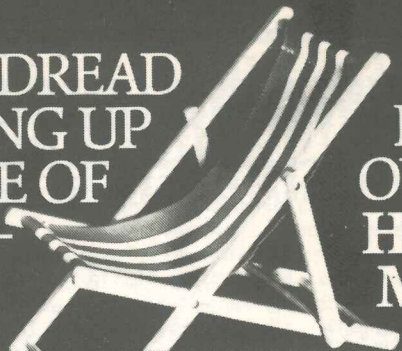
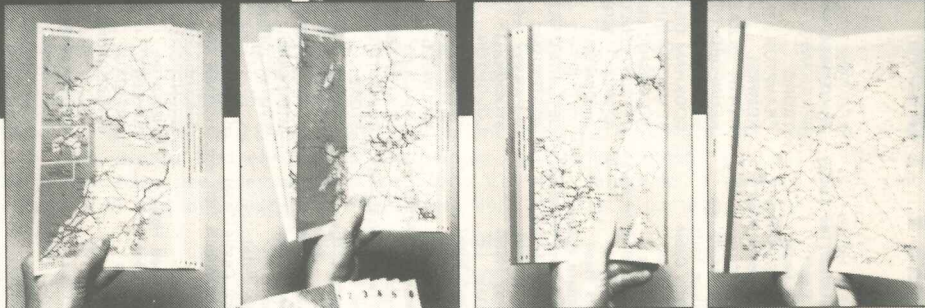


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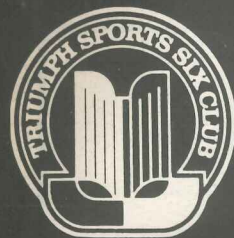
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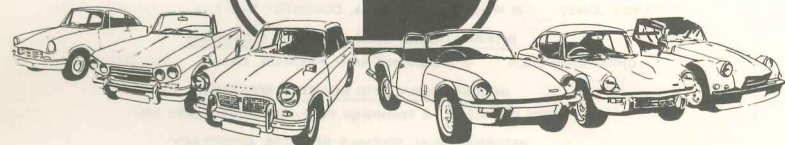
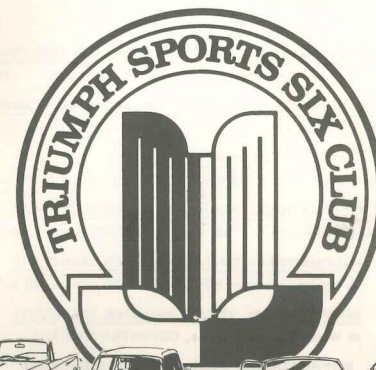
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# THE COURIER

the monthly news publication of the  
Triumph Sports Six Club

SEPTEMBER 1984 No. 51



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

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KEVIN GINGER 15 Fountain Road, Thornton Heath, SURREY CR4 8LT

# EDITORIAL

3

I trust you will have noticed the new logo which appears on the front cover of this issue. This ingenious design of incorporating the six marques of car with the logo was the brainchild of Bernard of our own Northants Area. He has already shown that he can turn his hand to pretty well anything of a design nature, having already sold us a magnificent clock, featuring a picture of our GT6 MK1 alongside the clock with the logo as a face - it's really smart, and he is now designing individual badges of cars, a very novel idea. I'm sure the membership will be hearing more from him.

This Courier is the final renewal issue, please find insert enclosed. I am sure that there are a few amongst you out there that are not intending to renew because you have sold your car or the like, so to those people I would like to say see you soon, when you return to the fold. Remember, you don't have to own a Triumph to be a member! For all the remaining members I would, once again, like to remind you all the benefits of being a member of the TSSC: discount on spares; spares location, insurance at reduced rates (only available to existing members); technical features/help; monthly magazine of over 800 pages a year; a Social Calendar; Self Help Scheme - new, revised issue coming soon; PLUS MUCH, MUCH MORE! All this for £11.00 p.a. You surely can't get better value for money than that! Above all this and the main reason of the Club is the continual preservation of Herald chassis vehicles - why not have a little fun whilst doing this too! Just take a look at the Club Spares insert in this magazine; many 'new' panels are now available using Leyland moulds. Our print run for this issue is 7,000 to allow for new members and back copies! Practical Classics are following Classic and Sportscars lead (of last month) by featuring a Triumph Vitesse on their front cover with a full report on buying a Vitesse inside: nice to see that they are spreading the word for us!

A big pat on the back to the Leicester Area for their superb event in the delightful setting of Stanford Hall earlier in August. It was such a shame it had to rain all day after all their efforts. Even so there were in the region of 280 vehicles in attendance and the foresight on their part of hiring an expensive marquee certainly saved the day.

Chris, Trudi and ourselves are off to Holland for the end of August/beginning of September (the reason for our slightly early deadline this month - sorry!) and we are really looking forward to attending the Spitfire Weekend - it will be lovely to see old friends again.

Once back we will all have to get our heads down in preparation of a bumper-page Courier and 13/60 Turning Circle for October, not forgetting, of course, the 1984/5 Self Help Scheme - it never ends you know here in Prince Rupert Avenue!

In the meantime I would ask members to kindly send in details/adverts. promptly for certain inclusion as this would really help us and save disappointment. Thank you.

**BILL SUNDERLAND**  
**EDITOR**



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



# □□□ INTRO □□□

## INTERNATIONAL SPITFIRE REG. SEC.:

One of the most important front-line jobs in the club is that of Marque Secretary. Neil Williamson has held the office of Spitfire Register Secretary for almost three years, during which time, membership of the Register has probably doubled! Unfortunately, due to a change of employment, Neil advises me that he will have to stand down.

There is, of course, a considerable amount of work attached to the position and of recent years the Spitfire Register has undergone rapid growth, making it the largest section of the Triumph Sports Six Club.

Neil, we wish you well in your new job and trust you will remain actively involved in the TSSC business.

\*\*\*\*\*

## NEW SPITFIRE REG. SEC. REQUIRED

You will appreciate from the above that the Club is now looking for a new Spitfire Register Secretary. If my description of the work-load has not dampened your enthusiasm, then you may be the person for the job! The actual job description laid down is as follows:-

1. Compile International Vehicle Register.
2. Research history of model (including competition).
3. Collect, where possible, all literature pertaining to marque (technical, sales and advertising, general interest etc.). The Register Secretary will have access to the Club's library.
4. Have an excellent working knowledge of the Spitfire and general knowledge of all other Club cars.
5. Reasonable knowledge of parts interchangeability within and beyond Club cars.
6. To submit at regular intervals, articles of interest to the magazine editor (pertaining to the Marque).

7. To deal courteously with all correspondence (written or otherwise).

8. To possess good written English.

It all sounds a bit high-brow doesn't it? Please don't be put off to come forward if you think you have the enthusiasm and initiative to undertake this very rewarding and important Club position. Please write to me in the first instance, commenting on your knowledge of the model etc. You may find it easier to actually use the headings 1 to 8 as above when detailing your skills. **Don't hesitate, write to me today.**

\*\*\*\*\*

## CLASSIC & SPORTSCAR

I hope you all managed to obtain a copy of the August edition of Classic & Sportscar, which featured Roger Rowley's concours winning Spitfire on the front cover. Inside was an excellent article, titled "Little Fighter", with further first-class photographs of Roger's car. **Well done Roger.**

\*\*\*\*\*

## SPECIALIST COMMITTEE OPEN DAYS

The RAC inform me that all the 1984 Specialist Committee Open Days will be held at 31 Belgrave Square, starting at 11am on the following dates:

Speed Events	October 20th
Technical	September 19th
Off The Road	
Events	September 12th
Rallies	August 9th

\*\*\*\*\*

## SHELVING OF THE TRIUMPH NAME

I was interested to read in the Daily Telegraph that their correspondent wondered whether greater anguish would be felt by Triumph enthusiasts at the disappearance of the marque or by Rover owners, appalled at the prospect of the respected Rover name being applied to the Triumph Acclaim's successor.

As many of you will know, Austin Rover will be introducing the Rover 216

later this year, which will sport the British engine. They are also developing a new, exciting executive model in collaboration with Honda, presently known as the XX, which is due to production in 1985.

\*\*\*\*\*

## COST OF RUNNING A NEW CAR

When you sometimes think your Triumph Classic is burning holes in your pockets, or when the wife limits you to only one pint per evening because of all those things in the drive, take heart. According to the A.A., the driver of a new family saloon needs to find £60 plus a week just to stay on the road! This figure is arrived at by adding petrol and servicing charges to such basic overheads as depreciation, Road Tax and Insurance (based on 1,000 to 1,500c.c. and 10,000 miles per year).

Just mention this to your partner next time they complain, or go and treat your treasured possession with something special, like a gallon of petrol on the strength of this (no, not the wife!).

\*\*\*\*\*

## 1984 LOMBARD RAC RALLY

The 1984 Lombard RAC Rally will be based in Chester, starting on Sunday 25th November and finishing on Thursday 29th. The proposed route includes about 550 miles of special stages, 95% on forest roads.

\*\*\*\*\*

## THE PATRICK COLLECTION

Information has reached me regarding The Patrick Collection which is to be a new Motor museum for Britain. A friends organisation, known as 'The Patrick Collection Club', has been formed to support development of the museum prior to the proposed opening early in 1986.

The Patrick Collection, founded by the Patrick Motors Group, will apparently provide a new and exciting concept in transport museums. Some of the world's most interesting and significant motor cars, ranging from the earliest products of British factories to the multi-nation-

als of today, will be featured. The museum will be housed at Kings Norton in Birmingham.

If you would like to support The Patrick Collection, you can become a founder member of The Patrick Collection Club by forwarding £5 to The Patrick Collection Club, 180 Lifford Lane, Kings Norton, Birmingham, B30 3NT. **Please make your cheques payable to 'The Patrick Collection'.** As a member, you will receive free admission to the Collection, a windscreen badge and a regular newsletter.

\*\*\*\*\*

## ASBESTOS HAZARDS

"Skinned Knuckles", an American car magazine, printed an article in February, 1983, on the dangers of asbestos, which I recently saw reproduced in "The Vintage Triumph". Free permission was granted for anyone to reprint the article in the interests of public safety. Here is a synopsis of the article:

*Asbestos particles from worn brake linings are a minor, but nevertheless significant source of contamination. Exposure to contamination may lead to pneumoconiosis, a serious lung condition similar to silicosis. Individual susceptibility to asbestosis varies greatly. Some people have worked in industrial environments containing asbestos for years without developing any symptoms of asbestosis. Others may suffer serious lung cancer after only brief exposure. A case was documented where a youth contracted lung cancer from helping his father 'fix the brakes' only a few times. The common practice of blowing dust off brake drums and backing plate, particularly with compressed air, can be extremely hazardous. Apparently, it is the invisible microscopic and sub-microscopic particles which do the damage; visible dust particles are evidently filtered out of the body by the normal respiratory protective system.*

To avoid exposure, the safest practice, I believe, is to wash all the parts with a stream of water from the garden hose (wait until the draught's gone!).

The water coats the particles and prevents them from becoming airborne. If you wish to avoid the mess of having water underfoot, you may prefer to use this alternative method: take a bucket of water containing a dash of household detergent and, with a soft, bristle paint-brush, scrub the brake parts and drums, catching the washings in a shallow pan under the brake backing plate. The detergent greatly aids the wetting of the fine dust. Naturally the same considerations apply to clutch parts. Please take care with this potentially dangerous material.

\*\*\*\*\*

JULY 22ND, 1984

Sunday July 22nd was the Bugatti Member's Day and Concours. As my Vitesse (DVT 784J) still lies idle at home (waiting now for a competition clutch). Pam and I, along with Fiona and Katie, took the MKIII GT6 for some fun romps up Prescott Hillclimb.

The Bugatti Member's Day is quite unique in that for 50p any member can drive up the hill with or without passengers. You can have (buy) as many runs as you wish and whilst you are not supposed to 'have a go' - most people do!

After picnic lunch of slamon, strawberries and two bottles of wine and a quick look round the Concours, the fun runs commenced. My GT6 is now fitted with Firestone 185/60 'S660's', which I have found excellent. As I sat on the start line waiting to drop the clutch, I realised that it was some three years since I had driven this classic hill. A small squeal from the rear tyres and we were away. Into Orchard then brake hard into Ettores. Feathered round on clutch and accelerated hard away up to Pardon. Down to box third, second, first and welly it towards to Essex. Bit to the right, then left, then right followed by a steep left. Opposite lock out and then feather it through The Semi Circle to the finish line. Great! Straight back to the start line, for another go!

It is the first time that I have driven a GT6 on a hillclimb. A few years ago I drove my previous GT6

around Goodwood but never had the chance to try it out on a 'hill', which requires such different attributes. Always thinking that the GT6 was not particularly good at changing direction quickly, I must say I was very impressed by its control and general feel. It gave me great confidence and, apart from tramping out off Ettores, completed the climb in a very creditable manner.

Let's hope one day we shall be able to persuade the Bugatti Owner's Club to invite us to one of their hillclimb rounds. I keep trying!

J M GRIFFITHS

## COP SHOP

Through reading recent Couriers, it appears that many members have brushed with the law and ended up in Court. The experience they have gained has been published and I believe it is invaluable to other members. What, however, can be done for the original offender? It is anticipated that a 'Cop Shop' column could be part of The Courier giving advice before it is too late. If you have had, or believe you may have, a brush with the Law over a motoring offence, then this is for you. I CANNOT AND WILL NOT, HAVE PROSECUTION WITHDRAWN, but my advice may assist members to reduce a penalty or even have a Court case found in their favour. If you need advice, write to me and I'll publish the advice in the next Courier (or personally, if urgent). If you don't want it published, just say. No names published. Write to MIKE CREWES, 24 Otterburn Gardens, Isleworth, Middlesex, TW7 5JJ. Happy motoring.



*The following details were recently sent to us by John Hill's Ltd. and we think it would be of interest to members:*

### Spitfire, GT6 and Herald Wire Wheel

#### Conversions

At last we have solved the problem of the Triumph size splines. Members may not appreciate, but the Triumph wire wheel options had a very short spline which meant that Spitfire, GT6 and the Herald range of vehicles always suffered with wire wheel problems and, while replacement splined adaptors have been readily available from us for some time now, it has been very difficult to obtain sound, reconditioned wire wheels, since any reconditioning service always relies on the fact that the centre of the wire wheel has to be retained in the rebuilding service. Therefore, if these are sheared, the wheel is scrap.

At long last we have now solved the problem by having some special adaptors machined with a longer spline area. These special adaptors have to be matched to the appropriate wheels and for the conversion we would recommend owners to utilise the Midget wire wheel.

We can, therefore, now supply a set of four splined hubs brand new, and at the moment we have a limited quantity of brand new, not reconditioned, but brand new Midget wire wheels. The other parts required for the conversion are the four chrome spinners. The total price for the conversion is £310 plus VAT. Any extras, such as a lead hammer @ £5; an export pattern spinner spanner @ £4 and finally, in order to keep your wheels in 'tip-top' condition, we suggest a wire wheel cleaning brush @ £3.

**Don't forget that when you are fitting wire wheels, you must fit tyres with tubes.**

It has been suggested fitting 14" MGB wheels. This is quite possible with

the exception that we have found that the tyres foul on the front outriggers on the Triumph chassis. However, for those people building kit-cars, I feel certain that this problem can be overcome. We look forward to communicating with kit-car constructors to see how our kit fairs since, obviously, if you can fit a 14" MGB wheel, then there is no reason why you can't go up to 15" wire wheels, which again would not be suitable for a Spitfire, GT6 or Herald but would be ideal for kit-car people.

\*\*\*

#### MOTOR CLUB MANAGEMENT:

*The following has been sent to us by Graham J Arnold of Motor Club Management, Unit 2 Borrow Hall, Dumpling Green, Dereham, Norfolk NR19 1HP, tel: (0362) 4459. The Avon Area appear to be the closest to this venue and they may wish to organise member participation.*

#### Book 10 Places And You Attend Free!

You will see that we are holding one of our popular FAST DRIVING CERTIFICATE COURSES at Castle Combe on 6th October, 1984. If you can arrange for 10 or more of your members to attend this course we will be pleased to donate one free place for your personal use, or to be used to raise extra club funds - the choice is yours.

We will be pleased to provide you with free 'Club Space' in the paddock at Castle Combe if you would like to make this a 'day out for members', so that they can watch the day's activities even if they do not wish to participate themselves. This space will be big enough for around 20 cars, plus a tent or Club caravan. Please let us know if you would like to take us up on this offer.

*A copy of this invitation has been sent to Chris Owen, Avon Area Organiser.*

\*\*\*

# CLUB REGALIA 1984

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JANUARY 1982	COURIER	JUNE 1983	COURIER
APRIL 1982	SPIT. T/C	JULY 1983	COURIER
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# ☆☆ 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. BL Network	Parts/service
2. John Kipping, Coventry	Parts
3. Transpeed, Hove	Parts
4. Dunham & Haines, Luton	BL Agent
5. TSSC, Jeff Baker	Parts
6. British Sports Car Centre	Parts
7. John Mann, Sheffield	Parts
8. Kingston Sports Car (incorporating Sports Six Spares)	Parts/repair
9. Whites, Camberly	BL Agent
10. Keith Sturgess	Repair/servicing
11. DJ Sports Cars	Panels
12. ACS Classics, Burton on Trent	Servicing/restoration
13. Triumph Hospital	Servicing/restoration
14. Spitfires UK, Leicester	Parts
15. Cox & Buckles, London	Repair
16. Leathwoods	BL Agent
17. Aberdeen Motors	BL Agent
18. Unipart, Southampton	BL "Agent"
19. Blue Ridge Promotions, Leicester	Parts
20. Hatfields, Sheffield	BL Agent
21. Grays, Longford	BL Agent
22. Triumph Care	Service/repair
23. Yorkshire Spitfire Centre	Parts
24. Triumph Tune, Richmond	Parts/tuning work
25. Mervyn Lloyd, Pott shrigley	Repair/servicing
26. Vintage & Classic	Parts

Your response to the 'Top Trader' forms sent out with The Courier was overwhelming; thanks to all who returned them. As a result, a few new names have entered the list and others have moved up and down, while not surprisingly, the BL Network has made it to the top. Whilst BL have had overall excellent results for their helpfulness and quality of parts, I should point out that their No. 1 position is mainly due to their vast number of outlets, without which, John Kippings keen prices would have held them down.

I now have information on scores of firms all over the country, but due to the enormous task of collating the information, only the more notable ones have been added so far.

Nevertheless, please keep writing to me with comments on any trader you use as it is essential that we continually monitor their performance in our own interests. Send your comments to me, **Eddie Evans, Technical Secretary** at the address on the inside front cover and please quote membership number.

## KEEP ME POSTED



# 01-541 0341

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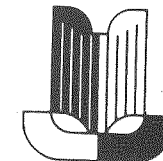
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(Club Members only)

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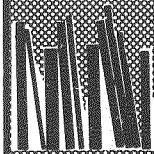
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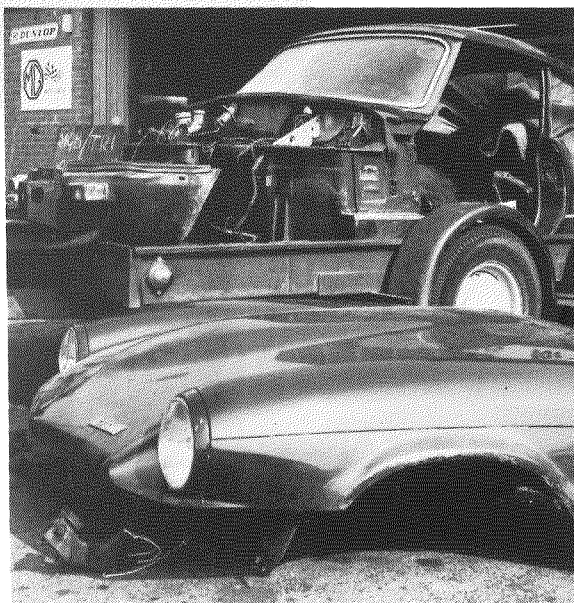
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# 16 CAMBRIDGE BIRTHDAY BARBECUE 1984

Barry Newitt must have some special influence as once again we enjoyed perfect weather for what I regard as the Club's premier summer event. As last year, the Birthday Celebrations were held in the field which is in fact Roy Dearsley's front garden; the surrounding high trees make this a pleasant, secluded venue ideal for our purpose.

Many members made a weekend of the event and camped, others arrived on the Saturday and took part in the Driving Test, Gymkhana, ably organised by Barry Thurgood and his team from Essex. The great attraction of this event is that pure skill and knowing your car wins without any damage to the field or vehicle. Much amusement was created when some non-Club Triumphs attempted the tight course and demonstrated just how manoeuvrable 'our' cars are. I'm afraid your Vice President was put to shame when Mark used his TR7 on the course and scored a much better result!

The Auto Jumble offered the usual good selection of much needed bits for 'our' cars and did, I believe, quite good trade. There were many interesting cars to see and it never ceases to amaze me how cars that we all know so well, such as 707 5YB, Liz and Dave Clements' Herald Coupe seem better every time I see them without ever actually looking as if anyone is working on them!

I was delighted to be asked to examine the cars and pick my personal choice of each model. So much easier than Concours judging, which must be quite objective, because with personal choice, one is allowed to be subjective and say; I picked that car because I liked it best! I do enjoy talking to the owners who are always so enthusiastic about their cars. The results of my personal choice and of the other events appear at the end of this article.

And so we sat down to the barbecue which was, as usual superb. Those who wished were able to dance the evening away to disco music and those whose

idea of enjoying themselves was less strenuous sat in the fading sun exchanging pleasantries over a quiet drink. The end of another fabulous day. The credit for the now extremely slick organisation must go to Barry Newitt and the Cambridge Area, who obviously put so much into the event.

I was a little disappointed to see fewer people than in past years. Whether this is because the event was not promoted so strongly or because we have so many other events I do not know, but I urge you all to support Barry next year at our new venue, which features really excellent facilities coupled with a similar atmosphere!

The activity laughingly called football was won by the new TSSC team, who beat Anglia Area 4 - 3. The raffle which was as usual excellent, had as its star prize a GT6 cake, which was won by Leslie from Kent, the lucky entrance ticket was held by Sandra Rouse from Essex.

By the way, thanks for Dennis Watson's efforts in re-building JDJ; he was presented with a framed picture of the car. Dennis also won the 'Name the Parts' competition, well I suppose he would! The Driving Tests were won by S Bartholamew and Carl Heinlen in his Spitfire was second. The Distance Award was taken by Dave and Liz Clements, who drove 707 JYB, their superb Herald Coupe, 280 miles from Devon. This car was also my favourite Herald took that prize. The other personal choice cars were:-

Vitesse	Barry Newitt's I600
GT6	Sharon Espin MKIII
Spitfire	Tony Williams MKII

Dave Apse won the Change the Plugs and Roll the Wheel competition and Guess the Weight (of an Esprit) competition was won by Mike Cranwell

MATT MAUDSLEY



## SIZZLING CAMBRIDGE



## WHO'S WHO - NUMBER 3

By John Cudmore

### BARRY JOHN NEWITT

Membership Number 77/00015

Having just enjoyed yet another Anglia Area Birthday Barbecue, who better to continue this occasional series with, but Barry.

He was one of the original founding group, who met with Paul Swanson in Bedford in July 1977. Barry became member number 15 as a result of this meeting and helped the TSSC get off to a good start.

Barry, now 38, was educated at Sawston Village College, Cambridge from 1957 to 1961. It catered for rural subjects and crafts which interested him, especially the machinery in the craft workshops. He graduated to car maintenance classes and got involved in the Sawston Young Farmers Club, winning machinery awards at their annual events. Leaving school in 1961, Barry took up a 3 year horticultural apprenticeship with Fisons Pest Control, terminating with a pass in City Guilds Stage I Horticulture and Craftsman's Certificate. This was followed in 1964 with a move to Wisbech Horticultural Institute, taking a Commercial Horticulture course and passing out in 1965 with a College Certificate (credit) National Certificate in Horticulture (N.C.H.), Royal Horticultural Certificate (R.H.S.) and Stage II Horticultural and Machinery Certificate (City & Guilds). This certainly showed Barry's preference for machinery operation and maintenance, which proved to be so useful later.

He rejoined Fisons Agrochemical Division in 1965 as Senior Horticultural Assistant, with machinery and groundsmen's duties. In 1971 he was made Field Research Assistant in field trial work, progressing in 1973 to Experimental Field Officer, and again in 1976 to Experimental Field Manager, running trial fields. Fisons merged with Boots in 1981 and Barry became

Supervisor Agricultural Services which involved experimental sites and the whole range of associated machinery. 1984 saw F.B.C. merge with Schering A.G. of Berlin, but Barry retained his position in the unit, now being one of twelve units worldwide.

Barry's father served in the R.A.F. from 1939 to 1946, as Bomber Command Navigator, being decorated with the D.F.M. for sorties over occupied territory, followed by a stint in Training Command, flying V.I.P.'s around the world. He returned to teaching after the war as a craft teacher, taking evening classes in woodwork and car maintenance. He did his own maintenance on a Standard 9 and Zephyr 6, with assistance from Barry who, in exchange, was taught how to drive. Barry's mother is the daughter of the late Alderman Stubbs, who was an M.P. from 1945 to 1950.

Passing his driving test at 17 in a S.V. Morris Minor (his first car), Barry has since passed P.S.V. and H.G.V. Class I tests. His first Club car was a 1964 Herald Convertible, bought in 1966 for £485, which is still in regular use for family outings and holidays. I first saw it as one of 12 entrants in the first TSSC Concours at the Fosse Manor in 1978 in the Original Class. It was seen on many Club stands in the early years of the Club and has toured U.K., Holland, Germany, Switzerland and France but it's biggest triumph was the 'Round Great Britain Tour', to celebrate the Herald 21st Birthday. Poor Barry broke a leg just before the start and his father had to do the driving but Barry still went, complete with plaster! In 1979 the Herald came third in Working Class Concours.

As a 'stop gap', whilst working on the Herald in 1975, Barry bought a 1965 Vitesse 6 for £250. This is now kept for towing a caravan on holidays at home and abroad. Both cars, though no longer up to Concours standard as they are working cars, are nevertheless kept in a very tidy condition and still appear

on Club stands. Barry does all his own maintenance. His latest project is a long-term one in trying to make one good 1937 Hillman 10 from three. A Ford Sierra Estate is his daily Company transport.

As I have said earlier, Barry was one of the Club's founder members and soon recruited a number of members around Cambridge. He started the Anglia Area in 1977 and was Area Organiser until 1984. He served on the National Committee from 1978 until 1981 and most newer members will know him best as Chief Organiser of the Birthday Barbecue, which he has engineered so marvellously each July: from the first held in 1978, it has now become one of the major events in the Club Calendar.

Barry has made many friends through this active participation in Club affairs and is much respected throughout the U.K. Others have come through trips to the Continent and one member in U.S.A. travelled 200 miles to meet him, when Barry and Maureen went to Nashville to visit the Country and Western music scene - such is the friendship generated through our Club!

Two other projects that have taken much of Barry's time have been the 'Vantesse', that was his brainchild and

the oldest Herald. The Vantesse idea grew with the need to transport regalia to shows and was built in his back garden from a bent Vitesse MKII, a Courier Van and parts from a Herald Estate. The work was carried out by local Anglia Area members, finally being sprayed in Club colours and signwritten.

The oldest Herald was collected by Barry from the donor, Mrs H Turner, on behalf of the club and he stored it until Dennis Watson undertook its restoration. It's now looked after jointly by them both.

Barry is an active D.I.Y. man: he built an extension to his present house; keeps an immaculate 1/3rd of an acre garden (no storage problem for cars!) and is keen on camping and caravanning.

Maureen, his wife, learnt to drive in the Herald but now prefers the Vitesse and their two daughters, Julie, 11 and Fiona, 8, also hope to emulate their mother one day and drive them! How Barry will ever find the time to teach them, however, I will never know.

Thanks, Barry, for all your hard work for the Club over these early years. It's become what it is due to members like you. Thanks, Maureen, for lending him to us!



# ★ ★ WHAT'S ON NEXT ★ ★

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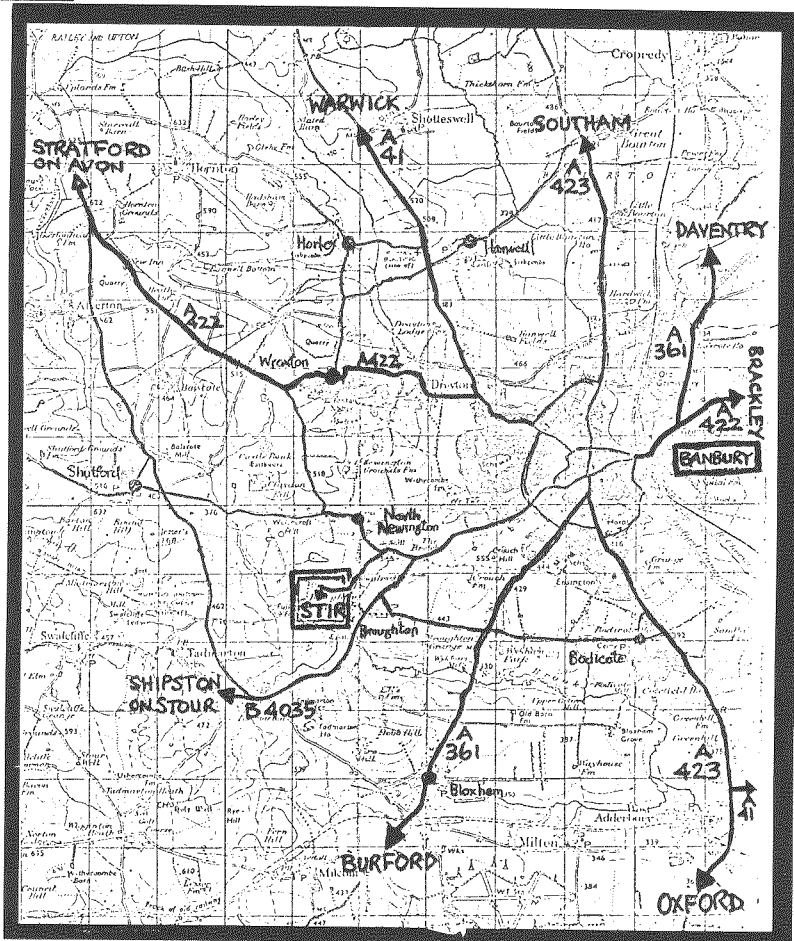
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Don't forget to bring entries for the Dinky Concours and Photo/Painting/Drawing Competition. Please drive carefully on the narrow roads.

HOPE YOU ALL ENJOY THE EVENT

John Cudmore



## BUDGET GT6 ENGINE REBUILD

By Ron Shepherd

Yes, they do wear out eventually! Depending on the life that it's led, signs of your engine needing a rebuild may appear between 80,000 and 120,000 miles. A smoky exhaust and incurable tappet rattle might only mean a major top overhaul, but the chances at high mileage that bores and bearings need attention to avoid serious deterioration. This article looks at the cost of making your engine fit for its next 100,000 miles - and in the least expensive way.

However it's done the job is expensive, but you can cut the cost by half (and know that you've got a good job) if you do it yourself with only essential help from specialists. Working from the Workshop Manual, it is not too difficult to strip and rebuild the engine yourself. You may need some extra tools but the cost will be small compared with the savings.

You will need to find a local engineering shop that specialises in engine reconditioning for the trade. Most large towns have at least one busy small business of this kind. Don't expect a swish reception and an immaculate workshop! You can expect a working boss who knows engine reconditioning 'inside out', and ready to give helpful advice. Low overheads and keen competition usually result in trade-level prices - (both for the work that they do and the parts that they can supply).

The prices quoted here are based on actual charges for work done during March 1984 by Cook and Godwin of Leicester. They included VAT, and allowances for price increases through to 1985. You should be able to find prices close to these almost anywhere in the country, and the good firms will always quote you in detail. Most will also quote for the strip and rebuild if you cannot tackle it yourself.

First, the cylinder head. This budget is for a high quality rebuild but you may find that you can economise if your parts are in good condition.

	£
Fit new valve guides	22
Refit valve seats	12
Skim cylinder head	10
	44
New valves and springs	45
New rocker shaft	18
	107

You may also need to dress the rocker surface, or have them ground for perhaps £15.

Without proper measuring equipment you will not be able to check the need for rebore, unless scoring is visible. The same goes for crankshaft grinding, but wear on the big end and main bearing shells should be obvious. Again the budget is for the best job.

	£
Rebore block. Supply new pistons, and gudgeon pins.	142
Supply and fit new little end bushes	21
Degrind crankshaft and supply new big end and bearing shells	53
Supply front and rear crankshaft oil seals	6
	222

Having gone to the trouble to strip the engine down this far, it would be a false economy not to do the job properly. Other items to budget for are as follows:-

	£
Reconditioned camshaft	23
New cam. followers	15
New oil pump	21
Timing chain and tensioner	6
Full gasket set	27
	<u>92</u>

Allowing for other miscellaneous items, your budget for rebuilding your engine to a high standard can be under £450 - well worth it for that next 100,000 miles!

We have been pleased with the work done for us by Cook and Godwin, and with their prompt and helpful service. Their address is 62, St Mary's Mills, Evelyn Drive, Leicester LE3 3BA, (telephone Leicester 891614). Their works is on the Western outskirts of Leicester with easy approach from the M1 and M69.

Look for their equivalent in your own district - and don't forget to try their prices for any engine items that your need.

*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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# TECHNICAL HELP

## 1. Vitesse Handling

**Q.** I own a Triumph Vitesse MKII Convertible. I am currently endeavouring to improve firstly the handling, and later the performance and would appreciate a little guidance, if you can help at all.

I have fitted 5½" wheels with lower profile tyres.; SAH brackets and Spax adjustable shock absorbers at the rear. What setting would you recommend for these?

I also intend to fit Spax at the front - what setting for these? Would you recommend a rear anti-roll bar?

Is it worth lowering the suspension, bearing in mind the car is in daily use by my wife and the intention of these improvements is to bring the general standards of the car up to something a little nearer those of modern cars.

**A.** Firstly, due to varying camber change when cornering, the MKII suspension is not ideal for low profile tyres. Best to use 165 or 175 normal profile tyres on your wheels and avoid Michelin and Firestone. Low profile tyres are suitable for the front.

The Spax dampers are a good improvement but the setting is really dependant on your personal requirements and driving style. I would suggest that to start with, you go for the stiffest setting possible which does not cause discomfort or loss of adhesion over bumps and rough road surfaces. Again this depends on how far you travel and on what sort of roads. You will have to set them up by trial and error.

A rear anti-roll bar is definately worthwhile, but lowering is not really practical for an everyday road car and there isn't a great deal to be gained by it.

## 2. Overdrive Herald

**Q.** I am contemplating putting an overdrive gearbox into my 13/60 Herald,

in place of the standard unit (which is becoming a little worse for wear!).

Could you please offer me some advice as to what I will need to do the job (parts, that is), i.e. mountings, propshaft (there seems to be a split decision in the Club as to the best shaft), relays, solenoids etc. I was considering using a Spitfire MKIII box and would prefer a gear-lever mounted O/D switch.

So, am I thinking along the right lines? Any help you could offer on this topic would be gratefully received.

**A.** The MKIII Spitfire O/D gearbox will be suitable for your Herald, assuming you will fit the complete unit. If you intend fitting the overdrive unit to your present gearbox, then the box will need to be dismantled and an overdrive type mainshaft fitted.

You will also require a "6RA" relay and the overdrive mounting plate from the Spitfire. The mounting plate will bolt directly in place of the original Herald gearbox mounting.

Since the output flange of the overdrive unit sits further back, it is necessary to cut the transmission tunnel back about 3" towards the handbrake in order to reach the propshaft bolts. The propshaft itself will need to be shortened and rebalanced (by a specialist) to suit.

When wiring up, make sure the circuit is taken through the inhibitor switch to ensure that overdrive is engaged only in third and fourth gears.

## 3. Why not to fit a Triumph 2000/2500 overdrive gearbox into your Vitesse

The following information was supplied by John Malcolm of Dalrymple, Ayreshire, who has achieved this conversion in his superbly customised MKII Saloon. I'm sure it will be of great interest to anyone contemplating the swap; the following is quoted from John's letter:-

"The main chassis inside web has to be cut on three sides and pushed in as far as possible to give clearance for the slave cylinder and push-rod to operate. Overcome this hassle by mounting the arm the other way round with the cylinder on top of the bellhousing.

The master cylinder needs changing for a larger unit, probably a TR6 one? The Slave cylinder and flexible pipe have larger unions which don't fit the Vitesse master cylinder.

The gearlever needs to be cut by approximately 50mm for aesthetic as well as practical reasons, like the excess travel in changing gears compared to the Vitesse box.

Remove the Vitesse gearbox mounting completely and use the 2500S overdrive mounting which will have to be drastically cut down to fit between the main chassis. Measure up the location and weld in place, being careful not to burn the rubber mountings. Reinforce this by adding a neatly cut plate across the bottom of it onto the chassis.

I used a GT6 MKII non-overdrive propshaft. I'm not certain this was it's correct origin so check that it is 180mm shorter than the Vitesse shaft. Remember the sliding joint when measuring.

Cut back the tunnel on the floor to give access to the flange bolts on the prop to overdrive. Make up a metal cover with self-tappers to prevent noise entry. The gearbox cover will not fit properly, so remove insulation material in plastic sheathing as this will enable it to fit better. An additional rubber seal is needed to fill the gap at the bottom of the cover where it meets the floor.

Replace both the black bushes which connect the fork to the clutch release bearing holder; they only cost pennies but can save pounds. Don't overlook this as you may have problems changing gears and not know the cause.

This gearbox is not as quick and smooth as the ratios are rubbish compared to the Vitesse box. If you want to use a 2500 engine, stick to the

Vitesse box by changing the engine backplate, clutch and flywheel. Also the bigger box doesn't like going into reverse. Take my advice, the bigger engine has more go but the bigger box is a big headache and is unpleasant to drive with".

Thanks for that first-hand information John; I think you have confirmed to us all that the conversion is not worthwhile, Eddie.

## 4. Basic maintenance doesn't matter - or does it?

I was recently involved in the case of a Club car which lost a wheel resulting in an unfortunate accident, and whilst the cause of this particular incident is not confirmed, I think now is a good time to say something about the security of such things.

The obvious first point is wheel nuts and studs which should be inspected for rusting and thread distortion whenever the wheels are off. Damaged studs can be tapped out and replacements pushed in from the rear quite easily. Take care not to damage stud threads when replacing wheels and don't overtighten the nuts - best to use a socket set. Remove the jack before final tightening which should be done on radially opposite pairs of nuts rather than following the circle round. Many people say never put oil on wheel nuts; in my opinion, a drop each time prevents rusting, ensures easy removal and helps you feel exactly how tight the nut is.

Beware of tyre fitting companies! Their air powered 'spanners' are fine for the odd JCB digger, but it's no use having your wheel nuts tightened to this extreme (and threads distorted) when you can't release them with your own spanner to change a puncture. Insist on re-fitting the wheel yourself, unless you know the tyre fitter will put some thought into it. I once watched a chap fitting a wheel to my Vitesse. As he finally tightened a nut, the spanner slipped and I suggested he'd stripped the thread. He checked it and said it was OK, but when I put the spanner on, the nut spun - so did another. Two

nuts were well and truly stripped but he wouldn't have told me even though it left the car in a dangerous condition.

I did read of a chap who was surprised to see his rear wheel overtaking him. In this case he avoided an accident, but all of his wheel nuts were loose. Someone had attempted to steal his wheels but, after being disturbed in the process, had fled leaving four wheels undone.

So much for wheels; hub nuts are just as important. Again check threads but what about split pins? For what they cost, there's no point in putting the old ones back in and don't forget that a split pin which is too thin will not only allow excessive movement of the nut, but it may shear.

Nyloc nuts securing the rear hubs should be tightened to 105 lbs ft torque after dismantling and then re-checked after 500 miles. Strictly speaking these nuts should be renewed each time they are disturbed.

The same goes for all Nyloc nuts on the suspension, both front and rear and these should be checked for tightness at each 6,000 mile service; that includes the nuts that secure the rear trailing arm brackets and front wishbone brackets to the chassis.



In the case of the front wishbone brackets, it's worth pulling these away from the chassis from time to time to examine their bolts for grooving where they pass through the chassis. And, as John Griffiths pointed out to me in a moment of sobriety, cars with their lower wishbones packed out to increase negative camber, are imposing additional strain on their wishbone attachments.

Much of this may appear too basic; I think it is so basic that it's generally overlooked, but if everyone reading this article spends an hour checking the points I've mentioned, then it may prevent just one accident.

It is our choice to "preserve Herald chassis vehicles" past their intended lifetime, therefore, it is our responsibility to ensure they stay safe. Police and insurance companies don't like cars that crash through mechanical faults.

I'd like to think BOTH words of the MG motto are more appropriate to our cars:-

**SAFETY - FAST**

**EDDIE EVANS**  
**TECHNICAL SECRETARY**

*Paul Bramham of the Westmorland Gazette has sent in this photograph showing Colin Elstrop of Consett leaving the Start line of the Barbon Hillclimb back in May of this year. He was competing in Class 4 - GT Modified Sports Car over 1600cc class. This was the only Club car at the event and he put up a time of 31.98 seconds, the track record being set by M Bolsover at 21.21 seconds in a Pilbeam two years ago.*

## HERALD SILVER JUBILEE - STANFORD HALL

Saturday morning realised our worst fears, it was absolutely throwing down and it looked as though it had set in for the day but the Show must go on. Luckily people were not put off by the downpour and about 280 cars arrived at Stanford Hall. A lot of leathering-down was done between showers to get the cars looking their best for the Concours. This got underway at 1 o'clock and 15 cars were picked out and lined up for final judging. Our local judges this year were: Pete Swan of Auto Trim, Roger Black of G B Black and Tony Creed of the Ultimate Spray Centre.

The final Concours placings were as follows:-

1st Sharon Espin/GT6

2nd Roger Rowley/Spitfire MKIII

3rd Bev Warren/GT6

Best Herald Jim Carter/Herald Estate

Best Spitfire Roger Rowley/MKIII  
(donated by Spitfires (UK) of Leicester)

Jarrolds Trophy for best Triumph of the Day went to Dave Websters MKII Vitesse Convertible

Best Allcomers G Cooper/Austin Healey Sprite

This years Driving Test took the form of an Auto-Snooker. Basically the idea being to pot six balls in six pockets in the fastest time, using the car as the cue. After a slow start people were queueing (excuse the pun!) for a go. Andy Jones was the eventual winner, the prize being a transistor radio. Food was available at lunchtime in the form of a barbecue. This was a bit of a struggle in the rain but there were still plenty of takers. There was a good turnout of trade stands with all the usual bargains on offer. Probably our best move of the day was to hire a marquee this year: with the rain it certainly proved to be a blessing. We also had an evening disco in the marquee, which went on until midnight. Another extra this year was

an all-day bar, which carried on through until 11.30pm.!

Sunday morning saw 15 cars turn up to tackle the Treasure Hunt, set by Tony Mee and myself. After much head scratching all but one arrived at The Bath Hotel at lunchtime. Dave and Sheila Webster were the winners with 24 out of 25 points - can't be bad. John Griffiths was one of the runners-up. If you don't collect your bottle of wine soon John, I'm afraid Mary, John and myself will have supped it! Anyway, we were quite pleased with the whole weekend, made easier by the assistance of all the Leicester Area members who helped.

Also Ian McKeeggie who, along with John and Carol, made the barbecue work. See you all at S.T.I.R.

**MICK MAIDMENT**

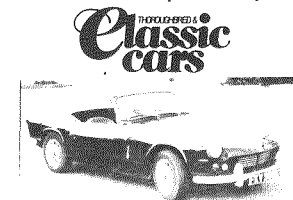
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# INTERNATIONAL NEWS

Just a few lines of thanks from the UK to the USA:

On a recent holiday to America, I decided to ask Trudi for a list of members in USA. On looking down the list, I found Mr Dan Sheppard, who lives in Memphis Tennessee. As I was going to be in Nashville, I wrote to Dan stating that I would like to meet up with one of our American members while in the States. He duly wrote back to say that he would like to meet up with me and would write again to confirm a date and place. Time went by and no letter appeared until the day before our flight out. The 'phone rang and who should it be on the other end but Dan Sheppard. I could not believe it! He asked if there was anything he could do for us from his end prior to my arrival in the States.

Such help from someone who was only a name on a list of members from a car club we are both members of!

I made contact with Dan after we had been in the States a few days and fixed up a meeting. Dan then travelled some 200 miles to meet me in Nashville at my place of stay. We had an enjoyable afternoon, talking about the TSSC in the UK and in the States. I handed him the membership list from Trudi which detailed all the members in the USA. He asked again if there was anything he could do for me to make my stay in USA a pleasant one and said that, should I need help, I was to 'phone him.

Thanks again Dan for the meeting and our enjoyable stay in the States. Of course, this story would not have been told if it wasn't for us both owning a Triumph car and being members of what is now a truly international TSSC.

\*\*\*  
BARRY NEWITT

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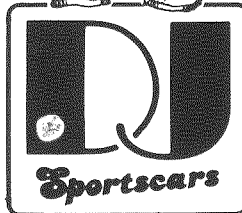
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# OVERSEAS AFFILIATION SECRETARY

From time to time TSSC members ask me if it is morally correct to help overseas members to take our, often rare, spares out of the United Kingdom. I think that if people were to realise the difficulty and expense which our overseas members often have to endure to keep Club cars on the road, the question would not arise.

Anybody who is genuinely interested in the Club cars should like to see as much help and encouragement given as possible to overseas restorers. We have members in 23 different countries, and many of these countries have their own Triumph Clubs, many of which the TSSC is affiliated to.

I am sure that we all know Unipart dealers can sometimes be a little slow in locating obsolete parts but it's surprising what they can find with a little bit of gentle pushing. This is not the case in Europe where if the Leyland dealer says no, it usually has to be no: even if he says yes, you pay through the nose. An example I was quoted is that Leyland UJ's in the Netherlands are £15 as against a UK price of approximately £6. This price can be cut again in the UK by buying patent parts, but the 'go faster stripes' shops in Europe only cater for VW's, Opels, Renaults and other European hardware. If anybody gets bored on their next foreign holiday, you can always try to buy A.F. tools.

I hope that people can see that our overseas members are more dedicated to their Club cars than many of our UK members. Anyone who has toured Europe will know how satisfying it is to see a Herald or a Spitfire in everyday use. During the Falklands problems one of our members found two Heralds on the Assension Islands. Triumphs got to many corners of the earth and we should applaud the attempts to keep them there alive.

Two of the most important international Triumph events are to clash: The Standard Triumph International Rally and

the Triumph Spitfire Club Holland Camping Weekend. Anyone wishing to join the Kent Area convoy to Holland should ring me on Dartford 21056. We hope to get a 5-day return ticket Dover-Zeebrugge and catch the 05.30 ferry on 1st September.

Do you know? Or for that matter, do you care? That in 1978 Atlanta Auto Show in the US a skateboarder lept over a Spitfire 1500 using two skateboards. Impressive huh? Perhaps he couldn't get the door open and was trying to jump in! Watch this space for another fascinating Overseas Affiliation fact.

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### THOUGHT FOR THE DAY

What is it like to be a new member of the Triumph Sports Six Club? I cast my mind back to the first meeting that I went to as being the Cambridge Barbecue some four years ago now. Although being a fairly confident person on entering the showground, I did feel decidedly nervous; my car was not in pristine condition and hence I hid it away from the main show area, in fact, out on the road! It was only when meeting the Club members that I realised what a friendly Club the TSSC really is and all I would ask is that we continue to greet new members with understanding that they will not be confident at their first meeting; they will probably be very proud of their motorcar, although it may not, in some people's eyes, be a perfect specimen. They will expect constructive criticism although this should be offered initially very generally and we should always bear

in mind the one qualification required to join the TSSC and that is that you enjoy your motorcar and that it does not need to be in perfect condition.

### MOTOR 100

Many thanks to all those people who have written to Val offering their services for PRO and Stand Marshalls and for the use of their car for the days of the event. Could I just make one small note that all cars on the stand will be policed constantly throughout the three days and that display cars will be roped off so that the public cannot touch the display vehicles. Whilst so far we have had many letters offering vehicles and assistance we still need a fair number of cars and Stand Marshalls and people for PRO, so if you wish to be considered for this event, please contact: **Val McKeggie**  
12 Pochin Drive  
Market Harborough  
Leics.

## SPITFIRE REGISTER

### WHEELS AND TYRES

There are many variations of wheels and tyres fitted to standard Spitfires. The MK I and II and earlier three models had 3½J wheels fitted with 5.20 x 13 cross-ply tyres. Later MKIII's had 4J rims but still with the same tyres. With the introduction of the marque, new 4½J rims with oval holes were fitted with I45 SR 13 radials. The 1500 used the same wheels but with I55 SR 13 radials as standard. However, on very late model 1500's 5J rims were fitted, but still with I55 SR 13 tyres.

The standard wheels on earlier models, combined with the poor suspension, gave the car a bad reputation. The best way to improve the handling of any Spitfire is to fit wider wheels, low-profile tyres and adjustable shock-absorbers.

There are plenty of good, wide wheels available for our cars, but cost-wise it is possible to buy some new MK4-style wheels at a fraction of the cost of alloy wheels. The size to go for is 5½J, as this is the biggest you can fit without modifying your wheelarches. I believe John Kipping can supply 5½J MK4-style wheels at a very good price.

Tyres needed are low-profile up to I85/70 or I95/60 series but the most common ones used are I75/70 x 13, which are almost the same price as a good I55 SR 13.

Talking to many owners, I find that Spax adjustable shock-absorbers for the rear are the best buy and as they are the same price as standard Leyland shockers, a very worthwhile addition to keep the back end right when cornering.

## VITESSE REGISTER

Some of you may have seen me driving a tatty old MKI Vitesse 2-litre convertible around. Well, the car is a lot better than it looks as an amazing amount of work went into this car during a 3-week period.

It was bought for £75 a few months ago with an excellent chassis, a basically good body but with an awful engine and gearbox. Other problems were: Herald driveshaft, fitted on one side; no differential; no LH front vertical link plus the usual problems of a car stood out in the rain for two years!

The first job was to overhaul the front suspension and front brakes. I obtained two front vertical links with discs etc. for £10 each from a local scrapyard; these were completely stripped down, cleaned and painted with Hammerite. I fitted new front calipers, which cost £50 a pair from John Kipping. I had fitted two new trunnions, which I lubricated with neat Molyclip gearbox additive. These front units were then fitted to the car. As the steering rack was missing, I replaced it with a Herald rack, which has a higher ratio than a 2-litre Vitesse rack. I prefer this rack for high speed driving, although parking is heavy on the arms! A pair of new track rod ends were fitted, these being the useful ones with grease nipples.

The car could now be pushed around on its own wheels - a major step forward! New clutch and brake master cylinders were fitted (much quicker than messing about with the old ones). Also the clutch slave cylinder was rebuilt.

Attention was now turned to the rear suspension and brakes: a pair of new rear halfshafts were fitted (£45 each exchange from John Kipping) along with all new brake components, new flexible pipes were fitted and the system bled. The brakes were perfect after one bleeding, which amazed me as it usually takes about four attempts to get all the air out - is this a moral to fit new brakes?

A new diff was fitted, 3.89:1 ratio being used, this being my favourite ratio for a 2-litre Vitesse. Also fitted was a new rear spring (Herald/Vitesse MKI heavy duty) which was £25 from British Leyland via John Kipping. I also fitted a new pair of Spax gas adjustable dampers to control the back end; these cost £32 each from Elliotts in Coventry.

The engine was next and this completely refused to start. I took the head off and discovered the worst valve seats I've ever seen. They were cut so deep that the valves were almost out of sight! So I went to the scrapyard and bought a MKI 2-litre engine, complete with all fittings for £45. This was fitted fairly quickly and ran very well (although the big ends were a bit noisy). John Kipping came round to see me and set up the carbs and front tracking; they are still set the same 3,000 miles on as the tyres aren't wearing and the car doesn't use much petrol.

After I sorted the electrics out, we took the car for an MOT. The Tester marked down the rear light lens as a fail (it had faded from red to white). My friend Clive, who was with me, ran to the nearby scrapyard and came back with a good lens. This was fitted while the car was still being checked (is this a record?). The car passed first time and the brakes were in perfect balance. Even the handbrake passed easily, which reminds me that I also fitted a fly-off handbrake from a Spitfire.

Clive and I then went on a quick holiday to Scotland, where the Vitesse proved to be both quick and economical. We got about 31 mpg at a steady 80 mph on the M6 without overdrive.

Back to Coventry and John Kipping and I decided to go to the North Wales meeting on Tuesday evening. We went with the roof down on the M6 when this flapping noise started. John looked round and casually said "It's just the rear seat falling apart". I looked round, thinking he was joking but he wasn't: all



the stitching had gone rotten on the backrest! (if anyone has a good rear seat in blue or black for a Vitesse convertible, let me know).

On the way back to Coventry we had a more serious problem: a big end became very noisy, so we had to really crawl back home. The engine was removed again and stripped down. Every bearing was shot and also the crank. John got me a new crankshaft for £38 (this fits the MKII Vitesse and later MKI Vitesse, engine number HC 4501 onwards). New shells, timing chain, valves, gaskets and oil pump were fitted, the total parts bill being about £110. The engine was put back in and I went to Brighton and back to run it in! The car goes very well; it handles great round bends and will be better when I've put new gas shocks on the front - you can feel the front dip down on the outside as you corner which lifts the inner rear wheel as you go round, which makes it lose grip and smoke somewhat. This effect is much more noticeable on a Vitesse than say a Spitfire as the weight distribution is much better on a Spitfire than a Vitesse.

The tyres I use are Goodyear Grand Prix S 175/70 x 13, which I find grip very well and also last quite well too.

As I have said before many times, MKI suspension works fine with good tyres and good dampers. I can corner as well as a MKII car for a fraction of the maintenance costs of a MKII suspension (you try getting a complete new MKII driveshaft for £45 as you can get a MKI driveshaft!).

My thanks to Andy, Clive and Dave for helping with the car and to John Kipping for tracking down many of the parts used.

Last year I purchased a MKII convertible, which a friend had in bits. I've rebuilt the rear suspension with new B.L. rotoflexes etc., and the body is in place but the car needs all trim, dashboard etc. refitting all body and chassis is in excellent condition but I have no time to finish this car. So if you fancy a MKII convertible with overdrive, let me know. I want about £500 for it. Ring me on (0203) 452541.

## P.S.W. Panels (Coventry)

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### TRIUMPH STAG

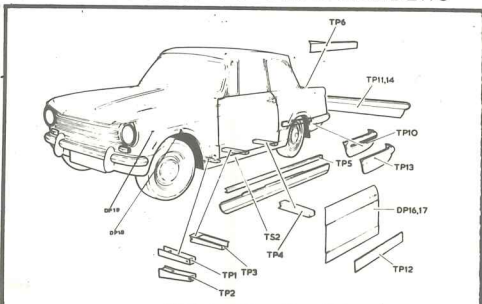
Sill short	£6.50
Sill with front wing extension	£7.50
Front wing (genuine)	£9.00
Panel in front of bonnet	£5.00
Headlamp panel	£5.00
Front lower valance	£27.00
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### MGB

Front wing lower repair section	£5.00
Rear wing lower repair section	£3.00
Front valance	£24.00
Rear valance	£24.00
Rear wing lower quarter section	£12.00
Front floor panel	£7.00
Rear floor panel	£6.00
Under door panel	£6.00
Castle section (as original)	£13.00
Half floor (one side)	£17.50
Boot floor	£18.00
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Full sill with rear extension	£18.00
Skin sill	£4.00
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Door skin	£12.00
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Door skin	£12.00



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TP6 Out-rigger under boot	£7.00
TP7 Front outrigger Herald to floor	£5.75
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TP9 Rear 1/4 valance Herald £6.50 DP15 Front wing	£27.00
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TP11 Rear centre valance	£7.00
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Front wing splash panel	£15.50
Rear wing lower half	£27.00
Rear inner wing inner section	£20.00
Rear inner wing outer section	£20.00
Rear outer wheel arch	£19.00
Rear wing fuel cap door	£20.00
Rear quarter valance	£20.00
Rear door of spare wheel carrier	£19.00
Outrigger	£19.00
Inner sill two sections	£11.50
Front wing	£100.00
Front wing nose section	£46.50

### TRIUMPH SPITFIRE

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

### MORRIS 1000

Front wing	£26.00
Rear wing	£27.00
Front wing fibreglass high quality	£18.00
Car sill - 2 door	£2.00
Car sill - 4 door	£4.75
Sill rail	£2.00
Under floor section front Car & Traveller	£2.50
Under floor section rear Car & Traveller	£2.50
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Rear spring hanger Car & Traveller	£2.75
Rear spring hanger (Van)	£2.50
Front footwell	£2.50
Centre cross member half section	£2.00
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Headlamp bowl (plastic complete)	£4.50
Rear wheel arch (Van)	£3.50

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Herald Door Panels	£25.00 each	£21.00 each
Vitesse Door Panels	£32.00 each	£27.50 each
Spitfire Rear Quarter Panels	£10.50 each	£8.50 each
Spitfire Rear Panels	£20.00 each	£17.00 each
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Vitesse	£35.00 each	£30.00 each
GT6	£53.00 each	£46.00 each

Spitfire/Herald Brake Discs	£14.00 each	£9.50 each
GT6/Vitesse Brake Discs	£17.50 each	£12.50 each

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# GT6 REGISTER

## HOW NOT TO DRIVE A LAP OF OULTON PARK

From a standing start, accelerate very hard with maximum revs in first and second gear; select third on entering the right-hander, accelerate hard through the corner with the car oversteering to the right. Then into fourth gear when coming out of the corner. Over the brow and let the back settle. Brake slightly when coming into the left-hander, accelerate up to the sharp right; brake very hard and change down to third. Accelerate hard into the corner with almost terminal oversteer out of the corner. Accelerate flat out through the slight right and oversteer through the corner. Then into fourth halfway up the hill, with very slight left under the bridge. Let the back settle and brake hard. Change down into third through a sharp right-hander. Oversteer through the corner and hold third gear through to the finish line.

All that hard work resulted in a reduction in time 0.2 of a second. As

can be seen, the main problem with the car is the rear suspension which feels unsettled and seems to oversteer at the slightest opportunity.

### MTD 511G

The present specification of the car which Neil Williams and myself are competing in this year are as follows:

**Body/chassis:** GT6 MKI body and chassis with fibreglass bonnet, aluminium front air dam, Alleybar roll bar, racing harness, no bumpers and most trim removed and bucket seats.

**Brakes:** standard with Lotus Elan servo.

**Suspension:** standard except for Spitfire MK4 rear spring and front anti-roll bar.

**Engine:** standard GT6 MKIII engine (115,000 miles) with MKI carburettors, Kenlowe fan and electronic ignition.

**Transmission:** standard overdrive gearbox with 3.89:1 rear axle.

**Wheels/tyres:** Dunlop SJ alloy wheels with 185/70 tyres.

## GT6,s AT KNEBWORTH JULY 1984



# TECHNICAL PUBLICATIONS

## BRAND NEW ORIGINAL LEYLAND PUBLICATIONS

BL Reference No.	Model	Publication	Price
5080/3	Herald	Parts Catalogue	£12.00
545037	Herald 13/60	Handbook 2nd edn.	£4.00
508073	Herald Convertible	Special Parts Cat. supp. no. 1	£2.00
508073/s2	Herald 'S' Saloon	Special Parts Cat. supp. no. 2	£2.00
511236	Vitesse 6	Handbook	£4.00
	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
	Spitfire MK1V	Handbook	£4.00
RTC 9110	Spitfire 1500	Parts Catalogue 74-77	£12.00
RTC 9110B	Spitfire 1500	Parts Catalogue 77-80	£12.00
9819CA	Spitfire 1500	Parts Catalogue 80-82	£12.00
RTC 9230B	Spitfire 1500	Workshop Manual	£16.00
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
TRIUMPH SPITFIRE & GT6	BOOK - written by Graham Robson		£9.95

### FOREIGN PUBLICATIONS

545193 (Sweden)	Spitfire MK111	Handbook	£5.00
545248 (Germany)	Vitesse & GT6	Workshop Manual	£16.00
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
545257 (Holland)	Spitfire 1V, 1500	Workshop Manual	£16.00
545247 (France)	Vitesse & GT6	Workshop Manual	£16.00

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

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# HERALD REGISTER

## REGISTER REVIEW: 948 HERALD

### COMMISSION NUMBERS, PART 1

The Register Review rolls backwards to the 948cc cars, launched 25 years ago in 1959. Table 1 gives the commission number for each body/engine type by year. Note that there are three sets of number sequences: the G prefixed saloons and 'S' saloons; the Y prefixed coupes and convertibles and the GY prefixed twin-carb. saloons. This month I will deal with the Y prefixed vehicles, which were in production from March 1959 (coupes) and March 1960 (convertibles) until June 1961.

When I first prepared the table of 948 coupes (Table 2), I thought that all the owners of early cars had left the Club. Fortunately a Belgium member with BY939L (B, presumably for Belgium, L for left-hand drive) has just joined. The oldest cars are also some way from the final production figure and we do not appear to have a 1961 produced car in the Club.

The number of the oldest convertible listed, Y2183CV, (Table 3) is probably incorrect as it would put it into the 1959 production figures (see Table 1)! The date of original registration is not known. One constant source of error is the recording of commission numbers appears to be incorrect transferring of numbers from old 'logbooks' to the DVLC computer system. It's worth checking your commission number plate to see if the records tally! S J Hennessey's Y21929CV is fairly near to the end of the production run.

### REGISTER UP-DATE: I200cc VEHICLES:

An early MKI I200 saloon (GA3440 DL) has come to light: it is being restored by Paula Barron. New member, Miss E Hunter has an early MKII saloon GA94853DL. A few more van commission numbers have appeared. They are: GA63130V (John Kipping); GA84975V (Bill and Jo Sunderland) and GA59143V (? does anyone recognise this as their car?).



1959 HERALD SHOWROOM COMPLETE WITH MODELS

### TABLE 1

#### COMMISSION (CHASSIS) NUMBER GUIDE TO 948cc CARS

YEAR/CODE	G -	G - SP	Y -	Y - CV	GY - DL
1959 January	(3) 1		(3) 1		(9) 1
1960 January	23651		5267		1158
1961 January	60024		22098	(3) 5632 22096	10184
	(3) 64435	(2) 60471	(6) 23428	(6) 23428	(6) 11392
1962 January		68646			
1963 January		(5) 71462			
1964 January		73568			
		(1) 73571			
1965 January					

**CODES:** DL - deluxe saloon, SP - 'S' saloon, CP - Coupe, CV - Convertible, G - single carb. cars, Y, GY - twin carb. cars.

**GUIDE:** For 948 'S' saloon, G - SP; 1961 (2) 60471 = first produced in February 1961 with commission number G60471 SP; final commission number (G73571SP) produced in January 1964.

### TABLE 2

#### 948cc COUPE: OLDEST/NEWEST COMMISSION NUMBER

Commission No.	Name/Membership No.	Current Member	Notes
Y798	A B Hart/78-0575	No	
BY939L	O Guerin/84-7957	Yes	1
Y1966	A C Ffolkes	No	
2279KB	C G Lloyd-Owen/82-3092	No	2
Y2954	S F Parry/83-6149	Yes	
Y3045	P J Boudon-Lea	Yes	
Y15684	D & L Clements	Yes	
Y16165	M J Costigan	Yes	
Y16839	P S Smith	No	3

1. Belgium car. 2. Australian car. 3. I200 engine (FC7367) fitted.

### TABLE 3

#### 948cc CONVERTIBLES: OLDEST/NEWEST COMMISSION NUMBERS

Commission No.	Name/Membership No.	Current Member	Notes
Y2182 CV	S W Beecham/81-2908	No	1
Y9283CV	R Hill/82-4490	Yes	2
Y15660CV	M Costigan	Yes	
Y19558CV	J J Charles-Jones/83-6439	Yes	
Y19794CV	A P Barton/78-0668	Yes	
Y21929CV	S J Hennessey/82-7262	Yes	

- I. I200 Engine.
2. Car registered in Eire.

CHRIS LONGHURST

# PEN TO PAPER

## LETTER FROM DAVE BRIDLE -

### CHATHAM, KENT:

Having recently converted my 13/60 to overdrive, I thought I might share my newly acquired knowledge with anyone else wishing to do the same. I believe the best gearbox to use is that from the Spitfire MKIV, this box being 4-synchro is an added bonus. When fitted, this 'box sounds quieter than the Herald one especially in the first. The Spitfire gearstick can be used and as this is bent more than the Herald is, puts the gear-knob about two inches further back - now you don't smash your knuckles on the dash, or radio!

When fitting the 'box you must use the Spitfire mounting plate (or maybe Vitesse overdrive), this replaces the Herald one sitting on the chassis rails, and supports the overdrive unit. Having been told I would have to re-drill the holes, I was pleased to find that they all lined up perfectly. Obviously, as the overdrive is 'tacked' on the back of the 'box, the propshaft needs to be shortened; the best way to find the required length is to fit the overdrive 'box and then measure the distance from the inside face of the differential flange to the inside face of the gearbox flange. The final length of my propshaft is 1193mm. The front flange needs to be swapped for a Spitfire propshaft flange but they don't sell these separately. Maybe not, but they do sell Vitesse axle flanges at Greenwich Auto's for approx. £7.00, and they were the same part. Shortening, balancing and new U.J.'s cost me about £30.00 at J. W. Engineering of Barnehurst, Kent.

Having now got your 'box in place you need an overdrive relay, found next to the battery in a Spitfire and this is wired onto the back of the ignition switch. There is a reversing light switch on the Spitfire 'box, so now you can have automatic reversing lights. You will find that the speedo cable is too short now, so the cable has to be re-

routed inside the car, over the tunnel cover lip.

On the performance side, I now have improved MPG and very much quieter, cruising at 80 MPH and more (I do 40 miles a day on the A2/M2). Top speed is only increased to any extent downhill, where I have clocked a ton, this still with the original 150cd carb. I have been advised not to use the overdrive below 40MPH as this will drastically shorten it's life.

My thanks go to Andy and Miles of the Thames Area for their help. I have various MKIV Spitfire parts for sale, also a MKIII hard top (steel) in good nick. Contact: Dave, tel: (0634) 682145 evenings.

## LETTER FROM TREVOR COLLINS -

### LEIGHTON BUZZARD, BEDS:

I have recently come across a Spitfire in a scrapyard. After a discussion with the scrapyard owner, he said that the car has some kind of history and that in some way it is special, but he would not comment why.

The car registration number is LPD ID and has 96,968 miles on the clock and the colour looks like green. It has been standing in the yard for a very long time.

Can anybody help me on the mystery of this car?

## LETTER FROM PAUL CHEALL -

### TAVERHAM, NORWICH:

Our Spitfire 1500, GCL 20T was first registered on 20th June, 1979. My wife and I have decided that after five years it is time for a change. As this will probably mean we will no longer be TSSC members, I thought I would put pen to paper to record my trials and tribulations with the car.

My first job was to Hammerite the wheel arches and sills and to Waxoyl the rest of the vehicle. Both have proved very worthy products and the

underside of the car is still in showroom condition.

Our first problem was overheating - not so much boiling over, but serious heat soak problems, causing a holding back on acceleration. This was eventually solved by the dealer and BL Technical Department by the fitting of a larger heat shield between engine block and carbs., drilling several holes in the cardboard side valence and re-routing the petrol pipe, which was touching a heater hose. This solved the UK problem but was insufficient on a holiday in France. Overheating was then solved by removal of the number plate, which was evidently reducing the air ram cooling effect. We spent the rest of the holiday with the number plate propped up on top of the dashboard!

In September 1980 we suffered the inexplicable destruction of three wheel bearings, unfortunately out of warranty. The fourth wheel bearing which was found to be OK then, has survived since! A word of warning - don't bother trying a DIY hubpulling job. I ended up using the full power that a hydraulic press could provide! The garage reckoned that Triumphs were notorious for this.

January 1981; 26,000 miles: new UJ's on halfshafts. These are sealed for life units but look carefully on all UJ's for a grub screw which can be replaced by a grease nipple for occasional greasing!

May 1981; 28,000 miles: new front trunnion assemblies. I was ripped off £37 for a full front suspension servicing kit just to get the trunnions. Before rushing to the shops I recommend checking exactly which part of the trunnion needs replacing, whether just the nylon bush and seals or the whole thing. Servicing kits are available from DIY outlets. Also, after replacements, I greased them instead of oiling them, on a friend's recommendation and they've lasted a damn sight longer than the first set. Also, it saves messing around with a grease gun, swopping the oil and grease around!

One recurring fault I've had with the car is a sticking starter motor every nine months or so. The first time it

happened I had a new Bendix etc. fitted. On subsequent times I have simply removed the starter motor and washed it in petrol. I have learnt that a medium grade oil prevents recurrence, contrary to all advice to leave the motor absolutely dry, which I found led to sticking only weeks later.

March 1982; 43,000 miles: "You don't really need to bother changing clutch fluid". Don't you believe it! I certainly didn't once I'd found clutch fluid dripping onto my shoes in March 1982. I'm convinced that not regularly changing the clutch fluid led to premature wear of the cylinder seals. No problems since regular bleeding. As an aside, you should be able to see the bottom of the brake master cylinder reservoir through the fluid. If you can't, the fluid is filthy! I've been amazed at how soon muck collects.

Another bit of advice I can pass on to owners is regarding the rearmost corners of the bootlid - the only area I didn't Waxoyl. They seem susceptible to rusting, as I've just discovered. I would suggest permanent removal of any rubber bungs and the drilling of a hole in the side of the corner, followed by a thorough dousing of Waxoyl. Another point I would like to mention is concerning the exhaust system. No particular problems except that the gasket between the manifold and downpipe always seemed susceptible to breaking up and leaking. Cheap to repair though awkward to get to. Be careful not to let Fast Fit persuade you that the pipe itself needs replacing.

A final point which should concern any Spitfire owner with seatbelt stems. Very recently the driver's side snapped off, evidently through metal fatigue. This probably wasn't helped by the fact that the stems get caught when the seats are moved. I was faced with a full seatbelt replacement costing £20. Nowhere could I find a spare stem until Mark, the Norfolk secretary magiced one up. Thanks Mark. Moral of the story is to pull back the rubber covering and check the metal cord which the stem incorporates to make sure yours isn't about to snap.

40 I hope the above is of some help to other owners. I know it would have saved me some hassles if I'd known it in advance myself.

I'll do my best to persuade the buyer of our car of the merits of the TSSC membership. I will pass on my bits and pieces, including the bulk of a front suspension overhaul kit (!) and Courier backcopies to Mark, the Norfolk secretary. I joined the Club in 1980, when the membership stood at 1,400. We've had a lot of fun since then and wish the Club well for the future. Please 'phone me on (0603) 860691 if you fancy buying GCL 20T.

## EXTRACTS FROM A 1960 DIARY

Experiences of a new Triumph Herald MIKE COSTIGAN

I recently discovered my father's diary for 1960 and this was the year in which he bought a new Triumph Herald. I thought Club members might be interested in an article based on extracts from the diary.

During the 1950's my father was running a 1936 Lagonda Rapier, an 1100cc twin overhead cam car, which had ample performance to keep up with the traffic of the day. However, with an increasing need to use his car for long business trips as well as domestic use, in about 1958 he started looking at the possibility of buying a new car. I can remember trying a Morris Minor and thinking how dark the interior was (the Rapier was a Tourer, invariably run with the hood down). The Austin A40 Farina looked promising at one stage but then we heard of the introduction of the new small Triumph. My uncle was racing a highly tuned Standard 10 at the time, so the engine was familiar and the all independent suspension was a great selling feature. The interior was light and airy with its large areas of glass and pale pastel colours and, of course, being a home mechanic, the accessibility to the engine was great attraction.

However, my father was reluctant to buy a brand new, unproven, design and so he decided to wait a year before he placed his order. He was also anxious to have the Coupe engine in the Saloon but was told that this would not be possible.

All things come to those who wait, however, and the twin carb option was announced in late 1959. Now came that all important decision - what colour shall we have? Well, even in 1959 some of those colours were pretty awful; Alpine Mauve and Targo Purple we thought quite revolting and Coffee and Lichfield Green were not much better! Signal Red was too flashy and although Powder Blue and Renoir Blue were quite nice, blue paint in the 50's had a terrible reputation for fading, so they were out. Eventually it was decided and our order for a twin carb Saloon in black with red leather upholstery was placed with Empire Garage, Chesterfield.

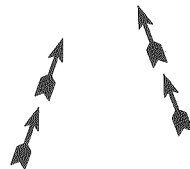
"Thank you, sir, no problem, sir, delivery two weeks, sir!"

Finally, may I quote the following from a book in my possession:

"..... The Herald was called the 'Furbellow' and its colours are very attractive. It appears in late summer and hibernates during the winter. Its range covers a large part of Britain..... It is soon alarmed and falls to the ground if disturbed".

Since we have been having a little bit of natural history in The Courier, I thought you might find these words on the Herald Moth appropriate!

Oh dear, the men in white coats have just appeared.....



That was in November 1959. By the beginning of 1960 and the start of the diary, there was still no sign of the car and my father was looking around for other suppliers who might be able to offer a more prompt delivery. On my uncle's advice, he contacted Wright's of Norwich and on January 21st they replied, offering immediate delivery of a twin carb Saloon, colour Black but with vinyl upholstery. My father's reply went back that same day, accepting the offer. On January 24th he sent his advert off to Motor Sport (for publication in the February issue - those were the days!). I remember one reply my father received, thought he was advertising a Sunbeam Rapier and was most put out by the photograph of 'an old banger' which he had received!

However, by March, Wright's 'immediate delivery' had still not materialised and on March 4th the order was cancelled. An appointment with Mr Bland at Empire Garage on 6th March must have done some good because 10 days later a twin carb Saloon was delivered to Chesterfield with our name on it - colour? Coffee! Oh, no!

On Sunday 20th, the Rapier was sold and on Tuesday the offer of the Coffee Herald was accepted - we could wait no longer! And so we became the proud owners of a brand new 948cc Triumph Herald, chassis number GY2322, registration number 495 NRB. The recorded mileage on collection was 48 miles. My father spent the next weekend going over the car with a fine tooth comb - perhaps he had already heard of the poor quality control on those early Heralds.

On April 4th it was booked in for its 500 mile service (at 610 miles), with numerous items needing attention, especially to the paintwork. On April 10th at 1,100 miles, the oil warning light came on causing us all to have heart failure, as we were 150 miles from home at the time! Fortunately, that was quickly diagnosed as a faulty sensor unit and we continued on our way with fingers crossed!

April 12th brought an appointment with the Standard Motor Company representative, to sort out the bodywork complaints. By this time my father had attached little sticky arrows all over the place, pointing out the blemishes! The rep. pleaded with my father to remove them and assured him that everything would soon be sorted out! The next day a wing mirror and an oil pressure gauge were fitted - obviously he no longer trusted that oil light!

By the end of April the car had done 1,952 miles at 44.4 mpg - obviously a gentle running-in period, as the consumption was soon down in the mid-30's! At 2,610 miles two pints of oil were added - exactly 2,000 miles since the first service.

On 20th May we called to see some relations and were greeted with "Oh, what a lovely mushroom colour". Suddenly, we decided we liked the colour. Coffee it certainly wasn't but mushroom, well, yes, rather nice!

Monday, May 23rd, with 3,360 miles on the clock, it went in for major surgery - decoke, new radiator, new diff unit, new wheel bearings and new front shock absorbers. Two days later it was back on the road but they had fitted a 4.875:1 axle ratio, as fitted to the standard Saloon.

500 miles later the steering wheel covering began to disintegrate, producing a very sticky surface on the rim. A grey furry wheel cover was reluctantly purchased as a temporary measure! The correct 4.5:1 axle ratio was fitted on 28th June at 5,270 miles (recorded), at which point the overall fuel consumption was 38.5 mpg. The 6,000 mile service was done at 5,990 miles on July 26th, just in time for our holiday, which we spent in the Yorkshire Dales, covering 800 miles in one week.

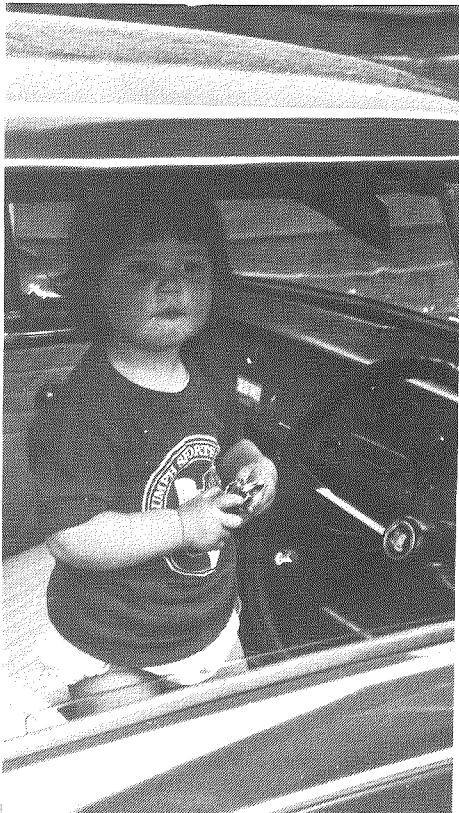
On September 27th, at 9,001 miles, the exhaust pipe and silencer were welded (!) and a new steering wheel was fitted and one week later an Interior Silent Travel kit was fitted. On 5th October an engineer from Hatfields of Sheffield, the local main distributors, saw the car and gave Empire Garage authority to attend to the bodywork and fit a new driver's seat, which was collapsing. This work was done on November 14th, two days after two new tyres were fitted on the front (at 10,400 miles).

On December 4th a radiator blind was fitted in anticipation of a cold night on Saturday 10th, when we had entered the North Midlands Motor Club's Moonlight Rally - 200 miles of night-time navigation over some of the Peak District's smallest, steepest, muddiest lanes. We didn't cover ourselves with glory but there were no disasters either!

The year ran out with a total mileage of 12,040, at an average fuel consumption of 38 mpg.

One might assume from the foregoing that the car was a load of trouble but in fact once the teething problems had been resolved, it gave three years of good service and proved to be the first of several Triumphs owned by the family. My father followed the 948cc Saloon in 1963 with one of the first 12/50 Saloons, fitted with the Stage I conversion (4901 R), a 2000 MK1 Saloon in 1967 and then his last car was a 1972 Dolomite; my elder brother took over 4901 R, then had a 1962 Vitesse 6 (NNC 633) and now runs my father's old Dolomite, whilst I ran a Vitesse 2-litre Convertible (KVO 117E) in early '70's', replaced by a pre-production Dolomite - a very nice car but not as much fun to drive as the Vitesse - before returning to the early Herald I now run.

I expect all the Club cars mentioned have succumbed over the years and have ended their days in little pieces but if anyone does know any subsequent history, I would be pleased to hear from them.



*Thomas Jenkins of Cheshire, who is 74 years old, asks if he and his 21 month old granddaughter, featured here standing in the front of his Triumph holding the ignition keys, could be the oldest and the youngest Triumph 'nuts' in the Club. It would certainly seem very likely to us, but perhaps you know better?*



## SPOTLIGHT!

TRIUMPH SPARES CENTRE  
Eclipse Trading Estate  
Alcester  
Worcs.

Tel: 764313

This is a new spares centre in the Worcester Area and was started by Mr. Geoff Payne, who has been a Triumph enthusiast for several years.

Parked in one corner of the workshop is a GT6 MK1 grass-track racer, powered by a rear mounted 1300 MKIII Spitfire engine!!! As you walk in you see about 30 engines lined up on the floor, including a TR6 150 bhp (offers over £75 + exchange 6-cylinder engine). There is a brand new Spitfire MK4 short engine £250, recon. £190 exchange. Other spares include Herald/early Spitfire driveshafts, £25, MK4 £40; fuel tanks, front suspension unit, £25 pair. Starter motor, second hand, £5 exchange, dynamo, £5 exchange and alternator, £3 exchange, Spitfire 1500 gearbox (5,000 miles) £60 exchange, recon. diff. £120 MK4 second hand £35.

There is a great deal of Herald and Vitesse parts, including a good set of Vitesse black and white fleck carpets as well as other bits of trim. A 1600 Vitesse engine, £60 exchange and a 950cc ex-racing engine. Herald Estate parts are quite numerous: a couple of passenger doors (no rust), plenty of glass and a Herald Estate shell stands in another corner: it has no rust and is in excellent condition, £100 and a MKIII, which needs a new floor and sills.

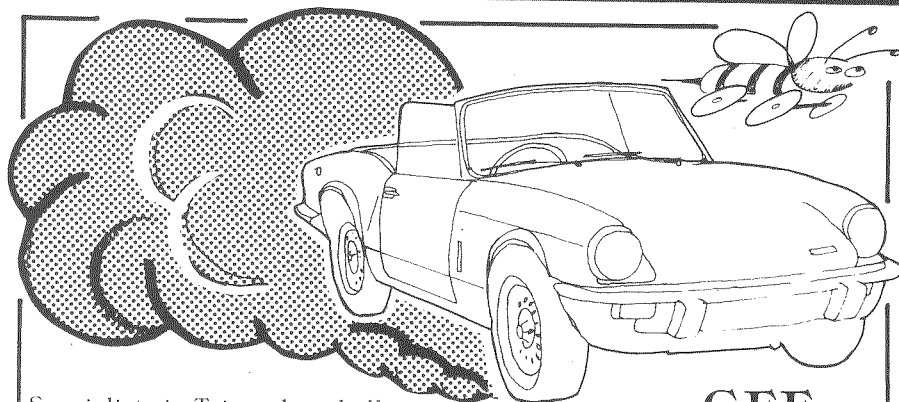
Spitfire spares are turned over fairly fast. New parts come in occasionally but are quickly sold - brand new MK4 brake caliper, offers? GT6 spares are limited but it's worth a ring, just in case.

While I was there a TR4 belonging to the TR Drivers Club was having a new steering rack fitted. The quality of workmanship I saw was very good and nothing seems too much trouble for Geoff Payne. Discount is available on some items so mention your TSSC membership number.

Details sent in by E McKay, 'Amathus', Evesham Road, Salford Priors, Worcs. WR11 5UU, tel: (078977) 2480.

## SEND US YOUR SPOTLIGHT





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

## GEE BEE SPORTS CARS

Tel: Leighton Buzzard, 210241/378078

DESIGN BY J J FROY LUTON 882102

### JOHN KIPPING'S - THE ENTHUSIASTS CENTRE

	Price	Postage
Banjo Bolt - Bulkhead end of inlet manifold Vitesse /GT6	£3.00	50p
Front Shock Absorbers - all cars	£22.00 pair	£2.00
Rear Shock Absorbers - Herald/Spitfire/ Vitesse 6 & 2Lt MK1	£22.00 pair	£2.00
Bonnet Locks - all cars	£7.50 pair	50p
Rear Brake Kits - Shoes/Cylinders/Adjusters/ Springs/Clips etc. Vitesse/GT6 (not late 111) Spitfire/Herald	£16.00 £16.00	£2.00 £2.00
Economy Cylinder Head (9.25:1 comp. ratio) Fits all Herald 1200 Engines includes new valves/springs	£38.00	£4.00

### PARTS CATALOGUE

AVAILALE ON REQUEST

JOHN KIPPING  
55 WHITMORE PARK ROAD  
HOLBROOKS  
COVENTRY  
CV6 4DN

TELEPHONE (0203) 83926



# NATIONWIDE

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## ANGLIA AREA NEWS -

### GILES TINKLER REPORTS:

By the time you read this, the first meeting of a new Area at Peterborough will have taken place, hopefully with a good response from the local members, some of whom have been travelling long distances to attend the Anglia Area meetings.

### Forthcoming Events:

Thursday 6th September - monthly meet.

Sunday 9th September - Touring Quiz leaving Coach & Horses at approx. 3.30pm

Thursday 20th September - Map Reading Quiz. Meet at Coach & Horses at 8.00pm

September 29th and 30th - Marshalls 75 years motoring milestone. Anglia Area will be organising a stand at this event. Assistance will be required from the Area members. Please see me for further details.

## CORNWALL AREA NEWS -

### DAVE BUXTON REPORTS:

By the time your read this our first barbecue will have been held, which I hope you all attended! There are two important pieces of news for you:

1. The monthly meetings will, from now, take place on the last Thursday of each month, but still at The Farley Hotel. the first change of date for 5 years.

2. The eighth Cornwall Area Treasure Hunt will take place on Sunday 7th October, starting at the RAC layby, just west of Perranarworthal on the A39 between Truro and Falmouth at 4.00pm. The event being organised by Richard and Ann Cunningham, the current holders of the trophy.

Thank you also to Mike Romans for his offer of the use of his guest house for an event during the winter - perhaps a

Scalextric evening, a table top rally or anything else you can think of.

## COTSWOLD AREA NEWS -

Yes, we do still exist, despite not having submitted any Area Reports of late. Good attendance and varying topics of conversation were a feature of the evening and it was nice to see new faces. John agrees his car really needs the Club, as his back seat would never stand night time manouvers. Very embarrassing finding oneself in a compromising position under the back of the car! We don't spend all the time finding faults in our cars, though in our Area it is quite easy. The weather makes me very envious of all the convertibles, as my car is a saloon. Any chance of a loan from someone out there so I can get my Vitesse Convertible on the road, or even a buyer for my Herald? See you all next month, same time, same place.

## CUMBRIA/LAKE DISTRICT AREA

### MALCOLM BUTLER REPORTS:

Firstly I must apologise to the Area members for the absence of the last 2 months Area reports - I missed the deadlines! However, there wasn't much to tell.

This months meeting saw the usual set of hard-core members turning up along with two Ribble Area members, Carol and Bill Coulshed, who came up from Preston in their MK1 Vitesse.

The main topic under discussion was the Holker Hall Classic Car Rally on Sunday September 12th. I have managed to acquire a stand at this venue for our Area. Therefore, we hope to put on a display of Club cars and literature. This show is an excellent day out, so if any members are coming to the Lakes that weekend, I can thoroughly recommend this event. We would like to see as many members as possible during the day. We are also short of Club cars; we will be showing a Spitfire, Vitesse and possibly a GT6 but

would like to show a good cross-section, so if anyone fancies being a star for the day, give me a ring (see inside back cover).

By the time you read this report some of us should have been down to the North Yorkshire Moors Run. A written Quiz was handed out at this meeting and was greeted with some amusement, but everyone attempted it with varying success. It put a smile on my face as I totted up the scores. The Quiz will become a monthly event with a score table being kept. At the end of the year whoever has the most points will become Area Champion and will be awarded a trophy for that year. What the Quiz did show was who reads The Courier from front to back and who only reads the Spare Parts section. I can just see members before next months Quiz burning the midnight oil, swatting up! **The next meeting will be held on the second Wednesday of September, the 12th at the usual venue.** Hope to see a few of you at Holker Hall.

#### DEVON AREA NEWS -

##### GARETH BEECHING REPORTS:

This year the Devon Area Concours was held on 22nd July and some very nice plaques were presented to all entrants. Stan Walters kindly organised the event and managed to persuade some impartial relatives to do the judging! The results were:-

First Stan Walters Vit. 2L MKII Conv.  
Second Adam Egeland Vit. 2L MKII Conv  
Third Oliver St John GT6 MKII (mod.)

The prize for 'competitors' choice went to Adam Egeland.

The calendar of events has been arranged for the rest of 1984, so please note the following in your diaries:-

September 9th - Treasure Hunt Competition - next round. Meet in the Maltsters car park in the centre of Woodbury at 2pm. Hunt ends at Bicton Gardens, and first 20 cars get in free to the 'Thrust II' exhibition (thanks to Mrs Bruford).

September 9th - meeting at Kennford at 8pm.

September 30th - meeting at The Dartmouth Inn, Totnes.

October 14th - meeting at Kennford.

October 28th - meeting at Totnes - slide show (bring your own).

November 11th - meeting at Kennford.

November 25th - meeting at Totnes - annual quiz organised by John Griffiths.

December 9th - meeting at Kennford.

December 16th - meeting at Totnes, with Christmas Buffet and raffle etc.

Finally I must record my thanks to Nick Bradbury for the tremendous effort he has made in organising the joint Somerset/Devon Area stand at the Yeovil Festival of Transport.

#### DORSET AREA NEWS -

##### ANDY TOPP REPORTS:

Last months meeting was on August 1st was not well attended, so let's try harder over the next couple of months. The barbecue at The Royal George, West Coker, was a great success, with 22 members turning up from many Areas. Many thanks to John Griffiths, Chris and Trudi Squibbs for turning up. **The next meeting will be held at The Antelope Hotel, Sherborne, Dorset on 5th September at 8pm.** On October 3rd Tony Everhard from the Central Somerset Area has offered to bring along some films of the last couple of years Lombard RAC rounds, so your support will be appreciated.

If any new members wish to contact me, as I am not yet on the 'phone, my address is as follows: 2 Limerick Villas, North Street, Milborne Port, Sherborne, Dorset DT9 5ES.

#### N. HERTS/ S. BEDS AREA NEWS -

##### IRENE FUSSELL REPORTS:

The numbers at the August meeting at Offley were fairly low but this was probably due to holidays.

The next meeting will be held on Monday, 3rd September at The Red Lion,

Offley were fairly low but this was probably due to holidays.

The next meeting will be held on Monday, 3rd September at The Red Lion, Offley, where a new Area Organiser and committee will be nominated and voted for by paper ballot. (You will remember that Bev resigned in July due to pressure of work).

As this is probably the most important meeting the Area has held this year, please come along if at all possible as your vote will be needed. The ballot slip will be printed on the front page of the September newsletter.

I am sure we would all like to thank Bev for his efforts as Area Organiser and wish him continuing success in his industrial graphics business.

#### SOUTH HERTS AREA NEWS -

##### TONY BURTON REPORTS:

As Jeremy is away mining for pickets, it falls to me to report the news this month. Firstly, congratulations to Mike Stoddard, his missus and his team for winning the 'HEADACHE' all-night contest with 243½ miles; second was the Jeremy and Nick Hurst crew with 245 miles and third was the Gascoyne crew John and Val, with 248 miles. The first three were driving Vitesses - a fluke? Commiserations to Pat Mc Carron, who rang me from from somewhere near Oxford at 5 am with a broken halfshaft - he'd hitched his way home by lunchtime, but blew his mum's Honda up on the way back to fix it! Thanks to Sheridan for ringing me on Monday night to say he'd got home eventually, even though his navigator was asleep! All finishers will receive an award - my thanks (and sympathy) go to all participants. Congratulations to Jeff and Caroline who are tying the knot on August 18th or is it torquing the nut? See you all at our next club night, and at .....

1. Barbecue Saturday 1st Sept. at Coach & Horses, 8pm. Tickets £5.50.
2. South Herts Treasure Hunt, Sunday 30th Sept., Coach & Horses, 2pm.
3. Halloween Party (Fancy Dress)

Saturday 3rd November, Coach & Horses, 8pm.

#### KENT AREA NEWS -

##### MARTIN RADFORD REPORTS:

At the Kent Area Gumball Rally cannot take place until the M25 is finished, so come on all you boy racers be patient, or take your shovel to the M25 site and give them a hand! The annual Foots Cray Camping Weekend/Bromley Pageant was again a great success. The only problem being rain during our open air quiz. We had large numbers from Cambridge Area, Hants and Surrey Area and less from Essex, East Surrey and what Kent event could ever be complete without the Kent Area official hero, Hissing Leon from the Thames. We were particularly pleased to see three Vitesses drivers from Holland who won our distance award. Matt Maudsley did his usual excellent job of judging the concours. Thanks Matt. The biggest surprise of the event was that nobody got lost during the Country Drive. The Bromley Pageant was interesting. Due to an act of skulduggery by East Surrey Area, it was they who manned the official Club stand this year. Mindless bureaucracy within the car club prevented us from doing anything about this. We carried on regardless and put a large display on in the one-make area. We sponsored the appearance of JDX which certainly stole the show and we had the first airing of the Kent Area banner, which was expertly made by our very own Mrs. Elcombe. Banner poles were reluctantly lent to us by the Kent Area Lumber Jack (pedestrian Phil). I hereby officially request that the official Club stand at Bromley Pageant for the next nine years is handed back to the Kent Area.

The next major event is the Kent Convoy to Holland. Bookings are being made for Dover-Zeebrugge 05.30 1.9.84, 5-day return. Yes, I do realize that Zeebrugge is not in Holland but everything is under control - I hope.

The annual Summer Camping Weekend will, once again, not take place in the summer. It will be at the campsite at Martinmill near Deal(?) on 21/22/23



September. This spectacular event will include convoys, posing, beach parties, alcohol and possibly another trip to France - so bring Le Passport in case. Further details at the meetings.

#### W. KENT/E. SURREY AREA NEWS -

##### SUE FRANCIS REPORTS:

In July we had our summer disco which was great fun. It was a shame that so many people were on holiday at the time but, hopefully, there will be more at our Christmas Party on Friday 14th December, the theme this time will be 50's and 60's. A great effort was made by all who came to the disco last month with a prize for wally of the evening going to Bob King (I only wish it had been possible to give another prize to Robert for exposing his legs!).

Don't forget our meetings are on 1st and 3rd Tuesday of the month at The Grass-hopper Inn, Westerham, Surrey. Meetings in September will be 4th and 18th. See you there.

By the way, we hope to meet up with Kent Area at their Dartford meeting on 19th September and if you would like more details, please come along to our meeting on the 18th or give us a call.

##### PROPOSED NEW AREA:

Mr I K Atkinson of London E14 would like to start a **East & City of London Area**. He has approached the landlord of The George in Millwall E14 with a view to this being a regular meeting place and would welcome local members contacting him in this regard. His address is 10 Midland Place, Ferry Street, London E14; work telephone number: 01-987 3941. Please contact him without delay in order to get this new Area off the ground.

#### NORTHANTS AREA NEWS -

##### IAN MCKEGGIE REPORTS:

The Northampton Area is possibly one of the youngest Areas in the Club and is now beginning to feel it's feet very firmly. With 19 cars at the last meeting, one only describes pulling into the car park as impressive - with all the cars lined up round the perimeter of The

Stag's Head car park. We now move into a new era of events of our own having already had a Scatter Rally, which proved very successful; the barbecue at The Stag's Head proved to be tremendous fun for all those who attended and the food was truly excellent. Those of you who have not visited The Stag's Head yet, at Maidwell on the third Wednesday of every month, should come along to see what you are missing. If you need reminding, I have arranged that BBC Radio Northampton broadcast on the day of the third Wednesday of every month the Club details and meeting point. This should also help to build up the Area. The Go-Kart race against the Leicester/Northampton Area of the MG Owners Club will take place in September although I do not have a final date yet. However, further details will be provided at the next meeting. Be lucky, see you soon!

#### NORTHERN IRELAND AREA NEWS -

##### ROB MILLAR REPORTS:

Despite small numbers attending meetings, we have recovered from almost fizzling out and recently have actually acquired a couple of new members and our first 'Spitfire'! The small attendance remains disappointing but the extensive knowledge, expertise and spares of the 'hard core' has kept many an ailing Triumph on the road (mine included!). So, any member reading this would be more than welcome to come along with or without friends to our next meeting on Saturday 1st September, 2pm at The Glenavna House Hotel, Newtownabbey.

#### NOTTINGHAM AREA NEWS -

##### GEOFF FLETCHER REPORTS:

May I firstly thank those members from the North Wales Area for setting out to come and see us this month. Though only one of you arrived without problems, I would like to have met you all. 2½ hours travelling to a meeting is no mean feat and I hope winning the raffle was at least some consolation. The meeting was attended by 30 people which was excellent - may this upward trend continue. May I also apologise to

the gentleman in East Leake (Notts) who was trying to get in touch with me. Though you left your telephone number, I couldn't obtain you and was connected through to wrong numbers. May I say I'm sorry again and hope you personally were not inconvenienced in any way. Thank you Mick for the raffle prize you donated and hope to see you all next month.

#### OXFORD AREA NEWS -

##### JOHN CUDMORE REPORTS:

I missed the June meeting due to the holidays, but I am told John and Angela Walmsley returned to the fold - welcome back. Our small band of regulars always appear and we must mention Steve Little and his new wife, Barbi, and add our congratulations to them. We have had Derek Stringman back with us at Oxford but he tells me the R.A.F. need him back in Lincolnshire, so look out Newark and South Yorkshire!

#### CENTRAL SOMERSET AREA NEWS -

##### ROD WARREN REPORTS:

Well what a very good meeting again in July, a total of 21 members turned up again and I must thank all those who attended. I must also extend my thanks to those members who attended the TR Gymkana on 29th July. At least we showed the TR owners that you don't have to have fuel injection and 2.5 engines to be quick and powerful, especially as a certain dark blue GT6 MK1 was the fastest car through the slalom, beating the TR's by 2 seconds, which upset a couple of the TR owners. But we did have to prove just how good we are didn't we!

Nick Bradbury has been very busy this month organising the stand for the Yeovil Festival of Transport but he has had time to write a few lines of Area News:-

Suggestions have been made regarding Area funds, e.g. have a monthly raffle or collect monies on a monthly basis making up an account for Area funds etc. This matter can be more fully discussed at the next meeting. A date

has been provisionally booked for a Christmas nosh at The Walnut Tree Inn at North Petherton for December 29th - a date for your diaries!

In due course the annual election of Area Organiser will be upon us, so please get your nominations in as EARLY, as previously it has been left until late or even until after AGM, so get to it and nominate/elect the next Area Organiser(s) preferably before the TSSC AGM. Also the Area Liaison Officer, Richard Bruford, must, of course, be notified.

#### Results of TSSC members - Apple-Country TR Register Gymkana 29 July:

TSSC Position	Total Points
1st Rod Warren/GT6 MK1	275
2nd Martin Cameron/Vit.	315
3rd Stuart Pocock/Vit.	333
4th Nick Bradbury/XR3i	401
5th Mike Goldsmith/Spec.	512
6th Neville Heath/Her.	-

#### SOUTHERN AREA NEWS -

##### TONY FARBY REPORTS:

Our skittles competition with The Stag Owners Club will be held on Monday, 17th September at The King's Head, Wickham. Please let me know if you would like to support your Club at this event.

As you may have noticed, last months report in The Courier was cut short - rather abruptly, so just a re-cap on what you missed:- As I mentioned, I am trying to start a 'spares location scheme' and 'scrap-yard register' and Simon Daubeney will be co-ordinating this service. He can be contacted on Fareham 289419. Please let him know of any spares you have to sell or are looking for and details of any club cars that you have seen in your local scrapyards.

I have been given an old printing machine which I hope to be able to use to produce local Area newsheets etc. in the near future.

#### THAMES AREA NEWS -

##### MIKE CREWES REPORTS:

Some time ago now, Bill and Tim organised our Auto-Gymkahana at The

Firestone and good it was too. Yours truly came first, with Julian Marshall a close second after a tie-breaker. Everybody did well and our poor Bond came last, perhaps it's more difficult in a Bond. Anyway, thanks to Bill and Tim, well done.

A good many of you are interested in "sticker blatting" at weekends - Pam Price is even following cars until they stop. Simon isn't too happy with the petrol bill mind, but a good idea. Pam's going to give us a crash course when she gets back from Timbucktoo!! A new pub came up as well: how about The Hare & Hounds, Windmill Lane, Brentford (just around the corner). Views invited. Apparently The Stag Owners Club already meet there. August 2nd saw our Barbecue at The Heritage Museum, syon Park. Even the weather enjoyed it by staying dry. About 25-30 people turned up, many with their other halves. A good time was had by all, with loads of good grub ably cooked by Peter Van Der Veken on his barbecue. We even made a small profit of about £15.00 with some beer left over. I'd like to thank Peter and all the staff of the Heritage Museum for all the hard work that was put in and indeed allowing us to have such a great time. Peter even asked when we want the next one. Don't worry Peter, you'll be the first to know.

In between whiles, Nick Lord and I have been playing Advanced Drivers. It's all go y'know. Anyone wanting lessons - see me. The test is a piece-of-cake and means 15% discount on Insurance.

Meetings in September are 14th and 28th, October 11th and 25th, which is one of our film nights at The London Car Club, Packhorse and Talbot pub, Chiswick High Road, Chiswick. More details next month. Don't forget STIR on 2nd September.

Watch this space: next month I hope to have the Winter Calendar. Lots happening. Meanwhile, see you at The Firestone, West Cross Centre, Great West Road, Brentford - on the London-bound carriageway between Syon Lane (Gillette Corner) and Boston Manor Road.

#### WEST MIDLANDS AREA NEWS -

##### DAWN STORTON REPORTS:

What happened to you all on the weekend of 14th/15th July for the Horse Power Trials? There were complaints a few years ago that there was not enough going on in the Area, so we responded to your criticisms by staging events, and when we have over 200 members in the Area and only 16 turn up, it makes you wonder why the hell we bother - unless, of course, you want first prize for apathy!

Jeff and Julie put mountains of hard work into the weekend, which incidentally, was one of the best events the Area or National have ever been to in my four years of Club membership. So come on, let's have a bit more enthusiasm from you: the monthly meetings are so well attended, let's have some showing up at our events.

##### Next meetings:

9th September: Sunday lunchtime at The Belfry.

Thursday 27th September at The Bull, Shenstone.

#### WORCESTER AREA NEWS -

##### E MCKAY REPORTS:

Our open-evening was well attended indeed, with several members from the local TR Drivers Club turning up in a nice TR4A and an early Stag (no. 17 off the line). A West Midlands Area member turned up in a beautiful red Moss proving that kit-cars can be built to a

high standard. John Green brought along his photos of all the events Area members had attended since June 1983. There were several non-members who seemed quite interested and two asked for membership forms.

On Sunday 5th August Jon Green and I went to the TR International Weekend at Malvern and we both got a couple of bargains and also saw several TSSC members, including Roger Rowley on his way to the Concours Area!!

On September 16th we hope to be having an outing to the Midland Motor Museum.

see page 60

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

BILL SUNDERLAND - EDITOR

# CAR MART

TRIUMPH HERALD 1200, 1961: reg. FOO 174; original purchase documents; MOT; 74,000 miles. Many new parts: clutch, master cylinder, seals, UJ's. Under-sealed. Spare door panels. Slight rusting otherwise good cond. Good runner. Excellent restoration project. £350. Contact: Malcolm Booth, tel: Stockport (061) 432 6654 - 83/6799.

VITESSE MKII 2L CONVERTIBLE, 1969: O/D; black; full MOT. Has potential. £550 o.n.o. Contact: B Hipple, tel: Thornton Heath (689) 7331 - 84/7327.

GT6 CONVERTIBLE: 'M' reg.; years MOT; Signal Red; radio/cassette; laminated windscreen. V.g.c. £1,195 o.n.o. - part exchange possible. Contact: Hugh Davies, tel: Amesbury (0980) 23517 between 6 and 7pm - 81/02090.

Vitesse 1600 Convertible, 1965: completely restored. Mild and tastefully customised. Black with chrome wires; red interior. Detailed rebuilt engine - just run in. New carpets; Cobra reclining seats; tonneau; good hood and hard top. MOT and tax. £1,395. Contact: Peter S Mockeridge, tel: Totnes (0803) 864686 - 83/6607.

GT6 MKIII, 1972: white; O/D; radio; 64,000 miles. Two owners. Stored for 4 years, now in daily use. Excellent cond. £1,450 o.n.o. TO INCLUDE WORKSHOP MANUAL and SPARES. Contact: Mr R Ratcliffe, tel: Storrington (W. Sussex) 5483 - 81/2231.

MKIII Spitfire completely rebuilt with new r/wings, sills and f/right wing. £300. Just wants respraying. Contact E J Wilkins, tel: Crewkerne 72661 - 83/5314.

HERALD 1200 ESTATE '65: family since new; 74,000 miles; Hammerite undersealed and Waxoyled. Superb mechanics. New Kunifer brake pipes, new flexibles. Very sound bodywork. Recent respray. Full history and all bills, 12 months MOT. No tax. £700 o.n.o. Contact: Chris Hewitt, tel: Liverpool (051) 427 2403 - 82/3877.

Vitesse Convertible MKII: 'J' reg. with O/D; Maroon; superb cond.; wire wheels; radio; weathersealed; chrome engine top; MOT; one previous owner. £3,000. Contact: R B Yearsley, tel: Twyford (0734) 343551 - N/A.

VITESSE 2L MKI CONVERTIBLE, 1968: O/D gearbox still under warranty. Documented 42,000 miles. £600 restoration last year, using genuine Leyland panels. Stereo radio/cassette. Additional gauges. New carpets. £1,700 o.n.o. Contact: Paul Harrison, tel: Ashford (Middx.) 59622 - 83/5319.

Herald 13/60 Saloon: 'F' reg.; Valencia Blue; MOT June '85. Only one owner. 58,600 miles. Excellent cond. throughout. £350 o.n.o. Contact: B E Holloway, tel: Kent (0322) 846176 - N/A.

1970 TRIUMPH HERALD 13/60: chassis and structure very sound; MOT'd end Aug. £200 o.n.o. Quantity of spares for same. Contact: A Robertson, tel: Errol 205 (Perth) - non-member.

GT6 MKII: 1968, O/D. Recon. gearbox and diff; 48,000 miles present engine. All extras. £750. Contact: Ken Meyers, tel: Liverpool (051) 256 0197 - N/A.

TRIUMPH HERALD 1200: WHT 513H in running order; MOT January 1985. Plus extras and spares. Contact: K L Caines, tel: Southend 219021 - N/A.

1967 Vitesse 2-litre Convertible: recent new hood and clutch. £400 o.n.o. Contact P M Hookins, tel: Esher 01-398 1342 - non-member.

GT6 - earliest in existence. Serial No. KC00002L, engine no. X1103E. Development vehicle, converted to right hand drive during development. O/D, daily runner, good cond., needs enthusiast to care for her in her old age. Price open to offers. Contact: D B Parker, tel: Knowle (05645) 6971 - non-member.

GT6 MKII, 1968: tax and long MOT. Complete new floor, inner and outer sills, new gearbox, diff., clutch, distributor. Excellent mechanics. £650. Contact: Martin Crabtree, tel: (0634) 43162 - 6552.

Herald 13/60 Convertible 1969: 8 months MOT. Very reliable; used daily. Good chassis and hood but bodywork tatty - ideal for a runabout for restoration. £150. Contact: Steve, tel: Luton (0582) 502928 eves. - 82/4901.

GT6 1972 (L): saffron, sunshine roof, radio/cassette. 46,000 miles. One lady owner now going abroad. Immaculate cond. Undersealed. Contact: M Farnworth, tel: (02974) 2309 - non-member.

Triumph Herald Convertible: red, 1967, 1200E. V.g.c.; MOT Feb; 45,000 miles original. Needs some attention, has been looked after and has an original logbook. £600. Contact: G Gigg, tel: Norwich 505472 - non-member.

VITESSE Convertible MKI, 2L with O/D, 1968. Immaculate cond. after total rebuild. Many new body panels; respray light blue with dark blue stripe. New carpets, five new tyres. Philips stereo radio/cassette. £1,500 o.n.o. Contact: Chris, tel: Woking (04862) 72457 - 83/-6889.

Triumph Herald 1200cc, 1962 model. Chassis gone, could be repaired. Otherwise plenty of excellent spare parts. Engine 74,000, gear clutch overhaul 68,000. 5 good tyres. Interior excellent cond. Offers please. Contact: B Dover, tel: 051-526 3219 - non-member.

SPITFIRE MKIII 1969: yellow, new clutch, recon. engine, new hood, fastback hard top, electronic ignition, wire wheels, 2 new tyres, body v.g.c. except sills, receipts available. £575 o.n.o. Contact: Andrew Hamilton, tel: Princes Risborough (08444) 6255 - 81/2421.

Spitfire 1500, 1979: 'V' reg. Excellent cond.; 34,000 miles; one owner; new MOT, taxed; tonneau, hood cover. £2,400. Tel: Bookham 58363 - non-member.

VITESSE MKI CONVERTIBLE: 1964, white/black stripe. Very good mechanically, body tatty. Excellent hood; 4 new tyres; new exhaust; no tax/MOT. Needs some chassis welding. £90 o.n.o. Contact: Paul, tel: St. Albans 62080 eves. - 84/-8322.

Triumph Herald 1200 Estate. No MOT. V.g. floor and chassis. Clean interior. Needs new engine but mechanically OK.

Good tyres, new exhaust. Any decent offer accepted. Contact: Coventry (0203) 456761 - 84/8146.

Herald 13/60: 'F' reg., 9 months MOT; new tyres and exhaust. Needs some work. Move forces sale. Offers? Contact: Jim Rounsley, tel: (061) 798 9609 - until end Sept. - non-member.

Triumph Vitesse 1600cc saloon: Conifer/-White side stripes. In good cond. for year. Little used since passing MOT. Trade plates now required. Suitable for a collector. £400 or nearest offer. Contact: A S Darlington, tel: (0726) 822282 - non-member.

Triumph GT6: 'L' reg. An immaculate example of this classic sports car. Low mileage, large sunroof, overdrive, professionally maintained by specialists. MOT until March 1985. An investment at only £1,695 o.n.o. Contact: P R Rimmer, tel: Wantage 65397 - non-member.

HERALD 13/60 saloon: reground crank, new valves, oil pump and gearbox; riggers, suspension and brakes 14,000 miles ago. Much new bodywork. Very reliable and well cared for. Valencia Blue. £400 o.n.o. Contact: Mr N Wain, tel: Sheffield 874094 - 81/2599.

GT6 MKI in excellent con. Recent respray in late TR7 red. Fibreglass bonnet. Rebuilt engine; recon. O/D in 2,3 and 4. 5½J wheels and recent tyres. Excellent interior and stereo. Must be seen. £940 o.n.o. Contact: M J Gould, tel: Enfield 01-363 8295 - N/A.

Vitesse 1600, 1966: very nice car; mechanically very sound. Bonnet resprayed recently. Could be excellent car with very little work required. Tax/MOT. £500 o.n.o. Contact: G Mahon, tel: 01-480 5171 ext. 450 (leave name and number and I will contact) - 83/5468.

Hillclimb/fast road 1296cc Spitfire MKII: 1970, total rebuild at great expense in last 3 years. Only 1,500 miles since. Stanpart decambered rear spring and anti-tuck reverse spring. Lowered front comp. springs. Spax adj. all round. Handcut road legal 50 sect. Kelbers on 5½J Cobras. Pro. rebuilt engine all updated new parts. Balanced. Fast road cam. New powermax pistons. LSR tuner

prepared head. Twin I50CD Strombergs. SAH exhaust system. New clutch. I" rollbar front. Body v.g. Strengthened floor. £100 lightweight rollo' bar. Hard and soft tops. MKIV seats and h/rests. All panels mid-grey. Nappa hid hand crafted burr walnut dash. Lea. + chrome sports wheel. Grey carpets. Servo kit. Air horns. Spares and advice. MOT 10 months. Parts alone cost £1,500+. Needs good respray. Only £1,600 o.n.o. Contact: S P Wright, tel: Wetherby 63909 - N/A.

GT6 MKIII: 'L' reg., red MOT. Excellent cond. New, uprated suspension, tyres, exhaust and manifold. Alloy wheels, stereo, radio/cassette. £1,650 o.n.o. Contact: W Tatham, tel: Twickenham 01-892 6775 - 82/4414.

Spitfire 1500, 1975: 'P' reg., MOT May '85. Runs well, exterior tatty in places but new panels in with price. 82,000 miles. French Blue; new hood, lower wishbones. £850 o.n.o. Contact: Edward Neal, tel: (0908) 670108 - 83/6961.

Vitesse MKII 2L Saloon, 1970: beautiful cond. throughout. All original less; less than 50,000 miles from new. Supporting documentation. Full years MOT. £1,200 o.n.o. Contact: Donald Marsh, tel: 01-2832000 ext. 3167 (9.30-5.30 only) - non-member.

GT6 MKII for restoration - all there, engine runs, v.g. bonnet, doors etc. but fills and part floor poor. New sills included. £250 o.n.o. Might swop MKII Vitesse. Contact: Mike Tebbett, tel: Ledbury (0531) 3677 - 81/2408.

Vitesse Convertible, 1968: many new parts; 6 months tax; MOT just expired. Garaged. £200. Contact: Peter Jesson, tel: London SE8 01-6912045 after 6pm - 2097.

VITESSE 2L CONVERTIBLE, 1968: O/D, radio, tonneau, tax and MOT. Fair cond. Contact: Mr P Barrett, tel: Timsbury (0761) 71434 eves/weekends - 80/01625.

VITESSE 2L MKI SALOON: G reg; valencia blue /tan interior in excellent condition. Undersealed; long MOT; taxed; mechanically sound. £995. Contact: Paul Armstrong, tel: Walton-on-Thames 228401 - 83/6885.

Vitesse 2L MKI Convertible, 1968: long MOT, taxed, recent new diff, frear bearings, shocks, tyres, hood, frame, carpets. Much mechanical work done. Good B.R.G. bodywork. £850 o.n.o. Contact: Marc, tel: Bishops Stortford (0279) 58767 - day or 724287 after 6pm - 81/01988.

Vitesse MKII Saloon, 1969: MOT May '85. Average condition. £450 o.v.n.o. Contact: Tony Coomber, tel: Peterborough (08323) 392 after 6pm - 84/7451.

Vitesse MKII O/D: valencia blue, silver coachline; new Firestone tyres. Much money spent on rebuilt mechanics, bodywork, new sunroof. Excellent condition, beautiful looker. £1,350 o.n.o. Contact: David Rees-Williams, tel: Finchley 01-346 6050 - non-member.

TRIUMPH VITESSE CONVERTIBLE 2L, 1967: 12 month MOT. Garaged over winter and used only in summer months. Can be viewed in Basingstoke/Southampton area. Contact: Martin Shaw, tel: Basingstoke (0256) 850081 - 83/6091.

Vitesse MKII, 1970 with O/D: white; excellent condition throughout; recent respray and engine overhaul; radio; electronic ignition; servo; 5½J steel wheels; tow bar; SAH; rear Spax conversion. £1,250. Contact: John, tel: Ellesmere Port 0513395763 - N/A.

GT6 MKII 1969: navy blue, O/D, full sunroof, rear seat conversion, badge bar. Mechanics v.g. Bodywork needs slight attention. New panels included: rear wings, inner wings, sills. Offers around £525. Contact: Trudi, tel: 0536-761930.

1970 Triumph Spitfire MKIII: 8 months tax and MOT. Recon. engine; resprayed; O/D; hard and soft tops. Very quick yet economical. Excellent condition. £650 o.n.o. Contact: Nic, tel: (0823) 81178 - 82/4807.

TRIUMPH HERALD 1200 SALOON, 1966: long tax and MOT; very reliable; immaculate interior; lovely two-tone exterior. All original with Log Book. Lots of history. Polished every Sunday. Offers or swap for Convertible. Contact: Nic, tel: (0823) 81178 - 82/4807.

GT6 MKIII, 1973: white; one previous owner; all original; genuine 36,000 miles; O/D; highly recommended. £2500. ALSO 1962 MKI 1200 Herald saloon: genuine 46,000 miles; one previous family owner; needs some work. £60. Contact: John Griffiths, tel: (0392) 61708 - 77/0004.

GT6 1968 MKII: complete professional rebuild of body, interior and engine. Mint condition. £1,995 o.n.o. or exchange for larger car. Money available. Contact: Mr Hooper, tel: Bath 319234 days or Bath 314178 eves - non-member.

Her 13/60 Sal, H reg. breaking for spares or complete car. Extensive work to chassis. Contact: J O'Neill, Luton 414801 or work Luton 24182 as for Hangar 62 ext.

Spit IV '71, 55,000 miles. Pimento. V.g.o.c. V. little corrosion, bootlid/½ panels only. Owned and cared for since '74. £870 o.n.o. Tel: Hereford 51793.

Her 1200 Conv. '67L MOT Jun '85, Tax Dec. 5 good Radials, good classic, recent exhaust. Good runner. One careful

owner since '77½ Dolphin Grey. Smart trim. Reluctant sale, £350 o.n.o. Chris, tel: Leeds (0532) 494985 - non-member.

Help, save me from rapacious greedy breaker. Another loving, caring home needed for FLO aged 18: Spit II, MOT'd, taxed Sept. '84. Battered but unbowed, white Knights call Watford 50302 re dowry - 83/6071.

Vit Conv II O/D: unfinished project, body chassis excellent, rear suspension rebuilt. £500 o.n.o. 1200 Her Sal: good mech, rebuilt g/box, £35. Spit II no engine £35. Vit I 2L sunroof, O/D, needs restoring £110. Andy Jones, tel: 0203-452541 (H) or 0203-452152 (W).

'64 B reg. Her 1200: red/white, 5 new tyres, 11 months MOT. Good, reliable car + parts. £300. N Slater, 0908-501411.

Spit. III no MOT or tax; needs work £75 also MKIII hard top, £75 o.n.o. Tony, Hitchin 56821 (h) or 01-952 2381 ext 674

see page 56 →→→→→

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Tel No.	Present insurer	Offence
Date of Birth	Present Policy expires on	Fines
Occupation	No. of years no claims bonus	Disabilities YES/NO
Are you a holder of a Provisional or Full British Licence?	Renewal premium this year: £	If YES, details
For how long?	Drivers other than yourself who will drive your vehicle	
Make & Model of Vehicle	Name	Date of Birth
Year of manufacture	Date of Birth	Type of Licence
Engine Capacity cc	Value £	1
Approx. Annual Mileage	Occupation 1	2
Is vehicle kept in locked garage? YES/NO	Occupation 2	
If NO Parked on road/off road	Any accidents in last 3 years? YES/NO	
Comprehensive/TP&T/Third Party only	If YES, when? (Dates)	
Insured only/Insurer & Spouse/Named Driver	Circumstances	
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## CARS WANTED

VITESSE CONVERTIBLE needing attention: prefer a runner. Must be cheap. Contact: Jim, tel: Enfield 01-363 3949 - 84/7334.

VITESSE 2L: rusty body/chassis but mechanics must be good. At least 3 months MOT necessary. Write to B Weir, 1, Rowan Court, Parkside Road, Hounslow, Middx. NOT for kit-car: I am restoring a LHD Vitesse in Germany - 82/4652.

Vitesse Convertible with exceptional body but tired engine. High price for right car. Contact: Simon, tel: Loughborough (0509) 216989 - 82/4530.

Wanted Herald or Vitesse Convertible - maximum paid £500. Contact: John Marris, tel: 021-454 4278 eves/weekends - 83/6257.

### CARS FOR SALE CONT'D

Her. Conv. 1200: 44,000 genuine mileage garaged, unused 2 yrs; new hood; 12 months MOT; Cosmic wheels; some history; excellent cond. and appearance for year. £895. Contact: Jim, tel: 01-363 3949 - 84/7334.

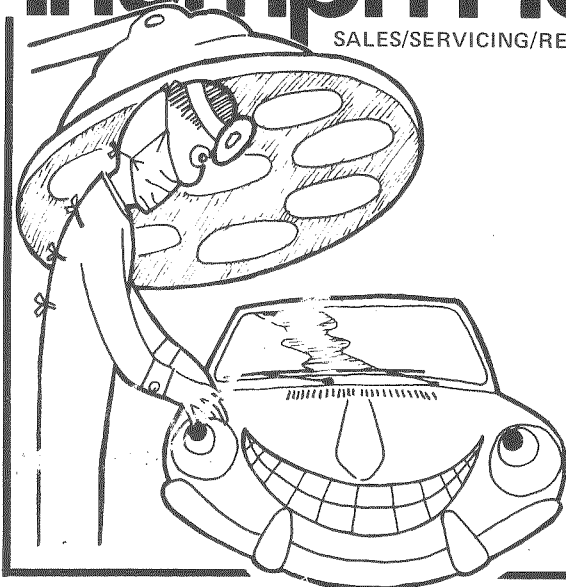
Her 12/50 '67: Granny's car; was in immaculate cond. bodily and mech. until rolled. Still runs sweetly; only body damaged but other projects sadly prevent owner from reviving her. Rewarding project for £175 o.n.o. Contact: Sue, tel: (0229) 22548 - non-member.

13/60 Her '68. V.G.C. for year. New tyres,; fitted towbar; MOT Apr '85; taxed Jan '85. £385 o.n.o. Contact: D King, tel: Northampton 401257.

Spit 1500 '77 R: java green; hard/soft tops. Lond tax and MOT. Well maintained. Low mileage. £1,900 o.v.n.o. Graham, tel: White Roding 570.

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## PARTS MART

Breaking MKIII Spitfire. Plus bits for all other club cars. Contact: Eddie, tel: Crewkerne 72661 - 83/5314.

Vitesse hardtop: black, v.g.c. £75 o.n.o. Contact: B Hipple, tel: Thornton Heath (689) 7331 - 84/7327.

HERALD/VITESSE 1600 PARTS: most parts available. Ring for details: 13/60 engine, £15; g/box, £20; diff., £20; front suspension, £10 each; rear halfshafts, £7; 1600 engine, £10; g/box £20; diff., £20; prop., £5; front suspension, £10 each; halfshafts, £7 each; 2 Valencia 13/60 bonnets, attention round sidelights required, £15 and £20. Contact: Chris Hewitt, tel: Liverpool (051) 427 2403 or (061) 881 1006 - 82/3877.

BREAKING accident damaged TRIUMPH VITESSE 2L MK1 1967: v.g. engine, back axle, tyres etc. Many new parts inc. complete exhaust system etc. Contact: Simon Godfrey, tel: Notts (0602) 652886 - N/A.

C Reg 12/50 Saloon with sunroof. Good mechanics and panels. WILL SWAP PARTS FOR ASSISTANCE with own restoration project. Tel: 07694417 - leave telephone number for Fiona - N/A.

O/D 'J' type plus most spares for Herald, including complete 13/60 Estate. For details, contact: Ian Wheeler, tel: Cupar (Fife) 54796 - 83/5210.

Triumph 13/60 new bonnet top, £40; exhaust pipe, £6; BL O/S ¼ valance, £7; pair new rear lights complete, £9; pair sills, not BL, £5; breaking 13/60 and Vitesse MK1 2L Saloons - most parts available, cheap to clear. Contact: G F Lebbon, tel: Birmingham (021) 358 7448 - 82/4081.

TRIUMPH HERALD 1200, 1969: suitable for sparts. Must be removed. £60 o.n.o. Contact: Steve Kirk, tel: St Albans 58236 - non-member.

4 steel wheels MKIV Spit. Good cond. 3 sound tyres. Contact: Shaw, tel: 021-475 1257 - 77/0288

GARAGE CLEARANCE: the remains of a GT6 MKII broken for spares. No body, suspension, engine or interior. Many other useful bits and pieces inc. reasonable chassis. I'll give most of it away. Contact: Phil, tel: Crewe 67055 - 81/2187.

SPITFIRE MKIII hardtop: signal red, £80 o.n.o. Hood and hood frame, £45 o.n.o. Leather steering wheel, £10. Contact: Mark, tel: (Sussex) Worthing 34106 - 84/7755.

Breaking for spares: Herald 13/60, 'J' reg. All parts available except engine. Generally parts in good cond. Contact: Mr J Keen, tel: (Surrey) Mertsam 4185 - 81/2216.

HIRE HARVEY can solve most problems with Club cars: £4 per hour. Contact: Harvey G Troth, tel: Petersfield (0730) 62184 - 82/4309.

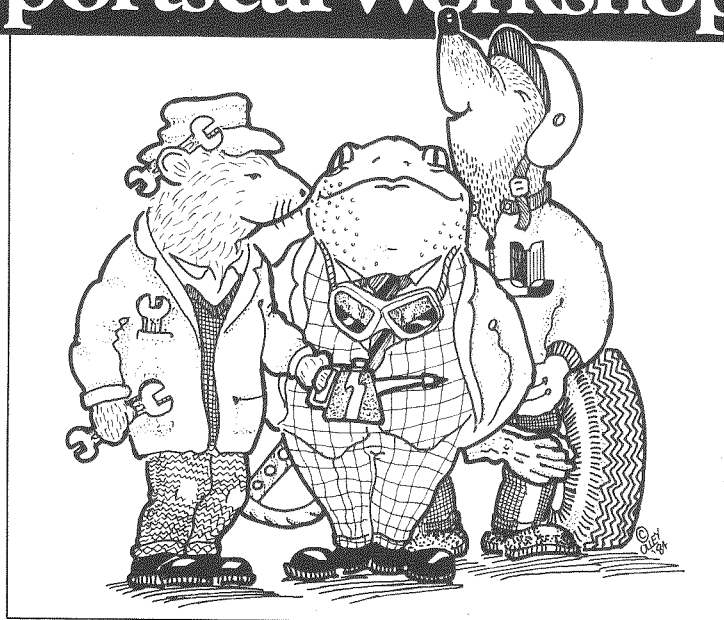
1200 Herald bonnet (good as new), £100; 1200 Herald bonnet, useable, £25; 1200 Herald boot lid, £5; Vit MK2 engine block, £20; Herald 13/60 decoke set £10 (new); Herald 13/60 bootlid Vit MK2, £5; Herald 1200 rad, £12; Vit MK2 dash (no clocks), £5; Vit or Her 13/60 fuel tank, £5; Vit or Her drivers door, £10; Vit 1600/Her 4.11 diff, £10; Vit MK2 O/D badge (new), £5. Contact: Bob Rowland, tel: 01-561 0671 - 81/01937.

GT6 MK2 brand new BL parts: rear spring, £35; complete rear seat conversion set with rear carpet, £40. Contact: Martin Crabtree, tel: (0634) 43162 - 6552.

Spitfire MKII steel hard top, £50. Soft folding hood, £30. Both nearly new. Also petrol tank, £10 o.n.o. Contact: Peter Choppen, tel: King's Lynn 574972 - 6181.

Herald parts for sale: engine 13/60, decoked, new shells and rings, just run-in, £50 o.n.o. Gearbox: good cond., £20 o.n.o. fits all Heralds and early Spitfires. Contact: Anthony Bailey, tel: Barnet 01-368 0727 - 81/2237.

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GT6 HRW, £10; twin 1½" SU's complete (linkage etc.), £25; 1500 cylinder head complete, £45; GT6 tailgate lock, £5; filler cap, £5. Contact: Rob, tel: Cardiff 750818 -84/7845.

Vitesse/Herald body panels: one pair of door skins and one n/side sill - all brand new and unused. Offers around, £40. Contact: Paul, tel: St. Albans 62080 (eves) - 84/8322.

Spitfire MkIV original hardtop in v.g.c., hardly used, magenta, £75 o.n.o. Contact Ian Turner, tel: 061-480 3402 eves or 061-456 0050 day - non-member.

Misc. HERALD bits: must go, cheap. New door skin, rear wing (both O/S); GT6 MKIII door handles, £20 pair; Parts Catalogue. all six cylinder W.S.M. plus GT6 Handbooks. Also P.I. kit. Contact: Paul Tuckey, tel: Coventry 441458 - 82/4103.

Vitesse 1600 diff. - sheared driveshaft but otherwise OK, offers? Six Herald/Vitesse wheels - four with Radials, two with crossply, offers? Set of Vitesse wheel trims and hubcaps, offers? Contact: Stephen, tel: Leighton Buzzard 377647 (eves) - 81/02078.

Vitesse MKII Convertible: 'G' reg. Spares or rebuild. Buyer must take whole car. £200 o.n.o. Contact: E Warner, tel: (0937) 74267 - non-member.

1970 H 13/60 ESTATE: sunroof; many new parts; extras; engine blown £100. Vitesse MKII gearbox propshaft, £25; Herald wheels with good crossplies (4), £16. Contact: M Fleming, tel: Crawley 503827 - 82/3564.

Breaking MKIII Spit with 2000cc conversion Vit MKII front suspension, 389 diff, Vit MKI h/shaft, GT6 prop, rear silencer, MKIII Spit. hard top, new spax shocks, 2 w/wheels, twin Hitachi carbs etc. Contact: Michael, tel: 01-540 3787 or 01-946 4420 - 82/3858.

Herald spares 13/60 engine, gearbox, diff., convertible carpets, front seats, dashboard, carbs, manifolds. MKII Spitfire front bumper, two pairs twin SU's, one with manifold. Numerous other parts, will separate or offers for whole. Contact: Paul Clark, tel: Chelmsford (0245) 421611 - 83/6598.

VITESSE MKI spares for sale: radiator, steering wheel; overdrive mounting plate and gearbox mount; exhaust manifold; dashboard; bonnet locks; wheel trims; and many more bits. Contact: John Evans, tel: Stubbington (0329) 665018 - 81/01948.

Triumph GT6 parts: g/box, £25; propshaft, £10; tailgate, £15; Triumph 2000 engine with cyl. head (valves reground), £15; MKI short engine, £20. Spitfire MKII engine block and crankshaft, £17. Contact: Martin Gould, tel: Enfield 01-363 8295 - 84/7161.

VITESSE 2L ENGINE plus gearbox, filter, manifold, carbs, water pump, fan, fuel pump, distributor plugs. All reconditioned or new, £50. Buyer collects. Contact: Jim Williams, tel: Gosport 528321 (office) or Fareham 231685 (home) - non-member.

Vitesse spares: pair 175 carbs, £15; new wiring loom, £30; new grey carpets, £30; pair 1.3/4 SUs, £15; new powerstop servo, £15; 2.5PI engine, £50; pair 1.1/2 Hitachi carbs, £8; Workshop Manual, £10. Contact Peter Jesson, tel: 01-691 2045 after 6pm - 2097.

GT6 MKII breaking for spares: good bonnet, £75; bodysell repairable, £25; good engine, £40; rolling chassis rebuilt 3 years ago; good 3.27 diff., £100. Contact: Brian Hill, tel: Stafford 42407 (work) or Rugeley 78340 (home) - 79/00821.

SPITFIRE MKIII works steel hardtop, £50 o.n.o. Also tonneau, offers? Contact: T Latter, tel: (0689) 57084 - 84/7824.

Spit IV hood (black) with frame as new, £40 o.n.o. Sarah, tel: 01-397 5191 - day.

5 Cosmic wheels 185/13 suitable for Vit or GT6, £100. N Slater, tel: 0908-501411.

Brand new BL 3.89 diff. Also breaking GT6 MK3 and Vit MK2, some MKI parts. Dave Jones, tel: 01-952 0815.

Triumph 2000 O/D g/box: will fit Vit with change on back plate. Good strong box. £50. Tel: Merstham (Surrey) 4185.

Gotcha my lovelies breaking Spit I and II. All parts available at sensible prices. Buy two parts, get a third free. Wicked Uncle, Watford 50302.

# ☆☆☆ STOP PRESS ☆☆☆

**RECRUITMENT DRIVE 1984** - By the time you read this, this year's competition will have officially finished (last day in August). I am still receiving 20 to 30 letters a day! The final results will appear in next month's Courier. Please note: the winners of this month's draw are 81/1937 Robert Rowland and 84/7901 Tony Gay - a £5 Halford Voucher is on the way to each.

Because the response is still going on, it is obvious that some new members are taking a very long time to join after the initial enquiry and a lot of members are still recruiting. It has been decided to continue the monthly draw of two £5 Halford Vouchers until further notice. This will continue on the same basis i.e. a membership number is entered into the draw for each new member gained. In addition there will now be the following prizes: £60 for the members whose efforts bring in the highest number of

members between now and The Courier deadline for March 1985 and £40 for the member whose efforts bring the next highest number of members within the above period. This should provide the incentive for the old members still recruiting and the newer members who have just started. Good hunting, keep up the good work and remember more leaflet are just a 'phone call away.

## JONTY WILD IMPORTANT AREA NOTICES RECEIVED FROM AREAS ON DEADLINE DAY!

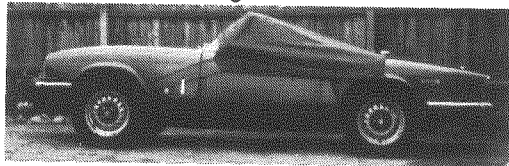
**Gloucester** - Please note Justin Barwick's new telephone number: Upton Bishop (098-985) 458. If any Club members knows anything about the AKS CONTINENTAL please give him a ring.

**Sussex** - Bently Wildfowl & Motor Museum trip on 23rd September. Please contact A.O. for further details.

TRIUMPH  
SPITFIRE  
HERALD  
VITESSE  
GT6  
TR2 to TR8



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Also available:  
**FULL LENGTH STORM COVERS**, for fixed head GT's and roadsters alike in same high quality material, fitting completely over body. Elasticised front and back attaching under bumpers.

Cockpit Covers £25 + £2.25 p&p.  
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Money back if not completely satisfied.  
Material sample available with SAE  
Orders (cheques/postal orders/C.O.D.) stating make & model, with full name and address to:

**DAVID GINN DESIGNS**

12 Thorpedene Gardens, Shoeburyness, Essex, SS3 9JB. Tel: 03708/2483

# PARTS WANTED

SPITFIRE MKIV rear axle and diff needed URGENTLY. Contact: Boyd, tel: (0223) 314778 - 83/5542.

For Spitfire MKI: grilles; boot badge 'SPITFIRE 4'; L/H parcel tray. Contact: Alan Macdonald, tel: Rugby (0788) 815341 - 83/5845.

Spitfire MKIII BADGE: oblong with 'SPITFIRE' on; goldy-red background and MKIII front BUMPER and MKIV driver's seat. Contact: SA Barnion, tel: Coalville 31212 - 84/7975.

Parts required to convert Spitfire MKII for sprint and modified sports car road racing. Contact: John Whittaker, tel: (0292) 41431 eves - 83/5249.

HARDTOP WANTED for Vitesse: any condition considered. Contact: Craig, tel: Cwmbran 60148 - N/A.

GT6 MKIII rear N/S wing, extractor manifold, tan drivers seat. Contact: Rob, tel: (0222) 750818 - 84/7845.

13/60 engine. Contact: M Fleming, tel: Crawley 503827 (work hours) - 82/3564.

Spit MK3 or IV O/D g/box with electrics and prop. req'd. Contact: Micheal Rose, tel: (0362) 858326.

## 3-D AUTO EQUIP LTD.

BOOT RACKS £9.57

TRACK ROD ENDS £3.75 pair

BL ROTOFLEX £9.13

MKIV 1300 NEW

BL DISTRIBUTORS £15.00

GT6 VERTICAL LINKS

£26.10 each

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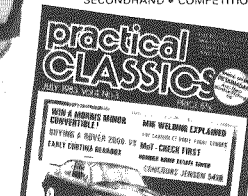
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# CLUB SPARES

First of all, a plea to all members whose cherished car is in need of a rubber hand-brake gaiter (Herald, Vitesse and Spitfire only - apologies to all GT6 owners). A rubber moulding firm has offered to re-manufacture the now obsolete gaiters, providing the Club takes a minimum of 200 gaiters and contributes towards part of the tooling cost. I consider this offer very generous and unrepeatable. However, in order to take advantage of it, we need your support. The cost of the gaiter will be £6.50 each plus £1.50 postage. I must receive cheques, made payable to TSSC in advance, to enable me to meet the tooling charges that occur before manufacture can commence. If insufficient orders are received by 10th October, I cannot proceed and all cheques will be destroyed, with a notice in November's Courier. Thank you for your anticipated support.

Secondly, a warm welcome to all new members. To celebrate the start of a new Club year, please find enclosed a new panels list (at last I hear you say!). Most of the panels have been remanufactured, using Leyland panels as a pattern. All prices include VAT but not postage. Please telephone me for a postage charge.

## THIS MONTHS OFFERS

Throttle cables to fit Herald I200, I2/50, I3/60 Spit IV and I500	£2.25 each + £1 P&P
Front engine mountings to fit Herald and Spitfire	£2.50 each + £1 P&P (pair)
Front engine mountings to fit Vitesse and GT6	£8.50 each + £1.50 P&P (pair)
Rear engine mountings to fit all non-O/D Club cars	£2.00 each + £0.75 P&P (pair)
Rear engine mountings, O/D cars - Spitfire (not Vitesse I600, sorry) Vit & GT6	£10.50 + £1.50 P&P £6.90 + £1.50 P&P
Genuine Leyland metalastic rotoref Couplings to fit Vitesse MKII, GT6 III	£15.00 each + £2.50 P&P (pair)
Steering rack gaiters to fit all Club cars	£5.00 set + £1.50 P&P
Clutch and brake master cylinder seal kits to fit all Club cars (Please state model type when ordering)	£2.00 each + 50p P&P
Head Gasket to fit I3/60, Spit Iii and IV	£1.50 each + £1.00 P&P
Front chrome bumper to fit Spit IV, I500 & GT6III (Limited number - four only)	£25.00 each + £9 carriage
Rear overriders; LH & RH to fit Vit. and Herald	£8.50 each + £1.50 P&P (one) £2.00 P&P (pair)
Inner weatherstrip to fit Herald and Vitesse	£0.90 each + 75p P&P (one) £1.00 P&P (pair)
Outer weatherstrip to fit Herald, Vitesse (These can be cut to fit GT6's)	£3.75 each + £1 P&P (one) £1.30 P&P (pair)
Outer weatherstrips to fit all Spitfires	£6.00 each + £1 P&P (one) £1.30 P&P (pair)
Hood/window seal to fit Herald, Vit Conv.	£6.90 each + £1.30 P&P (one) £1.75 P&P (two)

# AREA DIRECTORY 1984

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Giles Tinkler	0223-210166	Coach & Horses	1st Thursday
02 AVON	Chris Owen	0272-856991	The Wheatheaf/The Talbot	1st Mon/3rd Wed.
03 AYLESBURY VALE	W Gregory	N/A	The Cow Roast	4th Tuesday
04 CORNWALL	David Buxton	0726-883140	The Farley Hotel	Last Thursday
05 COTSWOLD	Susan Inld	0285-81137	The White Horse Inn	3rd Tuesday
06 CUMBRIA/LAKE DISTRICT	Malcolm Butler	0246-830017	The Old Queen's Head	1st Wednesday
07 DERBY JUNCTION 29	K Singleton/ K Green	0246-588763/39207	The Elm Tree	1st Wednesday
08 DEVON	Mike Atkinson	0626-890214	7 Stars/Dartmouth Inn	2nd Sun./Last Sun.
09 DORSET	Andy Topp	N/A	The Antelope Hotel	1st Wednesday
10 EAST BERKS	John Reed	0628-33365	Uncle Tom's Cabin	2nd Wednesday
11 HANTS & SURREY	Barry Thurgood	0279-812675	The White Bear	1st Sun. lunchtime
12 HERTS NORTH & SOUTH BEDS	Ken Rodmell	073 56-71178	The Royal Oak	1st Mon/2nd Tues
13 HERTS SOUTH	Jeremy Hurst	0442-215024	The Red Lion/Bird in Hand	Last Wednesday
14 GLOUCESTER	Justin Barwick	098985-458	Coach & Horses	2nd Tuesday
15 IPSWICH	Bill Yates	0473-830437	The King's Head	2nd Tuesday
16 KENT	Martin Radford	0322-21056	The Rushmere Falcon	2nd Mon/3rd Wed
17 KENT WEST	Richard Francis	0689-36288	Cock House Inn/Princes Hotel	2nd Mon/3rd Wed
18 LEICESTER	Mick Maldment	0533-386826	The Grasshopper Inn	1st & 3rd Tuesday
19 MANCHESTER	Carl Longmate	061-320 9880	The Bath Hotel	Last Thurs/1st Sun
20 MILTON KEYNES	Geoff King	0908-316025	The Midway Hotel	3rd Thursday
21 NEWBURY/READING/BASINGSTOKE	Norman Smith	07356-4629	The Fountain	3rd Wednesday
22 NORFOLK	Mark Randall	0603 502486	The Badgers Wood	3rd Wednesday
23 NORTH EAST	Ian & Val McKeeggie	0632-562577	The King's Head	2nd Monday
24 NORTHERN IRELAND	Tony Lambert	0858-69334	The Stag's Head	3rd Wednesday
25 NORTH LONDON	Rob Millar	096-03-64690	The Ravensworth Arms	3rd Wednesday
26 NORTH LONDON	Stephen Willis	0707-51769	Glenama Hotel	1st Monday
27 NORTH MIDLANDS	Don Halliday	0278-662698	Old Hall Tavern/Rising Sun	1st Sat. 2pm
28 NOTTINGHAM	Geoff Fletcher	0889-881666	The Three Crowns	2nd Mon/last Mon
29 OXFORD	John Cudmore	0802 726147	The Redgate Lodge	3rd Thursday
30 RUGBY	Andy Jones	089 389 555	The Grapes	2nd Wednesday
31 SALISBURY	Peter Ellis	0794-40139	The Fox & Hounds	2nd Wednesday
32 SCOTLAND EAST	I Wheatley/A Cooper	0334-54796	The Three Crowns	2nd Monday
33 SCOTLAND WEST	Nigel Waddell	041-427 4340	Sherbrooke Hotel	1st Thursday
34 SOMERSET CENTRAL	N Bradbury/R Warren	0278-662698	The Creach Castle Hotel	2nd Wednesday
35 SUSSEX	Tony Farby	0705-324065	Good Intent/Ship & Bell Hot.	Last Thursday
36 THAMES	Colin Harrison	0444-416607	The Farmers	Last Thurs/3rd Thurs
37 TRENT	Leon Guyot/Mike Crewes	01-9477659/5681870	The Firestone	2nd Wednesday
38 WALES NORTH	Mike Costigan	0836-814050	The Robin Hood Hotel	Alternate Thurs.
39 WALES SOUTH	Patrick Falour	082 42 4136	The Golden Lion	1st Thursday
40 WESSEX	Tim Davies	0656-863426	Caesar's Arms	2nd Tuesday
41 WEST MIDLANDS	Jeremy Woodward	0202-602651	The Skittlers	1st Wednesday
42 WEST SUSSEX	Tony & Janice Spicer	021-353 9961	Various	2nd Tuesday
43 WORCESTER	T D Franciscomarino	0293 30473	The Five Bells	1st Thurs/2nd Sun
44 NORTH YORKS	Trevor Brotherton	0366-6547	The Coach & Horses	Last Tuesday
45 SOUTH YORKS	Stephen Boyne	0904-39420	The Bay Horse	1st Wednesday
46 WEST YORKS	Chris Stabler	0302-743579	The Lumley Arms	2nd Thursday
47 WEST YORKS	Nigel Weedon	0484-662196	The White Bear	1st Tuesday
			TRUMPINGTON, CAMBS.	
			WINTERBOURNE/KEYNSHAM	
			BERK-HAMPSTEAD (A4)	
			TRURO	
			FRAMPTON MANSELL	
			KESWICK	
			HEATH VILLAGE	
			KENFORD/TOTNES	
			SHERBORNE	
			COOKHAM DEAN	
			STANFORD RIVERS	
			PIRBRIGHT, SURREY	
			OFFLEY/HENLOW	
			NEWGATE STREET	
			BIRDWOOD	
			DETLING/DARTFORD	
			WESTERHAM	
			SHEARSBY LEICS.	
			STOCKPORT	
			LOUGHTON	
			BAUGHURST	
			HETHERSETT	
			MAIDWELL	
			LAMESLEY	
			NEWTONABBEY	
			CHINGFORD/WHEATSTONE	
			STONE	
			CASTLE DONINGTON	
			YARNTON	
			CLAY COTON	
			WHADDON	
			SOUTH QUEENSFERRY	
			BATHPOOL, TAUNTON	
			HORNDEN	
			SCAYNES HILL	
			BRENTFORD	
			NEWARK	
			ROSSETT	
			CREGIAU	
			BROADSTONE	
			NR. PULBOROUGH	
			HARVINGTON, NR. EVESHAM	
			MURTON, NR. YORK	
			MALTBY	
			NORWOOD GREEN	