how to get to it, plus details of concours classes, judges and prizes. Entry to the Concours is only £1 per car (please enter on the day and not in advance) and will be restricted to 100 entries. Judging will start at 12.00 noon. There has been a certain amount of confusion over the Elite Class eligibility, due to the change of ruling this year. The following, therefore, is the official definition to clarify the matter: Elite Class for 1984 only will consist of the class winners of 1982 and 1983, plus the class winners of 1984. In 1985, Elite will consist of class winners of 1984 plus the class winners of 1985, and so on through the years.

Disco/buffet/camping details in April Courier - camping to be paid on the day and not in advance.

NB To satisfy the constitution of the club, the audited accounts will be read out at the Club House Annexe at about 10am on the Saturday.



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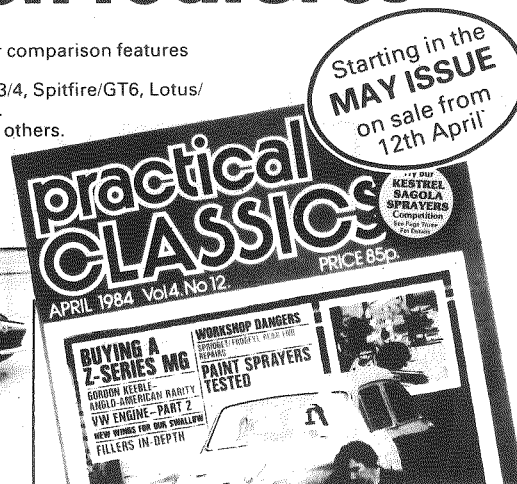
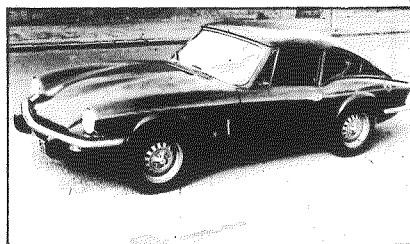
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Cars covered in the May issue include: TR2/3/4, Spitfire/GT6, Lotus/Caterham 7, Sunbeam Alpine/Tiger, Fiat X19.
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The above show is being organised by the Rotary Club of Uxbridge at the Hillingdon Showground to raise funds for charitable purposes. The Club hopes to have some 300 Vintage, Veteran and Custom cars on show, along with many other attractions connected with motor cars through the ages. There will also be many sideshows to make it a really interesting day out for all the family.

We welcome entries from all areas and would very much like to see TSSC members attending.

Entry Form

Name:

Address:

.....

.....

Telephone no:

Type of car: Year:

History:

.....

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For the attention of G W G Hibbert

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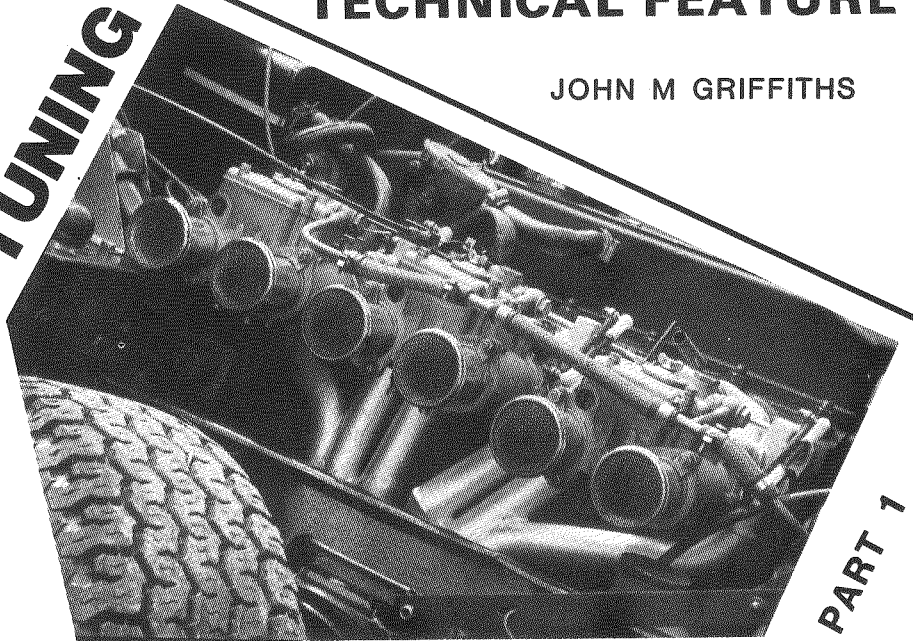
AT BROUGHTON CASTLE, BANBURY, OXON
ON SUNDAY 2ND SEPTEMBER, 1984

Can the TSSC continue to dominate this major event on its return from Holland? John Thorpe's GT6 took the honours in Arnhem and we wish to maintain our recent record. For new members, this important rally of clubs, catering for Standard and Triumph cars was held alternately in the UK and USA until 1983's trip to the Continent. It's the best opportunity to see the development of these two marques and it is hoped that the 1950 Triumph TRX and 1965 Triumph Fury prototypes will put in an appearance. As well as the concours event, there will be a photo competition (to be extended this year to include drawings and paintings) and a Dinky concours. The site is in the grounds of Broughton Castle, a medieval Manor House dating from 1300, which stands on an island surrounded by a 3 acre moat. It is the family home of Lord Saye and Sele and has been owned by the same family for over 600 years. The £3 entry fee is very good value as it covers all competitions, entry to the Park for all occupants of your car and souvenir plaque. Caravan/camping will be allowed 'on site' Saturday night at £1.00 per van/tent. Entry forms available from Brian Blackwell, 84 Chapter House, Coffee Hall, Milton Keynes MK6 5EF or John Cudmore, 'Up Country', High Street, Stonesfield, Oxford OX7 2PU - send S.A.E. please.

TECHNICAL FEATURE

JOHN M GRIFFITHS

TUNING



PART 1

During early days of the Club, I did a monthly spot on tuning and, as nothing has appeared along these lines for some considerable time now, I thought it would be a good idea to put together a summary of the articles into one complete guide.

Much of the information contained is specifically related to the Vitesse, this is where I have had the most experience, although I am sure you will find the information useful and to a degree, interchangeable, whichever model you own.

As we all know, the Vitesse is a very fast car ('2-Seater Beater') in standard form but can, on certain occasions, be let down as far as it's handling is concerned. However, with the right driving style and/or modification the car can be made to out-perform and out-handle cars considerably it's contemporary.

Tuning, however, is an expensive game and in short, power means money. However, tuning or modifying your car can be very rewarding

producing not only an individual vehicle, but one which is much more efficient, and more economical.

Having said this, many of you will want to know what is the order of priority when it comes to tuning, particularly those of you who have not got a bottomless pocket. Whilst of course this article is based upon my own personal opinion, it has been formulated following a long history of competition work with a Vitesse. To begin with I will summarise my guide into priorities and will then continue to develop the theme, providing further background information to each of the categories listed.

1. Structural Condition.
2. Condition of Mechanical Components and Suspension Units.
3. Brakes.
4. Handling.
5. Engine Modification - which we can list in the following manner:-
 - a. Electric Fan.
 - b. Exhaust System and Manifold.
 - c. Cylinder Head.

- d. Carburation and Inlet Manifold.
- e. Camshaft.
- f. Lightening and Balancing.
- g. Ignition - Heavy Duty Coil and appropriate Distributor.
- h. Port Matching and Dowelling.

Let's now expand the above list:-

1. Structural Condition If we are going to consider making our car go faster, then clearly it is essential that we ensure that the chassis is sound and void of any serious rust before we embark on any modifications. Any suspect chassis members should be removed and replaced with new ones. It is always advisable to ensure these are copiously painted and treated with appropriate rust preventative.

2. Condition of Mechanical Components and Suspension Units Again, before starting a course of modification it is essential to ensure that the existing suspension and mechanical components of the car, are in first-class condition. To start with, the various suspension bushes, including those in the wishbones, the front coil springs, the front anti-roll bar etc., should all be replaced as a matter of course. If you are really serious about competition then I would advise replacing the suspension bolts as, whilst these may appear to be in order, when dealing with a ten or fifteen year old car, metal fatigue may have set in.

Wheel bearings last well on Triumphs but they should be regularly checked and re-packed with grease as necessary. Careful attention should always be taken with regard to the bottom, front trunnions as often these are incorrectly packed with grease rather than hypo-gear oil and play soon becomes apparent once the thread starts to wear. If in doubt, the verticle link and trunnions should be replaced.

With regard to the steering, make sure the rack is securely attached to the chassis and change the rubber bushes again as a

matter of course. Check to ensure the gaiters are in good condition and that the rack itself has been regularly serviced with the right grade of grease. Finally, check the dampers to ensure they are working correctly, although you may wish to modify these and we will discuss this a little later on.

With regard to the mechanical side, it is essential that the engine, the gearbox and the differential are all in good condition as clearly any wear here will soon be accentuated once additional power is applied. In addition, with any tuned or hard-pressed engine, the lubrication system must be in perfect order and in this connection it is advisable to overhaul the oil pump, to ensure the clearances are as laid down in the Workshop Manual.

Before moving on to the next item, I would recommend that you change all the wheel studs as again, metal fatigue can effect these and in any event, they are only cheap to buy.

3. Brakes The brakes should be overhauled and I would suggest that new seals should be put in the master cylinder and the fluid changed. Check the brake lines and any sign of rusting or bad bends need replacing immediately. Flexible hoses should also be carefully checked. Check the pads and shoes and wheel cylinders for any seepages.

I think many of you will agree that the brakes on the Vitesse are only average and are considerably enhanced by the attachment of a brake booster. These were an optional extra with the car when new and fitting instructions can be found in the factory Workshop Manual. It is a fairly straightforward exercise and, on the whole, they require little maintenance.

With regard to brake shoe and pad compounds, for normal road use, I would recommend that the standard Ferodo items are used. To fit a harder compound is only really necessary for circuit racing as, unless brakes are previously heated from hard use, the stopping power is severely reduced. Harder compound pads for

normal road use and without the advantage of a brake booster are, therefore, definitely not recommended.

4. Handling We have already talked about overhauling the standard suspension but the next move must be to fit larger tyres/wheels and undertake certain modifications. Originally the Vitesse was fitted with 165 x 13 tyres although, a little later on for some unknown reason, the manufacturer went back to 155 tyres (probably in the interest of cost). However, a 165 tyre is a must as a minimum and if you are serious about competition work then you will be advised to go even wider still. To do this it will be necessary to ensure that you buy a low profile tyre to ensure that it fits within the bodywork although as a matter of course, I would recommend that the lips inside the wheelarches are flattened out as these can so easily cut into a tyre under hard cornering. For further information on competition tyres, please see my article in the April 1983 edition of The Courier. As a guideline I would suggest a 175/70 tyre all round for normal road use and a 195/60 profile tyre for hillclimb/sprinting. The Goodyear Rally Special or the Advan A001 are both good, reasonably priced tyres.

Front Suspension The next thing to do is to fit either shorter, up-rated road springs or, if you want to go rallying, then up-rated longer ones. This is a very simple job apart from compressing the spring. The competition shorter spring will lower the car by approximately $1\frac{1}{2}$ " and will make it feel a lot more sure-footed, especially with the wider tyres. However, whilst doing this, it is advisable also to change the dampers and here I would recommend Spax Competition Adjustable units are fitted. To go one step further we can either fit the larger GT6 front anti-roll bar, or purchase the SAH conversion kit which comprises of an additional anti-roll bar, which is simply attached to the existing one; unless you are going to lower the rear suspension and then it is advisable to

fit spacers to the shortened front springs, to ensure evenness of ride height.

Rear Suspension The rear suspension obviously causes more problems, especially for the MKI's. The MKI version uses the old Herald, true swing-axle design, which means that as the wheel moves up and down, so the camber angle of the wheel exhibits a proportional angular change. The MKII uses the double wishbone type set-up, where the spring acts as the top link. The camber change is consequently greatly reduced and the 'tucking in' problem associated with the MKI almost completely eradicated.

If you have a MKI it is, therefore, advisable to first of all convert to MKII spec. and here you can search around the scrapyards for the relative bits and pieces to enable you to achieve this. The only major problem here is that you will have to weld the brackets to your chassis to take the inner mounting point of the wishbone. Alternatively, you can simply purchase a re-cambered spring which sets the static negative camber at $3/5^{\circ}$ instead of $1/0^{\circ}$. This gives a vast improvement in high speed handling qualities with road tyres, although please note that the car will be more prone to 'bottoming', particularly if heavily loaded. Other conversions include a camber compensated, or the patented SAH Tite-a-Turn, which is effectively a MKII lay-out but even better, as the bottom wishbone can be adjusted where it joins the chassis. This, however, is quite expensive to purchase.

The only real advantage of the MKI is that it has telescopic dampers as standard and, of course, these can be exchanged for up-rated Spax units which will, again, greatly improve the handling.

MKII If you have got a MKII then clearly your car handles pretty well as standard, particularly if you have overhauled all the bushes etc. If you have fitted the shorter, competition front springs you will either have to try and lower the rear suspension or fit special spacers at the front

which re-establish equality in the front and rear height. There are two ways of lowering the rear and they are as follows:-

1. Packing Block This is the easiest way and is applicable to the MKI and MKII models: The rear spring is removed and the packing block is positioned between the differential and the spring, which has the effect of pulling in the spring where it joins the vertical link. This lowers the car and gives a nice amount of negative camber. Having the packing piece made is perhaps the problem here, as it has to be milled from a solid block of metal to enable it to fit exactly into the differential groove. The central locating hole for the spring is also vital to ensure you get the same camber degree at each wheel. The plate itself should be made from good quality steel in $5/8$ " section. I understand that John Reed, the East Berks Area Organiser, is having some of these manufactured.

2. Move Axle Assembly I have not actually come across anyone who has done this but according to David Vizard and SAH, it is possible. The procedure is as follows. Firstly, you cut down the rubber towers at the front differential mounting points by the desired amount. Corresponding change is then made to the rear mounting holes. These will have to be moved up in the chassis. This will set the whole rear suspension lower in the chassis but will put more load on the rubber doughnuts. Maximum amount of drop $1\frac{1}{2}$ ". The above modification will alter the camber. With the "Tite a Turn" conversion, this can be adjusted but with the MKII the only way is to elongate the holes where the bottom wishbone joins the chassis. This will move the wishbone in or out as desired. Having done this, the excess part of the hole should be filled with weld. To alter the camber at the front is a simple matter of placing more or less spaces between the chassis and the bottom wishbone. This can be played with to give the desired amount of negative camber. For road work, the best setting is 0° and for circuit work, $1\frac{1}{2}$ " to 1° negative. Out

of interest the standard front camber is 2° positive. The shorter spring will reduce this to about 1° positive. Changing the angle spring to a negative attitude reduces tyre wear but does diminish the self-centring action and also makes the steering much heavier at parking speeds.

Rear Dampers We have already discussed the MKI; the poor old MKII is stuck with these in-effective lever-arm jobs. Up-rated lever-arm dampers can be obtained, but having used them myself, I question the improvement.

You can, however, obtain a conversion to enable you to use telescopic dampers. This includes a bracket which extends from the top of the rear chassis cruciform. Spax Adjustable telescopic shock absorbers can then be fitted, although I should add that SAH do not recommend these for road use as the ride becomes particularly firm and, to a degree, shock is transmitted more directly to the rear body areas. If you are prepared to sacrifice your Saloon car type ride, then this is certainly the ultimate conversion and will enhance the handling qualities considerably.

Tie Rods Under-steer or over-steer can be influenced to a degree by adjusting the tie rods. There is no setting in particular that will give the best road holding but it does allow the driver to set up the handling, within limits, to his own requirements. By shortening the rod adjuster the handling will tend towards under-steer and by lengthening, towards over-steer. It also alters the tow-in and the range over which adjustments can be made range from $3/32$ " to 0 " tow in.

Rear Anti-roll Bar Finally, you can purchase a rear anti-roll bar conversion from SAH or Triumph Tune UK Ltd., although again I do not consider that this is really necessary for road use. If, however, you are considering competition work and wish to stabilise your car as far as possible, this is an added addition which

all adds towards perfection.

Limited Slip Differential We are now talking about big money but particularly for hillclimbing where you get very sharp, uphill bends, often with negative camber, a limited slip differential can improve ones competitive run by seconds rather than by hundredths of a second. I have never actually driven a car with one of these fitted, although I have seen the benefits from fellow colleagues in the sport.

5. Engine Modification

a. Electric Fan. This is a worthwhile modification that everyone can fit to their car, for the reasons below:-

1. Improved fuel consumption.
2. Increased power performance.
3. Reduced wear and tear.
4. Cuts down noise and vibration.

Most cars are over cooled and hence their engines are not operating within the peak efficiency temperature zone. Cars take longer to warm up in the morning which, in turn, often means longer use of the choke. Perhaps the most important point is that the normal fan is responsible for a greater part of the noise and vibration under the bonnet and also absorbs between 3 and 25 bhp of the engine's output. You will appreciate that this increases the faster you travel. An electric fan fitted to a normal 2-litre engine, travelling at 100 mph, will save approximately 15 bhp on average.

As many members will know the Wood Jeffreys Ltd. fan is recommended for the Vitesse as it is very slim and fits between the radiator and the engine.

b. Exhaust System and Manifold. The main problem with exhaust pipes is that they are too small and, therefore, inadequate to deal with the volume of gas. This does not allow the heat to flow away from the engine which is particularly important when tuning has been undertaken, as the engine will run hotter. Foul gases

will be drawn back into the cylinder just finishing it's exhaust stroke, caused by pressure build-up in the manifold from another cylinder. The remedy is to have an individual branch pipe from each cylinder of sufficient length to make it very difficult for back flow to occur and at a correct diameter, calculated to maintain gas speed. Obviously this is a very exact science and, when right, assists the extracting or pulling out effect of the gases. The amount of restriction to flow, with a good design of silencer, whether straight through or baffle type, is usually so small as to have negligible effect on performance.

It can be seen, therefore, the six branch (Vitesse/GT6 etc.) or four branch (Spitfire/Herald etc.) exhaust manifold, will help in more ways than one. It enables gases to flow easily and, therefore, increase efficiency; it will get heat away from the engine and, therefore, help with overheating problems often associated with a tuned engine.

This combination of special exhaust manifold, suitable bore piping and a straight through silencer will give a small but useful amount of extra power plus greater reliability and longer life of spark plugs and valves.

SAH and Triumph Tuning UK Ltd. again sell such systems. To preserve the life of your manifold and exhaust systems, it is advisable to remove them at least once a year when they should be extensively cleaned and repainted with "Kurst" and aluminium top coat paint.

Don't forget that matching the flanges is also important; there are different ways of doing this all of which are time consuming. One is to clamp a small sheet of white card to the flanges, the latter having been smeared with grease. If holes are cut for the flange bolts (but not for the ports) the outline of the latter will be clearly seen on both sides of the card after parting. Any differences between the two outlines, can be corrected with a file or the like.

TECHNICAL PUBLICATIONS

BRAND NEW ORIGINAL LEYLAND PUBLICATIONS

| BL Reference No. | Model | Publication | Price |
|------------------|-------|--------------------|--------------------------------------|
| 5080/3 | New | Herald | Parts Catalogue £12.00 |
| 510597 | New | Herald 1200 | Parts Catalogue Late £12.00 |
| 545037 | | Herald 13/60 | Handbook 2nd edn. £4.00 |
| 508073 | | Herald Convertible | Special Parts Cat. supp. no. 1 £2.00 |
| 508073/S2 | New | Herald 'S' Saloon | Special Parts Cat. supp. no. 2 £2.00 |
| 511236 | | Vitesse 6 | Handbook £4.00 |
| | New | Vitesse MK1 | Handbook £4.00 |
| | New | Vitesse MK11 | Handbook £4.00 |
| 545189 | | Spitfire 1500 | Handbook £4.00 |
| 511242 | | Spitfire MK1 | Handbook £4.00 |
| 512915 | New | Spitfire MK11 | Handbook £4.00 |
| 516282 | New | Spitfire MK111 | Parts Catalogue £12.00 |
| | New | Spitfire MK1V | Handbook £4.00 |
| RTC 9110 | | Spitfire 1500 | Parts Catalogue 74-78 £12.00 |
| RTC 9110B | New | Spitfire 1500 | Parts Catalogue 78-81 £12.00 |
| RTC 9230B | | Spitfire 1500 | Workshop Manual £16.00 |
| 512944 | | GT6 MK1 | Handbook, 2nd edn. £4.00 |
| | New | GT6 MK11 | Handbook £4.00 |
| 515754 | | GT6 MK1 & 11 | Parts Catalogue £12.00 |
| 520949/AL | New | GT6 MK111 | Parts Catalogue £12.00 |

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HERALD REGISTER

Register Review: 13/60 Herald Commission Numbers:

I have, at last (after much nagging from John Kipping!!) sorted the Herald Register by commission (chassis) number. Table 1 gives the commission number for each body type by year, with the number (if known) for the first of January of the year. 13/60 Saloons ceased production in December 1970 and Convertibles and Estates in September 1971. These are production dates/numbers - obviously some Saloons were registered in 1971 and some Convertibles and Estates in late 1971 and 1972.

Saloons (Table 1)

Two types of Saloon exist, suffixed DL or DLRS. The DLRS Saloons have 'official' sunroofs. The DL (deluxe) Saloons were not officially fitted with sunroofs, although according to the Register records many have them - were they fitted later? There are only seven DLRS Saloons on the Register.

The earliest commission number is GE224 DLRS, owned by S. Carpenter, this is also the oldest 13/60 on my records. The most recent number is GE81200 DL. According to my records (Table 1) this number and the penultimate entry (GE78335 DL) should not exist on a Saloon - the highest number should be GE78333 DL! Could P.J. Butler and R. Hull check the commission number plate (left hand side of bulkhead) and confirm that these numbers are correct.

Convertibles (Table 3)

The earliest number I have on record is GE350 CV; the engine in this vehicle has a four digit number and not the expected three digit number. Could S.J. Pilsworth please check this number for me. The most recent entry on the register is M. Appleton's GE83231 CV, 201 before the final production number.

Estates (Table 4)

To the best of my knowledge Estates were introduced at the same time as Convertibles and Saloons, with GE4SC. I'm surprised that the earliest number on the register is GE3630 SC. Where have all the early 13/60 Estates gone? The most recent number is GE83425 SC (R.J. Ayres) and this car, only seven from the last recorded number on Table 1, is the 'youngest' Herald in the Club.

If anyone has an older/newer commission number than those listed, please contact me (24, The Lea, Fleet, Hants GU13 8AU). I would also be interested to hear from any of the members listed with information on their cars.

TABLE 1
COMMISSION (CHASSIS) NUMBER GUIDE: 13/60's

| Year/Code | GE - DL | GE - DLRS(a) | GE - CV | GE - SC |
|-----------|------------|--------------|-----------|-----------|
| 1967 | | | | |
| 1968 | (8) 1 | (?) 224 | (8) 5 | (8) 4 |
| 1969 | 37666 | | 37666 | 37666 |
| 1970 | 59510 | (?) 52229 | 59510 | 59510 |
| 1971 | (12) 78333 | | 79499 | 79499 |
| 1972 | | | (9) 83432 | (9) 83432 |

CODES: DL deluxe Saloon, DLRS - delux Saloon with sunroof, CV - Convertible, SC - Estate.

GUIDE: e.g. for 13/60 Convertible GE - CV; 1967 (8) 5 = first produced in August 1967, with commission number GE5CV; 1971 (9) 83432 = final commission number produced in September 1971, GE83432CV (a) - no official records, numbers are from TSSC Register.

TABLE 2
13/60 SALOON: OLDEST/NEWEST COMMISSION NUMBERS

| Commission Number | Name/Membership Number | Current Member | Note |
|-------------------|----------------------------|----------------|------|
| GE533DL | I.F. Wayman-Hales /81-2712 | Yes | |
| GE595DL | D.W. Marlor/83-5737 | Yes | 1 |
| GE880DL | R. Williams/82-4051 | No | |
| GE910DL | V.J. Cornish/78-0450 | Yes | 2 |
| GE77636DL | C.P. Stabler /79-0945 | Yes | |
| GE78188DL | P.A. Reeves/82-4535 | No | |
| GE78335DL | P.J. Butler /83-6911 | Yes | 3 |
| GE81200DL | R. Hill/82-4490 | Yes | 4 |

1. Spitfire engine fitted. 2.2500 cc engine fitted.
3. Engine no. GE13825E, probably from earlier car.
4. Car registered in Eire - full commission number 7GE81200DL.

13/60 SUNROOF SALOON: OLDEST/NEWEST COMMISSION NUMBER

| Commission Number | Name/Membership Number | Current Member | Note |
|-------------------|------------------------|----------------|------|
| GE224DLRS | S. Carpenter/83-6795 | Yes | 1 |
| GE52229DLRS | J.E. Mapes /82/4238 | Yes | 2 |

1. Engine not original.
2. Possibly now fitted with 2L engine.

TABLE 3
13/60 CONVERTIBLE: OLDEST/NEWEST COMMISSION NUMBERS

| Commission Number | Name/Membership Number | Current Member | Note |
|-------------------|-------------------------|----------------|------|
| GE350CV | S.J. Pilsworth/83-6968 | Yes | 1 |
| GE658CV | E. Jones/82-4978 | Yes | |
| GE1027CV | C.H. Blackburne/81-2147 | No | 2 |
| GE1190CV | B. Humphries/83-5737 | No | 3 |
| GE1204CV | D. Rix /81-2321 | Yes | |
| GE83083CV | J.E. Neill/83-6703 | Yes | |

| | | |
|-----------|---------------------------|-----|
| GE83149CV | S.E. Taylor (Ms) /82-4984 | Yes |
| GE83185CV | A.M.O. Wolfe/81-2233 | Yes |
| GE83231CV | M. Appleton/81-2932 | Yes |

1. Four digit engine number, possible commission number should be GE350?CV.
2. Twin 1½ SU.
3. 1200 engine fitted.

TABLE 4
13/60 ESTATE: OLDEST/NEWEST COMMISSION NUMBERS

| Commission Number | Name/Membership Number | Current Member | Note |
|-------------------|------------------------|----------------|------|
| GE3630SC | T. Thomas/83-6300 | Yes | |
| GE5061SC | R.A. Coates/81-2516 | No | |
| GE5589SC | J.E.L.King/812396 | No | |
| GE9888SC | J.A. Bingham/77-0247 | Yes | |
| GE83267SC | D.G. Forsyth/82-3527 | Yes | |
| GE83300SC | M. Brown/82-3424 | Yes | |
| GE83366SC | D.H. Pickering/81-2093 | No | |
| GE83425SC | R.J. Ayers/78-0090 | Yes | |

DOORS - RATTLES & RUST: THE CURE!

PART II - Door Skin Bottom Replacement:

In the December 1983 Courier (42, pp 23 - 26) I covered the replacement of glass run channels and seals. Logically, repairing the door bottoms should have come first but as I didn't have the panels at the time, I covered the seals first.

After the outer window seals have rotted, water and dust can enter the door; if the drainage holes are not cleaned out regularly the door skins and bottoms rot through. Repairs with filler are not usually very permanent but two other repair options are available. These are: i) replacing the complete door skin or ii) inserting a repair panel.

As the bottom of the door is usually the only area which has rotted (Fig. 1) the repair panel option is cheaper and is the one covered here.

Availability of Panels:

Door skin bottom repair panels (£3.00 + P&P) and door bottom (underneath) repair panels (Fig. 2; £4.75 + P&P) are available from J. Kipping. In this article I will cover the replacement of the skin repair panel as the underside of the door was not too rotten.

Removing The Old Panel:

i. Fit the new panel over the door and scribe a line along it's upper edge (Fig. 1, line a). Remove the panel and scribe a parallel line (Fig. 1, line b) ½" below the first line. Cut along line b (I used an angle grinder for this job. It is probably worth hiring one if you don't own one as it makes the job much easier).

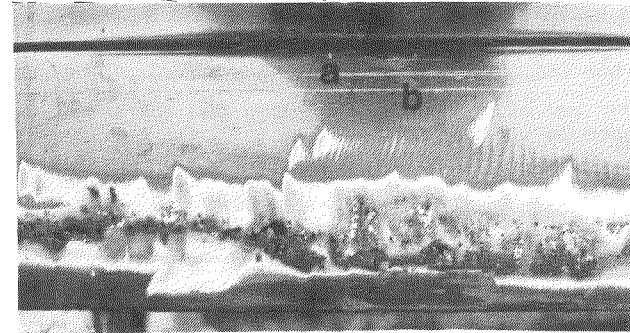


FIG. 1

Rot at bottom of door skin.

a. Swage line marking top of replacement skin panel

b. Swage line inch from Cut here.

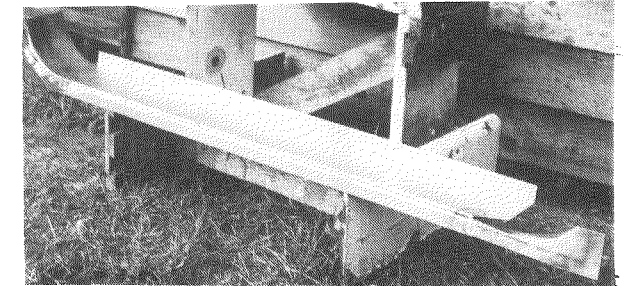


FIG. 2

Door bottom repair panel (N/S).

ii. Next the flange where the outer door skin wraps over the inner frame needs to be removed. Again an angle grinder is useful: grind down the flange to the frame and then peel off the old flange (Fig. 3). If you do not have a grinder, the flange (which is not welded) can be levered open. The rotten panel can now be removed as in Fig. 4.

iii. Clean off the paint and remove any sharp metal from along the repair edge.

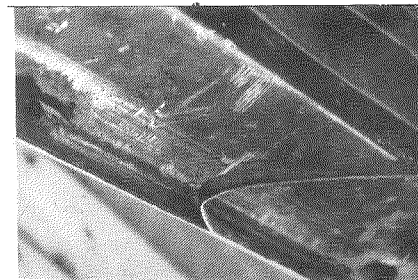


FIG. 3

Peeling off old door skin flange after grinding down to frame.



FIG. 4

Lower skin removed. Rust in frame should be cleaned back and new metal (or bottom repair panel) inserted if rust is extensive.

Fitting The New Panel

- i. Bend over the flanges of the new panel by another 45 - 60°. To do this, lay the panel on a plank of wood and knock the flanges down with a hammer.
- ii. Fit the new panel to the door as in Fig. 5. Make sure that the swage line on the new panel is tucked under the old door skin.
- iii. Crimp the flange of the new panel to the door frame. To do this, I used mole grips (Fig. 6); a piece of wood protected the panel from dents.
- iv. Tack-weld the new panel to the old along the join (Fig. 6, a). To keep the two panels together, I found that it was helpful to put some wooden blocks inside the door.

Only a few short weld runs should be used to avoid distortion. Arc or Mig welding and not oxy-acetylene or brazing is also recommended, unless you are very skilled. I also made a few tack-welds to join the inner edge of the flange to the old door frame.

- v. Grind down the welds level with the door skin and make good the join with a plastic filler (e.g. plastic padding elastic). Most of the later Triumph colours are available in aerosol cans to complete the outside job.

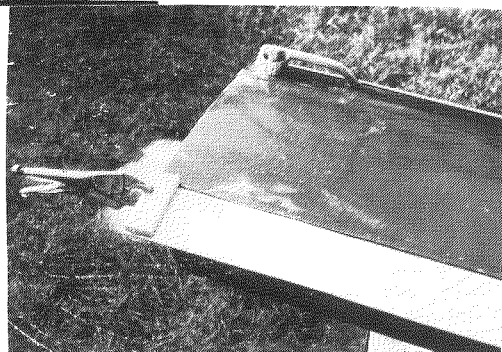


FIG. 5

Door skin repair panel in position.

FIG. 6

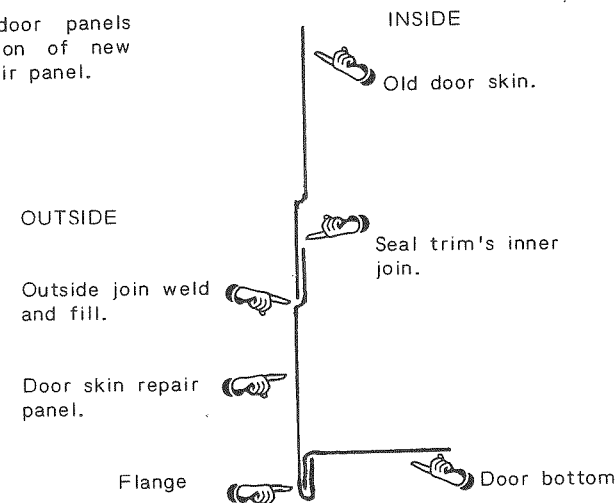
Crimping door skin repair panel in place with mole grips and wood block.



- vi. The join on the inside of the door (Fig. 7) should be painted (Hammerite is John Kipping's recommendation) and then filled with Mastic to prevent condensation running into it. Don't try to plug the hole with Waxoyl, which might seep out through the filler!

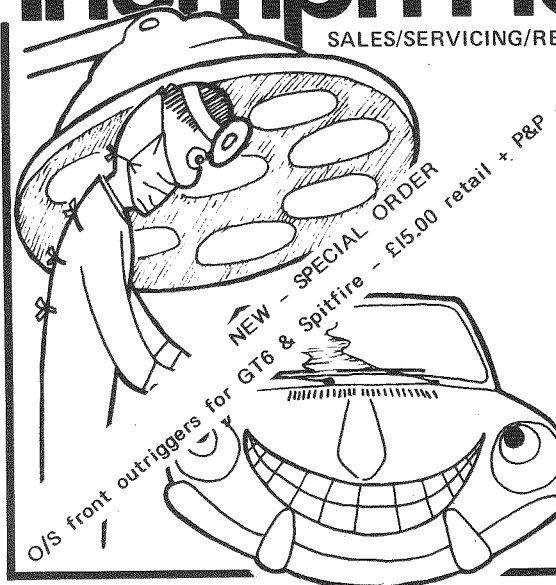
FIG. 7

Diagram of door panels showing position of new door skin repair panel.



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SPITFIRE REGISTER

THE MARK II AND III DIFFERENCES AND SIMILARITIES

Most Spitfire owners will know the main differences between the Mark II and 3; they are the bumpers and the different sized engine. There are, however, many other parts which were changed when the MKIII was introduced in 1967.

Outside, apart from the bumpers we have a combined sidelight/indicator lens below the bumper. The bonnet badge of the earlier cars has been removed, leaving only the T R I U M P H letters. The rear saw the introduction of reversing lights on the inside of the indicators. The reversing lights were, in fact the same as the front sidelights on the earlier models. The rear indicators were also given a larger lens. On later Mark III's, the reversing lights are removed and replaced with a combined number plate lamp and reversing light.

The hood and frame are now able to be folded down behind the seats unlike the Mark I and II which were of the 'stow in the boot' type. Sun visors and heaters were still an option on the Mark III, although most cars were fitted with heaters. Wheels were still 3½J steel rims with chrome centre caps. Inside the rear panel separating the petrol tank from the cockpit has been moved back to accommodate the folding hood frame. The seat frames are the same but the squab is more of a bucket shape. The dashboard is now of wood veneer finish, as opposed to the original matt black finish on earlier models. The steering wheel is now the same as fitted to the Vitesse and TR4, with three sets of four chrome spokes. On early MKIII's the fly-off handbrake is still in use but later models, from about 1968, have a conventional type handbrake. The ignition switch and headlamp master switch are swapped to make the ignition nearer to the choke. The windscreen surround on later models was finished with matt black and the same applies to the wiper arms.

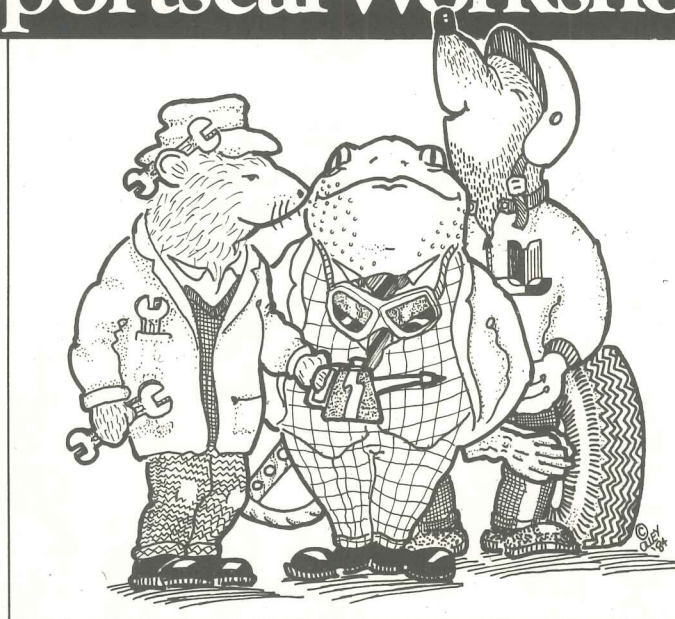
With the increased power of the Mark III, the brake calipers were enlarged and a larger master cylinder was also fitted. The Mark III has a smaller radiator than the Mark II, in line with changes made to the Herald Saloons. The fuse-box, which was found under the nearside of the dashboard on the Mark I and II was moved to the outside of the car by the battery. The rear silencer on the Mark III is on the right of the car, as opposed to the central mounting of the Mark II.

The gearbox and propshaft were the same on these models, although the clutch was 6½ inches on the Mark III. The differential was the same and overdrive remained an option.

So there we have it. It was not just the bumpers and engine that made the Mark III different from the Mark II.



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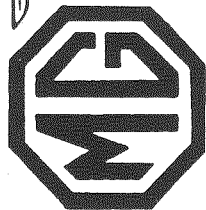
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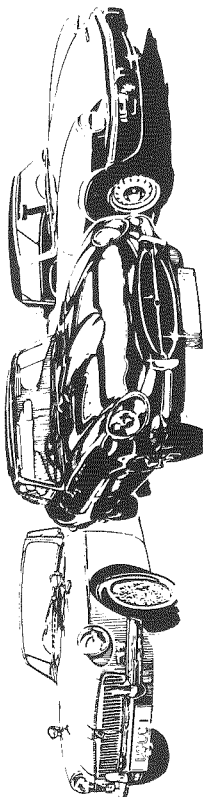
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NATIONWIDE

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ANGLIA AREA NEWS - GILES TINKLER REPORTS:

Area events for the coming month are as follows:-

Thurs. 3rd May - Club Night; Mon. 7th May - Convoy to the Classic Car Show at NEC, leaving Coach and Horses at 9am; Sat. 19th May - Convoy to the MOTEC, leave Coach and Horses at 9.30am; Thurs. 24th May - Mystery Run leaving Coach and Horses at 8pm and finishing up at a public house where food will be supplied. Two further events in which members may be interested are 30th June/1st July - Emneth Vintage Country Show where the Club will have a stand consisting of 6 vehicles. 18th and 19th Aug - Hillingdon Mammoth Vintage Spectacular at Hillingdon Hall Park. The Club has been offered a stand for 20 vehicles or more if required. If you are interested in showing your Club car at either event, please contact Mark Woodard on Wisbeach (0945) 587841.

AVON AREA NEWS - HILARY OWEN REPORTS:

Our thanks to Hugh Williams and Mike Wyatt for displaying their cars at the Bristol Classic Car Show and also to Jane and Andy and Mike Wakeford for all their valuable help. Thanks also the Trudi and Chris Squibbs for all their support and hard work, which has boosted our membership. **Forthcoming meetings: The Wheatsheaf, Winterbourne, Monday 7th May, 4th June and 2nd July; The Talbot, Keynsham, Wednesday 16th May, 20th June, 18th July.** Forthcoming events: Andy Stuart is arranging another exciting Gliding evening at Aston Down airfield (nr Stroud) on June 1st. Cost is £10 which inc. a months membership and one flight (extra flights at reduced cost). A £3 deposit will secure your place! Further details contact Andy tel: Bristol 422813 or come to next Area meet.

CUMBRIA/LAKE DISTRICT AREA NEWS - MALCOLM BUTLER REPORTS:

Thanks to those who turned up at the April meeting, especially Stuart Larking and friend who came all the way from Lancaster. Nice to see Mike Brown again with girlfriend, Angela - another couple who travelled over an hour to get to the meeting. In fairness to the members from the South of the country we decided to hold

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next month's meeting at The White Swan, Grasmere at 7.30pm on Wed. 2nd May (on main Keswick/Windermere road). The Lakes Weekend was discussed, to take place some time in Aug/Sept. and is to be discussed at the next meeting. We are hoping to arrange a convoy to this years Barbon Hillclimb to be held on 19th May - further details at the next meet, but if you wish to attend and can't make the next meeting, please let me know a.s.a.p. as I can arrange pick-up points and times.

DEVON AREA NEWS - GARETH BEECHING REPORTS: At the Totnes meeting, 24th March, the suitability of this venue was discussed. Some members liked Totnes and felt that attendancies would pick up in the summer months; others felt that Totnes was too far at some 20 miles distance and wanted a venue near Plymouth. Members of the area committee were concerned that the Devon Area should not be split into a Plymouth Area/E. Devon Area, especially as so much work had already been put in to making the Area successful. An up-date will appear in the June Courier. **Meetings: Sunday 13th May, Kennford; Sunday 27th May, Totnes (subject to suitability).** Entries are invited from Devon Area members for the Cornwood Rallye, to be held in the usual venue of the grounds of Blackford Manor House, Cornwood, nr. Ivybridge on Sunday 24th June. I have distributed a supply of application forms to Steven Ash (Plymouth 43948), Mike Atkinson (Starcross 890214) and have a small supply myself (Colaton Raleigh 68777). Closing date for entries 19th May, so if you do want to enter, get your application form now and post it off. Please inform me if you enter so I have some idea of the number involved.

DORSET AREA NEWS - ANDY TOPP REPORTS:

A couple of enjoyable last meetings with out challenge against the Wessex Area at skittles on 13th March, at Broadstone. We had a large side of 13 and managed to come away happy with a win. The return match at The Antelope Hotel, Sherborne on 4th April was a different story with the opponents borrowing 3 of our best players. After 5 hands we were in front by 4 but on their last hand they pulled the score up to beat us by 7 - thanks to Pippa and Martin! **Next meetings 2nd May and 6th June.**

EAST BERKS AREA NEWS - NIGEL MORGAN REPORTS:

We are becoming a more active and expanding Area with around 50 members listed and around 25 regulars - we hope to get really mobile this summer. Last year John Reed, who has successfully organised the Area for some time, decided to form a committee to help you. They are: John Reed, Chairman and Chief Organiser; Tim Haynes, Treasurer; Tim Greenfield, Events Organiser; Peter Farmer, Spares Secretary and Nigel Morgan, Social Events Organiser and Correspondant. We have plans for Treasure Hunts, Area visits, Convoys, Beach Barbecue Weekends, Skittles Evenings and much, much more. The committee would like to hear your ideas too. J Reed is still our decision maker but any of the committee members would be pleased to hear your suggestions. Tim Haynes advises me that due to your support, funds are gathering and more events will be Area subsidised, as was our Xmas event (by 50%). Tim Greenfield is assessing the layout of our annual stand at Auto Sunday, East Hampstead Park. This year we hope to award a trophy to the best car in our Area in the Concours there. Peter Farmer is in the process of organising a spares listing on printed forms and also hopes to make a list of reputable garages/services etc., but he will need your contributions. I hope you will try for the Area 'Challenge Trophy', which will be awarded to the most active member in the Area at the end of 1984 - start collecting your points now by coming along to our meetings! Finally, I'd like to invite anyone out there to come and join us, if you haven't already done so. We'll give you a warm welcome. If your motor won't motor, I'm sure lifts can be arranged!

ESSEX AREA NEWS - BARRY THURGOOD REPORTS:

Our new venue is proving to be quite popular. It's nice to see the Kent crowd again. Our Darts Match against the TR Register was not quite the walkover they anticipated and our score was a great improvement over the previous match. They beat us 6-3 but we are getting better. The landlord of The White Bear told me that there is a classic car weekend coming to the pub sometime in July - more details next month. **Next meeting 13th May.**

GATWICK AREA NEWS - KEVIN FINCH REPORTS:

Last months meeting went off very well with 7 of us there - it might get better as the evenings get lighter. Anyone who wants to take over my job please step forward, as the response at the last meeting was nil. The reason is because of work commitments (I will be working nights). **Further meetings in The Black Horse, Hookwood on the A217 to Reigate, 3rd Monday of the month.**

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

April meeting saw our best turn-out ever - over 30 people and we are still seeing new faces (not all are members, but we are working on them). April also saw the first issue of our own local Newsletter. This, we hope, will keep people in touch with events (National or otherwise), items for sale and wanted. Thanks to Jonty, we are running a documented history of our mark of car - first issue was the Herald. **Next Club Night 14th May.**

SOUTH HERTS AREA NEWS - JEREMY HURST REPORTS:

We had a very good Club night with 20 members attending. It was good to see some of our new members becoming regulars. We hope to see plenty of people at the May meeting when we are holding a quiz (Triumph history & general knowledge). Our next event is the Heraldry Run on 3rd June, a Treasure Hunt with a difference. The object is to visit specified stately homes in Hertfordshire via the shortest possible route and collect clues. See you at The Coach & Horses at 2pm. £1 per car and driver, plus 50p for every extra passenger. We are still collecting photos for our Area Album - bring any interesting ones along to the meeting.

GLOUCESTER AREA NEWS - JUSTIN BARWICK REPORTS:

The April meeting, my second as Organiser, was a great success with about 20 people attending and a good assortment of cars, but a lack of Spitfires. Thanks to J Kipping for bringing his Parts Catalogue and excellent knowledge of parts and numbers down from Coventry. Thanks to Tim Davies for bringing his box of GT6 bits up from South Wales and to Ken and Tony for driving 80 miles from Tadley. **Next meeting: The King's Head, Birdwood on Tuesday 8th May.** Anyone wishing to travel in convoy to the Birmingham Classic Car Show on Sat. 5th May or Sun. 6th, please contact me.

KENT AREA NEWS - MARTIN RADFORD REPORTS:

In view of the confusion which has appeared in the back of the Courier over the last few months, I would like to make it quite clear that we are the Kent Area, and not East, West or any other Kent that people might wish to call us. We meet at The Cock House Inn at Detling on 2nd Monday and at The Princes Hotel, Princes Rd., Dartford on 3rd Wednesday of each month. ('People' - namely the Editors or Richard Bruford, the Area Liaison Officer, are not to know your various 'titles' unless we are informed. We do our best but we are not super-human! Sorry but it's a bit late to change the back cover this month but we will do our very best for the June issue. **EDITOR**). The first event of this years our annual Footscray/Bromley Pageant of Motoring; the Footscray camping site has been booked for Saturday 23rd June. We will have the usual inter-Area competitions, concours, quizzes, bring and buy sales, country drives. Tickets for the event, inc. the barbecue are on sale at only £3.50. Anyone wishing to camp will pay an extra £1 to the site owners. On the

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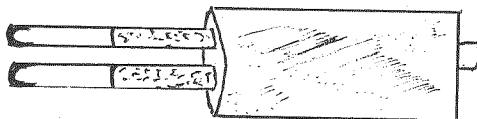
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Sunday we will set off in small convoys (to keep it legal) to Bromley. Please get your barbecue tickets a.s.a.p. to help us with the catering.

WEST KENT/EAST SURREY AREA NEWS - CHRIS TRICE REPORTS:

There will be a boot sale on 19th June during the meeting this month. Talking of meetings, the additional meeting that occurs every first Tuesday has really taken off now; everyone seems to like the idea so we're stuck with it. Meetings in May 1st and 15th. Details for our Christmas cataclysm, to be held on 20th July will appear in the next issue.

LEICESTER AREA NEWS - MICK MAIDMENT REPORTS:

Our Pony Trecking Weekend is all fixed up, should be amusing. The Stanford Hall event is coming together nicely; we are hoping for a marquee this year for use as a beer tent during the day and a disco at night - we've managed to get an extension 'till 12.00. Meet: last Thursday, Shearsby, Bath Hotel.

NOTTS AREA NEWS - GEOFF FLETCHER REPORTS:

Now the spring is truly with us, the turnout to the monthly meeting is picking up. Thanks to everyone who came along. Thanks too to Royd and Pat for the raffle. Please bring a pen next month as I have arranged a small competition, to be held at about 9.30pm.

OXFORD AREA NEWS - DEREK STRINGMAN REPORTS:

Last month we were treated to a film show, courtesy of Jim Carter. STIR, Stoneleigh and Concours were on the programme. Jim does a very professional job on his films and thanks to him for bringing them along. This month we sent congratulations to Steve Little and Barbie on their impending marriage and commiserations to Andy Jones, who has been coerced into acting as best man. Next meeting 9th May.

RUGBY AREA NEWS - ANDY JONES REPORTS:

We had a very well-attended meeting on 9th April. We will be having a barbecue on Monday 11th June from about 8pm onwards. Price at time of writing unknown but I promise you it will be very good value. I will be selling tickets for this at the usual Area meetings (Rugby, Oxford, Trent, Worcester and Leicester Areas) - numbers may be limited, so first come, first served! Future Meetings: May 14th, June 11th (BBQ), July 9th.

SALISBURY AREA NEWS - HUGH DAVIES REPORTS:

Having been Organiser for 2 years and having seen the size of the meeting grow from less than half a dozen to over 20, I am now going to stand down. Peter Ellis (tel: Romsey 40139) has kindly accepted to take over as Area Organiser. The monthly meetings continue, for the moment, at The Greyfisher.

CENTRAL SOMERSET AREA NEWS - SARAH KERSWILL REPORTS:

There isn't much to say about the last meeting I'm afraid, as we were rather low on numbers. The Summer is now, hopefully, on its way and Rod Warren (Area Organiser) is busy racking his brain to think of events to liven up the Area this year. He asks that you all try to attend the next few meetings in order that a venue can be discussed.

SOUTHERN AREA NEWS - TONY FARBY REPORTS:

Our first meeting at The Ship & Bell Hotel in March went quite well with 9 people turning up. I appreciate that there is a parking problem at the venue but there is a public car park not far down the road, next to the pub (Blendworth Road) and I would advise members to use this in future. Our Autojumble is taking place on Sunday 27th May at Home Farm, East Tisted (off the A32) from around 2.00pm.

Entrance will be £1 per car but includes a raffle; amongst the prizes will be a superb print of your favourite Club car (most models catered for) kindly donated by local artist and Club member Paul Stagles - see ad. in Mar. Courier.

THAMES AREA NEWS - MIKE CREWES REPORTS:

Another quiet month, with attendances lower than normal. The Landlord has now erected out Noticeboard at our meeting place, The Firestone public house, West Cross Centre, Great West Road, Brentford; so if you are passing you can always pop in and have a look.

I have an invitation from The Rotary Club of Uxbridge to an Auto Sunday on July 15th at the Hillingdon Showground. Sounds v. g. Entry forms are with me. More details to follow.

TRENT AREA NEWS - MIKE COSTIGAN REPORTS:

Our first Treasure Hunt of the year was on April 1st but most of us were not fooled by and snow and hail which greeted us on first awakening. A mammoth 56-question sheet greeted us on arrival and unfortunately Dave made a slight miscalculation and had to call a halt about 8 miles before the planned finish. Nevertheless, a superb event, thanks for all your hard work, Dave and Sheila. viv and Arthur Claxton won for the second time, Louisa came second in her Spitfire and Isabel third in her Atlas Van. The April meeting saw a chaotic quiz between ourselves and S. Yorkshire, the result being a resounding victory for John and Wendy, who set the questions! Next meeting: **Thursday May 3rd at The Robin Hood, Newark** when we can expect to see all our cars spick and span for MOTEC.

SOUTH WALES AREA NEWS - TIM DAVIES REPORTS:

Thanks to everyone for a good turnout for the first meeting of Spring/Summer. The Skittles evening went well. Thanks to Denize for organising the social events and to Brian for the summer events, calendar as follows:- 30th Jun/1st Jul. - Car Show at Caldicox Centre by Austin A35 owners; 8th Jul - Standard Motor Club Rally; 15th Jul - Cardiff Castle Car Show; 28th and 29th Jul. - Pontychn/Talygam Show; 4th and 5th Aug - Vintage Tractor & Engine Club at Ystmas Mynach. Still lots of spares available at the meetings, so come along and don't be shy! Next meet **May 2nd.**

WEST MIDLANDS AREA NEWS - DAWN STORTON REPORTS:

It's good to see the Sunday meetings at The Belfry so well attended - there are always new faces and an attendance that averages 40 - not bad! The committee are still after your help for a short while at the concours at MOTEC on the 19th. If you do want to lend a hand, see any committee member or ring John Cox on 0902-330940. Lastly, do drop in to see us on the stand at the NEC Classic Car Show - see 'What's On Next'.

Next meetings: **Sunday lunchtime 13th May, at The Belfry and Thursday 31st May at The Old Gate, Heathton.**

WORCESTER AREA NEWS - CAROLYN JACKSON REPORTS:

Last meeting we had an average turnout for our first event this year - a slide show. Thanks Bob for your efforts. Mac's recruitment drive proved very fruitful with 3 new faces appearing - 2 of which were already members. We are arranging a convoy to MOTEC (19th May) if anyone is interested. For further details of events ring me on Cheltenham 36161, ext. 218 or Trevor, Evesham 6547.

NORTH YORKS AREA NEWS - SALLY HURD REPORTS:

Thanks to Ian McKeggie for dropping this month. He told us about his new job as PRO. When we next meet, we will have paid our visit to Blacks Museum - thanks again to Steve Boyne for organising the event so professionally. Hope to see more

new members and old ones too at our next meeting at The Bay Horse, 2nd May.

SOUTH YORKSHIRE AREA NEWS - CHRIS STABLER REPORTS:

Well it had to happen didn't it! On the occasion of our Inter-Area Quiz with Trent Area, we turned up at the wrong pub and nearly lost by default. We were rescued by John, only to be narrowly beaten by the very knowledgeable Trent team. Thank you Mike, well done Trent, hard luck lads and a big hand to John for all the hard work he put in. Details of the Rotherham Motoring Weekend and Tattoo on 23rd and 24th June at Herrigthorpe Playing fields will appear in the next Courier.

WANTED WANTED

PARTS

Tan carpets and seat required for MKII Vitesse - fair to good condition. Contact: Jon Burton, tel: (Devon) Starcross 890843 - 79/828.

One wire wheel (4½" x 13") for Spitfire MKIII/IV. Also R/H splined hub assembly and two R/H octagonal nuts. Contact: Chris, tel: (Cambridge) 0223-842646 - 83/-5346.

4 wire wheels and adaptors to fit Her 1200. Must be in good condition. Contact: Brian Richardson, tel: (Manchester) 061-773 7267 - 82/5060.

3.63 or 3.27 diff. Contact: J Harland, tel: 0625-526589 after 6pm - 82/3983.

Hood frame and back seat (black) for Vitesse Conv. Contact: Andy, tel: Locks Heath 6633 - 83/6931.

Light tan trim for MKIII Spit: seat covers, door trims etc., new or secondhand. Most urgently needed is driver's seat back cover - will happily buy complete seat(s) if available. Contact: G Mackenzie, tel: Horsham 58881 - 82/4146.

CARS

Vitesse Convertible MKII: must have O/D and in need of attention for an MOT or rebuild. Contact: Jim Crick, tel: (Enfield) 01-363 3949 - 84/7334.

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.

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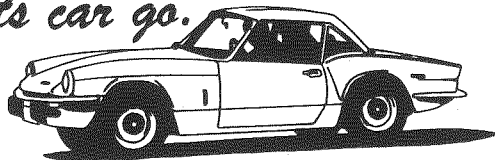
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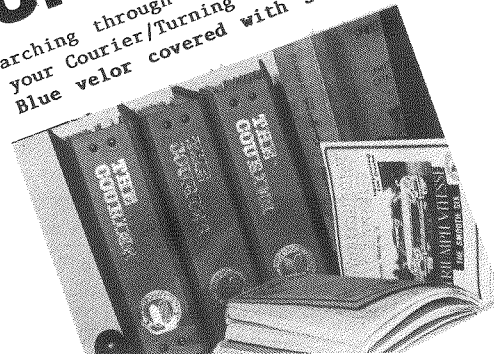
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|--------------------------------|--------|
| Sill short | £5.50 |
| Sill with front wing extension | £7.50 |
| Front wing (left/right) | £2.00 |
| Panel on front of bonnet | £25.00 |
| Headlamp panel | £50.00 |
| Front lower valance | £21.00 |
| Front bumper | £49.00 |

MGB

| | |
|--------------------------------------|--------|
| Front wing lower repair section | £6.50 |
| 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 | £5.00 |
| Under door panel | £4.00 |
| Castle section (as original) | £13.00 |
| Hall floor (one side) | £17.50 |
| Boot floor | £16.00 |
| Boot floor side repair panels | £10.00 |
| Full sill with rear extension | £6.00 |
| Shin sill | £4.00 |
| Inner sill | £4.50 |
| Door skin | £12.00 |
| Jacking points | £4.50 |
| Main cross floor channel (under car) | £5.00 |
| Front spoiler (fibreglass) | £19.50 |

MG MIDGET & SPRITE Mk 2

| | |
|--------------------------------------|--------|
| Sill | £6.50 |
| Inner sill | £2.20 |
| Floor panel (half of floor (1) side) | £16.00 |
| Bumper repair panel front section | £10.00 |
| Panel between front wing and door | £14.00 |
| Rear wheel arch | £14.00 |
| Rear lower wing (complete) | £17.00 |
| Front inner wing (complete) | £22.00 |
| Door skin | £12.00 |

TRIUMPH HERALD/VITESSE

| | |
|---|-------------|
| TP3 Centre outrigger (Vitesse TP12 Bottom lower door repair Herald) | £3.00/£5.00 |
| TP4 Rear outrigger (Vitesse & TP12 Rear 1/4 valance Vitesse) | £5.50 |
| Herald) | £4.50 |
| TP14 Rear centre valance | £4.00 |
| TP5 Side rail | £4.00 |
| TP6 Out-rigger under boot | £7.00 |
| TP7 DP18 Front wheel arch | £14.00 |
| TP8 floor | £5.75 |
| TP9 DP18 Front wheel arch | £7.50 |
| TP10 Herald Rear 1/4 valance Herald ES.50 | £27.00 |
| TP11 DP18 Front wing | £2.00 |
| TP2 Front outrigger (Vitesse & Herald) DP20 Door track plate | £2.50 |
| Herald) 64 on | £3.50 |
| TP11 Rear centre valance | £7.00 |
| DP21 Front footwell | £5.50 |

Full stock of Jaguar Mk1, MK2, XJ6 and E-Type body panels too

Steel motor panels, petrol tanks, etc.
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Please telephone for correct postage charge, prices subject to 15% VAT

ROVER P.4

| | |
|----------------------------------|---------|
| Front lower valance | £24.50 |
| Front bumper skin | £17.75 |
| Front wing lower repair section | £16.00 |
| Front wing (left/right) | £13.50 |
| Rear wing lower half | £22.00 |
| Rear inner wing inner section | £35.00 |
| Rear inner wing outer section | £35.00 |
| Rear outer wheel arch | £29.00 |
| Rear wing fuel cap door | £19.00 |
| Rear quarter valance | £26.50 |
| Rear door of spare wheel carrier | £27.00 |
| Outrigger | £19.00 |
| Inner sill two sections | £13.50 |
| Front wing | £156.00 |
| Front wing nose section | £46.50 |

TRIUMPH SPITFIRE

| | |
|-----------------------------------|--------|
| Sill | £6.00 |
| Front outrigger | £3.75 |
| Front footwell | £4.00 |
| Rear footwell | £4.75 |
| Door skin | £12.00 |
| Rear sill extension | £5.00 |
| Front corner valance (fibreglass) | £22.00 |
| Front corner valance (steel) Mk 4 | £26.00 |

MORRIS 1000

| | |
|---|--------|
| Front wing | £36.00 |
| Rear wing | £27.00 |
| Front wing fibreglass high quality | £18.00 |
| Car sill - 2 door | £5.75 |
| Car sill - 4 door | £6.75 |
| Sill rail | £2.40 |
| Under floor section front Car & Traveller | £2.40 |
| Under floor section rear Car & Traveller | £2.50 |
| Front chassis member with bush | £5.00 |
| Rear spring hanger Car & Traveller | £2.75 |
| Rear spring hanger Van | £5.00 |
| Front footwell | £2.00 |
| Centre cross member half section | £2.00 |
| Headlamp ring | £2.00 |
| Headlamp bowl (plastic complete) | £4.50 |
| Rear wheel arch (Van) | £5.50 |

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PARTS WANTED

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

BILL SUNDERLAND - EDITOR.

CAR MART

41

Triumph Herald 13/60, 1970: MOT, tax, good body, £160. Contact: E J Wilkins, tel: (Somerset) Crewkerne 72661 - 83/5314.

Spitfire 1500, 1975: soft/hard tops. Good engine/body. Tyres 50%. New exhaust. Growing family and motor sporting plans force sale at £1,250. Contact: Chris or Pam Arnold, tel: (Brackley) 0280-704755 - 83/6581.

Triumph Spitfire 1970: mech./chassis good. Steel roof. Ideal spares or rebuild. £100 o.n.o. Tel: (Luton) 0582-21723 - non-member.

Spitfire MKIII: wire wheels, hard/soft tops. 12 months MOT. Good mechanically. Original. Genuine reason for sale. £600 o.n.o. Contact: G Castle, tel: Winchester 56015 - non-member.

13/60 Herald 1969: engine in good order, interior excellent but bodywork tatty. Rear axle noisy and needs attention. Lack of money and time forces sale. £100 o.n.o. MOT until Oct. '84. contact: Mark Bolton, tel: (Basildon) 0268-552158 - 83/5181.

Vitesse 1600cc Saloon: good cond. but needs new brake pipes. 1963, Green/White, few spares. Any reasonable offer considered. Contact: R Bailey, tel: (Brinkworth) 066641-200 - 83/6528.

1971 GT6 MKIII, reg. EEA 104J. Bright red/black interior. MOT until Aug. '84. Must sell. Offers? Contact: S Smith, tel: Northampton 412166 (day) or N'pton 410731 (eves) - non-member.

Vit. Estate, 1968: O/D; Valencia Blue. Recent cyl. head overhaul. Rear wiper. Halogen foglamps. Sale inc. factory manuals, parts book, handbooks and hundreds of spares inc. gearbox, carbs, rad., etc. £825. Contact: R Hardingham, tel: Heathfield 3835 - no membership no.

Vit. Conv. MKI 1967: O/D fitted, Jasmine, 86,000 miles, 12 months MOT. Body & mech. good. Black interior, new rad and tyres & other parts. £750 o.n.o. Contact: Andy Bullock, tel: Bourton-on-the-Water 21813 eves or between 1 and 2pm - 83/7082.

Vit. MKII, 1971: bodily sound; engine tired. Fitted GT6 wheels; cassette player; MOT Sept. '84. Reliable runner but smokey. New exhaust, battery, starter motor and some spares. £450. ALSO Bond Equipe GT4S, 1965. Known history. MOT Oct. '84. Fitted 1300 Toledo engine; suspension re-bushed. Good all round condition. Radio and some spares. £425 o.n.o. Contact: David Connors, tel: (Oxon) 03677-298 - 84/7326.

GT6 MKIII: MOT; 1974; 48,000 miles; O/D; no rust. £1,850 o.n.o. Contact: M Jasper, tel: (Perivale, Middx) 01-998 0550 - no membership no.

GT6 MKIII, 1973: only 41,000 miles. Good cond; Light Blue; history. £1,400. Contact: M V Bryant, tel: (SE10) 01-692 7725 - non-member.

Vit 2L Saloon '69: Good all round cond., MOT, tax, 4 new tyres. Excellent interior. Radio. £390 o.n.o. Contact: T Sell, tel: Luton 579718 anytime - non member.

Vit MKII: engine rebuild and recon box 9,000 miles ago. New P3 175/70's, carpets, water pump, shocks, valences, servo, sunroof, Sharp stereo, oil gauge, clock, chassis. 2 yrs old. Red. £875. Contact: S Hill, tel: Wokingham 784550 - 82/4192.

Vit Est: J reg., O/D, 68,000 miles, 2 owners, last owner 8 years, 12 months MOT, taxed. New clutch, r. shocks, exhaust, N/S control arm - bills to prove. Original paintwork, carpets. Needs new tailgate and tidying on bodywork. Best offer or P/exchange Vit Conv MKII with O/D. Contact: Jim, tel: (Enfield) 01-363 3949 - 84/7334.

Spit MKIV '73: body excellent and mech well maintained. O/D, 40mpg cruising at 70mph - will still do over 100mph (on speedo) on flat, in neutral conditions, yet still pulls sweetly from low revs. £1,000. Contact: C Brown, tel: Swindon 762778 - 83/6504.

GT6 MKIII '73: 66,000 miles, White with O/D. Excellent cond. throughout. Recent new front steel valances. £1,250 (consider old Spit in P/exchange). Contact: F Scott, tel: (Bridgend) 0656-50602 - 84/7100.

Spit 2000/GT6 Conv.: Green, O/D, all transmission, suspension and brakes are GT6; hard and soft tops; rebuilt engine; bonnet GT6 MKII; hours of work spent. Family forces sale. £1,250. Contact: Leslie Merritt, tel: (Brighton) 0273-672320 - 83/5508.

GT6 MKIII, 1972: 12 months MOT and tax. V.g.c. New tyres; recon. g/box. Recent exhaust and engine overhaul. Only used in the summer. Waxoyled. £1,075 o.n.o. Contact: A Bamforth, tel: (Huddersfield) 0484-687087 - 81/3179.

Vit Saloon MKII, '68, 2L: genuine 65,000, full service history. Not used since '76. Engine recently fired up and OK. Body fair, bonnet saveable. Trim good. You will need a trailer to tow away. £175 o.n.o. Contact: J Tudcay, tel: (Evesham) 870699.

'70 Vit Sal 2L MKII: Valencia Blue. 62,000 miles, genuine. Second owner. Serviced every 6,000 miles. Resprayed Nov and all parts and engine inspected. Interior excellent. New tyres. £1,200. Contact: Steve, tel: Plymouth 43948 - 81/2411.

GT6 MKII, '70 'J': white with red/black trim. Wired; sunroof; HRW etc. In top cond. A good home needed as it is the last of the few. £1,100. Contact: Gary Blackheath, tel: (SE3) 01-856 3487 - 81/2215.

TR4A Surrey top for restoration complete with new panels. Chassis restoration has been finished. £500. Brand new Spit IV chassis £190. Contact: S Owen, tel: Telford 607527 - 82/3844.

Vit 6 Conv. 1600, '66: White black hood. MOT Aug, tax 3 months. Used regularly. Suitable for renovation. Bodywork needs attention. Sensible offers welcomed. Contact: Stewart Clay, tel: (Mayfield) 0435-872585 eves after 6.30pm or anytime w/e non-member.

'78 Spit 1500 Conv: 28,000 miles. Well maintained, clean interior and rust free. Green body. Any trial £2,295. Contact: C White, tel: (B'ham) 021-472 3185 - 80/01826.

GT6+ MKII: 6 mths tax, 11 mths MOT. V.g.c. New exhaust; good tyres; deep Red. £1,295 o.n.o. Contact: Kev, tel: West Wellow 23259 - 83/6385.

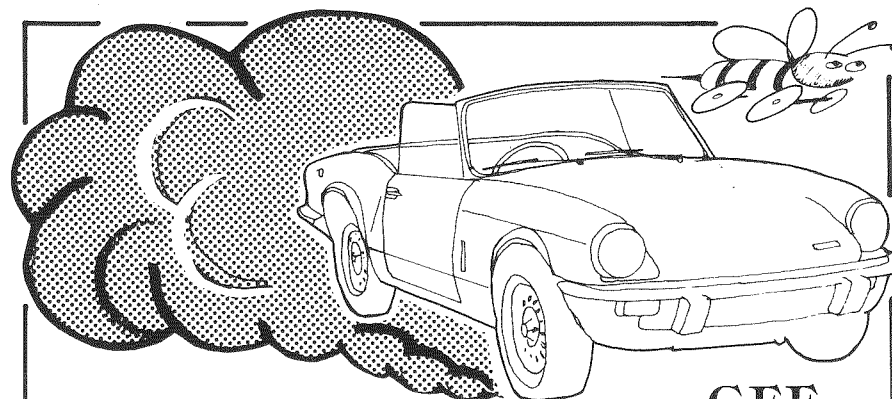
Spit MKI: have started full restoration but lack of money forces sale. Most of chassis completed, lots of parts bought inc. both hard/soft tops. Open to any offers, providing good home. Contact: P Choppen, tel: Kings Lynn 3591 - 83/6181.

Vit. MKII Conv. Slate Grey; taxed and MOT'd; 5½ Dunlop wheels; servo brakes; Pioneer stereo. Mech sound, very reliable. To be sold with some spares. £600 o.n.o. Contact: S Sears, tel: Westkings Down 2200 - 82/3734.

Spit MKIII, '69: tax, MOT till Dec. Used daily. Good for year. Many spares. £575 o.n.o. Contact: Steve Fulford, tel: Cromer 511409 - 82/5037.

GT6 MKIII, J reg: MOT Mar '85, tax Aug '84. Good runner, body fair, interior needs tidying. House purchase forces sale. Offers around £700. Tel: 0908-615415 eves and weekends - non-member.

Vit Conv '63: White/Black in excellent cond., c/w tonneau covers, Handbook and tools. Recorded mileage 37,600 - not taxed at present but MOT until Jul '84. Genuine and original car, requiring caring and loving home. Offers around £1,400. Further details, tel: (Eddleston) 07213-267 - non-member.



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.

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DESIGN BY JI FROY LUTON 882102

Sprint/Hillclimb GT6 MKIII rolling shell: new sills, tidy cloth sunroof, 2 gal. tank, copper brake pipes, SAH springs, ADJ shocks, new trunnions, BL rotaflex couplings, brake pads. Needs rad, engine, g/box, prop and diff. Can deliver locally. Logbook available. Contact: Derek Burdekin, tel: Coventry 616202 - 80/01645.

Vit 6 Sal, '64: one family car since new. Full service history. Well maintained and reliable engine. Waxoyled chassis. Sadly, body needs attention. Taxed. MOT Nov '84. Regrettable sale. £100. Contact: Tony Barker, tel: (Derbys) 0335-43917 - 82/4693.

Dolomite Sprint: P reg., new MOT. Complete engine, brakes, dampers, discs, prop-shaft, petrol tank, exhaust, alternator, steering, water pump, wheel nuts, seat runner, underrider. Viewing nr Southampton. Running in. Approx £1,900 spent. Baragain at £1,000. Contact: Chris, tel: (Locksheath) 04895-84334 - 80/01863.

'71 Damson Vit 2L Sal. O/D, long MOT, tax, resprayed, alarm, radio, cassette, chrome boot rack and wheel trims. New exhaust, steering, brake systems, battery, tyres, fitted carpets. £650 o.n.o. Mortgage forces sale. Contact: Daryl Davies, tel: (Reigate) 0737249438 - no membership no.

Vit. MKII Conv. '70: O/D, servo, white/black interior, new carpets. V.g. hood and tonneau. MOT and tax, Waxoyled. Nice, original cond. £950. Contact: P Bonner, tel: (SW16) 01-764 8134 - 78/0537.

GT6 MKIII '73: O/D, tints, sunroof, rear seat, new clutch, discs, rad. Tax/MOT. New suspension kit/carpets (not fitted). Ideal restoration. V.g.c. Used daily. Front end damaged hence £400. Contact: Peter Comely, tel: Peterborough 237111 ex 438 daytime - 84/7352.

Her 12/50 '64: Good cond. Many accessories. Family pedigree. Wants someone to look after it. Offers over £100. Tel: Colchester 866930 eves - non-member.

PARTS MART

Bond Equipe 2L bodyshell on rolling chassis. Contact: Dave, tel: Bristol 0272-634638 - 83/6260.

GT6 MKII complete chassis, engine, gearbox and suspension, £200 - will split. Also MKII bodyshell; rusted but repairable, £25. Plus all interior trim. Contact: E J Wilkins, tel: (Somerset) Crewkerne 72661 - 83/5314.

Spitfire MKII chassis: excellent cond.. £35; rear spring £5; pair MKI door shells (seen worse) £6 pair. Other bits, give me a bell. Contact: Mr M Wingrove, tel: (Mid. Glam.) 0443-205001 - 83/5721.

Tonneau for Spitfire 1500 as new £12. Set of Sparkrite leads for Spitfire, new, £5. Both inc. postage. Contact: Alan Ball, tel: (Bradford) 0274-42581 - 81/2276.

Models: Herald, Spitfire, Herald Coupe, Vitesse 1600; 1/43rd scale models. All v.g.c. Available from £5 + P&P. Bonnet locks per set £7, inclusive. Lifting tools, £11.95 inclusive. Contact: Mark Knight, tel: Penn 5388 for ordering details - 80/0549.

Vitesse bits from my theft-damaged Vitesse MKII, the following are for sale: starter motor, coil, new electrics box, good tyre/wheel, plus many others, £40, offers? Also gearbox professional rebuild, used only 3 weeks, rocker shaft and pushrods, £60. Offers? £90 buys the lot. Contact: Greg Walker, tel: (Cheshire) 061-338 2589 - 83/6233.

Breaking vitesse MKII Saloon and Convertible: all body and trim parts available plus some mechanical parts. Offers? Contact: Tony Coomber, tel: (Peterborough area) 083-23 392 after 7.00pm or weekends - 84/7451.

MK4 Spitfire: brand new hood on frame, £100 and brand new luxury quality carpet, under felt, clips, £30. Contact: A Mariott, tel: Watford 28079 - non-member.

GT6 MKIII bodyshell: requires new sills, otherwise good, £150; 5 GT6 wheels and centres, £35 (may take offers). Contact: Richard Thirkell, tel: (E. Sussex) Crowborough 2276 - 83/6790.

Partly dismantled Bond GT4S (complete) for spares or restoration. Various 1600 Vit. parts + GT6 MKII rear silencer. Offers? (all cheap). Contact: M J Armstrong, tel: (Berks) Thatcham 64720 after 7pm or weekends - 83/5709.

GT6 MKIII roof panel complete with surrounding panels cut from GT. Repair your roof or convert a Spitfire. £30. Contact: Chris Trice, tel: (Bromley) 01-462 2851 - 82/4401.

Four Cobra Supaslots to suit Spitfire etc. Fitted with GPS tyres (white lettering); one worn. Also nuts and lock nuts, £125 o.n.o. Contact: Martin Smith, tel: (Coventry) 0203-465635 after 6pm - 83/5662.

Breaking Spit MKIVs: all parts available at very reasonable prices - front wishbones complete with spring, caliper, disc etc., £15. Diffs, £35. Halfshafts complete with hubs £15. MKIVs always wanted. Contact: N Card, Spit-Bits, tel: Reading 884371 - non-member.

Vit/Herald white glass fibre hard top with tinted windows. As new. £85. Contact: R J Langstone, tel: (Hounslow) 01-570 9585 - 84/7589.

Breaking GT6 MKII: no engine, trim or bodywork but most other mechanical parts available inc. good chassis. Contact: Phil, tel: Crewe 67055 - 81/2187.

Bond GT4S: bonnet and body. Basically sound all screens and glass. About £35 ea. but will haggle. Several other bits free to buyer. Contact: T Barrett-Kinsbury, tel: (Thanet) 0843-65979 - 81/2618.

Spit. MKIII fastback hardtop: good cond. and smart inside trimming, £50 o.n.o. Contact: Andrew Hamilton, tel: (Princes Risboro.) 08444-6255 after 6pm and weekends - 81/2421.

Spit. GT6 parts MKI/II/III/IV: secondhand and new, realistically priced inc. engines, g/boxes, chassis, wheels, doors rads., electrical parts. Also Spit. MKIII fitted Vit. engine, O/D g/box - everything new or recon. Contact: R Bell, tel: Leighton Buzzard 210241 - 84/7198.

Herald 13/60 spares: Conv. trim (tan), good dashboard, some 948 spares. Spit. MKII front bumper. Pair of HS2 SU's. Contact: Paul, tel: Chelmsford 421611 - 6598.

Save £40 - new, unused, complete rocker assy for Herald 1200, 12/50, Spit. 4 or MKII, £25. Save £2 - new, unused GT6 spare Parts Catalogue, part number 515754, £10. Contact: Ray Kelly, tel: Northampton 30344 - 81/2038.

GT6 recon. 3.27 diff; 2 pairs front konis, one new and one recon; pair front Spax; selection of springs to suit competition front; rollbar (inch); pair rebuilt 2L MKI driveshafts. All must go - offers? Contact: Paul, tel: Little Chalfont 3549 - 78/00354.

New MKIII GT6 chassis, no. FC 298715 in factory primer, £165 o.n.o. New front suspension turrets, £50 o.n.o. the pair. New MKIII GT6 bonnet badge £2.50. Spit. MK4 windscreen, £5. Spit. MKIII windscreen £5. Gearbox £5. Contact: Ralph, tel: (Tamworth) 0827-51582 - 83/5879.

GT6 engine, KE 10369HE complete with carbs, manifolds, alternator etc. Spare crankshaft. Dismantled £30 or swap for Morris Minor 1098 engine/gearbox for details. Contact: Nick Lees, tel: (Feltham) 01-898 5947 - 78/00536.

GT6 engine, £45 or exchange Vit Conv. soft or hard top. Vit non-O/D prop. and GT6 O/D prop, £10 each or exchange for Vit MKII O/D prop. GT6 rad. exchange for Vit MKII rad. Contact: T Sparkes, tel: High Wycombe 39389 - 84/7415.

GT6 MKI bodyshell: new rear wings, rear valance, sills - all spot-welded on. Also doors, tailgate and chassis; all in g. cond. £90 the lot. Contact: Shaun, tel: Medway 362247 - 82/5074.

Bond Equipe 2L secondhand: 2 doors complete £30 each; rear window and seal £10. Lots of parts - dials etc. fit Vit. Contact: S Russell, tel: (Kingsbury) 01-205 6397 - 82/4538.

Convertibles - Herald and Vit 1600: hood and frame £15; other parts as mentioned in Dec '83 Courier (p. 58). Room needed so some parts FREE and all cheap. Contact: Ray Bray, tel: (Sheffield) 0742-584796.

5 off Spit 13" wire wheels c/w spinners and hubs, £79 o.v.n.o. Spit MK3 engine £40, g/box £15, diff £15, soft top frame & hood £40; Spit MK4 chassis £20, suspension, brakes etc. Vit dashboard with instruments £20, 2 seats (black) Contact: Roy, tel: (Bognor) 0243-821878.

Brand new BL 3.89 diff. Recon Vit non O/D g/box. Good pair Her/Vit doors. Breaking Vit MK2; most parts available. Can arrange to bring parts to MOTEC. Contact: Dave Jones, tel: 01-952 0815.

Spit IV chassis £50; exc. cond. 5 oval hole wheels £30. MK3 tonneau, tatty £7. Contact: J Harland, tel: 0625-526589 - 82/3983.

Straight 6 2L engine; crankshaft reground, new b/end shells, new thrust washers, new piston rings, cyl head skimmed, valve seats recut. Valves reground. New rocker req'd to complete rebuild. Also carbs, g/box + other bits £90 lot. Tel: Quatt 780564.

CLUB SPARES

Printed below is another selection of goods which I have purchased this month. If anyone wishes to save on the postage on these items or anything else I have in stock, I will deliver them free-of-charge at MOTE (National Concours), providing they are ordered and paid for by the 10th May. If stocks run out I shall refund your cheque on the day.

REMINDER: should you wish to contact me, for any reason, please be sure to 'phone between 9.30am and 6pm on weekdays and between 9.30am and 7pm on Saturdays.

| | | |
|--------------------------------|--|--------------------------|
| <u>U.J.'S</u> | To fit all Club cars | £3.75 + £1 P&P (pair) |
| <u>Fuel Pump</u> | To fit Spit 1300, 1500 1973 - '74 | £9 + £1 P&P |
| <u>Fuel Pump</u> | To fit Vit. 2L MK11; GT6 2 + 3 from eng. KC/KD 5001E | £9 + £1 P&P |
| <u>Front Brake Hoses</u> | To fit GT6 1,11,111; Vit 2L MK1, 11 | £3.73 + £1 P&P (pair) |
| <u>Head Gasket</u> | To fit GT6 111 from Kel2390 | £4.60 + £1 P&P |
| <u>Brake Shoes</u> | To fit GT6 111 from KE12390 (full axle set) | £5.75 + £1.90 P&P |
| <u>Disc Pads</u> | To fit Vit 2L MK1 & 11; GT6 1,11,111 up to Comm. no. KE12389 (full axle set) | £4.60 + £1.90 P&P |
| <u>O/D Mounting Bracket</u> | To fit Vit/GT6 | £6.90 + £1.50 P&P |
| | To fit Spit | £10.50 + £1.50 P&P |
| <u>Bonnet Cones</u> | To fit all club cars | £1 each + 25p P&P (pair) |
| <u>Front Suspension Bushes</u> | 30p each + 25p P&P per 4 ordered | |

All the above items include VAT. Please make cheques payable to 'T.S.S.C.'.

P.S. Do you, like me, own a Vitesse 2-litre? I've just insured mine for £38.84, third party, fire and theft, no excess. The closest quote to this amazing figure was £60 and, therefore, I felt well worth advertising.

To qualify for this figure, you must be 25+, have a full driving license and full no claims bonus. The brokers are:

M Needham Insurances
33 Clay Lane
Stoke
Coventry CV2 4LJ

Tel: 0203-453888/441332

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 Wheatsheaf/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 | 0246-568763/39207 | The Elm Tree | 2nd Sun./Last Sun. |
| DEVON | Mike Atkinson | 0626-890214 | 7 Stars/Dartmouth Inn | 1st Wednesday |
| DORSET | Andrew Toop | N/A | The Antelope Hotel | 1st Wednesday |
| EAST BERKS | John Reed | 0628-33365 | Uncle Tom's Cabin | 2nd Sun. lunchtime |
| ESSEX | Barry Thurgood | 0719-812675 | The White Bear | 2nd Sun. lunchtime |
| HANTS & SURREY | Ken Rodmell | 0763-61978 | The Royal Oak | 1st Monday |
| HERTS NORTH & SOUTH BEDS | Bev Warren | 0442-215024 | The Red Lion | Last Wednesday |
| HERTS SOUTH | Jeremy Hurst | 0999-64845 | Coach & Horses | 2nd Tuesday |
| GLOUCESTER | Justin Barwick | 0473-830437 | The King's Head | 2nd Wednesday |
| IPSWICH | Bill Yates | 0322-21056 | The Rushmere Falcon | 2nd Mon/3rd Wed |
| KENT | Martin Radford | 0689-36288 | Cock House Inn/Princes Hotel | 1st & 3rd Tuesday |
| KENT WEST | Richard Francis | 0533-386626 | The Grasshopper Inn | Last Thurs./1st Sun. |
| LEICESTER | Mick Maidment | 061-320 9880 | The Bath Hotel | 3rd Thursday |
| MANCHESTER | Carl Longmate | 0908-315025 | The Bull's Head | 3rd Wednesday |
| MILTON KEYNES | Geoff King | 07356-4629 | The Fountain | 2nd Monday |
| NEWBURY/READING/BASINGSTOKE | Norman Smith | 060 545 417 | The Badgers Wood | 3rd Wednesday |
| NORFOLK | Nick Matheson | 0858-63934 | The King's Head | 2nd Monday |
| NORTHANTS | Ian & Val McKeggle | 0632-562577 | The Ravensworth Arms | 1st Monday |
| NORTH EAST | Tony Lambert | 0707-51769 | Old Hall Tavern/Rising Sun | 2nd Monday |
| NORTH LONDON | Stephen Willis | 0894-881566 | The Three Crowns | 2nd Tuesday |
| NORTH MIDLANDS | Don Halliday | 0602 726147 | The Redgate Lodge | 3rd Thursday |
| NOTTINGHAM | Geoff Fletcher | 099 389 555 | The Grapes | 3rd Wednesday |
| OXFORD | John Cudmore | 0203-452541 | The Fox & Hounds | 2nd Monday |
| RUGBY | Andy Jones | 0794-401039 | The Greyfisher | 3rd Wednesday |
| SALISBURY | Peter Ellis | 0334-84796 | Hawes Inn | 2nd Monday |
| SCOTLAND EAST | I Wheatler/A Coepper | 041-427 4340 | Sherbrooke Hotel | 1st Mon./last Mon. |
| SCOTLAND WEST | Nigel Waddell | 0278-662698 | The Creech Castle Hotel | 2nd Tuesday |
| SOMERSET CENTRAL | N Bradbury/R Warren | 0329-232605 | Good Intent/Ship & Bell Hot. | 2nd Wednesday |
| SOUTHERN | Tony Farby | 0444-413607 | The Farmers | 2nd Monday |
| SUSSEX | Colin Harrison | 01-9477659/5681870 | The Firestone | 1st Thursday |
| THAMES | Leon Guyot/Mike Crewes | 0636-814050 | The Robin Hood Hotel | Last Thurs./2nd Sun |
| THAMES | Mike Costigan | 0636-863426 | Caesar's Arms | 1st Tuesday |
| WALES SOUTH | Tim Davies | 0202-062651 | The Skittlers | Last Tuesday |
| WESSEX | Jeremy Woodward | 021-353 9961 | Various | 1st Wednesday |
| WEST MIDLANDS | Tony & Janice Spicer | 0386-6547 | The Coach & Horses | 2nd Thursday |
| WORCESTER | Trevor Brotherton | 0904-39420 | The Bay Horse | 1st Wednesday |
| NORTH YORKS | Stephen Boyne | 0302-743579 | The Lumley Arms | 2nd Thursday |
| SOUTH YORKS | Chris Stabler | 0484-662196 | The White Bear | 1st Tuesday |
| WEST YORKS | Nigel Weedon | | | |
| | | | TRUMPINGTON, CAMBS | |
| | | | WINTERBOURNE/KEYNSHAM | |
| | | | FRAMPTON MANSELL | |
| | | | KESWICK | |
| | | | HEATH VILLAGE | |
| | | | KENFORD/FOTNES | |
| | | | SHERBORNE | |
| | | | COOKHAM DEAN | |
| | | | STANFORD RIVERS | |
| | | | PIBBRIGHT, SURREY | |
| | | | OFFLEY | |
| | | | NEWGATE STREET | |
| | | | BIRDWOOD | |
| | | | DETLING/DARTFORD | |
| | | | WESTERHAM | |
| | | | SHEARSBY, LEICS. | |
| | | | ALTRINCHAM | |
| | | | LOUGHTON | |
| | | | BAUGHURST | |
| | | | HETHERSETT | |
| | | | MAIDWELL | |
| | | | LAMESLEY | |
| | | | CHINGFORD/WHEATSTONE | |
| | | | STONE | |
| | | | CASTLE DONINGTON | |
| | | | YARNTON | |
| | | | CLAY COTON | |
| | | | SALISBURY | |
| | | | SOUTH QUEENSFERRY | |
| | | | BATHPOOL, TAUNTON | |
| | | | HORDEAN | |
| | | | SCAYNES HILL | |
| | | | BRENTFORD | |
| | | | NEWARK | |
| | | | CREKIU | |
| | | | BROADSTONE | |
| | | | HARVINGTON, NR. EVESHAM | |
| | | | MURTON, NR. YORK | |
| | | | MALTBY | |
| | | | NORWOOD GREEN | |