

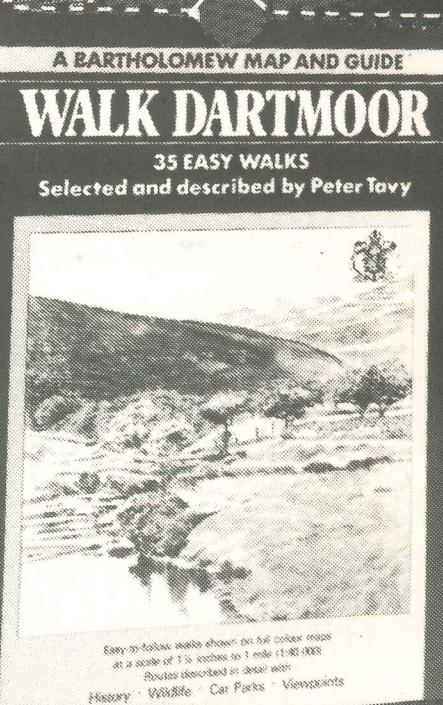
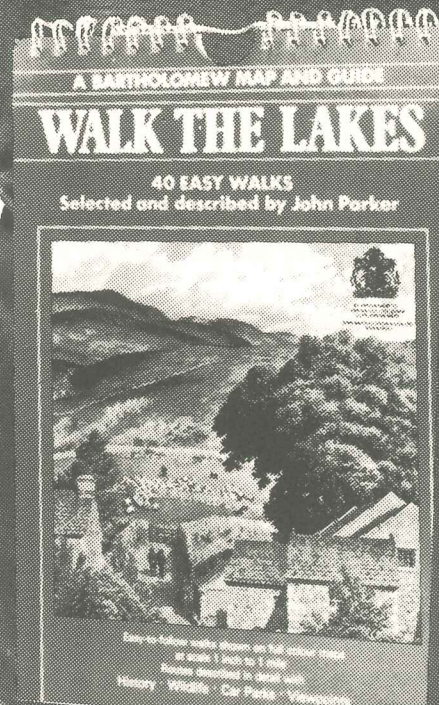
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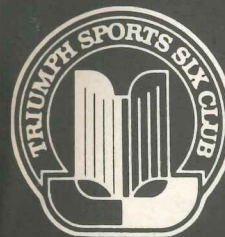
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Magazine Produced and Published by Bill and Jo Sunderland.  
Printed by Peak Print (Specialist Magazine Printers to Clubs and Societies)  
3 Ise Vale Avenue, Desborough, Kettering, Northants NN14 2PU  
Telephone (0536) 760725



# THE COURIER

the monthly news publication of the  
Triumph Sports Six Club

**LARGEST TRIUMPH CLUB IN THE WORLD**

OCTOBER 1984 NO. 52



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



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# EDITORIAL

Welcome to the new Club Year, one which is already proving to be a turning point for the Club, with the Renewals pouring in and new members joining our ranks by the sack-full. We must be looking at a membership level of around 6,000 for next year, which will certainly take us out of the 'small club' league. Obviously, word is getting around about what fun owning a Triumph can be and most new members cannot fail to see the benefits once they have joined - both financially and socially. **HELP US TO TAKE 'OUR' CARS INTO THE FUTURE!**

As the Events Season comes to a close we have been inundated with copy relating to the various events over the last month or so. We think you will agree that the response, member participation and, of course, much enjoyment has been gained from these. We hope the reports will prompt many more of your out there to come along next year. Our trip to the 2nd International Spitfire Weekend in Arcen, Holland, is also featured and I would just like to add to the report that Jo and I enjoyed immensely this superb event: we hope a large continent will make the trip in 1985 - I guarantee you won't be disappointed!

This month's magazine follows yet another new format: there is a Contents list below and we have included some new features which we hope you will support. Certainly, the International page has got off to a good start - please keep writing to us all you members around the world. The 1984/85 Self Help Scheme booklet enclosed, is much larger than last year and, hopefully, it will be as useful to members as the previous edition has proved to be. Please be sure to use it properly.

Finally, due to the pressure of work, Turning Circle will be with you next month; we think you will find it worth waiting for!

**BILL SUNDERLAND**  
**EDITOR**

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**THE ELASTOPLAST CONNECTION:**

Richard Smith has lent me photos of some 1950 Monte Carlo Rally cars. Note the spotlamps fitted into the front valance, severely cut back wheelarches, a 'thing' on the bonnet - John Griffiths assures me that it is an insect deflector!

# INTRODUCTION

We are entering the beginning of the new financial year for the TSSC. The 1984 Concours season is now drawing to a close, although there is still Brighton in Early November to keep our spirits high until the 1985 round of events begin early next Spring.

It will, of course, only be those of you who have paid/renewed your membership that will receive this issue of The Courier. If you have any friends who haven't paid up yet, give them a reminder now because if they leave it any longer, they will end up having to pay the £2 joining fee again and miss out on next month's 'Turning Circle'.

Since I sat down to write last month's INTRO, plenty has happened. On August 4th Dick Howard accompanied me in my MKIII GT6 to Stanford Hall for the Herald Silver Jubilee Rally ably organised by John, Mary and Sheila Thorpe, Mick Maidment and the Leicester Area team. Although this is only the second time they have put this event on, it ranks in my view as one of the best, being beautifully situated and, of course, ALL TRIUMPH (how about it for the 1985 National Concours?).

The following weekend saw Pam and I, this time in our 1964 1200 Herald saloon, heading for the Yeovil Festival of Transport. Nick Bradbury, the Somerset Area Organiser, took overall responsibility here, although Devon Area and Andy Topp from Dorset also helped. Superb weather and a turnout of 50,000 people over the two days ensured the weekend was a success. Trudi and Chris Squibbs kindly made the journey down from Northants to sell Club Regalia from the TSSC stand.

On 19th August the Devon Area enjoyed a good old-fashioned beach barbecue at Torquay (I had to go swimming in my underpants as my wife forgot the swim gear! (Sorry Pam ..... good job it was 10.30pm!)).

Then came August Bank Holiday and the annual pilgrimage to Stoneleigh. Pam and I took the Herald as we were camping and had both children on board. For those of you who have never been to the Town & Country Motoring Festival, Stoneleigh, the TSSC by tradition has always sought to

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present itself in a professional and exciting manner, befitting the major Triumph Club in the World. This year was no exception, with the stand allocated to us being bigger than ever. All the West Midlands Area team put tremendous effort into achieving this goal and into entertaining all those members who attended the show by camping/caravanning over the three days. I would like to thank them all but in particular Tony and Janis Spicer, Bill Hewer and, of course, his mum, who made all those superb Mardi Gras costumes for the stand officials to wear.

During all these 'jollies', there are also those who should not be forgotten: those that spend hours, days, months preparing their cars to represent the TSSC at these prestigious events. Like the stand organisers, they also are ambassadors of the Club. Roger Rowley who, with his MKIII Spitfire, won his class at Stoneleigh, deserves a special mention but I salute you all who take time and trouble to represent the TSSC in such a professional manner.

### CHRISTMAS WEEKEND:

It really is time we started to think

about this year's Christmas Weekend event at The Fosse Manor Hotel, Stow-on-the-Wold. John and Mary Thorpe kindly organised it last year, but would prefer if someone else could have a go this January. How about it? If you think you can help, please give me a ring as soon as possible: John Griffiths, Exeter (0392) 61708.

### MARQUE SECRETARIES:

You will have read in your September Courier that Neil Williamson, the Spitfire Register Secretary, is due to stand down in November. Like Neil, Hugh Davies, who has been the GT6 Register Secretary for almost a year, wishes to relinquish his post. Naturally I am sure you will all want to join me in thanking Hugh and wishing him well for the future.

The Club is, of course, now looking for new Spitfire and GT6 Marque Secretaries. Last month I outlined what the jobs entailed but if you are interested please drop me a line, or give me a ring, so that we can have a preliminary chat. I look forward to hearing from you!

### NATIONAL PUBLICITY:

What with 'Classic & Sportscar' featuring Roger Rowley's Spitfire on the

front cover of their August edition and 'Practical Classics' sporting Richard Francis's Vitesse MKII convertible on their September issue, I am wondering when all this free advertising for the Triumph Sports Six Club will end!

Dawn Storton tells me that her beautiful Vitesse Six 1600 is going to appear in a BBC programme (keep us all advised of date and time Dawn) and a yellow Spitfire has recently been requested for a T.V. commercial. All good news for the TSSC.

### DEVON SURVEY:

You may recall that in my INTRO in June, I mentioned that we carried out a localised membership survey here in Devon. Of the 112 questionnaires that were sent out, some 60 were returned. Not bad by National standards ..... Thank you Devon.

Below is a summary of the results which I hope will be of interest to members, Area Organisers and Committee Members alike.

**Titbit:** Whilst there's no prizes, can anyone write to me giving details of another vehicle named Herald?

### DEVON AREA SURVEY 1984

	Always	Occasion- ally	Mean to	Never		
Do you attend local meetings?	10	14	17	15		
Do you attend at least one National per year?	9	8	9	28		
Do you read your Courier in full?	46	6	1	/		
Do you buy spares from BL agents?	15	34	/	/		
Do you buy secondhand spares from scrapyards?	5	41	/	9		
Do you buy spares from advertisers in The Courier?	/	44	2	8		
Do you buy Club Regalia?	/	28	7	20		
	YES	NO				
Do you consider yourself a long-term member of the TSSC?	44	6				
<u>The Courier Magazine</u>						
	Spares News	Technical News	Car & Mart	Area News	Register News	Competition News
Which of the following subjects is of particular interest to you each month?	48	48	46	34	26	9
<u>Events</u>						
What sort of events do you most like to attend?	Technical Talks	Car Shows	Film Shows	Noggin & Natter	Treasure Hunts	Area Picnics
	42	40	30	21	17	16

## COP SHOP

Since we all meet at pubs., and Christmas will soon be upon us, I think a few lines about drinking might be useful.

### Imagine:

Fred is a Club member and regularly attends his local Area meetings. He's a careful person who loves his car, and who also likes a good drink.

One night he has too much to drink and, realising that he is too drunk to drive home, sits in his parked car and sleeps it off.

In the meantime the local "boys in blue" come across him and wake him up. On smelling his breath they decide on breathalizing Fred. He is still well over the limit and is duly arrested. At Court Fred will probably face a hefty fine and a probable driving ban.

### WAS FRED LAWFULLY ARRESTED?

The answer is YES. Section 5 of the Road Traffic Act states that it is an offence for a person to drive, attempt to drive, or be in charge of a motor vehicle when he is unfit, through drink or drugs. Under a recent Road Traffic Amendment which covered the use of electronic breath machines, Fred can now also be breathalized.

"In charge of" is generally meant as the vehicle being in the charge of the driver until it passes out of his control e.g. to another person.

Two sensible solutions arise: 1. Don't drink too much. Although two pints or four shorts are average to take a driver to the limit (80 milligrams of alcohol to 100 millilitres of blood) many people will be over the limit. You can never tell until it's too late. It depends on too many variables to list. 2. If you do drink, get a lift home.

I hope this is of some assistance. Any queries, write to me, Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ.

For those of you who don't know me, I am a "Copper", a friendly one I might add. Whatever you think of "coppers", remember I may be able to help you. I am only a 13p stamp away.

## Motor 100

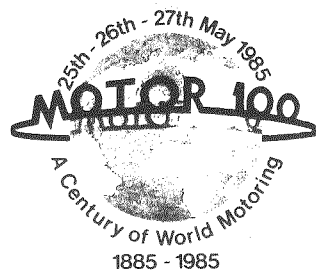
Many thanks to those members who have written to Val offering your cars for OUR stand at Motor 100. However, I have just returned from S.T.I.R. 9 and it appears that we have some very modest members with some very pretty cars. Whilst we have had many cars offered, we could need as many as three of each model. I can appreciate that many of those with really good cars are not into the Concourse scene and to these I would like to point out that this is not a competition, just an opportunity to show off your dedication in your cars to the world. Apart from the prestige how else will you benefit? Entry for those involved with the display will be FREE, camping for those involved will be FREE - SAVE approximately £20. YOU will have the unique, never to be repeated opportunity to take part in the worlds largest ever Motor show.

The question now is "Do you have a Herald 948, 1200, 12/50, 13/60; Vitesse 1600, MK1 2-litre, MK11; Spitfire MK1, MK11, MK111, MK1V, 1500; GT6 MK1, MK11, MK111; Bond Equipe; Amphicar; or Special?" If you have, come and join us: write to Val now as your Club needs your support in putting on a display befitting the biggest Triumph Club in the world. We also require more people to assist on the stand.

If you want to be involved write to:-

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# ☆☆ TOP TRADERS ☆☆

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

I have at last collated the information from the 'Top Trader' forms and as a result, have a total of 121 firms on file. Hence, there are a few new names on this months list which now represents the twenty BEST. I hope at a later date to produce a complete guide to those 121 traders.

- |                                  |                       |
|----------------------------------|-----------------------|
| 1. BL Network                    | Parts/service         |
| 2. John Kipping, Coventry        | Parts                 |
| 3. Transpeed, Hove               | Parts                 |
| 4. Dunham & Haines/SAH           | BL Agent              |
| 5. TSSC                          | Parts                 |
| 6. Sparshotts, Batley            | BL Agent              |
| 7. John Mann, Sheffield          | Parts                 |
| 8. ACS Classics, Burton-on-Trent | Restoration/servicing |
| 9. Greenwich Autos               | BL Agent              |
| 10. Kingston Sports Car          | Repair                |
| 11. Mumfords, Exeter             | BL Agent              |
| 12. British Sports Car Centre    | Parts                 |
| 13. Spitfires UK                 | Parts                 |
| 14. Keith Sturgess               | Repair/servicing      |
| 15. Tridon Autos, Thornton Heath | BL Agent              |
| 16. Triumph Hospital             | Restoration/servicing |
| 17. Whites, Camberly             | BL Agent              |
| 18. Cleveland Auto Electrical    | Electrical work       |
| 19. D J Sports Cars              | Panels                |
| 20. G & K Barnes, Lyneham        | BL Agent              |

## YOUR CO-OPERATION IS NEEDED

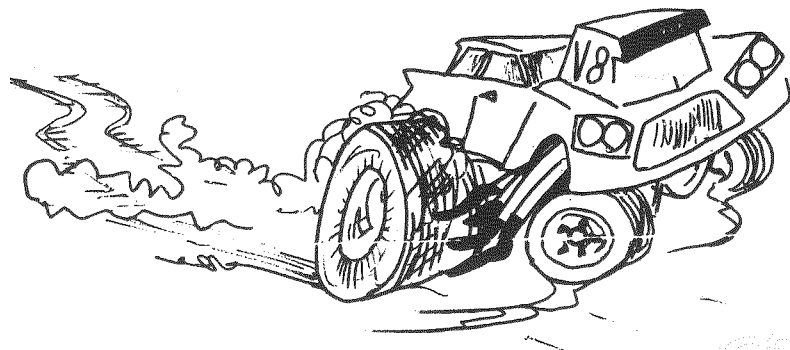
Information is required on any firm you use, whether good or bad, irrespective of size and location. Please write to me, **Eddie Evans, Technical Secretary**, at the address on the inside front cover and please quote membership number.

## TRADERS

Do you require further 'Top Trader' forms? If so, please send a large stamped, addressed envelope to **Chris Squibbs, 24 Prince Rupert Avenue, Desborough, Northants.**

**EDDIE EVANS**

# KEEP ME POSTED



## AREA ORGANISERS' REGISTRATION FORM 1984/85

It is a legal obligation for us as a limited company to keep some tabs on who is using our name, therefore, **ALL** Area Organisers **MUST** register with us each year.

I ..... Membership No. .... wish to register the ..... Area with the TSSC 1984/85 and stand as Area Organiser.

Signed: ..... Date: .....

My address is: .....

Tel: .....

Our meetings are held at: .....

On ..... Time: .....

I ..... Membership No. .... agree to second ..... as Area Organiser,

Signed: ..... Date: .....

Please fill in this form and send it to me, before 30th October, 1984.

**RICHARD BRUFORD**  
Area Liaison Secretary TSSC  
Neathwood  
Christow  
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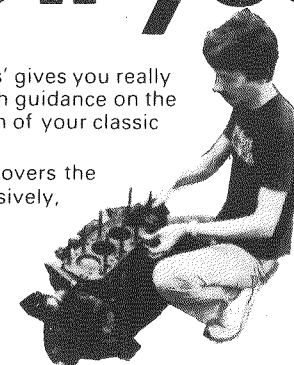
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## WROUGHTON AERODROME

On Sunday 9th September, The Science Museum in London opened its doors for one day to the public at its store at the old, disused aerodrome at Wroughton, near Swindon. For the last four years I've had a stand there to promote the Club and this year the interest shown was more than ever.

The amount of young people who owned Club cars and wished to join must have amounted to dozens and a few were prepared to hand over their Membership Subscriptions there and then to us, but we had to refer them all to Chris and Trudi Squibbs, with the appropriate entry forms. The show itself is very varied with everything from vintage and veteran cars, lorries, tractors and steam engines. Everything local, such as preservation societies for the local canals, local model clubs and, of course all the exhibits belonging to the Museum itself; aircraft, cars and one complete rolling chassis of our favourite car.

I must thank all who helped me, without whose help I could not have managed it at all. To start with, John Cudmore, who supplied his Vitesse convertible and

really worked hard all day; Tony Newman with his restored 13/60 convertible; Roger Powell with his lovely Spartan and my 13/60 estate, and to Tony and Roger, who both did valiant work at the desk. Thanks must also go to Tony's wife, Janet, and my wife, Valerie and son Paul, who backed me up to the hilt. I must not forget a most welcome surprise in the form of Andy Jones, who did hard work at the desk as Technical Advisor to many people who had problems and asked us to help. Andy's knowledge was invaluable. My thanks also to Jonty Wild, who allowed me to have the Club's regalia.

JIM CARTER

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## BRAND NEW ORIGINAL LEYLAND PUBLICATIONS

BL Reference No.	Model	Publication	Price
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508073/S2	Herald 'S' Saloon	Special Parts Cat. supp. no. 2	£2.00
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	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
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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
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# CLUB REGALIA 1984

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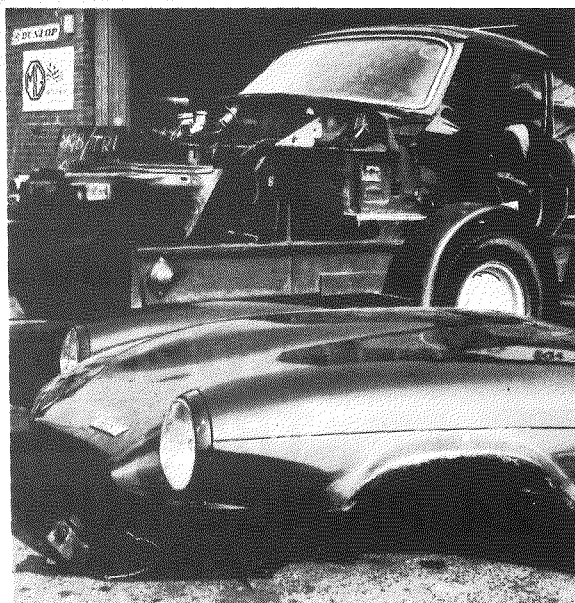
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## S.T.I.R. IX BROUGHTON CASTLE BANBURY

SEPTEMBER 1984

Well, again you members surpassed yourselves. What a turnout and what a good day you made it for the TSSC. No, we did not take the honors this year, as we did in Rousham Park in 1982 or at Arnhem, Holland in 1983, but we took the event by quantity. A tremendous effort by you all, especially the concours entrants - over 50 of you, which gave my judges,, John Griffiths, Eddie Evans and Matt Maudsley a very large 'short list' to give them a thorough look. It was generally expected, I think, that Roger Rowley's Spitfire MKIII and Sharon Espin's GT6 MKIII would fight it out, and it proved to be so with Roger again taking the honours to go forward to final judging, Sharon being a good second.

It was very hot day and it brought out the crowds. I have never seen so many early Standards at a S.T.I.R. and what a beautiful sight it was to see such an array of related cars. And didn't Broughton Castle form a super back-drop? The best site the event has found I believe. Lord

Saye and Sele was on hand to present the prizes.

In view of the far larger number of entrants than the Organisers expected, some of you may have been disappointed by not being able to buy souvenir plaques but I hope you will be pleased to hear that additional supplies have been ordered. Interested parties should send £1.00 with S.A.E. to Colin Eastwood, 41 Hillside, Lichfield, Staffs. Cheques payable to S.T.I.R. and please allow time for supplies to arrive.

Also S.T.I.R. programmes are available from John Cudmore, 'Up Country', High Street, Stonesfield, Oxford OX7 2PU - free; but send an S.A.E. 6" x 9". Only a small number are on hand, so first come, first served.

I do thank you all for making it again a beautiful, beautiful day. Anyone from Chicago, USA 15 - 19 August 1985? Details from Colin Roberts, 71 Porth-Y-Castell, Barry, Glamorgan with S.A.E. please.

Finally - FOUND AT S.T.I.R.

Tool kit from Spitfire MK1 - 1964, 'B' registered. Describe to John Cudmore if you wish to recover it. Telephone 099389 (Stonesfield) 555. Thanks to Trevor Collins of Leighton Buzzard, the finder.

To end, thank you John, Eddie and Matt, Jimmy Carter, Tony Newman, Barry Newitt and, of course, Pam!

JOHN CUDMORE





# TECHNICAL COMMENTS

## WHATEVER HAPPENED TO UNSPRUNG WEIGHT?

Wouldn't it be splendid if we could have comparative wet and dry handling and adhesion tests of tyre-wheel combinations on our cars? My guess is that whereas the road vehicles of my youth were almost all under-tyred, many cars are now over-tyred, some dangerously so in the wet.

Apart from considerations of originality which, although I am sympathetic to them, don't concern me personally, big wheel-tyre combinations can:-

1. Make a car heavy to drive with little feel and balance.
2. Cause rapid wear and even breakage of wheel-bearings, stub axles and suspension units under fast cornering.
3. Induce extra drag (frictional and aerodynamic) and so poor petrol consumption and performance figures.
4. Increase wheel balance difficulties.
5. Reduce adhesion on rough roads by generating 'low-loading bounce'.
6. Give a harsh ride.
7. Raise wheelarch clearance problems, especially under rough, twisty going.
8. Encourage aquaplaning and, of course, they cost more, often much more!

I am intrigued by the comments of correspondents, for example about the unsuitability of Michelin and Firestone radials for Herald-based vehicles. Please tell us more and why. For example, in my case what would be a good all-round wheel-tyre combination for a 13/60 convertible? I drive a lot of Fenland roads which may give me a different perspective - some of them are the worst in England!

PETER MCPHAIL  
HUNTINGDON, CAMBS.

\*\*\*\*\*

## EXAMINATION OF A TRIUMPH HERALD

### STUB AXLE:

*Mr J B Harris of London W11 sent in the following report, as a result of a recent stub axle failure. Luckily, Mr Harris was travelling at walking pace in a quiet, one way, side street opposite a garage with a trolley jack. Since he is friendly with a professor in metallurgy, who kindly offered advise on the failed part, he felt the information would be worth relating to Club members. It was reckoned that the part was probably damaged some 50 - 200 miles prior to failure due to some extra impact, e.g. rough road surface or a bump due to a pot-hole hitting the hub, or there might even have been a very faint 'fault', dormant since manufacture.*

It is understood that the automobile in question is of significant vintage and this, therefore, is a long life failure. The two fractured parts of the stub-axle were submitted for examination and it will be seen that failure has occurred with no evidence of ductile bending and no observable evidence of corrosion. Failure has occurred close to the middle bearing section at a shallow change in section in an area where the surface is rougher. At this change in section there is some evidence of additional surface roughening by rubbing which might have contributed to initiation of fracture, although it could have been caused after fracture.

### EXAMINATION:

Fig. 1 shows the two parts located together and the fractured surfaces (Fig. 2) are typical of plain bending fatigue fractures, with only approximately 25% of ductile shear. This indicates a relatively low stress failure. Fatigue striations can be seen in Fig. 3a and more clearly in Fig. 3b. The spacing is about 2mm and the total fracture distance is about 18 mm's. From this it can be deduced that there have been approximately 9000 cycles to failure. This can only account for a relatively short period of life of the automobile and that fatigue initiation occurred recently in the life of this component.

The microstructure is shown in fig. 4a, it is not of particularly high quality, it is

ferrite plus pearlite and the carbon content would be in the range 0.3 to 0.4%. There is a fair amount of manganese sulphide stringers but no evidence that these contributed to the failure. There is some evidence of decarburisation (Fig. 4b). The hardness is 180-210 H<sub>V</sub> which confirms the carbon content and microstructure.

### CONCLUSION:

The steel of commercial quality is about correct for the application. Failure has occurred very late in the life of the part and has occurred by plain bending fatigue. There is some evidence of decarburisation but this is unlikely to affect the properties significantly.

FIG. 1  
Appearance of the stub axle

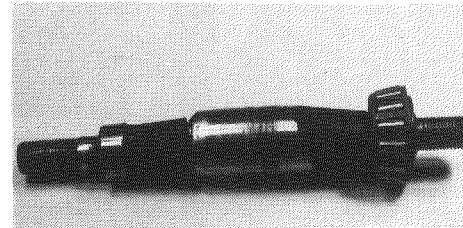


FIG. 2  
Fracture appearance, showing some mechanical damage after fracture

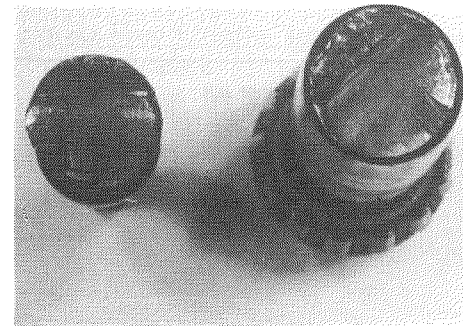


FIG. 3a  
Fatigue striations

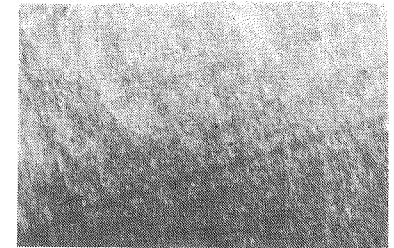


FIG. 3b  
Fatigue striations

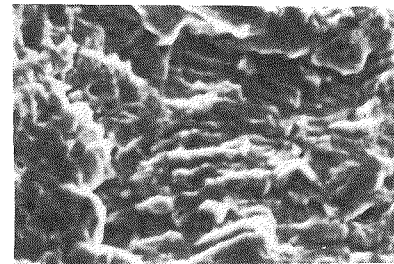
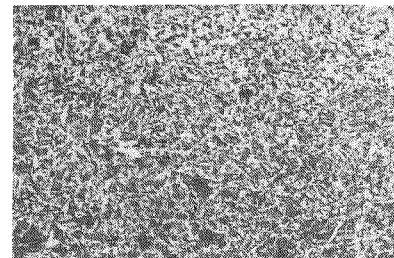
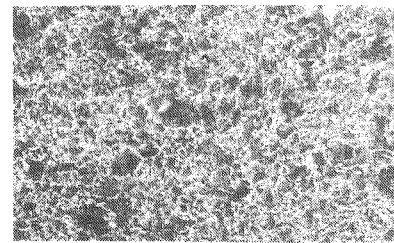


FIG. 4  
Microstructure of steel (x 200)



# STONELEIGH 1984

So Stoneleigh is over for another year - heaven knows what IBCAM will think up for next years theme!

All the clubs at this year's show really went to town with the Mardi Gras theme and, despite the bitter disappointment of only being seventh in the stand awards, we did achieve the Club's best performance to date in terms of cars, with five through to the last ten in their classes for final judging and the Grand Ring: Paul Skitt's Vitesse and Bill Hewer's GT6 in the Custom Car Class, the Storton's Vitesse 1600 in the '61 - '70 saloons, Mike Fothergill picked up the fourth place Trophy in the Kit-Cars Class with his Moss, and finally Roger Rowley with the MKIII Spitfire won the '61 - '70 Sports Class to go on, next year, to the Masters class. Congratulations!

The National Events Organising Committee are indebted to loads of people for their help, time and loans of various forms; to Mrs Hewer for making the fabulous costumes; to the Coventry Museum of Road Transport for the cut-away Spitfire



engine; to the guy who lent us the cut-away gearbox; to ACS Classics for the ramps; to Barry, Karen, Jean and John; to all who put their cars on the stand and to everyone I've forgotten.

Oh - and if you hear any Modern Romance tracks, just think of us bunch of loonies dancing away on the front of the stand - the N.E.O. Committee will be giving lessons at 10% Club discount!

**DAWN STORTON**

# RACE TUNING FOR THE LAYMAN

It never fails to amaze me how very few people have a clear concept of how to race tune their engines to increase their brake horse power. Another enthusiast and myself recently started a company which deals with these modifications (see Triumph TEK advertisement elsewhere in The Courier) and in order to coincide with this, I have attempted to briefly outline some of the procedures. I cannot hope to cover the complete scope of the possible modifications possible in this short article, but at least I hope to put down the basics for other members who are interested.

Neither are all the procedures identical for all the Club car engines, note nit-pickers, I appreciate this, so no 'phone calls please. Very generally the following applies to all four and six-cylinder engines. Firstly let's explain a few items of terminology:

## Brake Horse Power (BHP)

This is a unit of measurement by which different engines can be compared. It usually refers to the power development by the engine, measured at the flywheel and how much pressure it takes to stop that engine by means of a brake, brought into contact against the flywheel.

## Torque

This is measured usually in lb/ft (pounds per foot). It is the turning effect around a fixed point: for instance if you have a ring spanner on a nut, your spanner is 12 inches long and you are holding it at the very end and pushing down with a force of 30 lbs, then that nut (if you are tightening it) has been tightened to a torque of 30 lb/ft. In this instance torque refers to the amount of force exerted by the piston on the crankshaft at a given distance from the crankshaft centre line, i.e. line about which the crankshaft rotates.

## Mean Effective Pressure (M.E.P.)

This is the amount of pressure produced in the cylinder as combustion takes place.

## Brake Mean Effective Pressure (B.M.E.P.)

This is as above, but taking into account frictional losses within the engine.

## Combustion Efficiency

The efficiency with which the petrol/air mixture is burnt within the cylinder.

## Mechanical Efficiency

The less power that is lost through frictional forces, the higher the mechanical efficiency of the engine.

## Volumetric Efficiency

How efficiently the gases are drawn in and exhausted from the cylinder.

## MODIFICATIONS TO THE CYLINDER HEAD AND WHY THEY ARE MADE:

I am assuming that most people have at least a rough idea of how an internal combustion engine works, even if they are not sure of the details. In very basic terms it draws in a fuel/air mixture, which converts into work and transmits to your rear wheel via good old British physics and mechanics. Perhaps that was cutting the story a little too short!



In order to turn your rear wheels faster, the engine must draw in the combustible mixture faster and liberate more energy, more efficiently from it. This is achieved in a number of ways. Firstly "Gas Flowing" the cylinder head means that the fresh charge of petrol/air can be drawn into the cylinder more quickly and with less resistance. Equally, it allows the exhaust gases to be expelled from the cylinder more quickly and with less resistance. The results of gas flowing allow the engine to breathe more deeply and, perhaps more importantly, a lot quicker, i.e. the more power goes through to the wheels per minute and obviously this can only be achieved by and/or leads to an increase engine revs per minute (R.P.M.)

In simple terms 'gas flowing' a cylinder head smoothes out the air passages leading to and from the cylinders. The mechanics of mass-production neglect this aspect, as the requirements are only to supply an adequate fuel/air mixture as opposed to an ideal air/fuel mixture. This is achieved by streamlining the inlet and exhaust ports around the valve guides, removing manufacturer machining frazes, modifying valve heads and, in some cases, fitting larger valves.

Liberating more work from your fuel is slightly more subtle and again a little more involved to get into in detail. One way of achieving this (with preferably other modifications) is to have the bottom surface of the cylinder head skimmed to increase the compression ratio of the engine (but only up to certain limits). To explain: as the piston descends, the inlet valve opens and a fresh charge of combustible mixture enters or is sucked into the cylinder. The inlet valve then closes. The piston bottoms and then starts to rise, compressing the mixture within it. At a fraction before the piston reaches its highest point, the spark-plug ignites the fuel, it expands rapidly and pushes down hard on the piston, hence it makes your wheels go round. If the fuel mixture at the top of the compression could be compressed a little more, it would logically appear that the M.E.P. in the cylinder would be increased. This is in fact what happens when you raise your compression ratio.

The complications arise when, if you go mad, you take the compression ratio over about 11 to 1 (I am assuming again that everyone is au fait with the term 'compression ratio'). Rather than the fuel/air mixture burning evenly (this is generally referred to as the mixtures 'squish' characteristic), it explodes or detonates completely before, in most cases, the spark has even occurred. Detonation or pinking as it is sometimes called, sounds like a heavy rattle and can sometimes be heard if you push your car in 3rd or 4th gear hard up a hill, at a very low speed. Prolonged pinking will damage your valves and pistons and the only way to prevent this i.e. to improve the 'squish' characteristics of the engine, are to subtly reshape the combustion chambers in the cylinder head, so the flame once again burns through the mixture evenly. This reshaping is a job for the professional as it is all too easy to ruin an otherwise serviceable cylinder head. The other remedy is to add an octane booster to the fuel. The octane rating of petrol is directly related to the amount of anti-pinking/ detonation agent present in the fuel.

That's the theory. In practise it will be necessary on more highly tuned engines to strengthen the crankshaft and conrods, particularly 998cc and 1147cc units.

Carburation changes will range from ricker needle settings to complete carburettor swaps, depending on the state of tune. You may well find that distributors may need modifying too as their advance curves may prove incorrect for the now modified engine. These are all details that will vary from car to car and anyone requiring further details are advised to contact Triumph Tek or a good local tuning company.

**Camshafts:** Camshafts control when, for how long, and how high the valves in the cylinder head remain open. Without going into detail of over lap and dwell angles, generally speaking the more air you can get into and out of the cylinder and how quickly you can do it, the better. Camshafts are available for all the Triumph engines to various states of tune.

**Exhaust Systems:** This again is related mostly to volumetric efficiency. The ideal set-up generally is an exhaust manifold that (a) gives the least resistance to the passage of the exhaust gases. (b) Stays within the legal noise limits and (c) fits

the car. The requirements may seem obvious but I've seen a lot of Mickey Mouse exhaust systems which have proved a swine to fit and once fitted, sound like 3 million bees in a biscuit tin. Generally speaking, a good 4 or 6-branch manifold with a twin or big bore exhaust system are ideal for a road car.

**Balancing:** Going back to engines for a moment, balancing for an engine that is going to see a lot of the other side of 4,000 RPM, is well worth being balanced. This is a process exactly the same as having tyres balanced and should be carried out before the engine is rebuilt. Normally the crankshaft, flywheel and clutch assembly are balanced as a unit along with the conrods. An engine which is badly balanced/unbalanced will lose a lot of power through frictional losses (see mechanical efficiency) in addition to wearing very quickly.

#### CONCLUSION:

A few points to ponder upon which should not be overlooked are: is the car sound enough to accept an engine turning out considerably more power than that which the car was designed? All the Club cars are of a very sturdy nature but you are well advised to consider whether your gearbox is liable to jump into the passenger seat, whether your diff. is likely to seek refuge in the boot or, more importantly, if your brakes decide that they are on a losing battle and give up there and then. Suspension may need tweaking; some overheating problems may be evident but all of these are problems which will vary from car to car and the solution fairly straight forward.

Basically the deeper you dig into your pockets will be directly related to the results you can achieve. On the whole only advanced forms of tuning tend to prove drastically expensive.

At all times you must bear in mind the purpose for which the car is intended. The more highly tuned an engine is, the higher and narrower its useable RPM range becomes. If you're going to have your car fully race tuned don't expect to be able to drive it to Croydon every day in heavy traffic. It will drink fuel like a looney, possibly overheat and again, probably more importantly, it will be most unpleasant to drive. Check with your Insurance Broker too: unless you declare your modifications, you are likely to be in breach of your policy and thus illegally uninsured on the road.

Finally, if anyone has any queries on tuning their car, either themselves or if they require us to carry out the modification, you can reach us on 01-462 2851. Also, if anyone has a light industrial unit of 250 sq ft + for £50 a week or less, Bromley and Swanley, please let us know.

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## NORTH YORKSHIRE AREA THIRD ANNUAL MOORS RUN



It was definitely a case of third time lucky this year. We had everything - good weather, good food and a good turnout. There were as many cars in the car park as we had in the Concours - a grand total of 38. There were 12 Heralds, 8 Spitfires, 8 Vitesses, 7 GT6's, a Burlington Special and a Spartan. Red was the predominant colour across the marquee this year and both the winning cars were so coloured.

Not only was the food good, but what a setting to eat in. A tree-lined, lawned area to the side and back of the hotel, with a pine forest in the distance and heather-covered moorland across the road. The gathering of cars even brought other motorists off the road. One comment made about the winning cars was "..... never seen so good" and "..... can't believe that cars used as everyday transport could be kept so immaculate".

The keenness of the entrants to be there was demonstrated by the distance people travelled: Barry Grieves came from Gwent and Mark and Anna Turner of Rotherham, who were delaying their honeymoon so that they could attend in

their GT6.

As soon as 12.00 o'clock arrived, everyone flocked to the pub. This time we had no cause for complaint; the service was good, no one had to wait very long and everyone enjoyed it. The Chef has his heart in the right place - he runs a GT6.

By 2.15pm we had all been fed, watered, judged or otherwise and were ready for the results of the Concours. Next year we will definitely have more classes (mainly because Chris Clarke wants to win the Spitfire Class!) but also because it seems unfair to put Spitfires and GT6's together just because they're two-seaters and it also leaves us with the problem of where to put the Specials. The results were as follows:-

### Two-Seaters:

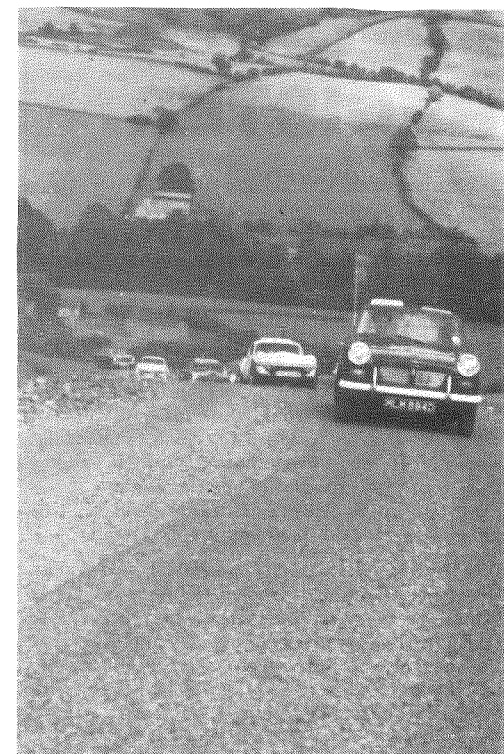
1st	Peter Bush	GT6 MKI
2nd	Graham Bloomfield	GT6 MKIII
3rd	Mark Turner	GT6 MKIII
4th	Mick Rodgers	GT6 MKI
5th	Graham Bloomfield	GT6 MKIII
6th	Andrew Germaine	GT6 MKIII
7th	Chris Clarke	Spitfire MKIII

8th	Barry Grieves	Spitfire 1500
9th	J Nuttall	Spitfire 1500
10th	Alan Harris	Spitfires MKII

### Four-Seaters:

1st	David Webster	Vit. conv. MKII 2L
2nd	G A McGuire	Burlington Special
3rd	Michael Barnes	Vit. conv. MKI 2L
4th	R Stephenson	Herald 13/60 conv.
5th	Andrew Peel	Vit. conv. MKII 2L
6th	D Binnington	Vit. conv. MKII 2L
	) D & J Mitchell	Her. saloon 13/60
7th	Steve Boyne	Vit. Conv. '65

At 2.30pm it was engines on and hoods down for the Moors Run. All traffic on the road stopped to let 35 Club cars out of the hotel car park. Leading was John Griss in his Tank (sorry, Volvo) to clear the roads ahead of straying sheep and motorists. As with last year, we drove (or should I say grinded) our way up the 1 in 3 Rosedale Chimney Bank, which gave the drivers a good indication of the state of their cars' transmission components. Thankfully, everybody made the ascent and we continued on our up-hill and down-dale, waving to the onlookers and giving a few surprises to Sunday drivers, who pulled into lay-bys to let us all through.



Eventually, we stopped in a long line at the roadside for a photo-session, although most people were pre-occupied adorning their cherished Triumphs with clumps of heather - a good job there was no National Park Wardens in the vicinity. With bonnet grilles suitably camouflaged, it was time to say farewell as Triumphs went on their way North, South, East and West into the late afternoon sunlight.

On behalf of the North Yorkshire Area, I would like to thank John Gris, Graham Johnson and the judges, Keith Simpson and Chef and the rest of the staff and management of The Blacksmith's Arms Hotel, Hartoft End; Caroline Clarke for taking the photos and most especially the entrants and spectators for making the whole event the best yet.

**SALLY HURD & STEVE BOYNE**





# SPECIALS REGISTER

## RARITY RECOVERED

Following a suggestion by John Reese (South Wales Area), Justin Barwick (Gloucester Area) tracked down something rather unusual.

Hidden in an old shed lay a fibreglass 'Special' on a Herald chassis. Investigations have led to the conclusion that the shell is an AKS CONTINENTAL MK1, probably dating from the late 1950's or early 1960's. Generally such 'specials' were built on Ford chassis, which makes this one a special 'special', as it is mounted on a 948 cc Herald chassis. At present a Herald 1200 engine is fitted.

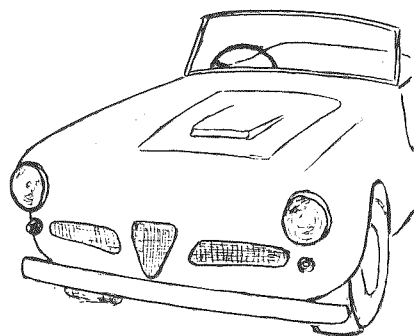
The car has been purchased and taken to its new home, where John and Justin intend to restore and finish it. The word finish is important because it appears that the car was never even remotely finished and never registered. There is no interior trim, no seats or dashboard and no wiring.

Stored since 1972 by the previous owners, the car needs a lot of work. It has a wooden floor which has rotted badly and needs total replacement. Many areas of the shell need strengthening and a certain amount of redesigning, and problems are envisaged where steel reinforcement in the fibreglass has rusted away.

The lines of the car are beautiful. About the same overall length as a Spitfire but with a short nose and tail, and a very large cockpit area. The frontal view is similar to an early Alfa Romeo Ginlietta Spyder, with the traditional shield-shaped grill in evidence. The accompanying sketch does not do the car justice.

Any information on cars of this type would be gratefully received as they seem to be very obscure and certainly there cannot be many (if any) survivors. Look out for future articles in The Courier as the restoration progresses and also some photographs as details of the car emerge.

JOHN REESE



# HERALD REGISTER

## REGISTER REVIEW: 948 HERALD COMMISSION NUMBERS, PART 2

This month the bulk of the Register Review is completed with the 948 saloons - just the overseas Heralds to do next! Saloons were available initially as single-carb cars but a twin-carb option became available in September 1959. The 'S' or simplified (!) saloon was a down market version, which was available in 1961, probably as a cheap competitor to the 1200 saloons. The commission (chassis) number guide to these 948cc saloons was published in last month's Courier (vol. 50, p. 37, Table 1).

The Club Herald JDX, with commission number G676 is certainly the oldest Herald 'on the road', although I do have a record of an earlier car, G11 (see Table 1) belonging to an ex-member. Does anyone know if the car (reg. VJF 230) still exists? The 'youngest' 948 saloons on the Register are all 1960 cars and we do not have any later production 1961 vehicles.

We have very few 948 twin-carb saloons (Table 2) in the Club and of these I believe that only three are 'road worthy'. Two of these cars (GY5841 and GY9973) are recent additions to the Club, so perhaps more of these models will emerge 'from the woodwork' over the next year or so,

The 948 'S' saloon G61211 SP is fairly near to the beginning of the production run (G60471SP). According to my records the latest cars (e.g. G68103) are 1961 produced, which means that we have no 1962 - 1964 produced vehicles. There is also one oddity in the 948 'S' register, a twin-carb car with a SP suffix. The vehicle, GY11248 SP, has a number sequence near to the end of the GY production run

but the engine is in the 'down market' 948 'S' body. The car (reg. 7095 MD) was last recorded in the Southall region of Middlesex. I would be interested to hear if this vehicle still exists!

I would like to thank Trudi Squibbs for sorting through her membership files to check for current members.

TABLE 1

## 948 SALOON: OLDEST/NEWEST COMMISSION NUMBERS

Commission Number	Name/Membership No.	Current Member	Notes
G11	A B Hart/78-0575	No	
G676	TSSC	-	1
G7057	J Kipping	Yes	2
G7593	A W Chalker/81-2565	No	3
G9962	M Brown/82-3424	Yes	
G54897	R Morgans/82-4032	No	4
G56302	K Addis/83-5283	Yes	4
G548144	N G Parry-Jones/83-5538	Yes	4?

1. Club car JDX
2. Convertible body
3. Australian Car
4. 1200 engines fitted

TABLE 2

## 948 TWIN-CARB SALOON: CARS REGISTERED WITH CLUB

Commission Number	Name/Membership No.	Current Member	Notes
GY2024	J Kipping	Yes	1
GY2294	V Milford	Yes	2
GY2582	T N Gilbe/81-2161	No	
GY5198	A Marsh	Yes	1
GY5841	R Reeve/84-	Yes	
GY6854	R Tyler/83-6606	Yes	
GY9973	A Wetherbelt/84	Yes	

1. 1200 engine
2. Believed dismantled

TABLE 3

## 948 'S' SALOON: OLDEST/NEWEST COMMISSION NUMBERS

Commission Number	Name/Membership No.	Current Member	Notes
G61211SP	M I Horsley/83-5963	Yes	
G61731SP	A N Wright	Yes	
G63016SP	I A Milroy/83-6447	Yes	
G65991SP	L J Bingham/82-4853	Yes	
G66401SP	P A Tyson/ 83-6606	No	
G68103SP	M D Smith/81-2461	Yes	

Note: I also have on record GY11248SP; i.e. with a twin-carb saloon prefix but 948 'S' suffix. The car is owned by T C Vickers/83-6065 who is no longer a TSSC member. When registered the car was fitted with a 13/60 engine.

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## DOUNE CLASSIC CAR WEEKEND

AUGUST 1984

The second Classic Car Weekend was held in glorious sunshine at Doune Motor Museum, Perthshire, on Saturday 25th and Sunday 27th August. There were sixteen classic car clubs present, gathering some 250 cars, ranging from a 1953 MGTD to a 1984 Porsche 928S!

Most cars arrived on Friday evening, set up camp and prepared for the weekend amid chat and fun.

On Saturday about 100 classics went on a convoy run round the Scottish countryside, up hill and down glen, alongside lochs and a visit to Scone Palace, Perth. It must have been a sight to see for any onlooker. Saturday evening was spent at a disco/celidh at the museum, preceeded by and followed by many barbecues.

Sunday, being the main day, even more cars, some vintage, some veteran, turned out. Autojumbles, gymkhana events, Club concours and event Concours. The day attracted over 5,000 visitors.

The TSSC managed 26 cars on display with many more in the visitors car park, with at least seven coming from Yorkshire,

Tyneside and Lincolnshire. The TSSC was prominent in many events; Ronald Skirving in his glossy, white 1500 Spitfire managed the fastest times of the day in the gymkhana events, as he did last year - well done! Neil Stewart managed better times in his lovely, yellow 1500 Spitfire than he did in his mum's Porsche 924!

David Webster and Ronald Skirving represented the TSSC in the event Concours and upheld the Triumph name among many beautiful classics. The shiney, red Vitesse engine compartment better than most. Very many thanks to Tony Lambert (of Shadowfax Vit. 2.5 inj. fame), Ken Archibald and Graeme Archibald for judging the Elite Class. Very many thanks also to those who travelled north to Scotland to take part and spend a glorious classic weekend at Doune and indeed thanks to all who attended.

This event is scheduled to take place annually, on the same English Bank Holiday in late August (same as Stoneleigh) and can only be described as the biggest and best in the North. It can only get better, so try Scotland next August.

Lastly, may we all thank Ian and Isobel Wheeler, who organised things on the TSSC side and without their long hours of hard work and planning etc., the day wouldn't have happened.

ALAN COOPER

### RESULTS

BEST VITESSE	1st	Registration Number	9680 AC	A Cooper
	2nd	Registration Number	RJL 350J	D Webster
	3rd	Registration Number	KWT 345D	K Bancroft
BEST GT6	1st	Registration Number	YHT 892L	T Wilson-Smith
	2nd	Registration Number	RBH 263L	S Goldie
	3rd	Registration Number	KSX 820K	J Malcolm
BEST HERALD	1st	Registration Number	FWC 758H	I Wheeler
	2nd	Registration Number	LPW 102E	E Renton
	3rd	Registration Number	AVS 526J	J McAleese
BEST SPITFIRE	1st	Registration Number	TSG 225R	R Skirving
	2nd	Registration Number	DDT 362H	K Ideson
	3rd	Registration Number	CSX 525W	N Stewart
ELITE WINNER	David Webster			

# PEN TO PAPER

## LETTER FROM DICK HOWARD -

### DAWLISH, DEVON:

I intend to build a scale model of a Spitfire MKIV, 2" to the ft. and to this end I would like to have the loan of any sort of scale drawings of either the MKIV or 1500 model. Can anyone out there help? I would, of course, treat any loaned material with the utmost care and would return it promptly. I intend to construct the model out of sheet and sectioned brass, detailed in every aspect and powered by either a glow plug engine of something like 1½/2cc or electric motor, radio controlled of course! Any help with drawings would be much appreciated.

I have also undertaken (due to necessity) the production of handbrake gaiters for all Club cars; they are made of heavy grade cotton backed rexine, matching the gearlever gaiter, are saddle stitched in contrasting, very durable crochet twine by hand and are complete with matching draw lace.

I can supply in a range of colours but black and tan are the most popular. I do not have large stocks of gaiters as, being hand stitched, they take longer to produce but can offer a same week service at present. Cost per gaiter £4.95 plus 75p P&P. There is a money back guarantee if not satisfied!

68 Westcliffe Park Drive

Dawlish

Devon

EX7 9ER

## LETTER FROM OLIVER BROOKE -

### LONDON SW15:

When I bought my 1971 Vitesse Convertible I immediately set about some renovations and improvements. The exhaust was too delapidated for the MOT, so in the first flush of new owner enthusiasm I thought "stainless steel" - after all, such a lovely car will be with me for some time. A morning spent ringing specialist exhaust companies was unrewarding ("Oh no, we haven't done those for a long time"). However, I eventually tracked down the London Stainless Steel Exhaust Centre, who could offer me a pipe to

order, so I took the plunge. When it came it looked marvellous but mysteriously was in three pieces instead of the original two. Fitting should be straightforward on the Vitesse, though the exhaust manifold was hard to undo. However, once the pipe was fitted I couldn't get it so that the horizontal bend at the front didn't touch the chassis however I fiddled it. It was then that I discovered that there should be a bracket joining the pipe to the gearbox, strangely absent on my car. This, of course, is not revealed in any of the usual manuals (Haynes, Autobooks), which completely ignore the exhaust system and I haven't been able to get hold of a Parts Catalogue or Workshop Manual. When this was sorted out (for those like me who don't go in for metal work in a big way, Halfords sell a universal exhaust hanger which adapts quite easily) the pipe was finally installed, avoiding contact with the chassis by about a millimetre; but oh dear, what had I created? A sort of bucolic phoenix risen from the ashes of my endeavours? Yes, sad to say this shining new pipe resonates hopelessly, disastrously. The Vitesse purr was scuppered, finally and absolutely, substituting a rancous grunt which I could not live with. Four months of carbon made no difference so I've written it off and replaced it with a mild steel one. Be warned! Anyone want a stainless steel exhaust, cheap?

So what other problems have there been? What about replacing the rusty nearside rear over-rider? How do you get at the bolts without removing the petrol tank? There is nothing about that in Haynes either. And once there, how do you undo them when the captive head has escaped? I had to cut the front off the rusty over-rider with a grinder to get at the top bolt head.

Another problem with Haynes and Autobooks is their description of the rocker gear. This seems to have varied from time to time. The illustrations in my manuals all show that the rocker shaft has external end caps. Mine had none when I came to replace it (obviously why it needed replacing!) so off to the scrapyard for a couple off a Herald but would they fit? No on your wellie. The rocker

cover wouldn't go back on. No one told me that I was supposed to fit a couple of little tuppenny push-fit metal caps into the ends (and once they're there, how do you get them out again anyway?).

And now to the electric fan. I always wanted to fit one of these and it seemed such a sensible idea. The Vitesse was the obvious candidate because that great mechanical whizzer makes such a noise apart from anything else. I quickly learned that there's not enough room for an electric fan in the Vitesse; that the Kenlowe Unifan will fit; that the Unifan will damage the radiator; that the Clova fan might fit; that it's not worth doing anyway; and that of course, didn't you know?

The Wood Jeffreys fan is ideal for the Vitesse. The Wood Jeffreys? Yes, of course, everyone knows that. For those worms who don't the address is Wood Jeffreys Limited, Bridge Croft Mills, Milnsbridge, Huddersfield, tel: Huddersfield 642674 and it really does fit!! The instructions, however, leave a lot to be desired. A few comments on fitting might be helpful:

1. Removing the bonnet. Why are jobs like this always so difficult? However, I can tell you with absolute certainty that it is not necessary to remove the front bumper overriders to get the bonnet off, whatever Haynes, Autobooks etc. say. Just undo the stays, remove the pivot bolts and lift off (remember the strong patient helper - my sixteen year old son was fine).

2. Fitting the fan. Provided you remembered to say you were going to fit the fan to a Vitesse it will come with two bent rods which will enable it to mate happily with your radiator, off-set to the nearside. The long rod goes on the right (driver's side) and the short one on the left. When they are fitted to the fan, arrange them so that the ends with holes drilled in them face forwards. You can then see that these ends can be made to contact the radiator support brackets with a little juggling (you will probably have to undo the engine bay side valances from their attachments to the radiator because otherwise they will be in the way. Their brackets can be bent quite easily so that they will fit back after the fan is attached). The next problem is to mark the radiator support brackets where the fan rods are to be attached. You need a

helper here again to hold the fan in place, and I found it best to use white paint on a short brush (e.g. Tippex) to outline the position of the rod ends on the radiator brackets. The radiator is then removed and the brackets drilled to accept the self-tapping bolts supplied. After refitting the radiator, the fan on its bracket can be bolted in place and the assembly is then sufficiently rigid to need no further support.

3. Wiring up: this is straightforward but -

a) The terminal block supplied is unnecessarily small and fiddly. I used a larger one.

b) The fan is a hefty job and presumably uses a fair amount of current since a relay is supplied, plus a 15 amp fuse. It is, therefore, surprising that the wire which came with the kit was all rather fine gauge and much thinner than the short length of cable attached to the fan motor. I bought some thicker cable to make the connections to the motor and to the business end of the relay.

c) The cut-in adjustment is fiddly, needing a screwdriver and contortionist ability (depending on where you've mounted the unit under your dashboard). It compares unfavourably with the calibrated knob provided with the Kenlowe.

I hope these jottings are of use to someone. In return can anyone tell me how I can stop the heater fan making such a loud resonant noise? It seems to be vibration from the heater casing. And why does the gear change get stiff when the box is hot?

*Editor's Note: help is at hand, Mr Brooke! We are currently having the Vitesse/GT6 2-litre Workshop Manual reprinted from an original Manual - due to popular demand. These will be available to members at a cost of approximately £17.00 each by the end of the year.*

## LETTER FROM MADELEIN O'YARRA,

### LONDON SW11:

I bought my first car, a 1500 Spitfire, in May of last year; this was from my brother-in-law, who was convinced it was a good car.

I joined the club shortly afterwards and soon discovered the benefits. In con-



sequence I would like to thank all those people that I pestered for help and support. I actually live in the Thames area but have now broken down in the Birmingham area on two occasions! Since I have no idea at all about what happens inside the bonnet, it is a great relief to know that I can open the Self Help Scheme booklet and dial a number to say 'HELP!'. And then, hopefully, some tall, dark stranger will rush to my rescue. So my thanks to the West Midland's Area and to the Thames Area (even though I haven't a clue what they are talking about).

Unfortunately, I was involved in an accident earlier this year - I drove into the back of a brand new Transit on a Sunday evening in Wales (alas, a dry country!). Poor Sidney was conveyed to Southport to be seen to. I have now had the car completely restored and resprayed. Sid now looks superb. That being so, I would like to recommend strongly the garage that offered the said repairs. The bodywork, respraying and tuning etc. were of a very high standard. Derek personally does it all, to his satisfaction (he used to race) and his rates are incredibly cheap. His address is as follows:-

Derek Counce Auto Services  
18a Linaker Street  
Southport  
Merseyside

Tel: (0704) 32800

#### LETTER FROM STUART WARREN -

#### TRIUMPH HOSPITAL:

#### Concours Judging & It's Future

I recently attended STIR and wish to express a feeling shared by many. All cars entered for the Concours in advance should be scrutinised; if the scrutineers want these cars there by a certain time, this should be publicised in advance; if the scrutineers have decided which cars are going into the final judging in advance then we should all be told to avoid disappointment. Arriving at 11.30am should not invalidate judging. There were many Club cars at STIR well worthy of scrutineering time that were not even glanced at.

Considering the effort and money gone into these cars by their owners, the appreciation offered by the Club Officials is appalling. My own reasons for attending STIR was to obtain constructive criticism on a total rebuild only one day out of the

workshop ..... thanks, Matt for 30 seconds of your time!

I would suggest that at next years National Events, Concours judging is carried out by totally independent bodies, allowing our Club Officials more time to do their appointed jobs.

#### LETTER FROM MARK WOODARD - WISBECH, CAMBS:

I wish to thank all who came to The Emneth Vintage Country Show on 30th June - 1st July, giving us six vehicles to display on both days. Thanks to Barry and Dennis for bringing JDX and all other members for their support.

On the 18th - 19th August I held another event in the King's Lynn/Wisbech Area at Hillingdon Hall Park. I would like to thank Barry, Dennis and Giles for getting the Vantesse and JDX to us once again. We had 7 vehicles on the Saturday and 13 on the Sunday. Thanks to Sharron for her lovely GT6 and special thanks to John Puffitt from Saffron Walden for his support at both events.

One last note to say we may live on the East Coast but these two small events attracted at least 30,000 spectators.

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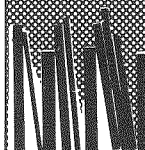
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# INTERNATIONAL NEWS

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

We had about 90 Triumphs of many different models show-up, from a 1948 1800 Roadster to a TR8 Roadster. We had three Heralds, six GT6's and about fifteen Spitfires - it was a little hard to get an accurate account.

A special trophy was given on behalf of the Triumph Sports Six Club USA members of the Pacific Northwest; W G Young and myself put our heads together and chose what we thought was the best representative of our Club cars. The winner of the TSSC USA trophy was **Dan Stewart of Mercer Island, Washington** with his 1971 Spitfire. Dan has promised to become a member of the TSSC, so watch for his membership application.

So ended a long day in the hot 85°F weather, which is quite warm for rainy Washington. Next year the 5th Annual Pacific Northwest Triumph Field Meet & Concours will be held in Portland, Oregon, with hopes that another TSSC USA trophy will appear. It would be nice to see more TSSC USA trophies appear at local events throughout the USA.



## 2ND INTERNATIONAL SPITFIRE WEEKEND ARCEN, HOLLAND, 1ST & 2ND SEPTEMBER

*The following article has been sent in by Philip Zarb of Leicester, a new member who joined us at Stanford Hall in August and who subsequently accompanied us on our trip to Holland. Obviously, Phil will be an active and enthusiastic member in the months and, hopefully years to come, with his 13/60 Herald.*

From Burton, Desborough, Leicester and Luton went 9 holiday-makers, travelling in 4 Triumphs to the docking point at Felixstowe. Here we met in lane three awaiting the Ferry to Zebrugge in Belgium. We had a quick drink, a dash, a flash of passports and tickets, followed by a split of cars as Chris and Trudi Squibbs were isolated in their Vitesse, along with passengers Chris and Karen Lane - to be 'packed' who knows where on the Ferry by the Townsend Thoreson crew. The remaining two GT6's and Spitfire 1500 travelled together for a superb dock-level park at the Ferry's stern.

We were met by a reasonably calm sea with minor rough patches, which saw two stomach upsets as the card players game of Whist came to an end, but enthusiasm still running high, plans were made for our first nights stay in Belgium (what plans, I hear you say ..... read on!). First off the Ferry came the lead car in the form of Brian Water's GT6 MKIII, along with myself as passenger and map reader (I was gritting my teeth and trying to work out where we were on the map); closely followed by Tim Woodthorpe in his 1500 Spitfire and Bill and Jo Sunderland in Jo's GT6 MKI. We then had to wait half an hour until, out of the darkness immersed the Vitesse belonging to Chris and Trudi, in all her glory and as the midnight dew descended, we were on our way!

Negotiating on to the right-hand-side of the road, we approached our first obstacle, a roundabout, and despite going around it very slowly, anticlockwise of course, a poor show of signs almost allowed the lead car to catch up with the Vitesse at the rear end of the convoy! (What fun eh!) Next time around, we

proceeded to a place named Knock Heist, where we were able to locate a sea-front hotel, much to the surprise of everybody, except Brian Waters, (I'm still not sure if he has a stake in this place, but judging by his expression at the time - who knows?). After a few drinks in the hotel bar, we retired and made use of those creature comforts which, although normally separate, they formed an integral part of the bedroom in all cases, divided only by a thin curtain (which at the dead of night proved inadequate, but amusing all the same!).

Friday morning and breakfast, which consisted of a bun with cheese or jam and gallons of coffee. Photographs were taken, then we all set off for Holland. No real navigation problems as we hit the motorways and battled with the cross winds. A couple of bad ridges in the road caused us to 'bottom out' - (it's a pity our exhausts aren't made of rubber!), but we survived. After a brief stop in Antwerp we encountered a couple of crazy Dutch drivers, one of which tried to overtake Bill and Jo on the hard-shoulder! Next we whizzed past the border without having time to dispose of postcards, and we were in Holland. No gross mistakes had made this a pleasant journey, to end for the moment as we stopped at Klein Vink, our resort and main destination in Arcen.

Dutch and German smiling faces greeted us, as we climbed from our cars, who were obviously impressed and pleased to see us and we instantly began forging new friends. As we looked around, we inspected one or two fine examples of the Spitfire. A very comprehensive event programme was provided for each member, being printed in a Courier size booklet in Dutch, German and English (thank goodness - they think of everything!). Accommodation was provided at reasonable expense in the form of six-birth chalets, fitted out for self-catering and situated only a short drive from the main meeting places. Crazy Golf, cycling, swimming, table tennis, walking, wind-surfing and other activities were available.

After unpacking, and a little exploration, we found ourselves in the local bar/restaurant where we had a well cooked meal, which went down all too quickly - just as well, because unusually the toilets were located such that there

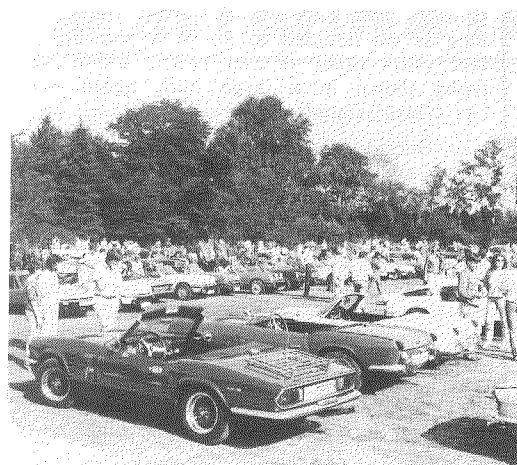
was a presence of a country odour from time to time! We didn't stop there too long as we decided to go to a showing of last years video of this event, which was being shown in a large hall, again with tar (Gasp! Gasp!).

Outside the hall, we saw an amazing sight as a continual flow of Spitfires arrived, a sure sign that this was going to be a special trip. Inside we saw everyone engrossed in conversation, much talk being geared to Triumph cars (I think) and, as we took up our positions at the bar, a tremendous sight was seen by us ..... Trudi had popped up on the screen displaying all her wares. Unbeknown to her, a video had been taken of her at MOTEC earlier on this year. We drank, talked and watched the video well into the night.

Saturday and the schedule for the day began with the erection of a two-tier Club Stand which was packed with TSSC regalia and Triumph literature. I was amazed and wondered how Bill and Jo had crammed so many books, along with their personal effects, into their GT6. Despite being dazed from the night before, the 'team' efforts in promoting the Club must be praised, well done! Great interest was shown in the translated Manuals, even after almost all the Dutch, German and French ones had been sold.

During the market, several competitions took place; they included 'Knew Your Car', 'Guess the Spares' and the 'Fastest Wheel Change'. In the evening we attended the Main Hall for the official welcome by the President, Mr Roel Beer and the Treasurer and his wife David and Renate Herriman. We noted that over 20 other Triumph clubs were represented at this event. Shortly afterwards a Disco took over, with some familiar sounds blasting out. Small groups of Dutch, German, Belgian and English took to the floor. This was how it was until the ice broke and everyone joined together, clapping, laughing, jumping, swopping dancing partners and really swinging .... We all had a great time! Afterwards we were invited to a chalet with some Germans for a drink and a sing-a-long, which again was enjoyed by all, despite having to crawl back to our own chalets.

Sunday and we just managed to make it for the hour-long convoy drive, which we learned later totalled about 250 cars, an impressive sight as you may well



imagine. Many photographs were taken and Brian left his very, very expensive sunglasses on the bonnet of his GT6 - crunch or fly, we don't know because no one saw them again. Brian's bloodshot eyes then faced the glorious sunshine (if anyone knows Tracy Ullman, please put her in touch with Brian).

The convoy sped away and toured a well planned set route, helped along by the Police at strategic points, such as traffic lights (nice touch Dutch!). The convoy was very well organised and a credit to the Club.

After yet another splendid meal (mid-day) and a rest, we found ourselves back in the Main Hall awaiting the results of the competitions and the judging for Spitfires and GT6's in their various classes. The first prize and Best Spitfire went overseas to a Spitfire MK1, which was unquestionably justified. The British contingency did pull off two major prizes, with Jo's car getting Best GT6 and Pat McGuire, of Surrey, beating close contenders to win Best Original Working Spitfire, he also won the Distance Award for travelling the furthest to Arcen.

After many refreshments during this period, almost everybody left, however, the 9 of us were invited for an evening meal at a local Chinese restaurant; so awhile later, another convoy of about 30 cars, this time, gathered and we set off again. As we arrived in the almost empty car park, an amazing display of gleaming GT6's and Spitfires created an atmosphere which seemed to stun in the dimly lit sky. Every dish on the menu was served, but was too much for most - it proved excellent for those who managed to gorge themselves (I did!).

Monday, the last day: all the cars were made ready and off we went, not home yet, but the Germany for breakfast. It was a very tasty one too! Unfortunately, we would not stay long so, still in tact, we headed back to Holland, then into Belgium, and before long we were back on the Ferry, spending our last Marks, Gilders, Francs and Pence on the Duty Free goods ....

As a new member I found the whole trip quite an adventure because this was my first car trip into Europe. I had a marvellous time, having made many new friends on both sides of the ocean. I would like to thank all those who participated and look forward to seeing you on the next trip.

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# TECHNICAL HELP

## SIX-CYLINDER SPITFIRE

**Q.** I, at the moment, own a MKIII GT6 and really love it, but I would like some information on a slight modification. If I bought a MK4 Spitfire, could I put a GT6 engine into this? Would the gearbox be different and the differential and drive-shafts; would I need to stress the body and up-rate the brakes?

I would be very grateful for all information as this a project I would really like to undertake.

**A.** Yes, the GT6 engine can be fitted into the Spitfire and it's a fairly straightforward job.

The GT6 gearbox should also be used but the gearbox output flange should be swapped for the smaller Spitfire flange, in order to mate up the propshaft. You can, of course, use a GT6 propshaft and change the end flange on the shaft, or (strongly advised) use a GT6 differential. In this case the axle shaft flanges must be changed to match the GT6 diff., or GT6 axles used. Basically, the transmission flanges are all smaller on the Spitfire and must, therefore, be changed whenever a GT6 component is substituted.

If you wish to retain the Spitfire propshaft, then it must be professionally shortened and balanced as the six-cylinder engine causes the gearbox to sit further back in the car. This also means that the transmission tunnel has to be cut back about 3" under the handbrake lever for access to the propshaft bolts and a new gear lever hole has to be made in the fibre gearbox cover, or a GT6 cover fitted.



The six-cylinder engine will use its original mountings bolted onto the suspension sub-frames as per GT6, whilst the gearbox mounting will locate with the original chassis holes.

Don't forget that the starter motor and clutch slave cylinder will now have changed sides with subsequent need for wiring and piping modifications. The Spitfire throttle linkage can be modified to fit the new Stromberg carburettors or a GT6 system used. A GT6 or Vitesse choke cable must be used to reach the front carburettor.

As far as the cooling system is concerned, the obvious answer is to fit a GT6 radiator, but some modification of heater piping is required. A Spitfire radiator in first-class condition has been proved to be adequate. It can be used by moving it 8" forward and lowering it, which means the engine side valances will have to be extended, and you should fit a Spitfire thermostat housing.

Whichever thermostat housing is used, the bonnet must be modified to clear it, and the rocker cover as per GT6 bulge. You can cut a hole in the bonnet and graft in a fibreglass bulge (plenty on the market), but the bulge must start 17½" back from the nose of the bonnet and it needs to be 5" wide, 2" high and about 12" long. Finally, fit a GT6 exhaust system.

There are no modifications regarding body strength, but the brakes should certainly be up-rated - preferably by fitting GT6 backplates and drums etc., to the rear and GT6 discs as a complete stub-axle assembly to the front.

Some understeer can be expected with the larger engine installed but this can be compensated for by fitting stiffer front springs and/or a stronger anti-roll bar. A pair of adjustable shock-absorbers will be useful on the rear, and 165 tyres are advised.

#### BACK TO OVERDRIVE:

**Q.** I wish to fit an overdrive to my MK4 Spitfire and would be grateful if you could answer the following query:

My car was originally fitted with overdrive but the previous owner removed it when he had trouble with the gearbox. I have the old gearbox and overdrive and was wondering whether I could modify my standard gearbox to take the overdrive, by using parts from the old gearbox (I have been told it is possible to just change the output shaft).

Any other information regarding fitting overdrives would be appreciated.

**A.** The standard gearbox can be modified to take the overdrive by fitting the mainshaft from the old overdrive gearbox. As this entails a complete strip-down of the box, you should use the opportunity to replace any synchromesh baulk rings or bearings which appear suspect, especially in view of the previous owner having trouble with the original box. You will also need to fit the inhibitor switch from the original gearbox to ensure overdrive can be engaged only in third and fourth gears.

The overdrive mounting will bolt to your existing chassis location, though the rear flange will, of course, be situated further back and for this reason, a shortened propshaft will be needed.

**EDDIE EVANS**

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*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 advice.*

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## ONE MAN'S STORY

My enthusiasm for 'our' cars was first aroused 13 years ago, when a friend purchased a MKI 2-litre Vitesse Convertible. This car, though long since gone, still holds many memories and was affectionately known as The Rocketship. Being a student at the time, there was no way I could afford one myself and my envy was heightened when another friend bought a MKI GT6. When a dilapidated MKI 2-litre Vitesse Convertible was advertised in the local paper for £65, I jumped at the chance and, having negotiated the price down to £35, the car was duly towed home. This got me on the first rung of the ladder and having a holiday job at the local garage was a great help in getting the Vitesse on the road for a total outlay of £120.

The Vitesse was sold at a substantial profit to purchase a MKIII Spitfire of 1968 vintage, though with a 'J' registration, having been imported from Jersey. The corrosive atmosphere there had taken its toll but, fortunately, it was mainly superficial and a lot of spit and polish produced a very presentable example.

The Spitfire then gave way to a car which I still regret selling, a Damson MKII GT6. The GT6 had a misfire when I bought it which depressed the price but the fault was quickly traced to a torn carburettor diaphragm. This GT6 was reputed to have been owned originally by a mechanic to the Surtees Racing Team.

Whether this was true was never confirmed but I do know that the car flew like no other car I have driven, either before or since (PRW 266G - anyone know of it?).

Crippling student finances forced the ultimate sale of the GT6 after less than a year, but a generous gift of cash on my 21st birthday meant I could rush out again and buy a MKII 2-litre Vitesse Convertible. The attractions of this immaculate Royal Blue car to the fairer sex are obvious and the inevitable followed. Marriage and house purchase, however, meant the need for cheaper

and more mundane transport, so the Vitesse (Cupid?) had to go.

Relief came a year later, when journeying back home from visiting my wife in hospital (having just had our first baby) I spotted a very sorry-looking MKII Vitesse Convertible in someone's driveway (it was even the same colour as the last one!). Letting my emotions rule my wallet, I paid a grossly inflated price and, on getting it home, I found it to be in much worse condition than I thought. A considerable amount of time and money was lavished but it was never quite right and, disheartened, I sold it before getting any real pleasure from it. I still see it around, three years later, looking irritatingly good.

Late last year I decided to rekindle my enthusiasm with the purchase of a MKIII GT6. The body was very good but there were obvious problems with the transmission. However, at £750, I thought it was a reasonable buy and a further £450 saw it in near perfect condition. After three weeks on the road, trouble struck a severe blow when, on Christmas Eve, the car was stolen and written off by a juvenile high on cider and glue. I salvaged the wreck but a six-month legal wrangle between my solicitors and my insurance brokers failed to produce any compensation. To overcome my depression I bought a very rusty and clapped out MKII GT6 which I am presently rebuilding using many parts from the wreck and learning to weld in the process. The more immediate need for a roadworthy second car has now led to the acquisition of another MKIII GT6, which again I am improving from salvaged parts. This car is proving very reliable and great fun.

This then brings me up-to-date. Eight Club cars over 13 years may not seem much to some but in a stable of vehicles which includes a company car, an old Hillman, and six motorbikes, the two GT6's have to compete hard for time and money, both of which are scarce. The fact that I cannot give them up perhaps tells its own story.

Written by Richard Thirkell  
Crowborough, E. Sussex

## STANDARD ATLAS VAN



I have recently managed to get hold of a Standard Atlas Van, after a six month search.

My van was built in 1960 in Coventry, at the Standard Triumph factory. It originally had a 948cc low compression engine. This was replaced with a Herald 12/50 engine by the previous owner, who also fitted the side windows. It still has a rear axle ratio of 6.66 to 1, which gives 10½ mph per 1,000 rpm in top gear. This limits top speed to about 55 mph but I do get about 30 mpg. It is hoped to fit an overdrive in the future to reduce engine revs.

The van was purchased for £200 with full MOT from Maidstone on 1st July, 1984. I am trying to locate a pair of original front seats and also the Atlas letters for the front panel. About ten Atlas Vans are known to have survived, some of which are Atlas Majors, these having Vanguard engines. Pick-up versions were also made but I know of none surviving. Some of you may remember that in 1958 two prototype Herald 948cc cars went across the Sahara Desert to pin-point any design faults; one

of the support vehicles was an Atlas van. It was fitted with overdrive and had a higher diff ratio (5 to 1). It was laden to a gross vehicle weight of 2 tons, all powered by a 948cc engine!

The vehicle is very manoeuvrable, having a 29 ft turning circle and compact, overall dimensions. It has a very large load area for its class and is rated at 21 cwt. The chassis is very sturdy and is unusual in that it splits in the middle and you can wheel out the front half with the engine, gearbox and front suspension in place. This was for fleet owners who could keep spare front units, fit them to the van and work on the old unit, while the van was back in use. Unfortunately the bolts joining the front chassis to the rear chassis can come loose!

Mike Costigan of the Trent Area also has an Atlas van, Mike's Atlas being a 1959 model. We are trying to trace the history of the Atlas van/pick-up and so far between us, we have an impressive collection of Atlas literature, collected from various autojumbles. We know from old advertisements etc. in the 'Standard Car

Review' that the Atlas was launched late 1958/early 1959. I believe production ceased in 1962 when it was replaced by the Courier van. The van was sold to various different countries around the world and Mike tells me the Canadian model was called the 'Triumph Atlas'.

As to production figures, we can only guess at the moment. My Atlas is chassis number 10020 and is about half-way through production. So, were 20,000 plus Atlas van/pick-ups built? If so, where are they all now? Scrapped years ago, I suppose, like most commercial vehicles. I hear rumours of Atlas vans running around Coventry; I've seen none at the time of writing so I wait to confirm these stories. I would expect a few survivors here as they were built here and people remember seeing plenty of Atlas vans years ago.

Mike Costigan is keeping a register of Atlas vans, so if you know of one, please let Mike or myself know as we are planning the formation of 'The Standard Atlas Enthusiasts Club' to keep owners of these vehicles in touch - non-owners will also be welcome, as we know of several people who would like one once they have seen one!

Peoples memories of Atlas vans vary from "They were very popular" to "I used to drive those things, they're awful!". If you have any information, history etc. regarding Atlas vans, please let me or Mike Costigan know. We both like our vans very much, they are practical vehicles to run and you can drive all day without seeing another one!



Andy Jones  
16 Wyver Crescent  
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West Midlands  
CV2 5LQ



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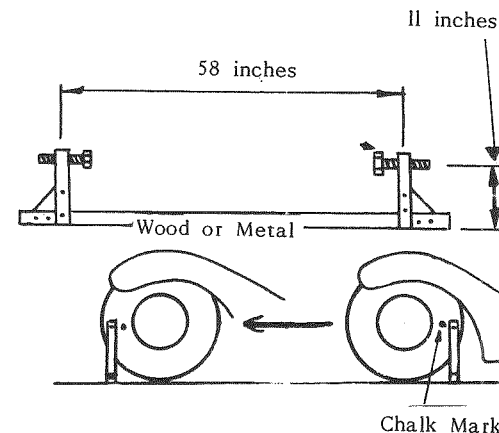


# ☆☆ TECHNICAL TIPS ☆☆

## FREE TRACK CHECK!

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To ensure accuracy, you adjust the bolts to just touch the tyres at their widest point. You then mark this point with a chalk mark. Roll the vehicle forward to  $\frac{1}{2}$  a wheels revolution and again offer up the caliper gauge, there should be between  $\frac{1}{16}$ th inch and  $\frac{1}{8}$ th inch gap. This is the toe in figure. check your manual for exact figure. If the manual quotes "Toe in" in minutes of degrees, then a quick 'phone call to Mr Pythagorus on Athens 345, quoting your wheel diameter should solve the problem.



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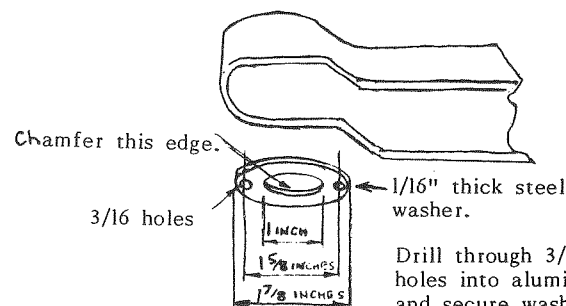


Do you have a Technical Tip ?

If so send it in as everyone

can benefit from

your knowlege



Drill through 3/16 holes into aluminium and secure washer using 2BA or M4 screws and nuts.



# NATIONWIDE

## ANGLIA AREA NEWS -

### GILES TINKLER REPORTS:

The first Peterborough Area meeting went off exceptionally well, with an excellent turnout and a very pleasant meeting place which was so well organised by Denis and Diana Watson. It would appear that the Area has great prospects.

The annual Touring Quiz, ably organised by Mark Lawton, took place on 9th September and proved to be an excellent afternoon out. Perhaps next year's event will have a larger turnout.

By the time of reading, the Marshalls 75 Years Milestone Pageant at the East of England Showground will be over and, hopefully, the Club stand, organised by the Anglia Area, will have been successful in attracting some new members and giving the general public an idea of the Club's presence and the cars we cater for.

### Forthcoming Events:

**Thursday 4th October - Anglia Area Club night.**

Thursday 11th October - Anglia Area A.G.M., 8pm at The Coach & Horses.

Thursday 25th October - Mystery Run leaving Coach & Horses at 8pm.

Finally, I am pleased to be able to advise all Club members that the 8th Birthday Barbecue will take place on July, 1985. Keep your ears peeled for further details in early 1985 as Anglia aim to make it the event of the year.

## AVON AREA NEWS -

### HILARY OWEN REPORTS:

We crossed ravines, scrambled up and down scree slopes, visited and sketched Hansel and Gretel's cottage and got lost in the woods, all in the space of one afternoon. What were we doing? Taking part in Andy and Jane's Treasure Hunt Walk. Several members of the TSSC responded to our invitation to join in by taking the first three places in the final results! Our own Mike Wakeford composed the winning ode - fancy the job of Avon Area Poet Laureate, Mike?

The TSSC more recently got their own back by staging a Sunday afternoon Fun

Drive for us, the TSSC (confusing isn't it!). We spent and very silly but enjoyable afternoon driving in and out of Bath. Top scorers were: 1st - Paul Ackroyd/Mark Cox 2nd - John Etheridge/Nick Garnett, 3rd - Nick Hewitt/M Bickerton. Thanks to the organisers, Martin Cox, Brian and Margaret Silverthorne.

### Forthcoming Events:

#### October

Boat trip along the Kennet and Avon canal on Sunday 7th October, with our own John Etheridge at the helm.

Skittles Match with the South Wales Area on Friday 26th October at Cwmbran, Gwent.

#### November

Bonfire Party, hosted by John and Sue Lippiatt on Monday November 5th, in Nailsea (this replaces the Area Meeting at Winterbourne).

#### December

Christmas Medieval Banquet at Caldicot Castle with the South Wales Area on Wednesday 19th December.

### Forthcoming Meetings:

At the Wheatsheaf, Winterbourne at 8pm on Monday October 1st. No meeting Monday November 5th - see above. At The Talbot, Keynsham at 8pm on Wednesday October 7th.

### PROSPECTIVE NEW AREA FOR MEMBERS IN READING AND SURROUNDING AREA:

TSSC members in Berkshire - hello! My name is Nigel Morgan and I'd like to tell you that from November, East Berks Area will be holding a second monthly meeting in the Reading Area. I realise at present that a lot of you have trouble getting to our Cookham meets, so I hope this is more to your liking. As Social Events Organiser, I hope that with your support I can expand still further on East Berks Area's activities. More details of the venue and our Christmas Disco Buffet will appear in the November Courier.

## CORNWALL AREA NEWS -

### DAVE BUXTON REPORTS:

The main event of August was the barbecue, hosted by Jack and Jean Hart. I am sure all those who attended would like to thank them both for such a great evening.

Also thanks to Jim Donnelly for keeping our brains active in the early hours.

The next piece of action is the Treasure Hunt, as mentioned last month - but for any new members, it will start at 4pm Sunday, 7th October at the RAC layby just West of Penanarworthal on the A39, between Truro and Falmouth.

## COTSWOLD AREA NEWS -

### SUE IND REPORTS:

Again the August meeting was fairly well attended. Denise Moore from South Wales, will be sending an invitation for any of our Area to attend 'A Medieval Castle Banquet' on Wednesday 19th December. Smart dress, five-course meal at £13.75 a head. Venue: Caldecote Castle; £2 head deposit and total by 1st week in November. If anyone is interested, let me know as we could have this as our Christmas Outing and get to meet other Areas.

## CUMBRIA/LAKES AREA NEWS -

### MALCOLM BUTLER REPORTS:

Septembers meeting saw a very poor turnout with only Eddie Evans, Mike Brown and Angela and myself attending. As a result, this months Quiz was cancelled until October. The only thing under real discussion was the Wother Hall Classic Car Rally. Although we had a poor turnout of local members, we still intend to go ahead with this venue. A report will follow next month, we would like to see this outing become a regular fixture on the Cumbria calendar. So, why not support it!

**Next months meeting will be on Wednesday October 10th in Keswick;** let's see a few more faces or Mike Brown will end up winning the Quiz Trophy all on his own.

## DERBYSHIRE JUNCTION 29 AREA NEWS

### - KEN GREEN REPORTS:

Meeting attendances appear to be getting back to normal after the holiday season. We were pleased to welcome Jonty Wild who dropped in while on holiday in Matlock, giving us a good opportunity to discuss the running of the Club. Just as welcome was John Kipping and friend. Thanks to Lesley for the delicious sandwiches, which were enjoyed by all, especially J.K. The meeting was brought to life by the arrival of a contingent from the TR Register, who are always welcome.

## DEVON AREA NEWS - GARETH BEECHING REPORTS:

The beach party, held on 19th August and organised by Mark and Julie, was a tremendous success. Our thanks go to them for all their hard work.

Exeter meetings at Kennford continue to grow with 26 at the last meeting but attendances at Totnes are still fairly poor - where is our loyal Plymouth contingent? There are some special events being held at Totnes during the coming months so please make every effort to attend. Details for November and December activities can be obtained at the next area meeting.

**14th October - meeting at Kennford.**

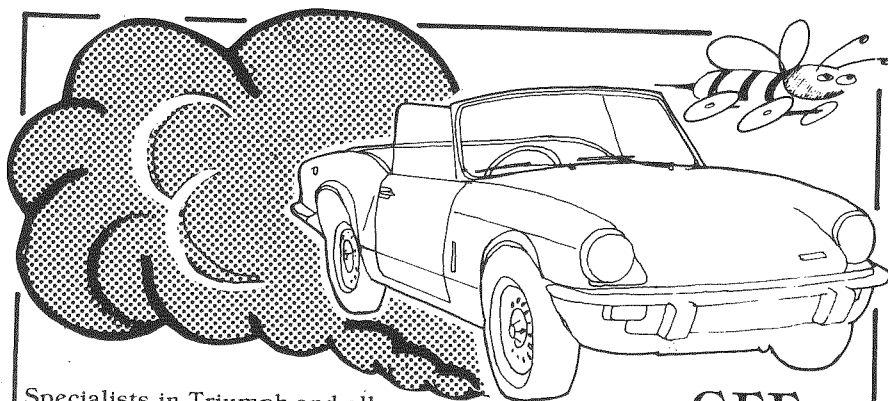
**28th October - Totnes meeting to include slide show and photograph album show; it also includes the Area Organiser Selection Vote, so if you want to stand for election, please send me your nomination form by Sunday 14th October.**

Finally, the next quarterly edition of the Devon Herald due out in September, has been postponed because of a lack of articles. I intend publishing at the end of October, so all articles must be with me by Saturday 20th October. Please send them to 15 Lower Farthings, Newton Poppleford, Sidmouth, Devon EX10 OHE.

## DORSET AREA NEWS -

### ANDY TOPP REPORTS:

Last months meeting was very badly attended, and I hope this is not a sign that you've all sold your Triumphs and bought Rovers! **Next months meeting** hopes to be good with Tony Everhard from Central Somerset, who will be bringing some films of the 1981-82 Lombard RAC Rally. This will be held in **The Antelope Hotel's skittle alley at 8.30pm on October 3rd.** November 7th is the following meeting, when we will be discussing the Christmas meal. Also that evening, Steve Wood has written out 50 questions relating to Club interests, especially the last few Courier magazines. There will be a prize for the winner. If anybody else would like to put forward any ideas about activities or events that he or she would think members would be interested in, please let me know. My address is: **2 Limerick Villas, North Street, Milborne Port, Sherborne, Dorset DT9 5ES.**



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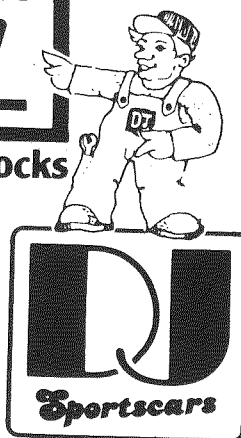
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### HANTS & SURREY AREA NEWS -

#### KENNETH RODMELL REPORTS:

An excellent turnout to our September meeting and a lively time was had by all. It was very encouraging to see so many new faces there.

For the benefit of new members, the location of The Royal Oak is: follow the A324 for about one mile out of Pirbright village towards Aldershot and the pub is on the left. We have no complications such as committees or guidelines; basically if anyone has a good idea for an event or outing etc., then there is no reason why we shouldn't go ahead with it. After all, it is for everyone's benefit. Our meetings feature a raffle, and 100% real ale and we have numerous activities during the month.

Wednesday 10th October will be the official time to vote for the Area Organiser's position and other 'offices' as members should wish. I am willing to continue the position but it is, of course, open to anyone else who may be nominated to contest this - don't all get killed in the rush! See you all on the 10th.

### HERTS SOUTH AREA NEWS -

#### JEREMY HURST REPORTS:

In this, my first report of 1983/84, I would like to thank everyone concerned in making our events a great success; the Area Committee for the hard work involved in organising the events and, of course, everyone who has taken part and, hopefully enjoyed themselves, as everyone seemed to at the South Herts Area 2nd Annual Barbecue on 1st September. A date for your diaries is the Area AGM at The Coach & Horses, at 8.30pm on Wednesday 31st October. As with every year, we look to you for your ideas on what to do next year and your views on last year. I will be unable to stand as Area Organiser for '84/85, therefore, the Area will need someone to be nominated for the post and also for other committee positions. Nominations can be taken at the AGM but if you have any queries, please give me a ring.

**Coming Next:** Halloween Party (fancy dress) at The Coach & Horses, 3rd November, 8pm.

### GLOUCESTER/HEREFORD AREA NEWS -

#### JUSTIN BARWICK REPORTS:

\*\*\* STOP PRESS \*\*\* Members, please

note that we now have a new meeting place, The Loughpool, Bridstow, Nr. Ross. We will be meeting on the same night as always, the 2nd Tuesday of the month so see you on 9th October.

### W. KENT/E. SURREY AREA NEWS - SUE FRANCIS REPORTS:

I would like to ask you not to forget the meetings in the winter: now that the cold nights are creeping up on us, don't make it an excuse for not coming to see us. During the summer we have averaged 30 cars and it would be a shame to see that number drop. I would also like to say congratulations to Peter who got married on 22nd September. Best wishes from the Area Pete. Congratulations also go to Daryl, Paul and Duncan for having their cars featured in the September issue of Practical Classics. Well done!

Meetings in October: 2nd & 16th at The Grasshopper Inn, Westerham.

### LEICESTER AREA NEWS - MICK MAIDMENT REPORTS:

A very good turnout for our August meeting. The dark nights are upon us again and a special effort is needed during these winter months. We could still do with some ideas as to what to do at meetings. We have the facilities at The Bath Hotel so let's use them!

A convoy of 7 cars left The Bath hotel to wind their way to Broughton Castle to this years S.T.I.R. As with other years, our Club had by far the largest turnout and it was quite a sight to see so many Club cars lined up. Everyone had a good day out, helped by the good weather.

### NORTHAMPTON AREA NEWS - IAN MCKEGGIE REPORTS:

Our most sincere condolences go to Shaun, who only two months after a total rebuild on his GT6 MKIII WPP 128M (as shown on the cover of Triumph GT6 1966 - 74, Brooklands Books), came to grief on a bend, resulting in a total. Bad luck mate - we all feel for you. I'm glad to say that Shaun was not hurt. Following a brief meeting with the Area Organiser of the local Austin Healey Owners Club, we have been challenged to a skittles match next February, however, more of that later. In the meantime the Christmas night out will be booked for early January - final details next month.

The Scatter Rally last month was a terrific fun with Mark coming in just ahead of John and Andy; Clive got a bit carried away, arriving 1½ hours after everybody else. John and Andy will organise the next one with a challenge to any other Areas wanting to take part.

Plans for Motor 100 are well under way now and the momentum is building up to what could be the greatest responsibility ever to be put on a new Area. If you can help in any way with constructing the stand and/or over the May Bank Holiday 1985, please contact Ray, Chris, Bernard, Val or myself as quickly as possible.

#### **NORTH EAST AREA NEWS - TONY LAMBERT REPORTS:**

The turnout for the September meeting was excellent considering the monsoon conditions outside. I quite enjoyed my forays into the car park to listen to fuel pumps etc. I'll remember to take a raincoat and wellies next time. Many new and prospective members arrived and I hope they all enjoyed themselves.

We are organising a Christmas Party at The Mayfair in Newcastle on 3th December. Price is around £8.95 per head. If you wish to go I need a deposit of £2 per head by the October meeting. If you can't make the meeting, contact me as soon as possible for further details.

#### **NORTHERN IRELAND AREA NEWS - ROB MILLAR REPORTS:**

This month saw the 'hard core' assembled once again where the conversation centred around Stoneleigh and kit-cars, with two members on the point of ordering: variety if not numbers will adorn the car park of the future! Those of us who made it to Stoneleigh would like to thank those members who made us feel welcome, particularly Janis, who had obviously put in a lot of effort in organising events, for in the end the wrong reward. Thanks Janis.

In an attempt to encourage higher attendance, we have decided to change the meeting day to the first Sunday in the month, same time, same place.

#### **NOTTINGHAM AREA NEWS - G FLETCHER REPORTS:**

We are holding our very first event on Sunday 7th October and hope you will give us your support - all the family will be welcome. The Treasure Hunt will commence at 2pm and will start in the car park

in front of the museum at Donington Race Track. The event will finish at a pub, where a buffet will be provided and a small charge will be made for the food. The entry fee is £1 per car. Details to be obtained from: Clive Roulston, 30 Lansdowne Road, Shepshed, Leics. LE12 9RS, tel: (0509) 504387.

#### **OXFORD AREA NEWS - JOHN CUDMORE REPORTS:**

Quiet time at recent meetings with efforts concentrated on arrangements for S.T.I.R. (thanks to Jim Carter and Tony Newman) and the Science Museum, R.A.F. Wroughton, nr. Swindon Open Day (thanks especially to Jim and Val Carter, Tony and Janet Newman, Roger Powell and Andy Jones). Good days, both, and all efforts much appreciated.

Don't forget that the December 12th meeting is our usual Christmas Dinner at The Grapes, Yarnton.

#### **PETERBOROUGH AREA NEWS - DENNIS & DIANA WATSON:**

A grand turnout of over 30 Club cars, including JDX the Vantesse, was to be seen at The Three Horseshoes, Yaxley on Thursday 16th August for the inaugural meeting of the Peterborough Area. Visitors included Chris and Trudi Squibbs, Bill and Jo Sunderland and John Thorpe (Leicester), Jerry Major (Norfolk) and members of the Anglia Section from Cambridge. After an enjoyable meeting, which included the arrival of a 1927 Vauxhall; Barry Newitt spoke about forming a Peterborough Area and it was agreed that another meeting would be held at The Three Horseshoes, Yaxley on Thursday 20th September at 8pm approx.

#### **RUGBY AREA NEWS - ANDY JONES REPORTS:**

After a low attendance at the August meeting, the September meeting was well attended as usual. I think the low August turnout was due to holidays. Any new members and friends are welcome to attend these very informal meetings at The Fox & Hounds, Clay Coton. Our next meeting is: Monday 8th October. Also; John Kipping and myself are organising a Scatter Rally to be held either in late October or November: final date will be known soon and announced at the various meetings I go to, along with details of how to proceed. The Scatter Rally will be

held around Rugby and so will be convenient for other Areas to attend. The main thing is that it is not a race but is purely based on skill. Please ring me or John if you are interested.

#### **WESSEX AREA NEWS - JEREMY WOODWARD REPORTS:**

It is nice to report a very good turnout at our last meeting, with the car park bursting with Triumphs of all sorts. Indeed, we had at least one example of each marque including a very tidy Bond and a nice selection of Vitesse, Heralds and Spitfires.

The 2000 - 2.5 register people were out in force too and there were many new faces amongst the crowd. Incidentally, my thanks to Andy of the Dorset Area for organising his barbeque. It was a good evening, enjoyed by all.

Future meetings unchanged at present, to be held at The Skittlers on the second Tuesday of the month and at The Fox & Hounds on the last Sunday at luntime.

#### **SCOTLAND WEST AREA NEWS - NIGEL WADDEL REPORTS:**

A quiet summer, the only event really being last month at Doune, which was excellent with a lot of members turning up from England (really appreciated). You even won prizes but certainly well deserved ones. We were disappointed with our local membership turnout though. Only three cars from the West, tut, tut!

Last meeting was at The Beech Tree Inn, Dumboyne and we will be meeting this month again at The Sherbrooke Hotel, Pollockshields for the following winter months. We look forward to seeing local members every second Wednesday of the month there. Club cars advertised in Ayr last month were as follows:

1973 GT6 MKIII £1,000, Vitesse MKII saloon £500, 1973 TR6 £1,000. Please contact John on Ayr 56624 for further details.

#### **CENTRAL SOMERSET AREA NEWS - ROD WARREN REPORTS:**

I understand that the August meeting went quite well, (I was away on holiday in Spain) with a couple of new members attending.

Whilst travelling through France and Spain we saw a few Club cars: around three Spitfires and one Herald convertible. Unfortunately, they were all in transit at

the time, so I was unable to give them a windscreen leaflet.

The Yeovil Festival of Transport (see report) was a very enjoyable and successful weekend for all who attended. Chris and Trudi handed out quite a lot of Application Forms so, hopefully, we should have some new members in the future. The Saturday evening was nicely rounded off by a barbeque for all the Club members (around 20 in total) which, along with the stand, was organised by Nick Bradbury, and for which I thank him. A number of members from other Areas also attended and it was nice to get to know them.

Sarah and I attended the third round of the Devon Area Treasure Hunt Championship on Sunday 9th September, which was also very enjoyable. Only six cars actually entered this round but I think a good time was had by all and I might add that we came second. The Championship trophy was won by the driver of a blue Spitfire MKIV - sorry, I can't remember your name, but congratulations anyway.

#### **SOUTHERN AREA NEWS - TONY FARBY REPORTS:**

An invitation from Nigel Morgan led to six of us joining the East Berks Area Beach Day at Clipping on 11th August. This proved to be a great day out. Brent Barton treated us to a lesson in metal-detecting without a metal-detector! Whatever happened to the 50p piece? Our own Clare Kelly took charge of the barbeque and soon we all tucked into the bangers and beefburgers. Nigel's bonnet came in handy as a make-shift table!

The Treasure Hunt on 19th August was won by last years runners-up: Martin Dauberey and his mother. Second were Geoff and Margerite Sargent and third were Patric and Janet McCarty and friends.

We agreed to join the East Berks Areas Convoy to S.T.I.R. this year. And so it was that a lay-by on the south of Oxford was almost entirely filled with Triumphs. I say almost, because there were two other vehicles in the lay-by: an X-reg. Lada and the AA breakdown van attending it!! Refreshments were kindly provided by the East Berks Area members before we set off in convoy for S.T.I.R., where an enjoyable day was had by all.

Look out for news of the Southern Area v East Berks Area Darts Challenge to be



held soon. So far the 'Spares Location Scheme' mentioned last month, has provoked little response - so come on everybody, search those scrapyards!

#### THAMES AREA NEWS - MIKE CREWES REPORTS:

August brought us good weather, and many National events. I don't think many of us made it to all, but most of seem to have attended some. We have also had many new members attending the meetings - it's great to see you all. The longer-standing members, however, seem to be drifting away. Why's that? Please let me know.

September Ist HERALDED the marriage of Chris Childs VIT TESSE. A SPECIAL day for them both as they tied the BOND and flew off in their SPITFIRE. The following day, in glorious weather, a quartet of us drove to Banbury for STIR. A well organised event. Congratulations to the organisers. It was also nice to see so many old faces from previous events. Next year Chicago. Anybody want to start a Convoy?

Herewith, details of October's activities (full calendar available at meetings:

**October 11th - Meet at The Firestone.**

**October 25th - Film night at the London Car Club, The Firestone pub (not the Packhorse as they are redecorating), 8pm, £1.00 per head.**

Please can we have a big turnout on October 25th, as this will be the Area Organiser Secret Ballot: it's up to you to name next years Area Organiser. Richard Bruford is coming up from Devon to organise it, so please turn up. The two nominations so far are Leon and myself. Any more - let me or Leon know.

#### TRENT AREA NEWS - MIKE COSTIGAN REPORTS:

Our meetings continue to attract the support of about 20 people, including several visitors from other Areas.

Our Autumn Treasure Hunt is scheduled for Sunday, October 14th, organised by Viv and Arthur Claxton. No formal entries for this one, just turn up on the morning for a 10am start at our usual meeting place. I am also now taking bookings for our Christmas Dinner, to be held on our December club night, the 6th; a traditional Christmas menu to be served in our own private function room @ £7.60 per person, to be paid by the middle of November,

please. Please note the dinner will replace the normal December meeting; **this month's meeting will be as usual, 8pm on October 4th.**

#### SOUTH WALES AREA NEWS - TIM DAVIES REPORTS:

An excellent turnout for the September meeting with about 40 people present - the largest number of the summer I believe. It was good to see several new faces which was the result of a windscreen leaflet recruitment.

Denise has organised the Christmas Meal, which takes the form of a Medieval Banquet at Caldicot Castle, Gwent on 19th December. The price per head is £12.75, which may appear expensive but I have it on good authority that it is fully justified.

#### WEST MIDLANDS AREA NEWS -

##### DAWN STORTON REPORTS:

Just a brief note this month to say many thanks to Kate and Duncan for all their help on the Area Committee. They stand down this month as does Jeff Baker who, as a founder committee member, established our Area Spares, and with national Spares placing an ever-increasing demand on him, has concluded there are just not enough hours in the day! Again, thanks to you all. Jean and John Cochrane take their places.

**Next meetings: 14th October, Sunday lunchtime at The Belfry; Thursday 25th October at The Sportsman, Coventry.**

#### PROSPECTIVE NEW AREA FOR MEMBERS IN WOLVERHAMPTON AND DISTRICT:

I have been requested to form a Wolverhampton and District Area, as it is considered that the West Midlands embraces too large an area; causing members a great travelling distance to meetings. The first meeting of the new Area will be held on **Monday, 8th October at The Merry Hill pub, Trysul Road, Merry Hill**, which is about 2 miles from Wolverhampton town centre, in the Penn district. I hope all members in the Area will support this new venture. Any queries or further details ring me, John Cox, on Wolverhampton 330940.

#### NORTH YORK AREA NEWS - SALLY HURD REPORTS:

With the excitement of the Concours still in our sights, this month's meeting got off

to a flourishing start: photos were passed round and the events of the day discussed. Please could Mr R McGrath contact me for his plaque. I am sorry to say I cannot find your address. Two new faces, Kevin and Peter, both from Selby.

Forthcoming events include a change of venue and the Christmas Dinner. Details of new venue appear on the inside back cover. We will be able to have a room to ourselves and somewhere to show films, have talks etc. Contact Steve Boyne with any queries.

The Christmas Dinner will be held at The Manor House restaurant, Fridaythorpe, on Friday 7th December. Please return the slip below before 30th November, 1984. See you all at the **next meeting 3rd October.**

#### NORTH YORKS CHRISTMAS DINNER

Number of tickets required @ £8.15 per person .....

Total amount enclosed .....

Send to **Sally Hurd, 42 Woodside Avenue, Burnholme, York YO3 OQS.**

#### SOUTH YORKSHIRE AREA NEWS - CHRIS STABLER REPORTS:

In the event of insufficient members now being available at the September meeting, the following will be discussed in October: 1. Election of Area Organiser. 2. Do we want a change of venue? 3. What activities should the Area undertake?

The Area Christmas Dinner will be held at the Lumley Arms on 22nd December. Places have to be booked, so a £1 deposit please from all who want to join in.

**Finally our congratulations and best wishes to members Mark and Anna who were married on 1st September. Another Triumph?**

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



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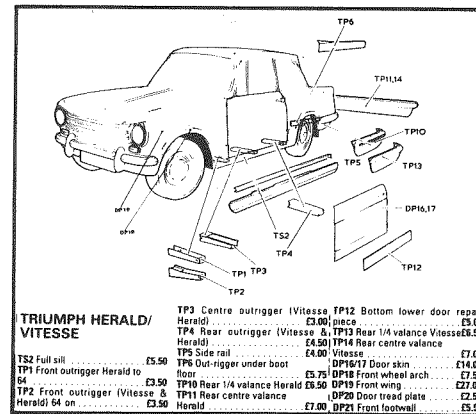
Sill short	£5.50
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Rear valance	£24.00
Rear wing lower quarter section	£12.00
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Hall floor (one side)	£17.50
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Boot floor side repair panels	£6.00
Full sill with rear extension	£4.00
Skin sill	£4.50
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Rear lower wing (complete)	£22.00
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Door skin	£12.00



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Rear outer wheel arch	£20.00
Rear wing fuel cap door	£18.00
Rear quarter valance	£20.50
Rear door of spare wheel carrier	£27.00
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#### TRIUMPH SPITFIRE

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Rear footwell	£4.75
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BILL SUNDERLAND - EDITOR

# CAR MART

GT6 MKI: needs restoring but is all there and driveable. Body, chassis, engine and gearbox good. Alloy wheels. Scruffy but a couple of weekends would make smart. £250. Contact: John or Jan, tel: Bromley (01) 464 0290 - 3838.

Spartan which needs finishing. Built on late MKII chassis; comprehensive rust protection; complete 2000 cc engine; rebuilt SAH stage head; 357 race rally cam., comp cam. followers and valve springs; new top end SAH exhaust system; SU carbs., oil cooler, elec. fan ignition. Would make excellent Club car. £1,500. Contact: Mr V Theobald, tel: 061-370 0449 - 79/00959.

Spitfire MKIV 1500, 1974: Mimosa Yellow; canvas hood; new carpets; total respray; SAH stage 1 tuned; O/D; new tyres. Excellent condition throughout. Genuine reason for sale, hence £1,100 o.n.o. Contact Carlos, tel: (0949) 38341 (work) or Nottingham (0602) 814998 - 83/6271.

HERALD 13/60 CONVERTIBLE: Cherry Red; SDM 456F. No MOT/tax. Recon. engine. £200. Contact: S Rivett, tel: Melton Constable (0263) 860214 - 83/5152.

1971 'J' reg. GT6 MKIII: Carmine Red; 12 months MOT. New rototlexes; body in good cond.; 37,000 miles. £1,100 o.n.o. Contact: K R Claritie, tel: (0623) 554764 or (0287) 24658 - 80/01889.

VITESSE SALOON 2L MKI, 1967: Valencia Blue; taxed and tested till November. Mechanically good inc. excellent engine and box. Body scruffy in usual places. Towbar. £280 o.n.o. Contact: Charles Hinit, tel: Worcester (0905) 24036 and Coventry (0203) 414292 - 81/2730.

1966 Vitesse 1600: one piston went the wrong way. Rewelded chassis, recon. gearbox, new driveshaft. Blue. Best offer on a come-and-take-it-all-away basis secures. Contact: R Crossley, tel: York (0904) 51172 (9am or 9pm) - 82/4753.

Herald 13/60 Saloon 1969: good cond., runs well. New gearbox, battery. Some service record. Stored for the last year. Will test if required. £250. Contact: Mark, tel: Haxley 752899 between 12 - 1pm weekdays - non-member.

HERALD 12/50 1963: well-loved; used regularly; garaged. Sunroof. ideal for first car or for restoration. MOT end Sept. Tax end Nov. Any trial. £200. Contact: E Parfitt, tel: Bristol (0272) 621065 - 83/7165.

Vitesse Saloon, Apr. 1971: Valencia Blue/-Tan; one owner. ORIGINAL car, obsessively serviced per makers schedules. Upholstery, facia etc. immaculate. Localised impact necessitates new bonnet and grill. Worth viewing, however. Offers. Contact: Mr B Hine, tel: Winchester (0962) 882855 - 7434.

Vitesse 2L MKII convertible, 1971: bought for spares. Far too good to break and mechanically excellent. Body requires enthusiast attention. Offers? Contact: Andrew Mills, tel: Brookmans Park (0707) 57997 - 84/7437.

VITESSE MKII2L SALOON, 1971: MOT until Oct. Very sound chassis and body RECONDITIONED gearbox, diff., leaf spring and shocks. SAH exhaust, 5 almost new tyres. Stereo radio/cassette, HRW, second engine and seats. £900 o.n.o. Contact: Alan Grieves, tel: Harpenden (05827) 57425 - 83/6347.

Spitfire MKIII, 1968: O/D, wire wheels, completely rebuilt to original spec. Price reflects condition, £2,000 o.n.o. Contact: Anthony Butler, tel: Guildford 892166 - 79/00883.

VITESSE 1962: chassis-up rebuild. IMMACULATE condition. Powder Blue; alloy wheels, 4000 MILES on fully recon. engine (2L); long MOT; spare engine and g/box plus many parts. Sale due to new project. £850 o.v.n.o. Contact: Tim Davies, tel: (0443) 223509 - 82/3653.

HERALD 'S' 1969: chassis sound; needs brakes, steering for MOT. History from 1968. £60 o.n.o. Contact: J P J Hall, tel: Lancaster 62123 eves. - 82/2099.

SPITFIRE 1500: white with soft top, O/D, new tyres, rear fogs; spot lights and stereo. Immaculate condition. Tax and MOT. One of the last off the production line in July 1978. £1,800. Contact: Mr A Jones, tel: Middleton-on-Sea 5536.

TRIUMPH HERALD 13/60, 1971, Saloon: rebuilt; resprayed, alloy wheels, cassette, new g/box, recon. engine. Must be seen. £700. Contact: A Carr, tel: Bournemouth 517484 - non-member.

1967 GT6 MKI: white with red interior and wooden dash. Wire wheels. Needs lot of work and good home. Offers please. Contact: M A Buckton, tel: Wedmore (0934) 712714 - non-member.

SPITFIRE 1500: 'S' reg., Brooklands green, O/D, 60,000 miles, hard and soft tops, recon. engine and g/box, recent exhaust and brakes and new UJ's. £1,500. Contact: Anthony Watson, tel: Stockton (0642) 551296 - 82/4349.

VITESSE MKII 2L SALOON, 1969: O/D, servo, Royal Blue. Total and complete rebuild June - August 1984. It's now a lovely car. I've owned her for seven years, so a good home is essential. £1,000. Contact: Tim, tel: Berkhamsted 4846 - 8124.

13/60 SALOON, 1971: tidy one. MOT March; needs tyres. MUST BE SOLD. £275. 1250 SALOON, 1966: worth restoring, £75. Contact: Alan, Canterbury (0227) 750403 - 82/4667.

GT6 1973: fantastic cond.; original, unmarked paintwork; brilliant chromework. Undersealed every year. One years MOT. Radio and cassette player. O/D. One of the best in the North. £1,900. Contact: G Gell, tel: Aycliffe 312635 - 84/7772.

SPITFIRE MKIV, 1973: wood dashboard model, white. Very little rust. Many extras and new parts inc. front suspension, electronic ignition. New carpets, headrests, handbrake consol etc. Plus loads of spares. £850 the lot o.n.o. Contact: S G Thomas, tel: (024 369) 4405 - 84/7087.

Herald 13/60 convertible: 'F' reg. Almost complete, runs but very rusty. Only suitable for breaking for major restoration. £50. Contact: R J Garratt, tel: Tamworth (0827) 897913 - 83/6797.

GT6 1973 'M': Mimosa, sunroof, rear wiper, undersealed, Waxoyled, new overdrive and UJ's. 2 owners. Much admired at meetings. In storage. Beautiful, original car for £1,800. Contact: John Beckitt, tel: Egham 31281 - 81/2468.

MKI VITESSE SALOON ABANDONED REBUILD: due to job. 3 years and £1,200 spent. New engine, g/box, O/D, diff., 1/2 shafts, suspension, steering. Chassis and body cleaned and Hammerited. Body resprayed. Photos and receipts as proof. £600 o.n.o. complete. Contact: Stephen

Elmes, tel: South Benfleet (03745) 52342 - 81/2657.

Unique Spitfire 1300: O/D. 4th last BL body lovingly sprayed white and rustproofed. Assembled on 'K' reg. mechanics. 56,000 miles. Perfect sale at professional valuation. £2,350. Contact: M Woodward, tel: King's Lynn 840639 daytime - 77/161.

BURLINGTON ARROW built for racing/speed events, easily converted for road use. Vitesse chassis, running gear, suspension and brakes Spitfire engine 476 cam, twin 40 DCOE electronic ignition, elec. fuel pump and fan, 421 manifold, twin exhaust, racing tyres as new, gasspax rear shock absorbers. £800 inc. trailer. Contact: Ray Lye, tel: Weymouth 784456 - 82/3511.

26,000 MILES on the clock. 13/60 Herald, 'F' reg., beautiful interior, solid, well repaired chassis, good mechanically, needs some attention to panels. Sunroof, radio. £500. Contact: Nick Halford, tel: Farnborough (0252) 836160 - 79/00943.

SPITFIRE 1300: 'K' reg., brown, 6 months MOT and tax. Good cond. Must go. £500 o.n.o. Contact: Frank, tel: (W6) 01-736 454 - 84/8415.

Triumph GT6 MKIII (1972): MOT'd until May '85, taxed until Jan. '85. Generally good cond. but g/box becoming noisy. Lack of funds necessitates immediate sale at giveaway price of £650. Webasto sunroof, low mileage. Contact: R A Lafbery, tel: Skipton 68297 - 83/6507.

Ex-Chris Williams racing GT6: an absolutely unique vehicle, tested by Car & Car Conversions Jan. '71. Modifications far too numerous to list. Sensible offers required for this classic machine. Contact: G Woolfenden, tel: (0522) 31922 pref. after 9pm. Interesting P/E possible. - 79/650.

'NEWEST' HERALD on register. Black 1200. 10 months MOT. New parts but needs work. Offers. Also MKII Vitesse Saloon: 12 months MOT. New outriggers. Poor bonnet, 66,000 miles. Reasonable offer. Contact: G J Holt, tel: Spennymoor (Durham) 814250 - 83/6611.

GT6 MKIII 'M' reg., 1974. Pimento, 42,000 miles; v.q.c. 1 years MOT, 6 months tax. Cloth seats; O/D; tints. Offers around £1,700. Contact: Nigel Thorpe, tel: 01-836 4444 (day) or 01-568 7508 (night) - 80/01880.





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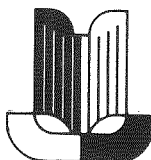
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RED TRIUMPH HERALD 1200 CONVERTIBLE, 1963: LEFT HAND DRIVE. Good running order. Offers? Contact: Nigel Middlemiss, tel: (W3) 01-992 4178 - non-member.

GT6 MKII, 1970: superb cond, original white paintwork, O/D, Radiomobile, electronic ignition, electric fan, taxed Jan. '85, MOT June '85. Present owner for 10 years. £1,295. Contact: Mr Graham Innes, tel: (W4) 01-995 1009 - non-member.

Triumph Herald 13/60, 1970: rebuilt Spitfire engine, Spitfire instruments, good Radial tyres, radio, 1yr MOT, not taxed. Various refinements, some recent new parts inc. battery and propshaft. Exceptionally clean. £550 o.n.o. Contact: D K Charlton, tel: Doncaster 535937 - non-member.

Triumph Vitesse MKII, 1969: taxed Nov., MOT July '85. Very reliable, some spares inc. engine. £450 o.n.o. Contact: Paul, tel: Hitchin 813305 - 84/7814.

'M' REG SPITFIRE: H/T, S/T, W/W, O/D, GT6 bonnet, 75,500 miles, MOT next July, tax Feb. Full and half tonneau. Many new parts. V.g.c. £800. Contact: S M Linnitt, tel: Rushden 59468 - 84/7399.

GT6 MKIII: Carmine, O/D, sunroof, headrests, Sundym, new discs, battery, shocks, clutch, MOT and Tax, radio/cassette. £1,300. Contact: David Bates, tel: Potters Bar (0707) 56807 - non-member.

MK1 SPITFIRE: O/D, 'F' reg., with hard top; MOT May '85; new exhaust (part S/S) with twin tail pipes; new clutch; new carpets throughout; twin Strombergs; luggage rack. Many other extras. £550. Contact: F Seal, tel: Milton Keynes (0908) 663579 - 83/6323.

HELP! Save me from greedy breaker: loving home needed for FLO aged 18, Spitfire II. Cheap, reliable runner, no MOT. £150. Contact: John Loveridge, tel: Watford 50302 (messages) or Watford 25646 - 83/6071.

1969 'H' REG. BOND EQUIPE 2L hard top in Red. V. clean, good cond. Low mileage, full MOT. £750. Contact: Blakes Motors R/O, 21 Julian Street, Grimsby, tel: (0472) 43915 - non-member.

GT6 MKIII: cloths, tints, recent uprated g/box; J-type O/D; 3-63 diff. Piranha; Kenlowe; Konis; Wolfrace; Pirelli P6's; new headlining and fabric sunroof. Too many new parts/extras to list (over £2,000 worth), bills available. Exceptional cond.

£2,600. Contact: Steve, tel: (N17) 01-801 4577 - ex-member.

Triumph Herald: 'E' reg; red with black roof. No MOT, taxed. Interior of car not too bad. Exterior needs fair bit of work. Engine area not too bad. £150 o.n.o. Included in price, following spares: 1 front light assy (not v.g.); 2 front light chrome bezels; 2 starter motors; 1 car vacuum cleaner; 1 lower rear wing panel (N/S). Contact: D Moore, tel: (Isleworth) 01-568 7722 (after 6pm) - non-member.

TRIUMPH HERALD 13/60 Saloon: Feb. '71; Wedgewood Blue; 67,000 miles; MOT May '85. Full service history. 2 careful owners; deserves a good home. Offers invited. Contact: Richard woodcock, tel: Kent (023 371) 3204 - 84/8717.

VITESSE MKII CONVERTIBLE: 1969 with O/D; unfinished project, fitted with 2.5 TC engine. All new riggers, 4.11:1 Herald diff; canvas hood with rear zip window. Requires finishing. Taxed with 12 months MOT. £250 o.n.o. Contact: Ian Lewis, tel: Leigh 608598 - 82/5042.

SPITFIRE MKIV 1971: white with blue interior - all original. Immaculate throughout, faultless, the best one. Around £850. Contact: D Sharp, tel: (SE3) 01-856 3860 - 82/5004.

HERALD 1200: '61 mod. saloon, reg. no. 620 LAF; MOT. EXCELLENT condition. FULL service history. £550 o.n.o. Contact: J Donnelly, tel: Helston 3509 after 6pm - 84/7882.

GT6 MKII, 1969: rough body; new bonnet, exhaust and f/springs; good engine - also spare one with only 23,000 miles. Ideal for restoring. £400 o.n.o. Contact: Gregor Ross, tel: (0463) 222572 - N/A.

SPITFIRE MKIII: 1967 (E), O/D; no MOT; garaged; engine excellent; some welding needed. £100 o.n.o. ALSO breaking VITESSE 2L MKI convertible: good engine and other mechanicals. Buyer collects. Contact P Crook, tel: Lewes 471193 (Sussex) - 81/3265.

Vitesse 2L MKI convertible for breaking. All parts available. Mechanically excellent (only 67,000 miles). Contact: Mr M Black, tel: Cambridge 354797 - 81/3049.

SPITFIRE 4 MKII, 1966: fine example, painstakingly restored; fitted recon. engine (guaranteed); new tyres, many other new parts. Monza red; hard/soft tops. MOT April 1985, tax Nov. '84. £895. Contact:

T A Wright, tel: Staines (0784) 58431 (day) or Horley (02934) 5009 (eves.) - non-member.

1971 Herald 12/50 estate: good runner, very reliable. Due to lack of finance cannot put through MOT. Would like to sell complete, together with additional 13/60 engine for rebuild. £150 o.n.o. Contact: S Robins, tel: (0602) 394000 9 - 5.30pm or (0602) 726538 6pm onwards - non-member

GT6 MKIII 1974: MOT; good engine; radio/cassette; good tyres; Magenta. V.g.c. £1,050 o.n.o. Contact: Andrew Bye, tel: Barnet 01-440 2361 - non-member.

SPITFIRE MKIII 1969: new clutch, recon. engine, new hood, fastback hardtop, wide wheels, O/D, MKIII seats, MOT Nov., tax Feb., v.g.c. Receipts available. £525 o.n.o. Contact: Andrew, tel: Princes Risborough (08444) 6255 - non-member.

VITESSE 2L MKI SALOON: no MOT, tax, spares inc. Space needed for restoration of Spitfire. Contact: Clive Price, tel: Alsager 78402 - 84/8018.

SPITFIRE MKI 1963: red, soft top, tonneau, original running gear and chassis. Present owner since 1969. Good cond., well maintained, full record kept. MOT, tax. £750 o.n.o. Contact: Peter Whitmore, tel: Cheslyn Hay (0922) 415563 - non-member.

SPITFIRE MKIV - COMPLETELY REBUILT - new chassis and all bodywork. Balanced 1300 engine, tufttrided crank, Triumphtune cam., SAH exhaust. O/D; new clutch, diff., prop., 175/70's, Hammerite, Waxoyled, superb cond. Over £2,000 spent. £1,750 o.n.o. contact: S Jackson, tel: Ashby (0530) 412596 - non-member.

Vitesse 2L MKI, 1969: White; long MOT; sound body and mechanics; has potential. £400. Contact: D Maslin, tel: Ashford (Kent) (0233) 30303 - non-member.

Good home wanted for my Bond Equippe 2L, 1970: 51,000 miles; new MOT; v.g.c. Poss. take tatty Spit, Buggy, unfinished project in P/E. For further details contact: Graham, tel: Yeovil (0935) 23218 - 84/8297.

Triumph Vitesse 1963 convertible: 1600 engine; excellent runner; MOT 10 months. New chassis and floor panels. Spare engine and parts. Mechanically sound; bodywork needs respray. Exceptional for year. Offers? Contact: J R Stone, tel: Rugeley 4441 - non-member.

GT6 MKIII, 1973: 'L' reg; Mimosa; O/D; MOT and tax; excellent cond. Extras include tints, low profiles. £1,525 o.n.o. Contact: Robert, tel: (0705) 592294 eves or (0705) 470577 (work) - 78/00594.

VITESSE 2L MKII, 1970: Valencia Blue, new MOT: good cond. £550 o.n.o. ALSO VITESSE CONVERTIBLE MKII: O/D; stereo; new tonneau; quite good cond. £475 o.n.o. Contact: Duncan Watts, tel: Bristol 273316 - 84/7560.

Triumph Vitesse MKII: O/D; 'G' reg; solid body. V.g. overall cond. £750 o.n.o. Contact: Croft & Cassidy, tel: (0582) 881370 - non-member.

Vitesse 1600, 1966: 12 months MOT; sunroof; stereo; new carpets; new BL diff just fitted; new brakes all round; GPS tyres; very clean and reliable; well maintained. £800 o.n.o. Contact: Simon Akister, tel: Telford 8822716 - non-member

Vitesse MKII, 1969, 2L: O/D; one years MOT; only 63,000 miles, full history; new exhaust and other parts; v. sound and reliable with smart appearance. Ideal investment opportunity. £450 o.n.o. Contact M J Parkyn, tel: Whitwell (Herts) 592.

GT6 MKIII: 'N' reg.; long MOT; recon. engine; sunroof. £1,400. Contact: E Russell, tel: Cardiff (0222) 383052 after 6pm.

£250 Herald estate: 'D' reg.; RUNS WELL; owner cannot afford to maintain; noisy differential; taxed to Dec. '84. If necessary, prepared to break. Contact: David, tel: Teignmouth 3608 - 83/5496.

## CARS WANTED

Herald convertible: absolutely anything considered, preferably with good bodywork. ALSO WANTED Vitesse hardtop. Contact: Chris or Jenny Harvey, tel: (0582) 666019 - 83/6842.

VITESSE CONVERTIBLE SOUGHT to replace 1965 1600 which has corroded chassis. Must be original and in excellent condition. Contact: N Dyckhoff, tel: 01-422 3623 after 8pm or (0834) 860593 at w/ends - PLEASE HELP!

## PARTS MART ○○○

MKII Vitesse chassis; two doors v.g.c.; gearbox; diff; door trims. Many more parts - would prefer to sell as job lot, hence give-away price of £65. Contact: C V Brown, 204 Utttoxeter Old Road, Derby.

Breaking spitfires III and IV. Contact: P J McCarron, tel: 01-868 1467 or 01-864 2768 after 7.30pm - 83/5163.

Breaking Vitesse MKI engine, gearbox and ancillaries, £50. vitesse bonnets from £20; dashboard and gauges £30. Various interior trim in blue, brown, black, bulkhead, £35. Contact: David Margulies, tel: Selsey 606320 - 84/8096.

One Spitfire 911082 panel, originally £17.40 + VAT now offered at £9.00 inc. post. Contact: Mr D Holmes, 21b Vancouver Mansions, Vancouver Road, Edgware, Middx. HA8 5DB.

Breaking MKI Vitesse Convertible: bonnet, boot lid, engine (choice of two), g/box with O/D props. (O/D 8 non-O/D), recon. diff. suspension units and various other parts for sale. Contact: Alan Portway, tel: Orpington (0689) 32439 - 83/6820.

Vitesse MKII engine, fully reconditioned, £100 o.n.o. All other parts available inc. O/D g/box and rebuilt chassis. For details contact: Ian Hall, tel: Cambridge (0223) 64279 - 83/5217.

PARTS: Rostyle trims £1 each; alloy rocker cover, £15; alloy custom grille, £12; 13/60 bonnet, £40; 6J steel wheels, £2 each; 13/60 cylinder head, £3; Herald gearbox, £18. Contact: 01-368 0727 - 81/2237.

SPITFIRE MKIII BITS: good g/box, £20; halfshafts with hubs, £10; road spring, £5; steering rack, £8; front road spring/dampers, £8; heater, £5; propshaft as new, £8; front suspension brackets, £8. Contact: Dick Howard, tel: (0626) 863951 - 83/6516.

Second-hand half tonneau in black PVC; suitable for Spitfire MKIV. £12. Contact: Tim Harrison, 41 Mintern Close, Hedge Lane, London N13 - non-member.

STOP! Have servo fitted by Harvey. £30. Try my Vitesse and Herald! Contact: Harvey G Troth, tel: Petersfield (0730) 62184 - 82/4309.

Spitfire 1500 steel hardtop. Russet Brown, hardly used. £80. Contact: L Foggensteiner, tel: Leicester 303099 - 83/7063.

GT6 MKII rolling chassis. Fully reconditioned with complete bodyshell. Good cond. Also £100 worth of panels. Must sell. Offers? Please contact: Kevin, tel: Kirkby (051 548) 0407 - N/A

Spitfire 1500 engine, gearbox complete, £120. Set of 1500 oval holed wheels and centres, £40. Contact: Steve Game, tel: (SW8) 01-735 8751 - 84/7515.

Herald 1200 engine and gearbox. Good cond., £45. Contact: E Jones, tel: (0492) 623445 - 82/4978.

HERALD 12/50 PARTS: effectively new 1200cc engine (GA213182HE) and g/box (G81711); only used for demonstration purposes bolted to a front end chassis and are in excellent working order. Engine is c/w equally new Solex carb., dist., and 45 amp alternator, £90 o.n.o; g/box with remote control, bellhousing and unused clutch assy., £45 o.n.o. N.B. both require running-in. Rad., £10. Will deliver engine and g/box in central Scotland area. SPITFIRE IV PARTS: front windscreen and rubber seal, £8; new inner sill, £2; fuel tank and sender unit, £6; twin SU carbs and linkages, £15; rad grill, £4; spare wheel cover with securing bracket, £1; 2 rev. counters (pre and post 1973), £2.50 each; O/S overrider, £3; 2 speed washer/wiper switch, £1; padded centre console, £4; g/box tunnel trim padding (right and left), £3; chrome flip-up fuel cap (perfect), £5; Unipart chrome N/S door mirror, £2; 6 chrome wheel nuts, £1.50; Smiths ammeter, £4; Keinzle clock, £4; Smiths vacuum gauge, £4. Will post any parts. Contact: Richard, tel: (0506) 880083 - 81/3072.

O/D GEARBOX Triumph 2000. Will fit Club cars; good cond., £40. Spitfire MKII g/box, £20. Two good diffs. 4.11 and 3.89, offers? Pair Vitesse MKII carbs. with manifold (CD175) £25 o.n.o. Contact: Dave Barson, tel: (0602) 391478 - 81/2424.

Herald 13/60 spares: engine, £15; good diff, £20; wheels with steel Radials, £4. Loads of bits and pieces available cheap inc. trim. Please contact Al, tel: Tring 2765 - 81/2670.

Kenlowe fan to suit Herald 13/60 etc., £25. New set rear brake shoes (Girling), £3. Contact: Philip Hands, tel: Sevenoaks (0732) 451600 - 81/2926.

Spitfire MKIV hard top, white plus tonneau cover, £100. Contact: C Powell, tel: (Beckenham) 01-650 2477 - N/A.

MKIII SPITFIRE SOFT TOP AND FRAME - as new, £90; 13" semi dished steering wheel, £8; pair of spotlights complete with fixing brackets, £10. Contact: F Seal, tel: Milton Keynes (0908) 663579 - 83/6323.

I3/60 Estate: good rear bodyshell with sunshine roof, blue trim, ideal for converting your existing saloon. Also spare petrol tank, rear deck, black side trims. I200, I2/50 bonnet, repaired wheelarches, sound, needs painting. 948cc engine G 4581 HE. Bond GT4S bucket seats, black, will also fit Herald/Vitesse. GT6 MKIII front suspension, brakes, steering rack, dashboard instruments, 2-speed wipers etc. Must clear some space - no reasonable offers refused. Contact: Mike Costigan, tel: Southwell (0636) 814050 - 81/2786.

Herald I2/50 engine c/w all ancillaries plus Spitfire MKI carbs and manifolds. Contact: David Elloway, tel: (Pinner) 01-866 4492 - 82/3785.

Breaking Spitfire I and II; complete MKII in good mech. cond., only suspension and mechanics of MKI. Hardtop, tonneau, tyres, recon. carbs, 4-branch exhaust. Contact: John Loveridge, tel: Watford 50302 (messages) or Watford 25646 - 83/6071.

MKIII chassis (without suspension and steering), £40; dashboard with instruments switches, cables, £20; I500 chassis with front suspension and steering, £60. Will split MKIV O/D g/box - needs attention, £20. Contact: P A Williams, tel: Uxbridge 52497 - N/A.

Triumph Spares: breaking MKIII Spitfire. Mostly body parts; MKIV g/box, Herald roof. Plus lots more. If I haven't got it, I will try to get it! Contact: Eddie, tel: Crewkerne 72661 (Somerset) - 83/5314.

SPITFIRE MKIV black reclining seats, £70 - mint; also standard seats; excellent I300 engine - can be heard running, £65; gear-box, £35; diff., £35. All panels and spares available. Contact: D Sharp, tel: (SE3) 01-534 1981 - 82/5004.

OVERDRIVE CONVERSION KIT (EX-GT6 MKIII) recon gearbox/O/D (low mileage), rear mounting plate and bracket, electrics, gearknob/switch and prof. All for £120. 3.89 diff, £40. ALSO GT6 MKIII BROKEN FOR SPARES: all parts available excluding

engine, seats, bonnet and windscreen. Contact: Mike Long, tel: Fleet (02514) 5377 (eves. and w/ends) - 79/00394.

Late model GT6 MKIII bodyshell: good cond.; new sills fitted and inc. windscreen, fuel tank and dashboard, £250. ALSO Spitfire MKIV fuel tank, £7; N/S halfshaft assy., £12; diff, £15; front hub assys, £10 each; steering rack, £5; starter, £4; doors, £10 each - no rot; two blue seats, £3 each. Contact: Raymond Parkinson, tel: Sheffield 613188 - non-member.

Herald I3/60 dismantled: most parts good. Complete fibreglass bonnet, £15; repaired gearbox, £20; new sill; rear quarter valance, £3 each. Contact: Frank, tel: Stoke (0782) 533312 - 82/4600.

SPITFIRE MKIII red steel hardtop, £50; new carpets, £15; seats with unused covers, £30. GT6 non-O/D prop., £15; pair Hitachi carbs for 2L, £20; GT6 tunnel, £6; GT6 rad., £20. Contact: Michael Walker, tel: (SW19) 01-540 3787 - non-member.

Spitfire MKIII bonnet - some work needed; bumper and flashers included, £45 o.n.o. Striped MKIV chassis, front bonnet brackets missing, £25. Contact: David Collier, tel: Dartford 73031 (day) or Maidstone 78157 (eves.) - 84/8408.

VALVES! VALVES!! VALVES!!! Inlet and exhaust for all Club cars up to 1970. £1.50 each + P&P. Part number useful but not essential. Valve springs and other parts available. Free advice. Contact: Mick Dolphin, tel: Measham (Leics) 71326 eves. - 80/01105.

Spax adjustable shock absorbers, one pair (rear). Used, less than 1,000 miles, improves roadholding. Fit GT6. £20 inc. P&P. Contact: R Cottle, tel: Burton-on-Trent 211735 - 81/02079.

"ARE YOUR DOOR CAPPINGS SHOWING THEIR AGE?" For details of a refinishing service, contact: Mr G Eckersley, tel: Birmingham (021) 770 6730 before 7pm - 80/01237.

NEW SPARES: fibreglass  $\frac{1}{2}$  valences for Spit/GT6, £30 pair; oil cooler set, £10; HERALD 948 column switches (grey), £5; engine mounts, £5; I200/I2/50 headlamp trim, £6; I3/60 outer wheel trims, £1.50; white bumpers; starter handle kit for Herald (Stanpart), £5. SECOND HAND SPARES: Herald I200 engine and g/box; new clutch, £40; Herald g/box, £5; Vit/GT6 g/box, £5 tired; VITESSE MKII rear spring,

£5; rear stainless bumper, £5; radiator grill; back door trims. Contact: Mike, tel: Scarborough 371947 - 82/4095.

VITESSE 2L MKII complete except for diff drivshafts, example engine, g/box, £35. Also conv. rear seat in black, hood, windows - cheap to clear. Contact: Stuart tel: Ashcott 210324 from 9am to 6pm (Somerset area) - N/A.

GT6 SPARES: MKII bonnet; MKI/II petrol tank; N/S sill; MKI engine complete. Herald I200 bonnet. Spitfire MKIV brand new chassis, four weller 8-spoke wheels. Offers? Contact: S Owen, tel: Telford 506865 - 82/3844.

Breaking Vitesse MKI Convertible and MKI GT6: both abandoned projects. Also some MKII Spitfire parts inc. hardtop. Contact: Chris or Jenny Harvey, tel: Dunstable (0582) 666019 - 83/6842.

## PARTS WANTED

HARDTOP FOR HERALD I3/60 convertible - anything/anywhere considered but prefer to collect north Midlands. Contact: N A Parkin, tel: Chesterfield (0246) 415902 - 84/8657.

GT6 MKIII wanted urgently: windscreen surround, new or as new. Rebuild in progress. Contact: Geoff, tel: Portsmouth (0705) 826039 - 82/3426.

SPITFIRE MKIV: hard top and boot lid required. Pimento Red if possible. Contact: David, tel: 01-859 2396 after 7pm - 84/8360.

Overdrive gearbox wanted. Maybe P/- exchange. Repairs carried out. Contact: Selsey 606320 - 84/8096.

Original Workshop Manual and Parts Manual for Herald I200. Must be in v.g.c. Contact: Andrew, tel: Coalville 812455 - 82/4480.

HARD TOP wanted for Herald I200. Can anyone help? Also good DRIVERS SEAT plus PASSENGER SEAT wanted. Contact: Tony, tel: 01-677 9891 - 84/7563.

GT6 MKIII British Leyland Workshop Manual. Contact: Anthony Watson, tel: (0642) 551296 - 82/4349.

Speedometer and ignition barrel and air filter casing for 1973 I300 Spitfire MKIV. Contact: L Titley, tel: Cheslyn Hay 416350 after 6pm - 83/5428.

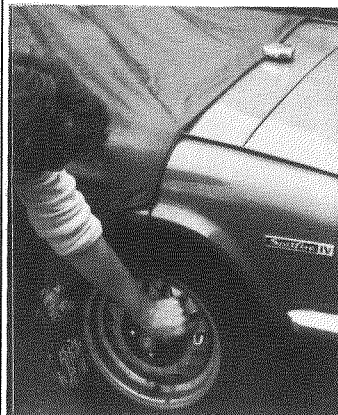
0-8000 RPM REV. COUNTER pt. no. 211635 to suit early Spitfire. Any condition bought and can exchange for good 0-6000 rpm counter. This was once available as an optional extra. Contact: C E Heinlein, tel: (0954) 60532 (Cambs) - 80/1883.

Interior for 948cc red and white door trims, seats, etc. Cash or swaps. Contact: Jim, tel: Coalville 33743 - 83/5527.

TRIUMPH  
SPITFIRE  
HERALD  
VITESSE  
GT6  
TR2 to TR8



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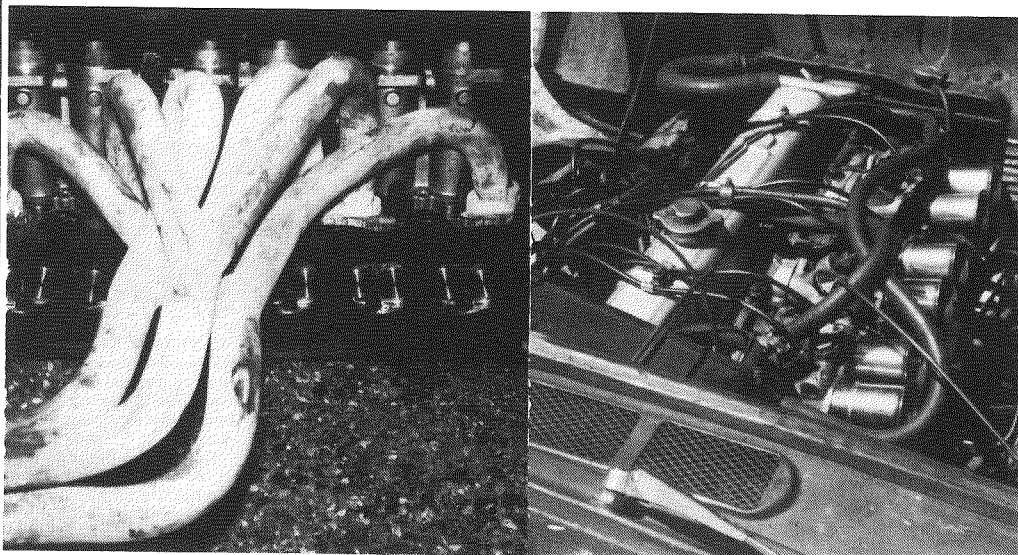
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For how long?	Driver, other than yourself who will drive your vehicle	
Make & Model of Vehicle	Name	Date of Birth
Year of manufacture	1	Type of Licence
Engine Capacity cc Value £	2	
Agent's Annual Manager	Occupation 1	
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If NO, Parked on road/off road	Any accidents in last 3 years? YES/NO	
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**Product ref:** GTM, designed by G J Thomas April 1982, built by Mike the Pipe, May 1982.

**Copyright:** September 1984 c all rights reserved. **Patent pending.**

**Sole U.K. Distributor:** J Kipping, 55 Whitmore Park Road, Holbrooks, Coventry, England.

## THEORY

I was curious to know the cause of several problems when tuning the Triumph six-cylinder engines, using the TR5/6/SAH/T. Tune exhaust system.

1. High fuel consumption.
2. Lumpy idle.
3. Poor ground clearance.
4. Poor bottom end torque.
5. Ragged mid-range torque.
6. Detonation.

Having a six should mean smoothness, so I spent several months coming to understand exhaust theory and designing my answer to the problem. I also realized that 90 - 100 BHP/L have been produced with the Spitfire engine and this has never been done with the six. Why?

As far as I am aware this manifold design is unique. Instead of joining 123:456 it joins 1:6:2:5:3:4; with equal length primaries. This means that exhaust gas from 1 resonates branch 6 to the frequency of a stopped organ pipe equivalent to the length of the primary, i.e. 17" x 1 1/4". A vacuum is created at 1 on its overlap period above the resonant frequency. This happens on all pistons above 2500 RPM and is called "Interference".

On a manifold of conventional design which the TR5/6/SAH/T. Tune ones all are, this cannot happen because; 1. None of the pipes are the same length, if resonance occurred it would happen at different frequencies for each piston. 2. One of the 3 has an exhaust valve open especially with race cams, - this causes fouling. 3. Lowered back pressure in the system results in low effective C.R. - lowered

efficiency at low RPM. The chief advantage, therefore, is at high RPM, with this configuration. 4. Resonance cannot happen with three primaries, cancellation takes place.

## RESULTS:

Car; Vitesse 2-litre MKII, standard engine with Lucas injection (suitably recalibrated). Acceleration (normally 11.5 seconds) 0 - 60 (0 - 100 Km/h) 8.5 seconds. Top speed (normally 104 mph) 123 mph approx. equivalent to 5,700 RPM in fourth O/D. These figures have been checked by an independent observer. Fuel consumption @ 70 mph approx. 40 mpg (was 32 mpg) 6L/100 Km. Fuel consumption @ 120 mph approx. 18 mpg 13L/100 Km. Urban cycle was 18 mpg 26 mpg. Differential ratio 3.89:1, J-type overdrive 25%.

Approximate results of fitting manifold e.g. to TR6:

Torque increase above 2500 RPM	25%
BHP increase @ 5500 RPM	25%
Decrease in fuel consumption	50%
Other ... smooth idle and quieter exhaust note.	

## FUTURE DEVELOPMENT:

Not enough data is yet available to produce the Le Mans Spitfire results with the six, but this is expected shortly.

**N.B.** The manifold must be used with a straight-through type silencer and is only available with Lucas MKII injection.

## FOR SALE:

GT6/Vitesse genuine oil cooler kit, £80. Last one. Best for LHD cars. Contact: J Kipping.

Two copies were sold to Tony Dean of Sport Six Spares in 1983 and one to another anonymous buyer.

**CONTINENTAL DISTRIBUTOR:** Gareth Thomas, France, 76 Seine Maritime.

**GARETH THOMAS**

**SEE PHOTOS OPPOSITE**

## CLUB SPARES

Thank you for all the orders I've received already for the handbrake gaiters. However, I still need some more before I can go ahead. To repeat last month's advertisement, the gaiters fit all Herald, Vitesse and Spitfires and are available in black or grey. The price is £6.50 plus £1.50 P&P. You have until 10th October to get your orders in. If I do not have enough orders to proceed, I shall destroy your cheques and inform you in the November Courier.

You can now pay by Access. Due to popular demand, I have arranged for the 'spares' to accept payment by Access Credit Card. For mail-order ensure you quote your Access number and sign your order. By telephone, quote your Access number. Please remember for Access sales we need your membership number and that, unfortunately, we cannot accept Access for the gaiter orders.

THIS MONTHS SPECIAL OFFERS

<u>Handbrake (primary)</u> cable to fit all Club cars	£1.75 each + 50p P&P
<u>Rear brake cable</u> to fit Herald 1200, 12/50, 13/60, Spit. 1,2,3, 4, 1500, GT6 MKI, Vit. 1600, MKI <b>(please state model)</b>	£2.00 each + 50p P&P
<u>Disc pads</u> to fit Vitesse 2L MKII	£5.00 50p P&P
to fit GT6 1,2,3, to comm. KEI2389, Vit. 2L 1,II	£5.75 set + £1.50 P&P
to fit Herald 1200, '61 - '67, 12/50 '63 - '67, Spit. 1,2, Vit. 1600	£3.00 set + £1.50 P&P
to fit Herald 12/50, 13/60 '67 - '71 Spit, 3,4, 1500	£4.60 + £1.50 P&P
<u>Brake shoes</u> to fit GT6 1,2,3, to KEI2389, Vit. 1600, 2L	£6.90 set + £1.90 P&P
to fit Herald 'S', Herald fnt drum brakes	£2.50 set + £1.50 P&P
to fit All Herald rear, all Spitfires	£5.75 + £1.50 P&P
to fit GT6 MKIII from comm. KEI2390	£5.75 + £1.50 P&P
<u>Flexible brake hoses</u> to fit all cars <u>except</u> GT6 1,2,3, '66 - '72, Vit. 2L MKII rear	
<u>Front &amp; Rear</u> <b>(please state model when ordering)</b>	£3.75 each + 75p P&P one £1.00 P&P two
<u>Tread plate finishers</u> to fit Herald/Vitesse	£1.50 each + 50p P&P one 75p P&P two
<u>Front wheelarch mud seal</u> to fit Herald/Vitesse	£1.25 each + 50p P&P one 75p P&P two
<u>Doorlock Barrell/Button Assembly</u> to fit Herald/Vitesse	£1.50 each + 75p P&P (includes two keys)

**APPOLOGIES:** due to a price increase beyond our control, the Rotaflex couplings now cost £18 each - sorry!

Name (as on Access card) \_\_\_\_\_

Cardholder's address \_\_\_\_\_  
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Signature \_\_\_\_\_

# AREA DIRECTORY 1984

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Giles Tinkler	0223-210166	The Coach & Horses	1st Thursday
02 AVON	Chris Owen	0272-856991	The Wheatsheaf/The Talbot	1st Mon./3rd Wed.
03 CORNWALL	W. Gregory	N/A	The Cow Roast	4th Tuesday
04 COTSWOLD	David Buxton	0726-883140	The Farley Hotel	Last Thursday
05 CUMBRIA/LAKE DISTRICT	Susan Ind	0285-61137	The White Horse Inn	3rd Tuesday
06 CUMBERLAND	Malcolm Butler	0946-830017	The Old Queen's Head	1st Wednesday
07 DERBY	K Singleton/ K Green	0246-568763/39207	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 ESSEX	Barry Thurgood	0279-812675	The White Bear	1st Sun. lunchtime
12 HANTS & SURREY	Ken Rodmell	073 56-71178	The Royal Oak	2nd Wednesday
13 HERTS NORTH & SOUTH BEDS			The Red Lion/Bird In Hand	1st Mon/2nd Tues
14 HERTS SOUTH			Coach & Horses	Last Wednesday
15 GLOUCESTER			The Loughpool	2nd Tuesday
16 IPSWICH	Jeremy Hurst	0442-215024	The Rushmere Falcon	2nd Wednesday
17 KENT	Justin Barwick	098985-458	Cock Horse Inn/Princes Hotel	1st Mon/3rd Wed
18 KENT WEST	Bill Yates	0473-830437	The Grasshopper Inn	2nd Mon/3rd Wed
19 LEICESTER	Martin Radford	0322-21056	The Bath Hotel	1st & 3rd Tuesday
20 LEICESTER	Richard Francis	0889-36288	The Midway Hotel	3rd Thurs/1st Sun
21 LEICESTER	Carl Maidment	0533-386626	The Fountain	Last Thurs/1st Sun
22 LEICESTER	Carl Longmate	061-320 9880	The Badgers Wood	3rd Wednesday
23 LEICESTER	Geoff King	0908-315025	The King's Head	3rd Wednesday
24 LEICESTER	Norman Smith	07356-4629	The Stag's Head	2nd Monday
25 LEICESTER	Mark Randall	0603 502486	The Ravensworth Arms	3rd Wednesday
26 LEICESTER	Ian & Val McKeggle	0858-63934	Glenavna Hotel	1st Monday
27 LEICESTER	Tony Lambert	0832-582577	Old Hall Tavern/Rising Sun	2nd Mon/last Mon
28 LEICESTER	Rob Millar	096-03-64690	The Three Crowns	3rd Thursday
29 LEICESTER	Stephen Willis	0707-51769	The Redgate Lodge	2nd Wednesday
30 LEICESTER	Don Halliday	0889-881566	The Grapes	2nd Wednesday
31 LEICESTER	Geoff Fletcher	0602 726147	The Fox & Hounds	2nd Monday
32 LEICESTER	John Cudmore	099 389 555	The Three Crowns	1st Thursday
33 LEICESTER	Andy Jones	0203-452541	Hawes Inn	2nd Sunday 1pm
34 LEICESTER	Peter Ellis	0794-40139	Sherbrooke Hotel	2nd Wednesday
35 LEICESTER	I. Wheeler/A. Cooper	0334-54796	The Creech Castle Hotel	Last Thursday
36 LEICESTER	Nigel Waddell	041-427 4340	Good Intent/Ship & Bell Hot.	1st Tues/3rd Thurs
37 LEICESTER	N. Bradbury/R. Warren	0278-662698	The Farmers	2nd Wednesday
38 LEICESTER	Tony Farby	0705-324065	The Firestone	2nd Wednesday
39 LEICESTER	Colin Harrison	0444-413607	The Robin Hood Hotel	1st Thursday
40 LEICESTER	Leon Guyot/Mike Crewes	01-9477659/5681870	Caesar's Arms	2nd Tuesday
41 LEICESTER	Mike Costigan	0836-814050	The Skittlers	2nd Tuesday
42 LEICESTER	Patrick Faleur	082 42 4136	Various	1st Thurs/2nd Sun
43 LEICESTER	Tim Davies	0556-863426	The Five Bells	Last Thurs/2nd Sun
44 LEICESTER	Jeremy Woodward	0202-602651	The Coach & Horses	Last Tuesday
45 LEICESTER	Tony & Janice Spicer	021-353 9961	The Bay Horse	1st Wednesday
46 LEICESTER	T. Di. Francescomarino	0293-30473	The Lumley Arms	2nd Thursday
47 LEICESTER	Trevor Brotherton	0386-6547	The White Bear	1st Tuesday
48 LEICESTER	Stephen Boyne	0904-39420		
49 LEICESTER	Chris Stabler	0302-743579		
50 LEICESTER	Nigel Weedon	0484-662196		
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