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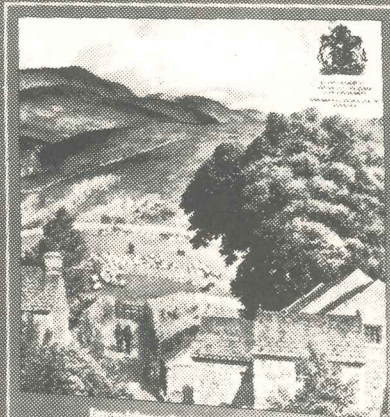


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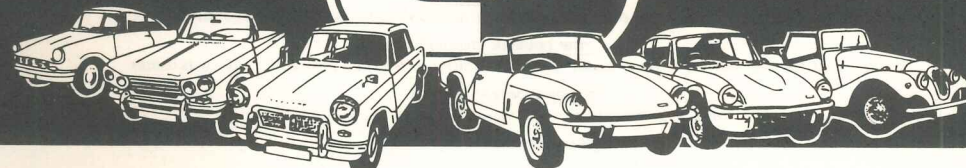
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DECEMBER 1984



No. 54



THE COURIER

THE MONTHLY MAGAZINE OF THE



• MAGAZINE OF THE YEAR •

Worlds Largest Triumph Club

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EDITORIAL

As we enter the Festive Season and bring 1984 to a close, it is a real delight to note the day-to-day success of the tremendous renewal rate - over 75% and a continued, steady growth of new members. Of course, each and every one of your various applications has been painstakingly dealt with by our hard working Membership Secretary, Trudi Squibbs; no small task and one for which I am sure the whole of the membership are very grateful. We can look forward to 1985 with great optimism.

The front cover of this magazine tells a story: yes, The Courier was recently awarded 'Magazine of the Year' by Thoroughbred & Classic Cars at the Brighton Classic Car Show in November. Obviously Jo and I feel very elated and honoured that all our efforts have been thus rewarded but also very proud that such recognition should be shown to the T.S.S.C. This is a sure way to promote the Club in the future! The award was based on a full years production of the magazine and there was strong opposition from the other clubs competing (Aston Martin came second with their factory-backed publication). We have aimed over the past year, and will, hopefully, continue to produce a professional package both in layout and content, using essential, well proven ingredients. It goes without saying that we could never have achieved this without the continual enthusiasm and dedication shown by numerous club members and Officials. However, now is not the time to sit back and relax! At the Classic Car Show the Club stand attracted much attention and prospective members were very enthusiastic upon learning of the various Club services - quite a few were clambering to join there and then, though numerous application forms were taken away for return at a later date. THE T.S.S.C. HAS COME OUT ON TOP - CHEERS!

Looking at 1985 we have the world's largest ever motoring event and, possibly, more Club events than ever before! Next month we will be featuring a Club Calendar - providing that Jonty Wild has enough information.

The new Area Directory has now been added to the inside-back cover, although a few Areas still have not furnished Richard Bruford with up-to-date information so that their particular details are incomplete.

Over the Christmas break, some of you members may be able to help us: April 1985 sees the Spitfire IV/1500 Turning Circle. As with past Turning Circles, we will be requiring member's articles on rebuilds, racing, running, and any experience of these marvellous cars. If you can help, please write.

Finally, Jo and I would like to wish everybody a Merry Christmas and a very enjoyable New Year - we hope to meet you in 1985.

BILL SUNDERLAND
EDITOR

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INTRODUCTION

The time for merry making is upon us, a time when we can make new friendships and renew old ones. With so many local Christmas do's being prepared, do join in and support you own TSSC Area.

Naturally, I would like to wish you all a very Happy Christmas and a successful New Year.

Whilst we can now reflect on what a great year 1984 has been for the TSSC and look forward to even better things in 1985, it gives me enormous satisfaction to end the season with the following important news announcement.

"The Courier" magazine has been awarded Car Club publication of the year by Thoroughbred and Classic Cars.

MAGAZINE OF THE YEAR

Having been runners-up two years in succession, we probably deserved to win in 1984. Well we did, and whilst most of the praise must go to Bill and Jo Sunderland for their tremendous efforts, all of us can join in the commendation. This is a good time to thank all of you who have supplied copy over the years which has kept our magazine ahead of the rest.

I am, of course, delighted for Bill and Jo, as to have their work recognised in this manner is to experience real job satisfaction. They do deserve the praise, for they have worked consistently to improve and provide us with a first-class monthly read. Perhaps one of the main reasons for this Club's success is the quality of its publications and the manner in which it is produced. The punctuality with which it arrives on our doormat each month underlines the professionalism that the TSSC has sought to attain.

On behalf of all the membership, we take off our cloth caps to you both!

CHRISTMAS WEEKEND

I have received very little feed-back regarding this annual event and I am wondering if the extensive localised Christmas do's are now taking its place. Unless I receive sufficient numbers by 15th December, 1984, the event will have to be cancelled. Do complete the Application Form in the November Courier if you want to attend, forwarding me a cheque, made

payable to the Triumph Sports Six Club Limited in the sum of £57.00.

RECRUITMENT DRIVE

I would like to congratulate Barry Smith for winning first prize in this years Recruitment Competition. Well done all you runners-up and the three winning Areas (North Herts, South Beds and Thames).

Don't stop recruiting there are still prizes to be won as mentioned by Jonty last month. Perhaps you'll be a winner next month!

SPIRITFIRES AT BRIGHTON

Pam and I were amazed at the number of Spitfires seen on the roads around Brighton; many of which did not appear to be Club members! With the recent introduction of the new, small Reliant SSI, it's particularly pleasing to note how more attractive the Spitfire's styling is. A recent T.V. motor program showed the Reliant driving past a parked Spitfire and M.G.B. From the front, even the M.G. looked better than the new-comer!

See you in 1985!

JOHN GRIFFITHS
PRESIDENT



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- GT6 Pk 10 with envelopes 90p
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5450/37	Herald 13/60	Handbook 2nd edn.	£4.00
5080/73	Herald Convertible	Special Parts Cat. supp. no. 1	£2.00
5080/73/S2	Herald 'S' Saloon	Special Parts Cat. supp. no. 2	£2.00
5112/36	Vitesse 6	Handbook	£4.00
5450/06	Vitesse MK1	Handbook	£4.00
5450/70	Vitesse MK11	Handbook	£4.00
5112/42	Spitfire MK1	Handbook	£4.00
5129/15	Spitfire MK11	Handbook	£4.00
5116/82	Spitfire MK1 & 11	Parts Catalogue	£12.00
5162/82	Spitfire MK11	Parts Catalogue	£12.00
5452/20	Spitfire MK1V	Handbook	£4.00
5209/48/A	Spitfire MK1V	Parts Catalogue	£12.00
RTC 92/21	Spitfire 1500	Handbook	£4.00
RTC 91/10	Spitfire 1500	Parts Catalogue 74-77	£12.00
RTC 91/10B	Spitfire 1500	Parts Catalogue 77-80	£12.00
9819/5A	Spitfire 1500	Parts Catalogue 80-82	£12.00
RTC 92/30B	Spitfire 1500	Workshop Manual	£16.00
5129/44	GT6 MK1	Handbook, 2nd edn.	£4.00
5450/57	GT6 MK11	Handbook	£4.00
5157/54	GT6 MK1 & 11	Parts Catalogue	£12.00
5209/49/AL	GT6 MK11	Parts Catalogue	£12.00

POST & PACKING: HANDBOOKS AND SUPPLEMENTS 50p
WORKSHOP & PARTS CATALOGUES £2.00



Triumph Vitesse & Herald 1959 - 1971	£5.95
Triumph GT6 1966 - 1974	£5.95
Triumph Spitfire 1962 - 1980	£5.95
Spitfire Collection No. 1 1962 - 1982	£4.95
Road & Track Triumph Sports Cars 1958 - 1967	£5.95
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Road & Track Triumph Sports Cars 1974 - 1982	£5.95

ALL the above post and packing free!

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5451/89 (USA)	Spitfire 1500	Handbook	£5.00
5451/93 (Sweden)	Spitfire MK11	Handbook	£5.00
5452/48 (Germany)	Vitesse & GT6	Workshop Manual	£16.00
5451/91 (Germany)	Spitfire MK1V	Handbook	£5.00
5451/88 (Germany)	GT6 MK11	Handbook	£5.00
ARM 45/44 (N. America)	Spitfire 1500	Handbook	£5.00
5452/46 (Holland)	Herald 1200, 12/50		
	Vitesse & Spitfire	Workshop Manual	£16.00
5452/57 (Holland)	Spitfire IV, 1500	Workshop Manual	£16.00
5452/47 (France)	Vitesse & GT6	Workshop Manual	£16.00
5452/92 (Denmark)	Spitfire MK1V & 1500	Workshop Manual	£16.00

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* FOREIGN PUBLICATIONS SUPPLIED IN LANGUAGE SPECIFIED

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AREA LIAISON OFFICER

Unfortunately, I must start this report with the usual grumble at this time of the year. So far I have only received thirty-five Area Registration Forms, which is pretty bad considering there are over fifty Areas and the closing date for applications was 31st October, 1984. As you are all, no doubt, aware, these are legal obligations for a limited company such as ourselves and any way, we like to know that you are still alive and kicking! So, if your Area is not on the back cover of this issue, get on to your Area Organiser and find out why he hasn't registered you - tell him to hurry up! **The form is on page 9 of the October Courier.**

Anybody taking over from another Area Organiser this year should have received an 'Organising Events' and newsletter sheet and a list of your Area members from the retiring Organiser. If not, please let me know.

Area growth through 1983/84 has been good with no less than 9 new Areas appearing on the scene, so our welcome is extended to: Aylesbury Vale, Cumbria, Dorset, Newbury, Northants, West Sussex, Peterborough, Wolverhampton and City and East London Areas. I hope they are picking up well. We have only lost one Area this year, unfortunately our most outlying one, Shetland, who have bitten the dust.

Finally, many thanks to the Thames Area for their hospitality when I came up to sort out their Secret Organiser Ballot in October: especially to Andy for picking me up from Paddington Station in a very nice '59 Zephyr.

RICHARD BRUFORD
AREA LIAISON OFFICER

COP SHOP

No theme this month, but for some of you who have written to me, here at last are some of the answers to your questions.

The first question is regarding the validity of 14 days grace after you Road Fund Licence (car tax) expiry: this 14 days, lawfully, does not exist - there is no

reason for it to. However, the D.V.L.C. rarely prosecute, providing the new R.F.L. runs immediately after the old one. This is due to work-load more than anything else; besides you are then paying the back-tax anyway.

What to do if you buy a car in innocence that is stolen. The best advice I can give is for you to consult a Solicitor. The legal battle that will ensue is too complex to go through here and varies with every case anyway. How to avoid it is easier. You may be arrasted for owning a stolen vehicle and charged if you cannot prove that you bought it. A stolen vehicle rarely has a Log Sheet, but this is no proof if it has particularly if "Duplicate" is printed on it. Beware though, many lawful Log Sheets are duplicates. In short, check as much as possible - your local Police may help here. ALWAYS get a receipt with the sellers name and address on it. If he refuses, there may be a reason why.

I constantly get questions regarding abandoned vehicles towed away by the Council or their Agents. Because the vehicle does not belong to the Council they cannot sell the vehicle (see previous paragraph) or anything from it. For reasons of storage, they scrap the vehicle after a period and compensate the owner if he is later found.

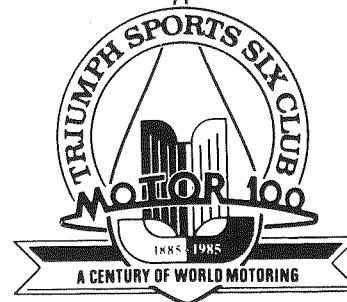
My final points are regarding endorsements on your Driving Licence. They last for as long as the Court decides on the day of sentence, usually three years. You should always declare them to your Insurance Company, even after they have expired; failure to do so may mean that your Insurance is revoked. Once the endorsement has expired, it can be removed from your Licence by sending it back to the D.V.L.C.

Well, I hope that clears up a few points. Don't 'cop it' over Christmas, remember, there are more 'Boys in Blue' about this time of the year than at any other time - all armed with a friendly breathalyzer.

If you need any legal advice on traffic matters, write to: **Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ.** Remember I'm only a 13p stamp away.

MIKE CREWES

EVENTS FOR 1985



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 off your dedication in your cars to the world. Apart from the prestige, how else will you benefit? Entry for those involved with the display will be FREE; camping for those involved will be FREE - SAVE approximately £20; you will have the unique, never to be repeated opportunity to take part in the worlds largest ever Motor Show.

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 McKeggie, 12 Pochin Drive, Burnmill Park, Market Harborough, Leics. Tel: (0858) 63934.**

Motor 100

This is meant to be just a brief note to make sure ANYBODY considering organising or attending a national or international event, or attending a national or local show in the name of the Triumph Sports Six Club, must contact me as Events Co-ordinator. Please do this as soon as possible with any information or dates available. This is vitally important so that, where possible, we can avoid clashes of events, and so I can prepare the Club Calendar as early as possible. It is normal TSSC policy to only support one event on any particular date (with some exceptions, such as shows) and I already have received details of events to be held in April, May (organiser of the Concours please note), June and July.

I will provide additional details and information concerning finance etc. in the next Courier.

WATCH THIS SPACE FOR THE 1985 EVENTS CALENDAR! ORGANISERS CONTACT ME NOW:

Jonty Wild
Tel: Hitchin (0462) 813143
(address on inside front cover)
EVENTS CO-ORDINATOR
& CLUB EQUIPMENT SECRETARY

STOP PRESS!!

Iain Atkinson, Area Organiser for the East and City of London Area, has organised a tour of Lime House T.V. Studio. Here is a chance to see the production of a new Game Show. This is to take place in March 1985 but, as only 50 people can be catered for, **CONTACT HIM NOW IF YOU ARE INTERESTED IN ATTENDING.** He is able to arrange a visit for three different nights within a week, thus enabling you to visit more than once should you so desire.

CALLING ALL AREA ORGANISERS: THIS COULD BE YOUR CHANCE TO OFFER YOUR AREA MEMBERS SOMETHING A LITTLE DIFFERENT!

For further details, contact Iain:-

Work: 01-987 3941 (if he is not available ask for Yvonne).

Home: 01-515 5838

CHRISTMAS 1984

Vitesse/GT6 Engine Mounts £6.50 each
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for Herald, Spitfire (to 1973),
Vitesse 6, 2L MK1, GT6 MK 1 £50.00

Overdrive Solenoids: (D-type) from £15.00

BODY PANELS

Front wings - Spitfire 1/11/111 and GT6 1 £35.00 each
Wheelarch repairs - Spitfire 1V/1500, GT6 111 £16.00 each
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Front valences (steel) - Herald 1200 £40.00 each
Herald 13/60 £45.00 each
Vitesse £48.00 each

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RECRUITMENT DRIVE'84

As with last year, I thought member would be interested in some facts and figures from the Drive so far. Below is a table of members and models of cars brought into the Club to date.

CAR	Male owned	Female owned	Total this year so far
Spitfire (model unknown)	3	-	3
Spitfire 4	2	Nil	2
Spitfire 11	12	1	13
Spitfire 111	41	14	55
Spitfire 1V	79	22	101
Spitfire 1500	83	22	105
GT6 (model unknown)	1	1	2
GT6 1	10	Nil	10
GT6 11	18	2	20
GT6 111	41	7	48
Herald (model unknown)	3	2	5
Herald 948	1	Nil	1
Herald S	1	Nil	1
Herald Coupe	3	Nil	3
Herald 1200	34	11	45
Herald 12/50	10	6	16
Herald 13/60	99	36	135
Courier Van	Nil	Nil	Nil
Vitesse (model unknown)	5	1	6
Vitesse 6	11	2	13
Vitesse 1	24	5	29
Vitesse 11	61	7	68
Bond Equipe GT2 + 2	1	Nil	1
Bond Equipe GT4S	5	Nil	5
Bond Equipe GT1300	Nil	Nil	Nil
Bond Equipe GT 2L MK1	Nil	Nil	Nil
Bond Equipe GT 2L MK11	1	Nil	1
Specials	10	Nil	10
TOTAL	559	139	698

ALSO 7 JOINED WITHOUT A CLUB CAR

Cars	Totals this year (7 mths. so far)	Percentage of total	Totals last year (8 mths.)	Percentage increases over last year
Spitfire	279	40	143	195
GT6	80	11	64	125
Herald	206	29.5	116	176
Vitesse	116	17	65	178
Bond	7	1	8 (decrease)	87
Specials	10	1.5	4	250
TOTAL	698		400	

Of the total, 20% are women, which is the same figure as last year.

I am extremely pleased with these figures, which you can see are well up on last years. The range of cars brought into the Club is excellent with at least one of each model, the only exceptions being a Courier Van and two of the Bond models. I am particularly pleased to see 13 MK11 Spitfires. I hope that now all these cars are in the Club they will stay on the road indefinitely.

Please don't stop recruiting, (judging by my post, you haven't); whilst the main recruiting prizes have now been won, the 'year' prizes haven't. These prizes are to be judged on the new members gained between the end of the season (end of August) and the Courier deadline for March 1985, and are as follows:-

NEWS REVIEW

INVASION OF PRIVACY

It has come to our attention recently that some of our Club members are being harassed by an individual posing as an employee of a Finance House, in an attempt to gain business.

We would like fellow members to understand that this is entirely against the policy of the T.S.S.C. and that under no circumstances would confidential information pertaining to the Membership be given out.

This particular out-break appears to be confined to the London area and we will be taking very strong action against the individual involved once his true identity is ascertained.

Meantime, I would much appreciate if those members who have already been approached in this connection would contact me with information with regard to this elusive character.

First £60 to the member gaining the highest number of new members.

Second £40 to the member gaining the next highest number of new members.

The rules are otherwise as published in the April Courier and, of course, the monthly draw prize will continue at present (two prizes of a £5.00 Halfords token). More leaflets are available from me or by photocopying if you have the facilities and possibly some Area Organisers still have a few.

This months draw prizes go to:-

79/755 D E Tunbridge and
83/6054 W J Napleton
CONGRATULATIONS!

Any queries or more leaflets - contact me, Jonty Wild, tel: Hitchin (0462) 813143.

COUNCIL OF MANAGEMENT

SUMMARY OF THE COUNCIL OF MANAGEMENT MEETING OF 9.9.84

The following points are abstracted from the Minutes of the above meeting:-

1. Advertising/Promotion

a. Notes regarding the Herald's 21st Birthday are being sent to all Classic Car magazines.

b. Dawn Storton is progressing with the design of a new promotional leaflet for prospective members.

2. Club Spares

a. The availability of funds for re-manufacture of spares is to be investigated

b. Due to number of hours involved, payment for Spares Secretary is to be considered.

3. Insurance

a. John Griffiths is progressing with the formation of a special insurance scheme for the benefit of members.

4. Treasurer's Report

a. A provisional report of finances for the year ended 31st August, 1984 was presented by Glyn Ridgewell.

b. Outstanding stock-check on spares to be carried out by Eddie Evans.

c. Club's postage bill is increased owing to larger Courier magazine.

5. Courier Editor

a. It was reported that Bill Sunderlands normal full-time occupation could no longer continue if he was to maintain his present level of work of the Club, and that an opportunity had arisen for him to offer his services to the Club on a full-time, paid basis.

It was decided the Financial Committee would appraise this proposal, and alternatives, when further details were available. Any full-time employment would be considered on the basis of an Editor/Marketing Manager.

6. Club Library

Chris Longhurst requested that a budget be considered for this facility.

7. Marque Secretaries

Owing to the resignations, the Council of Management are now looking for new GT6 and Spitfire Marque Secretaries.

8. Events

Dawn Storton, representing the Events Organisers, asked if the Club's policy was to aim to win stand prizes at multi-Club events. It was agreed this was not the reason for participation in events and that we should participate as professionally as finances will allow.

9. New Logo

Views were expressed regarding the design of the logo featured on the magazine cover; its formal adaption will be discussed at the next meeting.

Eddie Evans
Chairman, Council of Management




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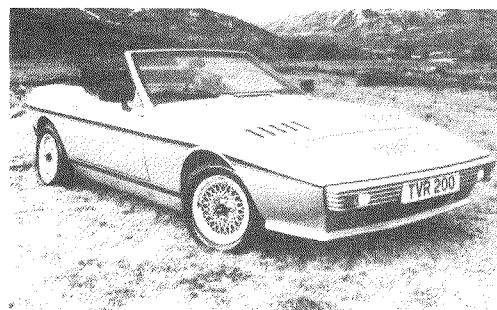
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MOTOR SHOW 84

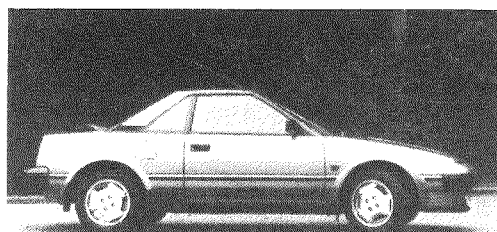
THE 1984 MOTOR SHOW
N.E.C. BIRMINGHAM

I am sure that window shopping was the aim of many at the Motor Show this year, but purchase must have been the aspirations of a fair proportion too. The Arena was set and the dust covers peeled back to reveal the latest models of all forms of motorised transport, with the Show's slogan "Take a Trip into Tomorrow" on prominent display. The motor manufacturers had given it all they had, each forming part of the £70M stage - not bad going for an industry with very little spare cash! Yes, the Motor Show represented over £1.00 per head of the entire UK population. Spending cash is one thing but showing something new and appealing is very different: Ford's stand was very futuristic but they were displaying no 'new' models.

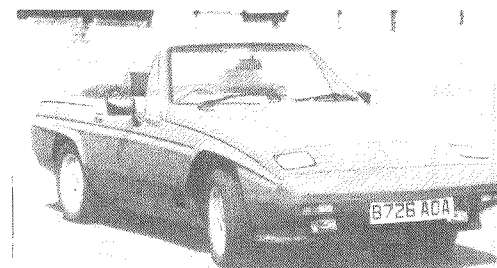
I had arrived early to get a good look at the cars - especially the new sports car models since I think we must all be aware that a revival of open-top driving has taken place recently. Although the XR3's, GTi's and GTE Astra's are catering for the vast majority of '80's sports car minded people, the traditional sports car companies such as Morgan, TVR, Reliant and Marcos were all showing their new models and had a lot of interest from 'Jo Public'. The new Scimitar SS1, with its Triumph (design) connections has tried to bridge the gap between the traditional sports car and the sports saloon, giving 'wind in your hair' with 1980's comfort. To me though, I think they got lost somewhere down the line, as it neither looks like 'Beauty' or 'The Beast'. Many small kit-car companies were attending, often offering an alternative for today's motorist i.e. Naylor with their replica MG TF - which appears to me to be better than the original, offering civilised suspension but still the 'look'.



TVR Tasmin 200 Convertible



Toyota MR2



Scimitar SS1

Toyota's stunning MR2 looked very weak in structure but had many people clamoring for sales literature; it's sure to sell well. They also had on display the prototype FXI which was quite amazing.

Of course, there were the usual 'show stoppers': Ferrari, Porsche and Lotus and they all had something new to show. My personal car of the Show was the new Lotus Etna - the complete balance.

The Motor Show this year can certainly be said to have given an insight to tomorrow, although from where I stand, the Brighton Classic Car Show has the real stars!

BILL SUNDERLAND

☆ □ ○ TOP TRADERS ○ □ ☆

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

1.	B.L. Network	Parts/service
2.	John Kipping, Coventry	Parts
3.	Transpeed, Hove	Parts
4.	Dunham & Haines (SAH)	B.L. Agent
5.	Sparshotts, Botley	B.L. Agent
6.	T.S.S.C. Jeff Baker	Parts
7.	A.C.S. Classics, Burton-on-Trent	Restoration/service
8.	John Mann, Sheffield	Parts
9.	Greenwich Autos	B.L. Agent
10.	British Sports Car Centre, London	Parts
11.	Kingston Sports Car	Repair
12.	Mumfords, Exeter	B.L. Agent
13.	Spitfires U.K., Leicester	Parts
14.	Keith Sturgess	Repairs/servicing
15.	Tridon Autos, Thornton Heath	B.L. Agent
16.	Triumph Hospital	Restoration/servicing
17.	Whites, Camberly	B.L. Agent
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19.	D J Sports Cars	Panels
20.	G. & K. Barnes, Lyneham	B.L. Agent

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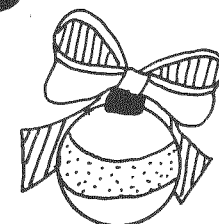
Information is required on any firm you use, whether good or bad, irrespective of size and location. Please write to me, **Eddie Evans, Technical Secretary**, at the address on the inside front cover and please quote membership number.

TRADERS

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

EDDIE EVANS

KEEP ME POSTED



COMPETITION NEWS

T.S.S.C. CHAMPIONSHIP ROUND 10 - GURSTON DOWN HILL CLIMB

On October 7th, a record entry of 11 Club cars contested Round 10 of the Championship at this popular South Western venue.

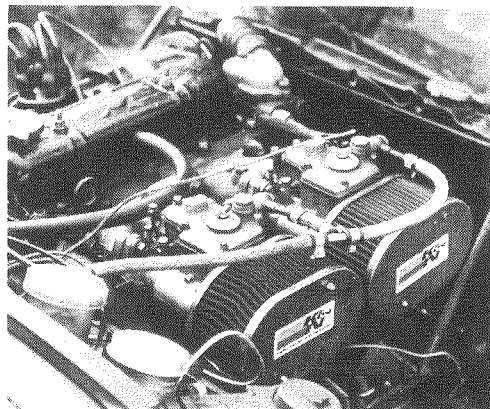
Sunday morning dawned wet and cloudy but with the promise of drier weather to come. The 1100 yard course was extremely slippery, due to a combination of the rain, and mud deposited on the hill by recent agricultural activity.

First practice runs passed without incident, although we all had difficulty in getting away from the start line, the surface having become somewhat of a slurry, due to the amount of mud being brought out of the paddock on competitors tyres.

By the time second practice runs started, the course had dried out considerably, both Paul Lucas and Kevin Ginger coming within a second or so of the class record. Conditions continued to improve and at the start of the afternoons runs, the hill was in good shape.

Paul was the first Club car away, hurling his super-modified MKII Spitfire up the hill in 42 - 49 seconds, only one tenth of a second outside the class record. Only Kevin had the answer to this time, with a superb climb of 41 - 45 seconds, he bettered his old record by almost a second in the 2700cc mid-engined GT6. Dave Young was also trying hard in his modified GT6, recording 44 - 66 seconds and keeping ahead of the Neil Williamson/Hugh Davies car by a goodly margin. In the standard class, Martin Brown stopped the clock on 46 - 56 seconds, ahead of Mike Wardill on 48 - 23 seconds.

The big question at the start of the second timed runs was whether Paul could better Kevin's time. With an outstanding effort he narrowly failed, but still beat the old record with a climb of 41 - 60 seconds. Kevin's second attempt was, as



Motoring News put it, "..... not one of his better climbs", with handling performance not matching that of the engine. He recorded 45 - 88 seconds.

Dave Young was also having trouble with handling and provided the spectators with plenty of excitement when he went 'ploughing' in the stubble field after losing control at the infamous Ashes bend. Neil Williamson improved his time to 45 - 81 seconds, closely followed by co-driver, Hugh Davies, and Bill Haseldine on 46 - 61 seconds respectively.

Despite improving his time to 46 - 01 seconds, Martin Brown was still beaten on handicap in the standard class by Eddie Wilkins, who set an impressive 48 - 43 in the MKIV Spitfire.

Andy Lacey was exploring the handling characteristics of the MKI Vitesse rear end, at this his first appearance at Gurston. He ended up with a creditable time of 48 - 44 seconds. Jonathan Stevens was finding his newly installed telescopic shock-absorbers on the MKII Vitesse a bit of a problem, but improved throughout the day to record 49 - 10 seconds.

So ended another enjoyable visit to Gurston Down, a venue which I'm sure most of us will be returning to next season. We have since learned that Kevin Ginger has been awarded the Corona Challenge Cup by the B.A.R.C. (S.W. Centre) for making the largest improvement on a class record at Gurston during 1984. Well done, Kevin.



FULL RESULTS:

Car	Best Time	Class
Kevin Ginger	GT6 MKIII	41 - 45 secs. Super-modified
Paul Lucas	Spitfire MKII	41 - 60 secs. Super-modified
Dave Young	GT6 MKIII	44 - 66 secs. Modified
Neil Williamson	GT6	45 - 81 secs. Modified
Martin Brown	Vitesse MKII	46 - 01 secs. Standard
Hugh Davies	GT6	46 - 43 secs. Modified
Bill Haseldine	Vitesse MKII	46 - 61 secs. Modified
Mike Wardill	Vitesse MKII	48 - 23 secs. Standard
Edward Wilkins	Spitfire MKIV	48 - 43 secs. Standard
Andrew Lacey	Vitesse MKI	48 - 44 secs. Modified
Jonathan Stevens	Vitesse MKII	49 - 10 secs. Modified

Reported by Martin Brown

SEE COMPETITION FORUM →→→→→

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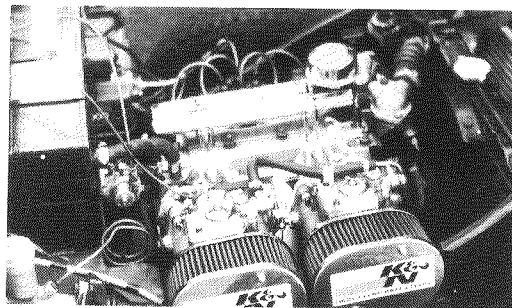
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THE COMPETITION FORUM



NOTICE !!

THE COMPETITION FORUM This year will take place on SATURDAY JAN 5TH 1985
AT 8PM At LEGENDS WINE BAR WOKING SURREY.

Anyone who will be RACING/HILLCLIMBING/SPRINTING Next Year is advised to attend, as we shall be discussing The Rules & Regs, to which the Championships will be run to. First class food as was last year will be served at approx £8.00 per head. (Other parts of the body free), and it is hoped that a large number will attend as next year is the FIRST YEAR WE SHALL BE HOLDING OUR OWN CIRCUIT RACING CHAMPIONSHIP.

Places to attend will be reserved on a first come first serve basis (60 approx).

People who wish to attend must contact me in writing. To :- KEVIN GINGER

15 FOUNTAIN ROAD
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SURREY CR4 8LT
TEL: 01-653-0303

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KIT 2	Spitfire 1500 - with J-Type overdrive reconditioned gearbox and overdrive	£320
KIT 3	Vitesse/GT6 MK1,11,111 (please state) reconditioned gearbox and brand new D-Type overdrive usually supplied with gearstick switch	£275
KIT 3a	As above but with reconditioned overdrive.....	£250
KIT 4	Stage 1 race with brand new J-Type overdrive	£350
KIT 4a	As above but with reconditioned overdrive	£320
KIT 5	Stage 11 race with brand new GKN J-Type rally unit usual refinements (as used by Hillclimb Champion)	£525

N.B. Subtract £45 if not required as an overdrive conversion.

TECHNICAL COMMENTS

GEARBOX UPRATING

Perhaps some owners have experienced as I have, the dreaded gearbox mainshaft tip (spigot) needle bearing failure and the consequent scoring of the mainshaft tip - which is usually bad enough to scrap the shaft. Faced with this problem the usual alternatives are either to buy a new/recon. gearbox, or for those willing to strip and re-build the box, to obtain a new mainshaft along with other new parts usually needed (bearings, synchro rings, seals). Now these last items are relatively cheap - not so a new mainshaft, so the prospective gearbox repairer is often put off and slots in a replacement box - often at high cost, or if cheap, of unknown state of wear, which could give rise to the above problem again!

My 2-litre MK1 convertible Vitesse had just this gearbox fault (what a racket it made) so I tackled the rebuild/repair of the box, basically to save costs, but also to both gain experience and attempt to beef-up the mainshaft tip and bearing. What follows will, of course, equally apply to 4-cylinder gearbox types.

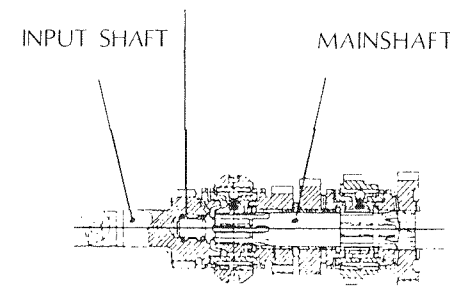
The basic problem with the box, especially with 6-cylinder cars, is that the offending bearing is just too small for the job it has to do. It is, as standard, a cheap caged roller needle, without inner or outer tracks (races). The rollers run on the mainshaft tip and in the recess of the input shaft, as inner and outer tracks respectively. See sketch 1. In my box the rollers had worn, causing excessive wear to the mainshaft tip, leaving the rest of the shaft in perfect condition. After examining the offending parts, I concluded that if a suitably sized, quality needle-roller bearing with its own inner and outer

tracks could be obtained, the input shaft recess and the mainshaft tip could be ground (not turned, as the material is very hard) to suit the new bearing being fitted. This bearing would have the advantage of being able to be renewed as a unit when worn, with its own tracks, leaving shafts as unworn items. Being a larger, better quality bearing it would also have a much higher load rating and thus last much longer than the standard bearing. The bearing I chose is made by amongst

SKETCH 1

Input and Mainshafts

NEEDLE BEARING



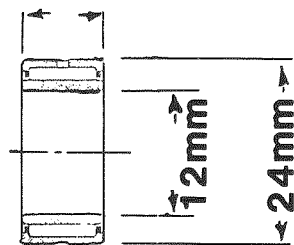
others, SKF, FAG, INA etc., and is designated type NKI 12/16 (see Sketch 2) and I obtained one readily from a local bearing supplier at £3.66 (Trade price). You will need to have the mainshaft tip ground down from the standard 1/2" (12.7mm) to 12mm to accept the inner track of the new bearing (which can be slid out from the bearing, leaving rollers and outer track intact). You will then have removed existing wear from the shaft tip and the inner track can be fitted using a normal bearing-type interface fit, not too tight. Similarly, the input shaft recess can be ground out to accept the outer track plus rollers (again, not too tight; just tap it in - you can use Loctite if you like). I was lucky enough to have the grinding done free by someone I know but the work involved is not great and should not cost too much.

It is several months since I carried out this modification on the box currently in my Vitesse, renewing other bearings, seals and synchros at the same time. The box is silent, good to use, has proved totally reliable so far and cost less than £20 in total. I had never stripped a gearbox before and I would urge others to

SKETCH 2

Bearing Type NK1 12/16

16mm



try and give it a go with Herald/Vitesse type boxes - they are simple and require no special tools or techniques - could save you a lot of money!

**KEITH BLACK -
TYNE & WEAR**

The following article about buying, checking and fitting an overdrive on a Herald, has been sent in by a new member in the hope that it will be of help to fellow members:

I recently fitted an overdrive to my Herald convertible and found that it was much easier than readers have previously described. Here is some useful advice from my experience:

The best box to fit is from the MK4 Spitfire, which has synchromesh on first gear but, apart from that, is almost identical to the original. This makes it possible to use the original Herald gear-lever because the Spitfire lever lies flat and requires an up and down movement to shift gear, and is rather awkward.

The gearbox cost me £35 and £10 for the overdrive. I put it straight in the car, but I will outline some checks that should have been made later.

The only modification to the car was to fit an overdrive rear mounting to the rear pair of mounting holes in the cross-member, unbolting the original gearbox mounting or swapping crossmembers with the Spitfire unit complete. The propshaft tunnel did not need altering, as there was enough room to reach the flange through the existing cut-away.

I used a Triumph 2000 propshaft but a Vitesse 2-litre without overdrive is also an ideal length. Both propshafts are identical and slide straight in after the rear flange has been exchanged with the old Herald item. This is a 10 minute job with the help of the Workshop Manual.

The gearbox is much heavier with overdrive and it is advisable to remove the seats and carpets beforehand.

I used the column overdrive switch from a Bond Equipe with its wiring and relay. This cost me £1.00 from the breakers yard. Remember to fit the inhibitor switch, because the overdrive will be damaged if used in 1st or 2nd, but even worse, if it is engaged in reverse. The column switch was more in keeping with the style of the car. I screwed the relay onto the bulkhead beside the indicator flasher unit. It is also possible to fit an automatic reverse light so make sure you leave the wiring accessible in the engine compartment for future fitting.

Problems:

When I started her up and drove away, I found to my dismay, that I could barely change into second gear, even with two hands on the lever! Once engaged, if I decelerated it would pop out again. Third was similar but not as bad. The overdrive took sometimes 30 secs. - one minute to engage and was extremely unpredictable. After much frustration, I removed the gearbox again. Before fitting, it is preferable to separate the gearbox and overdrive and have a look at the pump plunger. On mine the roller had dropped. The bearing had crumbled in the middle and it wasn't following the cam, continuously so only limited action was achieved, accounting for very low oil pressure. A new one cost £11.50 from B.L. I also replaced both piston seals each costing 20p. These are both very easy jobs and can save a lot of frustration.

I gutted the gearbox completely and rebuilt it, using a Vitesse/GT6 Workshop Manual and replaced all worn parts, including one synchro-cone (£8.95 each!) and a small circlip. this is the main cause of the problem.

Second was very tough and this affected third, because the circlip which goes on the main shaft between the third gear and synchro-hub had disintegrated, so

that when pressure was applied on the gear lever, the whole gear chain would slide along making it impossible to get any purchase on the 1st/2nd synchro-sleeve to slide it over the gear. All my problems with the box were solved after replacing this. I used a second box to salvage the best parts out of.

When rebuilding it and replacing the lever, remember to fit new bushes at the base of the lever. Two will be needed and they only cost 22p each. The box should now be really smooth and positive, and the overdrive should also engage smoothly and promptly when the switch is flicked.

The whole thing cost me £50 but I am now happy with my car. This is a small price to pay for the greater fuel economy and reduced engine wear gained through using overdrive.

**PAT HILDRED -
BARNTON, EDINBURGH**

TECHNICAL TIPS

The following comments have been made as a result of Geoff Bell's letter (recently featured) in relation to the use of an overdrive in lower gears.

I have a 1600 Spartan +2 which was fitted with overdrive, 3.89:1 diff. and 175 x 13 tyres when I purchased it 2½ years ago.

The engine would rev well in the lower gears but lacked power or was too highly geared when changing into third.

My first attempt to overcome this was to fit an overdrive lockout over-ride switch to enable the use of overdrive in the lower gears. I used the reversing light circuit to power a relay to lockout the overdrive when engaging reverse.

I found that overdrive second was an excellent ratio gear, going to 70 mph with ease. I have had no trouble with the overdrive in two years of constant use, with overdrive being engaged in second at about 4 - 4,500 revs under hard acceleration. I didn't make a habit of using overdrive in bottom, except when driving very easily in towns when occasionally changing down from overdrive second. I

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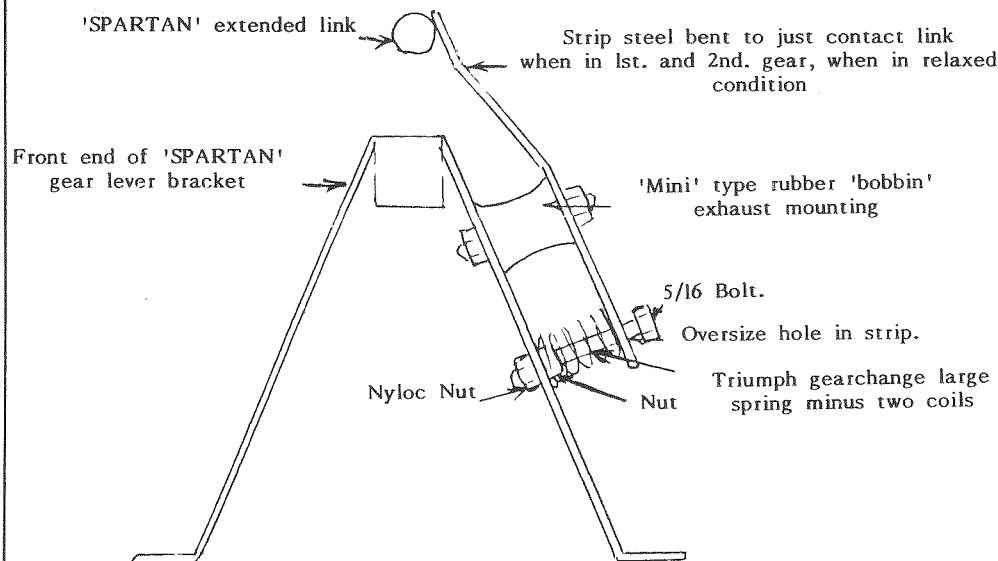


also did not disengage overdrive in second or first gear when under load. This may be the reason damage could occur. Damage will undoubtedly occur should the car be reversed whilst in overdrive, even if just running backwards in whichever gear.

More recently I have fitted a 4.55:1 competition diff. and 185/70 x 13 tyres, also modifying the original overdrive lock-out switch 'cam' by welding an extra peice about 3/4 x 3/8 on it, to cover the second gear portion and also the neutral position so as not to disengage when changing from second to third or vice versa. This is a more positive method, overdrive bottom gear not really being of any practical use, as it safeguards against the possibility of a fuse or relay failure in my original method using the reversing light. With the lower diff. ratio and smaller tyre diameter, acceleration is now far better but overdrive second is still very useful.

A recent engine overhaul, re-ring new shells on the standard crank and bores, together with a decoke has made an even greater difference, however, than all the ratio changes. In practice now, the only advantage of overdrive second is the quicker change with no let-up of power in acceleration.

Reverse Gear 'obstructor' for 'SPARTANS' fitted with a 'Spartan' extension



I had hoped that the rubber mounting would have given enough 'spring' but this was not so. The larger of the two springs from the 'Triumph' gearchange with two coils cut off, proved just right.

Of possible interest to owners of Spartans with the 'factory' gear-change extension is my reverse gear 'lock'. I took advantage of the more pronounced side-to-side movement in the lengthened linkage in designing this. The enclosed diagram gives the idea. The materials used are, a 'mini' exhaust rubber 'bobbin', 5 inches of 1 x 3/16 steel strip, 5/16 bolt and 2 nuts and a spring from gearchange with two coils removed.

C P ROW
PENZANCE, CORNWALL

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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TECHNICAL

1. HUBS & AXLES

Following my last article, basically about keeping wheels on, I have received numerous reports of hub/axle failures, two of which appear below. As may be expected, it's generally down to lack of lubrication and ignoring rear end rumbles, but the results can be very serious. Here's an extract from a typed letter:-

"You may be interested, as Tech. Sec., to know that my MKII Vitesse suffered a rear hub fracture (n/s) while I was travelling at 55 mph on an M6 contra-flow. The body was a write-off and I should really have broken the rest there and then but still want to be able to say that I have kept on Herald chassis vehicle from the scrapheap, mad it may seem! Some mechanical engineers, appointed by the Insurance Company, diagnosed a latent defect in the offering hub, though I have never heard of this and wondered if you had ever heard of a similar occurrence. In retrospect, I had had rear outriggers replaced and do remember one tyre wearing badly though whether this was the n/s I couldn't say - obviously incorrect rear tracking was not corrected after outrigger replacement (they don't always go on in the same place as the old one) would cause the hub to be more heavily loaded and instigate fatigue cracks. Perhaps members should be warned of the possibility and ensure their rear tracking is still correct after outrigger replacement".

And here is a letter on a similar note from Malcolm McKay, President of St. Andrews University Motor Club:-

"Reading your Tech. Help section in the September Courier has prompted me to write regarding two potentially lethal problems which, in my experience, are frighteningly common on 'our' cars.

The first results from neglecting the greasing of the rear hubs, and has occurred on two Herald convertibles well known to me. In one case, the driver had owned the car for some years, and had it regularly serviced by his local garage. While in a 60 mph convoy down the M90 to a T.S.S.C. meeting, the offside rear hub seized suddenly with the result that the halfshaft snapped just outside the bearing, and the wheel, complete with brake drum,

HELP

left the car, smashing the wheelarch, boot floor and valances in the process. The uncontrollable car then span merrily down the motorway and was very lucky to finish still upright on the hard shoulder. The Spitfire following was also very lucky to avoid an accident. In the other case, a friend had recently paid a substantial sum for a very smart convertible, apparently well cared-for by one family from new. While driving one day she heard a scraping noise: this became worse, to the extent that she called the RAC. Unfortunately they were unable to trace the fault, and she continued. The noise began again, became worse, and then a rear wheel seized, fortunately at low speed and with no dramatic results. The bearing was later found to be bone dry, broken up, and to have written-off both hub and driveshaft.

Neglect of rear hub greasing would seem to be a common problem - I suspect many ignorant garages and DIY servicers merely grease all the grease nipples they can find, so the rear hubs, which are fitted with inconspicuous plugs, are ignored. In some cases, the oil seal between hub and brake drum ceases to seal, with the result that grease goes straight through onto the brakes - in this case the seal should be replaced immediately: regular checks on rear brake shoes should include checks for this fault".

If anyone else has experienced similar failures, I will be glad of details, particularly of the fracture itself, i.e. exact location and damage. Even better, if you can get the damaged part to me.

2. HORN CIRCUITS

To continue, here is the final part of Malcolm McKay's letter:-

The other common problem also applies to a great many other cars of the period, I suspect, but particularly occurred on two other Herald convertibles well known to me - one of which I was driving myself at the time and is concerned with the horns. In both cases the front wiring loom caught fire, and it was extremely lucky that this did not spread. It is a poor design feature that the horn circuit is laid out so that the switch completes the earth circuit, rather than the live circuit, with the result that the horn is always connected to a live source, even with the ignition off. The problem experienced is that, in time, corrosion and vibration cause the terminals on top of the horn to break;

the wire, with broken metal terminal attached, then drops onto the body of the horn, which is mounted on the body of the car, hence causing a direct short to earth. As there is no fuse in the circuit, the wire will overheat and burst into flames and since it is bound together with the front wiring loom, the whole loom catches fire.

These particular Lucas horns are fitted to a great many cars of the fifties to the seventies (my 1959 Rochdale GT has them too), although the lethal wiring pattern used by Triumph is not so common - it is more common for the switch to complete the live circuit.

I would strongly advise everyone to check horn terminals carefully, replace horns that have corroded terminals, cover the terminals with liquid rubber or similar to protect against corrosion or vibration, and, best of all, fit a fuse in the circuit.

3. TRIUMPH 2000 GEARBOX SUPPORTERS CLUB (OR IS IT DOLOMITE SPRINT?)

Following John Malcolm's letter in September Courier, highlighting the deficiencies of the 2000 saloon gearbox, Nigel Keech has leapt to its rescue with the following informative letter. Let's hope some more like them!

"I have read with interest the articles in The Courier concerning Triumph 2000 gearbox conversion for Vitesse and GT6 models. At your last appraisal in The Courier, you came to the conclusion that this conversion is not worthwhile. I felt somewhat dismayed at what was said because I was half-way through this conversion when you published. I have waited until the car is on the road to give my appraisal of the conversion. Firstly, I would like to clear up a few points regarding the gearbox itself.

1. It was stated that the ratios are ill suited to Club cars, I suggest this is correct but certainly not inevitable, the reason being that the Triumph saloon box is a poor choice due to its very low first gear and hence large first and second spacing. A far superior choice is the TR6 gearbox, which has suitable ratios as standard. But this too can present problems as basically the TR6 uses two different sets of ratios depending on the year of manufacture, and to further com-

plicate matters, the J-Type O/D was only available on the later box, so this would have to be used (due to the chassis clearance problems), also this box is not easily available at reasonable cost due to a peculiar popularity with the TR brigade!

So my suggestion for the ideal gearbox is the Dolomite Sprint box and is the gearbox I used for my conversion. This box has the advantage of only using the J-Type O/D, and having evenly spaced ratios as near as possible to the standard GT6; also I found the box to be easily available at local scrap-yards (three at the one I approached). Also the D.S. box uses a clutch slave cylinder mounting on the side of the gearbox (similar to Spitfire) and requires no modifications to fit Club cars.

Conclusion:

I conclude that this conversion is most definitely worthwhile, especially if a tougher, more reliable and quieter transmission is desired at a reasonable price. As advice to anybody contemplating this conversion, if you have the time, patience and reasonable technical knowledge to execute the conversion professionally, and are planning on keeping the car for a while, do it!"

LETTERS:

When writing to me, please remember to enclose an S.A.E. if a reply is applicable.

EDDIE EVANS
TECHNICAL SECRETARY

If you have a reply to a letter in The Courier, please forward it to the Editor for publication in the next issue. If you have a technical letter, send it to the Technical Secretary, Eddie Evans and he will answer through the pages of The Courier, giving everyone the benefit of his advice.

TECHNICAL FEATURE

SPITFIRE CLUTCH REPLACEMENT

DAVID HERRIMAN

The Spitfire clutch system is pretty straightforward to overhaul and shouldn't present any great problems if a few points are watched.

The first thing to decide is if the clutch plate or cover is defect or if the hydraulic system is at fault. If you know it is definitely the plate/cover, you can skip over the next bit.

Check the hydraulic system for leaks and correct operation. Peel back the dust cover of the master cylinder and check that no fluid is apparent. Get underneath the car (if you are not removing the gearbox cover) and check the slave cylinder. You have to remove the long fixing bolt (Fig. 1) and pull the cylinder out of the bell-housing. Replacement of the

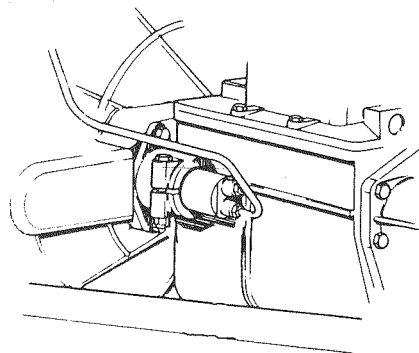


fig 1

seals is cheap and easy. Remove the circlip and shake out all the parts noting exactly where everything was. Wash all parts in clean brake fluid (Fig. 2 /2a) and fit new seals. Refit and bleed the system.

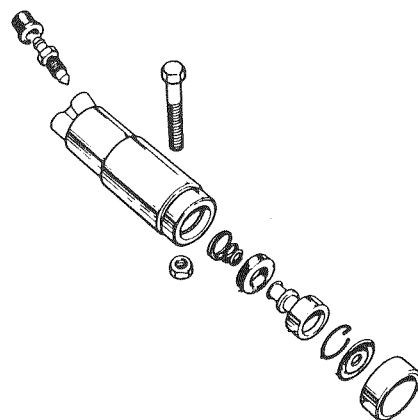


fig 2

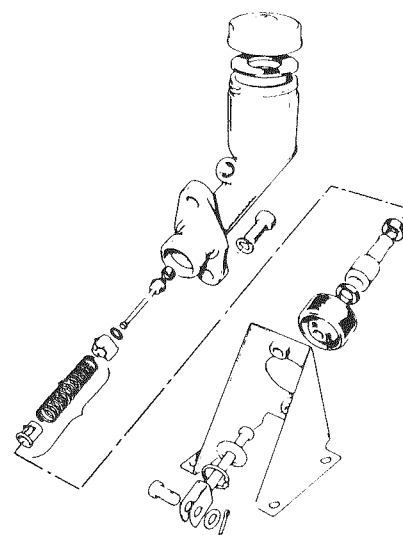


fig 2a

This is done just as with brakes: place a clear plastic pipe (clear so you will be able to see the air bubbles) onto the bleed nipple with the other end in a jar. Open the nipple and press the clutch pedal. Close the nipple and allow the pedal to come back up. Repeat this until you can see no more air in the pipe. When reinserting the slave cylinder make sure it is pushed in as far as possible. Should you encounter problems with your actuating rod getting in the way, push a bit of stiff wire through the slit where the bolt goes and hold the rod central until the cylinder is in place.

A tip regarding bleeding the system from the underneath: pull the slave cylinder clear of the bell-housing and let it hang at approximately 45° to the front (ensuring all air goes to the nipple). You can now easily get a pipe and spanner, a job almost impossible with the cylinder in place.

Now to the clutch itself. There are basically two different methods of changing the clutch. Method 1 is to remove the engine and Method 2 is to remove the gearbox from inside the car. I have done it both ways and, providing you have a hoist, I would recommend Method 1. This may appear the more difficult at first but has the following advantages: the interior of the car remains intact (radio ect. can stay in); no danger of oily seats or interior. Most work is done standing as opposed to half lying in the inside of the car. The most important thing is that mating the engine and gearbox together again is much easier. This is due to the fact that the engine is hanging on the hoist and you only have to guide the two together, whereas if you are lying in the car, you have to try and lift the gearbox whilst trying to guide it in place - not an easy task I can assure you!

The disadvantages are: you must drain the water (a good chance to flush the system and replace the anti-freeze). The exhaust will have to be disconnected and a new gasket fitted (1500 drivers will have a gasket in stock anyway). You have to disconnect throttle, choke cables etc.

Regardless of the method, you will need a clutch aligning tool (Fig. 3 and 4). This is used to align the plate and cover with the hole in the flywheel, where the input shaft goes. If these are not aligned

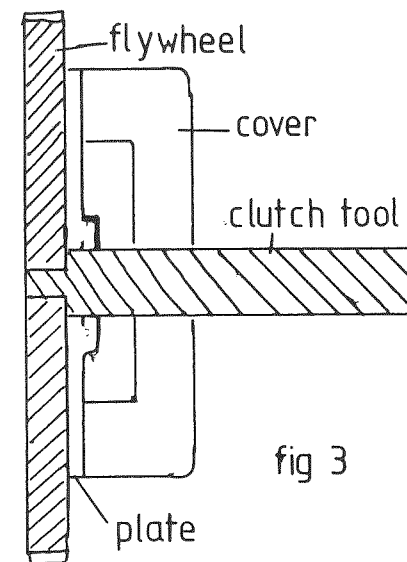
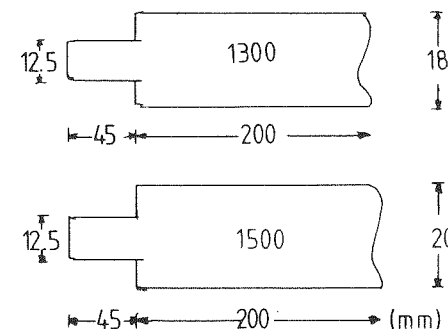


fig 3

SPITFIRE CLUTCH TOOLS fig 4



properly the gearbox will not go back on. Clutch aligning tools can be bought, but also can be made by anyone with access to a lathe for a few pence. They are better made of steel, although I have heard of people using a shaped broom handle. If you have a 1500, you will also need a 3/16 AF allen key or even better, a hexagonal-head socket. If you have overdrive fitted, you will need a tool to remove the nut holding the knob in place (Fig. 5).

Now to the clutch removal: disconnect the battery; jack the car up and rest on axle stands.

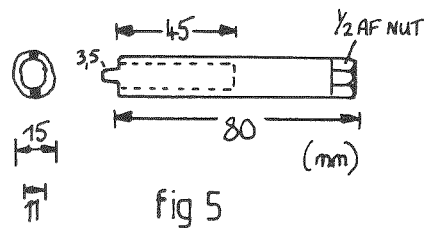


fig 5

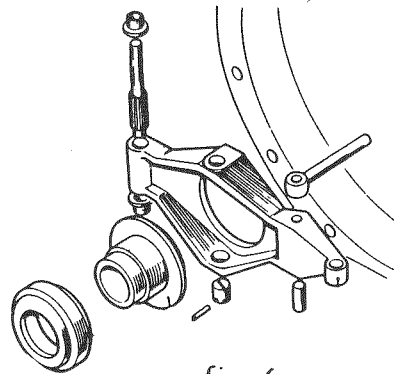


fig 6

Method 1: drain water; remove radiator, starter and disconnect all cables. Undo the exhaust pipe from the manifold. Place a jack under the gearbox to take the weight. Remove all nuts and bolts from around the bellhousing. Take the weight of the engine with the hoist and undo the engine mounting bolts. Lift the engine slightly and jack up the gearbox a bit and the engine should now come clear.

Method 2: cover seats with old bed linen. Remove radio and centre support; remove tunnel trim where fitted and front carpets. Remove gearbox cover. Remove cable for reversing light and undo speedo cable. Jack up the rear so you will be able to turn the propshaft and remove the four bolts (before doing this mark the flanges so you reassemble the same). Support the rear of the engine with a jack. Remove starter and slave cylinder. Undo all nuts and bolts around the bellhousing and undo the rear gearbox mounting bolts. Raise the engine slightly and you should now be able to remove the gearbox.

To remove the cover, just undo the fixing bolts and prise off the cover the plate will then fall out. To remove the bearing, knock out the pivot pin (Fig. 6) and take the whole bearing carrier. Prise off the old bearing (Fig. 7) and, after cleaning the assembly fit the new one by pressing it in a vice. (Fig. 8) clean the surface of the fly-wheel and the new cover with a degreaser (thinners or similar). Check the spigot bearing in the

flywheel and lightly oil. Clean the splines of the input shaft and grease lightly with copper ease (a normal grease will melt). Check that the new plate slides easily on the shaft. Take the new plate with the side marked flywheel towards the flywheel and the cover and while inserting the aligning tool offer the parts up to the flywheel (Fig. 9). Making sure the clutch is in the centre, tighten the bolts, working across. Refit bearing carrier. At this point, check the pin and bushes for play (Fig. 6). If they are not a good fit, renew them: they don't cost much but if

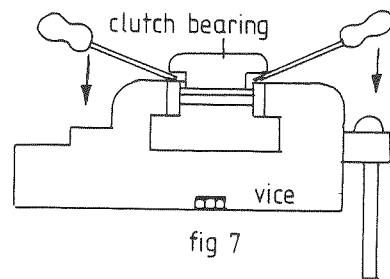


fig 7

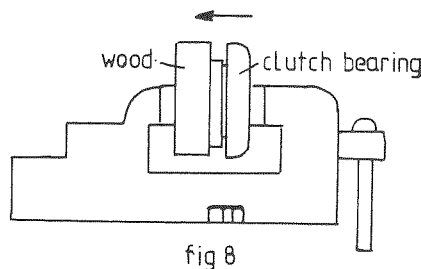


fig 8

neglected, they can ruin a new clutch cover or the pin can fall out, causing the clutch to fail completely. Next, refit the engine/gearbox. If you are refitting the gearbox from the inside put the car in fourth and turn the propshaft flange during the mating up (with your third hand), this should help mate the splines with the plate. The rest is just a reverse procedure but don't forget to refit the earth strap between the bulkhead and bellhousing.

Whether it is necessary to renew all three clutch parts will depend on the individual car, but in the long run it may be cheaper to do it all together. 1500 sufferers of oiled clutch-plates might like to know that from gearbox Nr. FR 33414 a modification was made to cure this (Fig. 10). It comprises of a different front end cover (the bit in the middle - No. UKC 7926) together with an oil seal (part no. 132292). If you take out your old one and take it along with the oil seal to an engineering firm they can turn out the old

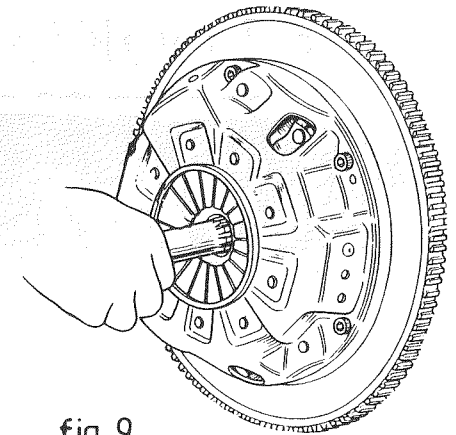


fig 9

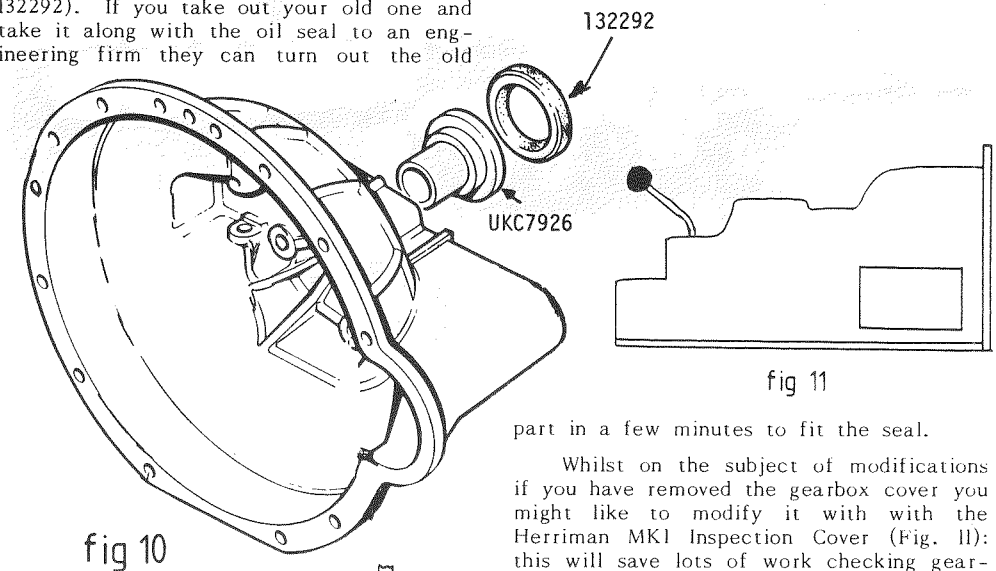


fig 10

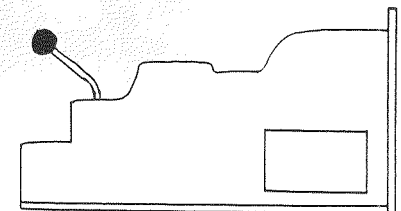


fig 11

part in a few minutes to fit the seal.

Whilst on the subject of modifications if you have removed the gearbox cover you might like to modify it with with the Herriman MK1 Inspection Cover (Fig. 11): this will save lots of work checking gearbox oil. No more burnt hands, dirty clothes or jacking up the car when checking gearbox oil. Just lift the carpet, undo one screw and check the oil level - simple. Cut the cover approx. as in Fig. 12; cut away the insulation and fix out of the way with a staple gun (the office one will do). Make the cover about 1 inch bigger all round out of aluminium or sheet metal. Hinge at the top with a household hinge and fasten the bottom with a fastener and self-tapping screw. Use door sealing foam around the edges to keep out the fumes.

Have fun!

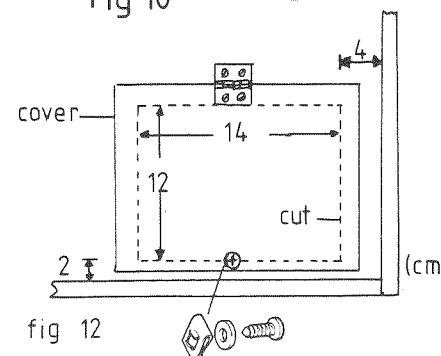
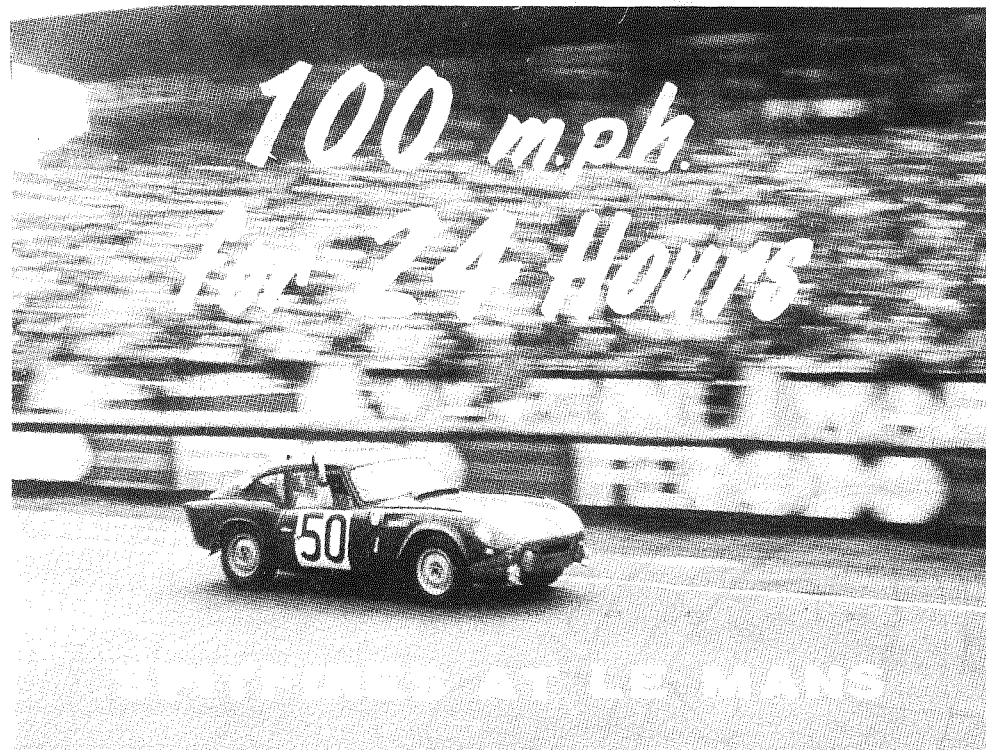
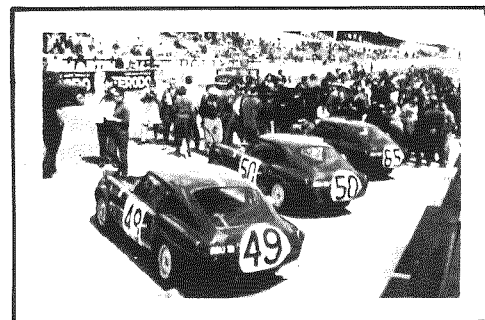


fig 12

JUNE LOOKING BACK 1964



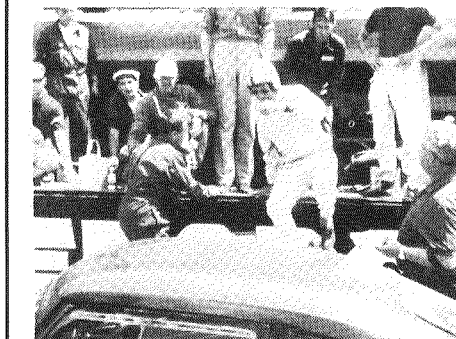
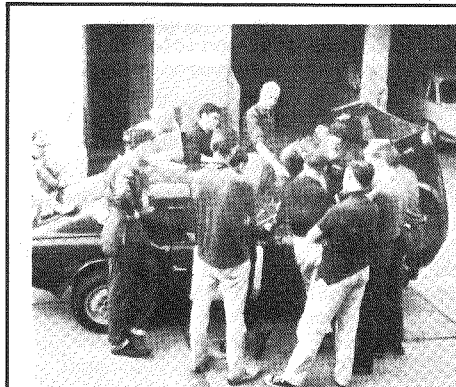
The last lap - David Hobbs gives a triumphant wave to the boys in the pits as he flashes across the finishing line at the end of the gruelling 24 hour marathon. The little Triumph's feat of endurance amongst the giants was received with great applause by the enthusiastic French spectators.



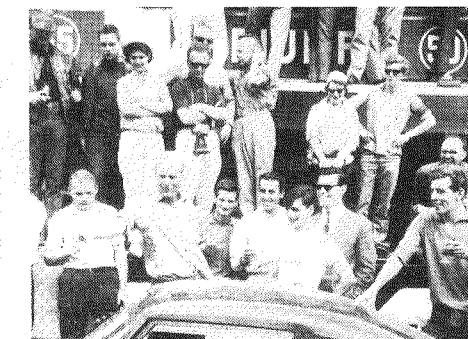
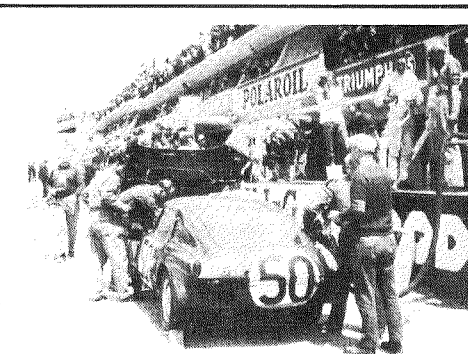
Watched by almost half a million spectators, a special racing version of the Triumph Spitfire ran for 24 hours at Le Mans at an average speed of over 100 m.p.h. excluding pit stops. Lapping the eight mile circuit consistently in well under five minutes, the car attained speeds of up to 136 m.p.h. on the fast Mulsanne straight. This was the car's first appearance in competition.

At this point there was only a few hours to go before the start of the sports car classic, and the first arrivals of what was to be a 500,000 crowd, take up their positions and stroll around looking at the entrants.

The Triumph equipe of mechanics and timekeepers was based before the race at a tiny hotel in the pretty village of La Chartre. In this early morning scene Lyndon Mills (pointing), the team manager gives some last minute instructions to the mechanics.



A typical scene during a pit stop - the regulations of the Le Mans race are extremely tight, and only a certain amount of operations are permitted to be carried out at any one time and in this scene the official race scrutineers assures that a crew stick by the rules.



BOTTOM LEFT

The Triumph pit was generally acknowledged to be one of the slickest of this year's race - here mechanics get swiftly out of the way as Robbie Slotemaker leaps into his car to take his stint at the wheel.

BOTTOM RIGHT

Driven by David Hobbs and Robbie Slotemaker, the Spitfire completed 271 laps, a total distance of 2270 miles (3659 kilometers) and was the second British car to finish. It was also placed third in its class and 21st overall, in an event which included the world's fastest sports cars and all the top Grand Prix drivers.

The other two Spitfires were both eliminated by accidents. The car driven by Mike Rothschild was thrown off its line by the slipstream of a larger car in the second hour, while the Spitfire driven by Jean-Louis Marnat hit a barrier in the 13th hour after the driver had been overcome by carbon monoxide fumes. He had holed the rear of the car after spinning on a bend four laps earlier. Neither driver was seriously injured.

A happy group at the end of the race watch Robbie Slotemaker pour his champagne over Spitfire No. 50. Left to right: Bob Tullius, American co-driver of Car No. 49. Robbie Slotemaker, Jean-Francois Poit, David Hobbs, Mechanic Jim Hammersley, George Turnbull, Standard-Triumph Director and General Manager, Mechanic Roger Sykes and behind him on the counter, Ray Henderson, Chief Mechanic.

The Le Mans Spitfire was powered by the normal production 1147cc engine fitted with the stage 11 tuning kit which is now becoming available throughout the world. Mr H. G. Webster, Engineering Director of Standard-Triumph, commented - "It was unfortunate that we lost two cars in accidents but both cars were recording performances similar to the Hobbs-Slotemaker entry when they went out. We are most encouraged by the cars' performance particularly as we experienced no mechanical trouble whatsoever. We now have every hope of a successful future in racing for these cars during the rest of the season. It is interesting to reflect that the performance of our car was almost identical to that of the 3½ litre car which won the race in 1951!"

The next event for the new car is again in France, this time at the famous Rheims 12 hour race.

Courtesy of Standard Triumph Review - Volume 26, Number 7, 1964

APOLOGY!

We would like to apologise on behalf of Phil Zorb and ourselves for neglecting to mention Mr Pat McCarron from the South Herts Area, who was the winner of the first prize of the Working Modified Class at the Second International Spitfire Weekend, Arcen, Holland, earlier this year. Pat was understandably upset with our oversight, especially as this was the first Concours event he had ever entered in his Spitfire. All we can say is that August/September saw us in attendance at many of the major shows this season which (believe it or not) creates a strain on our ever-increasing workload and the weekend in Arcen, falling at the beginning of the month, made an already tight deadline even tighter!

Many congratulations on your win, against some very stiff competition and we hope you have not been put off entering future events.

BILL & JO SUNDERLAND

IMPORTANT NOTICE

Mr Stuart Warren of Triumph Hospital immediately put pen to paper upon reading Nigel Morgan's article, 'Beat The Balljoint', which appeared in the November, 1984 Courier (see Safety 1 and 2 below). Stuart considers that Nigels tips are wholly unsafe and wishes to point this out to the membership.

Obviously Nigel Morgan was unaware that he may have been putting fellow members at risk and we know his comments were of the very best intentions, but this has highlighted the fact that we are, through the pages of this magazine, attempting to assist enthusiasts with their potentially lethal equipment and we would respectfully request that future articles of a technical nature should be well researched and have a proven safety record before they are submitted for print.

We hope in saying this, that we will not deter any member from writing to us with their valuable, technical advice.

BILL SUNDERLAND
EDITOR

SAFETY 1 Do not deceive the MOT man. In many cases the MOT is the only time many Club cars go into a garage. This test should be used as a safety test, for which it was originally intended. If new gaiters are fitted onto worn ball joints they may go unnoticed, and the average ball joint, once exposed to the elements and lack of lubrication, does not have a very long life.

SAFETY 2 Nigel's article entails removing two bolts (B) before extracting the joint. The makeshift extracting tool with Nut A connecting the ball joint and the sawn off bolt may not be sufficiently well connected by this nut to prevent the ball joint flying up into the face of the poor mut turning the spanner, resulting in possible serious face or eye injuries! PLEASE leave those two bolts in until the joint has been released from the taper.

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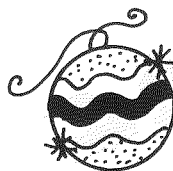
HERALD REGISTER

REGISTER REVIEW OVERSEAS HERALDS

To round off the years Register Reviews, I have compiled what information I have on numbers of cars by marque from different countries in Table 1. We have register entries from fifteen countries with the USA, Australia, Denmark and Norway being best represented. It should be pointed out though that all the Danish Heralds belong to one person, Hans J Lintrup, who also has three Vitesses!! The countries represented on the TSSC Register do not represent the full range of countries to which vehicles were exported. I have records of car exports to New Zealand, Southern Rhodesia (Zimbabwe), Japan, Argentina, Martinique, Libya, Aden, Costa Rica, Kenya, Ceylon (where the ex-Prime Minister, D Senanayake, owned a saloon), Hong Kong, Austria, Cambodia, Bahamas, Canary Islands, Malta, Gibraltar, Peru (where cars were assembled) and most European countries not listed above or in Table 1. I also saw two (one wrecked!) in Nigeria, when I was working there about seven years ago. I would be interested to hear from anyone else who has spotted Heralds in odd corners of the globe!

TABLE 1
OVERSEAS HERALDS ON THE TSSC REGISTER

	948			1200			12/50		13/60		TOTAL	
	CONV.	SAL.	COUPE	CONV.	SAL.	COUPE	EST.	SAL.	CONV.	SAL.		EST.
Australia	1	1	3		2			1				8
Belgium			1	1						1		3
Canada				1								1
Denmark					4		1		1	1	1	8
Eire	1								1			2
Finland				1	1					2		4
France									1			1
Holland									3	1		4
India		1										1
Italy								1				1
Norway					5				1	2		8
South Africa			1									1
Singapore									1			1
Sweden					2	1						3
USA	1	2	1	3	2					1		10



25 YEARS
1959 - 1984

In general, commission number prefixes of 948cc are similar to the UK, although additional information may be added by the importing country. For example, in Australia a 948 coupe has the commission number 2672KBY6040, the 2672KB being unique to Australia.

Many 1200cc exports had GB prefixes. A Norwegian 1200 left-hand drive saloon has, for example, GB28770LDL. The GA prefix is also used, probably on all MK1 1200's and late MK11 1200's.

13/60's use the GE prefix, although cars from some European countries have a number preceding GE. For instance, Belgium, Dutch and French cars are prefixed by a 1 and Irish (Eire) by 7.

If any overseas members have more details on their cars or on other Heralds not in the TSSC in their countries, please let me know.

TYRES AND WHEELS

All saloons, convertibles and coupes were fitted with 3½D wheels, shod with 5.20 x 13 in. cross-ply. Estates and the Courier van were fitted with 4½J wheels and 5.60 x 13 in. cross-ply tyres. The Vitesse was also fitted with 4½J wheels.

In reply to Peter Mc Phails letter (October Courier), I would like to offer the following observations and personal opinions on tyres and wheels: I use 155 x 13 in. steel radial tyres, preferably on the 4½J wheels. I use remould tyres, mainly because they give good adhesion (usually being of soft compound rubber) and, as I rarely go above 60 mph, I don't feel that I need anything "better". I have driven on 145 x 13 Michelin 2X's and thought they were appalling in the wet; even the front of the car felt unsafe! I believe that Michels last well because they are hard compound rubber, but the penalty for this long life is relatively poor adhesion under some conditions. The worst combination of tyres I have ever used is the (legal) one of 5.20 x 13 cross-ply on the front and 145 x 13 radials on the back. Interestingly 5.20 x 13 cross-ply (Semperit) all round gave no problems! I can only assume that the small amount of rear-end steering the independent suspension gives makes the cross-ply front/radial-ply back combination particularly hazardous.

For "normal" day-to-day motoring under mixed motoring, I cannot see the point of wheels wider than 4½J or tyres fatter than 155 x 13. This combination was also supplied (at least in cross-ply form) on estates and is, therefore, unlikely to over-stress the suspension components etc. I also suspect that low-profile (60, 50 series) are a waste of time on Heralds. To quote sports Car Mechanics (October 1984, p. 67), "If your car has suspension which allows large camber changes, it won't take kindly to 60-series tyres. Their lack of resilience means that the wheel needs to be perpendicular to the road surface in order to keep the wide tread flat on the ground. 60-series money is wasted if one edge is continually being cocked up one edge under cornering".

My opinion then, of the best for a Herald, is 155 x 13 steel radials on a 4½J wheel. I inflate mine to 20 psi front and 26 psi back (convertible), 28 psi (saloon); but experiment with your pressures to get it right.

1985 - 1200 Originality Guide

After the 948 Originality Guide in 1983 and the 13/60 Turning Circle in 1984, I plan to concentrate on the 1200 cars for 1985. If anyone has any interesting information or observations on this marque, please let me know. Photographs (black and white prints, black and white or colour negatives) would also be welcome!

CHRIS LONGHURST

BOND REGISTER



The latest Register position is as follows:-

Type	No of cars
Equipe GT (2+2)	10
Equipe GT4S MK1	7
Equipe GT4S MK11	54
Equipe GT4S 1300	33
Equipe 2L MK1	54
Equipe 2L MK11 Saloon	36
Equipe Convertible	44
Type unknown (not specified on register form)	2
REGISTER TOTAL	240

As I have mentioned before, an Equipe has two identifying numbers on its chassis plate (the plate is secured to the nearside of the scuttle, above the catch for the bonnet clip). The commission number is derived from the engine number, with the addition of a 'B' prefix. It is, however, the serial number which is the chassis number recorded at the factory. Invariably, the registration document will show only the commission number, which is not a good idea since engines were occasionally shuffled around at the factory, giving rise to a duplication of commission numbers.

When I pointed this out whilst licencing my MK1 saloon, KCK 242H, on 18th January, 1984, the D.V.L.C. at Swansea threw so many wobblers that I still don't have a registration document for the car. They even issued a directive to the local licencing office to

come and inspect the car and issue a new registration number on the grounds that I had changed the chassis!

The point of this spiel is that I should be grateful if members would supply the serial number of their Bond when filling in renewal forms and vehicle register forms, so that I can identify the car from the records. Incidentally, all you existing Club members who have bought Equipes after joining the Club, have you sent in details of your car?

Identification of Serial Numbers:

The serial number consists of one letter, together with one or two figures and a separate group of three or four figures, e.g. V6 5374, which is the serial number of my MK11 saloon, LRN 349H.

The letter indicates the year of build. As far as Equipes are concerned, this starts in 1963 with 'O', and finishes in 1970 with 'V'. The figures in the first group denote the month in which the car was built.

The second group of figures is the actual car number, and these figures alone can identify the type of car, although the first group will tell you when the car was built. The three main types of Equipe are identified by the following series of numbers:

Equipe GT	101 - 544
Equipe GT4S	1001 3505
Equipe 2L	4001 5431

MODEL CHANGES - FIRST AND LAST NUMBERS

MODEL	FIRST	LAST
Equipe GT	101	544
Equipe GT4S MK1	1001	1183
Equipe GT4S MK11	1184	3055
Equipe GT4S 1300	2886	3505
Equipe 2L MK1	4001	4590
Equipe 2L MK11	4591	5431

OLDEST AND NEWEST CARS ON REGISTER

MODEL	OLDEST - SERIAL & REG. NOS.	NEWEST - SERIAL & REG. NOS.
Equipe GT	155	4988 ET
Equipe GT4S	1009	BVE 626 B
Equipe GT4S 1300	2886 (prototype)	MTF 360 G
Equipe 2-litre	4036 **	JKU 233 F

Since the GT4S serial numbers stood at around 3,100 at the introduction of the 2-litre model, it can be seen that the Company did not anticipate making any more four-cylinder cars by their use of the 4000 series for the new model. However, production of the GT4S did stagger on until the demise of the factory on 31st July, 1970, although only 400 cars were built in those three years, against nearly 1,500 of the 2-litre model.

*Although 496 is on the register, it was actually built three months before 492, which is listed in the records as a body shell only, until completed with a MK11 Spitfire engine, one of the three Equipe GT's so built, although MK11 Spitfire production did not start until December 1964, the Equipes having been built in September and October of that year.

**Although JKU 233F carries the oldest chassis plate on the register, KCK 242H is believed to be a rebuild of 4002, the second prototype, with several detail differences to 4001, the much photographed ERN 656E. KCK carries a late MK1 number, 4467, issued in July 1968, although the car is known to have existed before that, having been rebuilt by the experimental department in July 1968 with the first MK11 engine supplied by Bond for evaluation. It is known to have covered 18,000 miles by that time on its original engine, before being involved in an accident, which damaged its engine, thus making it an ideal

candidate for the MK11 engine. However, it must have operated on trade plates, because there is no record of it being registered at all until 13th September, 1969, when it received its present number. After this, it was still re-

tained by the Company, and was subsequently given to the Works Manager as part of his redundancy payment. It was he who sold it to my brother in 1972. The total mileage by this time was 42,500.

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MAY 1982	COURIER	FEBRUARY 1984	COURIER
JUNE 1982	COURIER	MARCH 1984	COURIER
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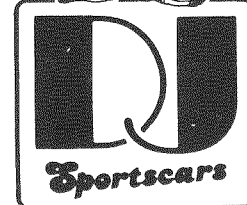
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LETTER FROM MILES HUDSON -

ALTRINCHAM, CHESHIRE:

Sterling Work

I am rarely in a situation where I find myself writing letters of praise about manufacturers; however, I am delighted to put pen to paper regarding Nickersons Sterling Exhausts of Halesowen, W.M.

Several years ago I was fortunate enough to inherit my Grans MK1 Vitesse, with a genuine 14,400 miles on the clock, complete with garage bills. The car was in 'mint' condition, still with the polythene wrapping on the door panels. Used every day for the past five years to date, I have replaced five tyres, trunnions and front suspension bushes, wheel bearings, carburettor needles and bushes and the odd spark plug!

Having gone through an exhaust in a matter of months (courtesy of Hammer-smith Car Impounding Inc.; a subsidiary of Traffic Wardens PLC), I realised that the purchase of a stainless steel exhaust system was economically viable. Ringing round various manufacturers provided me with a quotation of £88.00 from Sterling Exhausts as opposed to the B.L. price of £47.00 for a steel system. Delivery was under two weeks and fitting trouble-free, once the three parts orientated correctly, and then I forgot about it

A few months ago the engine started to sound a bit 'throaty' due to a fractured weld between the down-pipe and first expansion box, caused by the torque of the engine. A phone call to Mr Brown at Sterling and a brief description of what was required resulted in me sending the relevant bits to Sterlings works in Llanbeder. 72 hours later the pipes were returned, via Securicor, all welds remade and reinforced; a new jacket around the rear silencer box; two new exhaust clamps and a custom-made flexible coupling. All my problems solved at a stroke! And the cost? Less than 20% of the original price, including carriage. Service of this nature is invaluable and much appreciated by this particular member. You could say they 'blew away' the opposition (groan!).

Whilst penning this note, I must mention a very hairy incident that happened recently: I was in the middle of a motorway interchange when I lost all steering. The sense of helplessness is a memory I would rather forget, slicing through the busy traffic and ending up contemplating a crash barrier from four inches is traumatic to say the least. The cause? No, not the rack or tie-rods, but the frangible link on the steering column just inside the engine bulkhead. The two case-hardened bolts which mount this life-saving device has sheared, thus releasing the upper and lower halves and with it all control. Petrol economy is staggering until confidence returns. You have been warned!!

I think that the TSSC is an excellent concept and well presented, although the idea of like-minded car enthusiasts getting boozed up in pubs is slightly questionable in its logic. If a register of Co-op workshops where pits and lifts could be organised around the country, perhaps constructive advice and practical help might be of greater use, rather than shaggy dogs about how I was doing a ton-up on the Kyhber Pass when I was over-taken by a donkey/my vertical links went/the dodgy Czech remould blew etc ...

P.S. No, I'm not connected with the above mentioned Company in any way!

LETTER FROM BARRY SMITH -

SHOOTERS HILL, LONDON SE18:

I felt I had to write after seeing I had won this years Recruitment Drive, as I encountered some strange experiences whilst doing 'my bit'. Firstly to the rather large geezer who came steaming out of his front door demanding to know why I was tampering with his windscreen wipers at 11 o'clock at night! Also the people I put the 'fear of God' into by running up a queue of traffic and thrusting a leaflet through their window. I think the worst one of all though was a MKIII Spitfire parked in Camberwell: I casually leant on the car to put on a leaflet when a 2,000 watt alarm system went off!! I promptly turned a glowing pink colour and walked off quickly, pretending it was nothing to do with me. And lastly to the bad tempered 'man' (for want of a better word) who, on my handing him a leaflet, stated that if he got another one of these he'd make sure the supplier would have it

stuffed somewhere painful! I therefore suggested that members obviously thought his car needed some cheap spares, which did not go down too well!!!

I must say though that generally people to whom I spoke seemed very interested in the Club and its goings on, some vowing to join straightaway (surprising what a gun pointed at the head can do!).

My thanks must go to my Boss at work for the use of the photocopier and to Mr Ridgewell for drawing me out of the raffle.

The prize money has already been allocated to new parts for my ever reliable MK1 spitfire, which managed to get me to Portugal and back earlier this year with no more problems than a broken exhaust bracket - but that's another story.

LETTER FROM KEN PYLE -

MARSTON GREEN, BIRMINGHAM:

I have recently rebuilt my 1970 Vitesse and would like to highlight a problem with engine parts: pistons.

I had the engine rebuilt by Classic Power Units at Coventry. Due to errors in the Parts Catalogue, GT6 MKIII pistons were purchased and fitted. This resulted

in raising the compression far too high. I contacted Classic Power Units and they changed the pistons with no fuss or expense to me. Consequently, they have a set of GT6, dome topped pistons for sale very cheap: any member who is interested can contact them on (0203) 461136.

Secondly I have one problem which is baffling me. When motoring on the Motorway, the carbs are being starved of petrol, causing backfiring; to remedy this I have to drop down to 50 m.p.h. for a short while. I can manage to keep going at 70 m.p.h. in overdrive but anything above this and the backfiring re-occurs.

I have a standard engine with SAH manifold and dual exhaust system. 1 1/4" SU's, KN filters and Lumenition electronic ignition. The car was set up by Aldon Automotive so I would expect needles and timing to be okay. Anyone out there with any ideas. I've cleaned the pump and it seems okay.

LETTER FROM ALAN CAYLESS -

FLITWICK, BEDFORD:

I've been prompted to write by a recent experience I had in buying a secondary handbrake cable for my Vitesse MK1. I'm lucky in living quite near to

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Dunham and Haines, so naturally enough went to them first. Not only did the assistant assure me that MK1 and MK11 cables are the same (they aren't!), but the price quoted was a whopping £6.67! After a few 'phone calls, I eventually bought the correct cable from Marshalls of Bedford - also a Unipart stockist - for £2.19, no less than £4.48 cheaper than Dunham and Haines! The interesting point is that both are official Unipart stockists, yet are charging vastly different prices. It pays to shop around!

LETTER FROM STEPHEN BEDFORD - WATFORD, HERTS:

Holidays Need Not Be Uneventful

Two years ago my family and I went to the Loire Valley in France for a holiday in my Vitesse 6 convertible to visit some friends. One day, whilst on our way to visit one of the many chateaux in the area, we were driving along a country lane, when there was a terrific bang behind the car. The car started going up and down like driving over deep potholes - I hit the brakes - nothing happened as my foot went straight to the floor.

I know this may sound silly, but my first thought was "why have the brakes failed?". The next second the back wheel passed me with the brake drum attached! I thought "so that's why the brakes have failed!" Fortunately, we were going uphill at the time and the car came to rest naturally, just six feet away from a six-lane road. The wheel continued across the road and there was the squeal of brakes as cars were trying to avoid it.

On investigation of the damage, the half shaft had broken inside the bearing housing and the back of the car had slid on the exposed brake shoes and backplate. Fortunately, no one was hurt, but what do you do to get spares when the car has been out of production for at least ten years, let alone when you're in the middle of France?

There was a garage nearby and I was able to borrow their trolley jack to move the car onto a flat surface and put my scissor jack underneath the car. We 'phoned our friends who collected us and we returned to their house, where a few frantic 'phone calls to England were made.

A friend was building a Dutton and had just got his suspension from a breakers yard. He was able to locate a complete half shaft, including brakes. Although the shaft was rusty, it appeared to be in fairly good condition. Mind you, I would have accepted anything at the time. I 'phoned my parents and asked them to collect the shaft and drive to Newhaven to meet a particular ferry. I borrowed our friends car and drove to Dieppe. I met my parents in England and caught the same ferry back to France with the new shaft. A few hours sleep and then back to the side of the road to rebuild the rear suspension. It was surprisingly easy to dismantle the old and assemble the new shaft onto the car, but I had a few problems tensioning the rear spring. I needed my jack. I had to remove a few kerbstones to support the car (I knew I should have packed the axle stands). I changed the brake cylinder and adjusted and finished assembling everything. Then my first problem: I had to ask a Frenchman to help me bleed the brakes. Not easy to explain in French! Finally, the car was on the road with very minor damage to the rear wing and now with rebuilt rear suspension.

The accident happened at 12 o'clock: at 2 o'clock the following afternoon the car was back on the road. This included 8 hours on the Ferry and 2 hours in England. The total cost was was £30, of which £15 was for the half shaft; the rest was for the Ferry and petrol. I collected my family from the house and we went to the same chateau we were supposed to be visiting the day before: only one day lost from the holiday and some extra Duty Free for my parents to take back for me. My wife summed the accident up by saying "I knew that you would find some excuse for working on the car during the holiday!". You can't win can you? By the way, the car has covered 197,000 miles.

LETTER FROM DR L A GLEN - AIRDRIE, LANARKSHIRE:

You want to know why I am not rejoining the Club? The answer may appear simple - my Triumph Herald 1200 (1970) has fallen to bits: chassis, floor pans etc. It is a wonder it got through the 1983 MOT test but there it is.

Knowing that disintegration was well advanced the prudent thing, you may

suggest, was to look for another car - a Triumph Herald, of course. You are correct and that is exactly what I attempted to do. I grabbed 'The Courier' the minute it came through the letter-box and began 'phoning the possibilities that very evening. "Nice car for sale in Coventry, 13/60, maroon, saloon, J registration".

I rang up the number. The chap on the other end of the line seemed surprised to be 'phoned from Scotland. Well, it is off the beaten track, although we do have tarred roads up here. After some further calls, the upshot was that an enthusiastic Club member would go to see the car in question. He went through it with a tooth comb: there were some reservations but on the whole the report was fair. One matter bothered him - he had failed to have a real go at the chassis. You know what I mean. The Coventry fellow seemed satisfied. Arrangements were discussed to meet him and to see the car. Now what about payment? How would he be paid? How do most people pay? By cheque, of course. "No thanks", was his reply. Bank references were offered to no avail. It was to be cash or nothing. What was in his mind? The result was that he then refused to sell. Maybe he was secretly worried that his maroon saloon would have clonked out at York if I had attempted to bring it back to Scotland. By then I would have been 'phoning my Bank Manager to have him stop the cheque!

Now for adventure number two: it can also be recounted as neither of the participants in the car sale ploy is a member of the Club. All notions about Triumph Herald's had practically been erased from my thoughts, which is quite difficult after a twenty year acquaintance. Out of the blue a suave young fellow 'phoned me one Friday. He had heard through the grapevine that I was interested in the Triumph Herald breed. He just happened to have a Triumph Herald 13/60 saloon for sale. It was white and he said that he had spent months restoring it until he was beguiled by a better model. The car for sale was reputed to be sound and the price was less than £500. Well, after a little hesitation, I was interested, but the earliest that I could see the vehicle was a week on Sunday. Right, it was agreed that, although the car was to be advertised locally in his part of Scotland, he would give me first refusal of the same. I 'phoned a Triumph

expert who happened to know the car: he gave a good account of it but thought it a little pricey.

It was, therefore, arranged that suave seller would turn up at the Triumph meet on the Sunday appointed, when we would get down to business. He disclosed that some people had been to see the car. I called him mid-week to check the plan for the meeting. He feigned surprise at my call and then admitted that he had sold the vehicle. So much for first refusals from suave young men. At the time I hoped that the cheque which he had received would 'bounce'.

So that, dear reader, is why I am not re-joining the Club, unless you just happen to know of a good car, owned by a reliable fellow who accepts cheques and knows what first refusals mean.

**Write to: 21 Monks Road
Airdrie
Lanarkshire
ML6 9QW**

LETTER FROM DAVE BAYLISS - KNAPHILL, SURREY:

I wonder if any members can help me? I am trying to contact an ex-member (I think) who used to live in or near Glasgow and whose Christian name may be Matt. I believe he now works in England but returns to Scotland frequently. I have little other information, so a brief description of the car may jog a few memories:

The car is a GT6 MK11 or 111 and it is painted a metallic light blue or green. The engine is a 2.5 PI and it has a TR6 differential and driveshafts. The wheels are Revolutions, painted the same colour as the body. Finally the rear suspension has been modified to provide proper wishbones.

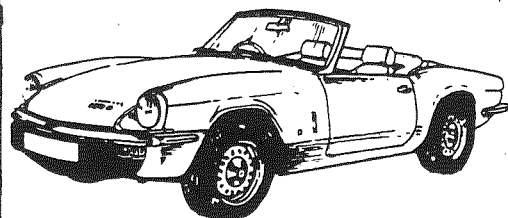
I saw the car in January 1980 when I attended a Scottish Area meeting at The Beech Tree Inn at Dumgoyne, but since then I believe it has had a couple of off-road excursions and is now in a garage awaiting a re-build.

Anyone knowing the whereabouts of the owner, the car itself or indeed the original owner, who was, I believe, a Triumph car development engineer, please ask them to urgently contact: **Dave Bayliss** 54 Southwood Avenue, Knaphill, Woking, Surrey GU21 2EY or 'phone Brookwood (04867) 3998 - evenings preferred.

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A fellow member 'phoned me in a state of distress because his 13/60 had got through three clutches in about a week, the centre of the friction plate being neatly torn out each time. I hadn't come across this before so said I'd ring around and see if anyone else had any ideas. John Kipping came to the rescue, saying that he recalled seeing a Borg and Beck directive concerning this problem. Evidently it was a problem that Borg and Beck had come across several times, and they had found that it was linked to a distorted engine back-plate. John did not know if it worked but thought it worth investigating. Sure enough, when the flywheel was removed, the back-plate was found to be quite badly bent where it was hidden by the flywheel. A replacement backplate was fitted and since then the car has managed to hang onto its clutch. An unusual cause, as I can't really see why the back-plate got distorted in such a way, though it's definitely worth remembering.

JOHN REESE
NEWPORT, GWENT

Further to the letter from Mr Geoff Bell in the November Courier, with respect to wiring up an overdrive unit to operate on the lower gears, the problem is one of torque capacity. Space and cost considerations during the design stage limit the size of bearings and gears used in the unit. Bear in mind that if the 2-litre

Vitesse MKII engine will develop 117 lbf. ft of torque at the flywheel and if the gearbox, with ratios of 1/1; 1.25/1; 1.78/1 and 2.65/1, is 95% efficient, the corresponding max. torque at the output end of the box (i.e input into the overdrive unit) will be 111 lbf. ft; 139 lbf. ft; 198 lbf. ft and 295 lbf. ft. Therefore, it can be seen that an overdrive suitable for use with all four forward speeds must be more than twice as strong as one that is used on top and third gears only. Rapid catastrophic failure of a unit wired up to work on all forward speeds is, however, unlikely to occur unless frequent use is made of full throttle in overdrive first but the ultimate life of the unit will be adversely affected by use in the lower gears.

Incidentally, I believe that the predecessor of the Triumph Herald, the Standard Pennant, was available with overdrive on second, third and top in the 1950's.

Referring to the article 'Race Tuning for the Layman' in the October Courier, please note that torque is NOT measured in pounds per foot. It is the product of a force and a distance and, in Imperial units covering the range of outputs of typical car engines, these units will be pounds force (lbf) and feet the resultant being pounds force ft or lbf. ft.

R N SPENCER
NEWPORT, GWENT

LETTER FROM S.L. YOUNG - WITNEY, OXON:

Following the recent difficulties I have experienced trying to obtain replacement carpets for my Herald 13/60 estate. I decided that as I have had some limited upholstery experience, they could be made myself.

As a result, I feel that, should any members be experiencing difficulty replacing their carpets, I might be able to help.

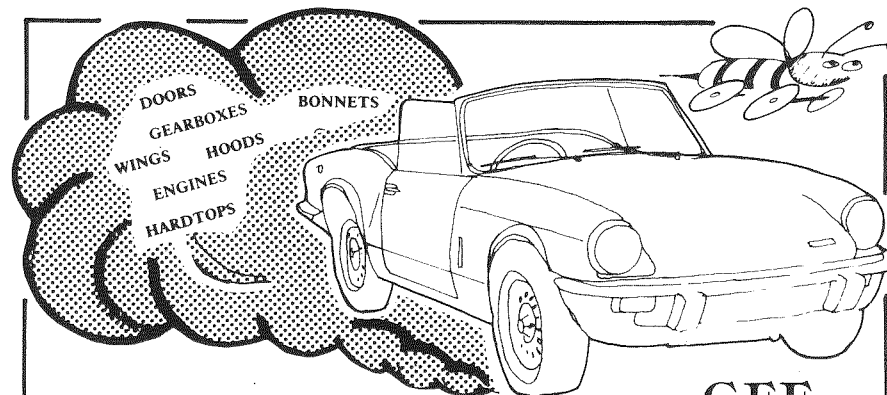
If demand is great enough, I can supply full sets of carpets for all models of Herald and Spitfires for a maximum of £60 per set, with a possible discount for quantity orders. These mats will be produced to original specifications in black and possibly beige.

In addition, due to the problems I had replacing the internal door trim upon the Spitfire III, I am rebuilding, I find that I can also supply passable replacements for those. As yet I have not priced them, but if the interest is there, I can certainly do so.

For further details, please write to:-

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ANGLIA AREA NEWS -

GILES TINKLER REPORTS:

The Anglia Area A.G.M. took place on the 11th October and it proved to be an amazing turnout by local members, although many were happy to take a back seat, many useful ideas and suggestions were thrown in for discussion. Hopefully several of these ideas will be acted on in the next few monthly meetings.

One of the ideas is for a Technical Corner; this will be initially introduced by Peter Cranwell, who will be giving a demonstration on stripping a gearbox.

The Area Christmas Dinner is now booked for Friday 14th December and will be held at The Coach and Horses, Trumpington.

The stand which we organised for the Marshalls Milestone Pageant at the East of England Showground proved to be a tremendous success, with an amazing number of people showing an interest in the Club. Many thanks to everybody who assisted with this event, from bringing their cars to the show, to setting-up and manning the stand. Special thanks must go to Trudi Squibbs and Bill Sunderland for their attendance and selling of the Club to interested parties.

Forthcoming Events:

December 6th, Thursday - monthly meeting including a Technical Corner.

December 14th, Friday - Anglia Area Christmas Dinner - ticket only. 'Phone Camb. 210166 for further details.

AVON AREA NEWS -

HILARY OWEN REPORTS:

The last Friday in October saw 20 of us heading for Cwmbran to take part in a Skittles Evening, organised by the S. Wales Area. After a lovely buffet and successfully extinguishing Nick Garnetts car fire and we motored back to Avon. Thanks to Denise and the S. Wales Area for a good evening. A return match in the New Year perhaps? Thanks too to John and Sue Lippiatt for the November 5th Bonfire Party.

Forthcoming Events:

December 19th: Christmas meal at Caldicot Castle (replaces Keynsham meeting).

Forthcoming Meetings:

December 3rd/January 7th at The Wheat-sheaf Winterbourne, 8pm.

December 19th - no meeting due to Christmas meal (see above).

Chris and I would like to thank all the members in the Avon Area for their support during the year and especially all those who helped run events - many thanks! Best of luck to Les Wighton and his team for 1984/85.

AYLESBURY VALE AREA NEWS -

W GREGORY REPORTS:

A massive turnout (compared to last month) of 14, including a wayward M.G. owner, combined with a little fun quiz, made this meeting very enjoyable. 8 attempted to understand the questions to win the big prize (bottle of car polish): joint winners Paula and Trevor, both receive a prize (!), with Henry Herald 3rd with no prize. Our M.G. owner came last, having spelt his name incorrectly. A lot of disagreement was created regarding my answers, but I am the Referee, so 2 red cards plus one yellow left the answers in no doubt. A flag has now been made showing all new Area members which group of persons is us: green background, "AA TSSC" in yellow, square, wooden pole, wood base, 30" high.

CORNWALL AREA NEWS -

DAVID BUXTON REPORTS:

The December meeting will not take place on the last Thursday of the month. Members will be meeting for lunch on Sunday, 16th December at our normal venue, The Farley Hotel in Truro. A buffet lunch for approx. £2 will be available, so if you are not a regular visitor to our meetings, please let me know in order that we are all adequately catered for.

COTSWOLD AREA NEWS -

SUE IND REPORTS:

Octobers meeting brought us five new members, so welcome to them. Also a visit from a somewhat famous person among Triumph fans, namely Finn Egeland Jensen with his lovely Bond 2-litre (see the front cover of Turning Circle number 5, October 1983). A very enjoyable even-

ing and thanks Finn for coming all the way from Exeter - we look forward to seeing you again.

There was no response for the Skittles Match on 26th October - sorry Denise.

Best wishes to Martin, who wrote off his Vitesse and nearly himself by all accounts. Hope to see you at some future meetings fully mended.

CUMBRIA AREA NEWS -

MIKE BROWN REPORTS:

Due to Malcolm Butler being unable to make the meeting tonight, I took the helm. What a poor turnout! There was only myself and Andrea who turned up. Although by chance we met club members Richard Edwin and his wife, who were on holiday from West Yorkshire in their 2-litre Vitesse MK1. We were unable to obtain any information about Mr Cheesemans Car Museum as he is on holiday.

The next meeting will be on 5th December at the Olde Queens Head, Keswick. Let's have a better turnout.

DERBY JUNCTION 29 AREA NEWS -

DEAN NIXON REPORTS:

The "Noggin 'n' Natter" at The Elm Tree, Heath, was once again well-attended. One or two welcome new faces, plus, as usual representatives of our 'cousins' in the TR Register. I hasten to add they are also welcome, as were two members from Coventry, who travelled up in a 948 Herald. Wide-ranging topics were discussed to the enjoyment of all. Next meeting will be Wednesday, December 5th.

DEVON AREA NEWS -

GARETH BEECHING REPORTS:

At the recent slide show at Totnes, there was a good turnout of 25 people, but we learnt from the Landlord that he now wants to charge £5 per night for the use of the room. Economically this may prove unviable for us, so a change in venue for 1985 is being considered. Likewise, at the Kennford meeting on 11th November, the Area was embarrassed by the Landlord not being able to accommodate a visiting Avon Area member by opening the childrens room; a pretty poor show when 30 people were filling up one of his bars. This venue is also under the microscope and it may be that we move to another pub some 400 yards up the road. We'll discuss

these further at the December meetings: Sunday 9th December - Seven Stars at Kennford and Sunday 16th December - Dartmouth Inn at Totnes (Christmas Buffet and thrash). Volunteers are needed to prepare food for the buffet, please give generously!

DORSET AREA NEWS -

ANDY TOPP REPORTS:

I would like to thank Steve Ward for organising the Quiz last month (November 7th), I think everybody agreed that it was well planned and the questions were well thought out - the majority of contestants coming from the Wessex Area and Central Somerset. Needless to say, the first prize of a gallon of GTX and a plaque went to Neil Williamson of the Wessex Area.

If any of the Dorset Area members would like to have a Christmas meal, it will have to be organised at the **next meeting, December 5th** - it will be held at the same venue as last year, but I do need figures and a small deposit. We also need to hold an A.G.M. I have been hoping to do this at the last two meetings but, due to lack of members (i.e. no more than seven at any one meeting since September) we have not been able to hold this important event. So, please turn up for the next meeting at The Antelope Hotel, 8.00pm. If you need to contact me, my address is:-

2 Limerick Villas
North Street
Melborne Port
Sherborne
Dorset DT9 5ES

ESSEX AREA NEWS -

BARRY THURGOOD REPORTS:

Firstly, a big thank you to all those that helped at the Brighton Classic Car Show - didn't we do well!

Next on the Agenda is a welding course, organised by Dave and Kevin. It's to be run at East Ham Technical College as a series of 12 evening classes, covering gas and arc welding and starts in the New Year. Fees will be approx. £60, which is cheaper than destroying a couple of new panels. For full details ring Kevin Hagger on 01-592 6302. Hope to see you at the Xmas Do.



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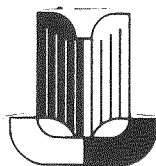
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N. HERTS, S. BEDS AREA NEWS -

STEVE BEDFORD REPORTS:

Another good turnout for the Club meeting, especially as it was Bonfire Night. Congratulations to Tony Gay for winning the raffle for the whiskey; we'll all be round later to test the contents! I am at present collating your ideas for a new venue for the North Herts Area and this will be announced shortly.

I would like to think that our fame has spread, especially as Alan Minter, the ex-light Heavyweight Champion was at our last meeting. Shame he turned up in a Mercedes: maybe he left his Club car at home!

The Christmas meal has been booked at The Green Man at Offley, Herts for Thursday 20th December. If you cannot get along to either of our meetings please give me a ring at home (0923-23549) or Bob Prebble (0767-315196) who is collecting the money. The wine for the meal will again be provided from the proceeds of Stuart Warren's raffle. As you will have seen in last months Courier, our Area won joint first in the membership competition: I would like to thank Irene Fussell, M. P. Dudley, Brian Waters, T. D. Edmonds, and F. G. Becketts for their sterling efforts in helping us to win. The £50 prize will help us to provide more for you in the Area next year.

The S. Beds meeting in January will be put back to the 3rd Tuesday i.e. 15th. We have our own room at The Bird in Hand at Henlow for this meeting, so why not make a special effort to come along to this one. I hope to have the motoring quiz ready for this time.

HERTS SOUTH AREA NEWS -

JEFF MOORE REPORTS:

Firstly, our thanks go to Jeremy for doing a wonderful job as A.O. over the past few years. The pressure of work, etc. ... But at least we've still got you on the committee (you can't get away that easily!). I am pleased to report that the A.G.M. was well-attended, with lots of new faces. The Halloween Party was great fun (for all but me), with John and Val taking one prize and Christine the other. The unfunny bit for me was breaking off my exhaust while parking - my thanks to Ken for bringing home the bits!

Next meeting November 28th at The Coach

& Horses, starring Pat and his 'how to build a Spitfire in three easy stages' album. We have also started a 'members and cars' album, so don't forget to bring your snapshots with you when you come along.

GATWICK AREA NEWS -

NICK WYHEMAN REPORTS:

I thought I'd just write to say that although the Gatwick Area (Surrey) has not been listed in the back of The Courier for the last year, it does still exist. I'm afraid I haven't been able to go to any of the meetings for the last 3 months due to a holiday and being at Bristol University, but I do intend to go to the meeting on Monday 17th December at The Black Horse (A23 near Gatwick).

I must congratulate the Avon Area whose meetings I have been going to since I've been in Bristol. They are very friendly, helpful and efficient. Their meetings are well worth going to.

I hope to see the regulars (especially Mark with his GT6) at the Gatwick meeting.

LEICESTER AREA NEWS -

MICK MAIDMENT REPORTS:

Our evening and Sunday lunchtime meets are well attended by the usual regulars - still no sign of all the new members the Club has acquired this year, but we keep trying. We are attempting to arrange a Skittles Match against the T.R. Owners Club; anyone interested please contact me or any of the committee members. We need a team of about 12 - 14; the price per head will be around £2.50 which will include a good nosh-up. We showed improvement against the V.W. Owners Club, so lets keep it going.

Tony Mee will be taking over the helm as A.O. for 1985 and will, of course, get all the help he needs from the rest of the Committee. See you all at the next meet.

EAST & CITY OF LONDON AREA NEWS -

IAIN ATKINSON REPORTS:

To confirm dates so that we don't clash with the Thames Area in December, we meet on the 13th and 27th, then every other Thursday. Hopefully, the first meeting of our Area will have happened by the time you are reading this and news of how it went will be included in the next report. I must apologise in advance for

not being able to attend the 27th December meeting (not that many of you will either) but I will be out in Malta. Don't worry, I'll be back on 4th January, 1985.

MILTON KEYNES AREA NEWS -

GEOFF KING REPORTS:

Yes, the MK Area is still going strong, despite no reports for a while. The reason for this is that the Area Committee is aware of the space shortage in the magazine and what goes on in local meetings is only really of interest to Area members (and if they really wanted to know what goes on, they only need to turn up now and then!). We also have the problem that any news that we put in the magazine is out-of-date by the time we get our copies (unless we plan over two months ahead and this is not always possible, due to the fact that we miss the next magazine publishing date).

At the moment we have to let members know of meetings and events (i.e. Treasure Hunts, etc.) by post: the M. Keynes membership runs at 127 members (where are you all?). For those who haven't worked it out, that gives us a postage bill of £21.50 or £17.78 for 1st or 2nd class mail and the Area cannot stand that! We have found that most members don't turn up at these events anyway so we are now making up a postal list - **Milton Keynes members, if you want to be on it and be let in on all extra meetings, you must write to us and let us know. If you don't write to us, we don't write to you!** Send your name and address to:- **Geoff & Julie, 19 Herdman Close, Greenleys, M. Keynes** or 'phone us on 0908-315025 and ask to be put on the postal list.

Will all members please note that Chris Bell of SAH Leighton Buzzard has been persuaded to give us a talk on tuning up our cars (Chris does all the tuning at SAH). Date to be advised: any ideas anyone?

NORTHANTS AREA NEWS -

IAN MCKEGGIE REPORTS:

By the time you read this, Christmas will be rapidly approaching, so Val and I would like to wish you all a superb Christmas and a very successful New Year. For those who have not contacted me yet re. Xmas night out on Saturday 29th December, you have until the 10th to get your booking to me. Just to remind you, it is

just £5 which will cover a three-course meal and disco until 1am.

For the future I am organising a talk on re-sprays for the January meeting. Should be good so make a date to join us. **Spare:** Alan Wetherall has agreed to run a spares operation for the Area: all funds raised will go to the Area. If you have any bits in the garage you do not need, contact Alan and he will take them off your hands: **18 Coldermeadow Ave., Corby, Northants. Tel: Gt. Oakley 741443.**

NORTHERN IRELAND AREA NEWS -

ROB MILLAR REPORTS:

After the record-breaking turnout at the October meeting, only a handful managed the November get-together - and some of us turning up a mere 1½ late (opologies to those who arrived on time). Apart from the sale of more spares, Cid finalized the numbers for the Christmas outing - there will be a report. We have decided to take the December meeting to iron out a plan for the future, so it is imperative that as many members as possible turn out, so that member's wishes can be catered for. So, please let's overwhelm the **Glenavna House Hotel** on December 2nd at 2.00pm.

OXFORD AREA NEWS -

JOHN CUDMORE REPORTS:

Are we not a lucky Area to have Jim Carter amongst our regulars? He turns up with his movie films of events during 1984 he has attended as a TSSC representative or entrant with his nice Herald Estate. Not only Club cars are featured but other interesting vehicles. Nicely filmed, Jim includes Yeovil Festival, Uxbridge Autosunday, Stanford Hall, Easthampstead Park, Knebworth, Stoneleigh and STIR IX (have I missed any Jim?). A nice way to spend a winter Area meeting. Thanks, very nice Jim.

Our **December meeting, on 12th December** is, as usual our Christmas Dinner; 7.30 for 8.00pm. cost is £7.50 per head and menu is available from John Cudmore. Orders must be in by 9th December, with your choice from a varied menu. Everyone is welcome.

Nice to see Paul Lucas and Liz attending most months and glad Paul has come through his first full seasons of circuit racing without mishap. Happy Christmas to all my readers!

PETERBOROUGH AREA NEWS -

SHARON ESPIN REPORTS:

Novembers meeting saw the largest turnout yet of 44 people present. The Christmas meal was the main topic discussed and 20 people came forward with deposits. Giles and Barry from the Cambridge Area paid us a surprise visit and Barry was persuaded to bring his slides over for the December meeting, so anybody with any exciting slides (of their cars), please bring them along on **Monday 10th December, at The Botolph Arms, 8pm.**

I'd like to say a special thank you to Phil, our Technical Adviser, who organised a 'for sale' and 'wanted notice board, which I forgot to tell everybody about - whoops! And, because of the large amount of people filling the room, several could not have realized its existence. The raffle organised by Peter, our Treasurer, was again a great success and we should soon be on our way to opening a bank account.

Wishing you all a very Merry Christmas and Happy New Year!

CENTRAL SOMERSET AREA NEWS -

ROD WARREN REPORTS:

Thanks all those members who elected me as the new A. O. for 1985 and my thanks to Nick Bradbury for his past services.

A good turnout at the September meeting - around 20 members in total, including visitors from Avon and Devon and a new face, Chris Deacon (hope to see you again). John and Sue Lippiat came down from Avon and helped out by counting the votes for us. They had a very good fund-raising idea: a 'Feely Bag'. The principle is that a number of parts from a Club car are placed in a large bag and you have to guess what they are by feeling from the outside. A small prize will be given to the winner and all monies raised will go into Area funds. Alan Threlfall will be our 'Feely Bag' organiser.

About 45 members went in convoy to the Avon Area bonfire, held at John and Sue Lippiat's home on November 5th. There was a very large bonfire and a spectacular firework display - well done John and thank you Sue for the lovely food - a good time was had by all.

The Dorset Area Quiz, organised by Steve Wood, on November 7th at The Antelope Hotel saw 6 Somerset members attend

(thanks to you all). We had a few disagreements amongst ourselves over the answers but we all enjoyed ourselves. Neil Williamson was the winner, with a score of 44 out of 48 - points. Well done!

3 Devon Area members visited our meeting. Nice to see that people are willing to travel to them - hint, hint you lot in Glastonbury and surrounding Areas. If the members in that Area feel that there should be a meeting place in that part of Somerset, please contact me and, if there is enough support, I will see if we can arrange something.

At the last meeting we discussed the possibility of having an Events Committee to meet in the middle of the month to discuss forthcoming events, etc. If anyone would like to be on the committee, please let me know.

SOUTHERN AREA NEWS -

TONY FARBY REPORTS:

Back in September we challenged the Solent and New Forest areas of the Stag Owners Club to a Skittles Match and ended up a creditable second, after leading for most of the evening. A return match was held on 10th November and included a team from the TR Register. After an unscheduled Treasure Hunt in the fog, we eventually found the venue and again managed to attain second place. My thanks to Peter Ellis of the Salisbury Area for mustering eight players at such short notice.

With the arrival of December, it is time to reflect on the events of the year: 1984 has been the most active year so far of this Area. Events held during the year included a Treasure Hunt, Barbecue, Autojumble and Skittles challenges. We have formed links with the East Berks Area (remember the climbing beach day and convoy to S.T.I.R?) and with the Stag Owners Club. There has been a second venue. However, this third Thursday meeting at The Ship & Bell has not really caught-on and some members have suggested it should be dropped. I am loathe to do this, so I hope support for this meeting will grow during 1985.

Congratulations to Paul and Jane, who were married in November.

A lot of Southern Area regulars seem to be involved in rebuild projects at the moment but I hope this will not keep them away from our meetings during the winter,

SUSSEX AREA NEWS -

COLIN HARRISON REPORTS:

I hope everyone enjoyed the Classic Car Show at Brighton last month. This is probably the largest event of its kind held in the South East and I know it was well supported by local members of the Club. The T.S.S.C. stand was better than last year, in my opinion, but I did miss the video.

Richard Bruford (Area Liaison) informs me that the meeting details for the Sussex Area will continue to appear on the back page of The Courier. However, I would like to stand down as Area Organiser and, therefore, hope someone will come forward to take over the job.

THAMES AREA NEWS -

MIKE CREWES REPORTS:

Quite a busy month one way and another. The Film Night was deemed a success by the large attendance. The same night all present voted me as Area Organiser for the next year - thanks gang. Thank to Leon for many years hard work but I don't intend to allow him to melt into the background. Thanks also to Richard Bruford for tripping up from Devon to run the voting.

November 3rd saw our Guy Fawkes Barbecue: only a handful turned up but had a great time thanks to the hard work Steve Saunders and his wife put in. Here's to the next year Steve! On the following day, the Sunday, a 14 car convoy left bright and early for Brighton's Classic Car Show and Veteran Car Run. We all made it eventually though the traffic was the worst ever seen.

By the time you read this our Bowling Evening versus E. Berks will have gone by. I'll let you know how many we won by next month!

Forthcoming events include:

6th December - Christmas Buffet/Disco at The Milford Arms, London Road, Isleworth junction with Thornbury Road NOT The Osterley Motel. 8 'til late, £7 per head at the door. Come and boogie.

20th December - Christmas Noggin at The Firestone.

See us at the meetings for the full calendar. We welcome all members new or old - it's you Club so come and enjoy it!



P.S. By the way, the engine hoist is missing. Will the Vitesse owner who took it from E.P.R. Services in his red Cavalier in August please contact me URGENTLY.

TRENT AREA NEWS -

MIKE COSTIGAN REPORTS:

Our Autumn Treasure Hunt received rather poor support; only two entries from our Area. Many thanks to the Nottingham Area for supplying another three entries and saving the day. Thanks also to Viv and Arthur Claxton for organising a Treasure Hunt with a difference and congratulations to Dave and Sheila for winning the trophy.

Our meetings continue to receive regular attendances, although some months the visitors out-number the 'locals'! Any member in the Area, resident or visitor, will be made most welcome on the first Thursday of every month - except, please note that the **December meeting will be our Christmas Dinner**. Numbers should have been finalized by the time you read this, but I may be able to add a few more if you let me know immediately.

Next months meeting will be back to normal on **Thursday, 3rd January** at The Robin Hood Hotel, Newark.

NORTH MIDLANDS AREA NEWS -

PATRICK FALEUR REPORTS:

Attendances at our meetings have been good - thank you for your support. We usually meet on the fourth Thursday as well, the venue being decided at our regular second Tuesday, meeting at The Golden Lion.

We hope to have a Christmas 'do' at The Golden Lion this year. The date has not been finalized, so please 'phone me for details. I am available in the daytime at 08242-2096. See you soon!!!

SOUTH WALI S AREA NEWS -

TIM DAVIES REPORTS:

A big thanks to everyone who came to the November meeting: a good turnout for winter time.

It was my last meeting as Area Organiser, as my job is taking me to London for 8 months. Bob Pugh has stepped into the breach for a while and, together with the rest of the committee, should keep things going nicely.

Many thanks to everyone for their support of the S. Wales branch since its inception.

I think the Area will keep growing forever. All the best for the future, thanks.

WEST MIDLANDS AREA NEWS -

DAWN STORTON REPORTS:

It's that 'festive season' again, and for all of you going to the Christmas Dinner and Disco at The Belfry Hotel, I hope you have lots of fun.

As from the New Year all the meetings will be held at The Belfry National Golf Centre's pub called The Chalet, situated on the A446 near Wishaw. When you turn into the drive, The Chalet is the first building on the left. Meetings will be held on the second Wednesdays (evenings) and the last Sunday (lunchtime) of each month, starting with Wednesday 9th January and Sunday 27th January, 1985.

WEST SUSSEX AREA NEWS -

TONY DI FRANCESCO MARINO REPORTS:

The first ever meeting of the West Sussex Area took place on 30th August at The Five Bells in Pulborough. It was, in my mind, a total success for a first time out. Attendance was well up into the twenties and the full scale of Club cars could be seen. I was pleased to see that members were mixing with each other and swapping any ideas, experiences and, hopefully, much more.

On the second outing, Thursday 27th September, I was hoping for a turn-out somewhat resembling that of the August meet: I was proved wrong with only five of us present! I am not sure whether this is because of members taking late summer holidays, or because of the distance to The Five Bells. I have to travel nearly 20 miles to be able to attend the venue each month so that I can keep to somewhere in the centre of our Area. I would like to hear from people within the Area who have any views on the present situation.

Finally, the meetings on the last Thursday of the month are now to be held on the last Wednesday and the meeting on the second Sunday of each month has been shelved until the Spring due to the lack of response!

WOLVERHAMPTON AREA NEWS -

KIM NEVILLE REPORTS:

A fantastic turnout at only our 2nd meeting (we stopped counting at 70), gave the Wolverhampton Area a Triumphant send-off. Even John Cox, whom we have to thank for the launch of our new Area, began to sweat when, at 9pm people were still streaming into the upstairs room at The Merry Hill pub in Wolverhampton ... delaying his welcoming speech. And, despite a shortage of seats for all enthusiasts, he did manage to introduce everyone (and their cars) and launch a quiz between teams representing Spitfires, Vitesse, Heralds and GT6's. The battle that followed, with the inevitable heckling from the crowd, ended with a win, albeit marginal, for Paul Skitt's Vitesse squad. Final scores were: Vitesse 10½, GT6 10, Spitfires 8, Herald 4. Now it's up to Paul to follow John's lead and provide us with another brain-taxing quiz at the **next meeting on December 10th**. Everyone was pleased to see a fine cross-section of models at the meeting.

WORCESTER AREA NEWS -

E MCKAY REPORTS:

A reasonably good turnout with our 2 local Hurricane owners turning up and a good evening was had by all. There was a discussion about parts availability: locally we agreed that Geoff Payne in Alcester (see September's Spotlight) was a good and most reasonably priced place to go and he's expanding all the time. One of our Hurricane owners has designed his own car which will make an appearance early in the New Year.

We hope to have a good **Christmas meeting in December (Tuesday 18th)** and hope that more local members will make the effort to attend.

YORKS AREA NEWS -

SALLY HURD REPORTS:

Thanks to Dave Mitchell for coming out on a very foggy night to give us an entertaining evening. Thanks also to all those members who supported the 1st event at our new venue. We welcomed for the first James from Clifton, York. Numbers are building up for the Christmas Dinner - your last chance to buy tickets at the **next meeting on Wednesday, 5th December** at our new venue, The Hopgrove, Malton

Road. Anyone wishing to give a talk or show a film, please contact Steve Boyne. Next meeting will include a display of Triumph literature (inc. Parts Catalogues, books and magazines). See you there.

SOUTH YORKSHIRE AREA NEWS -

CHRIS STABLER REPORTS:

This will be my last report as Area Organiser for S. Yorks. Our new Area Organiser is John Woollard, whom I am sure will do a great job and receive the same degree of support and help that I have enjoyed over the last two years. He can be contacted on Saundby 405.

In the New Year we will also be moving and from January will meet at The Millstone Hotel, Tickhill. There is a charge for the use of the room but the facilities are first-class. Also we will meet on the 4th Thursday in the month (24th January). We hope this will aid our communications. Don't forget, our Xmas Nost on December 22nd; meeting from 8pm to eat at 9pm. We have booked 25 places (including yours Mike and Lesley, where are you?), but there is room for a few more if you get your skates on. Cost is £6.95 per person and very good value.

WEST YORKSHIRE AREA NEWS -

CHARLES HENDERSON REPORTS:

Our November meeting was graced by the presence of the usual crowd, plus 4 newcomers in a MKII GT6 and 2 in a MKI 2L Vitesse convertible; both fairly rare animals in our Area.

We will be holding a Quiz at the next meeting, which means bring your pencils next time. As an incentive, I shall provide a few small prizes (e.g. 1st prize: a pen holder and ashtray set, which used to be a Vitesse pison. 2nd prize: 5 variously-worn 13" crossplies on 13/60 wheels. Booby prize: one set of Vitesse/Herald door and boot lock barrels with no keys. Hmmmmm this could be an excellent way of disposing of "surplus" spares!

The Christmas Meal appears well supported, as Trevor had collected 20 out of a maximum of 24 names when I spoke to him mid-way through the meeting. John Heyworth and his mate seem to be churning out Treasure Hunts by the dozen (well, three since the October meeting anyway) and we shall be testing one of these on Sunday, January 6th, followed by the oblig-

atory pie and peas. There will be prizes and the cost is £2.50 per car - this includes the cost of the pie and peas and is payable to John or myself on December 4th or January 1st. Meet at Halifax swimming baths at 10.30 am, Sunday January 6th.

The Moors Run (or Moors Murder as Alison calls it) will, hopefully, have taken place on 18th November, if I've worked out how to get from Hebden Bridge to the pub before closing time in a rather clapped 13/60 estate.

At the next meeting I would like two volunteers; one to organise a photographic competition for the New Year (i.e. arrange subject, dates and prizes) and another to resurrect the Area Spares Register, which seems to have suffered ignition failure sometime around last March.

West Yorkshire meetings are at The White Bear, Norwood Green, Nr. Halifax (off A58 Leeds/Halifax road) on the first Tuesday of each month.

LATE NEWS!!!

EAST BERKS AREA NEWS -

ANNE FENTON REPORTS

Our first meeting in Reading was a great success. 15 people turned up, including some new members. From now on we will hold a regular meeting in Reading on the first Monday of every month, at THE SUN, in Castle Street. This is in addition to our usual meeting at Cookham Dean. The ten pin bowling evening with Thames Area went well with about 30 people taking up the inter-area challenge. Many thanks hope this will be the first of such meetings.

The next event is of course our long awaited Christmas Buffet/Disco on December 15th at Stag & Hounds, PinkneyS Green. There are still some tickets left if you would like to come. Disco runs from 8pm to Midnight, Tickets £3.00 each.

Finally, a personal thank you East Berks for engagement card & flowers, most appreciated.

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BILL SUNDERLAND - EDITOR

CAR MART

2-litre MKII Vitesse convertible: 'H' reg.; Damson/black hood; 57,000 miles from new; one owner; lightly used as weekend car; 2 tonneau covers; good cond; 10 months MOT; taxed until July '85. £960. Contact: Peter or Elizabeth Dix, tel: Leamington Spa (0926) 28109 - 9 to 6pm or (0926) 313677 eves/w/ends - N/A.

GT6 1974: Magenta; O/D; sundym glass; piranha ignition; halogen lamps; 1 owner; regularly maintained; taxed/MOT Dec. '84; below average mileage. £1,100 o.n.o. Contact: Jennifer Taylor, tel: Middlewich (Cheshire) 2087 - 83/6807.

Vitesse saloon 2L MKI '68: white; gearbox and O/D removed - needs work for MOT. ANY reasonable offer accepted. Contact: Matthew, tel: Bristol (0272) 277473 day or 732303 night - 84/8472.

MKII SPITFIRE 1966: renovated, not concours but immaculate. MOT; new clutch and gearbox overhaul; hard/soft top and tonneau; NO rust; black. Offers? Contact: Harie, tel: Hammersmith (01) 748 6979 - 82/4392.

HERALD 13/60 CONVERTIBLE: white with black hood; regd. NYS 827F; MOT Oct. '85; no tax; garaged; only 2 owners from new; tyres and exhaust v.g.; ORIGINAL car; new outriggers. £300. Contact: Colin Hope, tel: Helensburgh (0436) 3091 - 83/6676.

SPITFIRE 1500 1982: 'X' reg; O/D; 5,850 miles; white; hard/soft tops; tonneau; hood bag; chrome centre lock wires 175/70's; twin chrome exhaust; Kenlowe; radio; map light; undersealed; mind cond. Sensible offers. Contact: Rex, tel: Haverfordwest 67050 - 84/8471.

Vitesse MKII 1968 2-litre: MOT Jan.; sunroof; O/D. £400 o.n.o. Contact: J Pickering, tel: Kings Lynn (0553) 4948 business hours. Must sell - N/A.

Spares or repair: Triumph Herald 13/60 Estate, 'F' reg. No MOT or tax. Contact: Andrew Mitchell, tel: Corby 60588 or call at 244 Stephenson Way, Corby, Northants - non-member.

VITESSE 6: 'D' reg; MOT failed: good engine and gearbox; industrial battery. Offers invited. Contact: Mr P Syckelmoore, tel: East Grinstead (0342) 810611 -

non-member.

Spitfire 1500: soft top; red; 25,000 miles; 9 months MOT; 4 months tax; 'W' reg, 1981; excellent cond. £2,700. Contact: Mark Coldbreath, tel: Portsmouth 828994 - 84/8923.

1974 TRIUMPH GT6 MKIII: excellent, original condition; 52,000 miles; O/D; Sundym; radio; French Blue; black cloth trim; full MOT; tax. Back injury forces sale. £1,795 o.n.o. Would consider good convertible Vit. or Herald in P/E. David Shepherd, tel: Leicester 392562 - 81/02095.

GT6 MKII: J reg; 73,000 miles; regularly serviced. Offers over £1,200. Contact: D Phillips, tel: Shaldon 2367 (Devon) - N/A.

1969 MKII 2L Vitesse conv. with O/D: white with black hard top; MOT'd 'till August '85; average cond. Offers welcome. Contact: Ian Moore, tel: Swindon (0793) 822393 - non-member.

Bond Equipe 2-litre saloon: re-sprayed red with black vinyl roof. Sound cond. throughout. In daily use until MOT expired. Must sell - lack of storage space. £150. Contact: David Apps, tel: (0773) 609223 or (061) 439 7618.

Vitesse convertible, 1968 2L MKI: unused last 2 years. Chassis good; mechanics fair; body tatty; hoot fair. To be sold for restoration by enthusiast. £150 o.n.o. Contact: D Yeandle, tel: Burton-on-Trent (0283) 212284 - 81/2798.

GT6 MKII 1970: signal red; excellent, original cond; comprehensive service history including 1970 Bill of Sale, previous MOT certificates. Undersealed as new; recent tyres, exhaust, alternator etc. Original racing mirrors; Radiomobile. £1,195. Contact: Ian Sawyer, tel: Chandlers Ford (Hants) 69749 - 82/3770.

FREE £1,000 NEW spares if you purchase my 1971 MKIII GT6: Damson, tan interior. All MOT certificates, owned 11 years. Low mileage; waxed regularly; taxed June; MOT August 1985; alloy and original wheels. £3,000 - NO OFFERS. Contact: I Myers, tel: Redruth 215655 - N/A.

GT6 MKIII, 1972: white; beautiful cond. throughout; lovely, smooth runner; carefully maintained. Recon. g/box; new tyres, battery, exhaust etc. Radio. £1,750 o.n.o. Contact: D H Sangway, tel: Brentford (01) 568 6809 - 83/5918.

VITESSE 1963 CONVERTIBLE 1600cc: new

hood; 2 years unused; garaged; was running; MOT; for restoration. £350. Contact John Eley, tel: Frome 72312 after 6pm - 83/6462.

SPITFIRE MKIII, KOF 3E: MOT June '85; new hood; 2 new tyres. £300 o.n.o. Contact: A J Wheeler, tel: Monmouth 4782 - N/A.

Triumph Spitfire MK4 '72: unfinished project; chassis stripped and cleaned; shell repaired with new parts; engine rebuilt; gearbox good; new, factory parts for bonnet. £550 o.n.o. Contact: J T Whitehouse, tel: Birmingham (021) 360 0717 - N/A.

HERALD 13/60 CONVERTIBLE: white body/tan hood and interior good; engine good; transmission bad; 'H' reg; 8 months MOT. £320 o.n.o. Contact: Adrian Faiers, tel: Cheltenham (0242) 515472 - 80/01179.

13/60 Estate: recon. engine; good body and chassis; MOT and tax; radio cassette; new tyres, clutch and selection of spares. Contact: C A Quilter, tel: Edmonton (01) 803 8177 - 83/6828.

13/60 estate 'J' reg.: recon. engine, clutch, trunnions; body good; chassis good; T&T; tyres good; stereo plus plenty of spares. £500 o.n.o. Contact: C A Quilter, tel: N18 (01) 803 8177 - N/A.

GT6 MKIII, 1971: excellent all round condition; O/D; sunroof; 1 years MOT; genuine, reliable car. £1,250 o.n.o. Contact: R Cartwright, tel: Luton 842074 - 80/01543.

MKIII Spitfire, 1969: red; good condition; soft top; bucket seats; recon. engine; new rear shocks; stereo radio/cassette; MOT until July '85; short tax. £600 o.n.o. Contact: Jonathan Moss, tel: Wimbledon (01) 946 2634 - 84/8781.

GT6 MKIII, 1972: one owner; white; O/D; undersealed; new exhaust and tyres; new MOT; taxed; recent engine overhaul; Kenlowe; inertia s/belts; v.g.c. Bad health forces sale. £1,300. Contact: M Gaveau, tel: Seaford (0323) 894206 - non-member.

GT6 MKI: in excellent condition both mechanically and bodily: O/D; wire wheels; s/s exhaust; rear seat. Some valuable body parts. MOT until August '85. £1,100 o.n.o. Company car forces sale. Contact: Ian Morfett, tel: Leeds 466641 (day) or Sheffield 367000 eves/w/ends - 83/5790.

SPITFIRE MKIII, 1969 for restoration. A runner, but no MOT or tax. Chassis good. Body (red): bonnet and doors good, rear end a bit tatty. 5½" wheels. Plenty of potential! £100 o.n.o. Contact: Roger Ford, tel: Bristol (0272) 423285 - 84/8520.

Herald 13/60 estate for rebuild: car was in good cond. until stolen in Aug. '83 when the interior was slashed, wiring and dash ripped out, all glass was broken and doors, roof and bonnet dented. Shell of car was found to be hardly damaged once remaining trim removed. There is no rot in the usual places. Chassis in good cond. Needs 1 outrigger, side rail. Main rails v.g. Plus following parts provided with car: roof with sunroof, rear door, drivers door (may need glass) and interior in red from 13/60 in v.g.c. Drivers seat ripped in side. Reason for sale: no time and growing family. Suitable for restoration or kit-car. £150 o.n.o. or will break. Contact: D Beechey, tel: Coventry 82966 eves - non-member.

1963 Black Vitesse 1600cc saloon: reg. 7723 FH; good cond.; MANY new parts; long MOT. £550 o.n.o. ALSO 1967 Vitesse 2L MKI saloon: new g/box and respray; good tyres. £375 o.n.o. Contact: B E Langston, tel: Evesham (0386) 47410 - non-member.

For rebuild: J reg. 13/60 soft top; engine dismantled and box out of car; good tyres and hood; requires trim valeting plus new carpets. Colour white, trim biscuit. Open to offers. Contact: J Herbert, tel: S. Wirral (051) 336 1960 - non-member.

REBUILT HERALD 1200 CONVERTIBLE: red; smart with spare engine, gearbox, windscreen, rad., petrol tank, steering rack, leaf spring, wishbones (and more) plus £100 radio/cassette. Tax and MOT Nov. '85. £1,500 o.n.o. Contact: S Hardy, tel: Castle Combe 782785 - 84/8349.

Triumph Herald estate: 'J' reg.; running but needs attention. Offers? Contact: Miss Raychel Sterry, Spring Cottage, Melmerby, Nr. Penrith, Cumbria - non-member.

VITESSE 2-LITRE, 1967: splendid white saloon, used by first (only) owner only occasionally for GUARANTEED total of 19,250 miles. MOT July '84; PERFECT; taxed to Dec. 31st. Inspection and trial welcome. £1,950. Contact: F Porges, tel: Altrincham (061) 980 5058 eves. - non-member.

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SPITFIRE MKIII, 1967: Wedgewood blue; O/D; wire wheels; hard and soft tops; body and chassis good; no tax or MOT but little work required. £300 o.n.o. Contact: Dave Wright, tel: Dronfield 412372 ext 38 (work) - 83/6678.

BOND EQUIPE 2 + 2 SEPTEMBER '64: one of only three built with MKII Spitfire engine. MOT Feb.; original engine rebuilt; new floor pans and door skins, also 4 new tyres. Requires painting. Contact: Chris Gardner, tel: Preston 54469 - 78/00611.

Spitfire 1972 MK4: selling for restoration or spares. Needs small amount of attention. V.g.c. Newish soft top, tonneau. £200 o.n.o. also have a factory hardtop in good cond. £100.00 o.n.o. and brand new boot lid, £175.00 o.n.o. Contact: Mr R Jarvis, tel: Letchworth 6344 - non-member.

Royal Blue VITESSE MKII SALOON, 1969: beautifully restored on perfect chassis and Waxoyled. Servo, sunroof and O/D. Mech. excellent and reliable. Exceptionally clean interior, engine bay and boot. Tax and Test May '85. Cosy winters or fresh summers for £1,400. Contact: Dougal Black, tel: Plymouth (0752) 665213 82/5028.

SPITFIRE IV 1500, 1976: white with black interior, undersealed, no rust. Good mech., excellent cond. throughout. New MOT. £1,150. Contact: D Sharp, tel: SE3 (01) 856 3860 - 82/5004.

BOND EQUIPE for sale. 1300cc, Wire Wheels. For restoration or spares, best offer secures. Contact Mrs FELTON, Tel: 0902 789159 (WOLVERHAMPTON)

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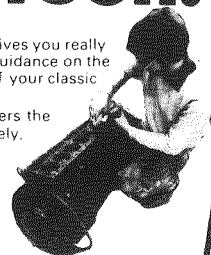
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PARTS MART

Hardtop for Spit. 1500: white but tatty round edges, £60. Tan hood cover for Spit. 1500, £10. Contact: Les, tel: Billericay 51191 - 82/4565.

Vitesse/Herald convertible hood and carpet set: both black, FREE, in reasonable cond.

Also vitesse steering wheel, £3 and new O/S rear quarter valance, £3. Contact: Dudley Adams, tel: Copthorne (0342) 713905 - 80/01036.

HERALD 1200 SPARES: bonnet, £15; boot-lid, £15; dashboard with gauges and switches, £25; rear window; front and rear seats, rear suspension, leaf spring - plus lots more £100 the lot. Contact: S Hardy, tel: Stokesley (0642) 711228 for details - 84/8349.

5 6 x 13 Wolfrace alloy wheels with 185/60 Pirelli P6's, lock nuts etc. Cost £600, as new, £300. Official Vit/GT6 Workshop Manual, GT6 and Vitesse MKII Parts Catalogues - offers? SAH alloy r/cover, £20; spring lifting tool, £5. Late type steering column lockable, Vit. and GT6 petrol tanks; Spit. rear fog lamps c/w mounting bracket, genuine BL; new boxed Vit. heater assy. complete, nearly new, chassis side rail (BL) new; Vit/GT6 front Konis uprated spring, Cibie H180 headlamp conv., lower steering column shaft new (fits between column and rack). Contact: Steve, tel: 01-801 4577 afternoons only - non-member.

Hardtop for Spitfire MKIII, fastback, c/w top quality lining inside, £450 o.n.o. Also secondhand Spitfire MKIII rad., £5. Also radio/cassette (Sony) - no speakers, £15. Contact: Andrew Hamilton, tel: Princes Risborough (08444) 6255 - 81/2421.

Signal Red Spitfire MKIII hardtop; never been used since respray, £75 or exch. MKI hardtop same colour. Contact: J M Parker, tel: Leabrooks 602788 - N/A.

Spitfire MKIII bonnet, tatty, £25; N/S door, no glass, £5; pair of discs, hubs, units, £30; twin SU's on manifold, mesh filters and 4-branch extractor manifold for 6-port engines, £50; Stromberg on manifold and filter, £10; Herald gearbox, £5. Contact: Mark Blagden, tel: SW14 (01) 878 8287 - 84/7897.

Brand new BL 3.89 diff. Breaking: GT6 MKIII, Vitesse MKI and MKII and Herald

13/60. Write to 40 Landseer Close, Edgware, Middx. - N/A

Triumph 2000 gearbox with O/D. Offers? Contact: Roger, tel: Welwyn Garden City 29806 - 84/7508.

Wheel adaptor and spinner for wire wheels Came off MKIII Spitfire. Will suit anything similar. £10. Contact: Stephen Cadwell, tel: Huddersfield (0484) 641850 - 84/8936.

Triumph Herald front suspension complete: less towers and springs. NEW bushes, swivels, trunnions, discs, pads, £50. Buyer collects. Also Vitesse 1600 O/D unit; stripped for inspection, £25. Contact: Ian Roscoe, tel: Torquay 63537 anytime - 84/8828.

Breaking Vitesse 1600 Saloon: engine/gearbox, £40. Need space so any reasonable offers considered. Large body parts free to collectors. Full set of seats and trim - blue. Contact: Bob Bailey, tel: Plymouth (0752) 779213 - 84/7149.

BREAKING for spares: MKIII SPITFIRE. Many parts, too numerous to mention. Contact: Mr I Harper, tel: (01) 647 6336 - N/A.

Wolfrace wheels 5 x 5½J: 12 months old with 3 new 175 x 70 Avons c/w nuts, £120. Lumenition Optronix ign. system 6-cyl: new, still boxed, £35. Spax gas rear adjustables: new, still boxed, £50 pair. Tonneau cover Her/Vit: new, B.L., £18. Luggage rack: all metal tubular steel, chrome finish, v.g.c. Fits and looks well on the Triumph, £20. Contact: Richard Beswick, tel: Bolton (0204) 399202 - 80/01191.

2 Maroon Herald front seats: good cond. - offers? Contact: C Secker, tel: High Wycombe (0494) 30986 - 84/8750.

Herald conv. rear body section - excellent cond, £50; 13/60 bonnet, fair, £12; Spitfire MKI/II windscreen assy., £8; GT6 MKI folding rear parcel shelf, £5. Contact: David Apps, tel: (0773) 609223 or (061) 439 7618 - N/A.

GT6 MKIII parts: rear driveshaft hub, radius arm, vertical link, drivers side as new, complete, £30; rear wheel bearing, new, £5; starter motor as new, £8; Leyland Workshop Manual, £10; track rod end, new, £4; brakel drum. Contact: Alan Harley, tel: Strathclyde (0698) 425151 - N/A.

Bourne (0778) 424460 - 84/9224.

BREAKING GT6 MKII: all parts available except engine. 5 ALLOY WHEELS with v.g.c. tyres, £80 o.n.o. Contact: Mr G Hibbert, tel: SE9 (01) 859 7805 - 84/8909.

Herald 13/60 chassis: solid centre section; reasonable outriggers; 13/60 diff; 2 off 5.20 x 13 tyres on rims. Also many other items, chrome trim. Offers? Contact: Andrew Pearce, tel: Chertsey 64652 - 83/6456.

Spitfire wheel rim; Spitfire fuel tank and filler cap; Vitesse propshaft; chrome mini rocker box. No reasonable offer refused. Contact: Anthony Lee, tel: Redhill (07374) 2216 - 82/2167.

Vitesse 2L engine, £40; gearbox £20; diff., £15; bootlid, £20; bonnet, £20; radiator, £15; hood frame, £20; windscreen, £15; doors, £5; wheels 155 x 13 s steering rack £5. Contact: John, tel: Ruthin 4217 - 82/4585.

Large quantity of vitesse brightwork and trim parts for sale e.g. seats, cappings, bumpers, fascias etc., etc. also breaking 13/60 - some running gear available, plus rather rough Vitesse bonnet. Contact: Charles Henderson, tel: Halifax 45607 (eves), Leeds 556677 (work) or Neil Dyson, tel: Halifax 75844 (eves) - 79/01019.

RADIOMOBILE push-button radio, exc. cond., £25 o.n.o. SPITFIRE MKIV front bumper; no dents or rust; chrome very slightly pitted, £17. Spit MKIII tonneau, tatty, £8. Contact: J Harland, tel: Macclesfield (0625) 828274 (day) or (0625) 72674 (eves) - non-member.

HARDTOP for Spitfire MKIII. Good cond. but no fittings, £50 o.n.o. Contact: Mr P Reynolds, tel: worthing 49439 after 6pm - 84/9247.

Spitfire MK4/1500 pair vinyl seats, fair cond., £15; pair front discs, £5. Contact: Trevor, tel: Hitchin 58265 after 6pm - 84/7482.

New parts for sale for Herald 1200: bonnet, £200 o.n.o.; front overriders, £20 pair; rear lights, £12 pair; sills (not BL), £5 pair; rear o/s quarter valance, £7; virtually new front valance, £35. Also S/H 13/60 parts: excellent engine inc. carbs and manifolds, £20; speedo, £2. Contact: Geoff, tel: Birmingham (021) 353 7448 - 82/4081.

Ashley hardtop off MKIII Spitfire: dark

blue, good cond, £40. Also other spare parts off. MKIII doors, glassfibre boot lid etc. Ring for details. Contact: Geoff, tel: Blackpool (0253) 38661 - 84/7478.

GT6 MKII reclining seats, £30; block and crank, £5; gearbox and overdrive, £50. Also GT6 MKIII parts: passenger door (fair), £25, pair doors (tatty), £10; drivers seat (vinyl), £20; passenger seat (tatty), £5. Contact: Richard Thirkell, tel: Crowborough 2276 - 83/6790.

SPITFIRES, SPITFIRES: always breaking MKIV's. All parts available off the shelf. MKIV's always wanted in any condition. Contact: "SPIT-BITS", tel: Reading 884271 - non-member.

HERALD 13/60 CONV. K REG. BREAKING excellent mech. all panels available; bonnet, £60; doors £25; engine £60 - can be heard running; gearbox £25; diff £25; halfshaft £15. ALSO SPITFIRE BREAKING: all parts available - excellent chassis £75; 1300 engine (can be heard running) £90; gearbox £35; diff £35; halfshafts, hubs etc. £20; doors excellent cond., no rust, £40; reclining seats £50. Many more parts. Contact: D Sharp, tel: SE3 (01) 534 1981 - 82/5004.

VITESSE MK1 SPARES - a house-full! Help keep the peace. £100 THE LOT inc. engine, O/D gearbox, p.tank, manifold, windscreens, comp. dash etc., etc. Wanted Vitesse bonnet in good cond. P/X poss? Contact: Chris Pye, tel: (01) 359 7121 (day) or (01) 693 6209 (eves) - 84/8184.

GT6/Spitfire front floorpan, £50; GT6 MK1/II/Spit 1/II/III right rear wing, £25; GT6 rear hatch and glass, £10; 2.5PI block and crank, £35; two Huntmaster bucket seats, £35 - all to clear, make an offer. Contact: Dave Bayliss, tel: Brookwood (04867) 3998 - 77/00034.

GT6 MKIII bodyshell: many new panels - a gift at £30 (space needed for new project!). New GT6 MKIII and Spit. MK4 towbar, £20; new diff. 3.89:1, £75 plus breaking MK4 spitfire. Contact: Trevor Hart, tel: Measham 70124 - 83/6348.

HERALD/VITESSE Front Suspension complete £10 13/60 Boot £8 Vitesse 6 Boot £8 Tanks £3 Roofs £8 Vitesse 2L/13/60 Seats Trim Tan & Black CHEAP. Remolds £4 Saloon Backend Fair, Hammerited underside £20 Hearld Gearbox £15 MUCH MORE RING FOR DETAILS. Contact: Christopher Hewitt. Tel: 061 236 5295 (MANCHESTER)

SPITFIRES (U.K.)

My staff and I would like to take this opportunity of wishing all the T.S.S.C. members a VERY HAPPY CHRISTMAS!

TONY BAIRD

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New, genuine Stanpart/BL parts for all models: Vitesse 1600/2L wheeltrims, £3.50; nave plates (hub caps!), £4.96; GT6 11/- Vitesse 2L 11 wheel trims, £15.40; Vitesse 2L throttle cables, £4.45; Herald/Vitesse boot lid stay brackets, £1.35; Herald/Spitfire brake discs, £12.50; Herald/Vitesse rear overriders, £9.80; Spitfire 1/11/111, GT6 rear wings, £29. Plus all engine/gearbox parts: diff, steering, suspension, brakes, electrics, etc. Send SAE for list, stating model to John Mann, 5 Nevis Close, Lound-sley Green, Chesterfield, Derbyshire, S40 4NS. Tel: Chesterfield 71036.

GEARBOX. 2000/2.5 O/D box, including backplate, £15. Dismantled 2000/2.5 O/D box minus input shaft, £7. Special clutch release mechanism for 2000/2.5 box, to save chassis mods., £10. GT6 MKIII roto-flex rear spring, new and unused; Leyland £45. Contact: B Grant, tel: Stamford (0780) 52513 - 82/3764.

GT6 MKII PARTS: new o/s and n/s rear wings, £25 each; o/s and n/s rear winner wheel arches, £32 each; f/g front valance, £10; f/g air dam, £8; bonnet, £40; tailgate (good), £25; seats, £8 pair. Contact: Marc, tel: Croydon (01) 660 9619 - 80/- 01300.

HANDBRAKE GAFFERS AVAILABLE NOW! Heavy duty, superior grade, cotton backed, grained vinyl, in clack or colours. Attractive contrasting saddle stitching by hand with draw lace. £5.70 inc. P&P. Contact: Dick Howard, 68 Westcliff Park Drive, Dawlish, Devon - 83/6516.

Triumph spares for good, second hand spares. I try to supply only the best. Contact: Eddie, tel: Crewkerne 72661 - 83/5314.

13/60 engine and gearbox fitted with new clutch less than 1,000 miles ago, £45; diff, £15; propshaft, £5; steering rack, £5. Contact: John Etheridge, tel: Bath (0225) 24151 - 82/3491.

Leyland recon. g/box Vit. 2L, never used, £100; 13/60 diff, £20; 2 Herald/Vitesse boot lids, £5 each; 1200 Herald bonnet, £30; Vitesse MK1/1600 dash (no clocks), £5; Vitesse MKII engine block, £40; Vitesse MKII wires loom, £5; 1 brand new 145 x 13 Herald tyre (never been used), £14; MKII Vit. rear damper year O/D, £10; Herald/Vitesse door seals, £6 pair; MKII Vit. rear boot light surround with badge, £5; 2 brand new door window seals (not used), £7; Smith: 1600 Vit. sender unit (brand new,

not used), £25. Contact: Bob Rowland, 22 Gledwood Drive, Hayes, Middx. UB4 0AG - 81/01937.

RECONDITIONED Triumph Toledo gearbox, unused. Offers? Contact: Mr B Cheese-man, tel: Liverpool (051) 608 5302 - 84/8697.

Spitfire MKIII steel hardtop, black, good cond., £50 o.n.o. Contact: Mr T Rogers, tel: Newark (0636) 892542 - N/A.

Breaking MKI Vitesse conv: v.g. MKII engine, £45; white hood and frame, £40; v.g. chassis, £35; bonnet, £35; tan front interior, blue rear in g. cond.; O/D prop., £15; Herald 1200 bonnet, £20. Contact: Stephen Owen, tel: Telford 607527 - 82/3844.

VITESSE MKII: breaking unfinished project due to army posting. Contact: Paul Williams, tel: Cheriton Bishop 333 (eves. and w/ends) - 84/8464.

THE ULTIMATE SPITFIRE SPARE PART: unused body/chassis for MK4 or 1500. Comprises chassis, main body unit, bonnet, doors, bootlid and front valances all in grey primer. Just add all mechanics and trim for instant 1935 model Spitfire. £1,050. Contact: John, tel: (0291) 421264 - 33/5337.

Breaking for spares Herald 1200 estate; genuine 28,000 miles, engine £35, gearbox, £25; auxiliary parts for just £2 each, body fair. Please contact: A J Bailey, tel: Whetstone (01) 368 0727 - 81/2237.

Vitesse gearboxes: one with O/D, one without. £50 for both. Contact: John Etchells, tel: Hornsey N8 (01) 341 3731 - 84/8627.

Make your Herald or Spitfire a Q-car and see off M.G.'s! Buy my tuned 1296cc engine. SAH 476 cam, twin 40 DCOE webbers, four-branch manifold plus twin exhaust system. Offers? Contact: Ray, tel: Weymouth (0305) 784456 - 82/3511.

1500 short engine less cam, £60; gearbox (nearly new, not recon.) plus O/D, £125; pair early MKIV seats, £40; 4 wires and adaptors plus nuts u/s but possibly suitable for exchange, £10; 1500 rack, £10. Offers may be considered. Contact: Philip Will-son, tel: Sidcup (01) 302 0059 after 6pm or w/ends - 84/7137.

SPITFIRE MKIII HARDTOP: just resprayed, excellent cond., white, £65 o.n.o. Door glasses, £10. Contact: David Ewert, tel:

CARS WANTED

Old Spitfire MKI/II. Must be in good condition; should have no rust and be mechanically good; pref. with O/D and wire wheels. Also GT6 conversion con-sidered. Offers with details (pictures) to: Speicher Hans, D-6683 Elversberg, Im Wiesengrund 12, West Germany - 84/77271.

PARTS WANTED

Exchange Spitfire wire wheels - Spit. 1500 wheels for exchange. Contact: Mr J Parker, tel: Leabrooks 602788 - N/A.

WANTED Triumph GT6 MKIII gearbox with O/D and 3.27 diff: good cond. only please. Contact: Roger, tel: Welwyn Garden city 29806 - 84/7508.

To complete my collection: News Letters numbers 1 - 12, 1978/79; Turning Circle number 27, June 1980; Courier numbers 2, 9, 11, 14, 15, 17. Also any literature - any year, any condition. Contact: A Wetherall, tel: Corby (0536) 741443 - N/A.

Front N/S wing for Triumph Vitesse. Also front floor panel O/S. Best prices paid for all genuine panels wanted. Contact: Dean Round, tel: Mexborough 587563 (S. Yorks) - 84/8896.

Wanted new Triumph Vitesse chassis (any model) or S/H chassis in perfect cond. Contact: Cathy, tel: Lincoln (0522) 637075 eves or w/ends - 84/8196.

Urgent: GT6 MKI bonnet. Must be good, or rusty scrap MKI or MKII as temporary stand-in. Contact: Robert Graydon, tel: Beckenham (01) 659 0860 - 84/7659.

Set or splined WIRE WHEEL ADAPTORS to fit Vitesse. Contact: Mike, tel: Cardiff (0222) 593312 - 34/7266.

HARD TOP required for MKII TRIUMPH VITESSE CONVERTIBLE. Contact: Derek Tole, tel: Ulverston (0229) 56871 - 33/6733.

GEARBOX WANTED for GT6 MKIII. Contact: P Newman, tel: (03943) 7616 (home) - 84/8805.

TRIUMPH NEW SPARES LIST - Mostly Genuine Leyland Parts:

<i>Spitfire 1500</i>	<i>Short Engine</i>	<i>£140.00</i>
<i>Herald</i>	<i>Differential</i>	<i>£75.00</i>
<i>Herald-Vitesse</i>	<i>Bonnet Hinge Bar</i>	<i>£5.00</i>
<i>Herald (All)</i>	<i>Rear Outrigger</i>	<i>£3.00</i>
<i>Herald (All)</i>	<i>Intermediate Outrigger</i>	<i>£3.00</i>
<i>Herald (Early)</i>	<i>Front Outrigger</i>	<i>£3.00</i>
<i>Herald (59-62)</i>	<i>Front Exhaust Pipe</i>	<i>£4.00</i>
<i>Spitfire MKI (62-65)</i>	<i>Front Exhaust Pipe</i>	<i>£4.00</i>
<i>Herald 1200</i>	<i>Cylinder Head</i>	<i>£20.00</i>
<i>Herald 1200</i>	<i>Head Set (Payen)</i>	<i>£5.00</i>
<i>Herald (All)</i>	<i>Transmission Set (Payen)</i>	<i>£2.00</i>
<i>Vitesse-GT6</i>	<i>Brake Shoes (Don)</i>	<i>£4.60</i>
<i>Vitesse-GT6</i>	<i>Brake Pads (Girling)</i>	<i>£5.50</i>
<i>Herald-Spitfire</i>	<i>Brake Shoes (CBS)</i>	<i>£4.00</i>
<i>Herald-Spitfire</i>	<i>Brake Pads (Girling, GP)</i>	<i>£4.00</i>
<i>Herald (59-61)</i>	<i>Oil Filter</i>	<i>£1.00</i>
<i>Vitesse-GT6</i>	<i>Oil Filter</i>	<i>£1.00</i>
<i>GT6</i>	<i>Distributor Cap</i>	<i>£1.40</i>

ALL PRICES PLUS 15% V.A.T.

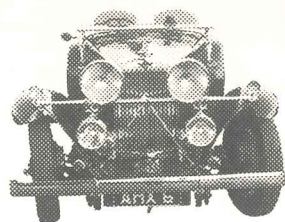
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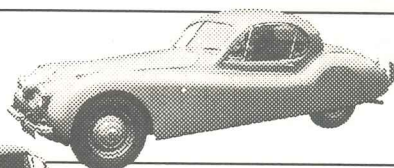
TELEPHONE (0635) 200368





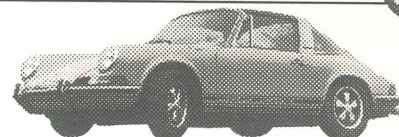
30's

40's



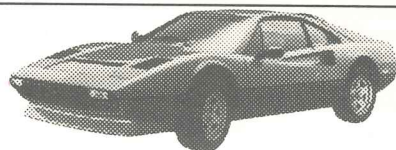
50's

60's



70's

80's



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Britain's best selling classic car magazine. Written by enthusiasts, for enthusiasts.

DECEMBER ISSUE
Post-war Jaguar supplement.
Brighton Show review.
1st of 2 part reviews of 1984
Historic Sport.

CLUB SPARES

MERRY CHRISTMAS! Printed below is another selection of goods to keep your cherished Triumph on the road. Most of the items listed in the September to December issues are kept in stock, so do refer to your back-copies for spares.

From next month a selection of 'oddments' will be listed. These will be items that have been obtained in ones or twos when purchasing job-lots. The parts may not all be for our cars, but they will be cheap!

JEFF AND JULIE BAKER

TSSC SPARES SECRETARIES

2 MULBERRY ROAD WYKEN COVENTRY

TEL: 0203 81600

Ring between
9a.m. - 4p.m.



PANELS LIST:

Please add these items to your Panels List:

Vitesse/Herald No. 17 - doorskin	£16.00 each
NEW ITEM - rear wing finisher to fit Spit. 1/11/111, GT6 1/11	£6.00 each

THIS MONTHS OFFERS

Timing chain to fit all Club cars	£3.45 + 75p P&P
Timing chain tensioner to fit all Club cars	70p each + 25p P&P
Rear halfshaft inc. UJ to fit Vit 1600, 2L MK1	£15.00 each + £2.50 (one) P&P £3.50 (pair) P&P
Steering column ignition locks - to suit Club cars Half B.L. price @ (original part complete with 2 keys)	£18.50 + £1.50 P&P
Fuel pump repair kit - to fit all Vitesse/GT6	£3.00 + 50p P&P
Carburettor repair kit Spit 1/11/111 '62 - '74	£5.25 each + 50p P&P
Spit 1500 SU carbs	£5.25 each + 50p P&P
GT6 11 from KC500IE and Vit 2L MK11	£6.00 each + 50p P&P
GT6 111 '70 - '74	£6.30 each + 50p P&P
Herald 13/60, Vit 1600, 2L MK1	£5.50 each + 50p P&P

Note: one kit repairs one carb

Chrome letters: T.R.I.U.M.P.H. 50p each. 1 - 4 letters 50p P&P, 5+ letters £1.00 P&P

B.L. 'House' (logo) Badge. Stick-on for late Spit and GT6 front wings
£1.60 each + 50p P&P (one)
75p P&P (two)
'MK2' Badge. Vitesse front wings
£1.10 each + 50p P&P (one)
75p P&P (two)

'Herald 1200' Badge 50p + 25p P&P
'GT6 +' Badge £4.25 + £0p P&P



Triumph 'Shield' Badge as fitted to
early Heralds etc.

£1.20 + 50p P&P

'Spit 1500' Badge to fit bonnet or
rear wing - please state

£1.30 each + 50p P&P (one)
04p each

Clips to fit all badges, letters

(post free if ordered with badges or stamped envelope if ordered alone)

Tool kit bag 30p each + stamped (13p/17p) envelope P&P

Original B.L. spanner 7/16" / 1/2"

70p each + 50p P&P

I wish to pay by cash/cheque/Postal Order/Access

To ACCESS:-

I authorise you to debit my Access

Account with the amount of £

My ACCESS No. is



Name (as on Access card)

Cardholder's address

Signature

Please note that the above is only a sample of the stock we hold. A catalogue is not
available at the moment, although, hopefully, one will be produced in the New Year.



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AREA DIRECTORY 1985

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA				
02 AVON	Giles Tinkler	0223-210166	The Coach & Horses	1st Thursday
03 AYLESBURY VALE	Leslie Wrighton	0454-321531	The Wheatsheaf/The Talbot	1st Mon/3rd Wed
04 COTSWOLD				
05 CUMBRIA	David Buxton	0726-883140	The Farley Hotel	Last Thursday
06 CUMBRIA	Susan Ind	0285-61137	The White Horse Inn	3rd Tuesday
07 CUMBRIA	Malcolm Butler	0946-830017	Ye Old Queens Head	2nd Wednesday
08 CUMBRIA	Geoff Parr	0623-36028	The Elm Tree	1st Wednesday
09 CUMBRIA	Mike Atkinson	0626-890214	Seven Stars/Dartmouth Inn	2nd Sun/Last Sun
10 DORSET				
11 EAST BERKS	John Reed	0628-33365	Uncle Tom's Cabin	2nd Wednesday
12 ESSEX	Justin Barwick	098985-458	The Loughpool	2nd Tuesday
13 GLOUCESTER/HEREFORD				
14 HANTS & SURREY	Steve Bedford	0923-23549	Red Lion/Bird in Hand	1st Mon/2nd Tues
15 HERTS NORTH & S. BEDS	Jeffrey Moore	01-363 7960	The Coach & Horses	Last Wednesday
16 IPSWICH	Bill Yates	0473-830437	The Rushmere Falcon	2nd Wednesday
17 KENT	Martin Radford	0322-21056	Cock House Inn/Princes Hotel	2nd Mon/3rd Wed
18 KENT WEST	Richard Francis	0689-36288	The Grasshopper Inn	1st & 3rd Tuesday
19 LEICESTER	Tony Mee	0533-889079	The Bath Hotel	1st Sun (lunch)/last Thurs
20 LEICESTER	Iain Atkinson	01-515 5838	The George	Alternate Thurs
21 MANCHESTER				
22 MILTON KEYNES	Geoff King	0908-315025	The Fountain	3rd Wednesday
23 NEWBURY/READING/B/STOKE	Norman Smith	07356-4629	The Badgers Wood	3rd Wednesday
24 NORFOLK	Mark Randall	0603-502486	The King's Head	2nd Monday
25 NORTHANTS	Ian McKeggie	0538-63954	The Stag's Head	3rd Wednesday
26 NORTH LONDON	Dave Martin	091-2847225	The Ravensworth Arms	1st Monday
27 NORTH MIDLANDS				
28 NORTH NORTHERN IRELAND	Don Halliday	0889-881566	The Three Crowns	3rd Thursday
29 NOTTINGHAM	Rob Millar	096-03-64690	Glenavara Hotel	1st Sunday 2pm
30 OXFORD	C P Roulston	01865-504387	The Redgate Lodge	2nd Wednesday
31 PETERBOROUGH	John Cudmore	099-389555	The Grapes	2nd Wednesday
32 RIBBLE	Sharon Espin	0775-88335	Various	1st Monday
33 RUGBY	Bill Coulshed	0772-322371	The Black Horse	2nd Monday
34 SALISBURY	Andy Jones	0203-452541	The Fox & Hounds	2nd Monday
35 SCOTLAND EAST				
36 SCOTLAND WEST				
37 SOMERSET	John Malcolm	0292-56624	Sherbrooke Castle Hotel	2nd Wednesday
38 SOMERSET	Rod Warren	N/A	Grech Castle Hotel	Last Thursday
39 SUSSEX	Tony Farby	0705-325065	The Good Intent	1st Tuesday
40 SUSSEX WEST	Colin Harrison	0444-413607	The Farmers	2nd Wednesday
41 THAMES	T Di Francescomartino	0293-30473	The Five Bells Inn	Last Wednesday
42 TREN	Mike Crewes	01-568 1870	The Firestone Inn	Alternate Thursdays
43 WALES NORTH	Mike Costigan	0636-814050	The Robin Hood	1st Thursday
44 WALES SOUTH	Patrick Faleur	08242-4136	The Golden Lion	2nd Tuesday
45 WALES SOUTH	R L Pugh	0222-891400	Caesars Arms	1st Tuesday
46 WEST MIDLANDS	Jeremy Woodward	0202-602651	The Skittlers	2nd Tuesday
47 WOLVERHAMPTON	T & J Spicer	021-3539961	The Chalet @ The Belfry	2nd Wed/Last Sun lunch
48 WORCESTER	John Cox	0902-330940	The Merry Hill Inn	2nd Monday
49 YORKS NORTH	Stephen Boyne	0904-39420	The Hoppgrove Inn	1st Wednesday
50 YORKS SOUTH	Jon Wollard	042784-4405	The Lumley Arms	2nd Thursday
51 YORKS WEST	Charles Henderson	0422-45607	The White Bear	1st Tuesday