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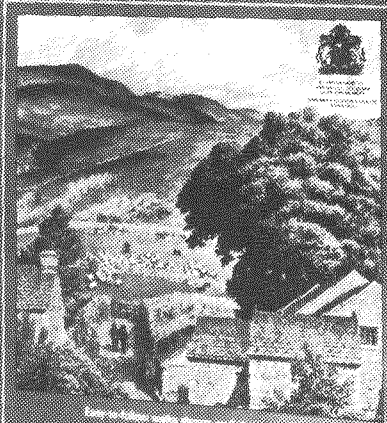
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WALK THE LAKES

40 EASY WALKS
Selected and described by John Parker

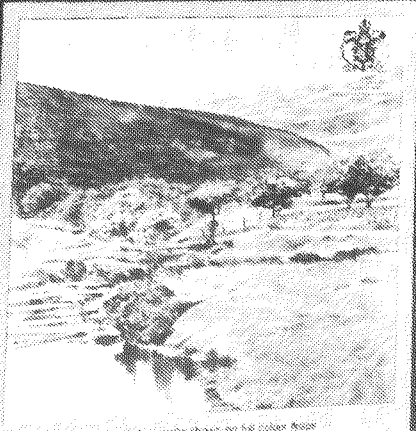


Bartholomew Maps Shows the Lake District
at a scale of 1:50,000
and is available in paperback
format. ISBN 0 05 000000 0
Hardy - Wildlife - Car Parks - Viewpoints



WALK DARTMOOR

35 EASY WALKS
Selected and described by Peter Tavy



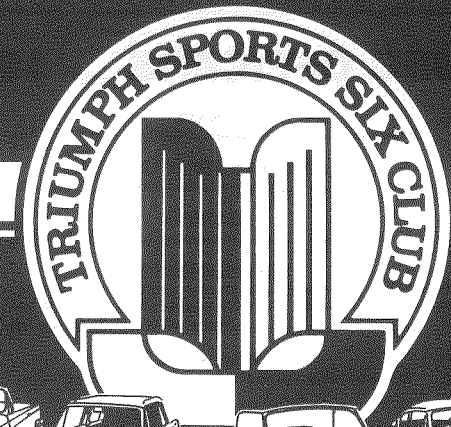
Easy-to-follow routes shown on full colour maps
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Routes described in detail
Hardy - Wildlife - Car Parks - Viewpoints

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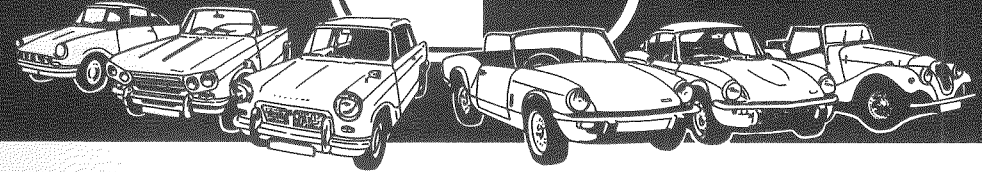
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JANUARY 1985



No. 55



THE COURIER

THE MONTHLY MAGAZINE OF THE



Worlds Largest Triumph Club

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

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

1985 HERE WE COME! From the frolics of the 'Festive Season' into a bright New Year, with the Club in better form than ever. Response to Club Regalia sales has been outstanding recently - keep the orders rolling in. Besides gaining a top-quality sweat/tee shirt you also become an important publicity agent for the Club.

I apologise for the lateness of the December Courier; it was despatched from Desborough on 28th November but, due to a few hiccups in the new postal system we have organised to cut costs, it was, unfortunately, about a week late in getting to some of you! In future the idea is to get The Courier to you even quicker than with the previous system! Time alone will tell.

It appears from the ever growing Membership of the Club that there is effectively a 50% split between six-cylinder and four-cylinder cars. We, therefore, intend to publish regular servicing articles in The Courier for each particular marque of car. The articles in question will be taken mainly from the ex in-house magazine, The Standard-Triumph Review and presented in such a way that most of us could tackle the job. This does not mean, however, that we will be discontinuing the Technical Features pages and I would ask you to please keep sending us details of experiences and tips to benefit fellow Club members.

YOUR SUPPORT IS NEEDED

1985 promises to be a year packed full of activities. With this in mind, please support your local and national events: the Organisers go to great lengths to arrange varied events to suit all tastes, from barbecues to drag-racing. To those of you who have never attended a TSSC 'event' before, I am sure that once you have, you will become a 'regular'. Being

a part of these events is an ideal way of making friends and you will, hopefully, be receiving a full Calendar of Events for 1985 with your February magazine.

This month we are offering back copies of The Courier and Turning Circle at special, reduced prices. It's not that we have thousands lying around, just that there would be more benefit to members in reading them than leaving them sitting idle in our lock-up! The package offered has been produced for one month only - here's your chance to complete your collection.

HAVE A VERY HAPPY NEW YEAR

BILL SUNDERLAND
EDITOR

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Cover Photo: two consecutive Vitesse provided courtesy of Elizabeth Chicken. These two Vitesse were bought, registered together and undersealed by Mr Kent of London W11, in March 1963. He and his wife now both in their seventies have had much pleasure driving them. He prefers the convertible, while she likes the saloon.

INTRODUCTION

HAPPY NEW YEAR
TO ONE AND ALL!

As we enter the 26th year since the Triumph Herald's birth, we probably have more to look forward to now as Triumph owners than at an other time.

Already plans are well in hand for such exciting 1985 events as:-

The Christmas Weekend - Jan. 18th - 20th

Motor 100 - 25th - 27th May

The Annual Club Concours - (Date?)

The Birthday Barbecue 20th July

3rd International Spitfire Weekend - 31st August and 1st September

The Standard Triumph International Rally

PLUS Hillclimb/Sprint Championship and for the first time, a Circuit Racing Championship

PLUS much, much more!

TSSC CHRISTMAS WEEKEND:

I am pleased to confirm the event is definitely **ON**. At the time of writing, twenty people have booked and many more have said they will be applying. If you haven't sent your form in yet, please complete the one provided and forward it to me John Griffiths (see inside front cover), with your cheque payable to the TSSC (£57 per person) by 8th January at the very latest.

John Thorpe and John Cudmore have kindly agreed to help me organise this years event which will, undoubtedly be the best ever. Just read the itinerary below!

Friday 18th January - Arrive during afternoon. Weekend introduction: John Griffiths - 7.00pm. Dinner - 7.15 pm. Guest Speaker: Malcolm Harbour, Director U.K. and Eire Sales, Austin Rover Group - 8.15 pm. Peter Mitchell, Managing Director of British Motor Industry Trust has also been invited. Bed.

Saturday 19th January - Breakfast. Convoy trip to Worcester. Arranged tour of Royal Worcester Porcelain Company. No set arrangements for lunch. Sight-seeing in Worcester. Return convoy to The Fosse

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Manor. Christmas Dinner. Games/Do it Yourself entertainment/raffle etc. **ARE THERE ANY MEMBERS OUT THERE THAT WOULD LIKE TO PERFORM FREE OF CHARGE?** (i.e. good at playing guitar, trumpet etc., etc.) Give me a ring if you would like to be involved. Bed.

Sunday 20th January - Breakfast. John Cudmore's Mystery Tour of the beautiful Cotswolds. Coffee. Return to The Fosse Manor Hotel for light lunch. Depart for leisure during afternoon.

ALL this, including VAT and Service Charge for just £57 per person, in a superb AA/RAC two-star hotel.

Fill in the form below and post it to me first-class with your cheque **TODAY**.
TOMORROW MAY BE TOO LATE!

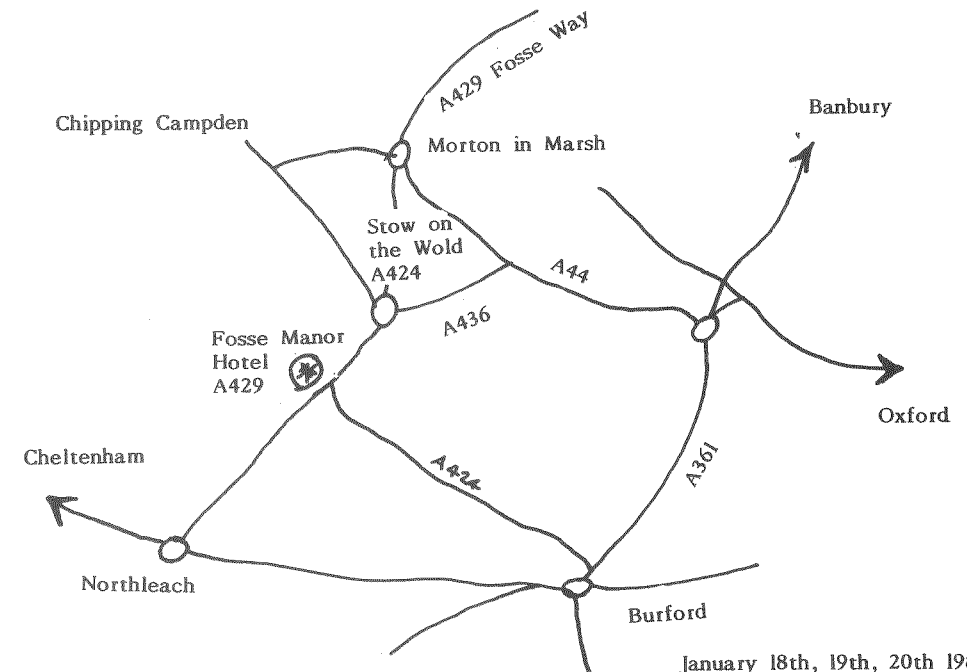
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Single Room	<input type="checkbox"/>	Name:
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Family Room	<input type="checkbox"/>
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Age of Children	
Attending with	Wife/Husband/ Partner*	Tel. No.
Willing to share a room	YES/NO*	Memb. No.
*Delete as appropriate		Date:

Please return by 8th January at the latest with your cheque (£57 per person) payable to T.S.S.C. to:

Mr John M Griffiths
31 Hellings Gardens
The Green
Broadclyst
Exeter EX5 3DX

HOW TO GET TO THE FOSSE MANOR HOTEL STOW ON THE WOLD



January 18th, 19th, 20th 1985

NEWS REVIEW

LOMBARD R.A.C. RALLY

What another great event! Roger Clark finished 11th (9th at one point) and the little (£130,000) Peugeot was magic. Next year, rumours have it that the Ford's new supercar, the RS 200, will be involved in one form or another. How about Roger Clark driving it?

For those of you who haven't heard of the new proposed Ford, on paper it appears the best thing on four-wheels since the GT40. The car is a mid-engined two-seat coupe, powered by the RS1700T engine (Cosworth developed all-alloy variant of the BDA) with a choice of either two or four-wheel drive. It is a beautiful looking car; wedge shaped sports which will probably be capable of speeds up to 145 mph, with a 0 - 62.5 mph in under 5 seconds. Another unique feature is the transmission arrangement. The engine is mid-mounted with the drive going forwards via a transfer box to the gearbox at the front of the car. Between the five-speed box and the drive and differential to the front wheels is a Ferguson viscous-control limited-slip differential. This allows the car to be driven with three different torque splits to the front wheels: zero (rear wheel drive only), 37% (normal four-wheel drive torque sharing) or 50% (equal torque to both sets of wheels). A parallel drive-shaft from the gearbox takes power to the rear. At both front and rear are further Ferguson viscous-control limited-slip differentials.

The suspension is double wishbone with parallel coil springs and dampers and the price will probably be around £30/40,000.

Graham Robson told me the other day that he was the first journalist to drive the prototype, and expected it to show a clean pair of heels to the Peugeot!

Let's hope so, because the re-introduction of a British car to the Rally scene is what is needed. If Roger Clark is asked to drive it, then heaven on earth will have been made for many thousands of British Rally enthusiasts.

JOHN DAVY:

Pam and I were deeply saddened to learn from Barbara that John Davy died on Tuesday, 13th November, after a few traumatic months for their family.

Members and personal friends of John within the TSSC, will probably remember him best for his energies in bringing about STIR, which epitomised his desire to unite Standard and Triumph enthusiasts world-wide.

He was, of course, successful in this aim and each year now members from far and near meet with common purpose, a unique occasion and one which will surely go from strength-to-strength in memory of John.

But his ambitions did not stop there, for John was a man who could visualise even better things for Standard-Triumph enthusiasts. The code name given to this idea was STARCH (Standard-Triumph Archives). John envisaged a MECCA for Home and Overseas Standard-Triumph enthusiasts to visit a place where they could enjoy seeing memorabilia on display, browse in a comprehensive library, watch 'works' films, attend restoration project lectures, meet representatives from the Marque Clubs etc., etc.

Unfortunately, this idea, this ambitious, worthy project, got no further than the discussion stage before John's illness.

The departure of John, and other famous enthusiasts such as Frank Callaby, Walter Belgrove, Micheal Sedgewick, Giovanni Michelotti and our own Keith Gould, highlight the forethought John had in wishing to protect the Standard-Triumph history. These are memories and experiences that cannot be replaced.

Apart from STIR and STARCH, John will always be remembered as the founder of the Standard Register and I am sure that many of his friends and colleagues will miss his enthusiasm, his guidance and sense of purpose.

I personally was delighted to see Christopher Davy in an official role at STIR this year and, no doubt, he will be proud to continue in his father's footsteps.

To Barbara and Christopher we extend our warmest thoughts at these times of loss.

JOHN GRIFFITHS
PRESIDENT

IMPORTANT ANNOUNCEMENT

Many of you will know that I have been either Vice-President or President of the Triumph Sports Six Club since its' inception in July 1977.

During the life of the Club (7½ years) many things have happened which have, of course, included me, some very important managerial decisions, which have moulded us into the Club we are today.

THAT IS:-

- The largest Triumph Club in the World
- Probably the fastest growing one-make car Club in Great Britain
- Probably the Club with the most potential in terms of membership for the future
- Holder of the coveted title "Car Magazine of the Year"

Quite an impressive line-up I am sure you will agree. But let's face it, it's hardly the Management team that can take all the credit, because at the end of the day it's through your enthusiasm, the member, that has made us who and what we are today.

Having said all this, you will readily appreciate that the management of your Club has become more and more involved as the size of the organisation has grown. Most Clubs who are run by unpaid volunteers, like us in the T.S.S.C., would feel contented to produce just four magazines a year, a couple of National Events and the odd discount scheme here and there.

But not so in the T.S.S.C.: we have always produced twelve magazines a year (fourteen including Turning Circle), arranged a complete calendar of events which has included hillclimbs and sprints. We have remained committed to our involvement with spares, regalia, overseas help, technical advice, the Self Help Scheme, Insurance and other discounts, agreed value service, competitions, library service, individual Marque Secretaries etc., etc.

But why tell you what you already know and enjoy? Well, an important decision has recently been made by the Council of Management which effects us all and, as a democratic Club, it is only right that you

should all be made aware of the background to the decision:

Most of you will know that Trudi Squibbs, our Membership Secretary, and Jo Sunderland (Editorial Team) have been paid a fee since March 1981. This is essential in view of the time involved in typing the magazines and processing the ever-growing membership applications.

Matters have moved on a pace since then and the production of The Courier (plus Turning Circle) plus many other Club-related jobs, has for some considerable time represented a major undertaking. It has been apparent to the Council of Management that the day would soon arrive when very serious consideration would have to be given to the full-time engagement of an Editor/Club Administrator. **That day has arrived.**

During the last few months the Finance Committee has met no less than four times to discuss the best solution to the problem and prepare a suitable suggested Contract. You may be interested to know that one of these meetings was held at Brighton during the Thoroughbred & Classic Car Show weekend. Members of the Finance Committee, having obtained detailed costings and reports, also took the opportunity to interview the present Editor, Bill Sunderland, who wished to be considered for the post.

It is history now that "The Courier" won Car Magazine of the Year (T & C C) at the Show, and in terms of a reference, I suppose Bill and Jo couldn't have wished for more! What impeccable timing!

However, having carefully assessed all the variables, and acknowledging Bill and Jo's proven expertise, the Financial Committee were delighted to arrive at a unanimous decision to recommend to the full Council of Management that Bill Sunderland should be paid a fee to undertake the duties of Editorship/Club Administrator.

This decision was subsequently endorsed by the Council of Management, subject to the final Contract being agreed, the Club's Auditors' verification of the arrangements and Bills acceptance of the terms and conditions laid down.

I would like to stress that Bill will in fact be self-employed and accordingly paid a fee for the work undertaken. He will, of course, remain answerable to the democratically elected Management body.

This is undoubtedly one of the most important decisions the Club has had to make but I personally feel that, bearing in mind the full-time engagement of an Editor was inevitable, we have been remarkably fortunate in that Bill, with his exemplary track-record, his 24-hour enthusiasm and his constant strife for perfection, should be prepared to sacrifice his well-paid job and security to further the TSSC cause.

Final details regarding the Contract, once signed and agreed, will be reported officially by the Council of Management.

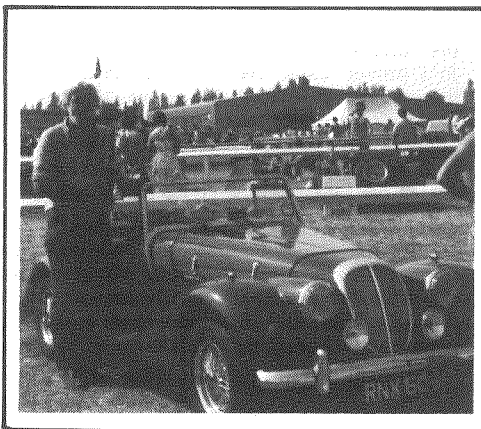
As we enter a New Year, and no doubt a new phase in the history of the Triumph Sports Six Club, I know you will all want to join with me in wishing Bill and Jo well in their new employment.

JOHN M GRIFFITHS
PRESIDENT

*** SPOTLIGHT ***

It has been brought to our notice that Mark Fothergill, a member of the TSSC, has had his Moss Roadster featured in the December issue of Kit-Car and Specials magazine. Members may remember that this car, registration number RNX 603F, was on show at MOTEC in May 1984.

Congratulations Mark, and many thanks for managing to mention the Club so frequently in the accompanying article.



COP SHOP

Well, here we are in January, a whole New Year ahead of us. I hope none of you 'Copped It' over the recent 'Brewers Bingo'.

Not many letters this month, so here are some useful (I hope) bits from my pile:-

BEAT THE BALL JOINT

I leave the technical gubbins to those in the know, however, as has been previously mentioned, it is both dangerous and stupid to try and fool the MOT man. Whilst I appreciate recent advice has been given in good faith, one point must be remembered: in our Club, most cars are run on a shoe-string budget, with owner maintenance both easy and essential. It is so easy to 'bodge-up' a job in the hope of saving expense, but remember if your car is either defective or dangerous YOUR LIFE is at risk. You may also end up in Court. Just because your car has a current MOT Test Certificate, it does not mean it is in perfect condition. As we all know parts wear out and can even be changed. An old car in poor looking condition is worth stopping from a Policeman's point-of-view. Beware.

CUSTOMISING

A vast subject, but a few quick words: this has many pitfalls as I'm sure most of you are aware.

Any alteration to the manufacturers specification MUST be notified to your Insurance Company. Even silly things like radios, wider wheels etc. Any part added or taken from a vehicle must not leave the vehicle in a dangerous condition. Overrider brackets must be fitted with overriders or completely removed. The general misconception that wheels may protrude an inch past the bodywork is wrong; they must not protrude at all un-covered. If you are in doubt about alterations, drop me a line and I'll try to sort it out for you.

If you have any queries on Road Traffic Law, write to Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ. Urgent replies require an S.A.E. Remember I'm only a 13p stamp away.

MIKE CREWES

WHAT'S ON NEXT?

SKITTLES MATCH

Nottingham Area

V

Leicester Stag Owners

Saturday, February 16th - 7.30pm at The Coach & Horses, Field Head, Markfield (1 mile from the Motorway, Junction 22 on A50)

ANGLIA AREA BIRTHDAY BARBECUE

Organised by the Anglia Area

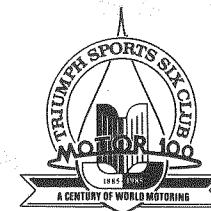
20TH JULY, 1985

We now have a new site, better facilities and an excellent barbecue meal.

Come to the social event of the TSSC calendar and you will enjoy a great day out.

Camping available.

For further details, contact Giles Tinkler, Anglia Area Organiser (details on inside back cover).



Many thanks to those members who have written to Val offering their 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 - 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, Burmill Park, Market Harborough, Leics. Tel: (0858) 63934.**

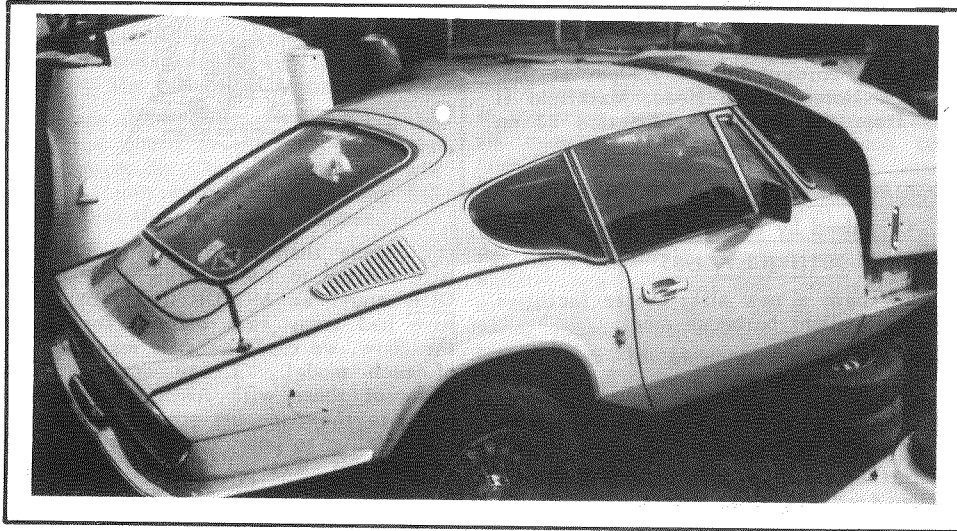
Congratulations to John Hill of Redditch, who are the first to come forward in supporting us in this massive venture - thanks!

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.

MAKE IT A DATE FOR '85

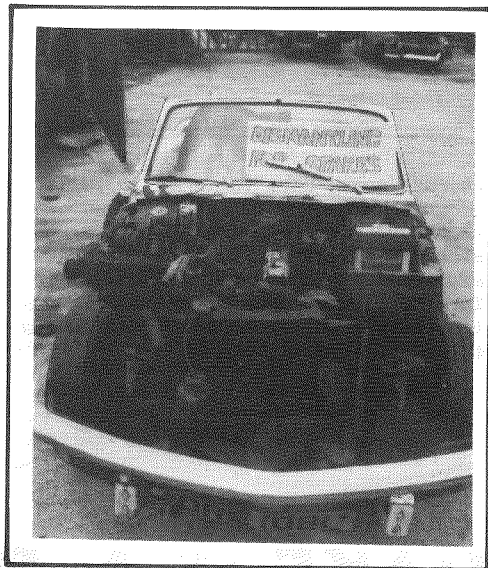
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GOOD NEWS

TRIUMPH HERALD NEWS:

John Hill's Ltd, Redditch, can now maintain the continuity of supply on two new lines, the front wings on the Triumph Herald 13/60 and Vitesse bonnets and the rear lower wings for all models of Triumph Herald and Vitesse.

This, they confirm, supplements their existing stocks of genuine Leyland panels which include genuine Leyland off-side and near-side door skins, one piece Triumph 13/60 bonnets, complete with lifting sub-frames, rear and side quarter valances and one piece steel front valances.

They hope, when these panels are exhausted, that they will be looking forward to suitable alternatives.

COMPANY POLICIES:

Mr Hill has recently received an enquiry from a TSSC member in relation to the Company's policies when sending secondhand parts by carrier. He feels that his reply may be of interest to other members:

"Any member who visits our comprehensive modern warehousing and dismantling yard in Arthur Street will immediately see that we endeavour to create a good image and confidence in the parts that we sell for rebuild, restoration or repair of TSSC members beloved Triumphs. Therefore, as a matter of Company policy, we decided from the very beginning that it would be unwise to despatch secondhand items, the reason being that one mans immaculate is another mans tatty and, while the part may be servicable and do the job it is intended for, being secondhand it may not be any better than the part which the owner is already in possession of. This obviously makes sense with trim, seats, panels and even certain mechanical items, with occasional exceptions when we are prepared to send certain secondhand parts. Very often customers insist that we are the experts and that we should decide whether or not the part is suitable for sending, but as enthusiasts will

appreciate, say for instance we take a secondhand splined hub; while it may be perfectly servicable and get your Club member out of trouble for a limited period, it will eventually let him down again, hence our reputation would suffer, especially bearing in mind that the customer would not have first inspected the item since he requested that it be sent by post or carrier. If, however, members are prepared to inspect the goods in question at our warehouse then they may find exactly what they require. In saying this we must stress that anything suspect is scrapped, after all there is no point in keeping rubbish if it is not what the terms of current legislation say i.e. of merchantable quality, in other words, fit for the purpose for which it is meant.

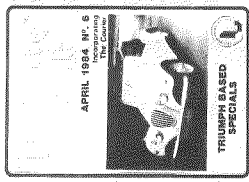
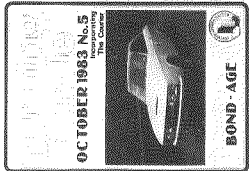
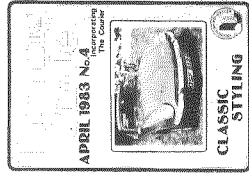
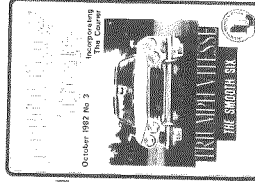
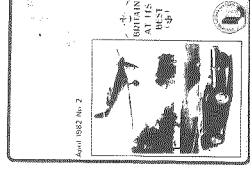
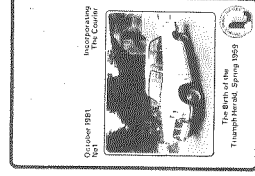
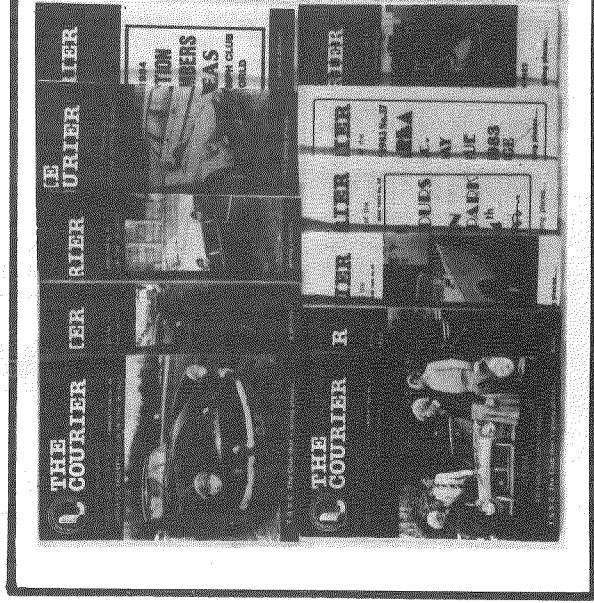
Another interesting point is for example fuel tanks: we are led to believe that it is illegal to despatch by carrier any vessel which has contained explosive mixtures. Also, for example, say someone wants a six-cylinder engine sent via carrier, the normal method of shipment that we use is parcel post, Securicor, T.N.T. excludes such items, it does require two people to lift such a component. Even with new parts, we cannot guarantee the safe arrival of items such as glass etc.

Our ruling of not despatching secondhand items by carrier is occasionally relaxed where it is (a) on instance from the customer that he will accept the secondhand component and (b) that we are quite happy to send that particular component. We are here to be of service and our reluctance to send certain parts is to the customer's benefit.

We hope that we are continuing to present the image of an efficient, established Triumph enthusiast supplier. It has taken a long time to establish our reputation and we hope to maintain the trust we have with many of our customers in supplying their Triumph cars. With just one final note, the bigger and better the one-marque parts suppliers become, the more they will plough back into tooling, stocking and ensuring the continuity of supplies for the future Triumph enthusiast. A fine example of this is Naylor Brothers, who supplied 'T' type spares for the MG, are now producing a TF 1700 replica with the full authority of British Leyland - so who knows? Here's looking to the future!"

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Whilst it is true to say that our cars, GT6, Vitesse and Spitfire and their derivatives were never designed to be driven fast, it is possible to improve on some of their weaker features to such a degree that they become really quite reliable. It must be stressed that these cars were never designed for modern traffic conditions fast motorways, cruising at 80 mph +, and trying to compete with Golf GTi's etc. Such attempts usually result in a smashed transmission and embarrassment! This was the main motive for development of the features in this article. Having said that, there are two obstacles to production of these items: 1. The cost of buying the parts from B.L. 2. The abominable quality of items returned in exchange!

In 1981/82 I was having great problems with D-type overdrives. At speeds over 90 mph it appears that the units overheat (overdrives consume approx. 10% engine power, i.e. approx. 7Kw with the Vitesse). The gearbox is unusually well sheltered from cooling air by the large engine and closely fitting chassis etc. On the D-type overdrive oil is admitted to the oil pump by a drilling in the filter-housing on the side. When the unit is hot, the oil pressure and the clutch spins. This very quickly destroys it and loose bits of material soon collect in the rather inefficient filter, get sucked into the hydraulic section and clog up the valves.

Added to this, the D-type overdrive is of such an obsolete design that spares are becoming scarce and expensive. The unit is operated like its bigger, equally old fashioned cousin, the A-type overdrive, used in the TR2, 3, 4, 5 and 6 and older saloons, by a solenoid mounted on the side. These are becoming horribly expensive and frequently go wrong for no good reason. In fact out here in Terra France, they cost £90!

The operating valve lifted by a pivot

arm in the solenoid has a ball and seat which allow high pressure oil into the hydraulic pistons to actuate the sliding clutch assembly. When this valve gets blocked, the overdrive sticks in and damage results The best thing to do when this happens is to remove the complete valve assembly and take the unit, as soon as you can, to a specialist. This means the overdrive will not try to operate in reverse.

The J-type overdrive was developed in approx. 1971 to rationalise the production line. Its many advantages are: compactness, ease of maintenance, excellent reliability, and great strength. It can also be uprated. One of its advantages is that the oil system is a great improvement. Oil is drawn in through the bottom, through the cooled sump through two filters into a pump connected to a cam. with an aluminium strap drive. This helps to get rid of the large amount of vibration which a spring-loaded pump causes to bearings. An inline pressure filter helps rid the oil of swarf. Oil is continually pumped through the operating pistons and the clutch assembly is much stronger. No longer is the clutch lining riveted to the carrier but vulcanised on so it very rarely gives way. Clutch area is quite big also. To operate the unit a bung is put in the oil exit tract and this acts very much like putting a potato in the exhaust of a car: pressure builds up quickly and is relieved by the strength of the relief valve (exhaust system)!

Anyway, enough technical stuff, how do we put this unit in the Vitesse or GT6? The best way to do it is to use the scheme fitted to the Spitfire MKIV in 1974 or pre 1976 Dolomite 1850. this means using a different mainshaft with fine splines and adaptor plate, pt. no. 313085. You also need to find a suitable J-type overdrive. The best is from the Dolomite Sprint/1850/Spitfire MKIV as these have the correct internal speedo drive. When using 3.89, 4.11 or 3.27 diffs, you must use the drive pinion NKC49 which is brown. 3.63 diffs require NKC48 which is black.

You must also use overdrive mounting 159656 for 1500 Spitfire and the overdrive mounting plate from John Kipping, which is slightly longer. You must also avoid using a relay as this introduces another source of unreliability. Fortunately, the propshaft length stays the same. So far the bill is

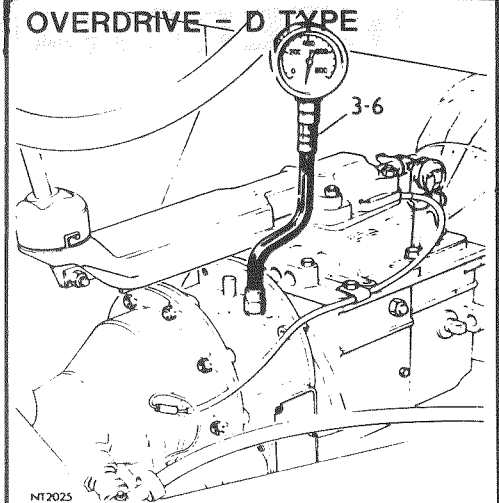
likely to be about £170 and you still need to rebuild the gearbox. Unfortunately, the Dolomite mainshaft suffers from the same problems as the Vitesse vis a vis the 1/2" end, as well as the input shaft, so long-term reliability is no better. What I have done with this is to have a new shaft made, with a much larger end as standard and have the input shaft interior bearing surface enlarged to suit. This method is not a bodge-up by retipping and the like, but a real improvement on the original (this has been used for the last 18 months on all the other gearboxes virtually).

RESULTS

Car: Vitesse MKII with 2L injection engine. Approx. 150 bhp. **Gearbox made:** December 1982 Stag type J-type overdrive. **Miles covered:** 55,000 to October 1984. **Noise:** none except normal gear whine. **Synchro:** weak on 3 and 4 (clutch disintegrated at Mallory Park, 1983). Competition clutch now dragging after 35,000 miles. **Overdrive:** no sign of any wear.

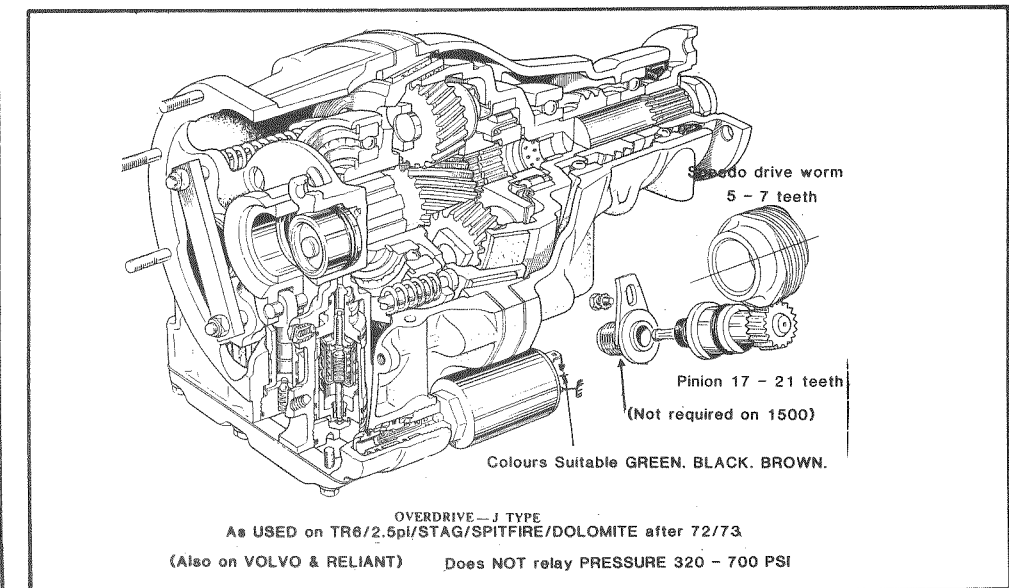
This compares with using B.L. recons. which lasted approximately 17,000 miles maximum. Overdrive units used to last approx. 3 to 4 months. **Usage:** fast road and some track. Cruising when necessary at 120 mph (200 kmh) you want reliability, so do !!

GARETH THOMAS



Normal fitment on
VITESSE/GT6/SPITFIRE I M
(also early MGB)

Uses relay 6RA
Used on 3rd & 4th gear only.
PRESSURE 480 - 560 PSI



INTERCHANGEABLE?

DIFFERENTIAL AND FLANGES

Club cars have a wide variety of differentials fitted as standard. However, they are by no means all interchangeable without some problems arising. I have not covered the Herald 948 or 1200 MK1 (to 1962) as in general these units are not suitable for later cars.

Definitions:

1. Flanges - connecting diff. to half-shaft or propshaft:

Small - 1/2" spanner bolts
Large - 9/16" spanner for bolts

2. Pinion Bearings - small basically Herald. Large - Vitesse/GT6 etc. - able to cope with more power.

3. Output Shafts - small (prone to breaking). Large - unbreakable.

PROBLEM:

Vitesse 1600 - another sheared output shaft!

SOLUTION:

Herald (late) diff. with large output shaft and flanges. OR Vitesse/GT6 etc. diff. - large flange on rear of prop. required.

PROBLEM:

GT6 MK1 overdrive diff. - noisy.

SOLUTION:

Substitute Vitesse 2-litre or Spitfire MKIV.

No adverse effects have been noticed by using the late four-spring stud casings in an early car originally designed for six.

The important points to remember when contemplating a diff change for whatever reason, is to make sure that the unit can cope with the power of the engine and that all the flanges will mate up. All Club cars use the same UJ's - hence to change from a small flange to a large involves nothing more than taking the UJ apart and reassembling with a large flange. Sources of large flanges are Marina or Dolomite propshaft ends.

JOHN KIPPING

	UK market original ratio	Prop. Flange	Pinion Bearing	Output Shaft	Output Flange	Number of Spring std.
Vitesse 1600	4.11:1	Small	Small	Small	Large	6
*Vitesse 2L	3.89:1	L	L	L	L	6
*GT6 non-O/D	3.27:1	L	L	L	L	6 or 4 (late 111)
+ some O/D						
*GT6 O/D	3.89:1	L	L	L	L	6 or 4 (late 111)
Herald 1200 from GA237600	4.11:1	S	S	S	S	6
Herald) 1200 from GA237601	4.11:1	S	S	L	S	6
) 13/60						
Spitfire 1/11 and 111 to FC120000	4.11:1	S	S	S	S	6
Spitfire 111 from FC120001	4.11:1	S	S	L	S	6
*Spitfire 1V	3.89:1	L	L	L	L	4
*Spitfire 1500	3.63:1	L	L	L	L	4

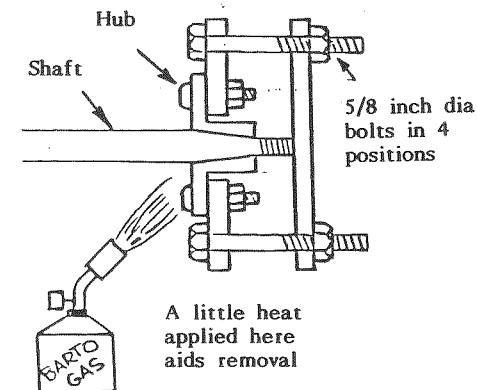
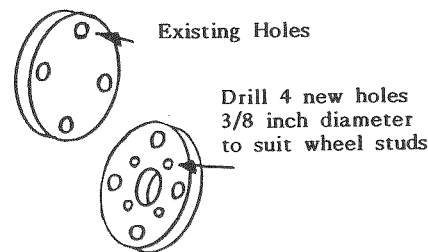
*All these units are interchangeable without any changing of flanges.

TECHNICAL TIPS

For all those people owning a hydraulic rear hub extractor tool, they should read no further; for the other 3,000 of us, this tool should prove useful. Materials required:-

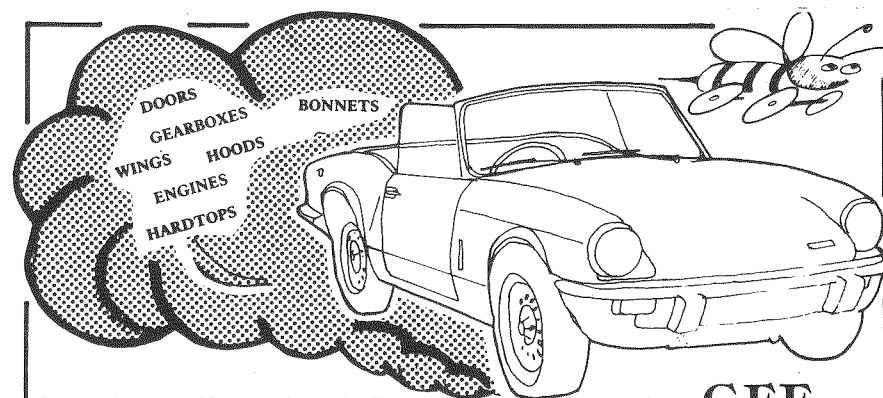
2 x 7 inch overall diameter by 1/2 inch thick steam pipe fittings, one with a centre hole, one without (obtainable from heating engineers or scrapyards); 4 x 5/8 inch diameter bolts, 6 inches long with nuts and washers.

METHOD:



N.B. When the joint parts there is a loud bang - you will jump back even though you are expecting it

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A G.P. CAR

prescribed by A-Doctor



(General Practitioner, not Grand Prix!)

The following article, which featured in Standard Triumph Review, No. 12, Vol. 23, 1961, was sent in by John Griffiths, who thought it may be of interest:

Ever since Hippocrates saw the last patient in his surgery and stepped into his chariot to start his morning's rounds, the one person who has always needed some form of transport has been the doctor. When sudden illness or injury happens, when the urgent message comes, speed is important and time lost may mean a life wasted.

A Roman doctor would use a chariot, fast but bumpy, and a good chauffeur-slave who could be trusted not to spill the amphorae of potions and salves all along the Appian Way was worth his weight in denarii. In the Middle Ages, it was a mile, rather than the slow side, but leaving plenty of time on the journey to meditate on the "lunatic" Harvey's absurd theory about blood going round and round the body. Then came the horse and, when the Squire had been carried back to the manor on a hurdle, after taking a toss at a bad fence, all eyes would be watching for the doctor coming up the drive at a full gallop, his instruments and leeches bouncing in his saddle-bags. As the roads improved, smoother ways of arriving appeared. The country G.P. changed to a fast dog-cart or a gig, the Harley Street Consultant to a smart brougham.

The ultimate came with the internal combustion engine, although the steamer had its following and the Medical Profession too to the motor car gladly. At least, the younger members did - some of the more senior and conservative ones were rather doubtful - and the exhausts of their Daimlers and Benzes thundered through the streets, bringing the neighbours to lace-curtained windows to see who was ill or being confined. As might well be expected, Rolls-Royce produced the last word in the nineteen-twenties with their Doctor's sedan, the only car

ever designed specifically for the medical profession. The main requirement of the coachwork appears to be that a doctor could 'enter' - climb-in is too undignified a phrase - without disturbing his top-hat. Nowadays, however, there are more important things to consider in choosing a car than whether one's head-gear will remain undamaged or not.

THE IDEAL CAR

I am a busy General Practitioner, with a fairly large practice in a crowded London suburb. Each day involves much driving in heavy traffic, combined with twisting and dodging down narrow side streets to visit my patients. Parking is always a problem and everything has to be done to a rigid time schedule, where even minutes are important, my car must be carefully chosen and when I recently replaced an old friend, regretfully well past its prime, I had to study the glossy leaflets very carefully.

The ideal car for my needs is basically a small one. After all, my practice does not extend along the M1, and in London yards of bonnet or boot are just a bit superfluous. On the other hand, I am continually climbing in and out and I do not like to be forced to fold myself up, and tuck my medical bag behind my ear, in a tightly fitting goldfish bowl, so bubble cars are not the answer. I made a list of my requirements roughly in order of importance.

1. Power. Wherever I go, it is usually in a tearing hurry, so the engine must be of a reasonable capacity and the acceleration good. All the same, one cannot get petrol on the National Health and I expect a decent number of miles per gallon.

2. Manoeuvrability. This is most important in my area for getting around the narrow streets which are invariably lined with parked cars. Above all, parking must be easy. I do not enjoy cruising around the block looking for a space and then having to carry my heavy bag for what always seems miles.

3. Easy Access. The doors must be of reasonable size. I have to climb in and out dozens of times a day and, if this involves a complicated series of movements to avoid knobs or levers, both my intro-vertebral discs and my temper will suffer.

4. Space. There must be fairly good space in the back, even with the driving seat adjusted to suit my long legs, as I do not like my passengers hunched up and breathing down my neck. A doctor always carries a quantity of equipment around, so I need a decent boot, not one of those which will just take the spare wheel and a few parcels and is approachable only by juggling with the back seat.

5. Mechanically. My knowledge of car mechanics is very strictly limited to recognising which orifices have to be filled with different fluids at regular intervals. Everything else, especially those fascinating pieces of metal and wire under the bonnet, is a complete mystery. When I suspect an abnormality, I call in a consultant to advise on the diagnosis and treatment, under no circumstances prescribing myself. Since my car must always be ready for an emergency call, it must be very reliable mechanically and I cannot spare it every few weeks for routine maintenance, especially when all this means is changing the oil and greasing dozens of points.

6. Appearance. I like a car to look smart, modern - and that does not mean acres of chromium - and a little bit distinctive. It is good for my patients to be able to recognise the doctor's car coming along the street, mainly because it gives those who are supposed to be on a strict bed rest a chance to stop what they are doing and jump back into bed.

HERALD THE CHOICE

It is obvious that there was only one car to choose and I have been driving my Herald 1200 for several months now, getting more and more appreciative of its delightful qualities. I still find it difficult to single out one specific feature as best, but, if pushed, would

plump for the manoeuvrability and cornering. They take a great deal of strain out of London and side-streets. Parking is so much easier and a space that no one else will try usually takes me with a squeeze. The turning circle is fabulous and I have only found one road in the whole area where I cannot do a U-turn and be away, before anyone else has even finished reversing. I have always thought the standard model is a little underpowered, but the 1200 engine has ample power and excellent accelera-

tion, with well chosen gear ratios and one of the nicest gear levers I have ever used. The manual says there are 72 different seat positions. I do not know about this, but the one I have found suits my slipped disc perfectly and I am not changing now. With several passengers, two doors are a bit of a nuisance, but I cheerfully put up with this in gratitude for their large size, through which I can at last move in comfort. The boot is very roomy and the reserve petrol tank save me a lot of worry. It has always been difficult to leave my car in the garage for half a day every 1,000 miles, because with my mileage this means every 3 weeks or so. The 3,000 miles between maintenance on the Herald stretches this out to a reasonable time and is very welcome.

Among smaller points I appreciate are, the tray on the centre tunnel, which takes my diary - and my pipe, matches, sunglasses and a host of other things that I am likely to need in a hurry - while my visiting list clips on to the fascia ash-tray, where the map light is perfectly placed to illuminate it at night. The lights and indicator controls are well placed on the steering column and a flick of the finger does all that is needed.

I have taken the Herald out on the open road several times and, with the windwos down and the all-round visibility, the saloon becomes almost a sports model, cruising very happily at 55 mph. As it is not fully run-in yet, I have not pushed much faster, but, even so, I still get about 34 miles per gallon.

Any complaints? Frankly, I have to think very hard about this. About the most I can find is that the windscreen wipers are rather noisy and I do not like the position of the handbrake. This may be because I am not used to one for my left hand and I feel it slows me getting away at the traffic lights. At least, it is a good, solid one.

You should by now have gathered that I really like my 1200. There is only one problem still to be solved. Nowhere in the handbook does it tell me what to do when my partner puts his head round the consulting room door and asks 'You don't mind if I borrow the Herald for a quick visit, do you?' I do mind, but it is no use, he never listens.

TECHNICAL FEATURE

DYNAMO TO ALTERNATOR

Anyone who uses their car everyday in slow-moving city traffic, will know that wet winter evenings will quickly lead to a flat battery. This being due to having headlights, windscreen wipers and the heater/demister on with the engine at idle for most of the time - hence the dynamo producing minimal (not enough) current. On my own Vitesse there is the additional drain on the battery from having a Ken-lowe fan, which in slow moving traffic is on for most of the time.

I knew that the solution to the problem was to change the dynamo for an alternator, although I had always shied away from it thinking it was too complicated. NOT SO. After studying wiring diagrams of the Vitesse 2-litre and GT6 MK1 and II, I decided to have a go and this is how it is done.

Firstly for purveyors or originality, the alternator was listed in the Parts Catalogue as an option (special orders only); for late 2-litre MK1 (second edition of Parts Catalogue) and all 2-litre MKII. These are all 11 AC alternators and the old part numbers are positive earth alternator 211962 (positive earth alternators are not supposed to exist!), negative earth alternator 213121, alternator fan 143775, alternator pulley 147530 and the fanbelt 214246. No details of wiring are listed.

Most of what follows will apply to all Heralds, Spitfires MK1, MKII and MKIII, Bond Equipes, Vitesse and MK1 GT6's (the rest should have alternators fitted). Part numbers listed in diagram A apply only to the six-cylinder engine mounting details.

Any older cars with positive earth can be changed to negative earth by the following method: 1. Disconnect battery. 2. Turn the battery around. 3. Reverse the + and - connections on the ignition coil. 4. Disconnect the wires from the back of the dynamo. 5. Take a length of thick insulated wire; connect one end to the battery positive terminal and with the other end touch the connectors on the back of the dynamo. 7. Reconnect battery. 8. Start the engine and make sure that the ignition warning light goes out.

If fitting an alternator, perform only parts 1 to 4. I have successfully done this to a Herald 1200 so it works, although do check that you have no accessories which are sensitive to changes in polarity.

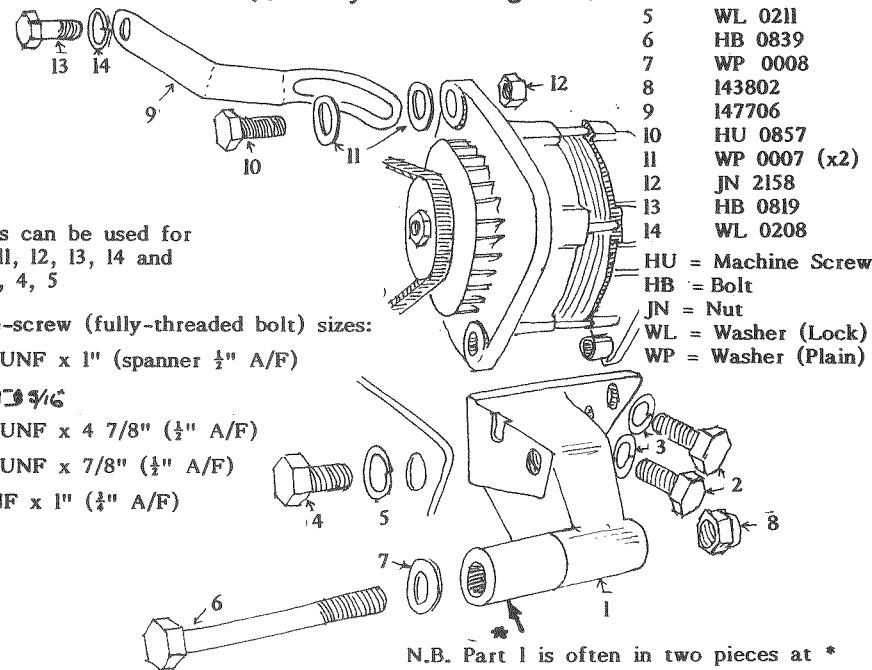
The Alternator

Naturally, all parts should be obtained before starting the change. Best bet is a visit to the Breakers Yard or 'Parts for Sale' in The Courier. Obtain all the parts shown in diagram A or their equivalent for 4-cylinder cars. For 4-cylinder cars look for Spitfire MK4, Dolomite 1300/1500, Toledo etc., and for the 6-cylinder cars look for GT6 MKs II and III, Triumph MKII 2000/2500 (or a TR5/TR6, although there isn't much chance of finding these!). Also remember to take the alternator and fanbelt. If you are feeling rich, all the parts should still be obtainable from your British Leyland dealer.

Next go to your local auto-electrical shop and obtain 1.5 to 2 metres of heavy duty wiring (minimum size 44/30) and about 15 cms of secondary cable (15/30) and Lucar connectors as required (see Diagram B). It is a good idea to use the alternator from the Breakers Yard as an exchange for a reconditioned unit (£10 - £12 off). A good dealer should allow you to change to any power out-put of your choice. I chose 17 ACR alternator. GT6's had 15 ACR and, from chassis number 20,001, a few were fitted with 16 ACR.

Now, on your car, disconnect the battery and then disconnect the dynamo, mounting bracket, adjusting bracket and store them in case they are needed at a future date. Replace these with your new brackets and alternator. Adjust for the correct tension on the fanbelt - it may be possible to use your old fanbelt.

DIAGRAM A - ALTERNATOR MOUNTING PARTS (Six-cylinder Engines)



Existing parts can be used for numbers 10, 11, 12, 13, 14 and possibly 2, 3, 4, 5

Bolt/machine-screw (fully-threaded bolt) sizes:

2 5/16" UNF x 1" (spanner 1/2" A/F)



6 5/16" UNF x 4 7/8" (1/2" A/F)

10 5/16" UNF x 7/8" (1/2" A/F)

4 1/2" UNF x 1" (1/2" A/F)

N.B. Part 1 is often in two pieces at *

The wiring on the rear of the alternator alters with year of make. Old ones have one large out-put terminal marked +, one large terminal marked B+, and one small terminal marked IND which has a link wire to another nearby terminal. New ones have two main out-put (large) linked internally and one small terminal (IND). It is the new type that is referred to here - for the old type refer to extra notes on diagram B. Terminals marked + and B+ go to the battery side of the starter solenoid, terminal IND goes to the ignition warning light and the terminal marked - is either left vacant or an earth wire is attached (seek expert advice if the terminal is present).

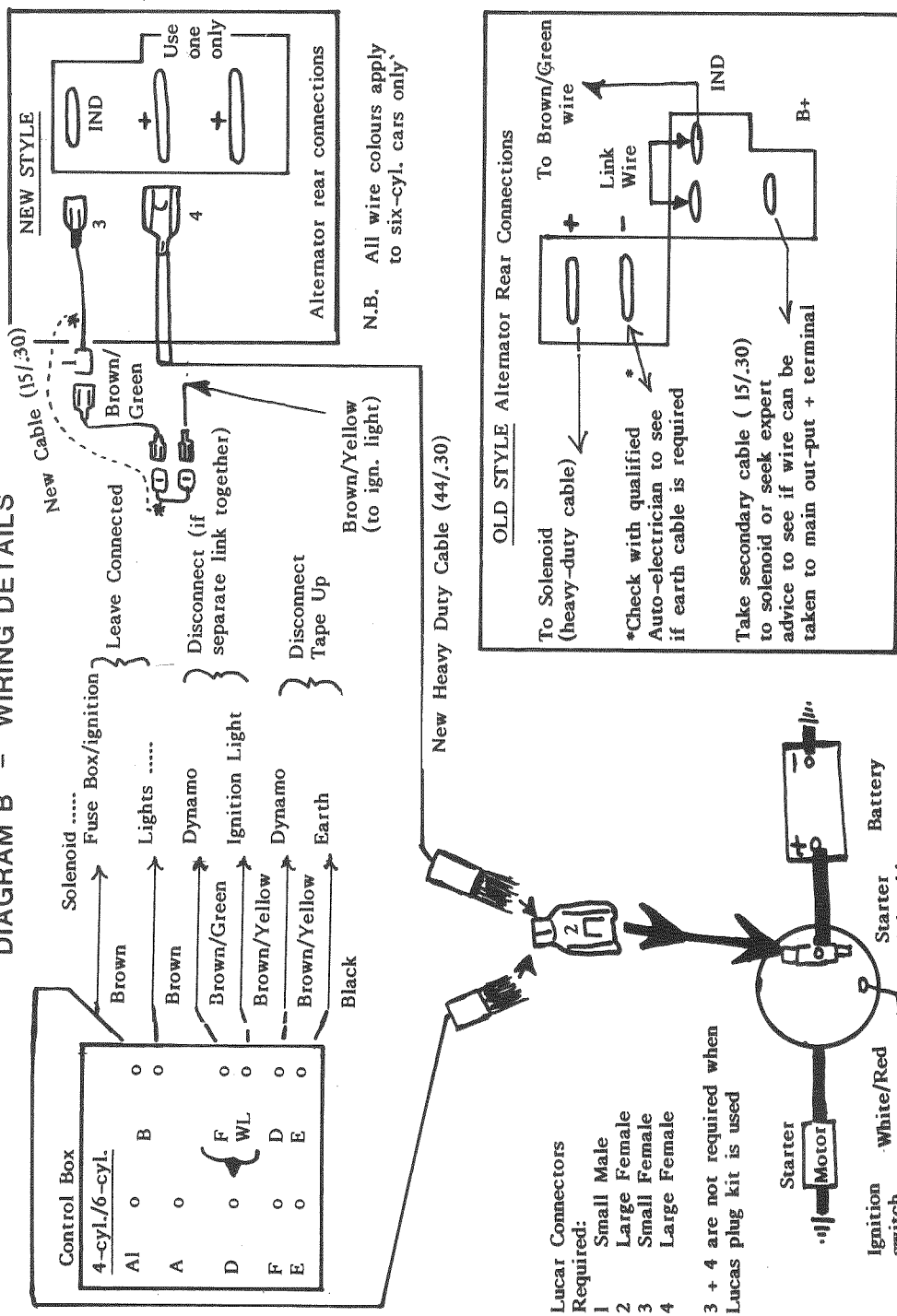
Carrying on with the new type, you can either fit Lucar connectors to the terminals direct or use the plug kit (Lucas part no. 54960402) although the plug offers a more secure fitting.

Connect the heavy duty wire to one end of the two large terminals and run it

to the starter solenoid. Here there will be a thick brown wire on the battery terminal side. Remove this wire and connect both it and the new cable together in a large Femal Lucar connector and replace it on to the solenoid terminal.

Back at the rear of the alternator, connect 2 - 3 inches of secondary cable wire from the small IND terminal to the existing Brown/Green wire (which was connected to the dynamo) via a small Male Lucar connector. Next, locate the control box and disconnect the wires from terminals marked F, WL, D and E, leaving only the brown wires on terminals (2) marked B. With 2 - 3 inches of secondary cable wire and two small Male Lucar connectors, link the thin Brown/Yellow wire and thin Brown/Green wire from terminals F and WL. This completes a circuit from the alternator terminal IND to the ignition warning light. Check all connections are secure, reconnect the battery (connection of the battery with positive earth will destroy the diodes in a negative earth alternator). Start the engine and check

DIAGRAM B - WIRING DETAILS



the ignition warning light goes out - if not, stop engine and re-check connections.

The colouring of the wire differs on the 4-cylinder engines, as does the control box, so after connecting the main cable to the starter solenoid proceed as follows:

Link the thin wire which went to the small terminal of the dynamo, to the IND terminal of the altemator. This wire's colour varies although it is usually Yellow or Brown/Yellow. Next locate the control box and disconnect terminal marked D, E and F. The wire which came from terminal D should be connected in one Female Lucar connector already (connecting IND to the ignition light), leaving you only to insulate the connector with tape.

Needless to say, all excess wires should be taped-up to the main wiring loom out of the way; empty terminals should be sealed up with tape and new wires should be secured away from hot surfaces.

The altemator should produce much more current at low engine speeds and I found that I could concentrate more on driving in city traffic without the constant worry of which electrical item I should switch off.

We would like to thank the member who sent this article in for publication in The Courier - unfortunately he did not give his name!

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HERALD REGISTER

HERALD HEATER GUIDE

No doubt the majority of Herald owners have been feeling the cold now that winter is here! Over the past eight years I have been cursing the inefficiency of the Herald heater; a few attempts to bleed air out of the system were not successful as this was not the problem! This year I fitted a brand new heater courtesy of John Kipping - now I've warm feet and a clear windscreen.

The problem with the old heater was that the radiator core in the heater unit was completely blocked in 22 years of accumulated muck. I suspect that this problem will be found in all old Heralds so the easiest solution is to change the complete heater unit for a new one, or one from a late 13/60.

In Table 1 I have listed the heaters found in various Heralds. There are two main points to note: firstly that two types of heaters are fitted - the Smiths version as seen in Fig. 1 and the Delaney-Gallay in Fig. 2. Although many parts (e.g. valve, motor) are specific for each brand of heater; the two units are fully interchangeable. The second point to note is that although various heaters of either brand are listed for different marques/-commission numbers, in effect the heaters appear to be fully interchangeable over the years. For example, I have fitted a Delaney-Gallay for a MKII Herald (806817) to a MKI Herald with no problems.

When fitting the new/replacement heater use plenty of sealastick around the blower unit seal and outlet duct seal to prevent fumes entering the car.

Other problems that can arise are usually associated with the valve mechanism; either it is fully on or fully off. A replacement valve is the best solution here; remember to use a Smiths valve on a Smiths heater and a Delaney-Gallay valve on the D-G heater!

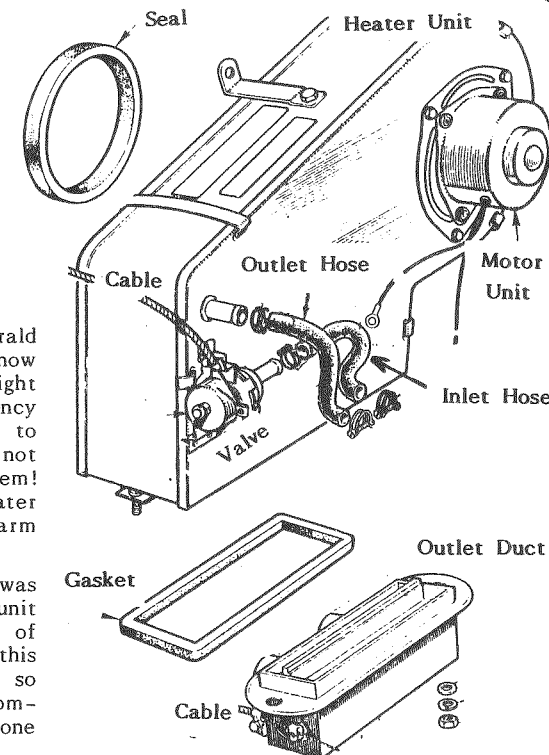


FIG. 1

Smiths Heater Unit and Outlet Duct

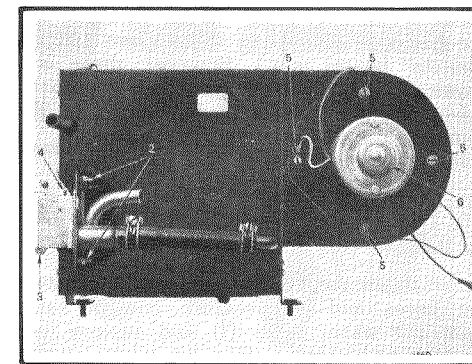


FIG. 2 (Fig. 126)

Delaney Gallay Heater Unit (flat top in comparison to Smiths Unit)

Heater Blower Motor

To Remove Fig. 2 (Fig. 126)

Isolate the battery and disconnect the heater blower leads. Remove four retaining screws (5) and washers and take out the blower motor assembly (6).

Release the clip (7) (Fig. 127) retaining the impellor to the blower motor shaft and pull the impellor (8) away from the shaft. Remove two nuts (9) retaining the motor to the mounting plate.

To Refit

Reverse the removal procedure.

NOTE: The blower motor assembly is serviced only by replacement.

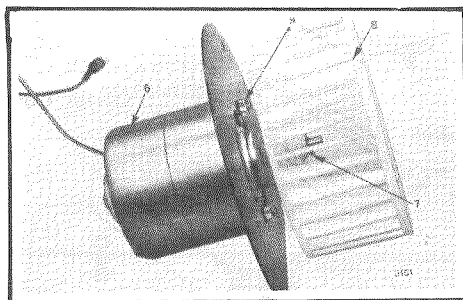


FIG. 127

Fan Attachment (Delaney Gallay)

HEATER & VENTILATION SYSTEM (DELANEY GALLAY) 1200, 12/50 and 13/60

The instructions for removing and refitting the Delaney Gallay heater unit are basically similar to those given for the 'Smiths' heater unit. However, there is a physical difference in the water control valve, and the heater blower motor. The removing and refitting procedure is as follows:-

Water Control Valve

To Remove (Fig. 125)

Drain the cooling system. Disconnect the hoses and temperature control cable from the water valve (1) and remove two screws (2) retaining the water valve to the body of the heater.

To Refit

Reverse the removal procedure, referring to refitment of the heater unit, when re-connecting the control cable.

To Adjust

The heat control shut-off adjusting screw (4) Fig. 2 (Fig. 126) on the water valve is pre-set by the manufacturer prior to delivery. If adjustment is necessary, proceed as follows:

Disconnect the heat control cable at the water valve and move the water valve lever (3) (Fig. 125) fully clockwise. Screw the adjusting screw (4) Fig. 2 (Fig. 126) down onto its stop. Re-connect the heat control cable and tighten the trunnion. Finally, test the operation.

NOTE: The water control valve is serviced only by replacement.

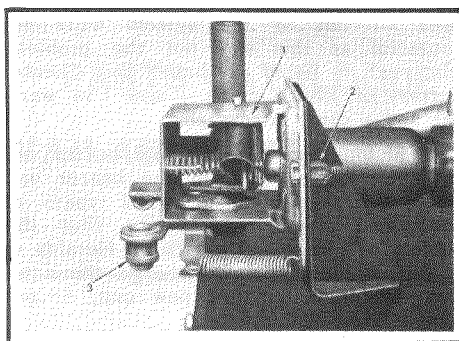


FIG. 125

Water Control Valve (Delaney-Gallay)

CURRENT PARTS AVAILABILITY

The Smiths heater 809033 is still available new, under a different part number (910446); the price is approximately £28.00 + VAT. Valves for the Smiths heater (560611) and Delaney-Gallay heater (560612) are also still available at approximately £8.00 + VAT.

If you are going for a second-hand heater, try and find one from a late 13/60; the radiator core is less likely to be full of muck! Before fitting a second-hand heater unit, give it a good flush out before fitting. It is probably worth fitting the outlet duct from the later car as well; air distribution is marginally better than with the earlier types.

CHRIS LONGHURST

TABLE 1: HERALD HEATER UNITS AND INTERCHANGEABILITY

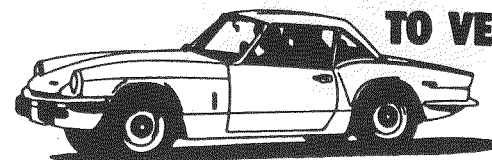
	948	1200 to GA80,000	80,001 - 149803	From 149803	All 13/60
Inlet Hose	105177	105177	149803	149803	214411
Outlet Hose	123495	123495	149699 ^a	149699	214412
SMITHS Heater Unit	803335	803335	806616	809033	809033
Valve	560611	560611	560611	560611	560611
Push/pull cable	608720	609995	614577	614577	622441
Motor Unit	510395	510395	514426	514426	514426
Seal for Blower	601507	601507	601507	601507	601507
Outlet Duct	703849	703849	(707350 or	708507)	708507
Gasket	608149	608149	608149	608149	608149
Push/pull Cable	608719	609996	614575	614575	622442
DELANEY GALLAY Heater Unit	803742	803742	(806817 or	810290)	810290 ^b
Hose	511701	511701	511701	511701	511701
Valve	560612	560612	560612	560612	560612
Push/pull Cable	608720	609995	614578	614578	622441
Motor Unit	510220	510220	510220	510220	510220
Seal for Blower	612238	612238	626857	626857	626857
Outlet Duct	704276	704276	(708508 or	710591)	701591
Gasket	608939	608939	608939	608939	608939
Push/pull Cable	608719	609996	614575	614575	622442

^a Supersession from 142689

^b A replacement radiator block (510222) was available for Delaney Gallay heater unit 810290

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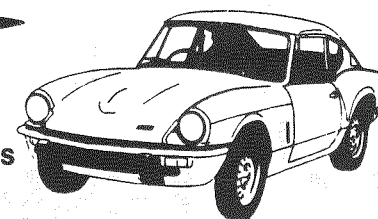


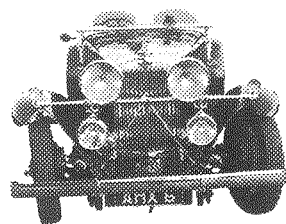
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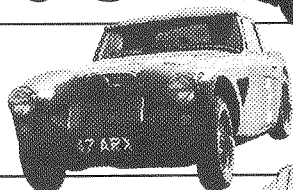
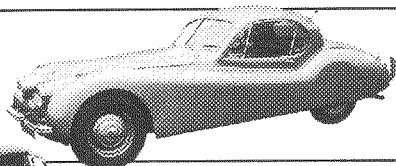
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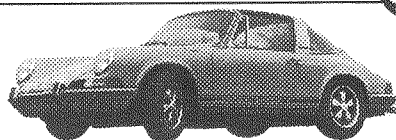
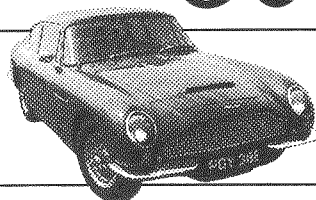
30's

40's



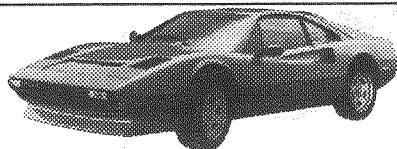
50's

60's



70's

80's



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PEN TO PAPER

LETTER FROM MR G CRAIG -

SHAWLANDS, GLASGOW:

I thought this might be of interest to other members and some help to me:

Presently I am refurbishing an S reg. Spitfire 1500 and one of the things I shall need will be a new set of carpets - not an easy task to choose who to purchase from, e.g.

John Hill's Spitfires (UK)	£87 + VAT £40.25 excluding rear deck + VAT
Blueridge Promotions Earlwood Std.	£35 + VAT £16.95 inc. VAT
Earlwood Lux	£23.95 inc. VAT
Autocraft Products	£15.95 inc. VAT

If any other members have purchased 'good' carpets, please tell me how much and where.

LETTER FROM A MAN -

MAIDENHEAD, BERKS:

Does anyone out there have any experience (good or bad) of fibreglass bonnet suppliers they would care to pass on? My wife, four children and myself all run Heralds or Vitesses and it is my dream to provide a fully-restored, though not necessarily original fleet. There is no truth in the rumour current in East Berks that I am intending to form my own, private Area!

Incidentally, I would be very interested to know the highest number of Club vehicles owned by any single (non-business) Club member. I am sure my 14 (one Vitessse, two 13/60 saloons, two Vitessse plus four 13/60 convertibles, two 13/60 and three 1200 estates) don't put me very high on the list but nine are runners, two (plus a 13/60 rolling chassis) await restoration; the remaining three, sadly, can only be regarded as spare part surgery donors!

LETTER FROM TIM STEAD -

ARDECHE, FRANCE:

For the 'words of warning' department - quite often, when giving lifts to friends in the back seat of my Vitessse convertible they have had a habit of sitting on the

boot-top with their feet in the rear seat compartment. For the past five years I've always asked them to sit down mainly because it obstructs my rear-view mirror, even though it looks fun. Last month I gave a lift to four friends in a remote part of France, three of them sat up at the back. If you see another car a day on these roads its an event, so I didn't bother to ask them to sit down as we were only a mile from home. 200 yards further on we did meet the 'other car' coming around a corner, going much too fast and also not expecting to meet our car. A sharp stab on the brakes brought the car to a halt with nothing more than a sharp pull on my seatbelt. Unfortunately, the three people on the back didn't stop - one hit the sunvisor, one cleared the wind-screen and landed on the bonnet and the third missed the car completely and landed in the road, by the front bumper. Apart from cuts, bruises and a few stiches all-round, we were soon in our local bar laughing at the comical way the accident happened. But what if I'd been going faster than 30 mph and had to do a real emergency stop it doesn't bear thinking about. Moral: never let anyone sit up at the back, no matter how short the journey. Besides this, it's against the law!

LETTER FROM LAWRENCE JUNIPER -

WICKFORD, ESSEX:

In the November issue of The Courier, I noticed Mrs S R Hughes-Smith was asking if she was the oldest member. In an early Club newsletter, I asked Lesley Shooter the same question having been born 22nd July, 1906. I am now 78 and like 'Johny Walker', still going strong.

Members may be interested to know about the Post War cars that I have owned:

New	1954 Standard 8	OLE 326 (very troublesome, major design fault).
New	1958 Standard 10	VGX 882 (greatly improved model, but rear axle whine).
New	1960 948 cc Herald	(very troublesome, rear hub collapse on three occasions).
New	1962 Ford 'Anglia' saloon	(delightful runner but <u>very</u> heavy clutch).

New 1965 1200cc Herald ATS 446C
(my return to the fold!).

New 1966 12/50 Herald Estate DTS 438D

*New 1969 13/60 Herald Estate HYJ 101G

*In my opinion the best of the Herald range, having now completed 110,000 with this car. 77/00139

**LETTER FROM KATHARINE LOHAN -
DEVORAN, CORNWALL:**

There have no doubt been many letters from members who have beaten Thomas Jenkins' number of driving years, but I thought I might just possibly top the female driving list.

I was 76 last March. I learned to drive on a Talbot Daracq and have driven many cars since then, from the weird Constantinesco to a Rolls Royce, during which years I have owned four Triumphs. My present Triumph Vitesse is an 'H' registration convertible and is in very good condition.

**LETTER FROM STEVE COUZENS -
GREAT OAKELY, NORTHANTS:**

I expect many of you have been pottering about in the garage during the 'chilly season', getting everything ready for this years schedule of events.

At the moment I own a 1965 Vitesse 1600 with leaking valve guides - no modifications and the engine is getting generously lubricated!

I have had the Vitesse (my second Triumph) for a relatively short period, only nine months and have never experienced this problem with valve guides before. So, if any member could up-date me clearly about the cause of the problem I would be very grateful. Please contact me at the following address:-

Mr Steve Couzens
41 Norse Walk
Danesholme
Corby
Northants
NN18 9DG

Tel: Great Oakley 743827

Alternatively, a letter to The Courier may help others with the same problem.

**LETTER FROM VESA NIEMINEN -
PORI, FINLAND:**

Some members may wish to acquire wider tyres for their Herald, for some odd reason. To my thinking this is not the way to go for the average driver, especially if one installs wide tyres on standard rims. The Herald wheel, being only 3.50 inches wide, one can imagine just how much there is sideways flex with a wide tyre: the cross-section of tyre can be thought of as a triangle, narrow on top and wide at the bottom. Now, if we turn this triangle upside down, (wide wheel with narrow tyre) it has more rigidity to handle sideways forces, due to better angle of tyre side-walls. Benefits are also gained in steering, which will remain light, the famous swing-axle will function properly and the risk for wet slide is reduced. If I could choose I would fit 6.00 wheels and 155 Radials on them. Unfortunately the Herald won't take wheels so wide but 4.50 should fit. Let's hear comments about this matter.

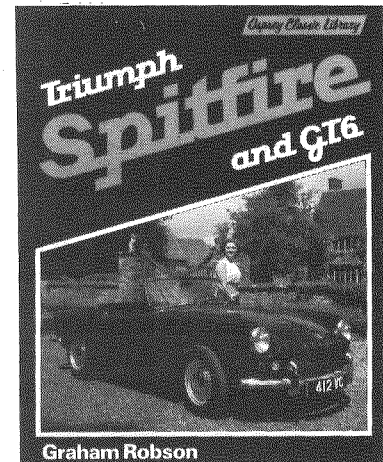
If you have a reply to a letter in The Courier, please forward it to the Editor for publication in the next issue. If you have a technical letter, send it to the Technical Secretary, Eddie Evans and he will answer through the pages of The Courier, giving everyone the benefit of his advise.



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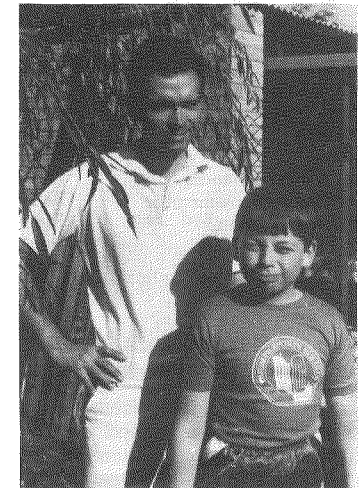
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Front & Rear Valances
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NATIONWIDE

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GILES TINKLER REPORTS:

Happy New Year! Anglia Area members, please note your Area tee shirts and sweatshirts are now ready. If you haven't ordered, do so now as a further supply will be ordered early in the New Year.

Forthcoming Events:

January 7th, Thursday - Mystery Run. 8pm at The Coach & Horses for a great social evening out.

February 7th, Thursday - Monthly meeting at The Coach & Horses, 8pm onwards.

February 17th, Sunday - Free outing to Peterborough Ice Rink.

AVON AREA NEWS -

SUE LIPPIATT REPORTS:

My first task of this year is to catch you all in a festive mood and try to drag you members that never come along to our meetings, out into the open. We are having a 'new seasons' meeting on Saturday January 12th, at The Bell in Congresbury on the A370, between Bristol and Weston-Super-Mare. Meet in the Lounge Bar at approx. 7.30pm - there will be bar snacks or restaurant meals available. Please bring along all new, reluctant or even lazy members you can muster and anyone who might be persuaded to join us.

A big thank you to our contingent of skittlers who travelled down to N. Pether-ton on Monday, November 26th to play with the Somerset and Devon Area members, against the Somerset Areas M.G. Owners Club. They beat us by one point, aided I'm sure by the hilarity caused by my tripping the light fantastic on my return from scoring nine for the first time in my life! Many thanks to Rod Warren for a good evening and an equally enjoyable buffet.

As from our first meeting in February we are changing our venue for Monday meetings from The Wheatsheaf, Winterbourne to The Travellers Rest on the A38 at Filton. You can find it on the left as you approach Bristol from the Almondsbury interchange (M5/M4). Meet in the Lounge Bar at 8.00 pm and we hope to see you at our special meeting in January.

Other Meetings:

January 7th - at The Wheatsheaf, Winterbourne, 8.00pm

January 16th - The Talbot, Keynsham 8pm.

COTSWOLD AREA NEWS -

SUE IND REPORTS:

The Skittles Match held at The Talbot Hotel, Tetbury against the TR Club proved very popular. Many thanks to Clive and his dad for the use of the alley. Thanks must go to the TSSC members who supported it. We lost but not too disgracefully.

We hope to arrange some other friendly matches in 1985.

DORSET AREA NEWS -

ANDY TOPP REPORTS:

Please note there will be a change to the date that we hold the meetings: instead of the first Wednesday of each month, it will now be held on the last Wednesday; therefore, we will be having two meetings in January: one on the 2nd January and 30th January, 1985. February's meeting will be on the 27th and March's also the 27th. Needless to say, the meeting of December 5th was attended by only a few of you, so the AGM was held. The two main topics were to elect the Area Organiser and the change of the meeting night.

GLOUCESTER/HEREFORD AREA NEWS -

JUSTIN BARWICK REPORTS:

The Area is still going strong, especially since we moved to the new venue. Here are directions for the benefit of new members: take the A49 Hereford turning from the Wilton roundabout, just outside Ross-on-Wye. After about ¼ mile turn right to Sellack. Follow this twisty road for about 2 miles until you see the Lough-pool pub. Meetings are held on the second Tuesday of the month at 8.00pm.

N. HERTS/S. BEDS AREA NEWS

STEVE BEDFORD REPORTS:

After a long search we have found a new pub - The Eagle & Child at Whitwell (O.S. map 166 grid ref. 185211) and is not far from the old venue at Offley. It lies between Luton, Hitchin, Welwyn and St. Albans. The meetings are being moved to the 1st Wednesday in the month and the first one there will be 9th January, 1985. Also, to spread our meetings out, the one

at Henlow is being moved to the 3rd Tuesday in the month, with the first one there on 15th January, 1985. If you have problems finding our pubs, please give me a ring (see back cover). A Quiz will be run on both these dates. Many thanks to Martin Dudley for providing the projector and screen for the Quiz.

NORTHANTS AREA NEWS -

IAN MCKEGGIE REPORTS:

As of now MOTOR 100 will dominate all our activities up to the May Bank Holiday, so if you have not been collared yet, watch out, we'll be after you.

Winter may be upon us but the meetings are still very well attended, with new members turning up each month. Don't forget we have our own sweatshirts @ £9.50 each - all colours, all sizes.

NORTHERN IRELAND AREA NEWS -

ROB MILLAR REPORTS:

Despite a further invitation to members, there was a disappointing turnout at the December meeting - must be all the winter restorations! However, we did welcome a new face (or a couple of new faces) in another Spitfire. Apart from the traditional consuming of a few pints, the Christmas get-together was finalised and has been well supported by members and their 'better halves'. We hope that we can maintain this momentum into 1985, when we meet on Sunday, January 6th at 2.00pm in The Glenavna House Hotel, Newtownabbey.

NOTTINGHAM AREA NEWS -

CLIVE ROULSTON REPORTS:

Over 20 people attended a lively meeting, including 5 new members. Thanks were expressed to Geoff Fletcher for being the A.O. for the last 2 years. A Quiz was organised by George, which went down well - Dave Broughton was the winner by half a point with two trying for second place. George won the raffle.

A Skittles Match has been organised for Saturday, February 16th against the Stag Owners (see 'What's on Next' for details). Entries please a.s.a.p. so we can get this organised.

PETERBOROUGH AREA NEWS -

SHARON ESPIN REPORTS:

A quiet meeting this month, which was rather disappointing after such a tremen-

dous turnout in November. However, Barry gave a superb slide show and several others brought their slides along. Linda Walker won the quiz. There will be a photographic competition in February - look out your old 'classics'.

We have received an invitation from the Peterborough Motor Club to attend a talk on hillclimbing at The Cresset, Monday 7th January, at 8.00pm PROMPT.

Next meeting on 17th January, 8.00pm where we should be showing a video loaned to us by Marshall's of their Milestone Pageant.

RIBBLE AREA NEWS -

BILL COULSHED REPORTS:

Sorry there's been no news for a while, what with changing A.O's (thanks Andy!). Hopefully we should have something to report every month from now on. Of late the turnout at meetings has been a little low, but if this month is anything to go by, things might be picking up again. It was nice to welcome a couple of new faces and to see Chris Gardner's immaculate Bond Equipe again. And what a nice paint job on the Herald 13/60 conv., Nick's friend.

The January meeting will be at The Black Horse in Kirkham, as usual. Ring me on Present 322371 if you want directions. Please make an effort to come along.

SALISBURY AREA NEWS -

PETER ELLIS REPORTS:

You might have thought had vanished as we have not sent you any news for some time. We have never been a very big group but we are still alive and kicking! Our numbers range from 15 - 30 people at the meetings but we are very keen and quite a number of members race in their cars in competition, with good results. Recently a few of us have been asked to the odd T.R. meeting, which have been very interesting. We are hoping to invite them to a skittles match some time in January, so you will have to come to our next meet to find out when! Our next meeting will be held at The Three Crowns at Whaddon, near Salisbury on the first Thursday of the month.

SOUTHERN AREA NEWS -

TONY FARBY REPORTS:

The duplicator that I mentioned a couple of months ago is now fully operational

after a hefty repair bill. I am in the process of preparing a letter for distribution to members on my list who do not turn up to meetings! Posting these would be too expensive so I will have to rely on some kind members delivering to addresses in their locality. A local newsletter is now a possibility but again we run up against the problem of costs. Anyone got any bright ideas?

THAMES AREA NEWS -

MIKE CREWES REPORTS:

Recently our Film Nights have been very successful, even though conditions are far from ideal. See forthcoming events for improvements. The Bowling against E. Berks was great fun and all who attended enjoyed it. Let's hope it's a start of more inter-Area events. We couldn't have a proper match due to low turnout; we were even out-numbered. That brings me to the Christmas Disco/Buffer: this was a disaster - we needed between 40 and 45 to break even and just 12 turned up. The event cost over £300 to stage, money we could have spent on more equipment. After last years non-event and voiced support for this year, I was very upset by the response. If you don't like an event on the Calendar, say so and I'll cancel it. In future I'm afraid all events where there is financial commitment will require deposits and all break-even events will now have to show a profit.

Forthcoming Events:

January 3rd - talk and films on Advanced Motoring plus a look at the latest display at the British Heritage Motor Museum, Syon Park, Brentford. Start 7.30pm.

January 17th - Meet at The Firestone. Happy New Year drinks.

January 31st - Film Night at The London Car Club, Packhorse and Talbot pub. Chiswick High Road, W4; 8.00pm prompt. All Triumph films tonight.

WESSEX AREA NEWS -

JEREMY WOODWARD REPORTS:

Looking back, 1984 was pretty good for Club events with a good sprinkling of treasure hunts, barbecues, shows etc. Maybe we can do even better in 1985! Just to re-cap on recent events, firstly I must thank all of you who supported our Xmas dinner. By popular demand I've got the job of A.O. for another year (sucker

for punishment, that's me!). By the way, the reason for no advance warning of the A.G.M. was because I know what it does for attendance numbers!

The next event is Tim and Helens Treasure Hunt - to be held sometime when it is a bit lighter. The Tuesday meeting place, as usual but the Sunday meeting place has yet to be decided. Watch this space!

NORTH YORKS AREA NEWS -

SALLY HURD REPORTS:

Decembers meeting was a quiet one but the literature went down well and we all had a good chat. The Christmas Dinner was highly recommended by everyone, the food was well cooked, well served and truly well eaten!

Looking forward to seeing you all at the first meeting of 1985 on January 2nd at The Hopgrove Malton Road.

SOUTH YORKSHIRE AREA NEWS -

JON WOOLLARD REPORTS:

We start 1985 with a new venue at The Millstone Hotel, Tickhill where we have our own, private room. We now meet on the fourth Thursday in each month, so I look forward to seeing you all on the 24th January for an 8.30pm start where, hopefully, we can plan our future events.

I would like to thank my predecessors, Chris and Linda Stabler, for all the hard work they have done in the past, and know they will continue to support us in the future.

WOLVERHAMPTON AREA NEWS -

KIM NEVILLE REPORTS:

Attendance at our third meeting at The Merry Hill pub was in the mid-fifties, an indication of the interest shown by Triumph lovers in the Area. Our newly acquired T-shirts, with our very own logo, designed by Mike, went down a bundle and all but three of the first batch of 25 were snapped up at the meeting. If anyone wants to make a bid for the remaining few, bring along £3.50 to the next meeting on January 14th. Mike is also hoping to have some sweatshirts on sale there too, so come prepared with pocket money. The new logo features, of course, Terry Triumph, a mascot again emerging from the Neville pen. Terry made his debut at the M.G. Owners Club Christmas Disco at The Molineux, which was attended by a considerable number of their Triumph friends.

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N.L.S.	Vitesse MKI/II	£33.00 + VAT each
N.L.S.	GT6 MKI/II/III to comm. no. KE12389	£33.00 + VAT each
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BILL SUNDERLAND - EDITOR

CAR MART

SPITFIRE MK1: 'F' reg; red; MOT; much recent work. Owner bought 1500, hence sale. Good buy at £275. Contact: D Toynebee, tel: Deepcut (0252) 835960 - 84/9024.

VITESSE MK11, 1970, O/D: tax/MOT; general good condition. £500 o.n.o. Contact: Robert Cannell, tel: (0625) 828387 after 6pm - N/A.

Vitesse MK11 convertible: 'H' reg; 60,000 miles; one owner; 12 months MOT; Damson with black tonneau. Good condition. £950. Contact: Peter Dix, tel: Leamington Spa (0926) 28109 or 313677 - N/A.

WHO WANTS MY BODY? 1965 Herald 1200 for spares or repair. New clutch, front shockers, discs, battery. Good cond. for year. Chassis problems. First offer nearest £75 takes me away. For more details contact: Owen Sandell, tel: Surbiton (01) 399 0907 - 84/8873.

1971 Vitesse convertible: one owner; 35,000 miles front new. Completely original. Beautiful condition. £2,750 o.n.o. Contact: John Duffin, tel: Bexhill 212000 (work) - non-member.

Vitesse 1600 convertible, 1966: O/D; p/a brakes; 66,000 miles; two owners; stored since 1977; tonneau and hood cover; Olive green; lovely specimen. Offers around £1,650. Contact: W L Favell, tel: Thanet 42906 - non-member.

GT6 MK111, 1973: bodywork poor; recon. g/box with O/D. Rebuild or may split. £300. Contact: Colin Beadon-Jones, tel: Farnborough (0252) 517100 - 83/6106.

Vitesse saloon MK11, 1969: MOT September; alloy wheels; O/D; recent g/box; Spax shock absorbers; excellent chassis and mechanics; bodywork solid but could do with respray; extras inc. towbar, some spares, exhaust springs. £450 o.n.o. Contact: Mark, tel: Derby (0332) 772549 - N/A.

Triumph GT6 MK11: white; mechanical and bodywork cond. superb. This car has been maintained to the highest possible standard. Inspection strongly advised. Offers are invited. Contact: Ian Usher, tel: Great Missenden (02406) 2223 - N/A.

Bond Equipe GT4S, 1965: insurance write-

off. Bonnet, radiator and slight damage only otherwise very original car. DON'T let it go to the crusher. Only £50. Offers Contact: E J Wilkins, tel: Crewkerne 24204 or 76142 anytime - 83/5314.

Vitesse 1600, 1965: 1 yrs. MOT; Olive Green, Saffron stripes; Wolfrace mag-alloy wheels; Michelin 165 x 13 tyres; tax; 95,000 miles; superb runner, used daily; bodywork in good cond. for year. Very many extras. Contact: Andy Davies, tel: Swindon (0793) 46510 - non-member.

White Triumph Vitesse with O/D: genuine 60,000 miles in 23 years. Spotless interior, needs some body attention. £250 o.n.o. Owner abroad until Jan. 11th. Contact: Tullis, tel: Kent (0892) 76238 - non-member.

BOND EQUIPE: 'E' reg., blue; 1300cc engine; sound and regularly maintained. Bodywork in need of attention but good for year. Has Vitesse bonnet. 6 months tax/3 months MOT. £375 o.n.o. 76825 miles. Contact: J Wilson, tel: Northampton 584918 (home) or N'ton 57778 (work) - non-member.

TRIUMPH HERALD 1200, 1963: reg. UHT 106; 59,000 miles; respray in original grey blue; history; regular service; immaculate condition exterior and interior; tax and long MOT. £950 o.v.n.o. Contact: Dave Stevenson, tel: Nailsworth, Stroud (045) 383 4294 - 84/8791.

GT6 MK111: L reg; O/D; 76,000 miles in daily use; good tyres and exhaust; recent floor pan and sills; bodywork needs some attention; price includes new rear wings and rear bumper. £650. Contact: A Pickard, tel: Hull 826779 - non-member.

1970 Herald conv. 13/60: used daily; very reliable but now needs extra T.L.C.; MOT January 1986. £400 o.n.o. Contact: F Graham, tel: (0482) 25181 ext. 2544 (day) - 82/4169.

Triumph Herald: 'F' reg; MOT 'til February 1985. £60. For more details contact: Frank Evans, tel: Pinner (01) 868 9713 - non-member.

HERALD CONVERTIBLE, 1967: white with new red hood; boot rack; 11 months MOT; 5 months tax. £500. Contact: E Dalgarno, tel: Wallsend (0632) 624473 - non-member.

Triumph Spitfire MK1V, 1974: MOT until March 1985; maroon; soft top; v.g.c. for year. £500 o.n.o. Contact: P D North-

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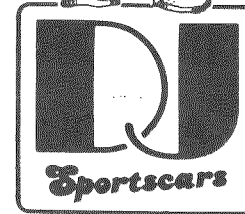
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GT6 MK11, 1973: taxed Apr. '85; MOT Apr. '85; yellow with tints and cloth seats; O/D. Just completed restoration costing £2,500 inc. rebuilt engine, gearbox, bodywork, new tyres, exhaust etc. Lack of funds forces sale. Realistic offers invited. Contact: J H Yan Helden, tel: Telford (0952) 595418 after 6pm - 84/9163.

Triumph Vitesse 1600cc, 1966: 'D' reg; slightly customised; wide wheels; taxed Sept.; MOT Aug. £350 o.n.o. Contact: John Higgs, tel: Gorleston (0493) 664052 - non-member.

VITESSE CONVERTIBLE MK11: 2-litre with O/D; chassis upward re-build; 5 new tyres, hood, carpets; engine, gearbox and O/D rebuilt; Spax gas shocks all round; rear converted to tele's 5 1/2 Dunlop rims; re-spray. Too much to list. 6 month Tax/MOT. £1,800 o.n.o. Contact: Michael Phelan, tel: Stockport (061 480) 8543 - 83/6282.

MK11 SPITFIRE: H/T; S/T; full MOT; many new parts inc. sills extentions, exhaust. Needs tidying to finish. £300 or swap Herald similar value/condition. Contact: John Ansell, tel: Coalville 812928 - 84/8461.

Vitesse Convertible MK11: 'J' reg; 2-litre; MOT; O/D. Fair condition. Runner. £350 o.n.o. Contact: Leola or Geoff Wilson, tel: Bookham 59553 - 84/7813.

VITESSE conv. spares or repair, £120. Contact: Bob, tel: Coventry (0203) 84252 - 82/5139.

HERALD 13/60 CONVERTIBLE: 1970; white with red trim; excellent all round cond; many new items fitted within the past 18 months. Please 'phone for full details. MOT and Tax. £795 o.n.o. Genuine sale. Contact: Tony Newman, tel: Swindon (0793) 764290 - 78/603.

Spitfire 1500 'S': good sound shell; tatty bonnet; H/S tops; O/D; Tahiti Blue; 12 months MOT; immaculate interior; under 57,000 miles; radio/cassette; little work to double money. Only £950 o.v.n.o. Contact Paul, tel: Burton (86) 219456 - 84/8659.

HERALD 12/50, 1963: 73,000 miles; good condition for age; mech. sound and reliable; used every day; sunroof; Tax 'til April '85. £250. Contact: Gill, tel: Camberley 66847 - 84/7512.

Mari Spitfire for sale: MOT 'til Aug. '85; Tax 'til end of Jan '85; 4 new tyres; new floor pan; inner sills and sil strengtheners. £190 o.n.o. Contact: Keith, tel: Midhurst (073 081) 2467 after 6.30pm - N/A.



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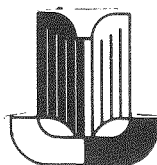
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"SPITFIRES", "SPITFIRES": always breaking MK1V's - all parts available off-the-shelf. MK1V's always wanted in any condition. Contact: "SPIT-BITS", tel: Reading 884371 - non-member.

Pair of Spitfire MK11 seats; one offside door complete plus other spares. Contact: Colin Beadon-Jones, tel: Farnborough (0252) 517100 - 83/6106.

VITESSE 1600 convertible breaking for spares: fair engine and g/box; excellent dash; some interior/exterior trim. NOTHING OVER £10. Contact: N. Batting, tel: St. Albans 53835 eves - 84/7964.

Spitfire MK11 engine running: top end overhaul (cost £80) but suspect mains; numerous other Spitfire odds and ends, £20 the lot to clear; five hexagonal chrome nuts (for wire wheels) v.g.c. plus spanner, £14 the lot; brand new stainless st. (1¼" bore) silencer, £7; Herald carb., £5. Contact: Mr Bird, tel: Leicester (0533) 875075 - non-member.

MK11 SPITFIRE chassis and body: good cond., separated and completely stripped. Offers? Contact: M Smith, tel: Staines

59613 - 84/8387.

BREAKING FOR SPARES: MK11 Vitesse with sunroof, without O/D. All parts available and in good working order. Body and chassis need attention. Will consider offer on complete car. For details contact: Mr W A Pomfrett, tel: Coventry 501221 after 5.30pm - non-member.

New, genuine Stanpart/BL parts for all models: crankshafts, bearings, pistons, rings, valves, rockers, shafts, camshafts, gaskets, clutches, gearbox parts, overdrives, propshafts, UJ'S, diffs, driveshafts, rotollexes, hub bearings, seals, suspension bushes, rear springs, shock absorbers, wishbones, brake discs, calipers, drums, pads, shoes, cylinders, overhaul kits, hand-brake cables, electrics, chassis outriggers, wings, sills, door skins, glass, some carpets, overriders, bumpers, wheel trims, hub caps, door seals, window seals, trim clips, nuts, screws, washers and bolts, every one a genuine original. Send S.A.E. for list, stating model to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire, S40 4NS, tel: Chesterfield 71036 - 81/01941.

GT6 MK11 SPARES: have broken car - all parts available except engine. 5 ALLOY WHEELS v.g.c., tyres £80 o.n.o. Contact: Mr G Hibbert, tel: SE9 (01) 859 7805 - 84/8909.

SET OF FIVE replated bolt-on wires inc. four new Grand Prix S 175-70 tyres, £200 o.n.o. Two good Vitesse doors, £30. Four MK1V Spitfire rims, £40. Contact: Bob, tel: Coventry (0203) 84252 - 82/5139.

HERALD 13/60 engine, gearbox, ancillaries chassis, suspension, diff, petrol tank, 4 wheels. Ideal kit-car basis. Also have Log Book if needed. Abandoned project. £30 the lot. Contact: John Harris, tel: Creaton (Northants) 783 - 84/9476.

HERALD 1200 SPARES: gearbox, £20; petrol tank, £10; radiator, £12; windscreen, £15; rear light units, £10 pair; various ancillaries cheap. POSSIBLE PART EXCHANGE 13/60 engine and gearbox in v.g.c. Contact: Wayne, tel: Sheffield 454951 after 5.30pm - 82/4710.

VITESSE 1600 new unused radiator, £25; used radiator, £5; rear valance, £4; rear quarter valances, £2 each; lower door skins, £2 each. Contact: M R Smith, tel: Pinner (01) 866 7365 - 84/9544.

NEW HERALD 1200 PARTS FOR SALE: bonnet, £175; front overriders, £10 pair;

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For how long?	Drivers other than yourself who will drive your vehicle	
Make & Model of Vehicle	Name	Date of Birth
Year of manufacture	Type of Licence	
Engine Capacity cc Value £	1	
Approx. Annual Mileage	2	
Is vehicle kept in locked garage? YES/NO	Occupation 1	
If NO Parked on road/off road	Occupation 2	
Comprehensive/TP,F&T/Third Party only	Any accidents in last 3 years? YES/NO	
Insured only/Insurer & Spouse/Named Driver	If YES, when? (Dates)	
Social, domestic & pleasure only <input type="checkbox"/>	Circumstances	
Social, domestic, pleasure & business <input type="checkbox"/>	Costs	
Details of business use		

Complete this form and post it to Lifesure Ltd, 34 New Street, St Neots, Huntingdon, Cambs PE19 1NQ. Tel: 0480 74604/75148


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The Sports Car & Classic Car Specialists

rear lights, £10 pair; sills (not B.L.), £5 pair; rear o/s quarter valance, £7; virtually new front valance, £30. JODDLING TOOLS for perfect body panel repairs. A must for amateur welding. Bending tool £16.25, dual purpose punching/bending tool, £23.25 P&P £2 in both cases. Further details/cheque: Geoff Lebbon, 757 Walsall Road, Gread Barr, Birmingham, tel: (021) 358 7448 - non-member.

BRAND NEW glassfibre Herald bonnet, £85. Also front valance, glassfibre, £13. Contact: Mark Williams, tel: Coventry (0203) 463265 - N/A

Breaking GT6 MKIII - all parts available: 327-1 diff; fabric sunroof; Weller 8-spoke white wheels; 185/70 tyres; tow bar; SAH GT rear silencer; spax adjustables; new Stag battery; re-ground 2L crank; h/duty GT6 battery. Plus much, much more. Contact: Steve, tel: N17 (01) 801 4577 - 82/3806.

MKIII Spitfire bonnet, excellent condition, £60; engine £40; g/box £18; MK4 Spitfire r/bumper and tow bar, £18. Also complete MK4 Spitfire parts for sale. Contact: Roy, tel: Bognor Regis (0243) 821878 - 83/6026.

CARS FOR SALE

Triumph Vitesse 2L MKI: excellent body/chassis/engine. T&T; 5½J's; well maintained. £750. Contact: N Murray, tel: Frensham 3602 eves. - non-member.

GT6 MKIII: 'M' reg.; Maroon; O/D; 61,000 miles; 7 months MOT and Tax; v.g. mech. and body cond. £1,400 o.n.o. Contact: Ian Mayger, tel: Windsor (07535) 57396 - 83/6702.

Vitesse Conv. MKII 1970: Signal Red; v.g.c. throughout; no rust; 70,000 miles; 3 owners; full history; MOT until Sept '85; sadly outgrown - good home only. £1,400. Tel: Sellindge (030381) 2439 - non-member.

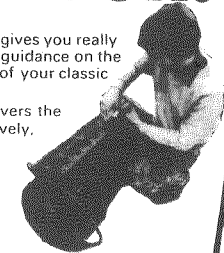
Spitfire 1500: 'P' reg.; O/D; Carmine Red; radio/cassette; over £1,000 spent in last 12 months; taxed and MOT. £950 o.n.o. Contact: Mr Trainer, tel: Warrington 50593 - 84/7610.

Modified GT6 MKIII, 1972: 2500cc injection engine; uprated g/box; J-type O/D; comp. brakes; wide alloys; loads of new parts; 12 months MOT; incredible performance and good looks for £2,050, tel: Peter Cranwell, tel: Ashwell 2593 days, Steeple Morden 852325 eves - 82/3985.

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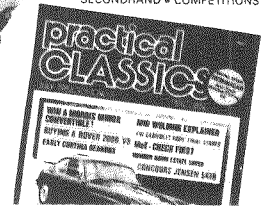
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From your newsagent on the second Thursday of the month.



CARS WANTED

TRIUMPH VITESSE MKII CONVERTIBLE: must be good all round. Up to £1,000 in cash available. Contact: Gary Davies, tel: Mansfield (0623) 641702 - N/A.

Urgently needed: r/h drivers door handle for 948 saloon - new only. Please contact: Kenneth Pickles, tel: Colne 868471 - 84/7466.

GT6: O/D gearbox; alloy rocker cover; tuning parts. Contact: Pete, tel: Kirkcaldy 205227 - 84/3835.

PARTS WANTED

Steering wheel: original GT6 MKIII in good condition for cash or would swap for 13 inch Astral in first-class cond. Contact: Ken Bassett, tel: Farnham 726006 - 82/5140.

Wanted for Herald 12/50, 1964: original dashboard and sunroof in good condition. Contact: Mark, tel: SE20 (01) 778 0809 after 6pm or w/ends - N/A.

Set of seat belts for Triumph Vitesse MKII. Present Britax set wearing out. Contact: S Green, tel: Ashtead 76400 eves and w/ends - 83/5980.

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CLUB SPARES

To all those members who have placed parts orders recently and who have still not received them, please be patient with us: we had a break-in at our spares lock-up a few weeks ago and many items which were due for delivery were stolen. We are, however, gradually picking ourselves up again and will be dealing with back-orders as soon as we possibly can. For the same reason, we have been unable to assemble an 'oddmens selection' for this month as promised but will, hopefully, be submitting a list for next month.

You can now pay by Access Due to popular demand, I have arranged for the 'spares' to accept payment by Access Credit Card. For mail-order ensure you quote your Access number and sign your order. By telephone, quote your Access number. **Please remember for Access sales we need your membership number.**

TELEPHONE CALLS ARE WELCOMED BETWEEN 12.30PM AND 4.30PM WEEKDAYS

THIS MONTHS SPECIAL OFFERS

Handbrake (primary) cable to fit all Club cars	£1.75 each + 50p P&P
Rear brake cable to fit Herald 1200, 12/50, 13/60, Spit. 1,2,3, 4, 1500, GT6 MK1, Vit. 1600, MK1 (please state model)	£2.00 each + 50p P&P £5.00 each + 50p P&P
Disc pads to fit GT6 1,2,3, to comm. KE12389, Vit. 2L 1,11 to fit Herald 1200, '61 - '67, 12/50 '63 - '67, and Spit. 1,2, Vit. 1600	£5.75 set + £1.50 P&P £3.00 set + £1.50 P&P
to fit Herald 12/50, 13/60 '67 - '71 Spit, 3,4, 1500	£4.60 set + £1.50 P&P
Brake shoes to fit GT6 1,2,3, to KE12389, Vit. 1600 2L to fit Herald 'S', Herald fnt drum brakes	£6.90 set + £1.90 P&P £2.50 set + £1.50 P&P
to fit all Herald rear, all Spitfires	£5.75 set + £1.50 P&P
to fit GT6 MKIII from comm. no. KE12390	£5.75 set + £1.50 P&P
Flexible brake hoses to fit all cars except GT6 1,2,3, '66 - '72	
Vitesse 2L MKII rear	
Front and rear (please state model when ordering)	£3.75 each + 75p P&P one £1.00 P&P two

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TEL: 0203 81600

AREA DIRECTORY 1985

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Giles Tinkler	0223-210166	The Coach & Horses	1st Thursday
02 AYON	Leslie Wrighton	0454-321531	Travellers Rest/The Talbot	1st Mon/3rd Wed
03 AYLESBURY VALE	David Buxton	0726-883140	The Farley Hotel	Last Thursday
04 CORNWALL	Susan In	0285-61137	The White Horse Inn	3rd Tuesday
05 CUMBRIA	Malcolm Butlet	0946-830017	Ye Old Queens Head	2nd Wednesday
06 DERBY JUNCTION 29	Geoff Parr	0623-36028	The Elm Tree	1st Wednesday
07 DEVON	Mike Atkinson	0626-890214	Seven Stars/Dartmouth Inn	2nd Sun/Last Sun
08 DORSET	John Reed	0628-33365	Uncle Tom's Cabin	2nd Wednesday
09 ESSEX	Paul Harris	0243-323681	The White Bear	1st Sun. lunch
10 GLOUCESTER/HEREFORD	Justin Barwick	098965-438	The Loughpool	2nd Tuesday
11 HANTS & SURREY	Steve Bedford	0923-23549	Eagle & Child/Bird in Hand	1st Wed/3rd Tues
12 HERTS NORTH & S. BEDS	Jeffrey Moore	01-363 7960	The Coach & Horses	Last Wednesday
13 SOUTH HERTS	Bill Yates	0473-830437	The Rushmere Falcon	2nd Mon/3rd Wed
14 IPSWICH	Martin Radford	0322-21056	Cock House Inn/Princes Hotel	1st & 3rd Tuesday
15 KENT EAST	Richard Francis	0689-36288	The Grasshopper Inn	1st Sun (lunch)/last Thurs
16 KENT WEST	Tony Mee	0533-889079	The Bath Hotel	Alternate Thurs
17 LEICESTER	Iain Atkinson	01-515 5838	The George	3rd Wednesday
18 MANCHESTER	Geoff King	0908-315025	The Fountain	2nd Monday
19 MILTON KEYNES	Norman Smith	07356-4629	The Badgers Wood	3rd Wednesday
20 NEWBURY/READING/B'STOKE	Mark Roadell	0603-502486	The King's Head	2nd Monday
21 NORFOLK	Ian McEggle	0858-63934	The Stag's Head	3rd Wednesday
22 NORTHANTS	Dave Martin	091-2847223	The Ravensworth Arms	1st Monday
23 NORTH EAST	Steve Willis	0382-699696	Old Hall Tavern/Rising Sun	2nd Mon/last Mon.
24 NORTH LONDON	Don Hillard	0889-881566	The Three Crowns	3rd Thursday
25 NORTH MIDLANDS	Rob Millar	096-03-64690	Glenavna Hotel	1st Sunday 2pm
26 NORTH IRELAND	C P Roulston	0509-504387	Redgate Lodge - racing circuit	2nd Wednesday
27 NOTTINGHAM	John Cudmore	099-389555	The Grapes	2nd Monday
28 OXFORD	Sharon Espin	0775-88335	Various	2nd Monday
29 PETERBOROUGH	Bill Coulshed	0772-322371	The Black Horse	2nd Monday
30 RIBBLE	Andy Jones	0203-452541	The Fox & Hounds	2nd Monday
31 RUGBY	John Cox	0902-330940	The Merry Hill Inn	2nd Monday
32 SALISBURY	Stephen Boyne	0904-39420	The Hopgrove Inn	1st Wednesday
33 SCOTLAND EAST	Jon Woolard	042784-405	The Millstone Hotel	4th Thursday
34 SCOTLAND WEST	Charles Henderson	0422-45607	The White Bear	1st Tuesday
35 SOMERSET	John Malcolin	0292-56624	Sherbrooke Castle Hotel	2nd Wednesday
36 SOUTHERN	Red Warren	N/A	Creesh Castle Hotel	Last Thursday
37 SUSSEX	Tony Faby	0705-324065	The Good Intent	1st Tuesday
38 SUSSEX WEST	Colin Harrison	0444-415607	The Farmers	2nd Wednesday
39 THAMES	T Di Francescomarino	0293-30473	The Frye Bells Inn	Last Wednesday
40 TRENT	Mike Crewes	01-566 1870	The Firestone Inn	Alternate Thursdays
41 WALES NORTH	Mike Costigan	0656-814050	The Robin Hood	1st Thursday
42 WALES SOUTH	Patrick Falour	08242-4136	The Golden Lion	2nd Tuesday
43 WESSEX	R L Pugh	0222-891400	Caesars Arms	1st Wednesday
44 WEST MIDLANDS	Jeremy Woodward	0202-602651	The Skittlers	2nd Tuesday
45 WOLVERHAMPTON	T & J Spicer	021-3339961	The Chalet @ The Belfry	2nd Wed/Last Sun lunch
46 WORCESTER	John Cox	0902-330940	The Merry Hill Inn	2nd Monday
47 YORKS NORTH	Stephen Boyne	0904-39420	The Hopgrove Inn	1st Wednesday
48 YORKS SOUTH	Jon Woolard	042784-405	The Millstone Hotel	4th Thursday
49 YORKS WEST	Charles Henderson	0422-45607	The White Bear	1st Tuesday
50 TRUMPINGTON, CAMBS			TRUMPINGTON, CAMBS	
51 WINTERBOURNE/FILTON			WINTERBOURNE/FILTON	
52 TRURO			TRURO	
53 FRAMPTON MANSELL			FRAMPTON MANSELL	
54 KEWICK			KEWICK	
55 HEATH VILLAGE			HEATH VILLAGE	
56 KENNIFORD/TOTNES			KENNIFORD/TOTNES	
57 COOKHAM DEAN			COOKHAM DEAN	
58 STANFORD RIVERS			STANFORD RIVERS	
59 SELLACK, NR. ROSS			SELLACK, NR. ROSS	
60 WHITWELL/HENLOW CAMP NEWGATE ST.			WHITWELL/HENLOW CAMP NEWGATE ST.	
61 DELTING/DARTFORD			DELTING/DARTFORD	
62 WESTERHAM			WESTERHAM	
63 SHEARSBY			SHEARSBY	
64 GLENGALL GROVE E14			GLENGALL GROVE E14	
65 LOUGHTON			LOUGHTON	
66 BAUGHURST			BAUGHURST	
67 HETHERSETT			HETHERSETT	
68 MAIDWELL			MAIDWELL	
69 LAMESLEY			LAMESLEY	
70 CHINGFORD/WHEATSTONE STONE			CHINGFORD/WHEATSTONE STONE	
71 NEWTON ABBEY			NEWTON ABBEY	
72 CASTLE DONINGTON			CASTLE DONINGTON	
73 YARNTON			YARNTON	
74 Various			Various	
75 KIRKHAM			KIRKHAM	
76 CLAY COTTON			CLAY COTTON	
77 POLLOCKSHIELDS			POLLOCKSHIELDS	
78 TAUNTON			TAUNTON	
79 HORNDEAN			HORNDEAN	
80 SCAYNES HILL			SCAYNES HILL	
81 PULBOROUGH			PULBOROUGH	
82 BRENTFORD			BRENTFORD	
83 NEWARK			NEWARK	
84 ROSSETT, NR. WREXHAM			ROSSETT, NR. WREXHAM	
85 CREGIAU			CREGIAU	
86 BROADSTONE			BROADSTONE	
87 A446 NR. WISHAW			A446 NR. WISHAW	
88 MERRYHILL			MERRYHILL	
89 YORK			YORK	
90 TICKHILL			TICKHILL	
91 NORWOOD GREEN			NORWOOD GREEN	