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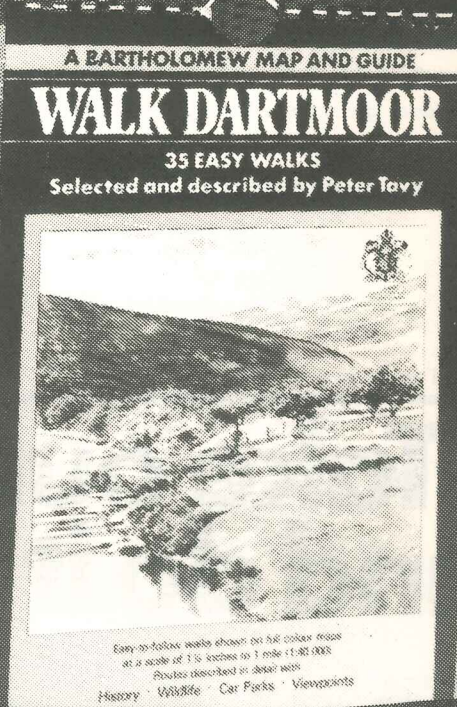
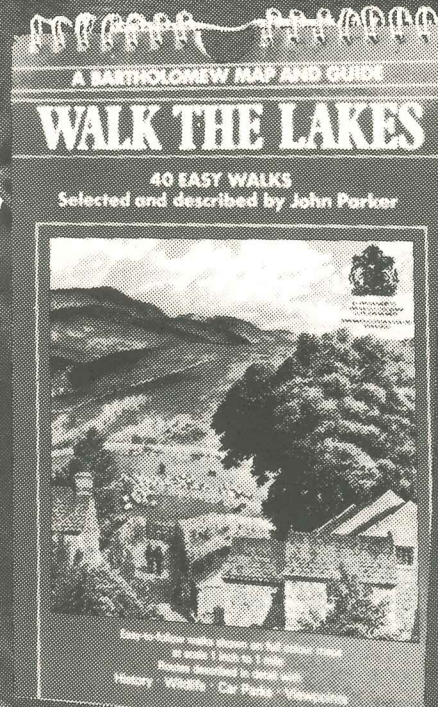
the monthly news publication of the
Triumph Sports Six Club

WORLDS LARGEST TRIUMPH CLUB

NOVEMBER 1984 No. 53



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



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EDITORIAL

Winter is just around the corner again and it is time to prepare your beloved Triumph for another cold, wet, salty spell. Hopefully, most of you will have already Waxoyled your cars (if not, get cracking!) and it's not a bad idea to check the anti-freeze too. Many of you will probably be taking your car off-the-road for a winter re-build (I hope all goes well) and others laying the car up during the worst months. If the latter applies to you, don't forget to prepare the car properly first so that you don't have problems when you take it out of wraps again in the Spring. Thankfully, so far, we have had a very mild Autumn but things are bound to change dramatically soon - don't get caught out by leaving things to the last minute.

Although The Courier is very well subscribed to, we always need more interesting information for the benefit of the members; so, if you are currently undertaking an interesting job on your Club car, share it with us: please include photographs (clarity is essential). In the same vein, if you find any details about 'our cars' in old magazines, I would appreciate your sending the articles to me as your reserves are getting a little low. In addition, you can always 'phone me if you have something that you feel may be of interest, though written copy is preferred.

The Brighton Classic Car Show, to be held this weekend, brings to a close the national TSSC events for 1984. However, with 1985 just around the corner, many events organisers are busy preparing next years activities. To all of you concerned, please be kind enough as to let Jonty Wild know the details as soon as possible so that we can feature your particular event in the 1985 Events Calendar: we hope to have information available early in the year (hopefully in January!).

In this edition we are featuring Club Regalia in a pull-out section, showing some great Christmas ideas. We are pleased to announce the first issue of our very own, official TRIUMPH SPORTS SIX CLUB Calendar - a superb publication; well drawn and great value at just £2.35 including post and packing. GET YOUR COPY NOW! Again, they would make super stocking-fillers.

A quick note to all Area Organisers: please, please be sure to send all alterations to the back cover Directory through to Richard Bruford as soon as possible. Since there are likely to be so many changes, a completely new back cover will be produced for the December Courier - be sure that all yours are correct.

I look forward to meeting many of you at the Brighton Classic Car Show.

BILL SUNDERLAND

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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INTRODUCTION

Here comes another bonus month for all you Triumph Sports Six Club members:

Last month you will have received your bumper-sized 1984/85 Self Help Scheme booklet and this month a copy of 'Turning Circle', which concentrates on the Herald in its final developed form as the 13/60.

I know you will all want to join in with me in thanking Geoff King and Julie Westaway of the Milton Keynes Area for all their hard work in compiling the Self Help booklet. Let's not forget Bill and Jo Sunderland, who have put many long hours into bringing these two publications to your doormat!

YRW 269

What a smashing photograph of the above car on the October's Courier. Can we have more from Richard Smith please. Is there a possibility of an article to go with them?

CHRISTMAS WEEKEND

This event will be held on the January 1985 weekend of the 18th, 19th and 20th.

No one has volunteered to run the event yet, but if you would like to go please complete the questionnaire and send it to me. As soon as someone decides to take the responsibility for the event, I will send on the applications received.

I imagine the all-in cost for accommodation (two nights) and meals (six) including VAT and service charge, will be approximately £50 per person. No cheques required at this stage.

AREA ORGANISERS

If you haven't filled in the Registration Form which appeared in last month's Courier, then please do so without delay. If your Area is not officially registered with the Club, you run the risk of having your Area News etc., omitted from future Couriers. To help Richard Bruford and The Courier Editors, please send your Registration Forms off as soon as possible to: **Richard Bruford, Area Liaison Officer, 'Neathwood', Christow, Nr. Exeter, Devon EX6 7PJ.** Thank you.

A.G.M.

For those of you wondering what has happened to this years' A.G.M., it has been decided to postpone this until the

Spring of 1985 to provide the Council of Management with a little more time each year to produce the Club's Audited Accounts. With a membership of 5,000+ and Ltd. Coy. requirements, including VAT returns to be completed, you will appreciate the work involved.

S.T.I.R. IX

What a superb event this was, especially the beautiful English setting and superb weather. Shame it took so long to get a pint of beer at lunchtime (note for Dave Bayliss and Eddie Evans: we'll have to set off to the pub 30 minutes earlier next time!).

As judges for the TSSC, Eddie, Matt and I were required to select initially to six best Club cars present. Having done so, we then had to pick the overall best car to go forward to the final judging. Each Club was allowed only one car in the final judging, which as you will know, was undertaken by independent judges.

Our brief was not to inspect in detail all the Club cars entered, but to those of you who did not appreciate this, I would like to extend my apologies, and hope you did not feel your visit to Broughton was wasted. I am sure the majority of you will have enjoyed the collection of Standards and Triumphs as much as I did.

Finally, may I thank John and Pam Cudmore for organising so efficiently the TSSC presence on the day.

LOMBARD R.A.C. RALLY, 1984

As most of you will know, this years Rally starts in Chester on Sunday 25th November, finishing back in Chester on Thursday afternoon, 29th November. 150 of the world's leading drivers will take part in this 1,900 mile final round of the World Rally Championship.

One of the most successful features of last year's Rally was the introduction of City Centre Controls, as this gave local residents a chance to see the cars and talk to the drivers without having to travel into the forests. This year they hope to include the following: Buxton, Halton, Walsall, Carlisle, Hawick, Hexham, Middlesborough, Aberafan, and Dolgellau. As usual, they will be using Sutton Park, Birmingham, Weston Park, Telford, Trent-ham Gardens, Stoke, Oulton Park, Chester, Knowsley Park, Liverpool, Donington Park, Derby and a superb new stage at Chats-

worth House near Sheffield. I also understand they intend to use Loton Park Hill-climb near Shrewsbury.

EXCITING NEW CONCEPT

At the Wednesday re-start of the R.A.C. Rally, an additional 50 cars will be admitted to the event in a special category, to be known simply as the National Rally. These 50 cars will follow the main competitors over the last 25 stages, which include some of the toughest in the Rally (i.e. Welsh stages). It will allow manufacturers to try out some of their 1985 models which would not be eligible for the main event. Naturally, everyone hopes that it may attract cars such as the new four-wheel drive Metro. Other stages, not mentioned above include: Harewood Hill-climb, Leeds; Haigh Hall, Wigan; Aintree and Burwarton near Bridgwater.

BRIGHTON CLASSIC CAR SHOW AND LONDON TO BRIGHTON VETERAN RUN

The above Show, held over the weekend of 3rd/4th November, finishes off the Classic Car Concours year. Pam and I will be supporting the Essex Area this year, staying over till the Monday.

The Veteran Run this year will attract 330 entrants dating back to 1892! Once again, HRH Prince Michael of Kent, President of the Royal Automobile Club and Honorary President of the RAC British Motor Sports Council will be driving in the event, in a four-seater, 10hp, 1902 Wolseley (No. 169). Other well-known drivers to watch out for are American former racing drivers Dan Gurney (1903 Daimler No. 182) and Phil Hill (1903 Peerless No. 242). The first cars are due along Brighton's Madeira Drive at about 10.30am.

TITBIT:

The answer to last month's question is: Herald Limousine tourer built in 1905. The car was equipped with a four-cylinder engine and fitted with a Herald carburettor. The controls were grouped at the centre of the steering wheel.

J M GRIFFITHS

1674

Please tick as appropriate

SINGLE ROOM

DOUBLE ROOM

FAMILY ROOM

NO. OF CHILDREN

ATTENDING WITH

WILLING TO SHARE A ROOM

(double/single beds)*

Wife/Husband/Partner*

Yes/No*

(* Delete as appropriate)

NAME

ADDRESS.....

.....

.....

.....

TEL NO.

MEMB. NO.

DATE

PLEASE RETURN APPLICATION FORMS FOR THE TSSC CHRISTMAS WEEKEND TO:

John M Griffiths
31 Hellings Gardens
The Green
Broadclyst
Nr. Exeter
Devon EX5 3DX

NEWS REVEIW

We have received a note from John Hill's Limited, of Arthur Street, Red-ditch, Worcs to the effect that they are in possession of one reconditioned, genuine Spitfire centre lock wire wheel. In addition to this they have four brand new chrome centre lock wire wheels and four reconditioned wire wheels, painted like the bolt-on type as fitted to a limit-number of Spitfires.

They also point out that the cheapest and perhaps the best alternative when considering wheels, is to opt for the 5½J pressed steel wheel, which is a genuine Dunlop product and they are able to sell these to members at £16.50 each plus VAT, making a complete set very realistic. Mr Hill mentions that whatever tyres you fit are able to spread, far better than bunching up decent rubber on 4½J rims. In addition to this, John Hill's are now able to supply black hub caps for the Spitfire bolt-on wheel.



Many thanks to those members who have written to Val offering your cars for OUR stand at MOTOR 100. Whilst we have had many cars offered for use for the Show, 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 Concours scene, and to these I would like to point out that this is not a competition, just an opportunity to show of 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.

If you want your Club car to be involved in the Show, irrespective of marque, please contact:

Ray Kelly
82 Holly Road
Kingsley
Northampton

Tel: (0604) 30344

If you have any other enquiries regarding this Show, please contact me: Ian McKeeggie, 12, Pochin Drive, Burnmill Park, Market Harborough, Leics. Tel: (0858) 63934.

Motor 100



"I DON'T MEAN TO QUESTION YOUR DIAGNOSIS DOCTOR, BUT COULDN'T IT JUST BE PROPSHAFT VIBRATION?"

SPITFIRES (U.K.)

OFFERS TO MAKE YOU SIT UP!!!

		B.L. PRICE	CLUB MEMBER'S PRICE
Original Sill	All Spitfires & GT6's	£12.80 + VAT	£10.00 + VAT ea.
Original Sill	All Heralds & Vitesse	L/H	£10.70 + VAT
		R/H	£15.40 + VAT
			£5.00 + VAT ea.
Original Rear Wings	Spitfire MK1V/1500	£55.50 + VAT	£47.50 + VAT ea.
	O/S GT6 MK111	£55.50 + VAT	£47.50 + VAT ea.
	N/S GT6 MK111	N/A	£59.00 + VAT ea.
Original Front Wings	Spitfire MK1V/1500	£36.00 + VAT	£32.40 + VAT ea.
	GT6 MK111	£36.00 + VAT	£32.40 + VAT ea.

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COP SHOP

Now that the winter is looming upon us, so are slippery roads. Some of us may be making the unwelcome slide that brings an accident. If you are involved in an accident, Section 25 Road Traffic Act 1972 gives certain duties that you MUST perform.

If, owing to the presence of a motor vehicle on the road, an accident causing damage to another vehicle or roadside property or animal occurs, the driver of the motor vehicle MUST stop. "To stop" is generally interpreted by The Courts as meaning "to stop for a reasonable time", e.g. long enough to enable particulars to be given if required. It is not enough merely to draw up and then drive off.

If required to do so by any person having reasonable grounds (e.g. a Policeman or person involved in the accident), the driver MUST give the following particulars:

His name and address.

The name and address of the vehicle owner

AND The vehicle registration mark.

A driver need not give particulars to the other party unless he is asked for them, but if he does not give his name and address to anyone at the time, HE MUST report the accident at a Police Station or to a Police constable as soon as reasonably practicable and, in any case, WITHIN TWENTY-FOUR HOURS. If a driver refuses to give his particulars when requested by any person having reasonable grounds, he commits an offence under section 25 R.T.A., 1972, even if he reports the accident later.

The driver must also, if personal injury is caused to a person other than himself, produce his Certificate of Insurance, - either:

- i) At the time of the accident
- ii) when the accident is reported to the Police
- OR iii) within five days at a Police Station, specified by him

Photocopies of Insurance Certificates are not acceptable because, in the past, some unscrupulous people have copied their Certificate of Insurance and then cancelled

their insurance.

The above is quoted from the Road Traffic Act, 1972.

Recently I have received a number of letters regarding speeding. Without knowing the evidence on both sides, the location and every detail of the offence, it is difficult to give accurate advice. It is occasionally possible to get away with speeding, but unlikely. Most people speed most of the time. If you get caught you are just unlucky. The only sure fire way of not getting a speeding conviction is not to speed. I leave it up to you!

Send all Cop Shop queries to Mike Crewes, 24 Otterburn Gardens, Isleworth, Middx. TW7 5JJ.

Well, here's to next month - happy motoring!!!

CHRISTMAS CARDS

Individual Christmas cards for Vitesse, Herald, Spitfire and GT6 on coloured card with Christmas/New Year greeting inside.

QTY Packs

- HERALD Pk 10 with envelopes 90p
- VITESSE Pk 10 with envelopes 90p
- SPITFIRE Pk 10 with envelopes 90p
- GT6 Pk 10 with envelopes 90p
- Mixed Pack of 12 with envelopes £1.20 (Herald, Vitesse, Spitfire & GT6)

Post and packing 20p per pack. 5 packs or more, post and packing free!

QUICK DELIVERY

1/we enclose cheque/PO to the value of £..... to:

QUAD MARKETING
19 Prince Rupert Ave, Desborough, Northants

Thomas Jenkins of Cheshire, who was recently featured in The Courier, is not the oldest member of the Club. I am 76 today (20th September, 1984) and have been driving for 59 years, 20 of those in a Triumph Herald Convertible, GA 188795CV. So far with a clean licence!

MRS S R HUGHES-SMITH - KEW, SURREY

CAN ANYONE BEAT THAT?

RECRUITMENT DRIVE '84

Firstly, I must apologise as these results should have appeared in last months Courier, but, unfortunately, I did not get them to Bill and Jo in time.

*** RESULTS ***

First Prize of £150.00 for gaining the highest number of new members - **83/5461, Barry Smith.**

Second Prize of £100.00 for gaining the second highest number of new members - **83/5816, Irene Fussell.**

Third Prize of £50.00 for gaining the third highest number of new members - **84/7444, A D N Thompson.**

I really must congratulate all three for their tremendous efforts, but in particular, Barry Smith and not only for his efforts this year, because Barry in fact won the 1983 competition. What about that for consistency! I would also like to thank the following members whose efforts have made them runners-up with very few members between them and the winners:-

- | | |
|---------|---------------|
| 83/2504 | C Wilson |
| 81/2119 | Leon Guyot |
| 81/2273 | O P St John |
| 79/755 | C E Tumbridge |
| 80/1247 | P J Gabbot |
| 82/5129 | A D Painter |
| 83/6365 | F T Hepple |
| 83/6321 | B R Truesdale |

Well done to all of you, particularly C Wilson, who was a very close fourth and Leon Guyot, who has now been amongst the leaders in all four Recruitment Drives.

Now the members who have each won a £5.00 Halford Gift Voucher. These numbers were drawn from a 'raffle' containing a membership number for each new member gained.

- | Winner | Drawn by |
|---------|------------------------|
| 84/7584 | PL Brown E Evans |
| 83/5461 | B Smith G Ridgewell |
| 82/4618 | W E Yates B Sunderland |
| 82/5129 | A Painter J Griffiths |
| 81/2119 | L Guyot T Squibbs |
| 77/213 | J Cudmore I McKeggie |
| 81/3338 | T Edmunds C Longhurst |
| 81/1910 | J Bell M Long |
| 81/2321 | D J Rix B Waters |
| 82/3512 | N Adams J Baker |

Finally, the prize of £100.00 to the Area whose members efforts gained the highest number of new members. To my surprise, this has resulted in a draw between the following:

North Herts and South Beds Area and Thames Area

As a result, the amount will be split between them. The runners-up in this section are the following:

West Kent, Anglia, Kent, West Midlands and Devon.

In summing up, I would like to thank all members who put leaflets out (please don't stop!); the results have been incredible and have far exceeded last years numbers in members gained over the same period of time. The number of letters arriving every day hasn't shown any sign of reducing either! So, if you haven't been rewarded for your efforts yet, there is still a good chance as some new members take quite a while to join. The monthly prizes will still continue and, of course, don't forget that although the 'season' prizes have been won, there are still the very worthwhile year prizes as announced a couple of months ago. The message is **keep recruiting**; more leaflets are available from me: **Jonty Wild** (details on inside front cover).

Once again, congratulations to those who have won so far and many thanks to anyone who has put leaflets out - keep up the good work! Also, welcome to all the new members who were recruited via this route.

The results of the September draw are as follows:

- | | |
|---------|----------------|
| 83/6699 | R C Harris |
| 78/518 | K H Richardson |

And for October:

- | | |
|---------|---------------|
| 82/3613 | Stuart Heaton |
| 80/1247 | Peter Gabbott |

They each win a £5 Halfords voucher.

JONTY WILD

Kingston SPORTSCARS

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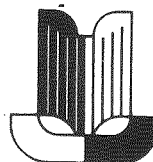
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R/O 135 London Road

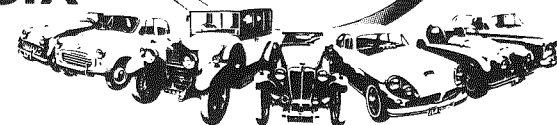
Kingston Upon Thames Surrey

PHONE US ON: 01-541 0341

(r/o Quick Fit Euro)

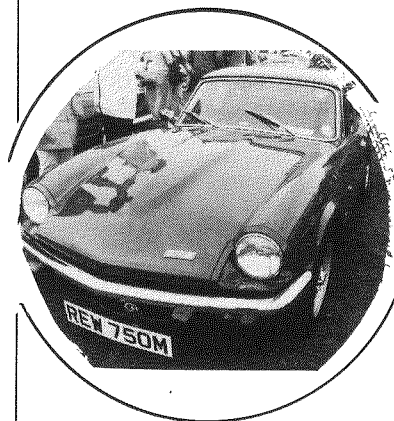


ONCE AGAIN THE TRIUMPH SPORTS SIX CLUB



COMES TO BRIGHTON

2-4 NOVEMBER, 1984 BRIGHTON METROPOLE HOTEL



Open 10am-6pm
Friday, Saturday and Sunday
Admission £4 Children under 16 £1

Club members - special party rates can be booked in advance. For full information write to: Classic Car Show, The Exhibition Manager, Reed Exhibitions, Surrey House, 1 Throwley Way, Sutton, Surrey SM1 4QQ.

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- A new feature this year offers you a rare opportunity to see and wander amongst a collection of classic cars for sale in the 'Cars for Sale' section. The car of your dreams could be there - and could be yours!
- Autojumble - memorabilia, spares, mascots, models, books, badges - and lots more.
- Easy parking at the Brighton Marina - with Park & Ride buses to and from the exhibition.
- Hundreds of the best cars in the country will be there for you to enjoy - the same weekend as the London to Brighton Veteran Car Run.

COMPETITION NEWS

This course is a tight one, being 'egg-shaped' with a right 180° bend connected to a faster 180° bend by two straights, each with a chicane half way along. It is all second and third gear stuff, with perpetual understeer/oversteer, depending on your car. You are timed over two laps from a standing start and collect a five second penalty for hitting the marker cones; disqualification for going on the grass.

The convoy runs behind a pace car in the morning are leisurely processions, so that the drivers have plenty of opportunity to learn the course before official practice. Despite this, Kevin Ginger span his GT6! When are you going to get a decent car (Vitesse) Kevin?

I cannot remember much about practice as my brain was numb due to the early hour and the cold wind, so I'll go on to the competitive runs. First off was Edward Wilkins (Spitfire), displaying the coveted No. "1". A future World Champion perhaps, but he had an unhappy time on Sunday collecting cones and grass on his runs, thereby not recording a representative time. In the larger-engined class, we had Martin 'Sidewall' Brown (Vitesse), Jon Stevens (Vitesse) and Giles Tinkler (GT6). All were consistent and avoided any penalties, finishing on 73.24, 77.07 and 78.79 secs. respectively; Martin reducing friction losses by three-wheeling round the corners! Geoff Gowers was a non-starter, presumably due to the hangover rather than any car malady.

In the up to 1300cc Modified Class, we saw Adrian Hall (Spitfire) in only his second event. After discovering that his car ran better with the distributor clamped in place, he went on to record 82.55 secs. In the Modified 2-litre Class, first to go were the dynamic Williamson/Davies duo in their GT6. In a private battle to see who would be the first wear out the Swedish 'bargain' tyres, they recorded 73.38 and 76.47 secs. respectively. Paul Unwin and myself were out in our Vitesse convertibles, Paul improving through the day to 76.03, while I finished on 72.03 secs.

NORTH WEALD SPRINT 16TH SEPTEMBER, 1984

Modesty forbids me to relate that I also beat the RS2000 and Capri that were in our class and, thereby collected the TARC trophy!

In a class of his own (take that as you will) came Kevin in the 2700 cc GT6. With a very sick engine he hobbled round in 79.71. Last but not least was Dave Young in the newly built GT6 'Ginger replica', running in the non-roadgoing class as he has not yet got insurance or MOT. He was potentially the quickest Club car on the day with times in the 70/71 secs. bracket but, despite his P7 tyres, he could not keep away from the penalty cones.

Footnote: The Sprint/Hillclimb Championship rounds have, this year, all been held in the South of England and Wales, with the exception of Oulton Park in July. This has come about as the BARC (London and Home Counties Centre) have kindly taken us under their wing, providing us with venues such as North Weald. Secondly in 1982 several rounds were held up North (Baitings Dam/Scammonden Dam) and nobody turned up but Kevin! If any of you Northerners want to compete next year and would like to have some rounds nearer to home, now is the time to write to the Competition Secretary, stating your case. Bear in mind that a lot of the fun of the Championship is travelling to parts of the country you may not know very well and making a weekend of it.

BILL HASELDINE



SPOTLIGHT

The following invitation has been extended to the Triumph Sports Six Club Limited by Nicola Hervey, the National Events Organiser, for Club participation in The British Film Year. We feel sure that this event will be of interest to members and perhaps a few of you out there may wish to take part:-

BRITISH FILM YEAR is a year long campaign starting in April 1985 aiming to stimulate a greater public awareness of the British film industry and to encourage people to go to the cinema. The project will involve a series of spectacular events nationally and internationally. It is a non-profit making concern relying on funding already received from the Government and on the generosity of sponsors from within and outside the film industry. The President of British Film Year is Sir Richard Attenborough and the Chairman of the National Events committee is David Puttnam. These are just two of the big names who are supporting British Film Year wholeheartedly.

On Saturday July 20th, 1985, a large parade of cars that have featured in films will take place at Silverstone immediately prior to the British Grand Prix. It will be a star-studded affair with many racing personalities behind the wheel accompanied by film-star passengers.

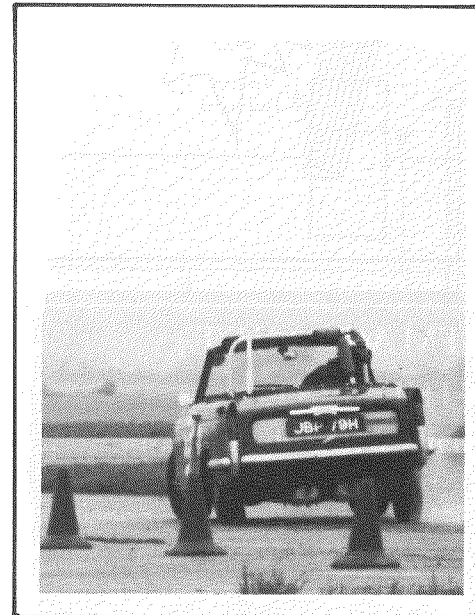
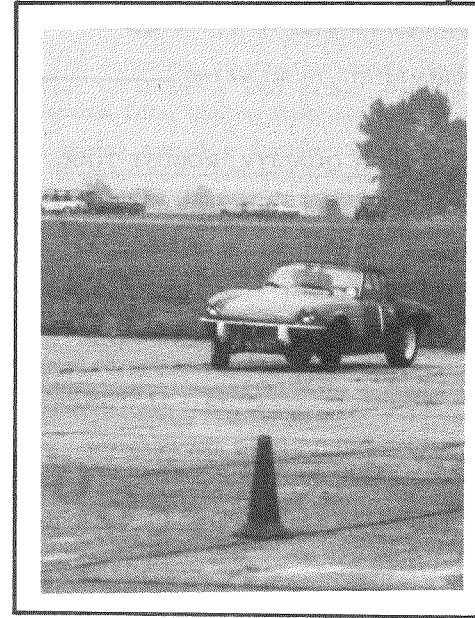
We are asking all members of Motor Clubs, who may possess such vehicles, to contact British Film Year with a view to taking part in the parade. Owners may prefer to drive their cars around the circuit or they may be happy to hand over to an experienced celebrity driver. In any event British Film Year can guarantee an interesting and exciting day.

All expenses will be covered, any hire charges that are applicable will be paid, full hospitality will be provided and all vehicles will be guarded throughout the day.

For further information please contact:

Nicola Hervey
National Events Organiser
17 Great Pulteney Street
London W1R 2DG

Tel: 01-437 8020



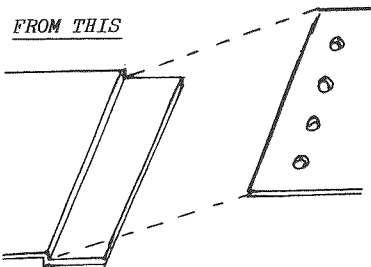
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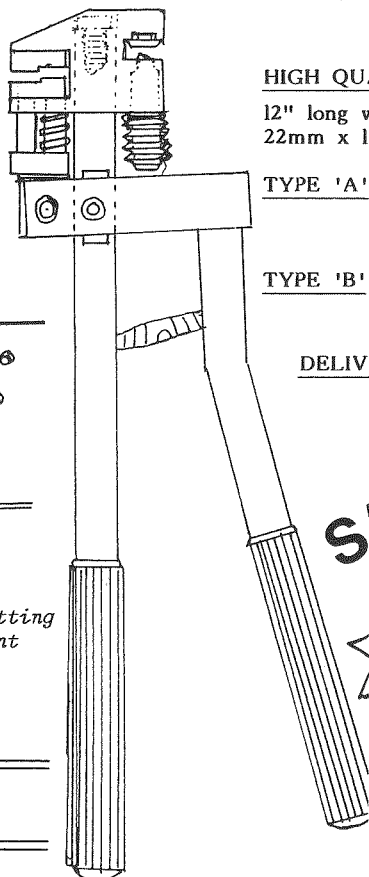
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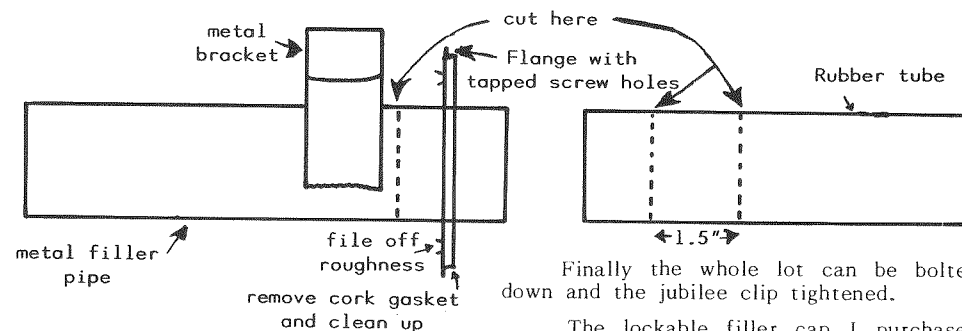
TECHNICAL COMMENTS

The following information might be of interest to members who wished they had a lockable filler cap on their petrol tanks:

Having owned a Spitfire MKIV for a few months now, I became very conscious that my petrol cap is not lockable. Taking a closer look revealed that no easy solution was possible as the chrome cap is connected to the filler tube. However, by slackening a jubilee clip, the cap, complete with the tube, can be removed (the hard-board panel behind the seats has to be removed first). Obviously, if I could find a replacement filler tube with a lockable top, I could just swap them over.

By searching a scrapyard on rainy day, I managed to find a suitable replacement. The car it came from was an early Ford Capri, which I estimate was before 1974. The pipe is quite tricky to remove as the parcel shelf also has to be removed to reveal a fifth screw. Make sure you take the attached rubber hose, since you will need this to make a sealing tube.

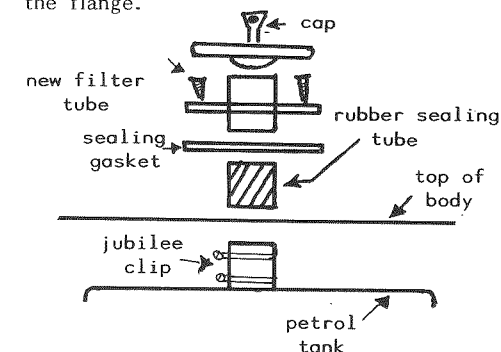
After the whole lot is cleaned, the rubber hose can be removed and a length of about 1.5" can be cut. Also the metal filler pipe can be cut as shown below and tidied up with a file and emery paper.



The next stage is to remove the old filler tube and cap. This is easily done by loosening the jubilee clip and pulling up the chrome cap. Remove the large grommet as well. The section of rubber hose which you have just cut has to be placed inside the rubber tube with the jubilee clip around it. This involves a lot of fiddling as it is a very tight fit, but will eventually go in.

After this is in, the new filler tube can be pushed in and the four holes for bolts marked and drilled. Choose four bolts which are slightly larger than the already tapped holes in the flange, then the tapped hole can be drilled out and countersunk.

Don't bolt the filler tube down at this stage but remove it and paint or chrome dip the top of the flange, so as to smarten it up. Also a ring of thin rubber has to be cut to make a waterproof seal under the flange.



Finally the whole lot can be bolted down and the jubilee clip tightened.

The lockable filler cap I purchased from a local car shop, looks very good since it has a stainless steel finish.

On a different note, I recently noticed that my car didn't have a breather valve as I originally thought, so a vacuum was being created in the tank. To solve this, I drilled a very small hole, about 1/16" dia., just below the top of the filler pipe.

MARK ANDREWS
GLASGOW

☆☆ TECHNICAL TIPS ☆☆

BEAT THE BALL JOINT

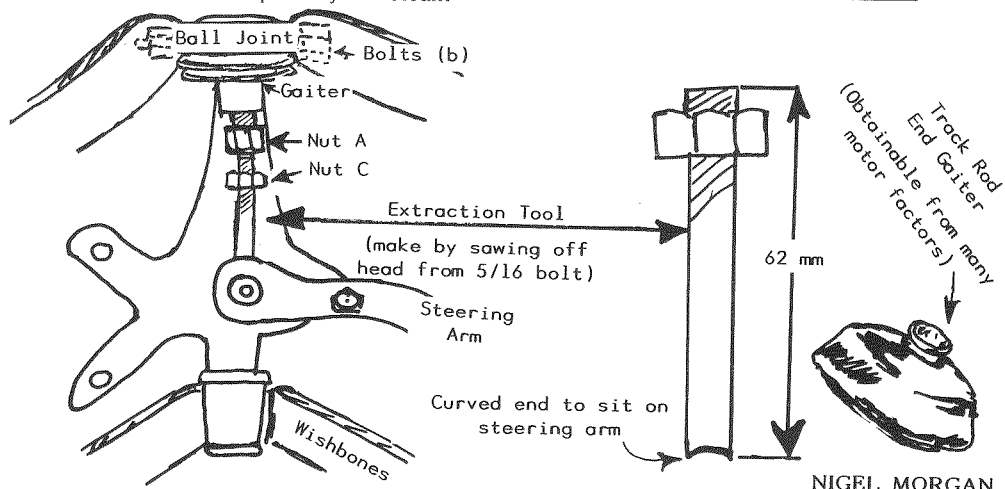
The ball joint on the top of the vertical link used on Club cars hardly ever wears out, however, the gaiters irretrievably perish after a time and will need replacing for the MOT.

The gaiters are not, to the best of my knowledge, Leyland parts, but if you want to prevent fitting a new ball joint, there is a quick and easy repair.

Problems:

- new gaiter
- extraction of ball joint from vertical link without major disassembly (it is a taper-shank fit)

1. Jack up the front of the car and remove the wheel.
2. Remove NYLOC nut (A).
3. Remove two bolts (B).
4. Grease nyloc nut or replace with normal type nut and screw back on three threads.
5. Locate my improvised extraction tool inside nut A and on top of steering arm.
6. Screw nut C up to extract joint.
7. The ball joint gaiter may now be replaced with a gaiter for a track rod end. These are not exactly the same form but have the correct diameters at each end and will keep the joint clean.



RED FACE DEPARTMENT

The following may be of interest to other Club members with cars equipped with S.U. carbs.

Having tuned the carbs on my Spitfire MKII, I then replaced the air filter box and had all the symptoms of a rich mixture. After weeks of fruitless activity, including fitting new air filters, I called on an S.U. expert for advice.

The solution was very simple - the holes in the air filter box for the S.U. air bleeds were blocked off with sealing compound! Possibly to spare my blushes, the S.U. expert remarked that this was quite a common fault, more usually associated with the wrong type filter box to carb. gaskets being fitted.

In the hints and tips department, the lack of proper doorpull has caused some annoyance, using somewhat inaccessible door handles or winding down the windows are not too effective.

A pair of case handles bought from R. L. Packing Limited (the local D.I.Y. shop) at 76p each, were fixed to the top of the door panel with short, self-tapping screws and have restored composure to the occupants. These handles retract to lie flush when not in use.

PETER SHERRARD, STRATHAVEN

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Herald (Early)	Front Outrigger	£3.00
Herald (59-62)	Front Exhaust Pipe	£4.00
Spitfire MKI (62-65)	Front Exhaust Pipe	£4.00
Herald 1200	Cylinder Head	£20.00
Herald 1200	Head Set (Payen)	£5.00
Herald (All)	Transmission Set (Payen)	£2.00
Vitesse-GT6	Brake Shoes (Don)	£4.60
Vitesse-GT6	Brake Pads (Girling)	£5.50
Herald-Spitfire	Brake Shoes (CBS)	£4.00
Herald-Spitfire	Brake Pads (Girling, GP)	£4.00
Herald (59-61)	Oil Filter	£1.00
Vitesse-GT6	Oil Filter	£1.00
GT6	Distributor Cap	£1.40

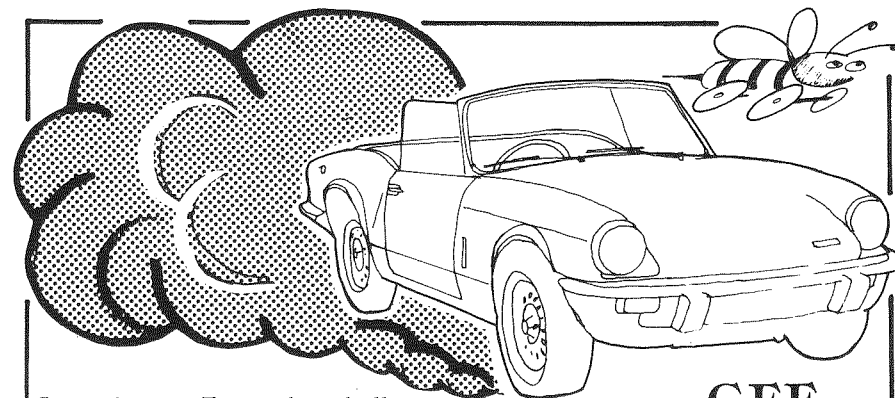
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DRAG RACING

Some time ago Val and I were invited to go down to Santa Pod, the drag-strip in Northamptonshire/Bedfordshire, to view what is commonly known as a 'run what you brung' day. This is an event whereby one literally runs what one brings and tends to be a very interesting day out: there are little lads riding their 175 motor bikes, along side some very fast machinery like full-blown dragsters and so on. The idea initially was just to go down and spectate with our friend Mark in his Escort (I went in the GT6, good old, faithful Hawk!). Mark intended to run his Escort which has a 2-litre Capri 'S' engine, with a four-branch manifold plus Webers and many other 'bits and pieces'. On 16th September we had a very nice run of about 30 miles to the track during which time I managed to leave the Escort behind on numerous occasions. Since this was the case, I decided to stand the GT6 against the Escort on the standard quarter mile run, just to see what would happen. I must admit that I did have a suspicion that 'off the line' Mark would be somewhat quicker than myself, however, under the misapprehension that nobody would know me there, I didn't really mind - it was just a bit of fun anyway. Can you imagine my amazement when, when walking round the Spectator Area, I ran into Leon Guyot and his friends. The event then became more than a bit of fun as I was now expected to 'blow away' the Escort.

Having never participated in this sort of event before and only having seen this sort of thing once before some years previously, I didn't really know what to expect. I was keenly watching all the procedures with the lights etc., whilst waiting in the queue. I pulled on to the starting line with the adrenalin flowing and gazed around at the competition. The lights changed: I floored the throttle, dumped the clutch and I went nowhere! I sat there with the back wheels spinning, watching the Escort disappearing up the track. When I finally did get a way it took me 19.57 secs. to complete the standing quarter mile - end of first go! Having now got the grip a little more, I thought with what went on, Mark and I then went on for our second go.

Once again at the start line, I felt a little more relaxed, now knowing what to expect. With a 327 diff., the order of the day would be to slip the clutch in order to avoid unnecessary wheel-spin. Can you imagine my surprise when the lights changed, I slipped the clutch and the wheels still spun! They then 'bit', the engine 'pinked' like hell - again I watched the Escort disappearing. I did, however, get away a bit quicker this time, almost catching him up at the finish. But with a lap speed of 19.4 and a terminal speed of 17.7 mph, I was just not quick enough. At the end of this run I decided that I ought to have a look at the engine because, obviously it was not tuned properly and the timing was out. We retarded the timing a bit and generally messed around in the Pit area. Mark had seen a white Mexico which he wanted to have a go against, which left me to take my chances. On the road down to the start line I found myself beside a 1600 GT Cortina and I had a chat with the driver before the 'off' to see what he had under his bonnet! This was not just an ordinary 1600 Cortina, it was 1600 but it was also a Stage 4. As this was no longer a 'quick drag down the strip' against a friend I concentrated much more on tactics and strategy. I noted that everybody went down the middle of the track in their respective lanes. Consequently the near side and the offside of the track were fairly free of rubber and, therefore, offered a lot more traction. This time when the lights changed, and I booted the Hawk away, she went, completing the standing quarter in 18.2 secs. with a terminal speed 74.29 mph. I was informed afterwards that the guy in the Cortina was only 2/3rds of the way down the track when I finished.

Driving back to the parking area afterwards, feeling somewhat jubilant, it occurred to me that this could be an interesting, fun day out for some of us and that it might be a nice idea to organise a challenge against MG and TR owners as this is an opportunity for those who are of a competitive nature, but either cannot afford or do not wish to race their car on a circuit or hillclimb, because of the potential danger to their car. I must



admit, that I would not consider taking the Hawk round the circuit or on a hillclimb. However, when one considers that we are talking about an 18 - 20 second burst over just a quarter of a mile, strain on the car, whilst heavy over that period, is very limited. The sport itself is a relatively low cost one. The point of writing this

report is that if anyone is interested in a challenge against TR and possibly MG, then would they either drop me a line or give me a ring. If we have enough people interested, I will see what I can do for the early part of next year. Write to Ian McKeggle, Northampton Area Organiser and Public Relations Officer.



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TECHNICAL EXTRAS

12/50 OVERDRIVE

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So enter GDV 773D, a 12/50 Herald with an excellent chassis, repairable bodywork, a good engine and totally shot transmission, known to have covered at least 110,000 miles. I first replaced the brake pads and shoes, then the half-shaft UJ's and threw in a second-hand diff. and estate spring for good measure.

Then came the gearbox and clutch assembly: be warned, I bought my clutch from Longlife and it turned out to be a 'powertrain' clutch, which was so well designed that it is only possible to use an open-ended spanner on its bolts. I'm looking forward to taking it out!

The gearbox was acquired in true Devon Area T.S.S.C. style, by swapping a Vitesse bonnet and complete (just!) Wolseley 1500 for a Spitfire MK1V O/D gearbox. Anyway, the parts needed to fit it were:-

**Gearbox and O/D unit.
2-litre Vitesse non-O/D propshaft.
Herald propshaft flange.
Rubber O/D mounting.**

The following parts you can do without but are desirable:-

**Vitesse O/D gearbox remote control and cut-out switch.
O/D wiring loom for any O/D Triumph Relay.
Column switch.**

The propshaft tunnel was cut back about an inch to accommodate the longer unit and the original gearbox mounting plate was taken out and the 'Y' piece taken off it. The plate was measured and drilled to take the overdrive mounting, which bolts to the flat surface.

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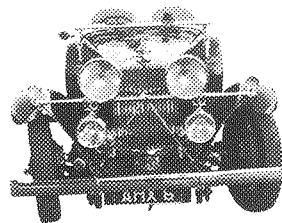
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I fitted the Herald flange to the sliding joint end of the propshaft, so that it would mate with the Herald diff. Hey Presto! With a few scraped fingers and a lot of cursing, it all fitted in. So, with a bit of judicious wiring and a hand from our Area Organiser of the time (thanks Mike!), GDV 773D flew through its MOT and now cruises at 70mph (though it takes a bit of time to get there!).

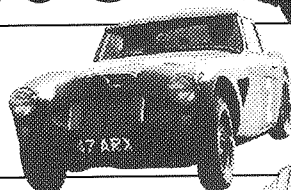
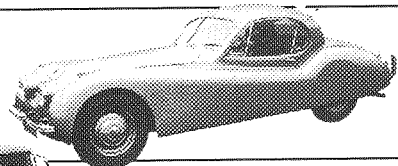
RICHARD BRUFORD

Sad N.B. Since writing this article, Richard was unable to handle the power of the Herald 12/50. Chasing a rabid dog up a kerb, he got into a power slide and demolished the front of the Herald on an electricity post. Never mind, Bovey Tracey was only 'blacked out' for two hours. I understand the overdrive is being transferred to a Herald 13/60 you've all been warned!



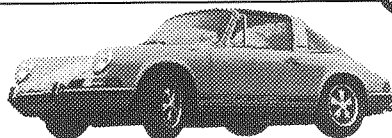
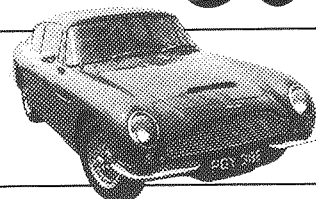
30's

40's



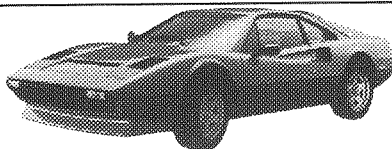
50's

60's



70's

80's



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BOND REGISTER

Following its brief appearance in the April issue of The Courier, here is a more detailed look at my rebuilt Equipe, KCK 242H. It went on the road on January 18th, at a final cost of around £4,000. This figure includes labour charges, since I decided to have the car built by Richard Beswick of Triumph Restorations, Bolton. Having dolloped around with Club cars over the years, I decided that I would save up to have one rebuilt professionally, since I have neither the time nor the facilities to undertake a total rebuild on a reasonable time scale. Although its cost is far in excess of its market value, I feel that it can be justified by comparing it to the cost of a new tin box, and by treating it as a working car which must give reliable daily service in all conditions.

Just under 8 months later, it has clocked up its first 10,000 miles and, at this stage, the economics of a totally rebuilt club car appear sound. The only unscheduled maintenance cost has been the replacement of the exhaust system after it was severely damaged in a heavily cratered trailer park. The boot lid has been re-painted after an 8' x 4' sheet of plywood was dropped on it from a height of 4', narrowly missing the heated, laminated rear window by a fitter with a keen interest in the aerodynamic properties of everyday items (N.B. fitters fly through the air much more satisfactorily than sheets of plywood).

The car is largely standard, and most of the modifications could have been carried out in 1967. The only items which do not conform to this rule are 60 series tyres, contactless ignition, alarm system, and the stereo tape player. The other modifications could have been incorporated into the car at the production stage at minimal cost, in particular by the use of some GT6 components rather than those of the Vitesse, e.g. the 3.27 final drive, alternator, presentable instruments, four-way flashers and two-speed heater fan. GT6's enjoyed all these advantages whilst Vitesse owners seem to have had a pretty raw deal in these details.

The basic specification is as follows:-

Engine: MKII, HC50002HE, overbored to 2039cc, head skimmed and polished, with SU carbs., Mobelec ignition (untouched since fitted to this car in 1973), original specification double valve springs (first 350 MKII engines only) and Kenlowe fan.

Gearbox: standard, fitted brand new 4,000 miles before rebuild together with reconditioned overdrive unit.

Final Drive: 3.27:1.

Front Suspension: slightly shortened springs, 25% uprated, Spax dampers.

Rear Suspension: MKI type with 12 leaf spring, lowering block, Spax dampers.

Wheels & Tyres: 5½J x 13, with 185/60 Dunlop D3 (not nearly as good as normal SP Sport).

Brakes: standard.

Body Shell: standard, with new door skins and replacement bulkhead assembly.

Interior: standard seats, MKII rear quarter trims, pure wool carpets and wooden dash. MKII GT6 instruments and oil pressure gauge, MKI switches, in MKI dash.

Other minor details include Halogen headlights, rear foglights, two-speed heater fan, four-way flashers and chrome rocker cover. The car is finished in midnight blue, with a silver pinstripe, and silver wheels. No trim is fitted to the body other than the bonnet badge.

The car is very enjoyable to use, and certainly turns heads, most of them with puzzled faces! Some realise what it is: "Ah, a 'BONDY QUIP'!" (Aargh!! I hate this mispronunciation of the word 'Equipe', and people have been garrotted for less). It has been very reliable, having taken me to work every day. It has also done three trips to London and Kent and also toured Wiltshire. I hope to take it to a few shows next year, since very few Bonds seem to appear for these events. I also have an Atkinson article which vies for my attention on these occasions, but I'm sure that the Bond will be seen next year - perhaps I could put it on a low-loader behind the Atki!

CHRIS GARDNER

HERALD REGISTER

REGISTER REVIEW CARS ON REGISTER

After the reviews of commission numbers for the various Herald marques over the past few months, I thought that it was time to see how many cars we have actually got on the Register! The numbers are summarized in Table 1. The total on 1st October, 1984, stands at 1,836. Convertible 13/60's still, as expected, dominate the Register, with an increase of 151 cars since the last Register up-date (February 84 Courier).

I have also analysed the Register figures for the various marques as a percentage of total production (Table 2) Overall 0.36% of Heralds produced are on the Register. Of individual marques, the best percentages are found in the 13/60's; nearly 4% of 13/60 convertibles produced are on the Register. This is a creditable figure when the rate of scrapping of vehicles (50% in seven years?) is considered.

THE HYLAND EFFECT - OR WHY YOUR MAIN CHASSIS RAILS ROT

The main rails of the Herald/Vitesse chassis are very prone to rotting around their lowest point, near to the differential mounts. It had never been completely clear to me how the water and muck entered; but the mystery may have been solved! Neil Wright has submitted the following to me:-

"Joe Hyland, a welder in Faversham, noticed a steady stream of water coming from his chassis while welding it on a rainy day! He traced the flow back to the entry point. Rain from the roof and rear window was running round the bootlid in the channel provided, then down by the rear light cluster; some of this water went inside the rear valance through a gap which should be sealed (Fig. 1). Once through, it wetted the body mounting and entered the boot outrigger and ran down inside it to the main chassis frame".

I must confess that I had always thought that this gap was supplied for drainage and had left it open!!! It is worth checking to see if your rear valance is sealed, especially if a new valance has been fitted or if there has been a minor impact. The gap can be filled with 'Dum-Dum' putty, which is available from Unipart dealers etc.

CHRIS LONGHURST

FIG 1

Gap (arrowed) between rear valance and body which should be sealed.

(Photo. A. N. Wright)

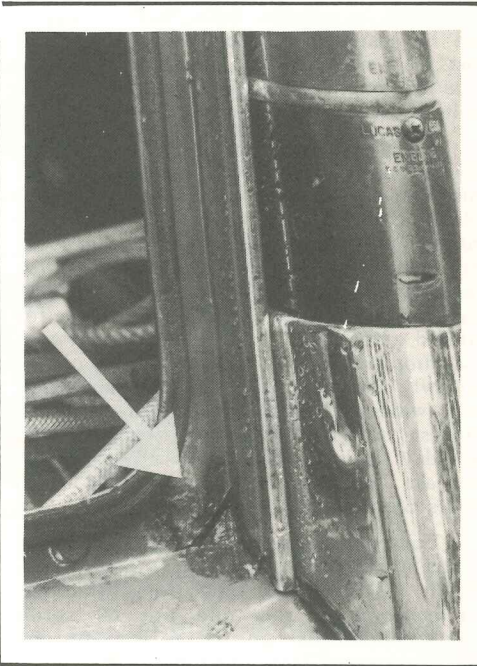


TABLE 1
NUMBER OF HERALDS ON THE REGISTER (1ST OCTOBER, 1984)

	CONV.	SALOON	ESTATE	COUPE	VAN 'S'	TOTAL
948	12	36	-	23	- 11	82
1200	217	286	47	26	11 -	587
12/50	-	117	-	-	- -	117
13/60	596	320	134	-	- -	1,050
TOTAL	825	759	181	49	11 11	1,836

TABLE 2
HERALD REGISTER AS % OF HERALD PRODUCTION (1ST OCTOBER, 1984)

	CONV.	SALOON*	ESTATE	COUPE	TOTAL
948	0.13%	0.06%	-	0.16%	0.08%
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12/50	-	0.22%	-	-	0.22%
13/60	3.86%	1.59%	1.62%	-	1.57%
TOTAL	1.23%	0.20%	0.35%	0.10%	0.36%

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LETTER FROM STEVE BEDFORD - WATFORD, HERTS:

I would like you to cast your minds back to the Leicester event at Stanford Hall in August of this year. As you know, the weather was not too promising during the day.

About two miles from the event on the way home, I inadvertently drove through a large puddle and water got into the distributor of my Vitesse (engine cowl removed to assist with the cooling does have its disadvantages!). I would like to thank all the Club members who stopped to help me push my car to the cover of a motorway bridge, so that the points could be properly dried. Trying to dry them under an umbrella did not work, as the rain by this time was torrential.

It is heartening to know that we have such selfless members in the Club and these ones in particular were prepared to help and get soaked in the process. Again, I cannot thank you enough.

LETTER FROM GEOFF BELL - EMSWORTH, HANTS:

From time to time we read of people who have fitted or rebuilt overdrives, and such people always say never use an overdrive in the lower gears, as it will result in damage to the unit. Could someone tell me just what damage is done to an overdrive which is used in lower gears, and just why it sustains such damage.

I have been thinking of converting a Vitesse 2-litre MKII saloon to an estate car. Has any member had any experience of MKII estate cars, and if so, do they consider the rear suspension unsuitable for carrying heavy loads? I have also thought about trying to fit a Vitesse 2-litre engine to a Dolomite 1850. Has anyone ever heard of such an operation and if so, what problems were encountered?

1600 and MKII Vitesse have only one exhaust silencer, but 2-litre MKI's have two. I have tried fitting only one to my MKI but it is very noisy. Has anyone any ideas why?

Finally, as winter will soon be creeping up on us and some members may be

wondering how to cure bad starting. If the trouble is the battery, I suggest that they purchase a battery for a Triumph Stag. These are the most powerful batteries that will fit into our cars. I have had such batteries in both my Vitesse for the past two or three years, and my daughter had one in her 13/60 and we never had any starting problems - although all three cars were 'garaged' outside. The recommended batteries do not appear to be man enough for the job in really cold weather.

LETTER FROM JEFF HERBERT - CHADWELL HEATH, ESSEX:

After receiving an insurance renewal for £171 for my GT6 MKIII, I decided to ring Lifesure Insurance, who regularly advertise in The Courier, for a quote. To my surprise and delight they offered me the same cover for £110, with only an excess of £50 while my previous insurers wanted the first £85. The Courier has thus saved me £60 or approx. 5 years membership fees. Thank you!

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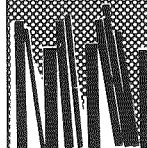
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LETTER FROM JOHN ANSELL -

COALVILLE, LEICS:

I am a new member who has chosen to attend the Notts Area monthly meetings. I went on a Treasure Hunt with this branch on Sunday 7th October, 1984 and this was before I had met anyone. I would like to thank everyone who attended this event - the welcome was great and everyone made me feel at ease. I would like to add a special praise to Clive Roulston and his wife who organised the Hunt, which was really enjoyable. I am sure the family and myself will have a long and happy connection with this smashing Club.

LETTER FROM TREV WILLIAMS -

BATH UNIVERSITY, BATH:

Having read Peter McPhail's letter in Octobers Courier, I am writing to echo his last question regarding the suitability of tyres for Heralds.

When I acquired my Herald 13/60 saloon (OSR 339H), it had crossplys which handled very poorly. Since then I have changed to 155 x 13 Goodyear G800's all round, which are a great improvement but a bit heavy; especially when parking.

Can we have a short article from Eddie Evans on this matter?

LETTER FROM PAUL SANDERSON -

LONDON SE20:

Reading Stuart Warren's letter in the last edition of The Courier made me think that now the 'show' season is over for this year, perhaps the TSSC might put some thought into the judging system for next year. Stuart was obviously disappointed in receiving only a modicum of attention but if the Club judges are attending to the judging of many cars and then later on are having to wear their 'Club executive' hats for the benefit of all, perhaps it is not surprising that they don't have time for lengthy chats. By all means ask the fireman round to discuss firefighting standards over a cup of tea and a biscuit, but not when he's rushing to a fire! So long as everybody only gets 30 seconds attention, then that's fine - I would hope that no one in the Club is more important than anyone else.

The root of the problem highlighted in Stuarts letter is that there are a lot of cars to be judged (over 40 at last years

National Day) and not enough people willing to do the judging. Although judging the condition of one car against another is ludicrously easy, it is nevertheless notoriously difficult to get people to do it (I agree that judging originality is another matter!) and so, as with other clubs, 'in house' concours judging inevitably falls on the shoulders of those who have shown themselves willing to get stuck in and make a quick decision, which in turn usually means the club executives.

There is nothing odd about this for the world is divided into a few Do'ers and a lot of Watchers - with no shame or admonishment attached to either - but it does mean that the situation described by Stuart will arise time and time again and in a large, diverse Club, such as the TSSC, this could lead to fractions developing amongst disgruntled members. Regrettably, this is already happening in other clubs - some quite notable ones - and a rather dismal picture it is too.

Stuart's suggestion that the judging be carried out by an outside body is perfectly reasonable though it should be pointed out that an independent judge often has to be paid for, even if it is only in refreshments and petrol expenses, and as we see every year at the Club's National Day, one judge isn't enough - four or five are needed. Payment could be either out of Club funds (which non-concours members may see as being unreasonable) or from a hefty fee levied from the concours entrants on the day (which may discourage many quite worthy concours entrants). One obvious course to take is to try to reduce the number of cars entering the concours event especially since many, if I might be frank, are clearly not concours contenders at all. But who is going to deny those 'no-hopers' their fun on The Big Day? Who is going to say to them "Your car isn't good enough; don't waste our time?" This smacks of elitism and again leads to disgruntled Club members.

There doesn't seem to be an easy answer but perhaps between now and the start of the next 'seasons' ideas can be gleaned from Club membership via these pages and a scheme presented in time for it to be understood and accepted. It is easy to do nothing, but the problem will only get more acute as the number and standard of home restorations grows each year.

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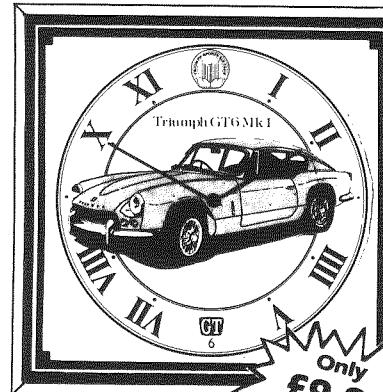
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NATIONWIDE

AVON AREA NEWS -

HILARY OWEN REPORTS:

First of all, congratulations to the winners of the Avon Area prizes in the national Recruitment Campaign:-

1st June Hyam
2nd John Lippiatt
3rd David Matthews

Our latest event has been a boat trip from Bath to Bathampton and back on the Kennet and Avon canal, with Cap'n Etheridge in charge. The trip included a stop for lunch at The George, a pub with plenty of character next to the canal at Bathampton. John bravely encouraged all on board to take a turn at the helm with the result that the boat followed a sort of slalom course, confusing the local swans and almost forcing a motor dinghy into the bank as it was attempting to overtake us - remember June, its Mirror - Signal - Manoeuvre! Several disgruntled anglers were also glad to see the back of us after yours truly had all but pulled them into the canal by their fishing rods. Thanks again for a really enjoyable trip John.

Forthcoming Events:

November 5th - Bonfire Party at John and Sue Lippiatts' (replaces Winterbourne meeting).

December 19th - Christmas meal at Caldicot Castle.

Forthcoming Meetings:

November 5th - no meeting at Winterbourne because of Bonfire Party.

November 21st - 8pm at The Talbot, Keynsham.

December 3rd - 8pm at The Wheatsheaf, Winterbourne.

December 19th - no meeting at The Talbot because of Christmas Meal at Caldicot Castle.

AYLESBURY VALE AREA NEWS -

W. GREGORY REPORTS:

Support over the first four meetings has fluctuated but this is as expected with the holiday season and a new Area finding its feet. Six of our flock attended STIR;

next time we will go in a convoy just to be noticed. Don't forget we meet on the fourth Tuesday of the month - for those who have been and for those who have not come and joined us.

We have a Christmas Raffle on Tuesday 27th November and please note that **December's meeting will be on Thursday 27th, not 25th for obvious reasons!**

CORNWALL AREA NEWS -

DAVID BUXTON REPORTS:

The September meeting saw a visit from Mick of the West Midlands Area, so hello to him and all of the other new faces that have turned up at the last three or four meetings - welcome!

On October 7th we held our eighth Treasure Hunt, which was won by Eileen and John Denton, who were presented with the Herald chassis by the organisers, Richard and Ann Cunningham - thanks to them. Bob and Judy Armstrong took the booby prize and were asked to arrange the next Hunt. Mike Romaines was first to leave the starting line, was seen half-way around but never made it to the finish. As for me, well it was dark for the last quarter of the clues and, after a couple of ales in the pub, I got lost on the way home!

The next major event on the calendar is the Christmas Lunch - more details next month.

CUMBRIA AND DISTRICT AREA NEWS -

MALCOLM BUTLER REPORTS:

The October meeting saw a great turnout - 11 people, which equals our all time record! New faces were Dave Boocock and girlfriend and John Kelsall and his wife. Mark and Nicola also came along in their Honda, the first time since they got married! The topics discussed were wide and varied: Mark and John were swapping notes on modifying suspension systems and tyres and wheels. Photographs were passed around which were taken at the Holker Hall Car Rally. Our Club stand wasn't bad on the day and we managed to show six cars: two GT6's, two Spitfires, a Vitesse convertible and a Herald 13/60 convertible. The GT6 belonging to Dave Boocock, an immaculate MKIII, won best GT6 or Triumph at the event. We met a lot of new Triumph owners and members from other Areas. My thanks go out to Jack and Mavis Nuttal for putting their

1500 Spitfire on the stand and to their friends, Peter and Phyllis Bush: Peter's MK1 GT6 won the best two-seater award at the North Yorkshire Moors Run. I paid them a visit the following weekend at the Northern Classic Car Show and was very impressed with the standard of work put into their cars.

We are organising a day out to a local Motor Museum, run by Mr Cheeseman, for sometime in November, along with a Christmas celebration. More about these two proposed outings at the **next meeting to be held on November 7th.**

The standard of answers for the monthly Quiz is steadily improving, so it shows that local members are starting to read their Couriers more thoroughly.

P.S. Is anyone interested in restoring one of the last two built MKII convertible Bond 2-litres. For more details contact me on Harrington 830017.

DERBY JUNCTION 29 AREA NEWS -

KEN CLARKE REPORTS:

The 'noggin 'n' natter' at The Elm Tree Heath continues to attract an average of 20 bodies per meeting. Unfortunately, Ken and Keith have decided to stand down as Area Organisers. I must, therefore, thank them for their services and starting work and hope they continue to support us in the future (best of luck lads, thanks a lot). (Vitesse Geoff) Parr has now taken over as Area Organiser and can be contacted on (0623) 36028.

DEVON AREA NEWS -

GARETH BEECHING REPORTS:

Please note these dates in your diaries for November:

11th November - Meeting at Kennford.

25th November - Meeting at Totnes - Annual Quiz organised by John Griffiths.

9th December - Meeting at Kennford.

16th December - Christmas Buffet Extravaganza at Totnes, including raffle.

In the next issue I shall report the result of the ballot for our Area Organiser for 1984/85, and hopefully enough articles have trickled in to publish the next issue of the Devon Herald.

EAST BERKS AREA NEWS -

NIGEL MORGAN REPORTS:

Now meeting at READING and Maidenhead

I hope everybody enjoyed the convoy to S.T.I.R. Thanks to Tony Farby and the Northern Area members who met us en route.

Our last meeting was undoubtedly our best turnout. With a regular 25+ attendance, I know East Berks is set for better things.

I hope all of you will attend the **first meeting in Reading**; remember, this is an East Berks Area meeting for you. I'm sure we will have some new members as I seem to have bumped into quite a few while placing adverts. around town. The meeting will be held at **The Sun in Castle Street on Monday 5th November.** Don Stringer is Landlord of this pub and has allocated an area for our use at the back of the bar. There is ample parking space at the rear of the pub. See you there and enjoy your fireworks!

On Saturday November 10th is our long-awaited ten pin bowling, organised by the Thames Area. If you want to come, there may be a few places left, but you must book with me in advance as otherwise you will not be accepted in our party. I have booked the venue to start about 7.30pm (which avoids a two-hour queue) and also the Members Bar for our use. Thames Area look out!

ESSEX AREA NEWS -

BARRY THURGOOD REPORTS:

Sunsets over Essex can be very inspiring and must have moved many a poet to wax lyrical for the odd page or two. In all probability said poets never took part in a Treasure Hunt. The re-emergence of this event into our calendar was a great success, timed to finish at about opening time, a goal not quite achieved, but I think most people finished without opening the envelope - well done to you all! Thanks to Paul and Steve for the organising; the results will be available soon.

The main object of the news this month is to prise grubby notes from your hands. For the measly sum of £8.50, you can have a full meal, wine, disco, dancing and the chance to see normally sober Club members looking a bit daft. All this and more at the Essex Area Xmas Do at The Bell, Horndon-on-the-Hill, on the 7th December

at 7.30pm until late. It's to be in Fancy Dress with a bottle of champers for the best costume. Tickets will be available at The White Bear at the November meeting, or from me at Brighton or by post from me at 8 DeMandeville Road, Elsenham, Bishops Stortford, Herts., SAE and cheques payable to TSSC (ESSEX) please.

N. HERTS/S. BEDS AREA NEWS -

STEVE BEDFORD REPORTS:

The voting for the committee has now taken place and we will have a few ideas ready for the next meeting at Offley. Many thanks to our retiring Area Organiser, Bev Warren for all his help in the Area. This has been most appreciated.

Articles for our local News Letter, that is given out at both our venues, are still required as this has proved to be very popular. Although Christmas is still a few months away, I will need to know the numbers for the Christmas meal, so that this can be booked well in advance.

As we normally have more than 30 members to each Club night at Offley, we cannot all fit in the same bar. The search is on for a larger pub. Our meetings at Henlow have proved to be a success where we have a separate bar.

Shame about the car park though! Many thanks to South Herts for their Treasure Hunt. We shall organise one for you next year (and regain the trophy!).

SOUTH HERTS AREA NEWS -

TONY BARTON REPORTS:

The barbecue on September 1st was brilliant, grilled to perfection as always. The few that went loved it - where were the rest of you? Sheridan's quiz at the Club night was like my cooking - tough and not to be experienced too often! It was great fun for all though and won by Jeff (did his grandmother REALLY design the Amphicar window winders?). September 30th was Toothache III; TSSC South Herts major annual Treasure Hunt, run this time by myself and Jeremy. 'Twas a lovely, sunny afternoon and little did the 10 entrants know of our fiendish clues as they set off into deepest Herts and Essex. From the scowls on the finishers faces, Mandy and I thought we'd get lynched as we marked the papers, but everyone said they really enjoyed themselves - even the crew that found a public loo when they should have been looking for St. John's Church! Dave and Tess won, so they get the trophy for a year.

November 3rd is our Halloween Fancy



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Dress Party at The Coach and Horses - £1 entry and prize for the best costume. **November Club night is on 28th.** We look forward to seeing you, new members or old.

IPSWICH AREA NEWS -

BILL YATES REPORTS:

Please note: Christmas Dinner, Rushmere Falcon, 14th December. All bookings to me please by **November monthly meeting, Wednesday 14th.** The cost of the dinner will be a very reasonable £6.25.

Please note my new address is 15 Station Road, Claydon, Nr. Ipswich IP6 OHS. I have kept the same 'phone number, 830437. As I am having to have the 'phone connected, there might be a delay until you can reach me, but I hope the delay won't be long.

W. KENT/E. SURREY AREA NEWS -

RICHARD & SUE FRANCIS REPORT:

Firstly, a big thank you to all our Area members who made our convoy to the Kent Area meeting at Dartford so successful. 14 cars travelled in convoy from Orpington to Dartford and it looked very impressive. Many more of our members met us at The Princes Hotel. We outnumbered Kent Area by about 2 - 1, though they did point out that there is normally a bigger attendance at the Detling meeting. Hopefully, we can arrange another convoy down there.

Secondly, an important date for your diary is **December 14th** when we are holding our annual **Christmas Fancy Dress Party**, at Bromley Football Club (full details of which will appear very soon).

Here is some very good news: our regular meeting place, The Grasshopper Inn at Westerham, now has new management and the overall impression is much better. They are very helpful and have even reduced the price of drinks. They also now sell snacks and free popcorn is available at the bar. So, at our next meeting, we would like to see all our one-timers and any other members taking advantage of this great improvement. **Meetings in November will be on 6th and 20th.**

EAST & CITY OF LONDON REPORTING:

Here is my first report from our branch. As yet we have not met, but have four members who have shown an interest in our new Area. Come on, what's wrong?

Does the idea of a branch on your doorstep offend you? Don't forget this is your Club and it's here to help you to get to know other members and branches through Area activities and inter-Area activities. So let's see or hear from all you other members who live or work in our Area and make this a really good, strong section. Meetings, hopefully, will be the opposite Thursday to Thames: and will be held at 'The George' public house, Glungall Grove, Isle of Dogs, E14. Stan and Pat Holmes are looking forward to meeting the Club members at their pub - let's not disappoint them!

NORFOLK AREA NEWS -

MARK RANDELL REPORTS:

Sorry no news recently all you Norfolk folk. Looking back over the past year the Norfolk Area has held some successful events, depending upon the old problem of Club members not being interested in events, so I can only hope next year may change. In the meantime, I shall indulge myself, along with some of the other Area members at the Norfolk Beer Festival. I hope to be sober of the next meeting in November.

Forthcoming Event:

Christmas Dinner - 6th December.

NORTHAMPTON AREA NEWS

IAN MCKEGGIE REPORTS:

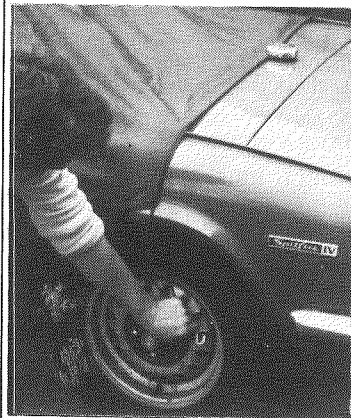
For the last few months I have mentioned pleased I have been with the growth of the Northampton Area, but this last meeting in September is the best meeting yet! We had some 27 cars in the car park and the pub absolutely full with TSSC members. It is only now that the Landlord of The Stag's Head, Maidwell, has decided to take us seriously and is actually making notes in his diary of when we can be expected. It seems only a few months ago since the inception of the Area, and we already have a reputation for being a 'fun' Area.

Over the Winter, Val and I will organise various amusing events in order to while away those cold, windy nights. On the itinerary already we have our Christmas night out, for which I will give you details in a moment, and the challenge against the Austin Healey Owners' Club at skittles, to take place in February.

In order that the Area members maintain their identity at National Events, we now

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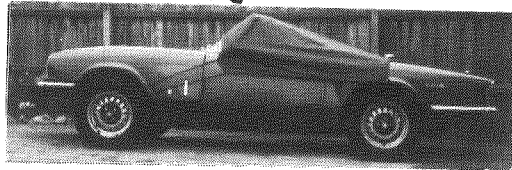
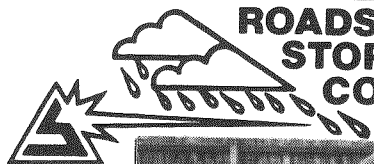
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EAT, DRINK AND BE MERRY for Christmas is almost upon us! We have organised, for your entertainment a night out at The Hunting Lodge at Cottingham on Saturday 29th December. The night includes a three-course meal and disco for, would your believe, £5.00 per head. We must know immediately if you want to come, so 'phone Val or I straight away, followed up by a cheque.

At the November meeting, nominations for your Area Organiser will be invited. If you are interested in being put forward for this position please be sure to come along

on 21st November. I would like to mention here that I would be very happy to carry on as Area Organiser should members so wish.

NORTH EAST AREA NEWS -

TONY LAMBERT REPORTS:

Our present venue, The Ravensworth Arms, is closing for six to eight weeks for alterations. Consequently, our next meeting on November 5th will be held at The Bowes Incline (the pub, not the Wagonway). We shall be returning to The Ravensworth for the December meeting.

PETERBOROUGH AREA NEWS -

SHARON ESPIN REPORTS:

Our second meeting was successful with 20 members and 10 Club cars, plus a surprise visit from 'The Ed.' himself. The third meeting, held in the wilds of Deeping St. Nicholas, was again very well attended with 22 members, 3 nearly's and 14 Club cars. The basis of the committee was formed and included a Spares Secretary, Treasurer and Events Organisers.

Peter Jacklin kindly organised a raffle and

quiz; the latter was jointly won by Mark Woodard and Bill Annible, the raffle by Julie Beeken.

Four permanent venues for future meetings were discussed and it was agreed that The Botolph Arms, Oundle Road, Peterborough should be used.

The Christmas meal was suggested, at The Deeping Stage, Market Deeping on Wednesday 12th December; price per head £9.50 including a free disco. Anybody interested please either ring me on Deeping St. Nicholas 335 or turn up with your £9.50 on 12th November.

It was agreed that the next meeting would be at The Botolph Arms on Monday 12th November at 8pm.

THAMES AREA NEWS -

MIKE CREWES REPORTS:

The South of England Meet is coming along in leaps and bounds: if anyone has a side-show or competition to run, please let me know now so that I can fit it in. Chris Childs intends running a 'Broken Part' competition, so let him have your broken parts.

Another person looking for unwanted bits and pieces is Mike Smith, the Landlord of The Firestone. He now has four or five motor clubs meeting there and wants to show some link with Firestone history. If you have any, let me or Mike know. He intends to put it on show in the pub. He also wants photos of cars with Firestone tyres.

As most of you know, Pat and I had a recent holiday in Jersey. Most of the Triumphs we saw were club cars, but none were club members. Guess who went sticker-blatting? Anyone who has not got Area windscreen leaflets let me know.

Meetings this month:

November 3rd - Guy Fawkes Night - venue STILL required.

November 4th - Firestone, 9am prompt for convoy to Classic Car Show and London to Brighton Veteran Car Run.

November 7th - Ten Pin Bowling V East Berks Area at The Airport Bowl - see me for details.

November 8th - Meet at The Firestone.

November 22nd - Film Night at The Firestone NOT The Packhorse and Talbot as

previously advertised.

December 6th - Christmas Disco/Buffer, Osterly Motel (hopefully).

There have been plenty of new members coming recently, let's hope you keep it up. Any member of any Area is always welcome.

WESSEX AREA NEWS -

JEREMY WOODWARD REPORTS:

My apologies for the rather erratic appearances of my monthly reports of late. Having been kidnapped by Martians and taken on a three month galactic tour, I have arrived back to inform you all of our impending Christmas Dinner. Yes, this awe-inspiring state occasion is to occur at The Fisherman's Haunt, a restaurant, on Tuesday 11th December. This will be instead of our usual meeting, see me for details.

Not only but as well, our Sunday meeting place has changed (what, do you mean again?): it will now be held at The Dudsbury at Weat Parley as before. usual time, last Sunday of the month at noon.

WEST MIDLANDS AREA NEWS -

DAWN STORTON REPORTS:

This month it's welcome to Barry and Karen to the committee, but a sad farewell to Bill Hewer who, as Chairman, has guided us through the last few months. Adrian Storton takes over this daunting task!

Grand turnout again at The Bull meeting last month, with lots of new faces including Jean, who applied for membership details at the Club's inception but has only just got round to joining - better late than never!

As from the New Year all meetings will be held at The Belfry's pub: The Chalet, on the last Wednesday of the month. They have been very keen for us to use their facilities and we feel now that it is a chance for us to have a base. I'll remind you again nearer the time!

Our Christmas Dinner will be held in The Worcester Room at The Belfry Hotel on Friday 7th December. There is a choice of menu:- Minnestrone Soup or seafood pancake; Turkey dinner or steak; Xmas pud or date, raisin and rum ice cream. This will be followed by a disco with our resident club disco, Crusader (of Concours

same). Tickets are £10.75 a head. Time, 7.30pm for 8.00pm. Please send remittance and SAE, stating choice of courses to **Janis Spicer** (address on inside front cover).

Finally, good luck to John Cox on the Founding of a Wolverhampton Area.

Next meetings:

Sunday evening 11th November at The Chalet; Thursday 29th November at The Old Gate, Heathton.

NORTH YORKS AREA NEWS -

SALLY HURD REPORTS:

There was a record turn-out this month of at least 20 members, 5 of which were new: Gordon and Christine from Immingham; Andrew from Middlesborough; Jon and Andy from Hull.

At next months first meeting in The Hopgrove Inn, Malton Road, York, there will be a film show; it will include this years' Concours (North Yorks Area), The Bristol Car Show and touring snaps of motor museums in Europe - all shown by Courtesy of Dave and Jenny Mitchell of Bradford. The film will be shown at 8.15pm prompt.

Don't forget to send for your Christmas Dinner tickets (see form below) before 30th November.

Finally, we are still overwhelmed at the keenness of the Humberside members to travel such a distance for a meeting. If anyone is interested in setting up an Area nearer to the Humber Bridge, contact Steve Boyne or come to the next meeting on 7th November.

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.

WEST YORKS AREA NEWS -

CHARLES HENDERSON REPORTS:

After a long absence, this Area is back in communication with the rest of the Club! Our Area Organiser, Nigel, has decided that "enough is enough", so I have decided to take the reins. Many thanks to Nigel

and Alison for their efforts since the Area started back in 1981; let's hope that we continue to attract the support we have enjoyed since that time. One point Nigel made, and one which I would like to echo, is the small turnouts at the weekend meetings which have been organised. I hope we shall see as many faces (and cars) at forthcoming events as we do at The White Bear.

Trevor has arranged this years Christmas Meal, which will be at The Victoria Hotel, Bridge Street, Bradford on Saturday, December 8th at 8pm for 8.30pm. The cost is £7.95 per head, less £2 deposit, payable to Trevor at the meeting on November 6th.

In previous years Nigel and Alison have hosted the annual Bonfire Party, but as they've moved since last year, the place and time are uncertain. If anybody would like details of this event (which will be in early November), please ring them at Hudds. 662 196.

At our next meeting at The White Bear, Norwood Green on November 6th I would like a volunteer to run a Treasure Hunt in late November or early December, so if you have any ideas, please let me know then.

Our next event will be a Moors Run with, hopefully, a pub lunch at the end of it, on Sunday November 17th: meet at the riverside carpark, Hebden Bridge at 11am. Also I hope to arrange a Quiz for the next meeting.

WOLVERHAMPTON AREA NEWS -

JOHN COX REPORTS:

About 30 people enjoyed a pleasant inaugural meeting of the above Area on Monday, 8th October and this meeting received a good write-up in the local Press thanks to Kim.

Future meetings will be held on the second Monday in the month, therefore, the next meeting will be Monday 12th November at The Merry Hill pub, Trysull Road, Merry Hill, Wolverhampton. The Licencee has committed himself to providing this room free for six months.

The M.G. Club have extended an invitation to us to join them for their Christmas Disco on Friday, 30th November, which will be held at the Molineux Club, Wolverhampton. Tickets will be available at £1.50 each at our next meeting on the 12th.

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

BILL SUNDERLAND - EDITOR

CAR MART

HERALD 13/60 CONVERTIBLE: 1970 with wire wheels. This car has been totally (body off) rebuilt 9 months ago. Impending baby (any day now) forces sale. Super condition. £850. Contact: B Carpus, tel: Hayes (01) 561 8204. Car kept in Watford - 82/4417.

Herald 13/60 Saloon 1970: REBUILT CHASSIS 5,000 miles ago; MOT; good bodywork; new brake system, radio cassette. Many new parts. £285 o.n.o. Contact: Julie or Paul, tel: Otford 4501 - 84/8259

13/60 Convertible, ripe for rebuild. Used daily; MOT; low mileage; large amount of spares. Genuine reason for sale - must go to good home. Bonnet and good doors in spares. £230. Contact: Geoff Chapman, tel: (0777) 707509 - non-member.

Triumph Vitesse 1970: 65,000 miles; 2 owners; new carpets, tonneau, wheels, tyres; recently overhauled engine; excellent cond.; stereo cassette/radio. £1,600 o.n.o. Contact: Eddie Hoxey, tel: (0905) 841271 eves or (0905) 775611 day - N/A.

GT6 1972: good mech. cond.; new gearbox from works engine just overhauled. £1,200 o.n.o. Contact: J Russett, tel: Mevagissey 843319 after 6pm - N/A.

Vitesse MKII Convertible unfinished rebuild: rebuilt chassis, rear suspension; new rear wings, rear wheelarches, boot floor, front floors, bonnet, front valence. Too many new parts to list. Assembled in primer. Will not break. Realistic offers. Contact: Kevin Marshall, tel: (0282) 812181 - 82/4973

1966 Vitesse 1600: rebuilt engine, head (80lbs oil pressure), sunroof, immaculate bonnet, oil/amps gauges, alternator negative earth. MOT until Aug. '85. Worth seeing. £475. Contact: Roger, tel: (0945) 65040 after 6pm w/ends - non-member.

Rare Vitesse MK1 2L Saloon: F reg; mech. sound and good-looking car with many new parts and recent respray (blue). Available with 12 months MOT for £550 (private sale). Contact: J Ashmole, tel: Holbeach (Lincs) 370188 - 83/6249.

Hurricane kit-car MKIV/III based 1300: professionally rebuilt engine and gearbox; wire wheels; many new parts; only 600

miles. Mortgage commitment forces sale. £2,500. Contact: Stephen Woolley, tel: (0223) 835291 - 83/6910.

VITESSE MKI CONVERTIBLE 1967: white; immaculate cond. due to complete renovation and engine rebuild; receipts to £2,500. Shown at Thoroughbred and Classic Car Show, Knebworth 1983. £1,995 o.n.o. Contact: R Hoggarth, tel: (01) 828 4149 weekday and eves. - 83/5808.

Vitesse MKII Convertible 1970 with O/D: red; MOT Aug. '85; always garaged; a v.g. example. £1,000. Contact: Mr Huskisson, tel: Epsom (01) 393 2913 - 81/3133.

Triumph GT6 MKIII, 1973: taxed Nov; MOT June '85; sunroof; O/D; tints; cloth trim; radio. Needs some attention, hence £575 o.n.o. Contact: Mr D Warren, tel: (021) 453 6763 - 84/8449.

VITESSE MKI SALOON 1968: Wedgewood Blue. Documents and condition indicates approx. 70,000 miles; recent replacement inc. clutch, complete exhaust, trunnions, track rod ends, brakes front and rear. Early rust near door - skin available. 12 months MOT. £600. Contact: Chris Sheath, tel: Haywards Heath 459 122 (work) or Burgess Hill 3274 (home) - N/A.

SPITFIRE MKIV 1972: Pimento with hard and soft tops. Rear O/S wing needs attention, otherwise good, original cond. 84,000 miles. MOT May '85. £720 o.n.o. Contact: Garry Winwright, tel: Sleaford (0529) 306520 - 83/5982.

VITESSE 2-LITRE, 1967: splendid white saloon, used by first (only) owner only occasionally for GUARANTEED total of 19,250 miles only. MOT July '84; PERFECT; taxed to December 31st. Inspection and trial welcome. Firm price, £2,400. Contact: F Porges, tel: Altrincham (061) 930 5058 eves. - non-member.

VITESSE/HERALD 13/60 saloon fitted with Vitesse MKII chassis/rear suspension, 1300 mechanics; very solid (but bonnet tatty); runner but needs brake pipes fitting. £150 or will break. Contact: Steve, tel: Penn 4508 (Loudwater, Bucks) - 0077/121.

Herald Coupe: chassis no. Y759, 1962. Part restored with MOT. Aluminium g/box. Most original body parts available. Offers please. Contact: J Greathead, tel: Camberley (0276) 22201 - non-member.

Vitesse convertible, 1968 2-litre MKI: unused last 2yrs. Chassis good; mechanics fair; body tatty; hood fair. To be sold for

restoration by enthusiast. £150 o.n.o.
Contact: D Yeandle, tel: Burton-on-Trent
(0283) 212285 - 81/2798.

2-LITRE VITESSE MK1 convertible, 1967:
O/D; reasonable cond.; mech. sound. MOT
Aug. '85; Dark Blue. £500 o.n.o. Con-
tact: William Banfill, tel: Heathfield
(04352) 3138 (E. Sussex) - N/A.

1970 Spitfire MKII: Yellow bodywork; good,
new tyres, hood and radio. Many new
parts. Needs new engine. Short tax and
MOT. Must sell quickly. Offers? Con-
tact: Michael Edwards, tel: Manchester
(061) 248 7142 - N/A.

HERALD CONVERTIBLE 13/60, 1972
ABANDONED PROJECT: many, genuine BL
panels. Overhauled engine, g/box, clutch,
rack, suspension, electric fan. Reason for
sale - no space/time. Needs enthusiast.
£500 complete. Contact: Michael Larner,
tel: Harrow (01) 868 8594 - N/A.

TR6 MKII, 1973: mainly rebuilt; chassis,
engine, g/box, suspension and body all
sound. Inclusive of parts. £300 o.n.o.
Contact: Bryan Good, tel: Northwich (0606)
75005 between 6pm and 10pm - non-
member.

Vitesse 2L MK1, 1968: good cond. through-
out; used daily and v. reliable. New
clutch this year, good tyres all round; full
MOT. £500 o.n.o. Contact: S Taylor, tel:
Cranleigh 275343 (Surrey) - 82/4984.

TRIUMPH GT6 MKII for restoration.
Accept best offer. Contact: Mr J Kelly,
tel: Kirkby Malzeard 679 (Yorks) - non-
member.

1970 Herald 13/60: 11 months MOT; taxed
Jan. '85. £195 o.n.o. Contact: D C
Watson, tel: Reading (0734) 690374 eves. -
77/100.

Vitesse 6: 'D' reg; one lady owner from
new; original cond.; EXCELLENT THRO-
UGHOUT; garaged; serviced regularly; full
history; MOT July '85; tax Apr. '85.
GREAT POTENTIAL - COLLECTORS CAR
FOR TRIUMPH ENTHUSIAST. 50,000
miles. Reluctant sale at £500 o.n.o. Gen-
uine description. Contact: D Davies, tel:
Erith 36504 - eves only - non-member.

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. £795. Contact:
T A Wright, tel: Staines (0784) 58431 (day)

or Bristol (0272) 853154 (eves) - non-
member.

Vitesse 1600, 1966: 12 months MOT; sun-
roof; 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: Simeon Akister, tel:
Telford 882716 - non-member.

Spitfire 1963, early MK1 (chassis no. 481);
Spitfire 1965 MKII with hard top; Courier
Van with side windows, 1964; all stored in
open and need work. Contact: G Barrett,
tel: Portsmouth 825459 - non-member.

TRIUMPH GT6 MKIII, 1973: sun roof; HRW;
radio; long MOT. Must sell. £800 or
offers. Contact: G W Sutton, tel: High
Wycombe (0494) 32054 - non-member.

VITESSE 2L MK1, O/D CONVERTIBLE:
excellent engine, re-built g/box and com-
pletely re-built chassis. Full car but
needs assembly. Lack of time and facili-
ties forces sale. Contact: Neil Gurner,
tel: Milton Keynes (0908) 647078 after
6pm - 84/8378.

VITESSE CONVERTIBLE MKII: June 1971;
44th from last made; O/D; MOT until July
1985; Taxed; Saffron with beige hood;
Waxoyled; many new parts; immaculate
throughout. £1,950 o.v.n.o. Contact: Mr T
Muggeridge, tel: Nr. Milton Keynes (052
526) 217 - 79/00895.

SPITFIRE 1500 1979: 'T' reg; black; soft
top; recon. engine, carbs; electronic igni-
tion; tonneau and tood cover; 10 months
MOT; 6 months Tax. £1,800 o.n.o. Con-
tact: Keith, tel: Codsall 3475 after 5pm -
N/A.

1960 948cc Herald Saloon: genuine 28,000
miles; full MOT. £350 o.n.o. Contact: D
G Forsyth, tel: Ruspur 257 (Sussex) -
82/3527.

12/50 Herald, 1963: I have had car since
1968. Rev. counter, vac. temp. gauges etc.
New exhaust; good tyres. Needs reason-
able amount of work. No MOT. £80
o.n.o. Tel: Northampton (0604) 413184 -
non-member.

SPITFIRE MKII 1967: 20,000 miles since
mechanics and body stripped; restored and
Waxoyled. Stereo/Cassette; Tax and MOT.
Offers over £600. Contact: J Armour, tel:
(0732) 882075 (Kent) - 84/8876.

TRIUMPH HERALD SALOON: sunroof; body
square though some rust in usual places.
Needs one outrigger and engine is tired.

TECHNICAL PUBLICATIONS

BRAND NEW ORIGINAL PUBLICATIONS

<u>BL Reference No.</u>	<u>Model</u>	<u>Publication</u>	<u>Price</u>
5080/3	Herald	Parts Catalogue	£12.00
545037	Herald 13/60	Handbook 2nd edn.	£4.00
508073	Herald Convertible	Special Parts Cat. supp. no. 1	£2.00
508073/S2	Herald 'S' Saloon	Special Parts Cat. supp. no. 2	£2.00
511236	Vitesse 6	Handbook	£4.00
545006	Vitesse MK1	Handbook	£4.00
545070	Vitesse MK11	Handbook	£4.00
511242	Spitfire MK1	Handbook	£4.00
512915	Spitfire MK11	Handbook	£4.00
511682	New Spitfire MK1 & 11	Parts Catalogue	£12.00
516282	Spitfire MK111	Parts Catalogue	£12.00
545220	Spitfire MK1V	Handbook	£4.00
520948/A	New Spitfire MK1V	Parts Catalogue	£12.00
RTC 9221	Spitfire 1500	Handbook	£4.00
RTC 9110	Spitfire 1500	Parts Catalogue 74-77	£12.00
RTC 9110B	Spitfire 1500	Parts Catalogue 77-80	£12.00
9819CA	Spitfire 1500	Parts Catalogue 80-82	£12.00
RTC 9230B	Spitfire 1500	Workshop Manual	£16.00
512944	GT6 MK1	Handbook, 2nd edn.	£4.00
545057	GT6 MK11	Handbook	£4.00
515754	GT6 MK1 & 11	Parts Catalogue	£12.00
520949/AL	GT6 MK111	Parts Catalogue	£12.00
TRIUMPH SPITFIRE & GT6	BOOK - written by Graham Robson		£9.95

FOREIGN PUBLICATIONS

545189 (USA)	Spitfire 1500	Handbook	£5.00
545193 (Sweden)	Spitfire MK111	Handbook	£5.00
545248 (Germany)	Vitesse & GT6	Workshop Manual	£16.00
545191 (Germany)	Spitfire MK1V	Handbook	£5.00
545188 (Germany)	GT6 MK111	Handbook	£5.00
AKM 4544 (N. America)	Spitfire 1500	Handbook	£5.00
545246 (Holland)	Herald 1200, 12/50		
	Vitesse & Spitfire	Workshop Manual	£16.00
545257 (Holland)	Spitfire 1V, 1500	Workshop Manual	£16.00
545247 (France)	Vitesse & GT6	Workshop Manual	£16.00
545292 (Denmark)	Spitfire MK1V & 1500	Workshop Manual	£16.00

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Handbooks and Supplements	UK 50p	Overseas £1.50p
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Triumph Spitfire & GT6 Book	UK 1.00p	Overseas £3.45p

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*Foreign Publications supplied in language specified.

to MOT. £85.00. Also HERALD CONV., £280. Contact: M Boulton, tel: Shrewsbury (093928) 254 - 84/9020.

GT6 MKIII: Pimento Red; thoroughly rebuilt last year; new engine, O/D, 5½J wheels with (Triumph) 185 tyres. MOT and tax. No rust. Many new parts. Stereo; electric aerial; SAH exhaust; fogs; Cibie headlamp conversions. Well cared for car. £1,800. Contact: Tim Davies, tel: Llantrisant 223 509 - 82/3653.

HERALD 13/60: already broken to engine, g/box and diff. on rolling chassis. All parts available except bonnet and chassis (both rotten). Car garaged at Knighton (Mid-Wales) but 'phone Terry on Cardiff 778118 for details - 83/6401.

TRIUMPH VITESSE 2L MKI SALOON, 1968: NOP IF; O/D; v.g.c.; 11 months MOT; 9 months tax. £595 o.n.o. Contact: Mr R Hughes, tel: (021) 706 4623 or (021) 444 7167 (W. Midlands) - 83/5257.

Herald 1200 Saloon, 'F' reg: Green body-work; external good; wheel arches and outriggers require attention; mechs. good; excellent bonnet. Great car for restoring. Contact: Keith, tel: Doncaster (0302) 855198 - 84/6917.

Scimitar GTE, 1974: manual; non-O/D; Flame; sunroof; HRW; radio; S/S exhaust; new radiator; alternator; fuel/water pump; petrol tank; rebuilt front suspension; all new parts inc. discs; recent engine overhaul - all bills available; good cond. throughout. Offers around £1,550. Tel: Kettering 761930.

Vitesse MKII 1968: O/D; blue with cream flash; Rostyle hubcaps; very tidy; sunroof; radio; horns; recent complete rear suspension overhaul; new door rubbers etc; 6 months MOT. £675 o.n.o. Contact: Patrick, tel: Bath (0225) 60747 - non-member.

TRIUMPH Herald 13/60 convertible: 'J' reg., Saffron. Body needs attention. V. reliable. £150. Contact: Mrs B Simmons, tel: Weald 502 - non-member.

Triumph Vitesse 1965: 2 owners; full 2L spec; BL O/D g/box; 3.6 diff.; chassis rebuilt; sunshine roof; good body/mechs; 11 months MOT; taxed; Kenlowe fan. £465. Also spares: 2L O/D g/box; Herald front valance etc. Contact: Ashwell, tel: Leighton Buzzard (0525) 379959 - 84/7289.

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SPITFIRE MKIV 1300 PARTS: 4 steel wheels; pair carbs; water pump; pair stub axles; speedo; temp/fuel gauges; new steel top seal rubber (pt. no. 624801); new starter motor bushes (pt. no. GSB 105). All parts cheap. Pref. personal callers to collect. Contact: Geoffrey Hall, tel: Kinghorn 891070.

New, genuine Stanpart/BL parts for all models: Spitfire 1500 Parts Catalogues and Workshop Manuals, £11.20; Handbooks for 13/60, £2, Spitfire IV/1500, GT6 II, Vitesse 2L I/II, all £1.80; Herald/Vitesse door skins, £30; Spitfire/Herald brake discs, £12.50; Rotoflexes, £18.50; Vitesse 2L II GT6 II rear trunion overhaul kits, £11.25 per side; 13/60 RHF wings, £35; Herald/Vitesse rear overriders, £9.80; Herald 1200 bonnet tops, £20; engine bearings, valves, guides, rockers shafts, tappets, all gearbox parts, diffs., brakes, electrics etc. Send S.A.E. for list stating model and specific requirements (new Herald/Vitesse list now available) to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys S40 4NS, tel: Chesterfield 71036.

Demolishing Vitesse MKI: most parts available (not engine/gearbox). Black interior, bonnet doors etc. Contact: T C Bickerton, tel: (0272) 424609 - 81/3178.

Spitfire MKII chassis, stripped to the bone and no rust. Collect FREE at any time. Suitable for rebuild or kit-car. Contact: Jim Kelsall, tel: Leicester 895994 - non-member.

1200CC HERALD ENGINE: has been heard and is good; 47,000 miles, £30. Stripped 1200cc Estate, many parts. Contact: Peter Kenney, tel: (061) 928 3466 after 6pm please - 80/4892.

Spitfire MKIII chassis, £5; hood frame, £10; steel front wing N/S, £10; 4 wires, £15. Contact: Graham, tel: Smallfield 2306 - 82/4996.

OVERDRIVE gearbox and prop, believed laycock type 'D'. Excellent cond., £65. Contact: M J Wakefield, tel: (08866) 251 - 848422.

Triumph GT6 MKII breaking: bonnet, doors, tailgate, new rear wings, fuel tank. Other items also available. Contact: Mick, tel: Colchester 863975 - 84/7965.

Triumph GT6 engine recon; never used as sold car, £165 o.n.o. Contact: Tony, tel: Offton 729 between 6 and 7pm - 83/7038.

MODELS: Vitesse, Spitfire, Herald, Herald Coupe. 1/43rd Dinky toys for £4 each. Bonnet locks, £7; spring tools, £11.95 + odd spares. Contact: Mark Knight, tel: Penn 5388 (High Wycombe) for ordering details - 80/0549.

Herald Estate 13/60 breaking. Ring evenings for details of parts available. Also 1200 engine. Contact: D P Cole, tel: Northwood 24962 - non-member.

Vitesse 2L engine, may be heard running, £40; bare head, £10 or p/ex.; Webber 45 DCOE; extractor manifold. Contact: Bruce, tel: (02993) 5983 - 83/6692.

HERALD 13/60 red front and rear seats; EXCELLENT CONDITION, £40; carb. manifold and filters, £30; half shafts complete, £15 each; brake cylinder (new seals), £12; headlights and backing plates pair, £10; rear lenses, £5 each; advance retard unit, £10; wiper arms, £5. Contact: Peter Britton, tel: Cheltenham 580278 after 6.30 pm - 84/8000.

108977 steering bush 2lp each; 515754 GT6 MKI and II parts book, £10.20; 813736 o/s grille, £3.30; 132588 handbrake levers, £2 each. Also other Triumph parts. Contact: D Holmes, tel: Edgware (01) 951 4575 - non-member.

Spitfire hardtop: metal, for MKIV. Original equipment outside, good inside. Fair sale, £100 - cash £47 collected. Also 3 spare wheels for £5. Contact: A Barnes, tel: Hayfield (0663) 42756 (Derbys) - 83/6608.

ALLOY WHEELS: set of 4 Dolomite Sprint type, alloy wheels (5½J) in excellent cond.; will fit Spitfire or similar c/w wheel nuts and centre hubs. £55 o.n.o. Contact: S Turtill, tel: Cambridge 842176 - 84/8615.

Vitesse 1600 engine and g/box with attachments, £50 - buyer collects. Contact: Jim Williams, tel: Fareham (0329) 231685 home or (0705) 52821 office - N/A.

Vitesse MKII wheel trims and tonneau cover for Herald/Vitesse: little used. Offers to Richard or Neli, tel: Winchester 60015 - 83/5553.

Brand new 1300cc short engine to suit Spitfire or Herald. £195. Contact: L Titley, tel: Cheslyn Hay 416350 - 83/5428.

FOUR Weller Super Magnum white, eight spoke wheels, 5½ x 13 x 3¼ PCD: suit Club cars. Fitted with 165 x 13 B.F. Goodrich tyres, £70 o.n.o. Contact: G Boden, tel: Stafford 57179 - 81/2724.

SPITFIRE BITS: 9 spare wheels with good tyres (155 SR13), £8 each; 2 radiators for MKII, £10 each; soft top and frame for MKII, £30; propshaft, carbs, 4-branch manifold, lights - offers? Contact: Nick Lord, tel: Hounslow (01) 572 9386 - 83/6018.

GT6 MKII NEW PARTS: pair rear vertical links; cylinder head c/w valves, springs etc; distributor; pair headlight assys with chrome rings; complete exhaust; heater. Also many good, used spares inc. engines, chassis etc. Contact: Anthony Butler, tel: Guildford (0483) 892166 - 79/00883.

Spitfire MKIII chassis, cleaned and Hammered, £25; Spit. MKIII chassis, good, £10; MKIII GT6 bodysell project, £30; new 1500 diff, £75; new 1500 ½ shaft assy, £25. Plus breaking MK4 Spit. Contact: Trev, tel: Measham 70124 - 83/6348.

HARDTOP to fit early Spitfire. Does not fit 1500, hence sale. Metal; needs respray; bargain at £35 o.n.o. Contact: Paul Hayward, tel: Stonehouse (Glos) 3803 - 84/7769.

MKIV R/O/S wing (GRP); unused, £10; Vit 1600 extractor manifold, £30; GT6 HRW, £10; inertia roll s/belts, £15; Haynes Spitfire Manual, £1.50; 1500 cyl. head, £25; pair CDI75 Stroms, need attention, £5. Contact: Rob, tel: Cardiff (0222) 750818 - 84/7845.

Complete wire wheel set inc. 5 wire wheels, 4 good splines, 4 2-eared spinners, £90. Also breaking GT6 MKI and Spitfire MKI: most parts available inc. rear bumpers, engine, gearbox, windscreen plus much more. Contact: R Warren, tel: Bridgwater (0278) 424234 - N/A.

5 Wheels and tyres 155 x 13 for Spitfire or Herald, £25. Spitfire MKIV door shells in good cond., £40. Contact: M Jones, tel: Gravesend 533162 - 82/4659.

Spitfire 1500, 1974 breaking: front-end smash so steel hard-top, doors, boot, etc. only. Also most interior bits, none over £40. Contact: H Waddington, tel: Manchester (061) 796 5166 - 84/7316.

Wheels: oval holes, g. cond. with centres and tyres. Back numbers of Car Mechanics magazines. Contact: Mr L Shaw, tel: Lichfield (05432) 53667 - 77/0288.

2L MKII engine, £40; injection system inc. c/head and many spares, £75; Duplex timing gears, £25; Tandem, £120. All cash or p/ex good O/D g/box 40 DCOE manifolds linkage alloy r.cover. Contact: Bruce, tel: Worcs (02993) 5983 - 83/6692.

Vitesse MKI chassis - excellent cond., £50; MKII dashboard; black seats v.g.c. Some Herald 1200 spares: pair of front trunnions. Contact: J Courtley, tel: Erith 35636 eves - non-member.

HELP! Garage located in Middlesex with lots of Spitfire (MKIII and IV) secondhand, mainly mechanical spares. Must clear by 4th December so everything open to offer. Send S.A.E. for list to: 24264839 Sgt Williams, Fitter Section, RAC Sales Team, Bovington Camp, Nr. Wareham, Dorset BH20 6LT - non-member.

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

BREAKING for spares: MKII SPITFIRE. Many parts, too numerous to mention. Contact: Mr I Harper, tel: (01) 647 6836 - N/A.

Spitfire/Herald parts including O/D gearbox, 950cc Coupe twin carbs and many others. Spitfire MKI/II parts list, Herald 1200 parts list, BL Workshop Manual, Herald Owner's Manual etc. All at sensible prices. Contact: G Barrett, tel: Portsmouth (0705) 825459 - non-member.

Juggling tools - a must for the amateur welder: single action, no punch, £16.25 or dual purpose punching, bending, reversible head, £23.25 P&P £2 in both cases. Make an ideal Christmas present. S.A.E. further details or cheque to Geoff Lebbon, 757 Walsall Road, Great Barr, Birmingham, tel: (021) 358 7448 - 82/4081.

ROCKER SHAFTS: new, genuine Stanpart 948cc, 1147cc and 1296cc, £12.80 inc. P&P. Cure that annoying ticking! Contact: Trevor Collett, tel: (Surrey) 01-397 6411 eves. - 81/01986.

GT6 MKII bonnet and valence, £50; 2 reclining seats, £10; rear hatch, £15; some trim available; 2 Bond GT4S seats, £10; 2.5PI block and crank, £70. Must sell or

feed the crusher - all prices o.n.o. Contact Dave Bayliss, tel: Brookwood (04867) 3998 - 77/00034.

Vitesse spares - 100's of parts all going cheap or as a job lot including recon. O/D g/box, £60; lots of trim; panels; engine bits; suspension bits etc. Contact: G Boulwood, tel: Amersham 3529 eves and w/ends - 83/5996.

Triumph 2000cc engine c/w CD 150S carbs, £40 pair; CDSE 150 carbs, £15. Contact: Chris Deacon, tel: Taunton (0823) 73705 - 83/6804.

Breaking GT6 MKIII export R/H drive: abandoned project. Many new parts. 389 diff. Contact: Mark, tel: (053753) 3123 (Leics) eves - non-member.

4 wire wheels, spline adaptor nuts and spanner; average cond., £40 o.n.o. Also MKIII Spitfire hardtop, £50 o.n.o. Contact: Tony, tel: Hitchin 56821 (home) or (01) 952 2381 ext. 674 (work) - 84/7901.

SPITFIRES - SPITFIRES: always breaking MKIV's. All parts available off the shelf. MKIV's always wanted in any condition. Contact: SPIT-BITS, tel: Reading 884371 - non-member.

CARS WANTED

COUPE HERALD: must have original roof and rear, repairable chassis; driveable; no bad accident damage. Contact: B Barton, tel: (0344) 882943 (Berks) - 81/2450.

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PARTS WANTED

Set of 15" TR6 wire wheels. Contact: Jim Williams, tel: (0705) 528321 office or (0329) 231685 home - N/A.

Spitfire 1500 reclining seats c/w headrests. Contact: G Boden, tel: Stafford 57179 - 81/2724.

HARDTOP for SPITFIRE 1500. Can collect within 50 mile radius of Tunbridge Wells. Contact: E J Hartzell, tel: (0892) 45387 - 84/7895.

GT6 MKII/III flywheel, camshaft, cylinder head, cam followers. Spitfire MKIV/1500 big bearing, camshaft. GT6 MKIII bonnet. All in top condition or new. GT6 MKI/II LHD bodysell or complete restorable car. Please contact: Rudiger Lobeck, Reuterweg 3, D-2057, Reinbek, Hamburg, GERMANY, tel: (040) 7228546 - 78/498.

WANTED FOR GT6 MKII: good pair of black seats with runners: all in working condition. Contact: Paul Sanderson, tel: (01) 658 3531 in office hours - 81/2112.

Alloy bumper O/S rear section wanted please for my Vitesse MKII. Contact: Patrick, tel: Bath (0225) 60747 - non-member.

Wanted desperately for restoring my 13/60: pair white rear side bumpers, headlining, rear windscreen rubber. New if possible. Contact: Dave, tel: E17 (01) 531 2485 - 84/8972.

CLUB SPARES

November already! The handbrake gaiter orders have been coming in thick and fast and we are going ahead with the manufacture. We've received 150 orders to date, 100 from members and 50 from John Kipping (thanks John). There are 50 spare for those who haven't ordered their gaiters yet. A sample is in the process of being made and, subject to this being O.K., the first batch should be ready for postage by the end of January, 1985. This gives plenty of time for all of you that still wish to order these gaiters, to get your cheque in. A big thank you to you, the members, for making this venture possible.

The following details are alterations/additions to the 'panels explosion' sheet. If anyone has lost theirs, or never received one, an S.A.E. to me will secure you a copy.

VITESSE & HERALD

No. 8 Headlamp Housing Panel £2.25 inc. VAT

GT6 & SPITFIRE

No. 1 Front Wing. Also available for code A (and C without louvres) at £30.00 each inc. VAT

No. 10 Rear Wing. Code A & C £28.00 each inc. VAT

No. 20 Sill End Plate £1.75 inc. VAT

THIS MONTH'S OFFERS:

Sump Gasket Set to fit all Herald/Spitfire £2.00 + 50p P&P
Vitesse/GT6 £3.25 + 50p P&P

Manifold Gasket to fit Herald 948, 1200, 12/50, Spit. 1, 11 £1.20 + 50p P&P

Speedo Cable to fit Herald 1200, 12/50, 13/60, Spit. 1, 11, 111, 1V, all Vit., all GT6 MANUAL £3.45 + £1.00 P&P

Speedo Cable to fit all Vitesse, all GT6 O/D £3.45 + £1.00 P&P

Fuel Pump Repair Kit to fit Herald 948, Courier from GA13654, 1200, 12/50, 13/60, Spit. 1, 11, 111, 1V '62 - '73 £2.25 + 50p P&P

Rear Brake Adjusters to fit all Club cars £5.50 per side + £1.00 P&P

Clutch Slave Seal Kit to fit Herald drum '59 - '70 disc '63 - Jan '67 Spit. 1, 11 '62 - '67 £1.00 each + 50p P&P
all Vitesse, all GT6 £1.50 each + 50p P&P

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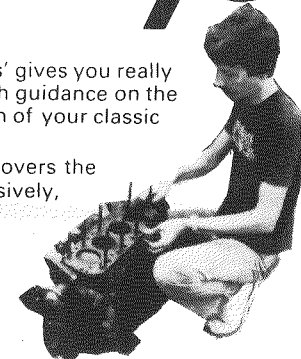
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