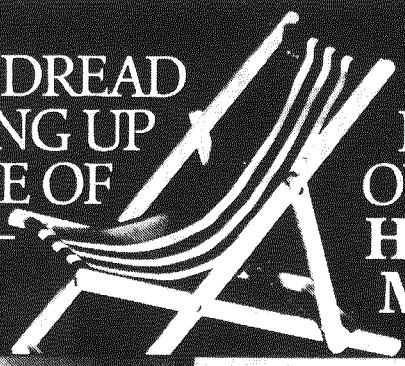


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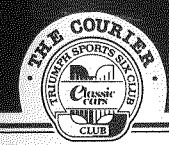
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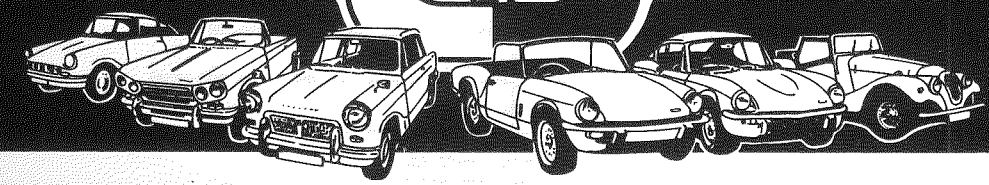
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MAGAZINE OF THE YEAR
FEBRUARY 1985



No. 56



THE COURIER

THE MONTHLY MAGAZINE OF THE



Worlds Largest Triumph Club

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

TSSC OFFICERS ... 1985

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COMPETITION SECRETARY

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

EDITORIAL

Having read the February Editorial in 'Practical Classics', regarding the unnecessary deterioration of our treasured classic cars, I thought we would feature in the summer how to preserve your car for winter.

I suspect many of us never think of preventative measures while the sun's out and, once winter is here it is too late as the air is too damp.

We are looking forward to a busy, productive year and, with your help, passing on more valuable information to the membership - keep those technical articles rolling!

BILL SUNDERLAND
EDITOR

P.S. If you are taking part writing for the Spring Spitfire IV, 1500 Turning Circle please contact me so I can get an idea of what Subjects are still needed. Thanks.

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'Life goes on', so they say, but after the fiasco at the Mailing House over New Year with the January Courier, I sometimes wonder! Yes, your Courier was unfortunately some ten days late: nothing to do with us or our trusty printer, the blame lying fairly and squarely on the shoulders of the said Mailing House.

It is T.S.S.C. policy that each member should be provided with a monthly magazine, to be received during the first week of the month. For some four years now this has been the case. In December, 1984, we decided, in order to save Club funds, to apply for a Post Office PPA Contract, and this would necessitate the use of a Mailing House to fulfil PPA stipulations (i.e. sorting filled envelopes into town order). The job of sorting would be far too much to expect from our already hard worked, voluntary packers. As you will have realized by now, the Mailing House did not meet these obligations. In short, we had to re-possess The Courier from them after much searching for the Proprietor and a fierce (verbal) battle! However we eventually got the magazine back and, due the envelopes having been stamped across the top (another stipulation of the PPA Contract - for which we had now missed the deadline for submission), we were then faced with the job re-franking, with labels, each and every one of them in order to get them out to you!

GOOD NEWS! We now have a new Mailing House and a firm promise of no delays, having heard of our previous experiences. We are now confident of being able to comply with the PPA Contract, thus saving the T.S.S.C. 15% of the astronomical postage bill. We are sure that, once the system gets going, the benefits will far outweigh the problems. Anyway, thanks to all our packers for what was almost a double pack!

INTRODUCTION

At the beginning of January, I spent a few very enjoyable days with Bill and Jo Sunderland. Most of you will know that Chris and Trudi Squibbs (Membership Secretaries) live immediately opposite, so it really does feel like you're entering 'Triumph City', when you see the Desborough sign!

But what a time to arrive as Bill explained in his Editorial, I just happened to call when all these problems occurred with the mailing of The Courier. Perhaps it was fortuitous that I should be there to lend a hand, but having said this, it was really after I had left that the real work had to start. The ever enthusiastic team almost had to start from square one with the despatch of The Courier, at a time when it would normally have been sitting in your lounge!

To all those who rallied round at that crisis moment we offer you a big round of applause.

INSURANCE SCHEME:

Information tends to get around the Club quicker than a GT6 does to 60!

Last month I promised that there was plenty to look forward to in 1985, and as many of you, I think, already know, we have a new, exclusive Insurance Scheme in the offing.

For the last ten or eleven months I have been negotiating to arrange this very special, exclusive, Triumph Sports Six Club Insurance Scheme. Whilst you have been kept waiting a little longer than I would have wished, it has been absolutely essential to arrange the best possible package for you, the members.

I am confident that I shall be in a position to launch the new Scheme by the Spring of 1985 SO KEEP WATCHING THIS SPACE. *****

TITBITS:

Well done Motor Sport! Did you see in their January edition they complimented us on our 'Self Help Scheme', suggesting that other Clubs may like to follow

example. We lead, they follow!

I also noticed in 'Sporting Cars' that the famous old Triumph Roadster from Bergerac has been changed for an M-type Allard. Shame.

Whilst on the subject of 'Sporting Cars', a magazine I have started to read most months, please could we have a bit more information on Triumphs.

DYNAMO TO ALTERNATOR

I was very impressed by the article sent in on the above subject, but for some strange reason, alternators and I do not get on.

In my 15 years of motoring, the only times I have ever broken down and not been able to proceed, has been due to alternator failure in the middle of the night, usually in the depths of winter and in deepest Wales.

To be truthful, I once broke down in a Vitesse saloon whilst following the RAC Rally. Having been in Yorkshire and Scotland, the gearbox decided to expire in Chepstow. If you know Chepstow, there are hills on all routes out and as only top gear would perform, Chepstow was where I had to stay!

On another occasion, again following the RAC Rally, my Dolomite Sprint decided to catch fire near Buith Wells at approximately 10.30 pm. It was one of those real brass monkey nights and in the end we had to walk a mile or so before we found a bed for the night, in a Guest House that seemed even colder inside than out! I'm sure you know the type of place.

Anyway, good luck to all you with alternators. My Heralds and Vitesse are remaining loyal to dynamos. Perhaps I could convert the GT6 from alternator to dynamo. Anyone want to do an article?

With MOTOR 100 not that far away now, I must start to think about getting my Vitesse convertible out of mothballs. It hasn't been on the road since late 1983 and is still waiting for me to refit the gearbox. I want to fit a competition clutch first and at the present time am not quite sure what to fit. Someone told me to fit a Dolomite Sprint one. Anyone

got any ideas?

DON'T FORGET TO MAKE A NOTE OF THE A.G.M. IN YOUR DIARY.

JOHN M GRIFFITHS
PRESIDENT

NEWS REVIEW

As members will no doubt have noticed, John Hill's of Redditch are regularly featured in The Courier under this heading. This is as a direct result of their frequent correspondence to draw our attention to the availability of 'new' spares and services for the benefit of Club members. I am sure that members will appreciate their endeavours.

In their most recent correspondence they would like to inform members that they have recently purchased a quantity of genuine B.L. Triumph Spitfire MK4 tonneau covers: they are of the non-headrest pattern and are to be sold to Club members at £30.00 each + VAT and £2.50 P&P. The tonneau covers come complete with fitting instructions and all other fitments for installation.

They are also in a position to offer members hood frame seal for the side windows of Herald and Vitesse convertibles. They advise us that this was formerly unavailable from any source and are pleased to have solved this problem for TSSC members. The seals cost £12.00 + VAT and £2.00 P&P for sufficient replacement seals on both sides of the hood.

CULT CONVERTIBLES

There is an informal campaign for real cars as motorists, fed up with the sameness of scientifically designed automobiles, search the used car lots for something a bit different: hence the popularity of VW Beetles and Morris Travellers. The realist car of '85 must be the Triumph Vitesse. Three years ago a top-of-the-line Vitesse

Mark II would set you back as much as £1,200 - today prices are climbing towards £2,500.

Cheap, tough, and fast, the Vitesse is long overdue for reassessment. Triumph fanciers have lavished most of their attention the curvy TR2s and 3s dismissing the Vitesse as a slightly jumped-up relation of the unlvely Herald. Introduced to the Triumph line-up by Italian styling consultant Giorgio Michelotti, the Vitesse has the sort of archly modern Sixties look (note fins) which destined it for almost immediate stylistic oblivion. Around 50,000 Vitesse were churned out between 1962-71, but only the convertible has been rescued from the scrapheap.

While the Vitesse lacks the glamour of, say, a 1962 Cadillac it provides the most accessible form of Beatles-era motoring glamour. It is not confined to style groupies - insurance premiums are relatively low on this four-seater and the long-lived motor causes few problems.

This article was featured in the Sunday Times Supplement of 30th December and was spotted by local member, Ann Page. It's nice to think our classic cars are appreciating in value.



Triumph Care is an up and coming Company, run by TSSC members, offering good quality, second-hand parts and service at a reasonable price. Minor and major restorations are undertaken for all cars and conversions from saloon to convertible. Also offering reconditioned diffs and gearboxes and Vitesse front brake conversions for 1200/13/60 Herald and Spitfires. Original front floor pans available and all panels and trim for your Spring re-build. 90 day guarantee on all parts and labour. Cars bought and sold and crash/breakdown recovery (24 hours). Ring Triumph Care on 01-549 9305 and ask for Tony.

CROWN WORKS 1 Church Road,
Norbiton, Kingston-upon-Thames
Surrey KT1 3DB

Today's know how for yesterday's Cars

RECRUITMENT DRIVE'

The winners of this months draw are:

82/3539 Martin Dudley
83/6420 Kevin McDonald

Congratulations to you both - your £5.00 Halfords vouchers are on the way!

Please note that this is the last of the monthly draws for the present time, but the following prizes are yet to be won, so keep recruiting:

£60 to the member bringing the highest number of new members between the end of the last recruiting season and The Courier deadline (15.2.85) for March, 1985.

£40 to the member bringing in the next highest number of new members in the above time.

GOOD LUCK! More recruitment leaflets are available from me Jonty Wild (see details of address on inside front cover).

IN CONCLUSION

Members may recall that a gentleman in London had been approaching Club members in relation to 'finance' via advertisements for 'Cars For Sale' in The Courier. I was contacted by numerous people who had been approached by this man, and who were very annoyed on the invasion of their privacy. The gentleman concerned has now been reprimanded by one of our 'legal' members and he has faithfully promised not to pursue this line of enquiry. Should any members have trouble with this type of thing in the future, please do not hesitate to contact us and we will endeavour to make further investigations.

TRUDI SQUIBBS/BILL SUNDERLAND

STOP PRESS

8th NATIONAL

CONCOURS

18TH MAY

MOTEC '85

TELFORD

STOP PRESS

MEMBERSHIP NEWS

I thought members may like to know the latest information regarding current membership figures, as we again fast approach the 5,000 membership mark.

As you know, if you were a member in August 1984, we attained over 5,153 members at the end of the Club year (September 1983 - 1984). As we near the end of January the figure stands at 4,882 and is increasing by 150 - 200 new members each month. Our figure for the comparable month last year was 3,363, which is an overall increase of 1,519. This is partly due to the 74% renewal rate in September, 1984 and to the success of the ongoing Recruitment Campaign.

I can remember back in 1981 when I processed membership number 81/2100 and at this moment in time I am issuing membership number 85/9718! Isn't it incredible that 7,618 members have passed through our membership books since then. I often wonder who will be the person to receive membership number 10,000 - should happen within the next couple of months.

TRUDI SQUIBBS
MEMBERSHIP SECRETARY

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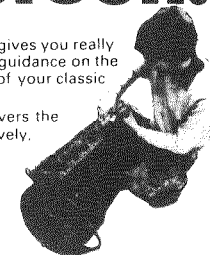
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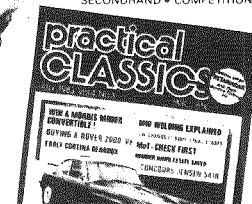
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ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting will be held on Sunday 10th March, 1985 at 10.00 am.

Venue: Gartree Prison, Nr. Foxton, Market Harborough, Leics.

Proposed Agenda:

1. Re-election of Members of the Council of Management.
 - A. In accordance with the Articles of Association, the following will retire and are eligible for re-election.
John Griffiths
Glyn Ridgewell
Eddie Evans
John Cudmore
 - B. The following, seconded since the last AGM has to stand for re-election.
Bill Sunderland
 - C. The following have resigned and are eligible for re-election.
Matt Maudsley
Jonty Wild

Philip Steel has resigned due to outside commitments.

2. Re-election of other Club Officers, to include Area Organisers and Register Secretaries.
3. Report on Club Activities since the last A.G.M.
4. Financial Report and presentation of Accounts.
5. Re-election of Auditors - Haywood & Company.
6. Report on Membership since the last A.G.M.
7. Report from Forward Planning Committee.
8. Any other business - any member wishing to add an item under this section of the Agenda must do so 14 days before the A.G.M. by submitting such items to the General Secretary in writing and signed by two Club members.

All nomination forms to be submitted to the General Secretary, to arrive by the first post on Saturday, 2nd March, 1985. Forms received after this date to be treated as null and void.

MATT MAUDSLEY
GENERAL SECRETARY

APPOINTMENT OF CLUB OFFICERS
 (Management Council Members
 Register Secretaries)

NOMINATION FORM

I (block letters)
 Membership Number
 WISH TO NOMINATE
 (block letters)
 FOR THE POST OF (block letters please)
 Signed:

I (block letters)
 ACCEPT THE ABOVE NOMINATION AND AGREE TO STAND FOR THE POST OF
 (block letters)
 Signed
 Membership Number

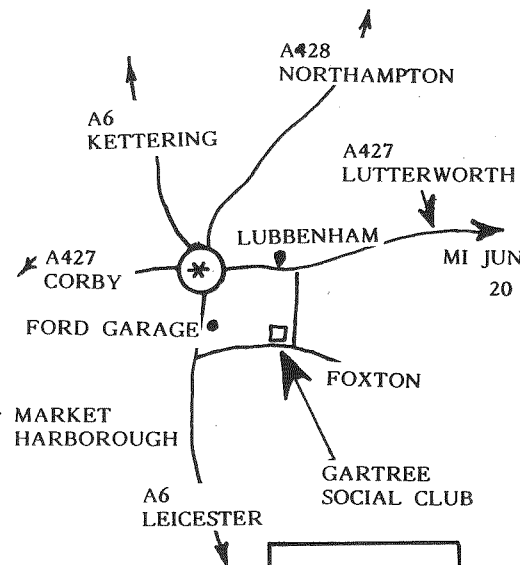


THIS FORM MUST BE SENT TO THE GENERAL SECRETARY, TO ARRIVE BY THE FIRST POST ON SATURDAY, 2ND MARCH, 1985.

FORMS RECEIVED AFTER THIS DATE WILL BE TREATED AS NULL AND VOID.

A.G.M.
SUNDAY, MARCH 10TH, 1985
10.00 AM - 5.00 PM

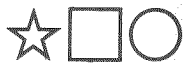
This years A.G.M., as in the past, has been planned to give an interesting day to all who attend. The morning will be taken up with the normal A.G.M. Agenda; a buffet lunch will be provided at £1.50 per head and the Bar will be open from 12.00 am to 2.00 pm (example: John Smith's Bitter @ 53p per pint). The afternoon will be taken up with a 'Boot Sale' plus 'Parts Market' in order to help you finish that winter re-build, etc.



IF YOU REQUIRE ANY FURTHER
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TELEPHONE (0858) 63934

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|--------------------------------------|---------------------|
| 1. B.L. Network | parts/service |
| 2. John Kippings, Coventry | parts |
| 3. Transpeed | parts |
| 4. Dunham & Haines (SAH) | B.L. Agent |
| 5. Unipart Network | B.L. Agent |
| 6. Sparshotts, Botley | B.L. Agent |
| 7. ACS Classics, Burton-on-Trent | Restoration/service |
| 8. Munfords, Exeter | B.L. Agent |
| 9. T.S.S.C., Jeff Baker | parts |
| 10. Spitfires U.K., Leicester | parts |
| 11. John Mann, Sheffield | parts |
| 12. Kingston Sportscar | repair |
| 13. Triumph Hospital | Restoration/service |
| 14. Greenwich Autos | B.L. Agent |
| 15. British Sportscar Centre, London | Parts |
| 16. Keith Smith | Repairs/service |
| 17. Tridon Autos, Thornton Heath | B.L. Agent |
| 18. Whites, Camberly | B.L. Agent |
| 19. D. J. Sportscars | Panels |
| 20. G & K Barnes, Lyneham | B.L. Agent |

YOUR CO-OPERATION IS NEEDED

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

TO ALL TRADERS:

Businesses are encouraged to keep a stock of 'Top Trader' forms available for their customers and forms can be obtained by contacting **Trudi Squibbs, 24 Prince Rupert Avenue, Desborough, Northants NN14 2PH**.

It is intended that these forms be returned direct to me by the member/customer and they should not be handed back to the Trader for onward transmission

EDDIE EVANS
TECHNICAL SECRETARY

KEEP ME POSTED IN '85

ATTENTION ALL EVENT ORGANISERS

I am pleased to say that, following my brief note in the December Courier, I have received details of quite a few more events, including the following which span from March to August:

Bristol Classic Car Show
SEM '85
Motor 100
Bromley
Thamesmead
Wales Meet
Birthday Barbecue
Leicester National

If your event doesn't appear in this list and you are organising a national TSSC event, or are intending to participate in one of the following types of events in the name of the Triumph Sports Six Club, contact **Jonny Wild (Events Co-ordinator)** NOW!

International event or show
National event or show
Local show

This is now vital so that the first Club Event Calendar can be printed in The Courier (hopefully next month).

In general the Club policy is to support only one event on any particular date and dates are filled on a first come, first served basis. Normally the only exceptions to this rule are shows; obviously we have no control over the dates of these and they are usually some distance apart. The aim of this rule is to avoid event clashes. Apart from making us look very unprofessional, these do the organisers of events no good at all, as the number of members attending will be divided between each event.

So, if you are organising or thinking about organising an event or participation in an event of the type mentioned above, contact me, **Jonny Wild** at the earliest opportunity. Even if all details are not known, at least you will find out what dates are free.

It is obviously in all our interests to

get as complete a Club Calendar as possible as early as possible; to ensure that his happens, your event will not appear in the 'What's on Next' section of The Courier unless it is an official event, i.e. appears in the Club Calendar, so be warned!

I can also help with any advice on finance of events. In general the TSSC events should be self-financing, however, finance can and will be made available in advance to help with deposits etc. This sum will then be returnable after the event. Obviously most shows can't be self-financing, so money can be made available for these.

It is important for event organisers to understand Club policy on events and to that end a comprehensive letter is being sent out to all official Area Organisers and event organisers (if known). So, if you don't get one of these shortly, contact me: this isn't boring officialdom but rather to make sure that all events are of an acceptable standard and to provide help and advice where necessary.

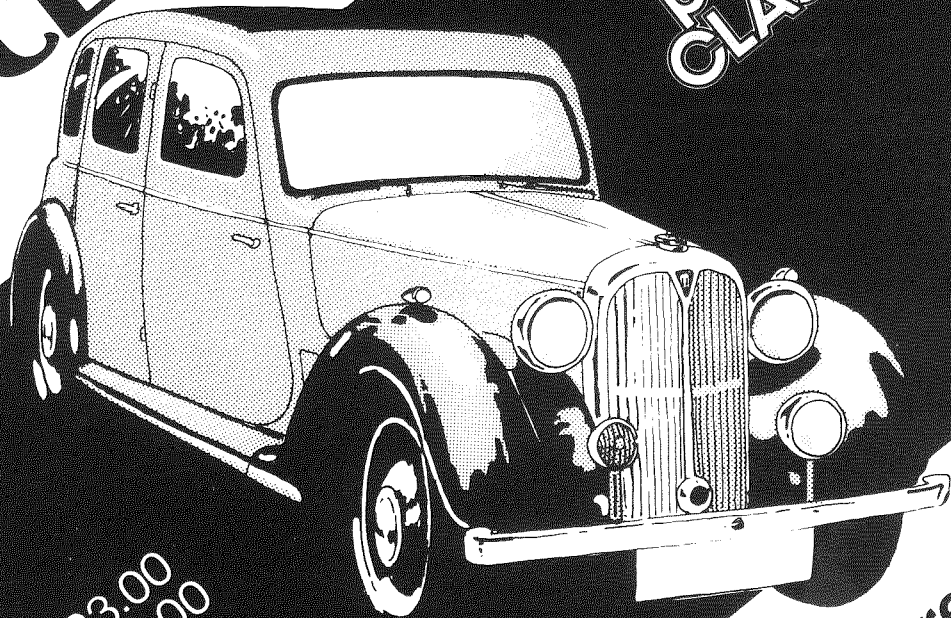
As I am also the Club Equipment Secretary, I can advise on what equipment is available and book it to events.

So, for inclusion in the Calendar and applications for event finance and Club equipment (plus any other relevant information) contact me NOW or at least as soon as it is possible.

Jonny Wild
Tel: Hitchin (0462) 813143
Event Co-ordinator
Club Equipment Secretary
(see address on inside front cover)

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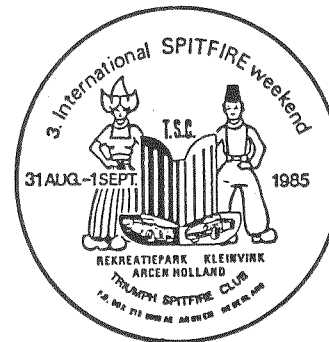
**Bristol
Exhibition Centre
23rd/24th
March 1985**

Saturday/Sunday 10am-6pm
All details and enquiries
Telephone:
Bristol (0272) 650465/650415

□□WHAT'S ON NEXT?□□

GOODWOOD CIRCUIT T.S.S.C. OPEN DAY

Goodwood Circuit, near Chichester, Sussex has been hired on Saturday 23rd March, 1985 for all club members to have an opportunity to try their cars on a racing circuit. The circuit will be open from 10.00 am until it gets dark in the evening. The number of cars will be restricted to 40 so if anyone is interested write to Peter Farmer, 70 Chalklands, Bourne End, Bucks SL8 5TJ or telephone (06285) 26310 in the evenings for further details. It is anticipated that the day will cost £12.00 including a deposit of £5.00 at the time of booking a place.



Interested in the TRIUMPH SPITFIRE/-GT6? Interested in the Classic Car Movement? If the answer is yes, then you must attend this event, organised by the Triumph Spitfire club. This Mecca for Spitfire enthusiasts is at the superbly equipped KLEIN VINK Holiday Park in Arcen, Holland, (15km north of Venlo). This event is to be held on 30th August - 1st September, 1985. Bargain price accommodation is available to suit all tastes. Holiday Chalets, sleeping six people from Friday afternoon 1500 hrs until Monday morning 1,000 hrs. for a mere f 40 per person (less than £10.00). These chalets are fully equipped with kitchen, TV, patio, two

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.

separate bedrooms (living room, which doubles as third bedroom) etc., etc. If you want to hire a chalet with less people, just take the cost of six beds and divide by the number of people in your chalet.

Excellent camping facilities are also available if you want to bring your tent (prices can be found on the booking form). If you don't want to cater for yourself, the on-site restaurant and snack bar are at your service. All people staying overnight can use all the facilities of Klein Vink FREE of charge. These include: two swimming pools, (one indoor heated), tennis, table tennis, crazy golf, pony riding, windsurfing, boating etc., etc., plus, of course, a supermarket.

Entry for the whole weekend costs f 12 (approximately £2.50), accompanied children free. This includes: Program in English, souvenir badge, car sticker, admission to the disco and admission to almost all competitions during the weekend. People booking before 1st June will also receive a refreshment voucher.

Concours entry (which includes a plaque) will be f. 5. Details of classes can be obtained from the organisers, but entries will be limited to 30 cars.

FULL BOOKING DETAILS WILL APPEAR IN THE MARCH COURIER.

MAKE IT A DATE FOR '85



This is your last chance to have your car involved in the MOTOR 100 display, as cars will be selected within the next few days.

Just to reiterate for those of you who are not already aware, MOTOR 100, A Century of World Motoring, will take place at the Silverstone Circuit, near Towcester, Northamptonshire over the three days of the 1985 Spring Bank Holiday (May 25/26/27). The event will comprise of a staggering 8,000 to 10,000 exhibits, drawn from every corner of the globe. As many of you will have read in the Press, this motoring event is being held to commemorate a century of the motor vehicle.

Invitations have been extended to all the world's vehicle producing countries. Each will be allocated sites around the perimeter of the track and encouraged to create displays that will portray the history of their motor vehicle and allied industries, in a suitably graphic and dramatic way.

The motor clubs will be situated in the inner area of the circuit where they will play a major role in theme displays encompassing every period and type of motoring, from veteran motor-cycles to custom cars and historic, commercial vehicles to racing cars.

MOTOR100 will be more than just the greatest static show of motoring ever assembled, for throughout the duration, Silverstones world-famous track will be fully utilised. Visitors will be treated to the sight of demonstrations and parades of everything from veteran road vehicles and early land-speed record cars to Grand Prix cars of all ages.

Our Club has been invited to participate in this event, a unique extravaganza, which has already captured the imagination of the world's motor manufacturers and their suppliers. There will never have been a show quite like it!

The TSSC stand for this event is being organised by the Northampton Area, and being the world's number one Triumph Club, it is to be hoped that we will be able to create the image of a very professional club. We will be looking to all Club members for as much support as possible. If you have a car available for the stand, please contact:-

Ray Kelly
82 Holly Road
Kingsley
Northampton
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If you have any other enquiries regarding this Show, please contact me:-

Ian McKeggie
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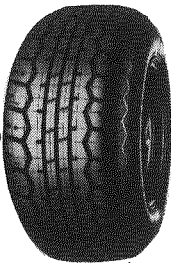
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WHICH TYRES?



Driving 50,000 miles a year has its compensations, it gives one a good chance to try various brands of tyres!

Unfortunately, a lot of rubbish is talked about this subject, especially with regard to fitting larger tyres and wheels to cars which were not fitted with them as original equipment. Also there are a lot of Club cars driving around with weak

springs front and rear, poor shock absorbers and bushes etc. Fitting better tyres accentuates rather than helps these deficiencies. Cars with swing-axles by virtue of their camber change problem, are best left on 70 profile tyres, but let us face it, the 21 cars are grossly under-tyred. 60 profile tyres can only really be fitted to the MKII GT6 and Vitesse and early MKIII GT6, and having said that, will not help much unless the suspension is modified carefully. Wider tyres can in certain circumstances mean poorer wet grip and this is why one must choose the compound and pattern carefully. Generally though, wider means safer, paying valuable dividends in handling and braking. The selection I have chosen, except competition tyres, are those which will fit best on 5½/6" rims. The results are given in percentage.

£		Puncture resistance	Grip		Breakaway speed in			Temperature resistance	
			Wet	Dry	Wet	Dry	Wear		
30	Kleber V12 175/70	50	60	70	50	70	70	70	*
32	Michelin XZX 185/70	60	30	50	40	50	100	70	*
27	Goodyear 185/70	65	60	70	60	70	70	70	*
26	Pirelli P3 175/70	70	50	50	40	40	90	60	*
29	Pirelli CN36 175/70	80	70	80	70	80	75	70	*
23	Firestone S211 175/70	70	60	60	50	60	60	60	*
27	Dunlop SP4 175/70	60	60	70	50	70	60	60	*
24	Uniroyal Rallye 175/70	60	50	70	50	70	60	60	*
24	Ceat Veltro 165/70	30	70	70	70	70	80	60	*
Others such as Semperit continental etc. are available.									
33	Goodyear RS 195/60	70	60	70	60	75	50	60	**
55	Goodyear NCT 185/60	70	70	80	60	80	70	70	**
47	Prielli P6 185/60	60	60	75	60	80	65	70	**
50	Dunlop D3 185/60	70	65	70	60	75	75	70	**
32	Firestone S660 185/70	60	20	60	40	60	50	50	**
52	Uniroyal 185/60	70	50	70	55	75	75	75	**
31	Yokohama A001 185/70	70	65	80	65	80	60	70	**
50	Goodrich 195/60	70	70	85	70	80	50	70	**
Competition tyres (not slicks).									
75	Pirelli P7 (R) 175/50	70	60	80	65	80	40	70	***
70	Pirelli P7 (C) 175/50	70	65	90	50	60	25	85	***
80	Pirelli P7 205/60	75	55	70	70	80	60	60	***
75	Pirelli P7 (C) 205/60	70	65	95	45	70	25	90	***
55	Goodrich 215/50	70	65	80	70	70	50	80	***
65	Goodrich 235/50	70	65	85	65	70	50	85	***
85	Pirelli P7(R/C) 235/50	70	65	95	40	60	30	90	***

0 = poor 100 = excellent

These results are mainly subjective and gained by experience. Figures between groups are not comparable.

* = Group 1 - general road-going
 ** = Group 2 - fast road
 *** = Group 3 - competition

GARETH THOMAS

TECHNICAL TIPS

Unfortunately, I was recently a victim to the dreaded broken valve spring disease that seems to frequently afflict the GT6 engine.

I had just completed a fairly comprehensive restoration of my present 1972 GT6 MKIII and as the engine appeared in fair condition, I only carried out a top-end overhaul and timing chain replacement.

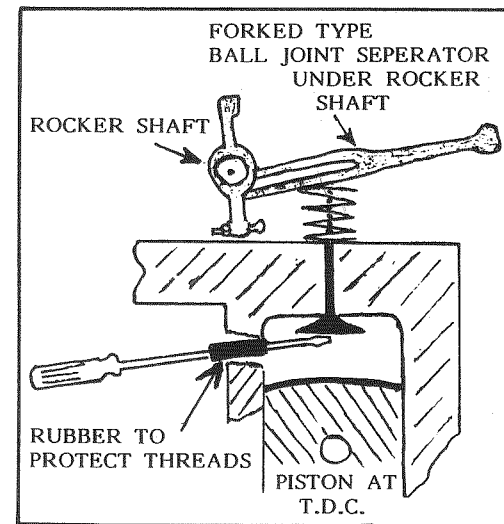
Therefore, imagine my dismay, when after only 600 miles, one of the new valve springs collapsed. Not wishing to remove the head again, not to mention the cost of another gasket set, I attempted to replace the spring from above.

The following may be of use to other members that are unfortunate enough to suffer the same fate.

1) The tappet adjusting screw was loosened enough for the push-rod to be swung to one side and the rocker rotated to a vertical position.

2) The plug on the offending cylinder was removed and the piston brought to the top of its stroke to prevent the valve being lost in the engine.

- The valve was held up by passing a screwdriver through the plug hole and levering upwards.
- The forked type of ball-joint separator was used as a lever to compress the old and new valve springs for removal and replacement of the collets as required. See diagram below.



The whole operation only took about ten minutes but four hands are needed, so ask a friend to assist.

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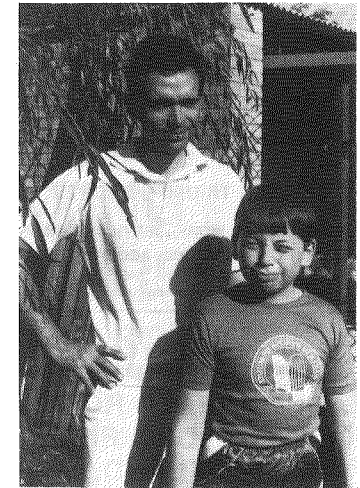
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ANNOUNCEMENT

With the approach of the New Years racing events, we at *Kingston Sports Cars* would like to promote, with practical assistance, participating Club members. Hopefully to improve individual performances and to raise the overall standard of preparation.

Last year we sponsored a colleague who raced a production sports 1500 MG Midget (well, at least it has a Triumph engine and gearbox). He won the class champion, breaking several lap records. We follow sports car racing and sprinting with interest and would like to extend our support to this years participating Club members, especially new-comers. We have

already agreed support for Jonathan Stevens, with various discounts and assistance with parts and preparing his car. Participating Club members who are interested in sponsorship should contact us.

We will shortly be introducing our 1985 spec. gearboxes for Vitesse and GT6 and 2.5 conversions. As many of you are already aware, Sport Six Spares was the first company to tackle the weak transmission problems of the six-cylinder models, although many of our original designs have been copied and modified, development has quietly continued. As has been stated in the past, the biggest problem is mainshaft tip wear, especially prevalent in overdrive gearboxes. Reconditioning these shafts to produce cost effective reconditioned gearboxes, is re-tipping and has widely been used by many reconditioners, and does not constitute a 'bodge-up' as referred to in January's Courier by G Thomas. The problem, however, occurs when extra power is required, when this method of reconditioning proves insufficient.

With the future in mind, we have had special tooling made to enable us to produce new mainshafts of competition spec. both in D-type overdrive and the short J-type overdrive.

During the course of 1985 all six-cylinder gearboxes and close-ratio Spitfire type gearboxes will be this specification as standard. Lay gears are virtually unobtainable new, which incidentally, is why Leyland cannot recondition gearboxes for themselves. However, in reconditioning the bearing surfaces, we are able to fit extra long needle rollers which, with our new mainshafts, should give outstanding reliability on track and road.

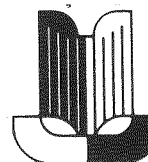
Lastly, we will be producing a batch of competition spec. diffs with the late type, extra strong carriers. These will be offered in ratios of 4.11, 3.89 and 3.63 in ready-to-race or to-run-in specification. The competition spec. diffs are built entirely of new internal components. These and gearboxes, plus many other tuning parts will be available at specially reduced prices to Club competition contenders.

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HERALD REGISTER

REAR HUBS AND HALF-SHAFTS

Eddie Evans Technical Help column in December's Courier had a few notes from Malcolm McKay on hubs and axles. I thought a few more comments would be useful!

Firstly, failure through neglecting to grease the back hubs is common; see Courier 33 (March '83, p. 21) for a picture of a badly damaged hub housing and some notes on replacing the oil seal (pt. no. 107193).

The second common failure point is just outside the hub housing (arrowed, Fig. 1). This was a common failure point on early 948 cars and it may be that with age, the problem is re-appearing. Neil Wright wrote the following notes for me some years ago, which are worth quoting in detail:-

"..... my 948 saloon (236 UFM), purchased from new, lost both half-shafts over the two years or so I had it. It could be fairly dramatic - one went at 60 mph in the middle lane of a main road on Whit-Monday! The result of a half-shaft shear was total loss of drive and a feeling of rear-end puncture; the car was still steerable and braked OK, riding on the wheel in the arch.

It is evident from Standard-Triumphs service information sheets that half-shafts caused a lot of trouble. On some very early units the cause was a swelling at the end of the taper on the half-shaft (saloons G2055 - 3065; coupe Y687 - 707), which the vendor was requested to file off and then refit the axle. By March 1960, there was a mention of removing mild corrosion when refitting shafts; and a flinger (128-469) was recommended to be fitted to prevent water reaching the hub seal. The hub seal was also modified from leather and felt (121724) to double leather (1289-78). A clip-on nylon flinger (130366) was also offered as an easily fitted modification. In September, 1960, the advice was to clean up the shaft with an emery cloth, fit the flinger, paint with chassis black and, when dry, coat liberally with grease.

Essentially the problem ceased by 1961 (improvements in finishing/metallurgy) but it is possible that the problem will re-occur in old half-shafts which are corroded and under stress from seizure of the rear trunnions".

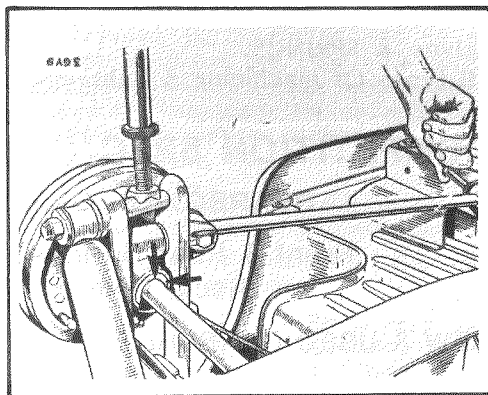
Thanks Neil, I've been looking for an opportunity to use your notes since 1982!

How is this relevant to 1985 driving? I think that the advice to clean off all surface corrosion, paint (Hammerite would probably be suitable) and grease the outer end of the shaft is worth following. The rear trunnions are very prone to seizing in the trunnion housing and should be checked/replaced frequently to prevent stress on the shaft. I covered rear trunnion replacement in The Courier no. 10 (April 1981, p. 8), but as this is out of print, I will try to revise it for the March 1985 Courier!

CHRIS LONGHURST
REGISTER SECRETARY

FIG. 1

Common failure point
on half-shafts (arrowed)



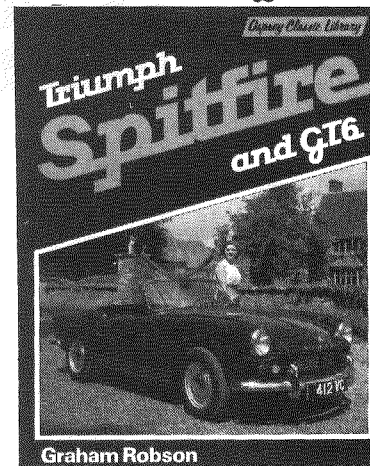
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545257 (Holland)	Spitfire 1V, 1500	Workshop Manual	£16.00
545247 (France)	Vitesse & GT6	Workshop Manual	£16.00
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VITESSE REGISTER

FITTING UP YOUR BODY

I have recently obtained some original TRIUMPH BOOKS, in the series of 'SERVICE TRAINING NOTES'. These books are very comprehensive and I thought it would be useful to pass on information from these notes for the benefit of Vitesse and Herald owners. The most beneficial, in my opinion, is on the body of the car, so I will start with this book.

Starting from a bare chassis-finishing, with a complete body shell, which should help you when re-building a whole car to an out-of-line door.

FIG 2

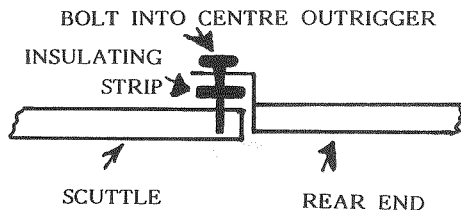
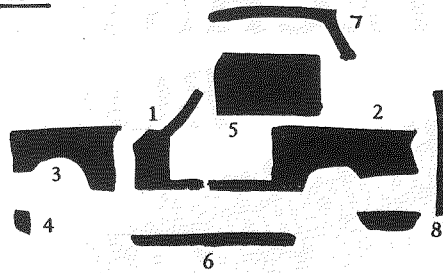


FIG 1



HERE ARE THE 8 MAIN BODY SUB - ASSEMBLES

- 1 SCUTTLE (KEY SECTION)
- 2 REAR END
- 3 BONNET
- 4 FRONT VALANCE
- 5 DOORS
- 6 SILLS
- 7 ROOF
- 8 REAR VALANCES

The first body section to be fitted to the chassis the scuttle (Fig. 1, No. 1). Insulating pads are glued onto the chassis, first over the six mounting positions for the scuttle. The scuttle is the key section of the body-building operation and so has close tolerance holes for the six mounting bolts. The scuttle bolts should all be tight at this stage.

The next body section to be fitted is the rear end (Fig. 1, No. 2). Again, insulating pads should be glued to all the body mounting points; on the chassis also an insulating strip is glued to the rear of the scuttle section (see Fig. 2).

The rear end section is now placed over the chassis and the twelve mounting bolts fitted finger tight into the larger tolerance holes in the rear end; this allows rear end adjustment to be possible.

I would suggest that the bonnet is the next section to be fitted. Each mounting consists of two links with a pivot and slotted hole. The slot gives up and down movement; forward and backward adjustment is by the adjustable support stays. See Fig. 3 for all the clearances and Fig. 4 for bonnet mountings. Adjust bonnet for clearance of 3/16" from the top of the scuttle.

FIG. 3 CLEARANCES

TOP EDGE OF BONNET TO SCUTTLE 3/16"

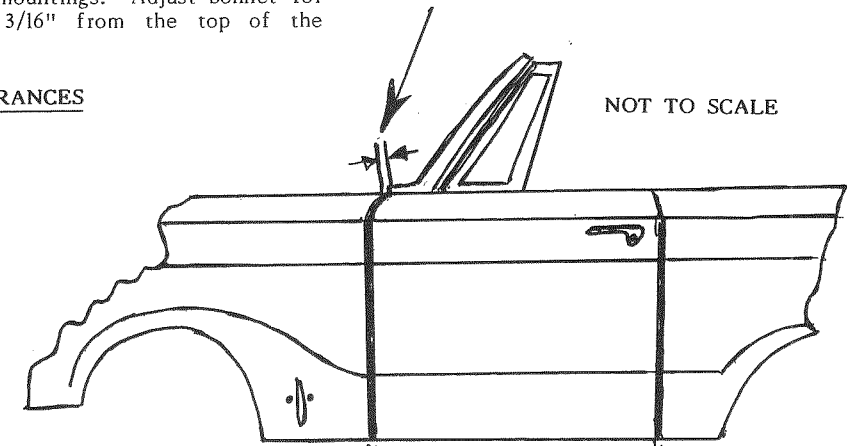
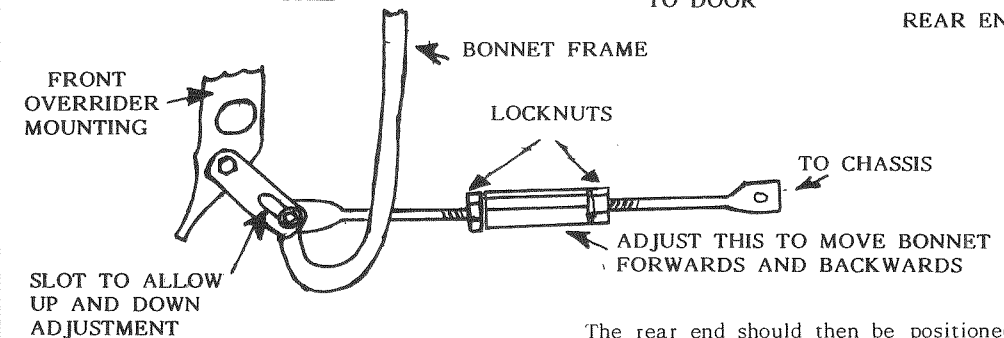


FIG 4 BONNET MOUNTINGS



The rear end should then be positioned to give a clearance of 3/16" between the rear edge of the door and the front edge of the rear end - packing washers may be needed to obtain this gap and to line up the styling lines along the car sides. All the rear mounting bolts may now be tightened and the six hexagonal spire bolts locating the floor the the scuttle, may now be fitted.

The doors should be fitted next, making sure that the fibre gasket (usually pink) is fitted between the door hinge and the scuttle. This gasket is important as it prevents water coming in through the adjustment holes.

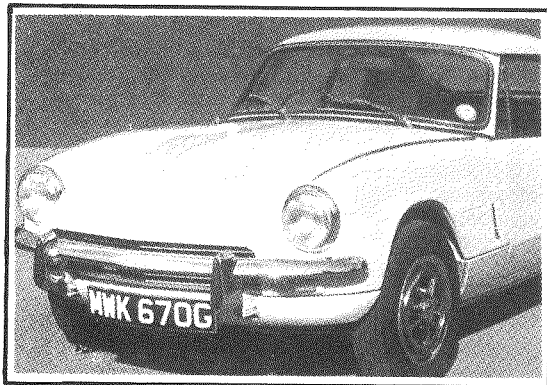
Next adjust the door to give a gap of 5/16" between the front edge of the doors and the rear edges of the front wings (although the Triumph Service Notes do not mention this, I suspect that the bonnet may need further adjustment to achieve this gap).

In later articles I will deal with out-of-line doors; fitting windows, valances and also fitting all the door fittings in the correct sequence.

ANDY JONES

COUNTRY LIFE

takes a look at the
GT6 MKII



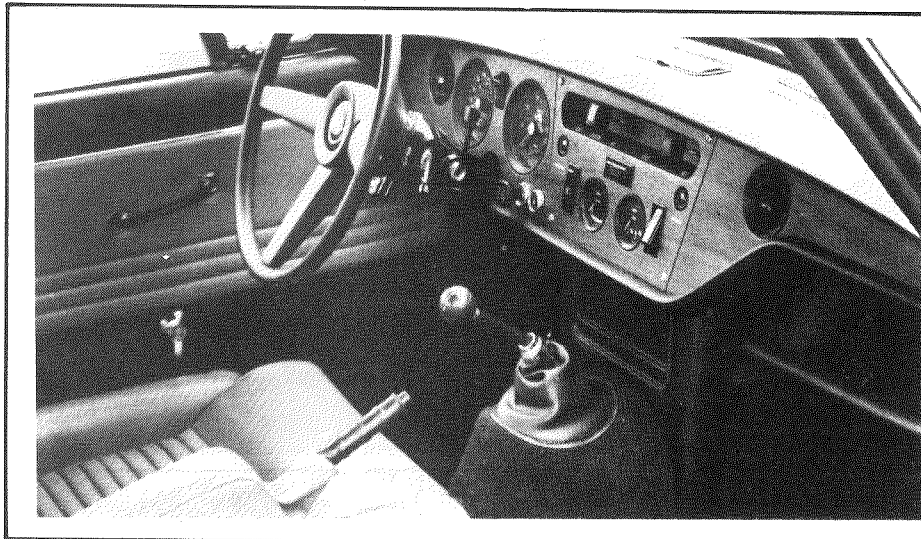
Sports cars have a distinctive appeal that transcends the age barrier. While most young men aspire to cut a dash in such a car, many older drivers enjoy them for their handling and other qualities, even though some saloons will have superior speed, comfort and capacity, for a similar price. Sports cars are essentially for the young at heart. Such a car is the Triumph GT6, now in MKII form with re-designed rear suspension and improved performance. Small brother of the very masculine TR6, it is developed from the outwardly similar Spitfire whose genesis was the Herald.

After a few years, Standard-Triumph followed up the success of the TR range by adding the Spitfire, which was a two-seat sports version of the Herald. The separate chassis and many features of the original were retained and it proved highly popular. Development followed with improved chassis design, larger engine, now standing at 1,296 cc, but the same stylish exterior. In the meantime, Herald development had continued with the addition of the Vitesse to the range. This line of development pursued a theme that was popular in the 1930s; the medium-sized car with a six-cylinder engine of modest capacity, giving a refined yet rather sporting flavour to the whole. Other manufacturers have kept to their four cylinders, but the Vitesse has proved an attractive proposition and has sold in reasonable quantities ever since. The two strains came together when Triumph produced a version of the Spitfire for the Le Mans 24-hour race. This had the Vitesse engine enlarged to two litres and a hard-top body. In refined form, this became the GT6, introduced at the 1967 Earls Court Motor Show.

The result of this development in its latest form is a small, handy, rapid tourer of undeniably handsome lines which should prove a worthy member of the solid ranks of sports models offered by the British Leyland group. Whether this is a true GT is somewhat debatable. Its concept follows that of the Grand Tourer in being an attractive sporting car with seating for two and accommodation for their luggage, and offering high speed travel over long distances. It certainly comes near to this formula, but the idea of touring Europe in the grand manner really demands something larger and rather more luxurious.

This apart, the GT6 has an appeal of its own and is undeniably a car which one grows to like more and more as time passes. It is well-appointed in MKII form and comfortable once entry has been accomplished. Being only a modest 3ft. 11 in. high, one has to get down to get in. The body is mounted on to the twin-girder backbone chassis to give a very rigid structure, free from the shakes and rattles often encountered in cars of this type. The frame is extremely solid and, as well as providing a firm mounting for the rest of the vehicle, should prove its worth in the event on an end-on collision. The parallel members open out at the front to accommodate the power unit, the gearbox and propeller shaft being above the frame. The rear end also opens out to afford a firm location for the axle with its transverse leaf spring suspension.

The Herald lineage shows in the access to the engine, which is first-rate. Lifting two exterior catches enables the whole front end of the body to be lifted forward to reveal the neat six-cylinder unit, its ancillaries, and the brakes and



front suspension. As a result, plugs, battery and other routine servicing items are ready to hand.

The interior is workmanlike and comfortable in the current masculine style. Black predominates, including seats, lining panels, fascia, carpet and headlining. The individual seats have good for-and-aft adjustment and the steering column can be altered in length through 4 in. to suit individual requirements. The remote-control gear-lever falls comfortably to hand and has a sensibly small gate. The synchromesh on all forward ratios is effective but the movement rather heavy. The steering is rack and pinion and very precise. The 15 in. diameter three-spoke steering wheel is right for size and is leather covered. The circular speedometer and rev. counter are properly visible through the wheel, and the fuel and temperature gauges are in the centre of the console below the heater controls. Two-speed windscreen wiper and washer are combined in one control on the right.

Useful items on the matt veneered wood fascia are the two air vents at the extremities (useful for cool air in the summer), and the hazard warning switch which sets all four exterior amber flashers working in an emergency. The rear-view mirror is of the dipping variety and there are twin sun visors. The central pull-up handbrake is housed in a padded armrest which I found about an inch too high for

comfort, although the idea is good. The three-position steering column stalk on the Herald which controlled the lights has been modified and here governs simply high and low headlamp beams, the on-off control being on the fascia. The direction indicators are on another stalk on the opposite side and the horn on the steering wheel boss; these could all now be better grouped into one control. There is no glove box, but two small parcel shelves are provided, as is space for a radio.

Luggage space is in the area behind the seats. This large platform can house a good deal at the expense of a loss of rear visibility. There is additional stowage under the forward part of this shelf. The spare wheel is housed under the luggage area along with the fuel tank and, to reach it, the carpet must be removed and the floor panel unscrewed. This is another point that could be improved, particularly if the screwdriver is in the tool-roll under the floor. The rear door opens upwards, estate car fashion, and incorporates the rear window, which is electrically heated as a standard fitment. This large open area gives excellent access to the rear interior and is useful for keeping the car cool when standing in the sun.



Although the exterior lines are similar to the original GT6, there are recognisable differences. The front bumper, with its rubber-centred overriders, is now mounted at grille-level and should prove more effective in protecting the body from careless parkers. There are plated air extractor grilles above the rear wings and louvres on either side of the front wings. The wheel trims are now of the popular bolt-on spoke variety with black recesses, looking like magnesium-alloy wheels.

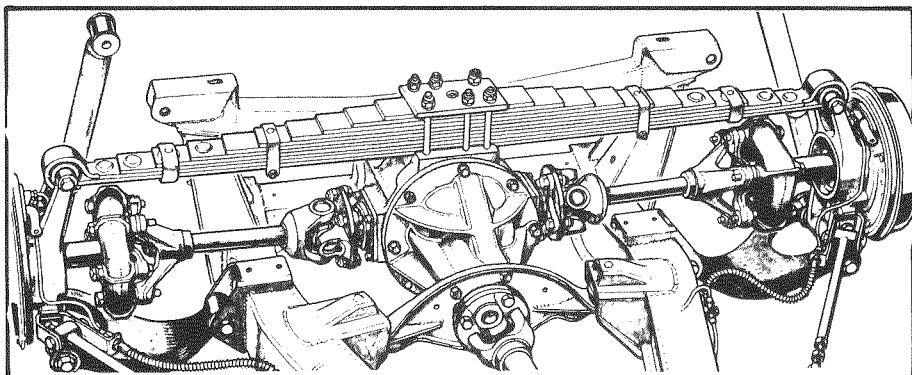
Driving the GT6, one felt that the car was very docile, yet the ground was covered surprisingly well. It appeared to be smaller and lower powered than was, in fact, the case. As the car was used more, one came to like it more and to realise that it performed extremely well.

The brakes were good, but required firm pressures, having no servo. The steering was rather dead, though very accurate, with no road shocks felt. For manoeuvring in tight spaces, the turning circle would be hard to beat. Roadholding was excellent, the rear end sitting down on tight cornering and the ride being good on normal road surfaces. On rough roads, the hardish suspension made itself felt.

The optional overdrive (£62, including tax) operates on 3rd and top and, apart from keeping engine speeds in check, is very useful when overtaking other traffic. The GT6 is a handsome miniature E-type for the young in heart, providing practical and enjoyable motoring for two.

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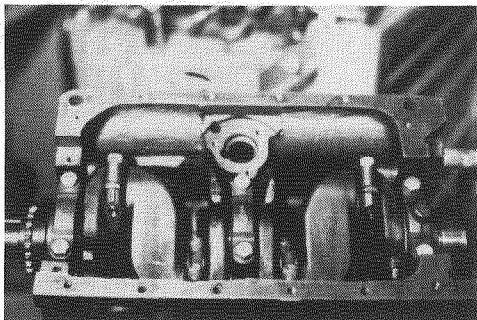
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ENGINES GEARBOXES DIFFERENTIALS



Overall a running engine which still retains its thrust washers is acceptable - any physical breakage is not.

GEARBOXES:

1. **Four-cylinder cars:** At present the plentiful supply of reasonable secondhand units means that these gearboxes are not giving much trouble for reconditioning - the only problem is the usual mainshaft tip wear on overdrive cars, but the problem is easier to overcome because of the comparative lack of power, compared with a six-cylinder car.

2. **Six-cylinder cars:** The overall standard of Vitesse and GT6 gearboxes can only be described as appalling. Most people only seem to bother doing anything about a replacement when something actually stops working, and, by then, it is too late. If a gearbox is rebuilt in time, then often many of the parts can be saved; leave them too long and the result can only be described as horrifying, with new gears costing up to £80.00 each from B.L. The only reason prices are so low is because parts can be obtained from Dolomite 1850s. Damaged gears cannot be repaired - only replaced. The metallic crunch that many people get from putting a car into reverse too quickly makes a mess of the reverse gears (noise equals wear): the cost of these from B.L.? £200. The only noise that should come from a gearbox is some whining from the gears. Problems like difficulty in engaging gears, or noise in first, second and third are items needing attention sooner rather than later.

So far as exchanges go, a gearbox which is comprised mainly of fragments at the bottom of the casing, is liable to a surcharge - also Vitesse 1600 or Spitfire gearboxes are not acceptable as exchanges for 2-litre gearboxes.

WORN OUT OR SCRAP?

The problem with old mechanical units is that in many cases they are only fit for hardcore. Many people do not seem to realize that certain standards apply to worn out units, and if these standards are not met, then a surcharge in lieu of an old unit can be applied. Reconditioning cannot mend broken cylinder blocks or put teeth back on to stripped gears. They obviously expect wear, and what I try to explain here is what limit this can reach before you either find another exchange unit or pay a surcharge.

ENGINES:

In general, engines in Club cars are fairly robust. However, the following points are worth noting.

1. If the crankshaft thrust washers fall out (giving end float of about $\frac{1}{4}$ " on the crank) then this in effect scrapes the block and crank.

2. Vitesse MKII and GT6 MKII/III engines can suffer from cracked cylinder heads - virtually scrap.

3. 1500 engines are very prone to giving bottom end trouble. Noise is acceptable, but a connecting rod protruding from the side of the block is only fit for scrap.

DIFFERENTIALS:

Differentials can be nasty things; some are liable to explode with no warning. As a rule, however, they should be virtually silent in operation - a noise under either acceleration or deceleration is a sign of worn bearings. Leave it for too long and the whole unit can seize up. As far as the different ratios go, three categories apply:-

1. 4.11:1 Herald/Spitfire 1/II/III. Plenty of good secondhand units - no surcharge.

2. 3.89:1 Vitesse/Spitfire IV/GT6. At present there is a supply of new B.L. units, hence a surcharge is not necessary. These will, however, run out and then a surcharge would apply for damaged casings etc. Many old differentials can be successfully reconditioned, if they are rebuilt in time. All the clearances are set up with shims which wear out; with excessive wear, damage can occur. Physical damage to the crown wheel and pinion or crown wheel carrier does not tend to occur if a unit is rebuilt before old age sets in.

3. 3.63:1 Spitfire 1500. Parts for these diffs are readily available. However, they do cost money, hence physical damage to the casing, crown wheel and pinion or crown wheel carrier could be liable to surcharge.

4. 4.27:1 GT6 non-overdrive. This particular ratio does give certain problems, the principal one being that the crown wheel carrier is exclusive to this particular ratio and prone to flying apart with no warning (even sometimes in rebuilt units). New crown wheel carriers cost £85 and in addition to this, good secondhand parts are difficult to find and are sought after by many. Hence a large surcharge is often applicable for destroyed units. The only way to ensure no trouble with a 3.27:1 diff is to use new parts. This does mean they are readily available if somewhat expensive.

Please Note: Other suppliers of parts may not agree with the above points. They are written from my personal experiences and are accurate at the time of writing.

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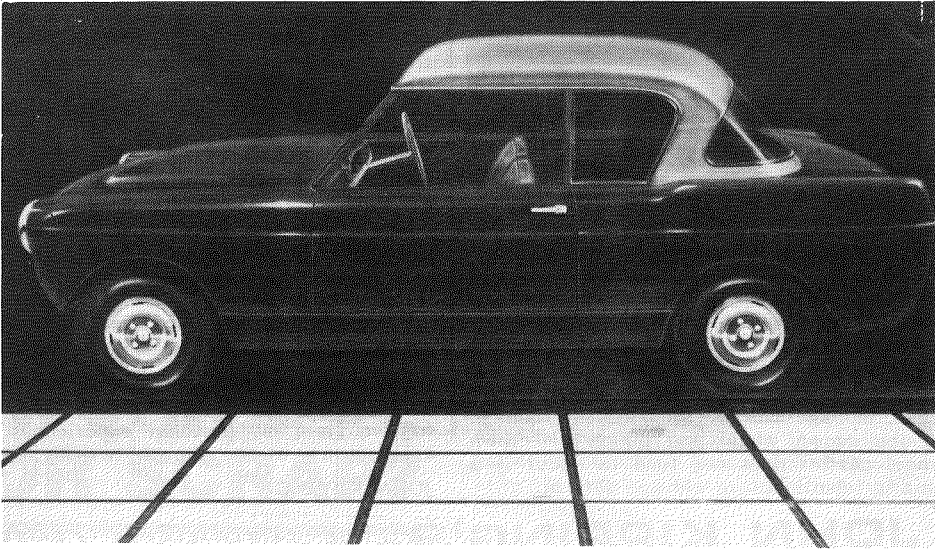
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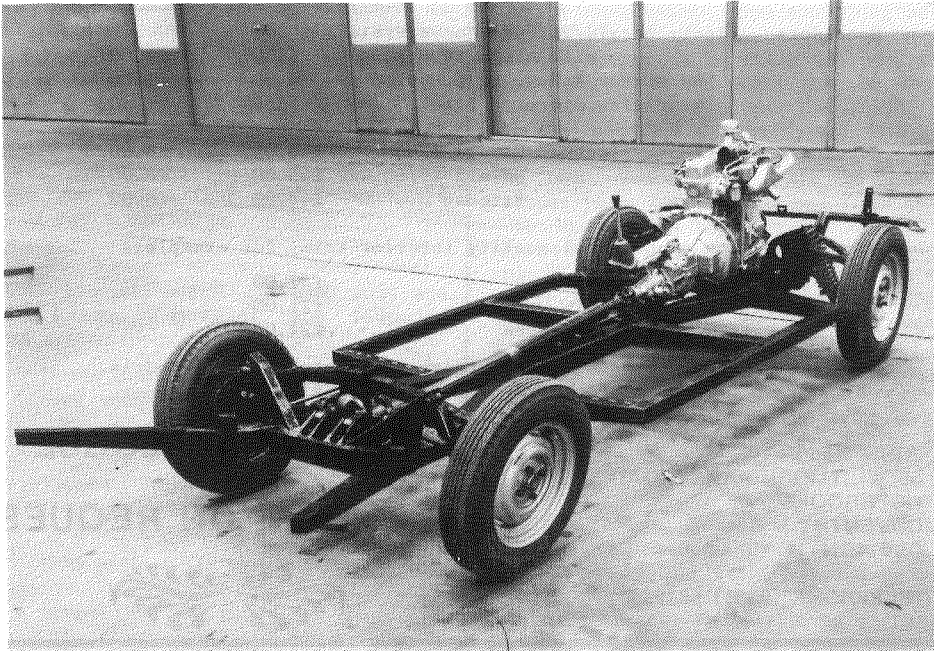


THE BEGINNING!

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ZOBO



On the left hand side you can see the first Club car! Well, in concept anyway, code named 'ZOBO'. This was the Standard-Triumph effort before the Italian Designer, Giovanni Michelotti got to work on it in the summer of 1957. By the end of the year, he had totally re-designed it, as you will see in the photograph below of the car later to be known as the Triumph Herald.

The name 'Herald' originated from Alick Dick, the Managing Director of Standard-Triumph, as it was what he had called his boat!

It was a good job Michelotti got his hands on ZOBO or we may all have been a part of the Metropolitan Club!



MICHELOTTI'S HERALD

Original photographs loaned courtesy of
HARRY WEBSTER
Chief STANDARD TRIUMPH Designer

PEN TO PAPER

LETTER FROM P MAISEY -

CREWE, CHESHIRE:

Whilst driving in Wales I can across a wall sign that might be of interest to fellow Club members.

The sign I saw was an old three part, neon, Standard Triumph logo in blue and white, measuring approximately six foot from end to end. It appeared to be in reasonable condition but I am not sure if it actually worked.

If anyone is interested in taking a look at this garage sign, please contact me on Crewe 67055, as I don't know if the proprietor would be willing to sell it, although it may well be worth approaching him.

LETTER FROM K A WAYT -

CHELMSLEY WOOD, BIRMINGHAM:

Unofficial Motor Salesmen

I would like to share with fellow members a couple of incidents in which I have been involved when buying a second-hand car privately.

The first was as anaive 17 year old, who had just passed his driving test and was eager for anything to drive, so long as it was cheap and had got four wheels. So when an advert for a 'Ford Capri, £200' appeared, it was swiftly followed up. It turned out to be an 'H' reg. 2000 GT and, of course, I jumped at it.

It did not seem to me the slightest bit suspicious that the guy selling the car was not the registered owner, or that he was selling it for his brother, or that he was reluctant to let me test drive it. Needless to say, within a week the bottom end of the engine had fallen to pieces, resulting in a very dejected and suddenly very wary 17 year old.

The Capri lasted six months in its sick state, which allowed me to save the money to indulge in a lifetime dream, the purchase of a Triumph Spitfire.

I again answered an advert. in the local paper, for an 'L' reg. MKIV for £550. It seemed a fair price, so I 'phon-

ed. The guy at the other end said he hadn't got the car, his 'mechanic friend' was putting a new clutch in it, so he said I would have to wait until the weekend.

On the Friday, I 'phoned to confirm the arrangements for the following day only to have the 'phone answered by the vendors young son, who let it slip that his daddy hadn't got a sports car, but was selling one for his friend. Instantly, my suspicions were aroused and we confirmed on the Saturday.

The car was a right wreck, and after waiting for the guy to collect it from the mechanics, being told how rare Spitfires were and about how he had to sell the car because he had to go to Majorca on business. I decided their was no way I was going to buy it. To conclude then, a suspect salesman:-

- Always has a reason to want a quick sale.
- Is always selling the car for someone else (to cover discrepancies in registration document addresses).
- Is always selling a defective car that he has bought cheap and is trying to make a profit on.

I hope these observations are of some use to others as I would hate them to be ripped off as I have been.

By the way, this practice is highly illegal but, for some reason, the police have trouble making charges stick on these people.

LETTER FROM CHRIS BULLEN -

CASTLE BROMWICH, BIRMINGHAM:

I am in the middle of building a new engine for my Vitesse MKII, the spec. of which is this:

Engine 2.5 PI MKII
20 thou outer bore
Balanced crank etc.
Hepolite Pistons
Gas-flowed Head
Standard Vit. exhaust manifold
Peco straight through box

I intend to run this engine on HS6 1 1/2 SU carbs and was wondering if anyone out there could help me with needle and jet sizes and spring colours for this set-up. So, if your engine is anything like mine I would be grateful for any advise you can give me. Either write to the address

below or 'phone me on 021-748 6663 (reverse charge if you like) Once the engine is run-in (15,000 miles), I can have it rolling road tuned.

We have recently received the following letter from Mr David Herriman, Treasurer of the Triumph Spitfire Club of Holland. Perhaps event isers might bear his comments in mind when making preparations for future events, as it would be a shame to see even less of our foreign members.

"I read with interest the Events Calendar in the January Courier, and would like to comment on the question mark next to the Club Concours.

This is the third year running that I have been waiting to find out the date and place of this event, so as to be able to organise a trip from our Club. As our Club only has a bi-monthly magazine (as do a lot of smaller clubs) the February edition will be at the printers as you read this. Assuming the National Concours is in May, details in our April magazine will be too late for most people and certainly too late for any decent organising on the part of our Club.

Whilst all our members who took part at in the National Concours for the last two years enjoyed the event itself enormously, (30 people in 1983 and 35 in 1984) the washing/toilet facilities left a lot to be desired. We have, therefore, decided not to participate as a Club this year and are offering our members a trip to France instead (the dates and place of this event were known in November).

I am personally a TSSC member and I have been approached by other TSSC members both in Holland and Germany, regarding the TSSC National Concours. I am sure it would be appreciated by members at home and abroad if the date for this event was published a lot earlier and a place chosen befitting such a fabulous Club."

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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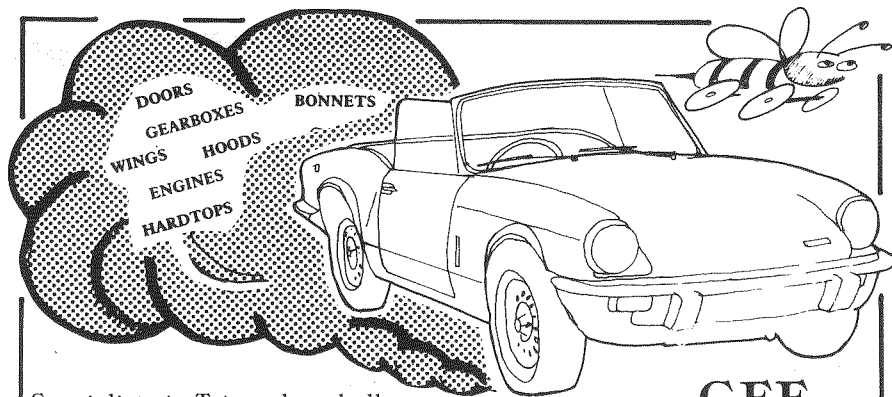
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DECARBONISING YOUR ENGINE

PART 1

Dismantling and Preparation

Metals which are subjected to high temperatures, as in a car engine, tend to stabilise themselves during their early life, especially when mechanical stresses are also applied. The valves in a modern engine reach very high running temperatures, and the exhaust valves in particular sometimes reach a dull red heat under arduous conditions.

It is for this reason that it is recommended that the cylinder head be removed for valve grinding early in the life of the engine. The valves will by then have had time to 'settle' and the work of ensuring a good seating will be rewarded by many thousands of miles of trouble-free motoring.

In the later life of the engine, when the build-up of carbon becomes excessive, (usually indicated by 'pinking', running-on or overheating) or when lack of compression indicates faulty valve seatings, it will again be necessary to decarbonise the engine and grind the valves.

TOOLS AND MATERIALS

Due to the accessibility of the Herald engine, there is no doubt that many owners may wish to carry out this operation themselves. Before getting down to work what tools and materials should we have available? Basic requirements will be:-

A decarbonising gasket set.

A tin of grinding paste. This is usually sold with two compartments in the tin - one for fine and one for coarse paste.

A valve grinding tool, consisting of a rubber suction cup with a wood handle.

A valve spring compressor (if you have an engine fitted with twin carburettors).

A set of feeler gauges, or at least a strip of 0.010" thick feeler material.

A tube of non-hardening jointing compound.

Spanners and a screwdriver. For most work on the car sets of open-ended, ring, and socket spanners in sizes ranging from 3/8" AF to 7/8" AF will be found to be adequate.

TWO GOLDEN RULES

There are two golden rules to remember while decarbonising an engine.

1. Cleanliness: it is vital that abrasive dirt does not find its way into the inside of the engine - so when dismantling do not put parts straight onto the garage concrete floor.

2. Do not use abrasives for cleaning - emery cloth must be as scarce as 'pubs' on the M1 whilst you are doing this job.

Now drain the cooling system, remembering of course to open both drain taps - one on the right-hand side of the cylinder block and the other in the radiator bottom tank. Save the coolant if it contains anti-freeze.

Electrical short circuits can be both disastrous and dangerous so detach the negative cable from the battery post.

Remove the distributor leads from the sparking plugs. It is a good plan to mark each lead so that confusion may be avoided when replacing them later.

All water-hose connections to the cylinder head must be detached, and the carburettor air cleaner must be removed.

Disconnect all carburettor cable controls and the fuel and vacuum pipes. These pipes should also be disconnected at their other end, and removed completely.

The exhaust pipe must, of course, be detached from the manifold, but in order to allow it to be pushed downwards, clear of the studs, the bolt securing the pipe to the clutch bell housing should be removed.

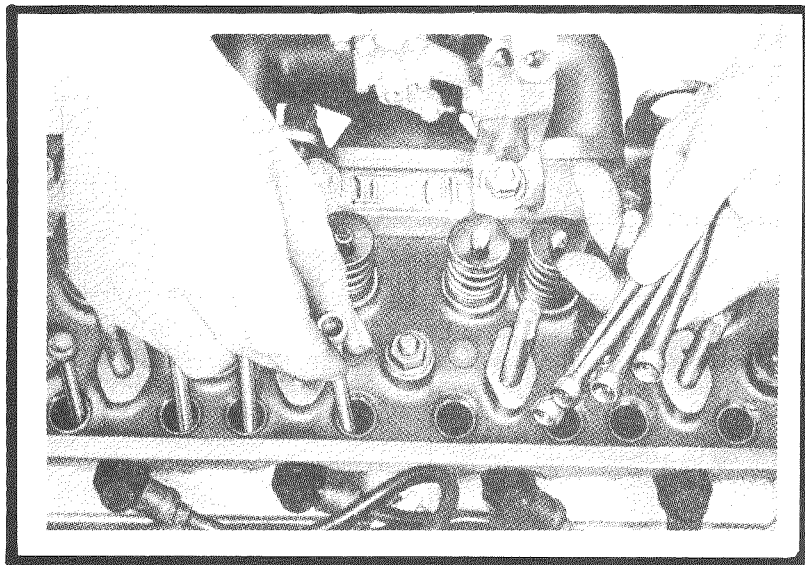
The fan belt can be removed by slackening the dynamo pivot bolts and the adjusting nut. The adjusting link should be released by removing its attachment bolt from the water pump. Push the

dynamo towards the engine, and this will allow the withdrawal of the fan belt.

Where it is fitted, the cable from the thermostat to the temperature transmitter can be pulled clear.

Remove the rocker cover, and then the rocker shaft and pedestals. Slacken the nuts which secure these pedestals evenly, turning each one a little at a time. This is to avoid undue strain on the shaft, which may be subjected to uneven upwards pressure from the valve springs.

When withdrawing the push rods, shake each one before pulling it upwards in order to avoid dislodging the tappets. It is also beneficial to lay out the push rods so that they may be replaced later in their original order.



When withdrawing the pushrods, Shake each one before pulling it upwards, to avoid dislodging the cam followers.

Now unscrew the cylinder head nuts (starting at the outer nuts and working inwards) and carefully lift the cylinder head, complete with manifolds clear of the cylinder block. Finally, detach the manifolds from the cylinder head.

At this stage it is sometimes found that one has collected a heap of assorted nuts, bolts and washers. Although it will take a little more time, it is a good idea to screw each nut a few turns on to its respective stud, and each bolt into its thread as the dismantling proceeds. This can save the embarrassment of searching to find where a nut or bolt fits when reassembling.

Remembering what has already been said about cleanliness, it will be appreciated that it is important to prevent loose particles of hard carbon from finding their way into the engine. So use pieces of rag to plug the tappet chambers, water holes in the cylinder block, and the oil hole at the rear of the block which feeds the rocker shaft assembly.

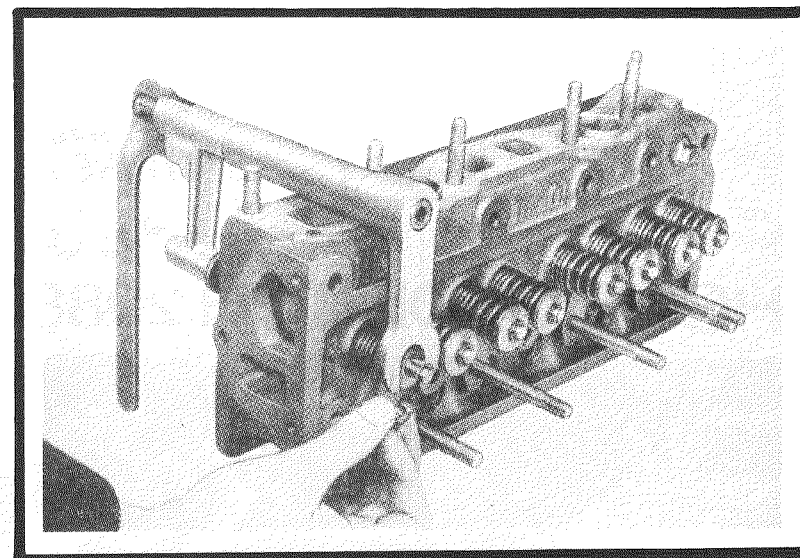
CYLINDER HEAD AND VALVES

Now we can turn our attention to the cylinder head and its valves. A valve spring compressor is not necessary for removing the valve springs from a single carburettor engine. With thumb and index finger of the left hand pressing against the valve head, release the valve spring by pressing inwards with the right hand against the spring retaining collar, at the same time moving the collar sideways to allow the offset hole to slide up the valve

stem. The valve, spring and collar may then be withdrawn. It is important that the valves should be suitably marked so that they can be refitted to their original seats during re-assembly. A sharp, pointed tool is recommended for marking, but in any case do not use a centre punch on the valve heads as this may distort the valves.

A valve spring compressor is recommended in the case of the twin carburettor engine. The valve springs should be compressed sufficiently to permit withdrawal of the split cone collets used on this type of engine, and then once again the valve springs, and locating collar may be withdrawn.

Reproduced courtesy of the Standard-Triumph Review, Number 11, Vol. 23, 1961



A valve spring compressor used to release the split cone collets.

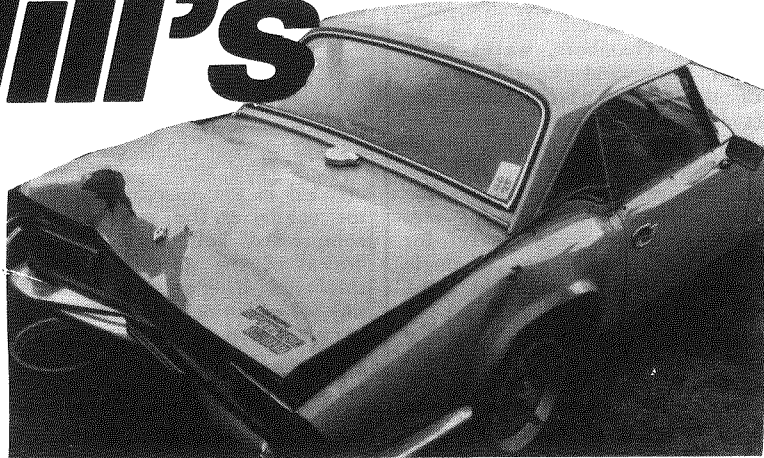
PART 2 ...

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TECHICAL HELP

CARBURETTOR CONVERSION:

Q. I own a Vitesse 2L MK1, which I fitted with 1½" SUs from a Dolomite Sprint. The flange adaptors and linkage I made myself, and to benefit the gain in intake area, I have also bored out the manifold to 1½".

The problems started when I fitted the carbs. and I was very disappointed to experience a slight power loss compared to the standard set-up, when I was expecting a substantial increase equal to that boasted by S.A.H. for 1½" Strombergs. The carbs have been completely stripped and carefully set up, running with B + G wire element pancakes. The mixture looks OK, but I am obviously using the wrong needles for this engine. The question is, which needles do I need? The cones in the Sprint carbs were B.B.T.s. Please can anyone help advise me, bearing in mind the very non-restrictive filters I am matching them to.

A. I cannot suggest which needles you should use with the Sprint carbs as this information only becomes available when someone has tried the conversion and got it right. To date no-one has. The only solution I can suggest is to try different needle grades by trial and error on a rolling road to find the most efficient set-up.

However, the MK1 head is not suitable for increased carburation without improvements in valve size and timing and modifications to head ports and exhaust system. I am afraid you are unlikely to find any power increase that will justify the increased fuel consumption.

MORE FAILURES:

Q. As a new member to the Club, I have been interested to read of other people's technical disasters. I enclose three of my own and hope I can exchange these for some suspension guidance.

Disaster 1: A bright, sunny morning in a 1966 MK1 Vitesse Saloon. A bit of a bang from the rear end going over a pot-hole. No amount of wheel waggling after a stop to check, will produce any hint of a disaster. Continue driving in a carefree manner. Two miles later on the downhill approach to a roundabout, as the brakes are touched, a much bigger bang from the rear end and suddenly no brakes. After negotiating the verge and coming to a gentle halt, having made an unplanned left turn, it turns out that the rear, nearside trunnion bolt sheared causing the half-shaft to move to the top of the vertical link, whilst the link took out the brakes. A poor start to the day! I reckon the first 'bang' was one end bolt shearing in the trunnion.

Disaster 2: Less exciting but the same car. Park Lane on a wet, Sunday night. Pulling away from the traffic lights - clunk, no drive. The inner half-shaft had sheared inside the differential. I have never heard of that happening to anyone else.

Disaster 3: Triumph GT6 MKIII. Whilst making the final right turn after a fast trip cross-country on another wet, Sunday night, - 'dunk, bang' and I have no near-side front suspension. The vertical link had fractured at the thread which screws into the trunnion. On inspection the thread was broken up in several places, which looked like poor lubrication. I am still convinced that I had been following the recommended lubrication plan as laid down in the Haynes Workshop Manual. I am tempted to substitute grease for the gear oil. Any suggestions?

I am still the proud owner of the GT6 MKIII, which I am in the process of renovating to the state of a reliable road car, that is fun to drive, but does not have to worry about competition work. My car is one of the later MKIII's in that it has gone back to the older style suspension without the lower rear wishbone.

I suspect that all the suspension, front and rear, is original and, therefore, the ride was rather less than perfect when last on the road two years ago (before I was abroad).

I would be interested to hear your recommendations as to what I should replace my ageing components with. I accept that the front struts should be

PANELS GALORE!

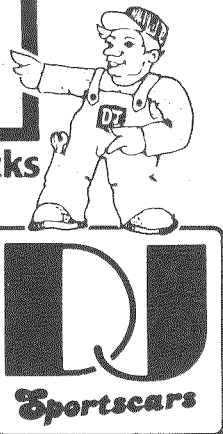
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renewed completely but what do you suggest about the rear leaf spring, as the permanent negative camber on the rear wheels is beginning to look ridiculous! Any suggestions to traders would also be appreciated.

A. Firstly, in 'Disaster 3', you mention the possibility of substituting grease for gear oil in the front trunnions. Grease should never be used in trunnions as the forces exerted on the trunnion screw are similar to those in the gearbox or diff., i.e. very high. The lubricant has to 'separate' the components to prevent excessive wear, and grease, being so compressible, is simply squeezed out. Therefore, a high viscosity, or if you like, less compressible gear oil is essential. Regarding 'Disasters 1 and 3', these are faults which should have been found during the MOT, well before they reached this stage. I would suggest you change to a more proficient MOT station and have some value for your £10.00 fee.

On the subject of your GT6 suspension any GT6 with original suspension must be ready for renewal of all rubber and nylon bushes to start with (assuming average mileage). As you are renewing the front springs and dampers, the opportunity could

be taken to fit Spax adjustable dampers all round, which are an improvement on the original set-up. John Kipping's Enthusiasts Centre of Coventry may be able to supply you with a leaf spring, alternatively, J McKinnes of Portsmouth have been recommended for re-conditioning springs.

EDDIE EVANS

HANDBRAKE RELEASE SPRINGS

I have found this problem to some extent on virtually every Herald I've worked on. The handbrake pull-off springs wear through the tab on the brake back-plate. One solution is to drill another hole further back in the tab. Another is to put a small nut and bolt through the hole and clamp the spring. My method involves lining the existing hole with a pop-rivet. If the spring has cut right through the tab, knock the ends together with a hammer; secure a pop-rivet in the hole, 5/32" (4mm) seems to be the best size. Now, with a bit of jiggling, the spring goes through the hole; the bottom of the rivet may need filing to allow for the curve of the spring. Repair complete. Incidentally, the pull-off springs are still available from Unipart, part no. 131806.

TREVOR COLLETT

NATIONWIDE

AVON AREA NEWS -

SUE LIPPIATT REPORTS:

Ladies and gentlemen, lads and lasses or, as our hosts for the evening at Caldicot Castle would have it, M'lords and M'ladies, I hope you are all enjoying this rather cold and white start to 1985. I know we are; gritting waggons, road salt, the lot!

Caldicot Castle was attended by some of our members, who have related to me some very interesting things, which I've no doubt will amuse you, as they did me. What began as a very refined meal with bibs to wear, fingers and plastic daggers to eat with and Medieval harp music to listen to, seems to have ended up in messy frocks, mucho mead and rousing renditions of 'Nellie the Elephant', accompanied by the harpist! I have it on good authority, however, that the evening was a very enjoyable one, with a very clever suit of armour worn by one member, created out of Triumph parts, such as hub-caps for breast plate, steering wheel as a shield, differential nut covers on his shoulders and a Herald headlamp shell as a helmet. It was well remembered even on the following morning when the effects of the mead really began to show - eh June?

We are in the throws of organising the stand at the Bristol Classic Car Show (see What's On Next) on 23rd and 24th March. Any ideas you have will be welcomed. Failing that, the best thing you can do is to come along and visit the stand with the family and enjoy the rest of the show while you are there!

Meetings **February 4th** (first meeting at our new venue), **March 4th** and **April 1st** at **The Travellers Rest, Patchway at 8pm.** **February 20th**, **March 20th** and **April 17th** at **The Talbot, Keynsham at 8pm.**

AYLESBURY VALE AREA NEWS -

W GREGORY REPORTS:

I do not have much to report for the November and December meetings. There were only a handful who turned up. I hope that attendancies increase in the New Year.

Februarys meeting will not be held at The Cowroast as the pub will be closed for the month. The venue is yet to be arranged

so please contact me for the February Venue: 23 New Street, Cheddington, Leighton Buzzard, Beds LU7 ORL.

DEVON AREA NEWS -

GARETH BEECHING REPORTS:

The Christmas Buffet held at Totnes on 16th December was quite a success with about 25 people attending. In fact, attendancies have improved at Totnes in recent months and it has, therefore, been decided to continue with this venue, especially as the Landlord of The Dartmouth Inn has made no further mention of charging us for the room! Meetings here will continue to be on the last Sunday in each month.

However, we do intend changing our other venue at Kennford from February as a result of the Landlord's lack of hospitality to a visiting member's family. The new venue is The Ley Arms at Kenn, which is only three-quarters of a mile from The Seven Stars. To find the new meeting place, follow the road from The Seven Stars up through the village of Kennford. Proceed past the Shell petrol station (Kennford Services) and turn left after 100 yards where the signpost points to Kenn. Proceed for half a mile until to reach the village of Kenn. The Ley Arms is on the right-hand side, has a large car park, can accommodate children and does some very nice food. Please note these diary dates:

Sunday 10th February - meeting at The Ley Arms, Kenn.

Sunday 24th February - meeting at The Dartmouth Inn, Totnes.

ESSEX AREA NEWS -

PAUL HARRIS REPORTS:

A belated Happy New Year to you all. A very successful Fancy Dress completed the 1984 calendar of events. As I announced, Barry Thurgood is standing down as A.O. and I will be taking over the post.

Only about 20% of Area members are active at the moment so we'll be introducing some new events to tempt you from your slumber. You should shortly receive a letter on our plan for '85. On a lighter note, I've received a letter from a Miss Peabody of TR Register fame, asking me to enlighten you all on her recent exposure but after studying the enclosed photo I thought it best to spare you the details unless, of course, you are interested?

GATWICK AREA NEWS -

NICK WYKEMAN REPORTS:

Eight people turned up at our last meeting and there was quite a range of cars, with two Spitfire MKIIIs, one Spitfire MKIV, one Herald 948, one GT6 MKIII and a Bond Equipe. Half of those who turned up were new members so I hope we can encourage more to come to our meetings. At the moment we don't have an A.O. since Kevin Finch is unable to come to the meeting due to his night-shift work. We have been unable to decide on a successor since I am away at Bristol for half the year and most of the other members are new or too busy to take over. So, for the moment, we will continue in a sort of co-operative way - although, since we are an unofficial Area with no Area Organiser, we are unable to be included in the back page of The Courier. However, for your information our meeting details are as follows: **The Black Horse, Hookwood, Surrey on the third Monday each month.**

N. HERTS/S. BEDS AREA NEWS -

STEVE BEDFORD REPORTS:

Although The Courier had not arrived in time to confirm our new venue at Whitwell, there were 20 members at the meeting on 9th January. This is not bad considering the atrocious weather with the snow still making driving dangerous, and with freezing fog as well in the evening.

To cries of fix etc. Jonty Wild won the first prize for the quiz, which was a set of UNF taps and Dave Sands came a close second. Congratulations also to our first lady winner, Ruth Martin. Fortunately, their prizes were Halford Vouchers and not Motorist Discount Centre vouchers! Welcome to our new members, Janet Collings and Trevor Woolley - I hope you enjoyed yourselves. Many thanks to Alan Bishop from Team Napspeed for providing the slides.

Please remember that our meeting at Whitwell (The Eagle and Child) will now be the first Wednesday in the month and that our meeting at Henlow (The Bird In Hand) is being put back to the third Tuesday in the month.

Due to the Christmas post, I did not receive all the information for our Area Calendar and was, therefore, unable to publish this as promised in last months

Courier. It will now be attached to our local newsletter. Have you heard of an electric Bond or Herald? No? Well come to our meeting and all will be revealed.

W. KENT/E. SURREY AREA NEWS -

RICHARD AND SUE FRANCIS REPORT:

Firstly, we must apologise to those members who bought tickets for our Christmas Party and turned up on 14th, only to find that it had been brought forward to 7th, owing to a double booking. Full refunds will be made to those concerned, plus (if they still trust us) free admission to next years party.

Shortly after our otherwise successful party, a group of 21 Area members gathered at our regular venue of The Grass-hopper Inn, Westerham, for a Christmas meal and disco, which proved well worth the money, lasting until 2.00am. This was enjoyed by everyone (one person even took the trouble to thank us).

We would like to wish all our Area members a Happy New Year and we look forward to seeing you throughout 1985. If anyone has any suggestions for events or anything that they would like to organise, please let us know. Meetings in February will be the 5th and 19th.

LEICESTER AREA NEWS -

TONY MEE REPORTS:

The evening and Sunday meets were poorly attended over the Christmas period, probably due to over indulgence in festive spirit! Anyway, I hope to see the meetings better attended in 1985, as there are a lot of events in the pipeline. The first of these is a skittles match against the TR Owners Club, organised by Royd Eley. It will be held on Friday, February 22nd at The Field Head (Coach & Horses), Markfield. The cost will be £2.50 per head, including food. Contact Royd or myself for tickets. I would like to thank Mick Maidment for all his hard work as Area Organiser in 1984.

Please note: as from March the Sunday lunchtime meeting will be held at The Gate Hangs Well at Syston; 12.30 pm onwards, on Sunday 10th March. From then on, the second Sunday will be the regular lunchtime meet. This has been done for the benefit of the North Leicesters members, so let's see you there.

Triumph Hospital

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NORTHANTS AREA NEWS -

IAN MCKEGGIE REPORTS:

As you will have read earlier in this Courier, MOTOR 100 plans are all but finalised. Anybody still wishing to help, please contact me now, with special regard to the week prior to the event.

The Christmas night out was an absolute hoot, with the coach playing a very important role. Val led the Congar straight into the gents loo - apologies to whoever it was in there! CU at the next meeting.

CITY & EAST LONDON AREA NEWS -

IAN ATKINSON REPORTS:

Our Area consists of approximately 15 people, which isn't bad considering the length of time that we have been in operation. I must apologise to all my fellow members for missing the Christmas dinner on 15th December, but I was a little room-bound. I hope all went well. I am still waiting for a few more people to show interest in the Limehouse Studio

show visit, so let's hear from you, eh! As a new Area, it has been decided to have various 'scribes' for the reports, so as to get some varied view-points. Would other A.O.s please contact me with a view to combining activities, thus giving our own Area a boost and ideas of what is required.

Since my GT6 blew up on the M1 recently, I am appealing to members out there who may have a secondhand engine for it.

PETERBOROUGH AREA NEWS -

SHARON ESPIN REPORTS:

There seems to be some confusion on the day we meet, so please note that it is the **2nd Monday at The Botolph Arms, Peterborough, 8pm.**

Forthcoming Events:

Monday 11th February - monthly meeting plus Photo Competition.

Sunday 17th February - Ice Skating with the Cambs. Area.

RIBBLE AREA NEWS -

BILL COULSHED REPORTS:

Just by chance, while looking in a local scrappy for a new bootlid for a Triumph 2000, I found the front and rear suspension (and a barely recognisable bonnet) from a MKII Vitesse. I was very surprised to find any Vitesse bits round here, let alone MKII. If you're interested, see me at next month's meeting, or ring me up for details. I can't guarantee there'll be any of it left, though. Can I Chris?!

RUGBY AREA NEWS -

ANDY JONES REPORTS:

We still have a good attendance at the very informal meetings at Clay Cotton and we can now look forward to Spring. The scatter hunt is intended to take place in the Spring (longer days and, hopefully, better weather). Also, are any members interested in a weekend trip to North Wales some time in the Spring? This would be a good use for your club car. If you are interested let me know and we can sort out a Hotel (or campsite if you prefer); the more cars the better for this. Meetings held 2nd Mondays, The Fox & Hounds, Clay Cotton, nr. Rugby.

CENTRAL SOMERSET AREA NEWS -

ROD WARREN REPORTS:

I shall soon be trying to arrange another skirtles match against the MG Owners Club, hopefully to be held sometime in March. For details watch this space. I would be grateful for any suggestions for Spring/Summer events for 1985. If anyone has any recommendations for dates or places please let me know so that they can be organised well in advance.

WEST MIDLANDS AREA NEWS -

TONY AND JANIS SPICER REPORT:

We welcomed about 35 people to the last meeting, the majority being new members - too many to mention by name. What happened to all you regulars?

We've just finished breaking a MKIII Spitfire and have many other parts for all Club cars for sale. Any enquiries to: Ken, tel: (021) 308 5963. Next Meetings: 13th February (evening) and 24th February (lunchtime). Meeting list and map available on request, please send S.A.E. (address on inside front cover).

NORTH WALES AREA NEWS -

PATRICK PALEUR REPORTS:

STOP PRESS We are holding our first quiz on Tuesday 12th February in the Oak Room, Bryn Howell Hotel, Llangollen. Dave Hughes has devoted a great deal of time compiling the questions, so please support us by attending. There will be a nominal entry fee to cover the hire of the room, but the winner gets a prize. This replaces our usual venue - me meet at The Golden Lion next on March 12th.

SOUTH WALES AREA NEWS -

BOB PUGH REPORTS:

Our Christmas Medieval Banquet at Caldicot Castle went very well. It was great to meet up with fellow members and friends from Avon and Gloucester. It was also nice to meet up with Chris and Trudi Squibbs, Bill and Jo Sunderland, who gave us some information on Club activities for 1985. Well done Denise, it was a great do.

SOUTH YORKSHIRE AREA NEWS -

JON WOLLARD REPORTS:

It's all change again. Yes, we're back at The Lumley Arms in Maltby on the 4th Tuesday due to a better offer. We now have the use of the restaurant, free of charge, so I look forward to seeing you all there.

Our Xmas dinner was a success, thanks to all 28 of you who could make it. I hope you all enjoyed it

WEST YORKSHIRE AREA NEWS -

CHARLES HENDERSON REPORTS:

I'd like to wish all our Area members a Happy and 'Triumphant' New Year! Unfortunately, our New Year treasure hunt got postponed due to the late arrival of December's Courier:

Surprisingly the New Years Day meeting was quite well attended with about 20 of us there. We had one new member from Honley join us: he is restoring a MKIV Spitfire and we look forward to seeing it soon. Many belated thanks to Trevor and Anne for organising our Christmas Buffet at The Victoria Hotel in Bradford in December. I think all who attended would agree that it was a success. I only wish as many members would support the other weekend events - where were you all at the Moors Run in December?

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BILL SUNDERLAND - EDITOR

CAR MART

GT6 MKIII, 1972: MOT to Nov. Tidy car, realistically priced at £900. Would consider p/e conv. Herald in need of work. Contact: P McGoldrick, tel: Baldock 894085 - 84/8354.

Vitesse MKII saloon, 1970: one years MOT, taxed. Good condition. Lots of new parts. £600. Contact: M Giddings, tel: Dunstable 68708 - N/A.

Triumph Spitfire MK4, 1974: red, black interior, 61,000 miles approx. MOT Oct. '85. No rust. V.g.c. throughout. £895 o.n.o. Contact: Mr C Baines, tel: Longworth 820357 - 81/2859.

Vitesse 2-litre saloon: excellent condition, super car, only 3 owners, much history, v. sound and reliable, sunroof, recent all new riggers, sills, etc. Waxoyled. £525 o.n.o. Reason for sale - restoring convertible Vit. Contact: Mike Tebbett, tel: Malvern 63315 - 81/2408.

Rebuilt Herald 1200 conv.: red with black hood. V. smart. Tax and MOT Nov. '85. Not expensive as price inc. shed full of spares (e.g. engine, g/box, rad.). Stereo radio/cassette, £100. Contact: S Hardy, tel: Castle Combe 782785 - 84/8349.

Spitfire 1500, 1978: red, hard and soft tops. Body in good condition. Good runner. £1,500 o.n.o. Contact: Mr B Dean, tel: Mossley (698) 2704 after 5pm.

GT6 MKIII: M reg, black, tinted windows, elec., O/D, good battery, tyres. Just taxed, 6 months MOT June '85. Mechanics, chassis, body sound apart from bonnet, which needs replacing or good GRP job. Hence £975 o.n.o. Contact: R Stephenson, tel: Romsley (0562) 710193 - non-member.

Herald 13/60: 'J' reg; 2 owners from new; full service history from new; 61,000 miles only. This well loved car remains in good cond. throughout. Offers around £400. Must be sold. Contact: A J Miller, tel: Bedford (0234) 213074 - non-member.

GT6 MKIII, 1971: Saffron yellow, 43,000 GENUINE MILES. Previously stored for 6 years. Totally original paint, panels, chrome. Excellent interior and exterior. Enthusiast owned from new. £1,800. Contact: M Hughes, tel: Riccall (075 784) 315 - non-member.

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

Spitfire MKIV, 1972: v.g.c.; dark red; soft top tonneau and hood cover; new tyres, clutch etc., etc. Very reliable. Offers over £600. Contact: Dave Neale, tel: SE4 (01) 691 1339 - 84/8568.

Triumph Spitfire 1973: 'L' reg.; Teale Blue; soft top; good cond; MOT July '85; radio/cassette; car alarm. £850. Contact: P Lelong, tel: Donhead (074788) 293 - non-member.

Vitesse convertible MKI: 2,000cc; reg. no. LJK 15; Cherry Red with tan hood; tax and long MOT. V. well maintained car with lots of spares. This is a real eye-catcher and yours for only £1,450 o.n.o. Contact: Phil, tel: Horndean (0705) 592143 - 84/7432

Spitfire 1500: 'S' reg; Waxoyled; Ziebarted; beautiful condition; full history; 2 caring TSSC owners from new; MOT Sept '85. Good 165 x 13s; h/s tops; tonneau. £1,350. Contact: Chris Patmore, tel: Melton Mowbray (0664) 813308 after 6pm - 83/5891.

Spitfire MKIV, 1972: O/D; recent respray; new tyres and exhaust; long tax and MOT; rebuilt g/box; 5½" wheels. Excellent cond. throughout; very original. £585 o.n.o. Contact: Mr Duncan Watts, tel: Bristol (0272) 273316 - 84/7560.

Triumph 13/60 Herald estate: 'J' reg.; Blue/tan interior. Excellent condition. One owner; 69,252 miles. £850. Contact: E Haslam (for Mrs M Lanham), 38, Milton Court, Ickenham, Uxbridge, Middlesex UB10 8ND - non-member.

Vitesse MKII saloon: June 1971; 80,000 miles; Valencia Blue; O/D; sunroof; MOT June; engine runs well and body v. fair. £225. To view (SE3), contact: Nick Dawson, tel: (01) 379 6262 ext. 215 (office) or (01) 582 3599 (home) - non-member.

Herald 13/60 estate: 1971; reliable; taxed end Feb; MOT Sept; 46,000 miles. Plus spare engine, £300. Contact: J Garland tel: Wakefield (0924) 371736 - 83/6512.

FREE! Herald 13/60 estate 1968: MOT 'til Sept. '85; taxed to end of month; solid chassis; Spax ad. all round. Further details from Alan Drew, tel: Luton 503103 (leave name and number) - 77/123.

Herald 1200: Royal Blue; 1965; 66,000 genuine miles. WITH SAME FAMILY FROM NEW. Body/chassis v.g.c.; in daily use; ripe for restoration; full history. 2nd Herald breaking comes free also. £250. Contact: K J Far, tel: Warminster (0985) 212989 - non-member.

GT6 MKII, 1970: Red; O/D; recent engine and body rebuild; 4 new tyres; Tax and MOT; radio/cassette; Weber carbs available; slight tidying only required for lovely, collector's car. £1,100. Contact: J Woolven, tel: Westbury (0373) 826673 eves - non-member.

Vitesse estate 2L 1968: O/D; Valencia Blue extras; long MOT. £375 o.n.o. Also 100s of new and used Vitesse spares inc. sunroof, O/D g/box, towbar, trims, electricals, mechanicals etc. Offers separately or with car. Contact: D Hardingham, tel: Heathfield (E. Sussex) 3835 - non-member.

GT6 MKIII, 1974: O/D; sunroof; radio/cassette; SAH exhaust; excellent mechanics; bodywork requires a little attention; owner for last 6 years. Hence £1,000. Contact: Alan Lake, tel: Milton Keynes (0908) 661616 work or (0908) 564726 home - 81/2979.

Herald with 1600cc Vitesse engine, 1967: v.g.c., requires throttle linkage; red with white hard top; best offer around £350. Reluctant sale due to house purchase. Contact: Mark Mhitham, tel: Sheffield 337272 - 84/8594.

Fiathorpe TX-SS Triumph Based: GT6 chassis, TR6 2.5 Pl. Much work done; needs inside trim to finish. One-off model. Offers in region of £1,200. Contact: A Saunders, tel: Reading (0734) 54546 - 84/8538.

22K WYB, MKI Spitfire 1300: coach green; 6 months Tax; electric fan; 5½" competition wheels; Motalita steering wheel; bucket seats; little welding needed; 2nd gear poor; valuable reg., hence £450 o.n.o. Contact: G Spragon, tel: Lymington 74161 (work) - 83/6684.

Herald 1200: first reg. Apr. '62. History known. V.g.c. with 2 new door panels available for fitting. An excellent runner and a good project for the enthusiast. MOT'd and Taxed; genuine mileage 82,000. £250. Contact: Mr Naylor, tel: Stockport (061 432) 6654 - non-member.

Vitesse MKII convertible: O/D; MOT 6 months; runs well; new rad.; tyres all

good; body tatty; rear trunion and rotomex broken. £125 o.n.o. Contact: Mr D Moody, tel: Northampton (0604) 810095 - 82/4054.

GT6 MKIII, 1972: 'L' reg; MOT Aug. '85; new battery and exhaust; been in hibernation since July '82; generally in good cond; colour white with light blue interior. Contact: John, tel: Penkridge (078 571) 5143

Vitesse convertible 2L MKI: 6 months MOT; new hood; bonnet needs attention; rest of car is fair. £200. Contact: Simon Clatworthy, tel: Loughborough (0509) 216989 - N/A.

1964 Herald coupe: 42,000 miles; Wedgewood; one owner from new; much admired; beautiful appearance but bodywork requires some attention. £1,500. Contact: H Towers, tel: Southport (0704) 28643 - N/A.

GT6 MKIII: 'I' reg; white; taxed and tested; new tyres; full towing equipment; front and rear fog lights; inertia seat belts; v.g.c.; Waxoyled. £1,300 o.n.o. Contact: J Douthwaite, tel: Sheffield (0742) 875216 - 83/5853.

MKIV Spitfire, 1972: MOT August; hardtop; O/D; rollbar; recent hood, exhaust, radiator £495 o.n.o. Contact: A Stook, tel: Uxbridge 32888 - 84/7355.

1969 2L Bond Equipe: needs full renovation, consider breaking. £99 o.n.o. Contact: G S Brookes, tel: Salford (061 792) 2863 - non-member.

GT6 MKIII, 1973: rear end accident damage. Good bonnet, mechanics and tyres. Best offer over £200 secures. Also limited number of GT6 spares. No time wasters. Contact: John, tel: Mansfield (0623) 21351 eves - non-member.

1971 GT6 MKIII: Damson exterior, tan interior; owned for 11 years; all MOTs; current MOT August; Workshop/Parts Manuals included; alloy and original wheels; rear seat. £2,300. MKIII Spitfire P/E possible (max. allowance £300). Contact: I Myers, tel: Redruth 215655 - 84/838.

Triumph GT6 MKI, 1967: MOT; radio cassette; totally original and in excellent cond. £900 o.n.o. Contact: Stewart, tel: Hayes (01) 841 5035 - 83/6926.

Herald 13/60 saloon: 'J' reg; MOT until August; 3 months tax; dark green with gold trim; v.g. all round cond. Please phone for further details. £695. Contact: D Gregory, tel: E10 (01) 556 8077 - N/A.

C Reg Vitesse (body)/Herald (engine): MOT until June. £375 negotiable. Many spares inc. g/box. Contact: C Alcock, tel: Coventry (0203) 79532 - non-member.

Vitesse convertible MKII: superb cond. throughout; taxed and tested; many new parts fitted including carbs, plus masses of new and used spares. £1,000 o.n.o. Contact: C Marshall, tel: Cwmbran 60148 - 84/7566.

Herald saloon 13/60: 1968; white with black interior; good cond; long MOT; used regularly. £195 o.n.o. Contact: Graham Hutchinson, tel: Tillicoultry (0259) 51079 or Alloa (0259) 214556 - 82/4481.

1968 Vitesse 2-litre saloon: MOT'd and taxed; clutch in need of repair; including some spares. Any reasonable offer accepted. Write or call: K Hodgkinson, Flat 1, above Briggs and Co., High Street, Amesbury, Wilts - 83/6667.

Triumph GT6 MKIII: 36,000 miles; a quite outstanding example in superb, original cond. MOT certs inc. first ones confirm mileage. Alloy wheels. £2,500 no offers. Genuine purchasers only, please. Contact: Mr D Rich, tel: Apperley (045 278) 463 - non-member.

CARS WANTED

HERALD 13/60 CONVERTIBLE in excellent condition. No rust and mech. sound. Vitesse MKII also considered. Will travel. Please contact Trevor Howe, tel: Sittingbourne (0795) 24444 ext. 217 between 9am and 6pm - 84/9514.

VITESSE CONVERTIBLE: good condition preferred but some work not objected to. Cash waiting. Contact: David Shepherd, tel: Leicester (0533) 392562 - 81/02095.

VITESSE MKII CONVERTIBLE: and - SALOON in very good condition. Cash for genuine original cars (my low mileage 13/60 convertible and 1200 saloon will then be sold). Contact: Roger Rosewarne, tel: Exeter 57321 (office) - 82/4220.

PARTS FOR SALE

SPITFIRE IV BREAKING: excellent chassis, £75; gearbox, £35; diff, £35; halfshafts, hubs etc., £20; doors, excellent con, no rust, £45; black reclining seats, £70 mint. B.L. steel hardtop. Many more parts. Contact: D Sharp, tel: SE3 (01) 534 1981 - 82/5004.

PARTS MART

Herald 1200 fibreglass bonnet, brand new, unpainted - bought in error. Sensible offers please. Could organise transport in Leeds/Bradford area. Contact: Terry Carter, tel: Guiseley (0943) 76964 eves. - 84/9438.

Hardtop for Spitfire MKIII; fastback, yellow, top quality, lining inside, £35 o.n.o. Also secondhand Spitfire MKIII Radiator in good condition, £5. Also secondhand Sony radio/cassette with no speakers, £10. Contact: Andy Hamilton, tel: Princes Risborough (08444) 625 - 81/2421.

1963 Vitesse - completely dismantled: rotten chassis but otherwise good cond. Pref. sell complete but will sell separately. Contact: Mr Gunn, tel: Burgess Hill 42094 - non-member.

GT6 MKIII broken for spares. Many parts still available. Must clear. Reasonable prices. Contact: Mike Long, tel: Fleet (02514) 5377 - 78/00394.

SPITFIRE 1500/MK4 parts. NO RUST both doors, minor damage, £30 ea. Bonnet, NO RUST, damaged but one half fine, £25. Contact: S E Russell, tel: NW9 (01) 205 6397 - 82/4538.

HERALD ESTATE 13/60 for spares: many parts inc. engine and g/box complete, only £20. Also full set of estate wheels. All parts for sale but will consider swap. Contact: Felix, tel: Fife (0383) 414897 - 82/4812.

VITESSE: breaking MKI 2L conv., also MKII conv. interior trim, black. HERALD 1200: some assorted parts, front overrider etc. Contact: Andrew Peel, tel: (0642) 825272 - 79/0843.

Parts for MKI Spit: excellent b/lid; near-side door; h/top; windscreen plus bonnets for MKIII Spit. and Vit.; also h/top and b/lid for Vit. Plus many other parts - all at good prices. Contact: Keith, tel: Midhurst 2467 after 6.30 pm - non-member.

SPITBITS: MKI and II glass, bonnet and rear wings; MKIII g/boxes, seats, rads, chassis, body tub (tatty), steel bonnet, petrol tanks, h/tops, transmissions, engine, MKIV; MKII hood frame, wheels, plus 3 5½" wheels. Contact: Bob, tel: Banbury (0295) 710245 eves - 83/5725.

SPITFIRES, SPITFIRES - always breaking MKIVs. All parts available off-the-shelf. MKIVs always wanted in any condition. Contact: 'SPIT-BITS', tel: Reading (0734) 884371 - non-member.

VITESSE 2L MKI saloon written off due to O/S damage. V.g. bonnet; excellent engine; O/D gearbox; diff only done 25,000 miles. New rear suspension parts and loads of other parts. £200 the lot. Contact: Mr B Meigh, tel: Andover 54661 - 80/1522.

New Parts: pair of rear shockers (Spit.), £15; 3:89.1 diff, £60; chassis side-rails pair Her/Vit, £6; clutch master cyl., £10; door handle n/s Her/Vit, £5; pair overriders front (GT6 MKII/Spit MKIII), £10; US bonnet side flashers, £10 pair. Contact: Trevor, tel: Measham 70124 - 83/6348.

Spit MKIII engine, rebuilt 8,000 miles ago, costing £225 (receipts available). All ancillaries included, £80 o.n.o. MKIV Spit. g/box, 2,500 miles since recon., £50 o.n.o. Also many other parts from a crash damaged MKIII. 2.5 PI engine, complete recon. 10,000 miles ago - head off for inspection, £100 o.n.o. Complete fuel injection system to fit 6-cyl. Club car, £45 o.n.o. Twin 1½" SU carbs on manifold, £20 o.n.o. Contact: Duncan Watts, tel: Bristol (0272) 273316 - 84/7560.

Spitfire MKIII hard top: signal red, £50 o.n.o. Hood and frame, £30 o.n.o. Contact: Mark Hamper, tel: Worthing (0903) 34106 - non-member.

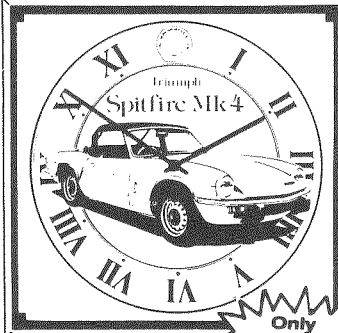
SPITFIRE 1500 soft top with frame, £65. Tan hood cover, £10; tonneau cover, £15. Contact: Ron Butler, tel: Leicester 403426 - 84/8430.

Triumph Vitesse f/glass bonnet: brand new, uncut. Steal it away for £70. Contact: Dave Clark, tel: Marlow 2800 - 84/9608.

Herald 13/60 bonnet: sound cond. with no rust, £60. Contact: J Garland, tel: Wakefield (0924) 371736 - 83/6512.

Vit MKII engine block, £40; new, unused sender unit Vit 1600, £25; new, unused Courier tyre for Herald 145 x 13, £14; B.L. recon. g/box for 2L Vit, never used, bargain at £100; pair new lower door sills, £12; MKII Vit rear damper arm, recon. £10; L & R side lower wishbones to fit Her, Vit, Spit, GT6, Bond, £3 ea; reskinned doors for Her/Vit, £30 ea; one of the last from BL MKI Her front outrigger, £6; decoke sets for Her 1200, £10, 13/60, £13,

CLASSIC CLOCKS



Highest-Quality Quartz Movements mounted in gold effect frames. Clock faces mounted on Blue Felt. Size approx 8 inches square. Clocks Now Available for: GT6 Mk 1, 2, 3; Vitesse Mk 1, 2 Saloon or Conv. Spitfire MK 3, 4, 1500; Herald 948 Saloon; Bond Equipe MK 2. More drawings completed daily, please enquire. Ordering details, please indicate:

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Car: Quantity

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Standard, as illustrated. White on Blue Background. £1.25.

Personalised car colour choice as clocks for £2.25.

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56 Marlborough Road, St James Northampton NN5 5DS

Vit 1600, £15. Contact: Bob Rowland, tel: Hayes (01) 561 0671 - 81/01937.

Lower w/bone sus. sets, GT6 MKII/III, £40 pr; Vit MKII, £40 pr. 3.89:1 diffs choice of two, £40 each; engines GT6 MK1 c/w ancillaries, £40; GT6 MKII, £30, 2.5 PI MKII fitted with GT6 sump and mounts, £25; cyl. heads GT6 MK1, £10, GT6 MKII, £12. GT6 non-O/D prop., £10; Vit rad, £20; GT6 rad, £30. Bond 2L doors (light blue) c/w glass etc., £30 pr. Bond 2L windscreen £30. GT6 MKII front suspension complete £25 pr. Contact: Hugh Davies, tel: Amesbury (0980) 23517 - 81/02090.

NEW FRONT SUSPENSION PARTS available for all club cars. Track rod ends, £6.50 ea; steering rack gaiters, £10.50 pr; upper ball joints, £9.50 ea; trunnion, £13.50 ea; trunnion bush kit, £3.40 per side; complete suspension o/haul kit (top ball joint, trunnion, trunnion bush kit, top and bottom wishbone inner bushes, damper bush, plus all nuts, bolts and washers), £35 per side. All prices include P&P. Orders to Paul Smethurst, 1 Symington Walk, Darlington, Co. Durham DL1 1HE - 84/9549.

New, genuine, Stanpart/ARG parts for all models. Crankshafts, bearings, pistons, rings, valves, rockers, shafts, camshafts, gaskets, clutches, all g/box parts, hub bearings, seals, suspension bushes, rear springs, shock absorbers, wishbones, brake discs, drums, pads, shoes, cylinders, o/haul kits, h/brake cables, outriggers, wings, sills, door skins, glass, some carpets, overriders, bumpers, wheel trims, hub caps, door and window seals, trim clips, etc. Many price reductions for '85. Send s.a.e. for list, stating model to John Man, 5 Nevis Close, Loundsley Green, Chesterfield, Debsy S40 4NS. Tel: Chesterfield 71036.

GT6 MKII new n/s and o/s inner wheel arches (with damper mounts). These are very difficult to get hold of. Contact: Marc, tel: Croydon (01) 660 9619 anytime - 80/01300.

Vitesse diff 3.63 NOT 3.89. Excellent cond., clean, £75. Also 13/60 rad., £5; 13/60 g/box v.g.c., £15; box 13/60 parts: lights, clocks, carb, dist., dynamo, £10. Contact: Bruce, tel: Chiswick (01) 995 5202 - 81/3345.

HERALD 13/60 FOR SPARES: HJW 55K, good chassis, doors, front and rear valances, some parts missing but has engine and g/box, first £50 tow away. Contact: Stephen Strong, tel: Warley (021) 558 5294

home or (021) 772 6220 - 84/8564.

2L Vit O/D g/box, 1600 O/D g/box, 2L g/box, Spit g/box, Spit rad, MKII vit silencer. All good cond. Clarion stereo cassette 20w + 20w Dolby, auto reverse, boxed, new cost £85, accept £45. Contact: Ashwell, tel: Leighton Buzzard (0525) 379959 - 84/7289.

GT6 MKIII rear door, heated, excellent; fuel tank; rear quarter windows; some other parts. Offers? Contact: Brian, tel: Stroud (0453) 885060 eves/w/ends - 84/7495.

Breaking MKIV Spitfire: many parts available. Contact: Min Pang, tel: Abingdon (0235) 32133 x 42 - 84/8463.

GT6 MKIII bonnet: new inner and outer wings v.g.c., £150. Contact: Ann Page, tel: Kettering (0536) 761329.

Two 2L O/D gearboxes, £70 each; Weller type steel wheels, £35 set; GT6 1/II doors, £15 each; GT6 MKII bonnet, £35; Vit diff, £25; complete 2L Bond with O/D complete or break - offers. Contact: Tony, tel: (021) 353 9961 - /00240.

HERALD 1200 assorted parts inc. diff, £10, prop., £5; engine/gearbox, £40, loom, £15 - offers. Contact: H Lush, tel: Camberley (0276) 33387 after 8pm - 83/6791.

1968 BOND EQUIPE SPARES: all running gear, engine, O/D gearbox, recon. ('76) diff 3.89. Car c/w reconditioned driveshaft and uprights, seats, rad and instruments. Contact: B D White, tel: Yoxall (0543) 472383) - 84/5236.

GT6 MKII: only rear Spax adjustable shock absorber. Not used. £22 delivered (£30 new). Contact: Ian, tel: York (0904) 400351 - 84/6696.

Vit 1600 engine, £20; 1600 rad, £10; Vit front suspension inc. discs, calipers etc., £40; pair Vit Strombergs on manifolds, £20; 1600/early 2L Vit/Her chassis, good cond., £20; Vit AC Delco dist., £5; 1600/early 2L Vit drive shafts inc. brakes etc., £15 each; pair black Vit seats, £20; Her/Vit windscreen, £5; 2L Vit crankshaft, £5; Vit non-O/D prop, £5; 1600/early 2L Vit conv. rear spring, £10; Vit 3.89 diff, £30; Her 13/60 head, v.g., £10. Contact: Mike Tebbett, tel: Malvern (068 45) 63315 - 81/2408.

BRAND NEW camshaft, genuine Stanpart no. 306785 for Vit 2L MK1 or 1600 - offers? Or P/E for rear window rubber

seal, rear aluminium no. plate light cover etc. Contact: Ian Wilson, tel: Telford 882807 - 81/2722.

GT6 Delco distributor (bought in error at MOTEC), £15; MK1 Vit rolling chassis, new riggers, rails - engine can be run, gearbox, all equipment to build a Kit-car, £150. Free advice from a Moss builder and owner. Contact: N Brown, tel: Biddulph (0782) 519102 - 83/5692.

VITESSE SPARES: complete MK1 dash, £30; rear/front and door windscreens, £30; petrol tank, brightwork, trim, engine, etc. All parts cheap. SPECIAL OFFER: everything for £70. Contact: Chris Pye, tel: SE22 (01) 771 4978 eves - 84/8184.

PARTS WANTED

WANTED MKIV SPITFIRE for spares or renovation. Any cond. considered. Contact D Sharp, tel: SE3 (01) 3191040 - 82/5004.

HARD TOP WANTED for Spitfire 1500. Contact: L Scrannage, tel: (0926) 498852 - 81/2608.

For GT6 MKIII: drivers side Sundym glass; chromed trim for windscreen; solenoid isolator switch and right angle speedo drive for gearbox; petrol cap assembly; door hinges. Must be excellent condition. Contact: A Short, tel: Reading 667685 eves. - 84/7497.

URGENTLY: MK1/II Spitfire front bumper and overriders. Any condition considered; 2 MKIV/1500 drivers seats with rails; full MKIV drive train; gearbox; prop; diff; halfshafts; vertical links etc. Contact: Bob Seagraves, tel: Banbury (0295) 710245 eves. - 83/5725.

Wanted for Vitesse 2L MK1: O/D gearbox, propshaft to suit and 3.89 diff. Must be in excellent condition at reasonable price. Can collect within 60 miles radius. Contact: R Gardiner, tel: Wareham 3728 - 84/9292.

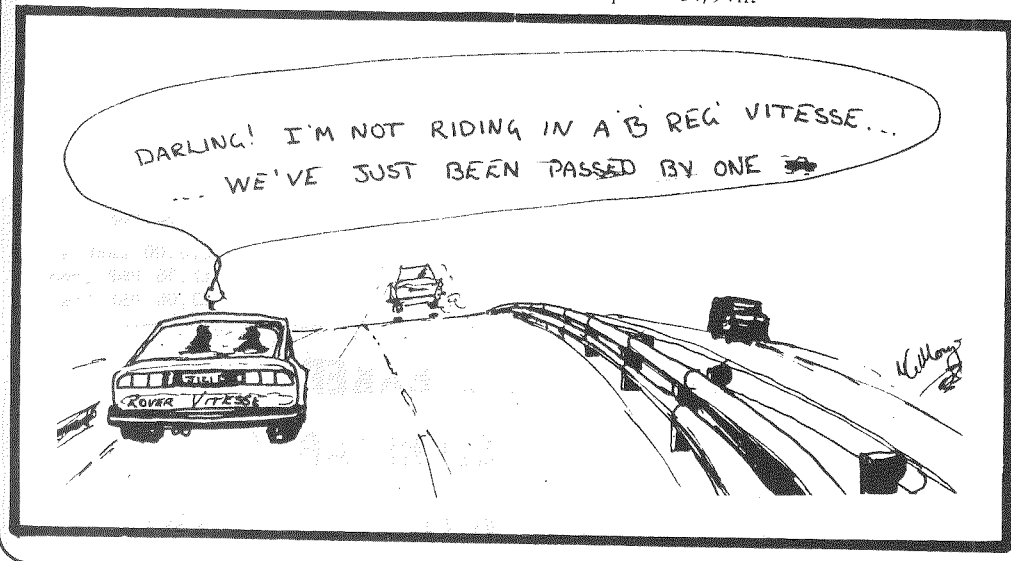
GT6 MKIII bonnet, valances, bumper etc. Consider complete car. Also Vit/Her conv. frame/hood etc. Contact: Mr M Mifsud, tel: Brixham (08045) 58664 - 83/5784.

HARDTOP FOR SPITFIRE MKIV/1500; reclining seats c/w headrests. Any interior trim - pref. matching colour. Hood cover, bootlid, bonnet. Would consider complete vehicle to obtain parts. Cash buyer; will collect anywhere in South. Contact: Warren, tel: Sandwich (0304) 614571 - 83/7012.

Vitesse MKII parts wanted for rebuild inc. factory Workshop Manual. Contact: Andrew Peel, tel: (0642) 825272 - 79/0843.

Vitesse MK1 bonnet in good cond. Contact: Chris Pye, tel: SE22 (01) 771 4978 - eves - 84/8184.

HARDTOP wanted urgently for Spitfire MKIV. Contact: Gary, tel: Bristol 659215 after 6pm - 84/9411.



CLUB SPARES

Due to personal reasons, Julie and I have decided to give up the Spares at the end of April. Therefore, the Club is looking for a new person to take on this demanding, but satisfying position.

You need to have a fair knowledge of all Club cars to take this job on. It would be ideally suitable for someone from The Midlands, as all the main contacts are here, but applications from anywhere in the country will be welcomed. Please write to John Griffiths, (address on inside front cover) for full job description and stating why you think you are the one for the job.

DON'T FORGET if the Spares Division of the Club has to fold, a great many of 'our' cars may have to go to the scrapyard. If you want to help keep these cars on the road - don't hesitate, please do apply.

We'd like to take this opportunity to thank all of you that have purchased spares again and again from us. Many friends have been made over the last two years, even though we've never seen most of your faces.

If any of you have credit notes outstanding, can you please send them in for a refund (or spend them) by the end of April. This is the last advertisement we shall place, as obviously we want to clear our desk before passing on the reins. We shall try to clear all outstanding orders and enquiries, but please telephone before placing an order for items (except those listed below) as purchasing will be cut down to a minimum.

ODDMENT OFFERS:

10 only	B.L. rev counter (demist type) to suit GT6 MK111	£5.00 each + £1.00 P&P
20 only	Rear wishbone complete with bushes <u>O/S only</u> to suit GT6 MK111/Vitesse MK11	£7.50 each + £1.50 P&P
20 only	Air filter box c/w filters and fixing bolts to suit Vitesse/GT6	£8.00 each + £1.50 P&P
10 pairs only	Gusset assembly, valance member to suit GT6 1/11, Spitfire 1/11/111	£4.00 pair + £2.00 P&P
19 only	Water pump (non viscous type) unpainted B.L. original to suit Spitfire 1500	£9.50 each + £1.50 P&P
10 only	Plastic front grilles to suit Herald 13/60	£1.00 each + £1.00 P&P
6 only	Boot mat to suit Spitfire 1/11	£3.00 each + £1.00 P&P
8 only	Front discs to suit all disc Heralds, all Spitfires, Vitesse 1600	£10.00 each + £2.50 P&P (one) £3.00 P&P (two)

JEFF AND JULIE BAKER
TSSC SPARES SECRETARIES
2 MULBERRY ROAD WYKEN COVENTRY

AREA DIRECTORY 1985

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01	ANGLIA			
02	AVON	0233-210166	The Coach & Horses	1st Thursday
03	AYLESBURY VALE	0434-32151	Travellers Rest/The Talbot	1st Mon/3rd Wed
04	CORNWALL	0236-661909	The Cow Roast	4th Tuesday
05	COTSWOLD	0726-883140	The Farley Hotel	Last Thursday
06	CUMBRIA	0285-61137	The White Horse Inn	3rd Tuesday
07	DERBY JUNCTION 29	0946-830017	Ye Old Queens Head	2nd Tuesday
08	DEVON	0623-36028	The Elm Tree	1st Wednesday
09	DORSET	0626-890214	Ley Inn Arms/Dartmouth Inn	2nd Sun/Last Sun
10	EAST BERKS	0628-33365	The Sun/Uncle Tom's Cabin	1st Mon/2nd Wed
11	ESEX	0245-323681	The White Bear	1st Sun. lunch
12	GLoucester/HEREFORD	098985-458	The Loughpool	2nd Tuesday
13	HANTS & SURREY	N/A	The Royal Oak	2nd Wednesday
14	HERTS NORTH & S. BEDS	0923-23549	Eagle & Child/Bird in Hand	1st Wed/3rd Tues
15	IPSWICH	01-363 7960	The Coach & Horses	Last Wednesday
16	KENT EAST	0473-830437	The Rushmere Falcon	2nd Wednesday
17	KENT WEST	0322-21056	Cock House Inn/Princes Hotel	1st Mon/3rd Wed
18	LEICESTER	0689-36288	The Grasshopper Inn	1st Mon/3rd Wed
19	LONDON	0533-890719	The Gate Hangs Well	2nd Sun (lunch)/last Thurs
20	CITY & EAST LONDON	01-515 5838	The George	Alternate Thurs
21	MILTON KEYNES	0908-35025	The Fountain	3rd Wednesday
22	NEWBURY/READING/B/STOKE	07356-4629	The Badgers Wood	3rd Wednesday
23	NORFOLK	0603-502486	The King's Head	2nd Monday
24	NORTHANTS	0858-63934	The Stag's Head	3rd Wednesday
25	NORTH EAST	091-2847225	The Ravensworth Arms	1st Monday
26	NORTH LONDON	0582-699896	Old Hall Tavern/Rising Sun	2nd Mon/last Mon.
27	NORTH MIDLANDS	0889-881566	The Three Crowns	3rd Thursday
28	NORTHERN IRELAND	096-03-64690	Glenarna Hotel	1st Sunday 2pm
29	NOTTINGHAM	0509-504387	Redgate Lodge - racing circuit	2nd Wednesday
30	OXFORD	099-389555	The Greps	2nd Wednesday
31	PETERBOROUGH	0775-88335	Various/BOTOLPH ARMS	2nd Monday
32	RIBBLE	0772-322371	The Black Horse	2nd Monday
33	RUGBY	0203-452541	The Fox & Hounds	2nd Monday
34	SALISBURY			
35	SCOTLAND EAST	0292-56624	Sherbrooke Castle Hotel	2nd Wednesday
36	SCOTLAND WEST	0278-424234	Gresham Castle Hotel	Last Thursday
37	SOMERSET	0705-324065	The Good Intent	1st Tuesday
38	SOUTHERN	0444-416007	The Farmers	Last Wednesday
39	SUSSEX	0293-30473	The Five Bells Inn	Last Wednesday
40	SUSSEX WEST	01-568 1870	The Firestone Inn	Alternate Thursdays
41	TAMES	0636-814050	The Robin Hood	1st Thursday
42	TRENT	08242-4136	The Golden Lion	2nd Tuesday
43	WALES NORTH	0222-891400	Caesars Arms	1st Wednesday
44	WALES SOUTH	0202-602651	The Skittlers	2nd Wednesday
45	WESSEX	0121-353961	The Chaler @ The Belfry	2nd Wed/Last Sun lunch
46	WEST MIDLANDS	0902-330940	The Merry Hill Inn	2nd Monday
47	WOLVERHAMPTON			
48	WORCESTER			
49	YORKS NORTH	0904-39420	The Hoppgrove Inn	1st Wednesday
50	YORKS SOUTH	042784-405	The Lumley Arms	4th Thursday
51	YORKS WEST	0422-45607	The White Bear	1st Tuesday