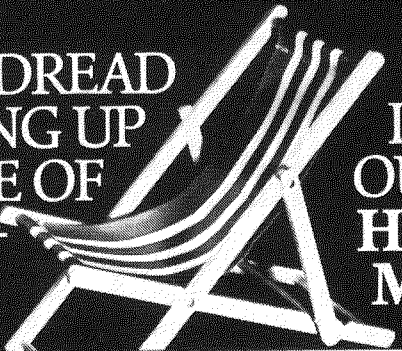
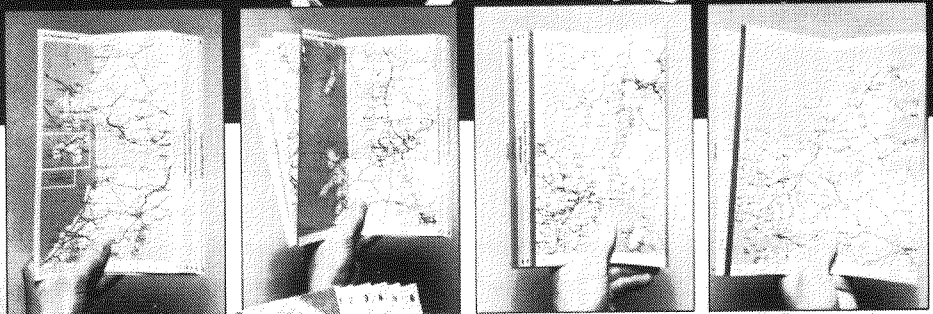


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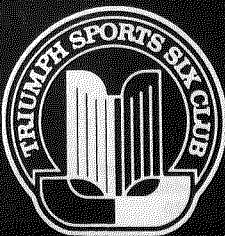
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THE COURIER

the monthly news publication of the
Triumph Sports Six Club **JUNE 1984 No. 48**
LARGEST TRIUMPH CLUB IN THE WORLD



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

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EDITORIAL

I've made it back from South Africa in one piece, back to The Courier and related paperwork. The Triumph Sports Club of Southern Africa's tenth Anniversary celebrations were just the icing on the cake, during the months holiday in what must be one of the most spectacular countries in the world. The club made both myself and Terry and Val Simpson of the TR Register, very welcome.

During my stay, I drove an immaculate GT6 MKIII and Terry and Val had been given an equally beautiful TR6. We covered approximately 6,500km during the month, seeing a great deal of Southern Africa and a good selection of the S. A. Club members. Next month I hope to publish the complete story of my visit but for now I would just like to say thank you to South Africa and to the T.S.S.C. Committee for asking me to represent the Club.

Meanwhile, back at the ranch, things travel at their usual phenomenal rate and, as we hit our peak time both with Membership recruitment and the numerous events, it's good to remember the basic aim of the Club, namely the preservation of vehicles based on the Herald chassis. We have had many successes recently as a Club, and this is our greatest because now, as we head towards a 5,000 membership figure, with probably some 8,000 cars on our records, it can be seen that our basic aim is certainly being fulfilled. However, this is not to say that we are going to sit back on this success - certainly not! Just the other day Chris Squibbs and I travelled to Surrey and on our way we saw 8 Club cars, none of which had T.S.S.C. badges. Most of these cars were in very good condition and, with the aid of our Windscreen Leaflets, I hope we enlightened them to find out more about the Club and the services we can offer them. The fact remains that most Triumph owners are still unaware of the Club and giving out windscreen leaflets has proved very successful. Using them now to best effect can only be of benefit to the name of Triumph.

A note here to all our **foreign members**: Please note that, with great difficulty, I have managed to obtain a quantity of Workshop Manuals and Handbooks in your languages, especially for you. They should certainly make servicing your car easier in future! Please turn to the Technical Publications page for further information.

I would like to finish this month thanking my wife, Jo and the 'Courier Packers' team, for producing and distributing the magazine in record time last month. There is a moral in there somewhere!

BILL SUNDERLAND
EDITOR

INTRO

By the time you read this, the NEC Classic Car Show at Birmingham and the Club's own 7th National Concours at MOTEC will be history. I hope all those of you who did attend had a great day and will encourage your friends to attend in 1985. On behalf of you all, may I take this opportunity to sincerely thank the organising committee for all their hard work.

HOW IS YOUR RECRUITMENT DRIVE GOING? Jonty Wild tells me that he is getting more applications compared to last year, so it seems you are all hard on the job? From experience, I have found that the success rate is very low, if the leaflet is simply placed under the windscreen wiper. Wherever possible, try and talk to the owner; you will find this brings much greater success. Please keep up the good work.

CLUB REGALIA

Trudi tells me the sale of Club Regalia is going well. It naturally always picks up at this time of year, particularly during the 'Car Show' season. Trudi makes a big effort to attend as many shows as possible with all the regalia and I hope you will continue to support her and the Club by buying massive amounts of regalia! There are many very attractive items for sale these days; have you recently taken the time to inspect the items? Full details of all the Club's regalia can be found elsewhere in this copy.

Here in Devon, we have had a couple of recent mentions in a local paper which has brought about a number of enquires. Area Organisers may like to give some thought to contacting their own local papers/radio, to see if they can get coverage of either a specific event or their regular monthly noggin. Many of the smaller papers are always looking for items of local interest and if you can arrange a gathering of members and cars, then why not invite them. Suggest they bring a photographer or arrange to take your own black and white shots for submission with the report. Normally, the offer of a few beers will always entice the dedicated Journalist away from his typewriter.

I have recently prepared and sent out a questionnaire to all 112 Devon Area members. Various questions have been asked, from information regarding spares to their preference for events. To date I have received back 36 replies, from which I note that a large proportion of members welcome the chance to listen to a technical talk. This type of evening event appears to be taking preference over all other forms of socialising. Perhaps this is something all Areas could consider for the future winter evenings (who mentioned winter!). If the Editor will allow me, I'll print some of the results of the survey in a future edition, when all the replies are received.

TITBIT

December 1967, Rossleigh Ltd., of Edinburgh, Triumph distributors, were awarded first prize from the West End Association of Edinburgh for their display of SANTA CLAUS driving a GT6.



TRIUMPH CARE

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Triumph Care is an up and coming Company, run by TSSC members, offering good quality, second-hand parts and service at a reasonable price. Also offering re-conditioned diffs and gearboxes and Vitesse front brake conversions for I200/I3/60 Heralds and Spitfires. Original front floor pans available and all panels and trim for your spring re-build. 90 day guarantee on all parts and labour. Cars bought and sold and crash/breakdown recovery (24 hours). Ring Triumph Care on 01-549 9305 and ask for Tony, Simon or Fiona.

NEWS REVIEW

An invitation has been extended to 'all sports car enthusiasts, from kit-cars to exotica' to attend a meeting on 17th June at the Hoxne Swan (Nr. Eye) at 11.30 am. We are assured that the Hoxne Swan is a nice pub with good food and a friendly and informal atmosphere and that the invitation is also extended to other car clubs who would like to incorporate their own noggin 'n natter with this meeting. For further details, please contact **Tim, Eye 870633** or **Nigel, Norwich 860069**. N.B. This is not a commercial venture, just a love of cars!

SOUTH WALES SPARES:

As Spares Secretary of the South Wales Area, I am looking into the possibility of having some 'Spitfire 4' badges made. These were used on the original Spitfire 4, and also on the MK II Spitfire with the addition of a 'MK 2' badge.

These badges were originally made of an alloy that pits very badly, and tend to be rather weak anyway. It has taken me several months just to find a suitable one to use as a pattern and I feel there must be several members who need this badge because it is either missing or damaged. The cost of having replacements made is going to be in the region of £6.50 - £7.00 inc. VAT, P&P etc. If there are enough serious enquiries, this figure may drop by 50p - £1. Interested members write to me at the address below.

Secondly, I feel that there are probably many members who require 'odds and ends' to finish off their restoration, and who are put off by the £2 charge for wanted ads in The Courier, particularly if the part needed is very small. If anyone out there comes into this category, write to me (including a telephone number) telling me what you want, and I will put it onto my 'look out for' file and give you a ring if I find one. After all, a 12½p stamp is a lot cheaper than a £2 advert.

Lastly, here in South Wales we have quite a good spares set-up (even if I do say it myself) buying up all sorts of spares when we can get them at good prices from Leyland dealers etc. some of you other areas must have similar set-ups, so if possible, could the Spares Secretaries involved please write to me with a view of organising an Inter-Area spares network. I am sure it could benefit everybody concerned and I see the main aim of the Club as being to keep our cars on the road.

John Reese
Spares Secretary,
Treasurer
TSSC South Wales
49 Crossway
Rogiet
Newport
Gwent NP6 3SJ
Tel: Caldicot 421264



COVER PHOTOGRAPH: MICK MAIDMENT'S MK II GT6

6

HILLCLIMB SPECIAL

John Hill has advised us of an abandoned project that they have recently purchased. The car is a Hillclimb Special, fitted with a 2-litre GT6 engine, mounted well back in the chassis. It has an overdrive gearbox and a GT6 steel bonnet with flared wings. There is a very substantial roll-over bar, but they doubt whether it would fit under the standard hoodframe. The wheels and tyres are obviously not recommended for road use, but there may be a member somewhere who is interested. The car was originally bought for spares and they would prefer that it is sold as such as they consider some of the work carried out was of an unsafe nature.

They also advise us that there are a limited number of MKIII GT6 new doorshell assemblies available at present.

John Hill's are now in a position to sell their MK4, 1500, P reg. Works Demonstration Spitfire. This vehicle is featured on their 1984 wallchart, with a black hardtop and 5½J wide wheels. The interior trim features re-covered cloth seats. The paintwork and general condition, they say, would be as expected for a Works Demonstrator. Reg. No. MAC 511P. The asking price is £1,599.

FOR SALE - HILLCLIMB SPECIAL



RECRUITMENT DRIVE '84

This year's competition is going really well, with an average days mail of well into the 30 - 40 letter region. So at this stage, the response is well up on all previous years, as is the number of members who have already joined. It is early days yet, and nobody has a particularly large lead, so everybody is still in with a very good chance.

Even if you haven't put out any leaflets yet, it's certainly not too late to start and, because of the excellent response so far, I am able to announce some additional prizes. First, for the benefit of new members, I will list the prizes already announced (see April Courier for full details and Rules).

- | | |
|-----|---|
| 1st | £150 to the Member whose efforts bring in the most new Members. |
| 2nd | £100 to the Member whose efforts bring in the second highest number of new Members. |
| 3rd | £50 to the Member whose efforts bring in the third highest number of new Members. |

An Area Prize of £100 will go to the Area whose efforts bring in the highest number of new members.

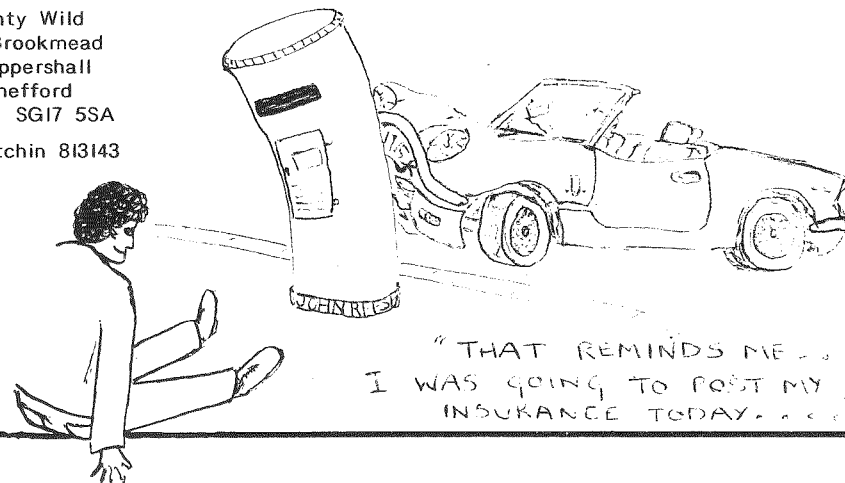
Also 10 prizes of £5 Halford Gift Vouchers will be drawn as a raffle, i.e. for every new Member obtained, your Membership Number is entered once.

All the above winners will be announced after the end of the competition, which is the last day of August 1984. In addition to these prizes, there will now be a monthly draw of 2 £5 Halford Gift Vouchers. As above, for each new Member obtained your Membership Number will be entered once. Each monthly draw will be taken from the Members obtained since the previous draw. This draw will take place on or about the 10th of each month, so that they can be included in the following Courier.

As you can see, there is now more incentive than ever to go out and recruit, even if you were only to obtain one new Member, you have the chance of two prizes. So good hunting.

If you have run out of leaflets, see your Area Organiser or contact me direct:-

Jonty Wild
33 Brookmead
Meppershall
Shefford
Beds SG17 5SA
or Hitchin 813143



SOUTH OF ENGLAND MEET Report By Leon Guyot

Saturday 14th April was the culmination of months of planning, weeks of hard work and not a little panic by both myself, the Event Organiser and the Thames Committee. New features for 1984 included much more space (thank you Chessington Zoo), Autotests (thank you Bill Haseldine), many more trophies and more concours classes, rosettes for all runners up (thank you, Terese Guyot), warm/hot weather and sunshine all day, a much more comprehensive autojumble, a proper public address system with music, and 'Hometune' facility, which proved very popular, a hot food stand, reduced entry to the Zoo, a dinky Concours and childrens drawing competition a free raffle of Club regalia, a printed programme and pen, a disco in the evening, camping (all money went to the Zoo who counted the tents), proper 'rainproof' signposting to the event, the oldest Herald show chassis in the world, 'DM2', on loan from the British Motor Industry Heritage Trust at Syon Park, which would never have reached Chessington without the help of Triumph Care of Kingston, who kindly towed it to and from Museum and Zoo free of charge to the Club and also saved the Club's £250 deposit on the field, by removing a Bond Equipe that someone had abandoned on the site. We looked after it and it is now back in the owner's care - have you ever thought of cleaning it out, Donald?

Assistants of the Membership Secretary and Editor made a very welcome appearance and the presence of both the President and Vice-President of the TSSC made their own Concours selection.

All of the above were on the plus side of things and were all improvements over previous SEM's and will, naturally, all be incorporated in the future, with various adjustments and tidying up as necessary. The most important future change will be that the event will be held on both days.

One disturbing feature that I must report on was the distinct lack of voting forms returned by members; really, 64 out of 290 or 22% can only be described apathetic - come on, it's not a lot to ask is it? You were only asked to select your favourite car at the show. In both previous years, over 55% were returned and if we are to achieve meaningful concours results, we want them ALL back, yes, every last one of them; after all we do give a free pen with each one and I'm sure if this system works for the Jaguar Drivers Club, it can work for the TSSC, can't it?

The Thames Area is planning to hold a Country Drive in the Autumn. It is 60 miles across Surrey and if anyone is seriously interested in participating, please give me a call.

Here follows the Concours Results for 1984 - sorry about the gaps where names should be, but these people did not hand in their completed voting forms, so I do not yet know who they are.

HERALDS

YPF896G	13/60 Saloon	Bob Stannard	1st with 13 votes	(21%)
KCF21A	1200 Convertible	Leon Guyot	2nd with 10 votes	(16%)
LCE119G	13/60 Convertible	Jensen	3rd with 7 votes	(11%)
UUF766J	13/60 Convertible		HC* with 6 votes	(10%)
YBL411H	13/60 Saloon	Nick Brownlow	HC* with 6 votes	(10%)

GT6's

URY117H	GT6 MKII	Mick Maidment	1st with 33 votes	(52%)
XJH291M	GT6 MKIII	Bev Warren	2nd with 13 votes	(20%)
UMC909M	GT6 MKIII		3rd with 7 votes	(11%)
SLF977L	GT6 MKIII		HC* with 5 votes	(8%)

SPITFIRES

LON897F	MKIII	Roger Rowley	1st with 47 votes	(75%)
BOY109C	MKII	Breckwell	2nd with 4 votes	(6%)
MOA913X	1500	Angela Warren	3rd with 3 votes	(5%)
FFX797V	1500		HC* with 2 votes	(3%)
KFK7C	MKII		HC* with 2 votes	(3%)

VITESSES

RJL350J	MKII 2L Conv	David Webster	1st with 32 votes	(50%)
LLU665D	6 Saloon	Scott Kind	2nd with 13 votes	(20%)
TAD15IH	MKII 2L Saloon	Roger Parr	3rd with 6 votes	(9%)
WPP976J	MKII 2L Conv	Marc Fisher	HC* with 4 votes	(6%)

SPECIAL

RAM660H	Marlin	Kevin Finch	1st with 47 votes	(100%)
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BOND EQUIPE

YPC372G	2L Conv		1st with 37 votes	(76%)
JNK779G	2L Conv	Steve Saunders	2nd with 12 votes	(24%)

BEST GUEST TRIUMPH (this means not TSSC-type cars but still Triumphs)

NVC60IF	TR5 PI		1st with 8 votes	(25%)
PCD726X	TR7 Conv		2nd with 7 votes	(22%)
FOO7Y	TR7 Conv	Matt Maudsley	3rd with 6 votes	(19%)
MEL471P	TR2000TC		HC* with 5 votes	(16%)

BEST IN SHOW

LON897F	Spitfire MKIII	Roger Rowley	1st with 28 votes	(48%)
RJL350J	Vitesse MKII 2L	David Webster	2nd with 8 votes	(14%)
URY117H	GT6 MKII	Mick Maidment	3rd with 3 votes	(5%)
SLF977L	GT6 MKIII		3rd with 3 votes	(5%)
UMC909M	GT6 MKIII		HC* with 2 votes	(3%)
XJH291M	GT6 MKIII	Bev Warren	HC* with 2 votes	(3%)
TAD15IH	Vitesse MKII	Roger Parr	HC* with 2 votes	(3%)

WORST IN SHOW - to be taken with a pinch of salt!

NHX254H	Vitesse MKII 2L	Ken Rodmell	1st with 26 votes	(46%)
HJX317F*	Vitesse MKII 2L	Bob Rowland	2nd with 7 votes	(12.5%)
SAR577D	Spitfire MKII		3rd with 5 votes	(9%)
955PPG	Herald Saloon		HC* with 3 votes	(5%)

* Comment, its time people looked below the surface. HC* Highly Commended.

TSSC CHOICE - by John Griffiths and Matt Maudsley

LON897F	Spitfire MKIII	Roger Rowley	1st
XJH291M	GT6 MKIII	Bev Warren	2nd
SLF977F	GT6 MKIII		3rd
MOA913X	Spitfire 1500	Angela Warren	HC*

AUTOTEST - devised by Bill Haseldine

RPF747E	1st	Taylor	UOY190F	2nd	M Patrick
JBC217F	3rd	J Buck	SLD319F	4th	S Cook
SLD319F	HC	R Ledbury	TAR199J	worst	T Bancroft

The worst in show and autotest got wooden spoons. Although I really think worst in show should go to the MGB parked in the row GT6's, especially as the owner would not own up who he was!

An Apology To Those Members Concerned

Leon Guyot

AN APOLOGY TO THOSE MEMBERS CONCERNED: As AREA ORGANISER for the Thames Area, I would like to apologise on behalf of the members of the Thames Area, many of whom worked very hard to make this event an outstanding success on Saturday 14th April, 1984, especially Andy, Simon, Miles, Anne, Jonathan, Mike, Bob, Carolyn, Fiona and Tony of Triumph Car, who ferried the chassis around, Peter of BMIHT (Syon Park), and anybody else I've missed.

Regarding the misunderstandings that obviously arose over the half page advert of this event in the last four Couriers, etc, which seemed to give the impression to a number of people, that all the activities listed were to be held on both the 14th and 15th April, with the Concours also lasting for both days. It was believed by our EVENTS ORGANISER, who knows who he is, that his advert was clear enough, however, this was obviously not the case as far as the people who took the trouble to turn out on the Sunday only were concerned; luckily most of them had not travelled too far, but my very sincere apologies to those that did, especially the Hants and Surrey member from Southampton (105PH).

In previous years, when I personally organised this event without the help of a committee, this problem did not occur, mainly due to the event being held on only one day, but also due to most bookings (about 60%) being in advance. This year, however, it was decided that we would only take entry fees on the gate, in order to save everyone postage, with the result that, despite four months notice, very few advance bookings were taken (about 30). Anyway, I can only repeat my most sincere apologies and invite everyone to attend next year, and furthermore, in order to ensure that the same problem NEVER occurs again, next year the SEM will be on for the FULL TWO DAYS. It should be noted that apart from the slip-up with the advert, the EVENT ORGANISER did work hard on the setting up of the event and contributed a great deal to the success of Saturday 14th April. Thank you.

P.S. Since I wrote the above, a letter with specific questions has arrived, which I will attempt to answer, for the benefit of others with the same queries:

Q. Why was this advertised as a two day event?

A. an error in the original advert by the Event Organiser.

Q. Why was the Country Drive cancelled?

A. Initially delayed because the Area Organisers exhaust had come adrift - then cancelled because there were many cars arriving and somebody had to stay on the site, in order to attempt to explain what was going on.

Q. Could not someone else have taken over?

A. No, there was only one route plan and the only person who would be able to follow it was 'yours truly', also it is not legal to have a Country Drive/Convoy with more than 12 cars in it.

Q. The member who wrote this letter also stated that "no one made any attempt to explain anything to all those Club members who had turned up".

A. Admittedly, it was not humanly possible without a public address system to explain to everyone at once what was happening, but, as a point of information, myself and two other members, Simon and Carolyn, stayed on site until 6pm explaining to members what was happening.

NOTE: WOULD THE PERSON WHO STOLE THE TSSC BANNER AND ALL THE CONCOURS MARQUE SIGNS PLEASE RETURN THEM TO ANY CLUB OFFICIAL OR JONTY WILD AS FUNDS FOR REPLACEMENT NOW HAVE TO BE FOUND FROM CLUB ASSETS AND IT WASN'T VERY CLEVER WAS IT?



SIZZLING S.E.M. 1984



☆☆ TOP TRADERS ☆☆

The following list shows traders who have, on the whole, given satisfactory service according to the collective opinions of members supplying information.

- | | | |
|-----|---------------------------|------------------------|
| 1. | John Kipping | Parts |
| 2. | B L Network | Parts/Serviceing |
| 3. | Transpeed, Hove | Parts |
| 4. | Sports Six Spares | Parts/Serviceing |
| 5. | ACS Classics | Serviceing/Restoration |
| 6. | Aberdeen Motors | B L Agent |
| 7. | British Sports Car Centre | Parts |
| 8. | Whites, Camberly | B L Agent |
| 9. | Leathwoods | Parts |
| 10. | Hatfields, Sheffield | B L Agent |
| 11. | Spitfires UK | Parts |
| 12. | Cox & Buckles | Repair |
| 13. | Vintage & Classic | Parts |
| 14. | Yorks Spitfire Centre | Parts |
| 15. | John Mann, Sheffield | Parts |
| 16. | Keith Sturgess | Repair/Serviceing |
| 17. | Mervyn Lloyd | Repair |

SPECIALISTS who have been recommended:

Coach Trimming	Trim Car, Darlington.
Leaf Springs	J McKinnes, Portsmouth.
Bearings	Swan Bearings, Workington.

OVERSEAS:

Nellen & Quack, Gladbach, Germany.

YOUR CO-OPERATION IS NEEDED:

You will find inserted a 'Top Traders' form in this issue of The Courier. Please fill this in and return to Eddie Evans, Technical Secretary, at the address on the inside front cover. Please mention all firms which you use, irrespective of location or size; whether they are good, poor or just satisfactory. These forms will also be available at main Club Events, so please use them whenever you can. The usual letters are, of course, still welcome but all correspondence must include your Membership Number.

Information is particularly required on Ace Auto and John Hill's.

EDDIE EVANS

TECHNICAL SECRETARY

'SPOTLIGHT'

This section does not take account of recommendation or otherwise, but is intended to provide an ongoing comprehensive directory of services available to us. This month's sample:

Sports Six Spares, Hounslow - Supplying new and reconditioned parts, repair and service facilities. Recommended by members for price and workmanship. Special prices for TSSC members on some items advertised in April Courier.

Cox & Buckles - Really the TR specialists but they do carry out body repairs which have been recommended on price and quality of workmanship.

Hatfields, Sheffield - B.L. agent recommended for their co-operation and helpfulness.

WOULD YOU LIKE DISCOUNT?

WE HAVE BEEN ADVISED THAT CLUB DISCOUNTS CAN BE OBTAINED FROM THE FOLLOWING LIST OF SUPPLIERS:

<u>Company</u>	<u>'Phone Number</u>	<u>Agreed By</u>
Car Electrical Services 40 Bilston Street Sedgley Nr. Dudley	Sedgley 2941	Tony Bowater
Jim Hawkins Trimming Unit 12 Thames View Ind. Park Abingdon Oxfordshire	(0235) 27526	Jim Hawkins
British Sports Car Centre The Malthouse Springhill Lane Lower Penn Wolverhampton	(0902) 344916	Glenn Dellow
C. L. S. Group Electrical & Fueling Specialist A. F. Glaze Dixon Street Wolverhampton	(0902) 55434	Ken Thompson
Electro-Diesel Co Queen Street Walsall	Walsall 33111	Ken Thompson
Brown of Birmingham 31 Cyprus Street Olbury Warley West Midlands	(021) 544 4863	Ken Thompson
Car Lighting Services 256 256 Moseley Road Birmingham	(021) 440 3663	Ken Thompson
Wathes Electro-Diesel Co. The Beaver Centre Freemans Common Leicester	Leicester 555090	Ken Thompson

MORE IN THE PIPELINE FOR NEXT MONTH

Let us know if YOUR local Supplier can give
discount to T.S.S.C. members



CASTLE COMBE FUN DAY

By Clive Speaks



Saturday the 7th dawned wet and overcast in Glos. As Jane and I drove towards the circuit, it got wetter. At 8.30am it drizzled, at 9.00am it was pouring down, at 9.15am the Gods smiled and it stopped.

Peter was the first to arrive, all the way from Dorset, after a two hour drive in his Vitesse with a I3/60 bonnet. He had a story about his wife, a bump in the road and a Capri. Next in was a Herald with a Vitesse bonnet (what is this Club?). After this the cars began to arrive thick and fast; Dave Bennien in his Marlin; seven from the East Berks Area in assorted Triumphs including a Vincent Hurricane and Robin Vincent in a Spitfire (he knows a good car when he sees one). Last and very definitely least was the East Berks Area Organiser, John Reed, in a Chevette, (in four years, I've never seen John in a Triumph!), complaining about main bearings. Thought they were rubber bands myself!

A good many local faces were there. Ivan and Justin from the Gloucester Area, Martin Brown in his sprint Vitesse, a Salisbury Area sprint GT6, a big Healey powered by a Dart V8; a friend of Martin's, this one - some friend, he blew us all off the track! I3/60 Convertibles were there in some abundance, together with any amount of Spitfires, a Stag and a Golf GTI which had been hired for the day.

After a lengthy briefing and scrutineering session, the first bunch of Stirling Mosses took to the track and came in 5 laps later, grinning like maniacs and talking in detail about exit lines, apexes and oil patches. All that is, apart from a certain Cotswold member, who shall remain nameless, who had rearranged his suspension following a spin coming out of Old Paddock in his 2.5 GT6.

Leon Guyot turned up just in time to find the track drying and was out fairly soon. Now Leon, after his thrash at Mallory last year, said that his Herald suspension mods enabled him to out-corner and keep ahead of TR4's. As I had my TR4 down there, the chance was too good to miss. Well, he is quicker on the wiggly bits, with my old girl on fabric tyres screeching merrily, but on the straight bits, I out-dragged him on the second lap, to overtake on the rise up to Quarry Corner and

kept ahead until we came in. Leon's Herald is going to be very quick when it is run in properly and pushing out 90+ BHP.

32FLO TR4 Roadster, 2138cc, 100 BHP at 4,600RPM, c/r 9.0:1, 22.2MPH per 1,000 RPM in O/D top, Max Speed 109 MPH

KG21A Herald I200 Convertible, 1147cc, 90 BHP at 6,500 RPM, c/r 10.5:1, 23.3 MPH per 1,000 RPM in O/D top, Max Speed 107 MPH

Justin and Ivan had a couple of very good tussels in their I3/60 Convertibles, both standard and being driven very hard. However, probably the most entertaining driver was Martin Brown, who, as we all now realise, is totally mad. He went round Quarry backwards at 70 mph and round Old Paddock on 3 wheels, but still put up the fastest Club time of the day. This he achieved when provoked by a white Vitesse MKII Saloon, also being sprinted this year in the standard class.

Times (many people weren't timed, due to the meet being officially non-competitive).

		Times	MPH
	V8 Healey	1.21	84.5
M Brown	Vitesse MKII	1.34	72.7
?	Vitesse MKII	1.36	71.3
C Speaks	TR4	1.38	69.8
L Guyot	Herald I200 TC	1.39	69.1
H Davies	GT6 MKII	1.41	67.7
	Various Spitfires	1.44	65.7
	Heralds	1.48	63.3

All the 35 drivers enjoyed themselves, as did their passengers and no one got damaged. Incidentally, most of the drivers had never been on a track before, which speaks volumes for them, their cars and also the marshalling and track organisation. As I say, a good day was had by all and we'll be there next year again with perhaps more of the sprint lobby (what happened to you, Kevin?). Thanks to all who took part.

Organisers: Clive Speakes and Jane Hallett

Photos: Leon Guyot



CLUB CALENDER**UPDATED**

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

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

JUNE

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

Sat. 23/Sun 24 - Rotherham Motor Weekend and Tattoo - Chris Stabler, 60 Westfield Road, Tickhill, Doncaster, S. Yorks.

Sun. 24 - Bromley Pageant of Motoring, Bromley - Richard Francis, 4 Barnesdale Cres., Orpington, Kent BR5 2AX, tel: 0689-36288.

JUNE/JULY

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

JULY

Sun. 1 - Autosunday, Easthampstead Rotary Club, Easthampstead Park - John Reed, 3 Marlborough Road, Maidenhead, Berks.

Sun. 1 - Historic Vehicle Gathering, Powderham Castle, Nr. Exeter - Mike Atkinson, tel: 0626-890214.

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

Sat. 7/Sun. 8 - Potterspurty Foundation, Festival of Transport, Potterspurty, between Stoney Stratford and Towcester on A5 - Geoff King and Julie, 19 Herdman Close, Greenleys, Milton Keynes.

Sun. 8 - Classic Car Spectacular, Knebworth - Jonty Wild, 33 Brookmead, Meppershall, Shefford, Beds.

Sat. 14/Sun. 15 - West Midlands Two-Day Event (TSSC), Sportsmans Arms on A45, Birmingham Road, Nr. Coventry - NEO or Jeff Baker, tel: 0203-81600.

Sat. 28/Sun. 29 - 4th Annual Northwest Triumph Field Meet and Concours, Seattle, Washington USA - David Eaton, 406 Revere Ct, Olympia, Washington 98503, USA.

AUGUST

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

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

Sat. 25/Sun. 26 - Doune Classic Car Weekend, Doune Motor Museum, Perthshire - Ian Wheeler, tel: 0334-54796.

SEPTEMBER

Sun. 2 - STIR IX, Standard Triumph International Rally, Broughton Castle, Banbury, Oxfordshire - John Cudmore, 'Up Country', High Street, Stonesfield, Oxford OX1 2PU.

Sun. 2 - North Yorkshire Third Concours & Moors Run (TSSC) - place T.B.A. - Stephen Boyne, tel: 0904-39420.

Sat. 29/Sun. 30 - 75 Years Motoring Milestone Pageant, East of England Showground, Peterborough - Giles Tinkler, tel: 0223-210166.

******* PLEASE NOTE *******

An event which we have been invited to - British Sports Car Days, Luxembourg - was previously advertised as bieng Fri. 22 - Sun. 24 of June and is actually on Jun. 29 to Jul. 1.

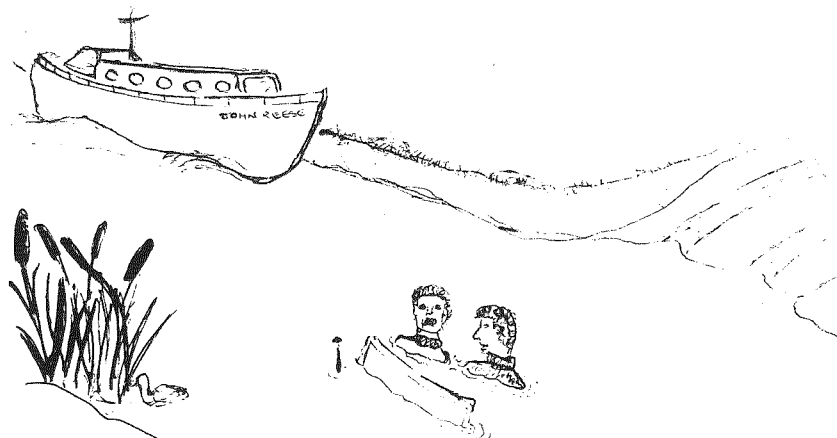
The following events come under the umbrella of our Competitions Secretary, Kevin Ginger. For further information, please contact him, 15 Fountain Road, Thornton Heath, Surrey CR4 8LT.

First, the modified sports car racing; these are not TSSC Championship Events but Club Members are due to be taking part - all are Sprints.

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

Next TSSC Hillclimb/Sprint Championship:

June 24	Gurston Down	September 2	Goodwood
September 16	North Weald	October 7	Gurston Down
October 21	North Weald		



"NO, IT IS NOT JUST LIKE
AN AMERICAR"

☆☆ WHAT'S ON NEXT ☆☆

THE ANGLIA AREA PRESENT:

THE 7TH ANNUAL BIRTHDAY BARBECUE

AT



WELLS FARM, WHITTLESFORD, NR. CAMBRIDGE

Make this a great weekend in East Anglia. Come to the Barbecue on Saturday 7th July, stay overnight, visit the Thoroughbred & Classic Car Show at Knebworth House on the Sunday or visit Duxford Air Museum and see Concord 01.

Please note: Entry by ticket only. The fun starts at 10.30am and goes on all day until 11.30pm. Bar all day - snack bar on site - ice cream van etc. Chef prepared evening barbecue served 5.30pm approx.

Tickets available from:

Barry Newitt
89 Shelford Road
Trumpington
Cambridge

SAE PLEASE

Ticket covers entry to site and evening barbecue.

ADULT: £4.50

CHILDREN: £2.50

On site camping, toilets etc. Tickets in advance.
Only £2.50

Cheques payable to TSSC. Ticket sales close Monday 2nd July so send the cheque off **NOW.**

CLASSIC CAR SPECTACULAR

* CLASSIC CAR SPECTACULAR, KNEBWORTH HOUSE
* SUNDAY JULY 8TH
*

The Organisers of this event are Thoroughbred and Classic Cars and it is one of the leading open-air car meetings of the year. This year they have made this meeting into a two-day event, however, because the Saturday (July 7th) clashes with the TSSC's Birthday Barbecue, we will only be officially attending on the Sunday.

The Sunday should be the better of the two days as the Thoroughbred and Classic Cars National Concours takes place that day, alongside the normal extensive Club displays, the large autojumble and, of course, the normal family attractions of Knebworth House.

The other advantage of this arrangement is that if you attend the Birthday Barbecue, by staying overnight, it is perfectly possible to visit Knebworth as well, the distance between the two events is only about 25 miles. Knebworth House is on the A1(M) just south of Stevenage.

We still need TSSC cars of all types for the stand, all cars need to be concours or near concours condition, those providing cars will get into the event free. If your car is available for display, please contact: Jonty Wild, 33 Brookmead, Meppershall, Shefford, Beds SG17 5SA, tel: Hitchin 813143.

WEST MIDLANDS AREA PRESENTS:

A TWO-DAY EVENT (HORSEPOWER TRAILS) ON 14TH AND 15TH JULY, 1984

This two-day event has been designed to test you, your car and your driving skill - with three separate contests, each with it's own trophy for 1st place, adding up to an overall mark. The highest ten receive a prize. The event is combined with a disco/buffet and a visit to Coventry's Road Transport Museum: it promises to be an interesting and different (!) meeting.

The Two-Day Event is taking place at The Sportsmans Arms, Birmingham Road, Coventry (just off the A45), with camping available on Friday 13th and Saturday 14th July.

TIMETABLE:

Saturday 14th July - 10.30am Concours in pub car park.
2.30pm Treasure Hunt.
8.00pm Disco/Buffer at The Sportsmans Arms.

Sunday 15th July - 10.30am Drive to Road Transport Museum (30p admission, payable at door).
2.30pm Autotest.
5.00pm Presentation of prizes.

Entry into the three events is only £1 per car, camping is £1.50 per unit, per night. **Advanced booking is required, as numbers are limited.** Tickets available from:-

Jeff Baker
2 Mulberry Road
Wyken
Coventry
Warks.

Please enclose an S.A.E. with completed Booking Form. Tickets are available for the Disco/Buffer separately if you can't make the main event.

ADVANCED BOOKING FORM

*.....	nights camping @ £1.50 per unit, per night	£
	Entry to events @ £1.00 per car	£
*.....	Disco tickets @ £1.00 per person	£
*.....	Buffer tickets @ £1.00 per person	£
	AMOUNT ENCLOSED	£

*Please enter relevant numbers.

4TH ANNUAL NORTHWEST TRIUMPH FIELD MEET & CONCOURS SEATTLE, WASHINGTON, USA 28TH & 29TH JULY, 1984



Anyone that may be in the area and would like to attend are welcome, they can contact me for further details:

David Eaton
408 Revere Ct
Olympia
Washington
98503 USA

Tel: 206-459-1919

HERALD SILVER JUBILEE RALLY

STANFORD HALL, NR. LUTTERWORTH, LEICESTERSHIRE
SATURDAY 4TH AUGUST, 1984, 11AM ONWARDS
TO CELEBRATE 25 YEARS OF TRIUMPH HERALD MOTORING

Concours D' Elegance: Concours D' Etat: Gymkana: Competitions: Prize Draw: Trade Stands: Club Regalia: Souvenirs: etc., etc.,

Mid-day Barbecue. All day bar (members only). Locally brewed beer, lager, wine, soft drinks etc. Evening Meals (advance booking essential). Evening Disco and Dance: Bar 'till midnight.

Large Marquee (with bar) for all 'non-car' Club activities throughout the day. Walled Rose Garden: Nature Trail: Museum: Craft Centre: Souvenir Shop: Afternoon Teas in Cafeteria.

Camping: In Hall grounds (advance booking essential). Own toilet facilities advised.

Treasure Hunt: On Sunday morning at 10.30am to local pub for lunchtime finish.

Admission Charges: Car and Driver: £1.60 including souvenir programme. Passengers: 60p each, Children: 30p each.

Camping Charges: Tents: £5, Caravans: £6. This covers all occupants for the whole weekend and includes admission to the grounds for car and passengers, plus free souvenir programme (advance booking essential).

Evening Meal: 7-8pm served in the Stable Block: £4 per person. This also includes admission to the Disco in the marquee (advance booking essential).

Disco/Dance: 7.30pm 'till midnight, £1 (pay at door)

ADVANCE BOOKING FOR CAMPING AND/OR EVENING MEAL

Name: Address:

* I require (no.) pitch(es) for tent(s) @ £5.00 each
* I require pitch(es) for caravan(s) @ £6.00 each
* I require ticket(s) for evening meal(s) @ £4.00 each

*Delete as necessary

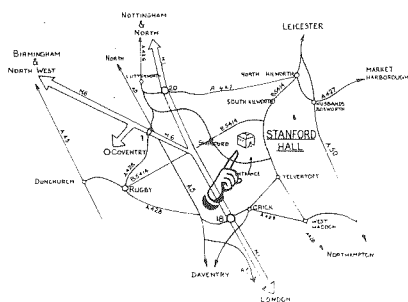
I enclose cheque/PO* No: for total £.....

Made payable to 'T.S.S.C. Leicester Area'

Please enclose an S.A.E. and reply to:-

Tel: Day (0533) 663864
Eves (0533) 28374

Leicester Area Secretary
Mary Thorpe
42 Buckminster Road
Leicester LE3 9AS



DOUNE CLASSIC WEEKEND


Saturday 25th, Sunday 26th August, 1984

DOUNE MOTOR MUSEUM - PERTSHIRE
(5 miles from Stirling)

This event is organised by the TR Register in conjunction with the following clubs: Austin Healey, Morgan, TVR, Sunbeam Alpine, TSSC, Morris Minor, Aston Martin, Jaguar, Daimler & Lancaster, Bristol, MG, Alfa Romeo, Porsche, Stag, Clan Crusader and Austin A40.

We hope it will be as successful as last year's and the TSSC are requested an attendance of approx. 30 cars.

Events:

-  Autojumble
- Convoy runs (Scone Palace this year)
- Gymkana events
- Disco
- Doone Hillclimb visit
- Club Concours
- Inter-Club Elite Concours

There will be trophies/prizes for club concours and inter-club concours and also for the gymkana events.

Accommodation:

1. Camping at Doune Museum.
2. Bed and Breakfast in the surrounding area (book early).

The site will open Friday 24th August and close Monday 27th August. All TSSC members, entrants and visitors etc., are encouraged and welcome. For further information please contact 0334-54796. Please complete and return the form to reach me by 25th July, 1984.

ENTRY FORM

Name: Car:

Address:

Tel:

I wish to attend the Doune Classic Weekend. I enclose cheque/PO for £2.50 to cover all fees for trophies, expenses etc. Made payable to TSSC TREASURER (SOUTH EAST SCOTLAND AREA) and crossed, together with Entry Forms to reach me by the 25th July, 1984.

Ian Wheater, Area Organiser for TSSC (Scotland)

The Bungalows
Cults Cupar
Fife
KY7 7TF

Tel: 0334-54796

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	Convoy drive through the local countryside.
followed by	Inter-Club competition
1600	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 received f owed f

Remarks:

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.

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,

ENTRY FORM

NORTH YORKSHIRE AREA 3RD ANNUAL CONCOURS & MOORS RUN
SUNDAY 2ND SEPTEMBER, 1984

You are invited to enter our 3rd light-hearted concours and Moors Run held this year at:

The Blacksmith's Arms Hotel
Hartoft End
Rosedale Abbey

Camping available on site: Good bar meals.

Judging starts 11.30am

Moors Run starts 2.30pm

ENTRY FEE £2.50

Entries please by August 4th to SALLY HURD, 42 Wooside Avenue, Burnholme, York.

Name: Address:
Model of Car:
Reg. No.

Come and enjoy the day with other Club Members.

BROUGHTON CASTLE

Banbury
Oxfordshire



STANDARD INTERNATIONAL RALLY IX

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. Its 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.

NINTH

STANDARD



TRIUMPH

INTERNATIONAL

RALLY

PARTICIPATING CLUBS AND REGISTERS

<i>The Standard Register</i>	<i>Club Triumph</i>	<i>The Triumph Roadster Club</i>
<i>The Pre-1940 Triumph O.C.</i>		<i>The Triumph Mayflower Club</i>
<i>The Triumph TR Register</i>		<i>The Triumph Razoredge O.C.</i>
<i>The Triumph Sports Six Club</i>		<i>The Triumph Stag O.C.</i>
<i>The Triumph 2000, 2500, 2.5, Register</i>		<i>The Triumph Register of America</i>
		<i>The Vintage Triumph Register of the United States of America</i>

BROUGHTON CASTLE

BANBURY, OXFORDSHIRE

Broughton Castle is 2 miles West of Banbury Cross,
on the B4035, Shipston -on-Stour/Banbury Road

2nd September, 1984

12 NOON

Entry to Rallyfield Car and occupants £2

TECHNICAL FEATURE

JOHN M GRIFFITHS



PART 2

c. Cylinder Head. The MKII head is the one to go for here as chamber design and larger inlet valves were fitted to assist breathing. To improve the head further is really a professional's job and in this connection, you should farm it out to a reputable tuner. The first thing to check, of course, is that the valve guides and seats are in good condition. Then polish and balance the combustion chambers, enlarge the exhaust ports which should be matched to the exhaust manifold orifices, enlarge and polish the inlet ports and skim the head to raise the compression. Incidentally the Herald head also responds well to judicious skimming.

The increased efficiency to the Vitesse engine after completing modifications to this stage will certainly allow you to run on four-star petrol, with the makers standard static ignition setting, without pinking problems.

There is no need to worry about the valves with the Vitesse head as the valve area will suffice up to about

8,000 rpm. This means that any deficiency in breathing is not due to the valve sizes. However, it is the chamber valve seat and the entry direction of the port that are the areas for improvement. In addition the valves themselves can be gas flowed, then of course, professionally lapped in, to assure maximum efficiency. We will talk of the rockers and valve springs a little later on.

d. Carburation and Inlet Manifold. The Solex carbs fitted to the early 1600 Vitesse's, did not allow the engine to breathe as well as it could even in standard form. Fitting this model with Strombergs greatly improves breathing and allows more engine mods before they become inadequate. The twin Strombergs were fitted to the last of the 1600 Vitesse's and the MKI 2-litre Vitesse's and GT6's. These can be bolted straight on, although they will require re-needling.

Next improvement with regard to the 1600 Vitesse, is to fit triple SU8's (1½" semi-down draught carbs), although to obtain the required special

V W Derrington Ltd. balanced inlet manifold will prove very difficult indeed. If the ultimate is required, then triple Webbers (40 DCOE's) are the carbs to fit.

With the 2-litre Vitesse the modification is to fit CD 175 Strombergs or triple 40 DCOE Webbers. With regard to the MKIII Spitfire, 1300 or Herald 13/60, if the engine has been recently well modified then twin 40 DCOE Webbers, fitted to an SAH inlet manifold will give a good increase in performance.

948cc and 1200 Heralds, MKI and MKII Spitfires and the 12/50 can get up to a 33% increase in bhp at the wheels if an SAH twin Stromberg kit featuring combined inlet and exhaust manifold using CD 125 Stromberg carbs with pancake air filters are fitted.

All these carb changes will give worthwhile improvements in acceleration and top speed. Fuel consumption will usually not be adversely affected (Webbers apart) as the improved efficiency of the engine will enable better performance without effecting economy. Triple Webbers carbs on a fully modified 6-cylinder engine can achieve over 150 bhp gross. Certainly they look very impressive and sound even better. If you are going to fit Webbers however, it is essential that the camshaft is also changed.

Fuel Injection For the Vitesse, you can simply take a TR5 or 2.5 PI Saloon engine and plonk it straight in without further ado. I believe Petrol Injection Ltd., Valley, Plympton, Plymouth, Devon also did a kit for the Herald but I don't know if this is still available.

Again, a wilder cam is almost certainly a must to get full benefit of this modification.

The advantages of fuel injection are: 1. It is more efficient than carburation. 2. Fuel consumption is improved. 3. Maximum torque is developed lower down the rev band than usual.

The main two disadvantages are cost and reliability.

Some people prefer triple Webbers as they are more reliable and easier to adjust but perhaps they don't have quite the same excitement as fuel injection.

We are told by David Vizard that on a fully modified 2-litre engine fuel injection does gain over carbs (Webbers) by 8 to 10 bhp and gives better flexibility and a slight widening of the power curve. On the 2-litre engines, using fuel injection with suitable cams, head and exhaust, up to 160 bhp plus can be achieved.

e. Camshaft. Unless you are really serious about obtaining every ounce of performance, then it is my recommendation that you leave the camshaft alone. Having said this, if you are fitting triple Webbers or fuel injection you will need to fit an uprated camshaft, to harness the benefit. To alter the camshaft will clearly directly affect the tractability of your engine and remove some of that delightful and unique, 6-cylinder smoothness.

A hotter camshaft will make the car sound uneven, particularly at tick-over. It also can, of course, cause problems when driving in town as to put the car "on cam", requires increased revs.

To reiterate anyway, there is absolutely no point at all in fitting a new camshaft unless the rest of the engine has reached a reasonable level of sophistication (i.e. modifications to head, carbs and exhaust system) and remember that with extended valve opening periods, the rate of lifting and lowering valves must be speeded up, which in turn causes added stress on the valve gear and camshaft drive.

Various camshaft profiles are available and it is essential that you purchase wisely and seek professional advice in this connection. Piper F M Ltd. are well experienced in this field and I recommend their services (they offer 10% discount to Club members). Having fitted your new, hotter camshaft, it will be essential to also replace the camfollowers with up-rated, hardened ones and again these can be obtained from either

SAH or Triumph Tune UK Ltd.

f. Lightening and Balancing.

Various components of the engine can be lightened and balanced including pistons, conrods, crankshaft and flywheel.

The standard flywheel on the Vitesse engine provides a smooth tick-over but for a tuned engine is unnecessarily heavy. The advantage of lightening the flywheel is that it allows the car to accelerate faster because of the reduced mass which the engine has to speed up. An additional advantage is that a lighter flywheel also enables quicker gear changes when going down the box.

g. Ignition Systems. Much is talked about the benefits of electronic ignition. Not being an electronic specialist, or having any experience in this field, I am not fully qualified to discuss this subject. Having said this, I have operated my Vitesse with the standard system apart from an up-rated sports Lucas coil which has proved adequate right through its rev range; even at 6,000 rpm on a rolling road, there was no hint of any missing or inadequacy of the spark. I must admit to having a degree of scepticism regarding the efficiency of some of these electronic systems which I regard as a trifle gimmicky.

Distributor. Having fitted triple Webbers, it will be necessary to ensure that the advance curve is correct. In this connection the springs and weights in the distributor may need to be ammended. A professional rolling road operator would be in a position to do this and here I would recommend Aldon Automotive Centre, Brierly Hill, Birmingham. Naturally, it is no good starting off with a worn distributor and if there is any degree of play in the cam, then a new one should be obtained. Having set up the correct advance for an "on cam" situation, then the advance and retard mechanism can be dispensed with.

h. Port Matching and Downing. We have touched upon this earlier but this is an essential part of tuning if you are looking for the

ultimate performance. It is naturally essential to ensure that ports, the gaskets and the manifolds are all of the same sizes and that they match up exactly.

The simplest method of ensuring a reasonable match between the port and the manifold, is to match both items to the manifold gasket. To do this, both the manifold head joint faces are cleaned and marking blue applied to each face. Two manifold studs are then fitted into the head, one at each end, and the manifold gasket located on them. Then scribe round the port apertures onto the head, thus giving a clear indication of the position the gasket will take up. Sometimes the gaskets have large clearance holes for the studs, which means that the gasket is rather a sloppy fit on the studs. This can be remedied by winding a few turns of masking tape round each of the studs, thus giving a more stable location. Once the head has been marked out, set about doing the same to the manifold. By using some nuts and bolts of the same size as the securing studs or bolts in the head, the gasket can be secured to the manifold and the port apertures marked out. From here it is a straightforward job to cut away the metal on both the manifold and gasket up to the previously scribed line.

Dowelling. For a super, accurate port matching job, then dowel pins are used. This is not, of course, practical for the home tuner, although you can again, have your engine professionally blue-printed by an expert if you so wish.

Conclusion: Well, that is about it although I am sure there are some areas which I may have missed out or could have further expanded. A couple of minor recommendations are as follows:-

a. I would recommend the use of NGK sparking plugs. On my own particular Vitesse with triple Webber and high lift cam, I use B7 ES's.

b. Much performance can be lost if your valve gear is not

up-to-scratch. Pay particular attention to the rocker shaft and the rockers themselves as wear here will not enable you to get accurate valve timing. Having fitted an up-rated camshaft, it is also essential to fit new, stiffer valve springs.

Finally, I would just like to add that all our cars are a delight to work on and very simple in construction. The mechanical aspect and suspension of all the cars, is a model of normality without the clutter of sophistication or expensive apparatus associated with cars nowadays.

All members with a good hand book (British Leyland is the best) should easily be able to cope with any maintenance or tuning associated with our cars.

I do hope you will find this article helpful although for further, more detailed information the following books are a must:-

Tuning Standard Triumphs up to 1300cc by R Hudson-Evans

Tuning Standard Triumphs over 1300cc by David Vizard

JOHN M GRIFFITHS
PRESIDENT

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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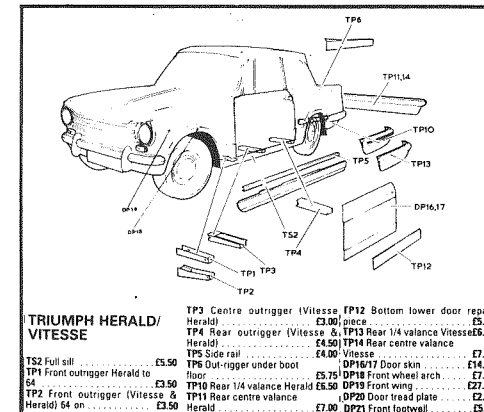
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Headlamp ring	£2.00
Headlamp bezel plastic complete	£4.50
Rear wheel arch (Van)	£3.50

TECHNICAL HELP

Eddie Evans

OIL & WATER

Q. I have owned two 1500 Spitfires from new during the last 6 years, and with both cars have experienced the formation of a thick, creamy emulsion and water droplets on the inside of the rocker cover on each car. This problem only occurs during winter months. Can you help?

A. Emulsion and water droplets in the rocker cover are caused by water getting into the oil or crankcase, generally due to a faulty head gasket or corrosion/scoring of the head joint face. The fact that in your case this only occurs during the winter months may be due to antifreeze, (which presumably you have renewed at the beginning of the winter) which will open old leaks temporarily.

I suggest you renew the head gasket and whilst doing so, carefully check the block and head faces for scoring or corrosion. The symptom can also be caused by cracking in the head but this is unlikely on the 1500 engine.

SPITFIRE SHAKES

Q. I have a 1978 Triumph Spitfire 1500 and have recently noticed an annoying fault has occurred. At speeds, up to 60mph, everything is fine (or up to 3,000 rpm in lower gears). Venture above 60 mph (3,000 rpm) and a loud hum develops (it sounds as if it's coming from beneath the bonnet). On one occasion I tried to increase the speed up to 70 mph but the steering column started shaking.

All the wheels have recently been balanced and aligned and all tyres are new. The only known fault is that one carb. is badly worn, causing the 'fit' carb. to do 80% of the work. Would this unbalanced carb. arrangement cause the above symptoms or should I be looking elsewhere? I am shortly going to replace the existing carbs with new ones, so if it is this, it will then be cured.

A. This is a common fault on late Spitfires, which has generally been found to be caused by a front hub (or hubs) being out of balance. The simple answer is to have the wheels balanced dynamically (i.e. rotating the car) and you may have to look around for someone who has the equipment to do this. In any event, you should check the security of all steering front suspension parts first.

The worn carb. you mention would not cause the symptoms described.

HOOD CARE

Q. I am intending to fit a new hood onto my 13/60 Herald, and wonder if you could help me with the following queries:

Are there any general tips on fitting it? Do you know where I can get the chromed strip which is fixed above the main rear window? I need to replace the webbing and am wondering how to fix it at each end, and how to obtain new rivets to attach the webbing frame. Finally, how should the hood be properly folded in order to protect the windows from creasing and cracking?

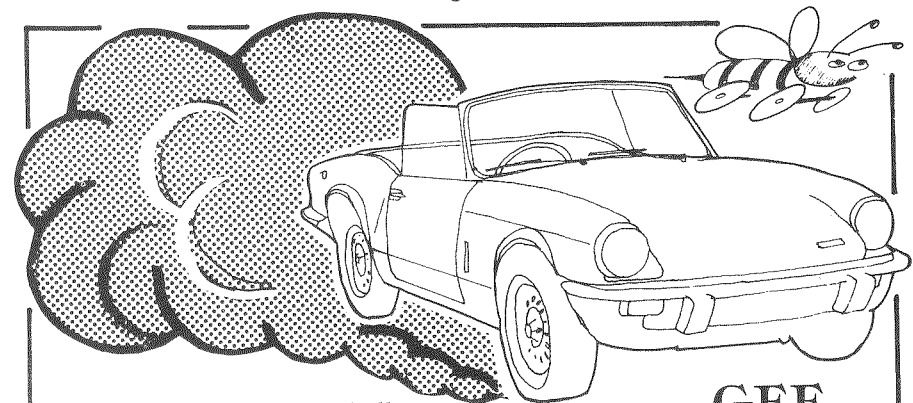
A. Start by fitting the rear edge to the rear deck of the body, as this part is non-adjustable. Centralise the hood over the erected frame and pull down both sides equally at the rear edge of the door windows. Clamp in place here, ensuring the material is taught around the rear quarter light area and that the bottom edge here runs parallel along the top of the rear wings. Remove the head piece from the front of the frame and wrap the hood material around the front and under it. This should be done with the frame released slightly from the windscreen top. With the front edge of the hood crimped in place, fasten the windscreen catches and look for

any wrinkles along the top sides of the hood. You will probably need to repeat this particular operation several times before a wrinkle-free fit is achieved. It's a case of positioning the leading edge of the material in the header rail by trial and error.

The chrome strip you mention should be fitted last and should cover the seam between roof and rear sections of the material. The frame hoop can be adjusted to suit this. I suggest you try John Kipping for the chrome strip, or he may be able to locate one. Remember the temperature when fitting - if you make the hood a tight fit in hot sunlight, it may prove too tight to close in cold weather, and vice versa.

The webbing is crimped at the front by the header rail and secured by Phillips screws and retaining plates (to bodywork) at the rear. I don't think the original flush rivets securing the webbing to the frame hoops are available but again, try John Kipping. Failing this, ordinary pop-rivets will suffice with a protective patch placed between them and the hood material to prevent chaffing.

Folding the hood should be carried out with the door windows wound down. Release the windscreen catches and pull the header rail back to the rear of the doors. Press the rear window into the hood well, ensuring a nice 'U' fold with no kinks. Place a cloth along the chrome strip above the rear window (to prevent it scuffing the celluloid) and lower this section into the 'U' of the folded rear window. Remove any kinks in the quarter lights and press as far down as possible. Lower the remainder of the frame into the well, including the header rail, whilst pulling the roof material rearwards over the rear deck of the body. Push the header rail in, ensuring the windscreen catches are tucked in and not cutting into the rear seat back, then fold the roof section forward on top and tuck in, before fitting the hood cover. It is best not to lower the hood when wet or in frosty weather.



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GT6 REGISTER

SUSPENSION IMPROVEMENTS

FRONT

Having been used by Lotus, TVR, Marcos, Gilbern, Ginetta and numerous specials, you can guess there's not much wrong with the basic design. All marques are the same and modifications are limited to the following:

- 1) **Adjustable dampers** - well worth fitting, especially if the existing dampers require replacement as they are about the same price as Leyland replacements.
- 2) **Uprated springs** - most of those available seem to be shorter, which can result in tyre to wheelarch clearance problems, unless 60 series tyres are fitted.
- 3) **Anti-roll bars** - stiffer replacement or additional ones are available. These on their own will result in more understeer and should, therefore, be fitted in conjunction with a rear anti-roll bar.

Finally, when fitting wider tyres and wheels, additional shims should be fitted to the bottom wishbones, to give more negative camber.

REAR

With three separate versions over the years, updating or backdating is the most cost effective way of improving the suspension.

MKI The easiest way of improving these early cars is to fit a Spitfire MK4 rear spring and front anti-roll bar. Additionally adjustable dampers will also make a considerable improvement.

MKII/III Other than fitting adjustable dampers, the only thing that can be done is fitting an anti-roll bar, which will create oversteer.

MKIII (late) Modifications are limited to the fitting of adjustable dampers, although the early MKIII suspension can be fitted and the improvement will be fairly small.

Antony Cole

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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
	Vitesse MK1	Handbook	£4.00
	Vitesse MK11	Handbook	£4.00
545189	Spitfire 1500	Handbook	£4.00
511242	Spitfire MK1	Handbook	£4.00
512915	Spitfire MK11	Handbook	£4.00
516282	Spitfire MK111	Parts Catalogue	£12.00
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RTC 9110	Spitfire 1500	Parts Catalogue 74-77	£12.00
RTC 9110B	Spitfire 1500	Parts Catalogue 77-80	£12.00
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512944	GT6 MK1	Handbook, 2nd edn.	£4.00
	GT6 MK11	Handbook	£4.00
515754	GT6 MK1 & 11	Parts Catalogue	£12.00
520949/AL	GT6 MK111	Parts Catalogue	£12.00
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FOREIGN PUBLICATIONS

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545191 (Germany)	Spitfire MK1V	Handbook	£5.00
545188 (Germany)	GT6 MK111	Handbook	£5.00
AKM 4544 (N. America)	Spitfire 1500	Handbook	£5.00
545246 (Holland)	Herald 1200, 12/50		
	Vitesse & Spitfire	Workshop Manual	£16.00
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VITESSE REGISTER

Following my article with regard to MKII suspension, I have since heard of a car that has covered 250,000 miles with it's original Rotoflex couplings! Another car fitted with cheap Rotoflex couplings was towed for about 4 miles, after which they broke up! So, the moral is to fit BL 'Rotoflex' Couplings for long life.

I have just bought a 'Mig-Welder', after years of struggling with an arc-welder. The difference is truly amazing; I can now make and fit repair panels to a car without burning great holes everywhere. It really is very easy to use on a car, but it is expensive in the first place. I obtained mine from Machine Mart (as advertised in the Exchange & Mart) at a cost of £507 inc. VAT).

Having purchased the welder, I approached British Oxygen to obtain a bottle of 'Argonshield'. This costs £25 a year for rental of the bottle and about £15 for a refill. I got a 300 cubic foot size as this is the cheapest way to buy it. **WARNING** the bottle is very heavy to move and is about 5 foot tall, however, I managed it on my own, using Kipping's Herald Estate, but you will get no help with loading from the B.O.C.

And finally, to complete the kit, I purchased a reel of welding wire. A reel of 0.6mm wire should last a long time.

You are now ready to weld. Unlike the arc welder, you shouldn't need too much practice, as it is so easy. The way a mig welds is similar to arc welding, except that the welding rod is continuous (wire); there is no flux on it. The flux is replaced by the Argonshield gas, hence there is no flux to chip off afterwards. All you put on to the job is pure steel. So, when you press the trigger on the welding gun, the welding current is switched on; the wire is fed out by a motor drive and a jet of Argonshield gas is directed at the weld to keep out the oxygen from the air, until the weld is set. This jet of Argonshield has an additional purpose - it cools the weld, keeping distortion to a very, very low level.

So, to sum up, if you have £360 or so to spare, it will be a very useful tool and no doubt, like me, you will get people wanting odd welding jobs doing; so some of the cost comes back and, of course, you will have well repaired cars of your own.

To go with the welder, I needed an angle grinder. I chose the Black and Decker 4" model, which I bought from Transpeed, a firm which is very good both in price and speed of delivery i.e. I rang with my Access number on the Thursday afternoon before Easter and it came on Easter Saturday! Amazing service.

I have just repaired the nearside main rail on a Vitesse chassis, using the mig welder and a supply of sheet steel. It was quite easy to do and should last well when filled with old sump oil. The boot outrigger on the same side was rotten, which let the water in to rot the main rail. I've noticed that Spitfire chassis don't seem to go rotten on the main rails, due in my opinion, to the fact that the ends are sealed off from water.

I am trying to get hold of two 5½" x 13" wheels; they are steel and look like standard Vitesse wheels but are an inch wider (I don't need the modern wheels with the oval holes). I need them to complete a set so please ring me on 0203-452521 if you have any spare.

I have, at last, got my 948cc Herald Coupe on the road, which is great fun to drive. Next I hope to get my MKI 2-litre Vitesse Convertible on the road by the middle of June, as I plan to take it to Scotland for a weeks holiday.

The latest totals of Vitesse in the Club should be ready soon (my thanks to John Kipping for volunteering to add the latest forms again!).

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HERALD REGISTER

Register Review: 1200 Herald Commission Numbers

This month I am reviewing the oldest/newest commission numbers of 1200 Heralds; if your car is not listed in Tables 2 - 6, I do not have the information on file, so please send it to me. Table 1 gives the commission number for each body type by year.

TABLE 1
COMMISSION (CHASSIS) NUMBER GUIDE: 1200's

Year/Code	GA-DL	GA-CP	GA-CV	GA-SC	GA-V
1961	(2) 1	(2) 609	(2) 266	(3) 4414	
1962	45261	45281	45262	45276	
1963	97397	971421	97398	97399	(2) 45826
1964	138312	138315	138359	138344	
1965	169371	(10) 162103	169469	169372	(10) 156456*
1966	20023		200234		?
1967	222406		222411	222408	
1968		(9)	234868	(9) 234990	
1969	244436				
1970	248226				
	(12) 249873				

Codes: DL - deluxe Saloon; CP - Coupe; CV - Convertible; SC - Estate car; V - Van

Guides: for 1200 Coupe, GA - CP; 1961 (2) 609 = first produced in February 1961 with commission number GA609 CP; 1964 (10) 162103 = final commission number produced in October 1964 with GA 162103 CP.

* Last van on register; final number not known

TABLE 2
1200 SALOON: OLDEST/NEWEST COMMISSION NUMBERS

Commission Number	Name/Membership No.	Current Member	Notes
MK1 (to GA 80,000 DL)			
GA1815DL	K P Seymour/82-42030	YES	
GA1870DL	P J Dorward/82-4403	YES	
GA3597DL	M Skillman/80-1853	YES	
GA61916DL	C Longhurst/78-3050	YES	1
GA65654DL	R Smith	YES	
GA78164DL	I ANDERSON/81-2785	YES	
			cont'd .../

MK11 (from GA80,001DL)

GA85144DL	V C Milford	YES	
GA93717DL	C Longhurst/78-0350	YES	
GA103460DL	D Clements	YES	2
GA249541DL	TT Lorraine/83-6458	NO	
GA249609DL	D Graham/81-2312	NO	
GA249846DL	G J Holt/83-6611	YES	

1. Sunroof fitted from 12/50. 2. Believed dismantled.

Saloons

The earliest car, GA1815DL is a long way from the first production Saloon (GA1DL) - can anyone find an earlier car than this? GA249846DL is close to the end of the production run and the 'newest' 1200 in the Club by virtue of the fact that 1200 Convertibles etc. ceased production well before 1970.

TABLE 3
1200 CONVERTIBLE: OLDEST/NEWEST COMMISSION NUMBERS

Commission Number	Name/Membership No.	Current Member	Notes
MK1 (to GA80,000 CV)			
GA441CV	J W Wright/82-4287	YES	1
GA661CV	A B Mayers/82-4138	YES	
GA5918CV	L M Harrington/83-5455	NO	
GA63868CV	R J Young/82-3441	YES	
GA67068CV	M W Shewan/83-5485	NO	
GA72379CV	A C Fowles/82-3690	YES	
MK11 (from GA 80,001CV)			
GA115171CV	R M Hand/81-2489	NO	
GA118431CV	RK Coker/83-5297	NO	
GA120907CV	C H G Lancaster/80-1856	YES	
GA232962CV	N J Watson/82-4053	YES	2
GA232971CV	T D Barker/82-5075	YES	
GA234107CV	P.G. Kearslake/81-2911	NO	

1. Twin carb., servo; ex. press fleet car. 2. 12/60 engine; chassis prefix listed at HS.

Convertibles

To earliest car (GA441CV) is reasonably close to the start of the production run and also has a history, being an ex-press fleet car. Any further history from Mr Wright would be appreciated.

TABLE 4
1200 ESTATE: OLDEST/NEWEST COMMISSION NUMBERS

Commission Number	Name/Membership No.	Current Member	Notes
MK1 (to GA80,000SC)			
GA7148SC	ex G Bell	YES	1
GA57758SC	P & L Sojka/82-3543	YES	
			cont'd .../

Mk11 (from GA80,001SC)

GA83527SC	H R Young/84-7145	YES	
GA93815SC	C Longhurst/78-0350	YES	
GA109822LSC	C N Childs/81-2941	YES	
GA228221SC	R S Turner/82-4905	YES	
GA229586SC	D M Hartley/83-5496	YES	2
GA232599SC	S A Snook/81-2076	YES	

1. Converted to a 1600cc Vitesse Estate. 2. HS prefix to commission number.

Estates

MK1 Estates are extremely rare, I believe that Geoff Bell's old 'Vitesse Estate' has disappeared, so we only have one MK1 left on record.

TABLE 5

1200 COUPE: OLDEST/NEWEST COMMISSION NUMBERS

Commission Number	Name/Membership No.	Current Member	Notes
MK1 (to GA80,000CP)			
GA3435CP	F Thornton/83-6100	YES	
GA14028CP	L E M Golby/82-4718	NO	
GA14029CP	J P Woodward/80-1525	YES	
GA67123CP	C V S Starks/83-6030	YES	
GA72783	J P Bond/83-6367	YES	
GA73141	K L Martin/81-2414	NO	
MK11 (from GA80,0001CP)			
GA80597CP	P J Webb		
EGA85952CP	P Paul/82-4156	NO	(EIRE)
GA89985	W A Sunderland/80-1582	YES	
GA145842	D Clements	YES	
GA150910	M Costigan	YES	
GA153204	D Lucas/81-2413	YES	

Coupes

The 1200 Coupe had a relatively short production run (1961 - 1964). This marque sold badly after the introduction of the Spitfire and eventually ceased production in October 1964.

TABLE 6

1200 VAN: COMMISSION NUMBERS ON REGISTER

Commission Number	Name/Membership No.	Current Member	Notes
MK1 (to GA80,000V)			
GA48363	A Farndon/82-4162	YES	1
GA48738	J Kipping	YES	
GA49602	A Thorn/83-6777	YES	
MK11 (from GA80001V)			
GA86470	R Stretch/83-5611	YES	1
GA154173	D Overton/82-4741	NO	

cont'd .../

GA156456

M A J Bullen/82-3893

YES

1. Side windows fitted. 2. All vans that I have numbers for are listed here - if you have a van and it is not listed, please send me details.

Van

The van (see Courier 38, August 1983) never sold well and was finally dropped in 1964, possibly in October, when the Coupe ceased production. M Bullen's GA156456V may, therefore, be near the end of the production run.

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PRACTICAL BLAST CLEANING TECHNIQUES

Most people concerned with the restoration or care of classic cars have, at some time or other had components blast cleaned, using one of several available methods. The particular method used on any one component is critical. On the other hand, the part could be ruined and there again, you would be paying for a far better finish than you actually need. In this article, I hope that sufficient information has been given for you to be able to select the most suitable process for your requirements.

All blast cleaning processes remove metal. Dry grit blasting using a coarse grit will remove a lot of metal; Vapour Bead blasting will remove very little. Metal removal means 'damage'. A classic case of wrong process choice often occurs with motor-cycle mudguards, or indeed any thin metal panel. How often have you seen such items come back from the blast cleaners looking like lacework? It is inevitable that some holes will appear where the metal has rusted through but in most cases these panels are blasted using a coarse grit at too high a pressure. Result? Even where there is good metal underneath the rust, that too is blasted away. Remember that it is much easier afterwards to restore a panel which is thin in places than one which has had good metal blasted away leaving a hole. I have listed below the various processes in order of aggression.

1. Dry shot blasting
2. Dry grit blasting (with pressurised grit supply).
3. Dry grit blasting (with suction grit supply).
4. Dry bead blasting.
5. Vapour bead blasting.

1. **DRY SHOT BLASTING:** Although most people regard any blast cleaning process as shot-blasting, technically 'shot' blasting refers to blasting with round steel balls. This is a very aggressive process and because of this it is totally unsuitable for the car restorer.

2. **DRY GRIT BLASTING:** (with pressurised supply). With this method, the container of grit is actually pressurised and like shot blasting is very aggressive but it does have its uses. It will remove heavy rust and thick paint deposits from steel, both quickly and cheaply. On large areas, therefore, such as car chassis, it is probably the best process to use. Remember though, that a firm which carries out this type of blasting would normally use a coarse grit operating at a high pressure. If this were the case then it would be all too easy to blast through a thin section such as a car wing or even to distort it because of the 'peening' effect of the grit. Moral: go to a firm who are experts in the field of blast cleaning. If you are having a chassis cleaned, remove all components which may be damaged in the process. This means such items as brake calipers, brake pipes or wiring. Any items which cannot be removed and which may become damaged must be masked off. One layer of masking tape is NOT adequate. It requires several layers of, for example, PVC insulation tape. Finally, the chassis must be completely free of grease or the rubbery type of underseal. This is because they absorb the grit and in the time it takes to blast off a blob of grease or underseal, the surrounding area will have been well and truly 'over-blasted' or even blasted straight through. After any component has been grit-blasted, paint it as soon as possible with a good quality anti-corrosion primer. It is surprising how quickly rust will form on clean, oil-free material.

3. **DRY GRIT BLASTING:** (with suction grit supply). Instead of being forced to the gun, it is sucked and because of this the concentration of grit at the gun is much lower. This form of grit blasting is, therefore, less aggressive than that described in (2) above. It can be used for removing rust and paint from most metal

items without too much damage being done to the metal underneath. Again, remove any parts which may become damaged - oil seals must be either removed and well masked off. This is probably the best process for such things as suspension springs, links or any other relatively small item which is to be re-painted.

4. **DRY BEAD BLASTING:** This is more of a cosmetic finish and uses glass beads instead of grit. Because the beads are spherical, they do not have a cutting action. They will, therefore, remove contamination and finish surfaces without destroying critical tolerances of the parts being treated. Bead blasting is a much slower process than grit blasting and is, therefore, more costly. Use it on parts where the surface would otherwise be damaged. As a true decorative surface, I consider that it is over-rated. Although a freshly bead-blasted surface is beautifully clean and has a slight sheen, it does tend to be a 'spikey' surface and because of this, it becomes dirty quickly and is difficult to clean - as you will know if you have had any components dry bead blasted.

5. **VAPOUR BEAD BLASTING:** The least aggressive form of all the cleaning techniques previously described. Absolutely ideal where you do not want to damage the component. Vapour blasting uses glass beads and compressed air, but in addition it also uses water under high pressure, the glass beads being suspended in this high pressure water/air jet. Because of this high pressure water jet, each small glass bead is cushioned by the water when it hits the surface being cleaned. The result is that the vapour blasting process actually smooths and polishes the surface, unlike the dry blast process which tends to roughen a surface the more it is processed. Vapour blasting is the only process I know of which will reproduce the original bright, shiny finish as seen on new aluminium castings such as cylinder heads, blocks or gearbox casings. The surface literally shines just as it did when first manufactured. Unlike dry blasting, the surface will not mark easily and when it does become dirty it can be cleaned easily because of the 'closed' texture of the surface. This 'closed' surface texture also means that the component will be far less susceptible to corrosion. For this reason it has been found that alloy wheels, when vapour blasted and lacquered, will resist corrosion far better than the original polished/lacquered surface.

If you take components to be vapour blasted, it does not matter, within reason, if they are oily and greasy because de-greasing and cleaning is carried out in one operation. In addition, rust inhibitors are added to the water so that steel items will not subsequently rust. This is not a permanent rust proofing process but will give protection for one to two weeks - long enough at least to prime the parts. Vapour blasting is the most expensive of the five processes described because it is the most time consuming to perform and because the equipment costs around six times more than for other blast cleaning processes. Roughly, if an item were to cost say, £5.00 to have it dry bead blasted, then to have it vapour blasted instead would cost around £7.00.

Description of the five different types of blasting is, of necessity, generalised. As an example type (2). A very fine finish indeed can be obtained with this method if a fine grade of grit is used at low pressure. Indeed, car wings can be processed like this without distortion and with minimal surface damage.

Blast cleaning plays a very important part for anyone restoring an old car or indeed any piece of equipment. Indeed, clean, rust-free metal should form the basis for any good restoration project. Chemical rust-proofing agents are now extremely reliable and play an important part in neutralising rust. I would certainly advocate their use in difficult areas where it is impossible or impracticable to blast clean. My own opinion, however, is that their use should be limited only to these areas. Other items which can be removed should be blast cleaned. There is nothing quite like painting a freshly blasted, rust-free component for renewing lost enthusiasm in a restoration project when the car is just one big box of bits.

Generally a specialist blast cleaning firm will be able to advise you on the most suitable process for your requirements, but make sure that they are in fact able to offer the various different types of process - obviously they only have one type of process then they may well give a biased opinion. A firm, however, which has several processes to offer will be able to give good unbiased advice; some of your components may require fine grit blasting, some coarse grit blasting, and some vapour blasting. I have seen a set of early Rolls Royce wheels which were blasted using a very coarse grit. They were only fit for the scrap-yard. "They only cost £2.00 a wheel to have blasted"

Written for general guidance by R F Mann of: **Langthorpe Blasting Services**
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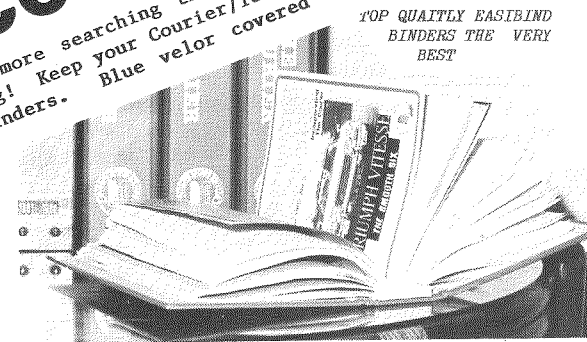
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THE SAGA OF BND 504N (MKIV SPITFIRE)

Having read your article 'The Two-litre Invasion', I thought that Club members might be interested to hear of a different idea for a faster Spitfire - without giving away too many trade secrets (devised by my ingenious fiancée, Bob) and, therefore, enticing anyone else to try and make a replica of our one-off!

I was getting a little bored with everything from a 1600 Ford trying (and sometimes succeeding) to blow me into the dust, when we heard (nearly 18 months ago) about a V reg. 1700 Marina that had been written off with only 20,000-odd on the clock. We uumed and aahed for a while, would it fit? etc. 'You can make anything fit anything, if you want to', Bob said in the end. I wasn't too sure about making the car non-standard but the idea was beginning to intrigue me. We paid £75 for the O-series engine, with the damaged box thrown in, (and, incidentally, later got £80 for the original engine and £40 for the box!). Working at weekends and evenings, it took a week to get the new engine in and fired up - which it did second time - the first time the heads were the wrong way round!. Engine mountings had to be custom-made to cope with the extra weight. It took a further week to make a new front exhaust system - with the O-series manifold, a Landrover front pipe and various bits of Princess tail pipe curves, to mate up with the 1300 Spitfire system. If it blows, eventually, a stainless steel one will have to be custom-made and a 1500 back box employed.

Don't ask me how the cooling system works exactly - that again was Bob's brain-child. We had also to add an electronic fuel pump.

The original idea was to use the Spitfire box - it fitted as far as the inside of the car was concerned. However, try as we might, there was no clutch to be found which allowed it to be linked up with the new engine. So the 1700 box was stripped and re-built

from two other damaged ones. I was in my element with a garage floor covered with cogs!

Next problem was the prop. - that didn't fit either. We've now got a modified Rover one!

Brakes, suspension etc. are still standard. However, we are now on the look-out for either twin Rover SDI 2000 SU carbs and/or a damaged 2000 O-series engine, from which the crank and cam. rods could be utilised, to turn it into a 2-litre. It would then also have a servo on the brakes and a roll-over bar. Insurance went up (via Lifesure) by £18, as the car moved from Group 4 to Group 6.

The other thing which had to be modified was the bonnet - it wouldn't close over the carb. and the front of the head, complete with oil and filler-caps were too high! A hole was duly cut in it's bonnet and the power buldge from a certain well-known Saloon was incorporated.

It's first run (apart from very local) was up to Keswick, in the Lakes, a couple of weeks after mechanical completion. As the speedo was reading what later proved to be 25% out, speed was somewhat indeterminate. However, not knowing that detail at the time, I kept to a steady 65 - 70mph (ish). It behaved perfectly with plenty of 'top' and 'bottom' and caused a stir with several people at the hotel. On the way back, we came up behind a 1600 Capri (top speed around 95mph). It went gradually faster and faster and faster, 'til it was obviously flat out. Bob put his foot down, we shot back in our seats and flew past.

The next outing was Donington (May '83) in a somewhat unfinished state (bodywise), where it attracted some attention.

We thought of respraying it ourselves but the preparation work proved enough. I had a field-day (well several) with the grinder, culminating in a spectacular

attack on the lower rear wings. We got a reduced rate quote from a friend in the trade and duly booked the car in.

A couple of weeks later, another friend informed us that he'd written off his 1500 Spitfire (most panels of which had been replaced 6 months earlier, after a previous smash). Were we interested in some bits? i.e. one door, complete bonnet, 1/2 valances and rear wing? 'Great!!!' we said, 'Let us know the prices!'. In the end, we got the whole shell and chassis (the latter, immaculate, is for sale - see 'Parts For Sale' May Courier. The snag was a set-back of two months, while his garage messed about trying to rebuild his Spitfire.

The new bonnet was re-done with its bulge, new parts attached and the whole re-sprayed a beautiful French Blue (Triumph, of course!) - it had been Maple (brown) before.

The marathon test will be this June, when we plan to drive it to Heidelberg.

So that's the saga. which started about this time last year and still continues, giving us a Spitfire, both mechanically and bodily customised in a way we assume is unique.

Footnote: Only today it became adorned with some rather nifty custom-stripes and its own logo in Primrose Yellow.

Jane Harland

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PEN TO PAPER

LETTER FROM ADRIAN TOMKIES - GUNNISLAKE, CORNWALL:

I have fitted a Dolomite gearbox with a J-type overdrive unit into my MK1, 2-litre Vitesse. I am having trouble finding out the spares I need, if any, to adapt my speedo cable to fit the J-type overdrive. If someone in the Club has done this conversion or could give me any advice, I would be grateful tel: Tavistock 832598. (Perhaps Mr Tomkies would relay the answer on to other members through the pages of the magazine as I am sure others would be very interested in this conversion. ED)

LETTER FROM M T OF SHETLAND:

While looking for a prospective new car, for the first time in many years, I was forced to retire from the battlefield of manufacturer's brochures, forecourt 'deals' and sales razzamataz, to sit down upon a park bench and think a while.

Inoted several items of motoring interest. Firstly, there is not much today in individual design variation of car, being in the main determined by only colour schemes, choices in alloy wheel, plastic badges and other secondary items.

Yes, it looks sad to see that foreign and British cars have been built from design models, where the product has been determined by a body designer equipped with only a hacksaw blade and a straight edge. So here goes:

New Montego - just look at the rear and glass, it's like a miss aligned greenhouse on wheels; best selling Metro - a tube trains' front end; Astra GTE - a plastic looking door wedge and those shocking wheel designs look like markings from a World War Two Messerschmit ME 10D! Cavalier - it's front end a giant cheese grater; Cavalier CD - a poor Rover look-alike; Golf GTI - 20 year old tin box with four headlights. Some competition is offered by the tidy Manta Coupe, but what a price!

I conclude that I find the current trend for four-door (sports) cars, which shake the identical frame. As for the ordinary Saloons, laughable - a designers insult to those of the past. I can only extend that cars of today, in the main, even with commendable engine performance to MPG figures, are designed by and for a very style-less and incipid clientelle.

Convertibles, now that's it - my forte. VW Golf and Peugeots, the topless Fiat Strada - horrendous butcherings of family Saloons, equipped with pram-like hoods which do not fold away; windows which half conceal and the luxury - the grand interior which open cars should possess wall to wall plastic!

I was happy to see the XR3 soft top, which at least looked pretty, even with a Spartan standard of trim. Gadgets and computers and diaphragm voices may sell cars but I for one, buy a car, not a rolling accessory shop. I ache for a design without scab bonnets, hatch back stumping and cheap trim; I ache for a car I can afford that does not stench of plastic on a sunny day! My top two criticisms are:

1. Of dealers, for instigating dull panel design.
2. For Sierra's Estate tailgate - God, it looks like a bullfrog on heat!

My top two appraisals are:

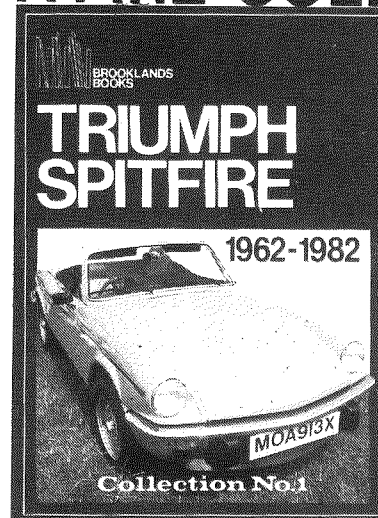
1. The TVR company for preserving British sanity in car making.
2. My 20 year old Triumph Vitesse, which I shall be using for the next 10 years. A car with true dignity and style, a car for the people with true guts!



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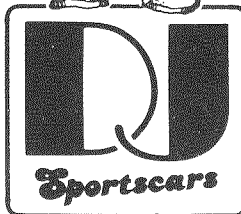
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LETTER FROM ROGER BELL - LUTON, BEDS:

May be there are times, when those amongst us may wonder whether or our policy of continuing maintenance and restoration is all worth it, especially after a cold winter evening working on the 'old timer', replacing some part, ready for the road again the next morning, or after an MOT failure. Although set against this, is the pride so many of us have in our workmanship and the heartening experience of events such as SEM '84 at Chessington of the strong Herald presence and the meeting of like-minded folk.

On leaving the event I stopped at the bus terminus to photograph my young son standing by one of the 'Routemasters'. Like our cars, this commercial counterpart is also an 'old timer'. I spoke to the driver, who lifted my lad into the cab for another picture, and I mentioned the longevity and good service the 'Routemaster' has given to so many, on its routes throughout London, and asked how old it was. He thought for a second and told me the bus was just over 30 years old and off it went, still in service.

On reflection, the oldest Herald at Chessington was 25 years, and yet London Transport, the largest passenger carrying transport organisation in the world, carrying over five million passengers every day, have not replaced the 'Routemaster' with something new, but just like us, are maintaining and using what they already have. I find this gives one heart to carry on with the job.

LETTER FROM ANDREW SINGLETON - BOLTON, LANCs:

I have recently purchased a 1968 MKI GT6, registration number PBU 184F, chassis number KC 9034, engine number KC 9678E. She is in fairly good condition and pretty much original but for the door, which is from a Vauxhall; metallic Sapphire Blue, the original colour being Valencia Blue, (why didn't Leyland adopt metallic paint as an optional extra, as it enhances this car's appearance greatly?). It has a genuine 40,000 miles and a fairly comprehensive history, being a one-owner vehicle up until about a year ago. However, there are gaps in this history, which I would like to fill. Does any member have any information; photos, details or sightings etc., about this car?

Any information provided would be gratefully received and I would wish to pay the postage etc. of anyone providing me with such information. Please send any details to:

Mr A S Singleton
15 Rydal Road
Heaton
Bolton
Lancs.

LETTER FROM OLIVER ST. JOHN - BUDLEIGH SALTERTON, DEVON:

The perils of replica panels: I bought a £12 GT6 door skin from C.B.S. in Exeter, only to find it a different shape from the original. The shop offered to refund my money but not the money I'd spent having it fitted; the irregularities only showing once the skin was welded on. If any member has suffered a similar experience, could they let me know my rights (if any!) in this situation?

On a different note, where can I buy good plastic door cappings for my GT6 MKII, do they come with the shaped foam backing and are they the same as Spitfire 1500 cappings?

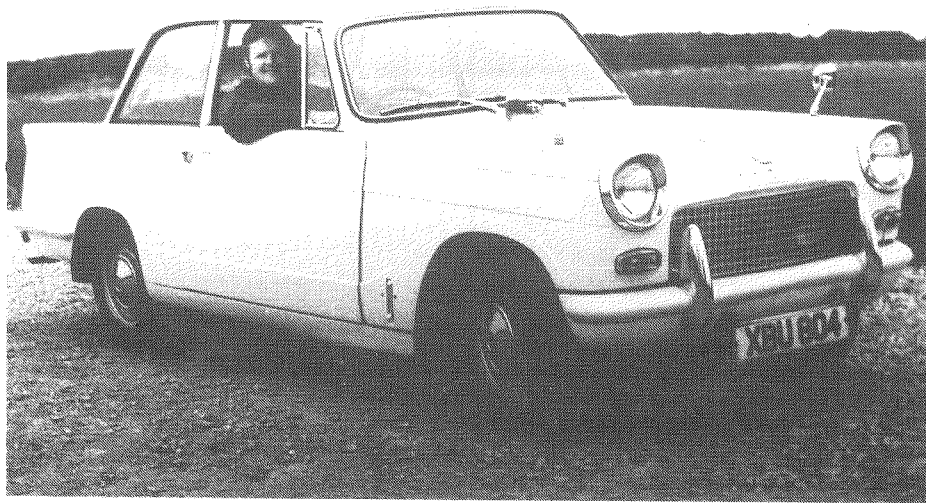
Finally, if anyone wants a free GT6 MKI bodysheet and chassis, give me a ring on Budleigh Salterton (03954) 2621.

LETTER FROM KENNETH PICKLES - COLNE, LANCS:

I recently bought a Herald 948 S, reg. no XBU 804, from my friend in Darwen Lunis, which he had bought when advertised in the Rochdale paper. He took out the original plugs, put new ones in and it runs beautifully quietly since it's only done 4,500 miles (true ones) - could it be the lowest mileage Herald in the country? As the proud owner of this vehicle, I would very much like to relate the history of the car:

A couple bought the car in 1961 and did 3,000 miles, when it had it's first service. The husband, unfortunately, suddenly died and his wife left the car to rot in the garage. The lady also died last October and her son got the car, which he didn't want, so he advertised it and my friend bought it. He in fact deals in Reliants, which I drove for 3 years and when I passed my test, I asked him to get me a real car - 4-wheel type this time. It was just luck that I passed my test at the same time as the Triumph came up for sale.

It needed a little work doing on the body - surface rust mainly. I restored the paintwork and to my amazement it came up a lovely Sebring White. It could do with a respray but I have decided to leave that for now. The car is very solid underneath and I have greased it 1" thick all round. The chromework is a little pitted but it's OK. The inside of the car is just as it was in 1961 with original carpet and dash with black seats - it smelt very damp when I first got it, but that's gone now. The car has Gold Seal Dunlop tyres which are still fine after standing for 23 years! I have cleaned, polished and covered the engine in Gunk and now looks good as new. As you can imagine, I am over the moon with the new acquisition and spend all my spare time working on her:



A NOTE FOME YOUR SOUTH AFRICAN CORRESPONDENT

No doubt you will be hearing from Bill Sunderland of his exploits here in sunny South Africa - poor old Bill, having to drive in a GT6 that didn't even have a sunroof. However, I thought I could possibly add one or two comments to what Bill has to say.

First off, Bill makes an excellent PRO for the Triumph Sports Six Club. Wherever you looked at our National Gathering, people were sporting Sports Six Club badges or gear of some fashion or form (this includes a hell of a lot of TR drivers - I don't remember seeing any Spitfire or GT6 owners with TR Register badges). Obvious proof of Bill's persuasive powers. Add to this the fact that Bill travelled all over South Africa with the Sports Six Club windscreen banner prominently displayed and you have an idea of what I mean. Bear in mind here that travelling distances in South Africa differs somewhat from travelling in the UK. Bill, together with Terry and Val Simpson of the TR Register, started off the trip with a 1,000 mile drive the day after arriving and often distances of 100 miles through semi-desert can be covered without passing through a single village or even seeing another living being, except for those in cars and lorries. When you do arrive in one of these villages, miles away from nowhere, you find that there is very little (if at all) English spoken, and that this is the first time the locals have seen cars like the GT6 or TR6, so they must have created quite a stir at times.

When those of us who had made the 900 mile trip from Johannesburg to the Triumph Sports Car Club of South Africa National Gathering at Sedgfield, we found Bill already firmly ensconced in camp. The trip down for us was not without problems, but that would be a whole article in itself (one which I promise to send you soon - I can hear Bill groaning in agony at the thought of having to hear the story again). Suffice it to say for now, that Triumph Sports

Car drivers must be amongst the most (if not the only) hospitable and helpful people in the world. At our National Gathering, there is a competition between the various centres (being Johannesburg, Durban, Cape Town, Port Elizabeth, Bloemfontein, Pretoria and Border) for a trophy for the best team overall. Here, as Secretary for the Johannesburg centre, I would like to thank Bill for being a part of our team and helping us to take the trophy.

I suppose I should elaborate slightly on what sorts of things go towards the points for the trophy, and more specifically, concentrate on Bill's efforts. The first was the Concours D'Etat and D'Elegance, where Bill prepared his borrowed GT6 and then spent the whole of the afternoon judging the Spitfires and GT6's. One thing he was horrified to learn was how few people knew how to oil their trunnions, and he educated quite a few people in this regard. By the way, although no points were awarded for it, he more than held his own in the continuous beer-drinking competition over the whole weekend. The next morning was a Breakfast Run through the mountains in convoy, in which Bill drove the GT6 there and I hung out of the window taking photographs, and I drove back with Bill hanging out of the window doing the same. He decided discretion was the better part of valour though, when I started hanging the back end out down one particularly hairy section of a mountain pass. Our convoy was pretty impressive and I think nearly caused some accidents, because of people watching us instead of the road.

On Sunday morning, all of us suffering from rather monumental hangovers, Bill nearly suffered the ignominious fate of being run over by a human powered TR5 in our Tug-a-Triumph competition. While our team including Bill, was running furiously towing the TR5 behind us, Bill lost his footing and proceeded to break the record for the crawl (I've never seen anyone scramble as fast). As

a matter of interest, we didn't win this event. Next up was the driving test, and here lies the rub. Again I was Bill's passenger and he put up a very good time. I then took my Spitfire 4 around and set up a fairly good time but thought I could do better. However, if you take a second chance, you forfeit your first time. Nothing ventured, nothing gained, (or in my case, everything ventured, nothing gained). This time I got around the course in a slightly more respectable time, but touched two bollards in the process - add 10 seconds and arrive at the slowest Spitfire in the driving test! For quite a while I had been pestering Bill for a Sports Six Club Spitfire T-shirt and he had promised to see me right. How the hell he had known that I would be the slowest Spitfire round the course, because come prize-giving evening, it had been decided to give a prize to the slowest Spitfire driver and the one to the lowest TR driver. Yes, you've guessed it, the prize was a Spitfire T-shirt. Thanks Bill.

I imagine everyone is getting tired of hearing about South Africa, so I'll give it a bit of a break before treating you to the trials and tribulations of taking a 21 year old Spitfire on a round trip of nearly 2,000 miles, just for a weekend away, through scorching temperatures. It was great having Bill as a visitor, and we look forward to seeing him again, either back here, or on one of my visits back to the UK. This applies to any Sports Six Club member who may come to visit South Africa - we would love to meet you and swap stories. If you are ever out here, you can contact me at this address and at the following telephone numbers:

Gregg Newman
5 Orion Street
Kensington
Johannesburg

Tel: Home (011) 615-5803
Work (011) 683-6868

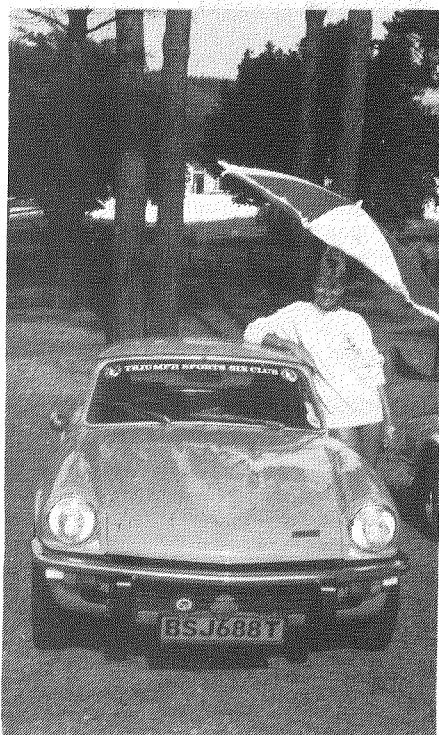
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TSSC CHAMPIONSHIP

NORTH WEALD - ROUND ONE

The day started off with the typical North Weald weather, damp and windy. 9 Club members braved the elements to participate in this season's first event.

Clas A standard cars, was well supported with 4 2-litre Vitesses battling it out. 2 new faces, Johnathan Stevens and Mike Wordill were present, with Geoff Gowers and Trevor Shakespeare, making up the 4. Trevor was the quickest standard TSSC car and he also won an award for 2nd place in class, being beaten by a Lotus Esprit.

Clas B all modified cars. Firstly, I have been informed that due to not enough members registering for this years Championship, classes B - 4-cylinder, B - 6-cylinder and class C have been amalgamated into one class.

This event saw Kevin Ginger's much modified GT6 out for its first event, having worked on it all night with the help of Gareth Thomas to get it built in time. Andy Ridgewell, Paul Unwin and Bill Haseldine were the other contestants. Bill had a spectacular spin on his first timed run but made up for it in his second and won an award for first in class. Paul Lucas was also in attendance but as he has not registered for this years Championship, his results do not count.

Standard	Points	Modified	Points		
T Shakespeare	75.97	10	K Ginger	76.78	10
J Stevens	79.88	7	A Ridgewell	77.77	7
M Wardill	82.58	5	W Haseldine	80.72	5
G Gowers	84.29	3	P Unwin	85.81	3
			P Lucas	73.06	not registered

*TREVOR SHAKESPEARE

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COMPETITION NEWS

57

On May 13th, Kevin Ginger, Martin Brown, Trevor Shakespeare, Nick Halford, Paul Unwin and Bill Haseldine, together with newcomers Mike Wardill, Janathan Stevens and Edward Wilkins lent a strong TSSC presence to the Annual TR Register Sprint meeting at Goodwood. The sprint course comprises a complete lap of the old Grand Prix race track from a standing start, a total distance of 2.42 miles.

During practice, Paul's modified Vitesse MKI developed an ominous rear-end clunk, so he elected to not take part in the afternoon's competitive runs. Kevin, true to form, spun the mid-engined GT6 on the exit from the chicane and started off on his second practice lap with Jon Jackson's post-historic championship winning TR5 in close pursuit. This time Kevin slithered through the chicane in fine style but the TR5 overcooked it, crashing heavily into the concrete barriers, doing serious damage to the rear of the car. A sad sight indeed. To cap it all, Kevin's engine failed a few hundred yards further, sidelining the car of the rest of the meeting. The rest of us fortunately had a less eventful time, with the standard Vitesse MKII Saloons of Martin and Trevor giving notice of their intentions with times in the 121/122 secs. bracket.

Edward, in his standard Spitfire, improved throughout the day to finish on a fine sub-126 secs. run. Nick's best time with the standard GT6 was 130 secs. Competition really hotted up amongst the standard Vitesse MKII's. With this, their first visit to goodwood, Johathan posted 126.96 secs. and Mike achieved a superb 121.11, while 'old hands' Trevor and Martin had best times of 121.02 and 118.99 respectively! Bearing in mind that John Griffith's 1982 class winning time in his much-modified Vitesse was 115.3, you can see just how hard they were trying. In my modified vitesse, I managed 119.51 and so was beaten by Martin yet again! With the GT6 loaded back onto its trailer, Kevin was looking for a 'drive'. Very generously (bravely!) both Jonathan and Martin let him have a go and his best time was 120.51 secs. in Martin's car.

Although we did not collect any awards, we showed that we really can 'mix-it' with the very best of our TR cousins. Many thanks to the TR Register for inviting us to this excellent event and I look forward to next year and the first sub-115 sec. standard Vitesse!

P.S. A personal thank you to Alan, Karen, Robert, Sue, Michael, Annie for feeding me at the campsite. I've just finished the last bottle of that wonderful beer!

REPORTED BY
 BILL HASELDINE



CLUB
TIES!

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

Cheques or Postal Orders should be made payable to the Manchester Area TSSC and forwarded to Andrew Head, 107, Longhurst Lane, Mellor, Stockport, Cheshire, for prompt attention.

NATIONWIDE

AVON AREA NEWS - HILARY OWEN REPORTS:

It's good to see increasing turnouts at our Area meetings, but we know from our lists of members, that there are many more of you out there. So why not come along and join us. Our most recent event has been the Avon/Cotswold/Gloucester/South Wales Inter-Area Skittles Evening. Everyone seemed to enjoy themselves and the Vitesses triumphed (groan!) against the Heralds in an exciting final. South Wales are planning a return fixture in the Autumn, which we are looking forward to very much.

We now have an Avon Area Spares Book, devised by John Etheridge, in which members can enter parts for sale and wanted. The book will be circulated at every meeting, so look out for it if you need to buy or sell spares - thanks John.

Forthcoming Events:

Sunday June 24th - Convoy to BARC Gurston Hillclimb.

Sunday July 15th - Treasure Hunt at Blaise Castle. Meet in the car park at 1.30pm; bring a picnic lunch and come prepared for a stroll through the woods! If you are interested, see Andy and Jane.

As a contribution to the National Recruitment Drive '84, we are awarding 1st, 2nd and 3rd prizes to the most successful Avon Area members in the competition. Come along to the next Avon Area meetings (**Monday 4th June**, 2nd July and 6th August at **The Wheatsheaf**, Winterbourne and **Wednesday 20th June**, 18th July and 15th August at **The Talbot, Keynsham**) for further details of all the above events.

COTSWOLD AREA NEWS - SUSAN IND REPORTS:

Apologies for no reports in The Courier recently. I was not able to attend any of the recent events held, but I hear a good time was had by all who went to the Castle Combe Race Day. I did manage to go to the Birmingham NEC show and it was nice to meet various people who were previously just names in the TSSC.

Meetings are still well attended and the lighter nights will, I hope, encourage more people to join us at The White Horse Inn. I have a few items for sale in 'Parts Mart' if anyone is interested.

CUMBRIA/LAKE DISTRICT AREA NEWS - MALCOLM BUTLER REPORTS:

May's meeting was a poor turnout, with only 5 members attending. Once again, Stuart Larkin (one of our newest members) drove up from Lancaster and Mike Brown and his girlfriend came up from Kirkby Lonsdale. Eddie Evans also had a long drive from Barrow. The whole idea behind moving the Area Meetings was to attract more members from the south part of the county. The Area was set up for your benefit. We cannot organise events like the planned Lakes Weekend without your support (see details below). As Area Organiser, it is up to me to try to develop the meetings, but I need your support; I can't chase after members every time there is a monthly meeting as it would cost me a fortune in telephone calls. So, please, if you are interested and wish to attend these meetings, get in touch with me. If your car is off the road, I'm sure I can arrange lifts but I must know in advance. If I know in advance how many members will be attending, then I can decide whether or not it is worthwhile holding one that particular month and I can let the members who would normally attend know that it has been cancelled. If we don't get more local support, our Lakes Weekend will not get off the ground and I think this will be a great shame, as what we have planned so far sounds really interesting. Below is a list of current Cumbria Area members; if you are on the list and have not attended

any of our meetings, please get in touch with me. I know some members have been in touch to give me reasons for not attending, but I would like to hear from the rest of you:

Name (memb no.)	Name (memb no.)	Name (memb no.)
T Berry (3589)	P Evans (6659)	J Kelsall (3530)
S Berresford (5384)	S Horne (6992)	R Lingard (6747)
P Bramham (6832)	J Hall (2099)	S Larkin
M Brown (5833)	J Hutchinson (6024)	P Moody (5968)
P Blight	M Jupp (1867)	D O'Donnell (5136)
M Bewlett (2957)	D L Roberts (3007)	J Weightman (6400)
P Briggs		

The next meeting will be on **Wednesday June 6th** at 7.30pm in the bar of The Low Wood Hotel, on the main Keswick/Ambleside Road, opposite the Lowood Water Ski Centre.

Lake District Weekend - September 8th & 9th: Steam engine excursion; boat trip and disco on Lake Windermere; interesting old car collection tour plus lots more. Will any Area or groups of members wishing to attend, please get in touch with me a.s.a.p., so I can get a rough idea of numbers, to enable me to book the boat, steam engine and camping facilities (see tel. no. on inside back cover).

DEVON AREA NEWS - GARETH BEECHING REPORTS:

Although there has been a lot of discussion recently concerning the Totnes venue, the Spares Auction held on Sunday 29th April was the best ever attended meeting; the room was crowded to capacity, including quite a few new members. 'Hyena' Atkinson and Richard Bruford have found an alternative venue nearer the A38, and the issue will again be discussed (hopefully to a conclusion!) at the May meeting. A further report will follow in next month's issue. A very full calendar has now been arranged for the summer months, so please note the following dates in your diaries:

June 3rd - Stag Owners Club meeting and Treasure Hunt. Lunchtime at Lord Haldon Hotel, Dunchideock.

June 10th - Paignton Zoo Car Show. Meeting Seven Stars, Kennford.

June 17th - Somerset Area Treasure Hunt.

June 24th - Cornwood Rallye. Meeting Dartmouth Inn (our other venue).

June 28th - Convoy Run to Somerset Area Meeting nr. Taunton (leave Exeter Services 7.30pm).

June 30th - Sidmouth College Car Show.

July 1st - Powderham Rally (Vintage & Classic Car Show).

July 8th - Devon Area Concours, on Haldon - followed by: Meeting, Seven Stars, Kennford (food available).

July 29th - Meeting: Dartmouth Inn, (our other venue).

Aug. 11/12th - Yeovil Festival of Transport.

Aug. 12th - Meeting Seven Stars, Kennford.

Aug. 18/19th - Shire Horse Centre Open Weekend and Car Show.

Aug. 26th - Meeting: Dartmouth Inn (our other venue).

If you have any queries concerning Area events, or other points or problems, ring the Area Organiser, Mike Atkinson (details in back inside cover), or myself on colaton Raleigh 68777 or the Car Show Organiser, Steven Ash on Plymouth 43948.

ESSEX AREA NEWS - BARRY THURGOOD REPORTS:

As we enter the summer, the number of events to attend is on the increase; so, just to complicate matters, there is a Summer Fun Event on the weekend of 21st/22nd July, to be held at The White Bear. There will be a disco, live music and a barbecue on the Saturday and a Triumph Day on the Sunday, with not only the TSSC but other Triumph Clubs and possibly some of the un-mentionables. Overnight camping is available in the field behind the pub and the Landlord is laying on an open air bar for those who wish to give their liver a bash. Please either ring me or nag me at our meeting if you would like to attend. Oh, and by the way, there will be a small charge of a few pounds, all cheques, credit cards and negotiable values to the 'Buy Barry A Six Branch Exhaust Fund'.

For those who haven't attended our new venue or have been put off, please give us a few months to settle down. I understand the Car Boot Sales won't be every month and we do have the advantage of a separate (sometimes cold) room for our use. **Next meeting 10th June - hope to see you there.**

SOUTH HERTS AREA NEWS - JEREMY HURST REPORTS:

All arrows pointed towards The Coach & Horses for another full house on our April Club night, except, that is, for Pat's arrows, which all seemed to head for the bulls-eye! Well done, Pat, for winning our darts competition - hope you enjoyed the chocs. Don't forget the South Herts Heraldry Run - our Treasure Hunt with a difference. It'll be less taxing on the 'grey matter', but more fun than our previous Hunts. Taking in some of the ancient relics of Hertfordshire (including some Triumphs), we will be picking up clues, ably compiled and hidden by Jeff Moore. Meet at The Coach & Horses at 2pm on Sunday, 3rd June; just bring £1 per car and driver, plus 50p per extra person and some petrol. Below is a list of forthcoming events:

Sunday 1st July - Whipsnade Zoo & Picnic Run.

28/29th July - Night Rally (provisional date).

1st Sept. - Annual Barbecue.

30th Sept. - Treasure Hunt.

3rd Nov. - Halloween Costume Party.

Quite a year ahead, so if you haven't yet, come along and join us!

GLOUCESTER AREA NEWS - JUSTIN BARWICK REPORTS:

A smaller meeting in May, but just as enthusiastic. It was good to see a couple of Spitfires, especially now I've just bought one. There are still plenty of people in the Area not coming to the monthly meetings. I hope to see you in the near future. I would just like to take this opportunity to apologise to Chris Owen for missing the Skittles Match - next time I'll make it. **The next Area meeting is on Tuesday 12th June** and there will be a 'Spares Special', so, if you have a few odd spares lying around at home, bring them along to swap or sell. Please also write them down to put on the notice board. Other surrounding Areas are welcome to bring their spares box.

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

Sorry that we didn't get round to doing last month's report, but thanks to Chris for stepping in at the last minute. There are a couple of events taking place over the next month to which we hope to attract large attendances. The first is a 'Boot Sale', on the evening of Tuesday 19th June. It would be nice to see a record number of cars for this, as there is a very large car park at The Grasshopper Inn, so please make a special effort to come along and bring any spares that you wish to sell. We would especially like to meet all those new members that have come to

our meetings only once, and those members that don't attend regularly, as well as the loyal people whose support we appreciate.

The second event is The Bromley Pageant of Motoring, on Sunday 24th June, sponsored by Practical Classics car magazine. This year the Club will be represented by West Kent Area members. There will be a stand selling Club Regalia and a display of Club vehicles. Any offers of help for running the stand on the day would be appreciated. For more details, contact Richard Francis on the telephone number on the inside back cover.

LEICESTER AREA NEWS - MICK MAIDMENT REPORTS:

April saw a very pleasing turnout, with a good selection of Club cars lined up at The Bath Hotel and a couple more new members on the night - welcome aboard Kev and Jane. You will see that the committee have put together a diary of events for the summer: A lot of effort will go into organising these events and maximum support this year will really be appreciated. You should all have personally received a diary sheet - don't just throw it in the drawer with your Courier, put some dates in your diaries or better still, give me or Mary Thorpe a ring and make a definite booking. See you all at the next meeting.

Forthcoming Events:

Sunday 3rd June, 12 noon: Local Concours.

Friday 22nd - Sunday 24th June: Pony Treck, Brecon Beacons.

Thursday 28th June, 8pm: Area Meeting Barbecue.

Sunday 1st July, 12 noon: Noggin and Natter with Car Admiration.

Sunday 22nd July, 10.30pm: Annual Touring Run (details T.B.A.)

Thursday 26th July, 8pm: Area Meeting, Noggin and Natter.

Saturday 4th August, 10am: Leicester Area National Event - Herald Silver Jubilee, at Stanford Hall, Lutterworth.

Sunday 5th August, 10.30am: Treasure Hunt from Stanford Hall to Sunday Meet at The Bath Hotel, Shearsby.

Thursday 30th August, 8pm: Area Meeting (details T.B.A.)

Sunday 2nd September, 10.30am: Standard Triumph International Rally (S.T.I.R.), Broughton Castle, Banbury, Oxon. Convoy from The Bath Hotel, 10.30am (NO LOCAL SUNDAY MEET).

Thursday 27th September, 8pm: Area Meeting (details T.B.A.)

NORTH EAST AREA NEWS - TONY LAMBERT REPORTS:

Our new venue has proved a great success as attendances have risen steadily each month with new members coming along to swell the ranks. An outing to Beamish Museum is arranged for Sunday 17th June. Those who wish to go, should meet at The Shepherd and Shepherdess, Beamish at 12.00 noon on the 17th.

NOTTS AREA NEWS - GEOFF FLETCHER REPORTS:

Thanks for everybody turning up to make an enjoyable evening. Thanks to Pat for the raffle. Well done, Alan, for winning the competition on a tide breaker. Hard luck, Dave, your joint score of 15 out of 16 was excellent. Hope to see past and present member's faces at the National Concours, best wishes to all of you.

SALISBURY AREA NEWS - PETER ELLIS REPORTS:

As we have grown too big for The Greyfisher at Salisbury, from next **June 7th we will meet at The Three Crowns Inn, Whaddon.** This is about 2 miles outside Salisbury, just off the A36 Southampton Road. Hope you can find it.

SCOTLAND EAST AREA NEWS - IAN WHEATER REPORTS:

To begin with, apologies for no news letter in last month's Courier. Pressure of wife and work to blame!

At our next meeting in June, we will be discussing the forthcoming Triumph Day at the Bo'ness Steam Railway Centre on 1st July. A good turnout is requested, as the entrance fee at £1 per form/competitor is very reasonable. All entrants should be there for 10.00am as the Forth Shores Rally or procession leaves at 10.30am; this includes the two Bridges and should be a good trip. Then, at 2pm, we will be holding the concours/competitions etc. Also we are trying to arrange another Treasure Hunt on or near Mid-Summers Day - more details of this will be given at the June meeting. Finally, thanks to all members who turned up at our last meet.

SCOTLAND SOUTH WEST AREA NEWS - NIGEL WADDELL REPORTS:

Summer has begun, so rumour has it, and we can put the tops down and head off every second Wednesday of the month to the lovely, quaint, wee Inn called The Beech Tree in Dumgoyne.

This superb hostelry is situated at the roadside of the Glasgow, Aberfoyle A81 road to the Trossachs, just beyond the village of Strathblane. A most enjoyable evening out, sipping pints of amber liquid beside the ducks in the garden and discussing the finer points of replacing universal joints.

We hope to see all members joining us at some time throughout the coming months for a natter, and any members wishing to visit from Ayrshire can arrange for a lift from John Malcolm, by 'phoning him on Dalrymple 624. If anyone would like to have a monthly meeting in Ayrshire, please 'phone the same number and maybe a meeting could be arranged for the first Wednesday of each month.

We have no events arranged as yet but will endeavour to support any local happenings and maybe a run to the Lake District to their do.

SOMERSET AREA NEWS - WARREN REPORTS:

What a remarkably good turnout at the April noggin and natter! It must have been upwards of 15 members, and possible future members in attendance! Very good, very good, keep it up! We may break all records soon? The more the merrier, as tiz often said! May we extend a welcome to any other visitors to this part of the country, should your holidays etc., coincide with our Area Meeting date (last Thursday of the month). You are most welcome to come over and join us.

Recently some of our local members joined the Exeter Area's recent Treasure Hunt; we won't mention any names, but the most points were gained by a Somerset driver! Which just goes to show, you don't need any local knowledge of the countryside! By the way, it was felt that some of the 'directions' were a little ambiguous; also, how many white gates were there, in fact? P.S. What did happen to that yellow Spitfire? It was seen to leave the starting area and was seen, briefly, en route, (though, admittedly, it seemed to be going the wrong way). But where was it at the finish? Missing? Presume lost!!

** A date for your diaries: June 17th - we are organising a Treasure Hunt in our Area. All those wishing to take part, please converge on The Walnut Tree, in North Petherton, (on the A38) at 2.30pm. Assemble in the car park, for an approx. 3pm start. You may, if you wish, have a snack lunch at this establishment before departure (very good nosh too). Also, 'Somerset Sheepskins of Street' have offered a prize of a pair of sheepskin front seat covers (colour of your choice) - so come along and have some fun.

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THAMES AREA NEWS - MIKE CREWES REPORTS:

Yet another quiet month, with all effort going into SEM '84, which we believe, was a success (see report elsewhere in The Courier). Sorry to those who turned up on the Sunday due to a misunderstanding - next year we'll do better. Thanks are due to the small bunch of hard workers who made it possible, you know who you are, so do I. Now gang, where were you when we needed people at the gate? Yet again, the small bunch of enthusiasts gave up their day in long stints, along with a couple of non-members, yes, non-members, and members who joined on the day. This is not good enough folks. Next year had better improve! Anyway, the organisation for next years SEM '85 will begin soon, volunteers required.

By the time you read this, the NEC, MOTEC and sundry other events will have passed, so here's to June. **Meetings on 7th, 21st and 5th July.** Hopefully 21st June will see an Auto-Gymkhana at The Firestone. Next month I'll tell you how the Treasure Hunt went.

TRENT AREA NEWS - MIKE COSTIGAN REPORTS:

Our May meeting was, again, well attended, with visitors from as far afield as Doncaster, Coventry and London! Our fame is spreading! We seem to provide a useful staging post for John Kipping's spares delivery service, with several large boxes of parts changing hands for distribution throughout our Area (and beyond!).

This month, if the weather is reasonable, we may have a short run out to a nearby country pub, so if at all possible, turn up at The Robin Hood by 8.30pm. If you are late, don't worry, detailed route instructions will be left at the Reception desk for you to follow on (in any case, Andy Jones will probably still be in the bar enjoying his barbecued sausages - I think he now has a standing order with the hotel!). Make a note of the date: **June 7th at The Robin Hood, Newark.** I look forward to seeing you then.

SOUTH WALES AREA NEWS - TIM DAVIES REPORTS:

An excellent turnout for the May meeting with 30+ members. The Club regalia sold well, and Tim Frenzel produced some great T-shirts with the Club insignia and 'South Wales' printed underneath @ £3.00 each and available in many colours. The Skittles Evening was reported as a great success with South Wales the victors. Plenty of new and old spares available, see John. Lots of future events planned - come early if you want a seat!

NORTH WALES AREA NEWS - PATRICK FALEUR REPORTS:

To those who thought this Area had died a death - NEWS! We are still alive and kicking. Mike Steward, our previous Area Organiser, has not renewed, so I was asked to 'front' the Area. We, in fact, have been meeting regularly, but unfortunately, members were unaware of this. I would like to thank Mike for all his work and look forward to his continued attendance at meetings.

During the summer months we plan to meet twice monthly: first at a fixed venue on the second Tuesday of the month; second on the fourth Tuesday at a variable venue, to be decided at the first meeting. This month we had a very good turnout at The Fox & Grapes, Hawarden and we are meeting again at The Golden Lion, Rossett. **See you at The Fox & Grapes on 16th June.** This venue may change, so watch this space.

WESSEX AREA NEWS - JEREMY WOODWARD REPORTS:

First of all, news of our long-awaited Treasure Hunt: the date is June 24th, the time 10am (don't be late!) and the place is The Skittlers, Broadstone. Also may I remind you of the Motorcade '84, organised by the Wessex Vehicle Preservation Society to be held on June 10th. I am arranging a Club stand, using John's Vitesse,

Johnathon's Spitfire and Neil's GT6 (OK Neil?). This is a worthwhile event, with lots happening. Just 'phone if you require details. Finally, our Sunday meeting has **changed back to The Fox and Hounds, the next one being on May 27th, lunchtime.**

WEST MIDLANDS AREA NEWS - JOHN COX REPORTS:

The April meeting at The Sportsman was attended by 43 members and guests, who were treated to an excellent Question and Answers session, with Mr Keith Bowyer answering all the questions. Australian Keith restores Austin Healeys for a hobby. Thanks, Keith - it was good on ya cobber. Thanks also to Ann Rowley for arranging the evening.

Diary Dates:

Sunday 10th June - Lunchtime at The Belfry, Sutton Coldfield.

Saturday/Sunday 16th/17th June - Fun Weekend; organised by Steve and Michelle. This is at Hampton Loade on the River Severn, between Bridgenorth and Bewdley, on the west bank (that's the side nearest Wales). Bring your tents, shorts, running shoes and Alka Selters. No doubt the Worcester Area will again challenge the W. Mid's superiority, or perhaps some other Area fancies their chances at 'Welly Wanging' etc. We look forward to seeing you all.

Thursday 28th June - meeting at The Bull, Shenstone.

Forthcoming Star Event:

Saturday/Sunday 16th/17th July - 2 Day Event. This event, to be held at The Sportsman in Coventry, will be on the line of the Badminton Horse Trials and is organised by Jeff and Julie Baker. The event comprises of a TSSC Horsepower Trials, Disco on the Saturday night, camping at the rear of the pub. It all sounds good fun so try to make it. More details in next months Courier or ring Jeff and Julie 0203-81600.

NORTH YORKS AREA NEWS - SALLY HURD REPORTS:

It was great to see everyone again after two months, having got used to the routine of feeding, changing and washing for two. Stick to cars, those of you contemplating children, they don't get you up in the middle of the night! Incidentally, the turnout at North Yorks meetings is 33% of our total Area membership - pretty good eh? We welcomed Chris Clarke and his wife from Ripon and re-welcomed Fred Brown with his immaculate GT6 (look out all entrants for the North Yorks Concours; it'll take a lot of beating).

This year's Concours and Moors Run is on Sunday 2nd September; the venue, as promised, has changed. It will be held at The Blacksmiths Arms Hotel, Hartoft End, Rosedale Abbey. There are camping facilities on site and bar meals are also available. The day will follow the same pattern as before: Meet anytime after 9.30am; judging takes place 11.30am onwards; Moors Run will start at 2.30pm. See entry form for details in 'What's On Next' section. Any queries and all entry forms to me by 10th August, 1984.

The other forthcoming event is a Day Out In The Dales, provisionally organised (depending upon the numbers) for Sunday July 15th. The starting point is Main Street, Boroughbridge at 11.00am. The route is one of the many possible scenic rides through the Wensleydale, Ribblesdale and Wharfedale areas of the Yorkshire Dales National Park. All those interested contact Stephen Boyne on York 39420.

Next meeting - The Bay Horse, Murton, nr. York on June 6th. See you there.

SOUTH YORKSHIRE AREA NEWS - CHRIS STABLER REPORTS:

Another good attendance this month, but there are dozens of other South Yorkshire members out there somewhere - where are you all? You'll be happy to know the

lovely Janet is now much better, but we were shocked to hear her bottom had fallen off and had to be welded back into place. Ian will have to be very careful (and gentle!).

Coming Events:

June 23/24th - Rotherham Motoring Weekend and Tattoo at Herring Thorpe Playing Fields. Meet at Brekkes pub on A630 nr. Rotherham, 9am on 23rd. All welcome. Further details from Mark Turner on Rotherham 540156.

8th July - Convoy Run and Picnic at chasworth House. Meet at the Lumley Arms, Maltby, 10am.

To all you proud owners of Rotoflex rear suspension, learn from my mistake - never, never use anything but genuine Rotoflex couplings; they are well worth the money. Also, keep an eye on your transverse leaf spring - they break with monotonous regularity.

STOP PRESS:

MANCHESTER AREA MEMBERS PLEASE NOTE that your meeting place has been changed from The Bull's Head at Altringham to The Medway Hotel, Newbridge Lane, Stockport - meeting nights remain the same, namely on the third Thursday of the month.

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BILL SUNDERLAND - EDITOR.

CAR MART

Will sell Triumph Herald Conv. 13/60 without engine OR will buy suitable engine, registered 1971 - must be in good cond. Interested? Contact: K Needham, tel: (S. Croydon) 01-668 4347 - non-member.

1200 Herald Estate, 1961: Family owned from new; 45,000 miles. Well maintained and in excellent cond. Recent respray. Stored for the last year. Contact: Mr Hughes, tel: (Maldon) 0621-54760 - non-member.

Vitesse 1600, 2000, MKI: Abandoned projects, collectors pieces - you collect the pieces. £140 ish each plus many other spares. Contact: Frank, tel: (NI9) 01-2726907 - 84/3489.

Herald 13/60 Saloon, 1970: B.R.G.; 40,000 miles. Exterior/interior exceptional cond. Original throughout - 'Granny's old baby'. Recently highly commented in the TSSC S.E.M. Offers invited. Contact: N Brownlow, tel: (Cardiff) 0222-371736 - non-member.

1971 Herald 13/60 Conv. MOT failure. Good mechanically but with usual body problems. £75. Contact: D Brown, tel: (Louth) 0507-604958 - 84/7308.

1966 Bond Equipe GT: MOT until Aug. Black with original interior. Also 1966 Bond Equipe GT for spares inc. 13/60 twin carb engine with O/D. £400 the lot. Contact: Jim Ward, tel: 021-523 5116.

1969 MKII Vitesse Saloon. Excellent cond. Just needs finishing. C/w sound 18 x 9 concrete garage. £850. Contact: Ron, tel: (SE) 01-8556587 - 83/5715

Herald 13/60 Conv. 'EGO 404J'. Good white bodywork, excellent runner. 1 year MOT, taxed. £650. Contact: E Anderson, tel: Hurstpierpoint 834356 - 84/7020.

GT6 MKIII 1973: Cloth, tints, O/D, servo, H/rests. Rebuilt engine, clutch, brakes. New sills, front wings, bumpers. Superb cond. £1,500 o.n.o. Contact: Barry Fellows, tel: (W. Mids) 021-559 2392 - 82/4341.

Vitesse MKI 2L Saloon: Sunroof, sound chassis, fair bodywork, no bonnet. For spares or restoration. Also 13/60 Saloon in similar cond to Vit but excellent mech and tyres and both £75 each o.n.o. Contact: G F Lebohn, tel: 021-3587418 - non-member.

Bond Equipe MKII, 1969, 2L: One owner; excellent cond.; 3.63 axle; retrimmed; re-sprayed original colour; long MOT. Must be seen. £1,000 o.n.o. Contact: Geoff Brown, tel: (Bristol) Winterbourne 776074 - 83/6258.

Vitesse MKII, 1969: MOT Apr '85. Bills for recon diff, engine (30,000 miles). Chassis sound, well Waxoyled last 5 years. Recent dynamo, water pump, trunnions, brakes etc. Needs rear valance. £595 o.n.o. Contact: D McFadyen, tel: (Bristol) 0272-41638 (eves) - 80/01683.

GT6 MKIII, 1972: Blue; MOT Mar '85; 59,000 miles. £850 o.n.o. Contact: Gary Pither, tel: Tunbridge Wells 43983 - 83/5184.

Herald 1200 Saloon 1970: Bodywork reasonable, chassis sound. Complete new exhaust. Recon. gearbox. Rear axle overhauled. Well maintained. Two owners from new. Many extras, spares. 2 months MOT. Clutch needs attention. Any reasonable offer. Contact: Mr P Duerden, tel: Burnley 53229 - non-member.

GT6 MKII: 'J' reg; taxed and MOT'd; recent new gearbox and O/D. Good engine. Structurally sound. £550 o.n.o. Contact: J A W Patten, tel: (Cheshire) Winsford 52778 - non-member.

Spitfire 1500 Conv., 1979: 'V' reg; long tax and MOT. Waxoyled. New BL exhaust; matched good tyres. Average mileage. Excellent body and interior. Tonneau, s/top cover. £2,175 o.v.n.o. Contact: Andrew Clamp, tel: (Burton-on-Trent) 0283-217527 - 83/6228.

1966 Vitesse 1600: MOT; Gunmetal. Been in daily use. Needs attention all round. Health fr ces sale. Workshop Manual/Parts book and assorted spares included. £125 o.n.o. Contact: Mr A Noyes, tel: Reading 876750 after 6.30pm - non-member.

Herald Estate 13/60, 'J' reg, 1970: excellent all round cond., rebuilt engine and gearbox 8,000 miles ago. Good tyres, Halogen head lights, radio, taxed and tested. £675 o.n.o. Contact: P Wyatt, tel: Stratford-on-Avon 69565 (evenings) - 83/7055.

Bond Equipe Conv, 1969 2L MKII: 44,000 miles from new, original invoice, warrenty papers etc. Service history, O/D. Seen at S.E.M. last month. V.g.c. inside and out. Offers around £1,000. Contact: N Waight, tel: Epsom 21094 - 78/335.

Vitesse MKII Convertible, 1969: O/D, Jasmine with white hood, bootrack, MOT to May '85. 2 owners. Full history. Remarkable cond. £1,990. Contact: W Pound, tel: (SWI) 01-629 0078 - non-member.

Vitesse Estate 2L, 1970: Genuine, original body. One of 20 produced. One owner. 41,000 miles. Excellent mech. cond., sunshine roof, O/D and other extras. Offers please to P M Hatz, tel: (Kent) 01-467 1166 - non-member.

1968 Vitesse MKI Saloon: Sunroof, Valencia Blue/tan trim. Attractive appearance. 12 months MOT. £650 o.n.o. Contact: Robert Morton, tel: (Manchester) 061-962 3831 - 83/5580.

Convertible Vitesse MKII. 68,000 genuine miles, unused and garaged past 5 years, sound example, needs tidying, chassis etc. Good car. New outriggers. £500. Contact: Nick, tel: Stoke Mandeville 2801 eves or High Wycombe (0494) 36481-5 days.

Vitesse MKI 2L, 1967 (non-O/D). Runs well but needs work for MOT. Would be good restoration project of may split for spares. £95 o.n.o. Contact: M Viner, tel: 01-359 6355 (after 6pm) or 0794-23254 (car in Hampshire) - non-member.

GT6 MKII + 2 end '69. Red. Lovely cond. Family pet from new. Recon. engine and recently had new back suspension, rad., alternator and body restored. Regretfully for sale £1,800 seen Hampshire. Contact: Mr and Mrs Collins, tel: 01-942 6036 - non-member.

Spitfire MKII, 1966: soft top, Signal Red. Personally recon engine. Garaged and unused since MOT Nov '83. Tonneau cover, spare engine and gearbox, beautiful cond., genuine reason for sale. £640. Contact: Alexis, tel: Slough 22647 - 83/6450.

1974 Spitfire MKIV: Pimento, 65,000 miles, rebuilt engine. Many new/recent parts inc. Spax adjustables all round. Brand new soft top (also hard top), 5½J steels. 6 months test; 5 months tax. Original, no floor rust. Offers over £700. Contact: Richard Flower, tel: (Cheltenham) 0242-510145 - 81/3312.

Spitfire MKIII, 'G' reg. Red. Abandoned project. Hard top/soft top. Excellent tyres. Host of spares. £135. Also garage clearout: pair Spit. doors MKII/III, gearbox 13/60, rad. early Spit., Herald rad. Loads more. Contact: Mike Kitchen, tel: (Herts) Weston 505 -82/4207.

13/60 Herald Convertible, 1971: Saffron, resprayed, superb example; less than 10,000 miles since total engine rebuild (Stage 2), brand new MK4 O/D gearbox, uprated rear suspension, alloys. Many new parts, fast and economical £975 o.n.o. Contact: Andy, tel: (Cambridge) 0223-840236 - 80/1155.

13/60 Estate: Royal Blue, genuine 58,000 miles. Excellent engine, new dynamo, battery and clutch. New set of 5 tyres. Excellent, reliable runner with long MOT. Replaced both doors and tailgate. Bonnet needs slight attention. Reluctant sale. £285 o.n.o. Contact: Mr V Vranic, tel:(Redditch) 0527-61319 - non-member.

GT6 MKIII: Stainless exhaust, electronic ignition, guaranteed mileage 36,000. Carefully maintained. One owner since new. Totally original inside and out. Full service history. Reluctant sale at £1,500. Contact: Mr Henry Handley, tel: Kettering 85008 - non-member.

Herald 13/60 Saloon 'J' reg. Sienna Brown. Very smart. In good condition. 11 months MOT. 50,000 miles only. £350. Also 'G' reg 13/60 Saloon: Good chassis and mechanics. Tatty bodywork. £50. Tel: Stewkley 480 (nr. Leighton Buzzard) - non-member.

Rare opportunity 13/60 Estate: Conifer Green, 12 months MOT,; 2 owners from new. Recon engine. Rust treated from new. Enthusiast maintained. Chassis in excellent cond. Halogen headlights. 4 good tyres. New battery. £200. contact: Roger Colwell, tel: (W. Sussex) Lancing 750085 - non-member.

Herald 13/60 'J' reg: Body poor. Sell as complete car. Offers? Will break for spares. Offers? Good for restoration or base for kit. This car must go! Contact: J Kneen, tel: (Merstam, Surrey) 07374-4185 - 81/2216.

Spitfire MKIV, 1973: Mech. well maintained. New gearbox and carbs. Good white body and soft top. Average mileage. Tax Sept. '84, MOT Nov. '84. £700. Contact: Jane, tel: 01-7897099 (weekday eves) or (Bournemouth) 0202-420362 (weekends) - 83/4454.

1967 MKI GT6: White; wire wheels; new clutch; new rack; rear suspension overhauled. Very sound and original. Radio/cassette. 12 months MOT. Waxoyled. HRW. £650. Contact: Russell, tel: Medway 363689 - 83/5621.

GT6 MKIII, 1971: Engine rebuilt and balanced. New clutch and exhaust. 4 good tyres. Kenlowe. Electric ignition. One years MOT. Excellent bodywork. £1,575. Contact: P Boxshall, tel: Maidstone 46281 - non-member.

Spitfire 1500, 1977: Brown; hard/soft tops; low mileage; cylinder head modification; radio; Ziebarted; MOT until Sept., taxed until Oct. £1,350 o.n.o. Contact: B Davis, tel: (Milton Keynes) 0908-668921 evenings and weekends - non-member.

Vitesse Conv. MKI, 2000cc, 1968: White; MOT Oct. '84. £300+ recently spent on engine rebuild, exhaust etc. Body and chassis good. £850 o.n.o. or take Spitfire MKIV in P/E. Contact: G Smith, tel:(Heathrow area) 01-759 9652 - 81/2295. No time wasters please.

Vitesse 2L MKII, 1969: 5 months tax, MOT, O/D, Valencia Blue, reasonable cond., runs well. £350 o.n.o. Spares from broken Vitesse also available. Contact: Sean, tel: (Newport) 0983-525003 - 84/7564.

Spitfire MKII: Taxed and MOT'd Sept. '84. Recent carpets, floor pan, carbs, sill, clutch and slave door skin. Used daily £235 o.n.o. Also some MKI parts. Contact: John Loveridge, tel: Watford 25646 - 83/6071.

Bond Equipe 2L GT: 'G' reg. 1969. Partially restored. Needs tidying internally. Possible respray. One year MOT. Sensible offers over £300. Contact: Mr C Green, tel: (Surrey) Worplesdon 233200

Spit. MKIV, 1300cc, 1971. Needs good home with T.L.C. Excellent wheels/tyres, exhaust, battery, h/s tops. Body, g/box and engine need attention. MOT Oct. Running just! Contact: S Probin, tel: 0492-622511 - non-member.

Courier Van, 1962: 69,000 miles with window conversion. 2 owners from new. Full service history. Good chassis and body, little mechanical attention required for MOT. Collectors car, ideal for enthusiast. £375 o.n.o. Contact: A. Farndon, tel: (Hampton) 01-979 3973 - 82/4162.

PARTS MART

71

Spitfire MKIV secondhand 1½" SU's on manifold, £15. Exhaust manifold, £10. Main/dip switch (works), £8 plus all postage. Contact: Gary Smith, tel: (E Sussex) Polegate 6981 - 83/6846.

Herald spares for sale: G reg. radiator, heater plus many more. Will swap radiator for 1961S model. Contact: Kenneth Pickles, tel: (Lancs) Colne 868471 - 84/7466.

Vitesse brake master cylinder as new, £15. 4 13" spoked wheels c/w adaptors and nuts, sandblasted and primed, £50. Contact: J Ashmole, tel: (Spalding) 0406-370188 - 83/6249.

Breaking Vitesse MKII - all parts available except running gear, bonnet and radiator. Roof unit has sunshine roof. Also doores, bootlid, rear body section, seats, front valance. Contact: Peter Godwin, tel: Beconsfield 5040 (eves/weekends) - non-member.

Herald 13/60 Conv. rear body: tatty but restorable, £25. 13/60 bonnet, same cond., £10. Contact: Paul Johns, tel: (Wantage) 02357-68749 - 83/5216.

Brand new rear wing for Spit. 3 N/S £30. Also Spit. 4 O/S £40. Vitesse front valance £50 plus secondhand parts. For further info contact: South Wales Spares Co-ordinator, Keith Sturgess, tel: (Doncaster) 0302-855198 (after 5.30pm) - 83/6917.

South Wales Area Spares: New BL 149770 lower wishbones, 214614 outer ½ shaft GT6/Vit. 911102 headlamp surround Spitfire. 903132 seat panel Spit IV/1500. 100431 crank gearwheel. 303697/8 Herald doorlocks. Also breaking Spit. MKIV plus many used parts. Contact: John Reese, tel: (Rogiet) 0291-421264 - 83/5837.

Spitfire 1500 - brand new crankshaft and flywheel, offers? Vitesse servo (new), offers? Many other S/H MKIV and 1500 bits inc. front and rear springs, seats, 4 x wires (damaged splines) and tyres 185 x 13, 165 x 13. For prices/offers contact: Phil Willson, tel: (Sidcup) 01-302 0059 - 84/7137.

Breaking accident damaged Spitfire MKIV: Most parts inc. interior instruments, door, bootlid, etc. Also Herald spares and 2 Heralds for sale, offers? Contact: S Thomas, tel: (Bognor) 024-369 4405 - 84/7087.

Spitfire MKIII spares: sets (nuts) chrome wings; octagonals, £20; wire wheel converters, £40 set; roll bar £4; gauges £2 each; wood steering wheel £4; fuel pump £3; towbar bracket £3; headlamps and surrounds £3; single carb and manifold £4; MK4 front exhaust (new) £5. Contact: J Astley, tel: 0533-875075 - 84/6338.

Spitfires MKIVs, breaking: all parts available at very reasonable prices; front wishbones c/w spring, caliper, disc etc, £15; diffs £35; half shafts c/w hubs, £15. MKIVs always wanted. Contact: N P Card, Spit-Bits, tel: Reading 884371 - non-member.

Roll over bar, Alleybar for Spitfire MKI-IV. Reason for sale, gangly legs - major surgery too expensive. Reluctant loss. £40 o.n.o. Contact: Ian, tel: (Banbury) 0295-59384 - 84/7720.

Vitesse MKII 2L complete front suspension and brake assys, £20 pair; petrol tank, £8; front seats (blue), £5 pair; GT6 MKIII diff 3.89, £40; petrol tank, £8; pair new inertia reel seat belts, genuine BL, £20; various PI spares inc. new injectors. Contact: Stephen Phillips, tel: (Tottenham) 01-8014577 - 82/3806.

Spitfire MKIV, 1972 for spares or repair: body tatty but sound. No roof, engine runs OK. £150 o.n.o. or will split if sufficient interst. Contact: Chris Brown, tel: Swindon 762778 - 83/6504.

Herald 13/60 Estate, breaking for spares: Good engine and gearbox, plus many other good parts. For further information, contact: Ian Wheeler, tel: (Fife) Cupar 54796 after 6pm - N/A.

5 painted wire wheels; 4 adapters with spanner, £40. Early Spit. (poss. MKI or MKII) folding hood frame over center fitting header rail, £5. Pair MKIII Spitfire 1½ SU carbs c/w manifold and air cleaner, £25. Spit. MKIII engine - needs rebuild ring. Contact: P E Laxton, tel: (Essex) 032745-54736 - 81/2050.

Hillclimb GT6 complete rear suspension, brakes, adjustable shocks, new couplings, trunnions, recon. spring, £75. 3.89 diff, £35; new boxed twin 40 wevers, £80; doors £15; rear hatch with wiper £20; bodysell with bonnet, £50. Also Spit. suspension. Contact: Derek Burdekin, tel: Coventry 616202 - 80/01645.

Breaking Vitesse Conv. MKII with O/D. Contact: Jim Crick, tel: (Enfield) 01-363 3949 - 84/7334.

Spitfire Parts, mad prices; moving house so everything has to go. Inc. MKII rad., complete dash, MK4, twin carb set, 5 x 'oval' wheels, soft top, fuel tank, water pump, rev counter and speedo, exhaust manifold etc., etc. Contact: Tim, tel: (Bromley) 01-464 1031 after 5pm - 83/6314.

I pair late type reclining seats for Spitfire/GT6 in black and white Houndstooth cloth, with headrests. In perfect, new cond. £110 + carriage. Spit IV/1500 tonneau in good cond., £15 + carriage. Balupunkt MW/LW radio with speaker, £10 + carriage. Tel: (Leicester) 897361 (eves) - non-member.

Four 4½ x 13 wheels from GT6 MKIII/Spitfire IV with worn tyres, £15 o.n.o. Contact: M Osland, tel: (Purley) 01-660 8500 - 83/5588.

Herald O/S door; r/valance; stg/rack; 13/60 Estate glass, chrome trim, f/grill, prop-shaft; bumper rubbers; r/lenses; diff d/shafts; w/washer; starters; p/pumps; w/motors; speedos; gauges; coils. Standard 10 heater; lamp units; door handles; switches. Many other items. Triumph 1300 (FWD) new rear bumper. Contact: B J Monk, tel: (Twickenham) 01-894 6392 after 8th June - 83/5244.

Triumph six engine (No. HC 58773HE). Thought GT6 or Vitesse. C/w carbs (Strombergs), air cleaner etc. Offers around £50. Must clear as sold Triumph! Contact: A W Jenkins, tel: (Cambridge) 022026-3751 - non-member.

Herald/Vitesse spares: Complete set BL outriggers, £45 o.n.o. Good roof with sun-roof, £25. Plus many other parts. Please contact Gary Flinn, tel: Derby 882690 - 5884.

Clearing bits from 948 Herald: All seats and trim panels, g/box, boot lid, bonnet handle and other trim parts. Contact: Mike Smith, tel: Baldock 892814 - 81/2461.

Swop my new, unused crankshaft for GT6 II/III, Vit II for Spit. MKIV gearbox and O/D and mounting plate. Also swop 5 x 5½J Dunlop oval hole wheels (like GT6 MKIII) with poor tyres for 5 x 4½J standard GT6 MKIII/Spit IV wheels with good tyres. Possible cash adjustment either way, depending on cond. of g/box/tyres. Also wanted: set of new rear valances for Herald and R/H front wing for GT6 MKIII. Contact: John Williams, tel: (Farnham Common) 02814-2734 - 82/4272.

Vitesse chassis: Genuine BL model, brand new, never been used. £350 o.n.o. Contact: David Turner, tel: Leeds 483763 - non-member.

Genuine Triumph - all new, unless stated: 2 Spitfire g/box tunnels, £9 each; 2 Spitfire gearstick gaiters, £3 each; pr Spit. mudflaps, £10 set; pr Herald 1200 headlight cowl, £18 pr. **Mint Condition:** 1 Herald chrome overrider, front, £6; 3 Vitesse 1600 exhaust boxes, £12 each; 1 Herald front pipe (1200), £8; 1 MKI vit. front pipe, £9; 1 1600 O/D gearbox (unknown), £20; 1 set red Herald carpets (non-genuine), £10; 1 Vitesse front overrider, £7. O.N. Offers on these items. Herald rubber bumpers (3 various ones) £20. Contact: S Ind, tel: Cirencester 61137 - 80/01152.

2000 MKI engine c/w had, water pump, distributor etc. 15,000 miles since rebuild, £85 o.n.o. Spitfire IV o/s front suspension/breaking unit, £15 o.n.o. Also set used GT6 MKIII pistons with rods and worn crank, £15. Contact: Tony, tel: Reading 667685 (eves) - 84/7497.

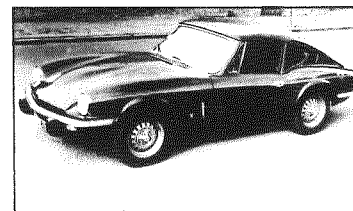
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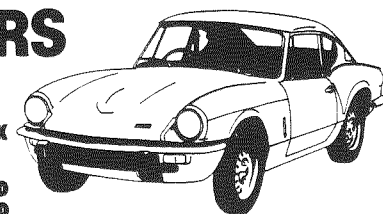
Cars covered in the May issue include: TR2/3/4, Spitfire/GT6, Lotus/Caterham 7, Sunbeam Alpine/Tiger, Fiat X19.

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VITESSE - GT6 - TR5/6 £37-50

ENGINE BALANCED THROUGHOUT :
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New parts for sale: all BL/Unipart/Stoport - Clutch Cover Assys: GCC I32-HI200, I2/50, Sp MKI, £20; GCC I37-Vit. 2L, £35; GCC I36-Vitesse I600, £38.50; GCP140 clutch plate assy-Vit/GT6 (with Borg & Beck clutches), £20; distributor caps GDC I10-TR7, £5; GDC I15-Vit, £4.75; GWP 201 water pump brg/housing assy-GT6 MKIII, £18.50; clutch release brg-GRB 206, £5; brake pads-GBP I10-GT6 MKI & II, £6; brake shoes (front) GBS I23-H 948 ' I200, £6.50; brake shoes (rear) GBS 543, H 948 & I200, £6.50; numerous cyl head gaskets for H 948, I200, I2/50, I3/60, Spits, GT6 and Vit also available. De-coke set H I200 & I2/50, £4 each; 706793 bonnet top panel, Sp MKI or II, £40; 806956 front bumper assy, GT6 MKI and Sp MKI or II, £37.50; LH door assy, GT6 MKIII (915365), £50; RH rear wing assy (902194) H Estate/Courier, £50; Vit front valance (806600), £60; RH sill panels (803071), £15; RH bonnet corners (706162) Her I3/60, Vit, £1.95; Vit I600 speedometer (211403), £20; 205303 six stud, tank sender unit, H I200, early I3/60, £17.50; GFE 1009 air filters for Vit I600, £2.50 each; front engine plate, (215372); Spit MKIII, £10; set of 4 'standard' pistons, (155169-S) Sp I500, £50; Fuel pump (206623) Vit I600, GT6 MKI, £9.75 each; beige door panel (726464) Sp I500, £35; fuel filter (I52961) Sp I500, £5 each. All enquiries by phone, please, AFTER 6.30PM weekdays, anytime weekends to Nick Bradbury, tel: 0278-662698 (Somerset) - 81/2039.

New, genuine Stanpart/BL parts for all models. Parts Catalogues and Workshop Manuals for Spitfire I500, £10.80 each. Handbooks for I3/60, Vitesse 2L I/II, GT6 II, Spitfire IV/I500, £1.70 each. All engine parts, Vitesse I600 decarb sets, £13.50, late GT6 distributors, £18.75, timing chains, tensioners, valves, rockers, shafts, tappets, shells, pistons, etc. All gearbox parts, synchro cups, most models, £2, O/D units, most models, £95. All suspension/steering parts, Vitesse/GT6 racks, £40, Rotoflexes, £18.50, MKII rear trunnions overhaul kits, £9.25 per side, GT6 I, Vitesse 2L I, Spitfire early IV driveshafts, £9.75. Brakes, electrics, body, trim. Bonnet catches £7.70, Herald/Vitesse rear overriders, £9.20. Carriage extra on all prices. Tons more. Send S.A.E. for list, stating model and specific requirements to: **John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS, Chesterfield 71036.**

Dismantled MKII Spitfire: Restored chassis and mechanical parts; bonnet good. Offers for complete lot preferred. Registration has been retained. Contact: Mr C Brown, tel: Wolverhampton 759415 - non-member.

MKIII Spitfire fastback hardtop, £80 (excellent). Bonnet, £20. Rebored block, re-ground crank and bearings (unused), £30. I200 Herald engine (good, full recon.), £45. MKIV silencer box, £4. 5.50 x I3 racing tyres, two £10. Contact: Mr J Froy, tel: (Luton) 0582-882102 - 83/5592.

Vitesse 2L MKII complete engine. Reconditioned only 4,000 miles ago, with all ancillaries inc. carbs, manifolds, starter, dynamo, dist. etc. £100 o.n.o. Contact: Mr T Keen, tel: (Hillingdon) 01-573 4282 - 81/3030.

Herald chassis, £20; prop, £5; diff., £15; Estate side windows, £5 each; rear lights and lenses, £5 each and other small items. Contact: Alan Hughes, tel: (Canterbury) 0227-750403 eves - 82/4667.

3.89:1 diff, £40; GT6 MKI engine, £30; gearbox, £20; O/D prop, £15; radiator, £20; reclining seats, £20 pair; PI kit, £20; Spitfire MK4 rad, £15; wheels, £25 set; wide track rear suspension, £20; GT6 front suspension, £18; GT6 MKI dashboard, £12 complete; GT6 MKIII front and rear bumpers, £5 each; MKIII GT6 late body and rolling chassis, £100. Contact: Hugh Davies, tel: Amesbury 23517 after 6pm - 81/02090.

MKIII Spitfire dismantled for spares: Chassis, bodyshell, steering gear, front suspension, windscreen, wheels, heater, electrical and engine accessories inc. dynamo, starter motor, front and rear bumpers - plus many other parts. Offers? Contact: B Cowley, tel: Bedford 854424 - non-member.

GT6 MKIII road wheel; leather s/wheel; front and rear light lenses; 2 Spit. I500 hubcaps (unused); road spring without main leaf, £15. I am looking for 2 GT6 MKIII 5½J wheels and tyres. Contact: Paul, tel: (Brentwood) 0277-74130 - 82/4752.



PANELS ORIGINAL & REPAIR

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ITEM	MODELS	STEEL	FIBRE GLASS
Front Valances	Spitfire 1/11/111	£25.00	£15.00
Front Valances	Herald Vitesse	£55.00	£18.00
Quarter Valances	Spitfire 1V/1500 GT6 MK111	-	£15.00 ea
Front Wings	Spitfire 1/11/111 GT6 MK1/11	-	£15.00
Front Wings	Spitfire 1V/1500 GT6 MK111	£35.00	
Front Wings	Herald Vitesse	£32.00	
Sills	Spit. 1 to 1V/1500 GT6 1/11/111	£8.00	
Sills	Herald Vitesse	£4.50	
Inner Sills	Spit. 1 to 1V/1500 GT6 1/11/111	£9.00	
Sill Stiffener Plate	Spit. 1 to 1V/1500 GT6 1/11/111	£6.50	
Door Skin	Spit. 1 to 1V/1500 GT6 1/11/111	£15.00	
Door Skin	Herald Vitesse	£15.00	
Door Tread Plate	Herald Vitesse	£4.00	
Door Bottom Repair Plt	Herald Vitesse	£7.50	
Rear Wing	Spitfire 1/11/111 GT6 1/11	£35.00	
Rear Wing	Spitfire 1V/1500 GT6 MK111	£54.00	
Rear Wing	Herald Vitesse	£40.00	
Rear Valance	Spitfire 1/11/111	£25.00	
Rear Valance	Spitfire 1V/1500	£33.00	
Rear Valance	Herald Vitesse	£10.00	
Side Valance	Herald Vitesse	£8.75	
Boot Lid	Spitfire 1/11/111	£50.00	£15.00
Boot Lid	Spitfire 1V/1500	P.O.A.	
Front Floor Panel	Spitfire 1/11/111 GT6 1/11	£5.00	
Rear Floor Panel	Spitfire 1/11/111 GT6 1/11	£9.00	
Half Floor Right Side	Spitfire 1/11/111 GT6 1/11	£25.00	
Half Floor Left Side	Spitfire 1/11/111 GT6 1/11	£25.00	
Boot Floor Complete	Spitfire 1/11/111 GT6 1/11	£30.00	
Boot Floor Main Sec.	Spitfire 1/11/111 GT6 1/11	£20.00	
Boot Floor Sides Only	Spitfire 1/11/111 GT6 1/11	£8.00	
Bonnet 'D' Plate	Spitfire 1/11/111 GT6 1/11	£4.00	
Fnt. Wheel Arch Repair	Spitfire 1/11/111 GT6 1/11	£18.00	
Fnt. Wheel Arch Repair	Herald Vitesse	£7.00	
Rear Wheel Arch Repair	Spitfire 1/11/111 GT6 1/11	£20.00	
Rear Wheel Arch Repair	Herald Vitesse	£7.00	
Rear Wing Repair Front	Spit. 1 to 1V/1500 GT6 1/11/111	£5.50	
Rear Wing Repair Rear	Spitfire 1/11/111 GT6 1/11	£6.50	
Rear Wing Repair Rear	Spitfire 1V/1500 GT6 111	£7.50	
Front Wing Fnt. Repair	Spitfire 1/11/111 GT6 1/11	£6.00	
Front Wing Fnt. Repair	Herald Vitesse	£9.00	
Front Outriggers	Spit. 1 to 1V/1500 GT6 1/11/111	£5.00	
*N/S Rear Wing	GT6 MK111	£64.00	

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CARS

Spitfire, in exchange for my GT6 MKII, 1969: Blue, recent exhaust, new tyres, new distributor, needs carpet to finish or sell, £950 o.n.o. Contact: John, tel: Ruislip 33790 anytime - 84/7208.

Herald 13/60 Estate: Must have good body but chassis and mechanical work needed. Acceptable. Contact: Roger Reeve, tel: (S. Norwood) 01-654 4920 - 79/01007.

PARTS

Bond Equipe 2L passenger door required - in good cond. Also MKII 2L engine for recondition. Contact: Dave, tel: (Basingstoke) 0256-64428 - 83/6397.

MKII engine from Vit or GT6 with 2.5 crank, flat topped pistons, 175 CD(s) carbs and ancillaries. Gearbox and 'J' type O/D to fit above (same as early 18/50 Dolomite?). Must be servicable condition. Contact: C P Row, tel: (Penzance) 0736-740819 - 82/5093.

Left side adaptor for wire wheel. Can exchange of good right side adaptor. Also MKIV windscreen, £5. Contact: Steve, tel: Cambridge 841827 - 83/6910.

Revcount meter cable lead for MKII Vit. Contact: C Naumann, tel: (Wimbledon) 01-946 7725 - 81/2853.

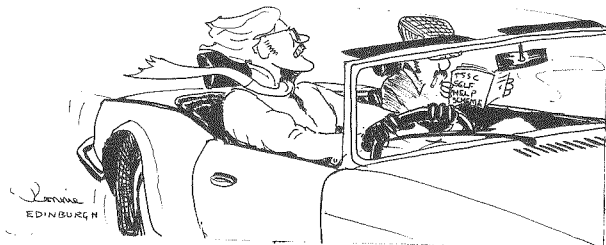
Does anybody have, or know a source of solid wheel spacers and longer studs for Club cars? Also wanted: MKIV Spitfire spring and 3.89 diff; complete rear end considered. Contact: Rob Martin, tel: Hitchin 81355 - 83/5839.

Hood and frame wanted in good cond. for Spitfire 1500. Contact: Pete Brewer, tel: (Lancs) Ormskirk 73494 - 84/7171.

Spitfire MKIV O/S door in good cond. Preferably c/w window. Contact: A Simmonds tel: (Derby) 0332-513551 - 84/7547.

Spitfire 4 badge for boot lid of MKI model, please. Contact: David Lown, tel: Hartlepool 63667 - 83/6484.

For GT6 MKIII: Front inner wings (909351/2), O/S D-plate (818872), strengthening section (815010). Also steel quarter valances, 4-synchro gearbox (any condition considered and twin HS6 carbs on manifold. Lastly, competition exhaust manifold and alloy rocker box. Contact: Tony Short, tel: Reading 667685 - 84/7497.



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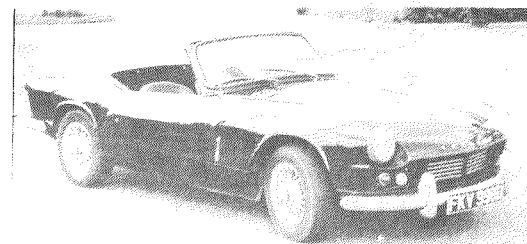
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I am now having some NEW PANELS made, due to popular demand. These are as follows:

Spitfire MK1/II/III Bootlids @ £45 each + £9 carriage.

GT6 MKIII Roof Strip (leading edge repair) @ £10 each + £1 P&P.

O/D Mounting Plates @ £9 each + £1.50 P&P.

GT6 MKIII Front and Rear Wheelarch (outer) Repairs. Price T.B.A.

GT6 MKIII Front Inner Wheelarch @ £16.50 each + £1.90 P&P (£2.20 P&P per pair).

Vitesse and Herald Extended Front Wing Corner Repairs @ £6.50 each + £1 P&P (£1.50 per pair)

Vitesse and Herald Rear Wheelarch (outer) Repair @ £5.50 each + £1.50 P&P (£1.90 per pair)

Vitesse and Herald Rear Wing (front) Repair. Price T.B.A.

NOTE: Please give at least 10 days notice for the larger and more expensive panels.

All other panels remain the same and a 'New Panels' explanation sheet will appear shortly in a future Courier.

ALSO:

JEFF BAKER

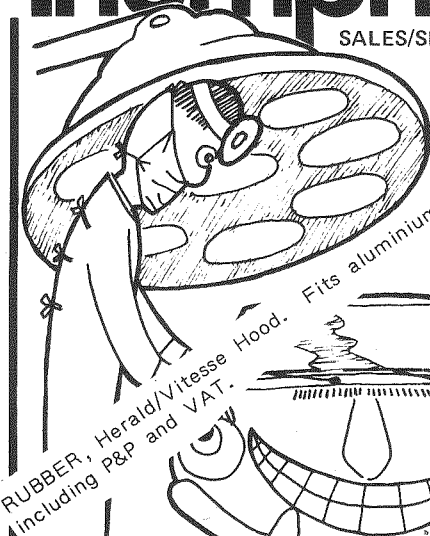
Steering and Ignition Lock to fit Spitfire/GT6 etc. £18 + £1.50 P&P

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AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
ANGLIA	Giles Tinkler	0223-210166	The Coach & Horses	1st Thursday
AVON	Chris Owen	0275-856991	The Wheatsheaf/The Talbot	1st Mon./3rd Wed.
COTSWOLD	Susan Ind	0285-81837	The White Horse Inn	3rd Tuesday
CUMBRIA/LAKE DISTRICT	Malcottin Butler	0900-830017	The Old Queen's Head	1st Wednesday
DERBY JUNCTION 29	K Singleton/ K Green	0246-568763/39207	The Elm Tree	1st Wednesday
DEVON	Mike Atkinson	0626-890214	7 Stars/Dartmouth Inn	2nd Sun./Last Sun.
DORSET	Andrew Topp	N/A	The Antelope Hotel	1st Wednesday
EAST BERKS	John Reed	0628-33365	Uncle Tom's Cabin	2nd Wednesday
ESSEX	Barry Thurgood	0773-812675	The White Bear	2nd Wednesday
HANTS & SURREY	Ken Rodmell	073-56-7178	The Royal Oak	2nd Sun. lunchtime
HERTS NORTH & SOUTH BEDS	Bev Warren	0763-61978	The Red Lion	2nd Wednesday
HERTS SOUTH	Jeremy Hurst	0442-215024	Coach & Horses	1st Monday
GLOUCESTER	Justin Garwick	0989-84845	The King's Head	Last Wednesday
IPSWICH	Bill Yates	0473-830437	The Rushmere Falcon	2nd Tuesday
KENT	Martin Radford	0322-21056	Cock House Inn/Princes Hotel	2nd Wednesday
KENT WEST	Richard Francis	0689-36288	The Grasshopper Inn	2nd Mon/3rd Wed
LEICESTER	Mick Maidment	0533-386626	The Bath Hotel	1st & 3rd Tuesday
MANCHESTER	Carl Longmate	061-320 9880	The Bull's Head	Last Thurs/1st Sun
MILTON KEYNES	Norman Smith	0908-315025	The Fountain	3rd Thursday
NEWBURY/READING/BASINGSTOKE	Nick Matheson	07356-4629	The Badgers Wood	3rd Wednesday
NORTHANTS	Ian & Val McKeggie	060-543-417	The Stag's Head	2nd Monday
NORTH EAST	Tony Lambert	0632-562577	The Ravensworth Arms	1st Monday
NORTH LONDON	Stephen Willis	0707-5769	Old Hall Tavern/Rising Sun	2nd Mon/last Mon
NORTH MIDLANDS	Don Halliday	08894-881566	The Three Crowns	3rd Thursday
NOTTINGHAM	Geoff Fletcher	0602 726147	The Redgate Lodge	2nd Wednesday
OXFORD	John Cudmore	039 389 555	The Grapes	2nd Monday
RUGBY	Andy Jones	0203-452541	The Fox & Hounds	2nd Wednesday
SALISBURY	Peter Ellis	0794-40139	The Three Crowns	1st Thursday
SCOTLAND EAST	I. Wheeler/A Cooper	0334-54796	Hawes Inn	2nd Sunday ipm
SCOTLAND WEST	Nigel Waddell	041-427 4340	Sherbrooke Hotel	2nd Wednesday
SOMERSET CENTRAL	N Bradbury/R Warren	0278-662698	The Creech Castle Hotel	Last Thursday
SOUTHERN	Tony Farby	0329-232605	Good Intent/Ship & Bell Hot.	1st Tues/3rd Thurs
SUSSEX	Colin Harrison	0444-413607	The Farmers	2nd Wednesday
TAMMEX	Leon Guyot/Mike Crewes	01-9477659/5681870	The Firestone	Alternate Thurs.
TRENT	Mike Costigan	0636-814050	The Robin Hood Hotel	1st Thursday
WALES SOUTH	Tim Davies	0656-863426	Caesar's Arms	1st Wednesday
WEST MIDLANDS	Jeremy Woodward	0202-602651	The Skittlers	2nd Tuesday
WORCESTER	Tony & Janice Spicer	021-353 9961	Various	Last Thurs/2nd Sun
NORTH YORKS	Trevor Brotherton	0386-6547	The Coach & Horses	1st Wednesday
SOUTH YORKS	Stephen Boyne	0904-39420	The Bay Horse	Last Tuesday
WEST YORKS	Chris Stabler	0302-743579	The Lumley Arms	2nd Thursday
	Nigel Weedon	0484-662196	The White Bear	1st Tuesday
			TRUMPINGTON, CAMBS.	
			WINTERBOURNE/KEYNSHAM	
			FRAMPTON MANSELL	
			KESWICK	
			HEATH VILLAGE	
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			COOKHAM DEAN	
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