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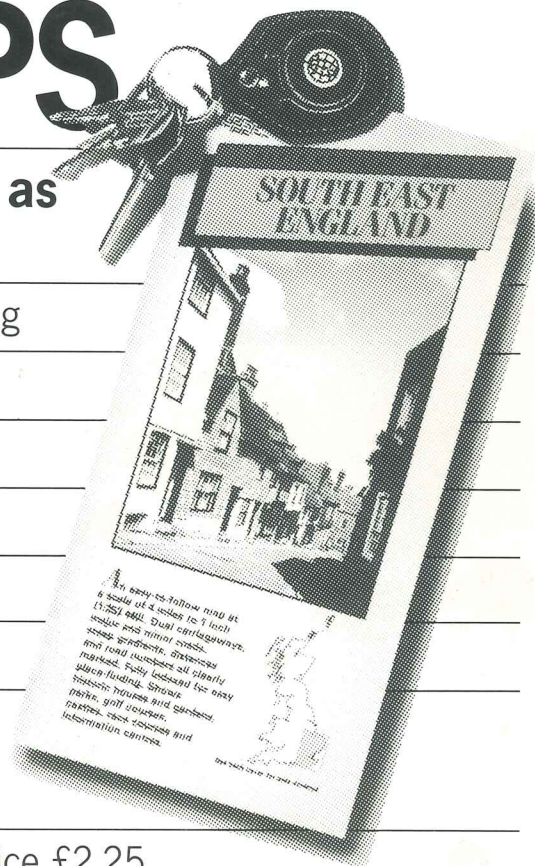
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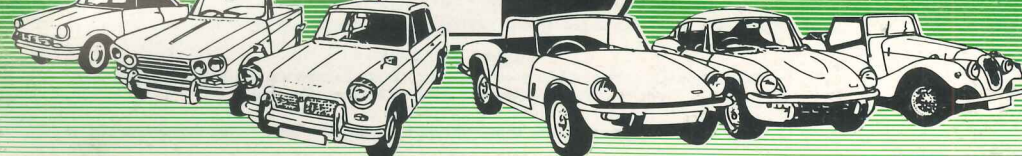
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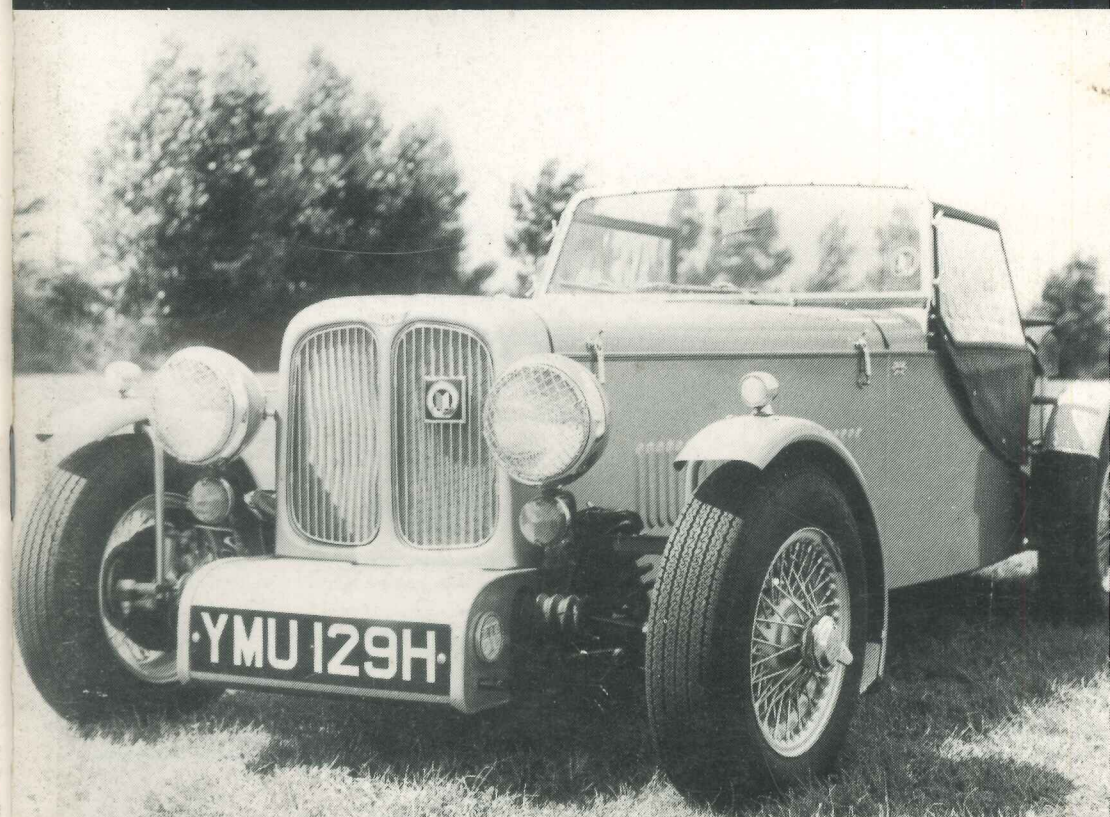
JANUARY 1986



No.67



The **COURIER**



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EDITORIAL

Had a good Christmas? I hope so. New Year's celebrations are now the order of the day and the TSSC have got 1986 off to a good start - not that 1985 was a dull club year, far from it. 1986 will, with your help and participation, give everyone even more justification for being a member of the club.

This magazine was set well before Christmas Day, giving us the foreknowledge of the benefits to come in the New Year: good news about our 'Exclusive Insurance Scheme', numerous trade offers and our new TSSC 'offers department' and further details about our 1986 TSSC International Event. Thanks to Richard Bruford, we are now able to provide you with the new, revised back cover changes and welcome Hull Area to the ranks. It's a shame that so many of you (ten in all) have not been nominated or re-elected in time for the change-over. If this is the case, then you only have yourselves to blame and we look forward to adding you to the Directory via Richard. We hope this New Year will bring renewed vigor to those members who have not as yet attended their local meetings; take a look at where they are located and pay a visit whenever possible as this keeps the enthusiasm going (especially on cold, winter nights, when a night off from the re-build etc., can be firmly recommended).

Over the many years I have edited the TSSC magazine, I have been confronted with numerous problems which members have experienced. Most can be sorted out quite easily but some leave members (and myself) quite angry. I refer in particular to cars which have been stolen or vandalised (increasing in numbers all the time) and I would recommend that you pay particular attention to Mike Crewes' article in this magazine. In addition to this, I am constantly informed about member's professional rebuilds which have gone disastrously wrong along the way. As the mouth-piece for the TSSC, it is important that we can form an accurate opinion of goods and services provided to members in order to possibly help redeem the situation. This does not necessarily mean we will be able to help

the poor, unfortunate recipient but may help others to avoid getting in the same situation. Therefore, if you feel you have been treated badly in any way by a specific trader, especially if they advertise in The Courier, let me know and I will make investigations. Alternatively if, as on far more occasions, you are in a position to recommend a trader for good services performed, please let us know. We are always keen to learn of further competent body builders, repairers and sprayers etc., to fill the increasing demand for good workmanship. It is to be expected that, as the club grows, more and more people will wish to restore their treasured possessions to their former glory.

It is to be hoped that each and every member will benefit from a positive, forward thinking 1986. All the best to you.

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PRESIDENTS INTRO

John Griffiths

As we move into a New Year, it is quite normal to reflect over the year past. However, in the TSSC all we need say is that 1985 was a great year for the Club but 1986 will be even better! In this edition you will find details of the improved Insurance Scheme which I am sure more and more of you will want to support during the coming year. Just look at the incredible rates we are now able to offer, particularly to those of you who want limited mileage cover. But don't forget the real benefit of being in the TSSC Scheme is the NO-

NONSENSE Agreed Value cover. If you treasure your car, you owe it to yourself to obtain Agreed Value Insurance.

Insurance is just one of the benefits of being a member of the TSSC and we plan to provide you with further special offers as the year progresses. We have a first-class team of Marque Secretaries who should keep all your interests satisfied and we have a program of events better than ever before. If we can help make the ownership of your car even more enjoyable, then yes, we will have succeeded. I hope you agree!

A HAPPY NEW YEAR TO YOU ALL!!

1985 RAC RALLY



MG Metro 6R4 Gp B

As part of our desire to provide a balanced and interesting magazine, I feel it is appropriate to occasionally comment on "outside" motoring events and innovations.

The RAC Rally is a particular love of mine, as it represents an amazing combination of speed, endurance, atmosphere and true sport. My father and I have spectated on the Rally for the last 15 years or so and

accordingly have witnessed many changes in rally automotive design. This year, however, can be regarded as a true landmark with new cars from both Austin Rover and Lancia. We were promised a festival of world class rallying and we certainly got that, and more.

Let's first look at the incredible line-up of top cars and drivers:-

CAR	DRIVER	CAPACITY	BHP	DRIVE	WEIGHT
MG Metro 6R4	Tony Pond	299lcc	410	4 wh. dr.	980 kg
	Malcolm Wilson	299lcc	410	4 wh. dr.	980 kg
Lancia Delta S4	Markku Alen	1795cc	470	4 wh. dr.	980 kg
	Henri Toivonen	1795cc	470	4 wh. dr.	980 kg
N.B. This car sports has a complex supercharged/turbocharged engine to eliminate turbo lag!					
Peugeot 205 Turbo 16	Timo Salonen	1775cc	440	4 wh. dr.	950 kg
	Kalle Grundel	1775cc	440	4 wh. dr.	950 kg
Audi Sport Quattro S.I.	Hannu Mikkola	2100cc	500	4 wh. dr.	1200 kg
	Walter Rohrl	2100cc	500	4 wh. dr.	1200 kg
Audi Quattro A2	Per Eklund	2109cc	400	4 wh. dr.	1150 kg
Toyota Celica Turbo	Juha Kankkunen	2090cc	370	2 wh. dr.	1040 kg

With a line-up as exciting as that, is it not surprising that literally thousands of people turn out to see a glimpse of the greatest rally drivers in the world in action.

But before I tell you a little about the actual rally, Pam and I had an unexpected bonus this year as we were invited to a launch lunch in Nottingham on the Saturday before the rally, hosted by Austin-Rover. It was really an occasion for the Press to meet the drivers and consequently, Murray Walker, William Woollard and Sue Baker to name but a few were present. We felt very honoured to also be there and managed to tell Sue Baker we thought it was time 'Top Gear' did a feature on the TSSC!

Obviously, it was a big day for Austin-Rover and expectations for their new Group B rally car were running high. The support from the crowds for this all new 900 V6 mid-mounted engine, projectile was enormous. There was, however, one very noticeable absentee from the lunch yes, no other than Tony Pond himself, who had managed to catch flu from his Team Manager, John Davenport! In true British tradition, Tony bit the grit, and made light of his high temperature as he left the start line in Nottingham and the following day.

Our first viewing of the car in action was at Bewdley, near Worcester. It sounded tremendous but following his off on the first stage during the 1985 RAC Rally, Tony was driving it with considerable constraint. It was difficult to believe from that first sighting that it was capable of 0 - 60mph in 2.9 seconds and a top speed of 150mph.

The "real" Rally did not start until later that night as the cars sped into the forests of South Wales. Few experts could have predicted the incredible loss of cars the Welsh forests would claim.

Out went four-time winner, Hannu Mikkola, Timo Salonen and Walter Rohrl, when his Audi plunged 70 feet down a steep bank on Stage 15! Patriotic enthusiasts were highly disappointed when Malcolm Wilson, with the other Metro 6R4 retired. A transmission related problem sent a shaft through a water pipe, ultimately cooking the engine. Waldegard also crashed out in Brechfa.

But Pond was still going well and we caught up with him at Hafren Forest in Mid-Wales. At this stage the Lancia of Alen was eluding with Pond second. How this delighted the British enthusiasts. The next stage we got to was cancelled due to

spectator problems, but we did manage an hour or so in Bala to see essential servicing.

On the Tuesday I went to see Bill about the 1986 TSSC Insurance Package, but Wednesday afternoon saw us heading for the Lake District to pick the cars up in Grizedale Forest. Snow, ice, brilliant sunshine and flying finns. What more can a rally enthusiast ask for! The Lancias were magic, there is no denying it and appeared able to out-gun the Metro in a straight line. The battle for the lead remained to the last but in the end the Lancias took first and second places. Pond drove with a little more restraint than the Lancia men and apparently made a series of poor tyre choices, otherwise who knows, he may have finished higher than third. Having said this,

third was a great result for Pond, the Metro and Austin-Rover. They can be well pleased with their car's international debut.

It is also interesting to record some of the outstanding performances of the equivalent road-going versions. For example, the Skoda of John Hangland came 15th overall and was 1st in class, which it has achieved no less than 13 times before. The lady team of Louise Aitken-Walter and Ellen Morgan in their Peugeot Talbot Sport 205 GTI came 16th and finally, mention must be made of the Astra GTE of Andrew Wood, which came good and took the Group A class and managed a very credible 12th overall. Here's to 1986 when we will see Ford's re-emergence with the fabulous RS200!

FINAL RESULTS

1ST	Henri Tolvonen	Lancia	9 hrs 32m	95s
2ND	Markku Alen	Lancia	9 hrs 33m	01s
3RD	Tony Pond	MG Metro GR4	9 hrs 34m	32s
4TH	Per Eklund	Audi Quattro A2	10hrs 00m	35s *
5TH	Juha Kankkunen	Toyota Celica Tur.	10hr 10m	53s
6TH	Jimmy McRae	Opel Manta 400	10hr 16m	01s
7TH	Terry Kaby	Nissan 240RS	10hrs 24m	08s
8TH	Russell Brookes	Opel Manta 400	10hrs 25m	50s

* Private entrant



IMPROVED 1986 INSURANCE PACKAGE! GOOD NEWS FOR '86

The TSSC AGREED VALUE INSURANCE SCHEME has been in operation now for nine months. Those who have wisely taken advantage of the scheme will already appreciate the further real benefits the TSSC is able to offer its members for example;

Highly competitive rates.

First class claims service.

No nonsense agreed value cover.

Tailor made to the needs of TSSC members.

Consequently, the scheme got off to a flying start and even the National Motoring Press has acknowledged it as one of, if not the best scheme in the Classic Car movement. Now we can proudly introduce further benefits, to make the overall package even better. It should be remembered that the TSSC Insurance Scheme has been designed specifically for the discerning member who appreciates the value of his/her car.

We have worked closely with the broker, Footman James & Company, from the outset, but have now changed our Insurance Company from The F.G.I. to The New Zealand Insurance PLC. This Company can give the TSSC added benefits, which we know will make the Scheme more attractive to you.

For those of you who are currently insured through the F.G.I., on your next renewal you will automatically be transferred to the N.Z.I.

The new benefits include:

No increase in premiums for 1986!

Vastly cheaper Agreed Value for Limited Mileage use including

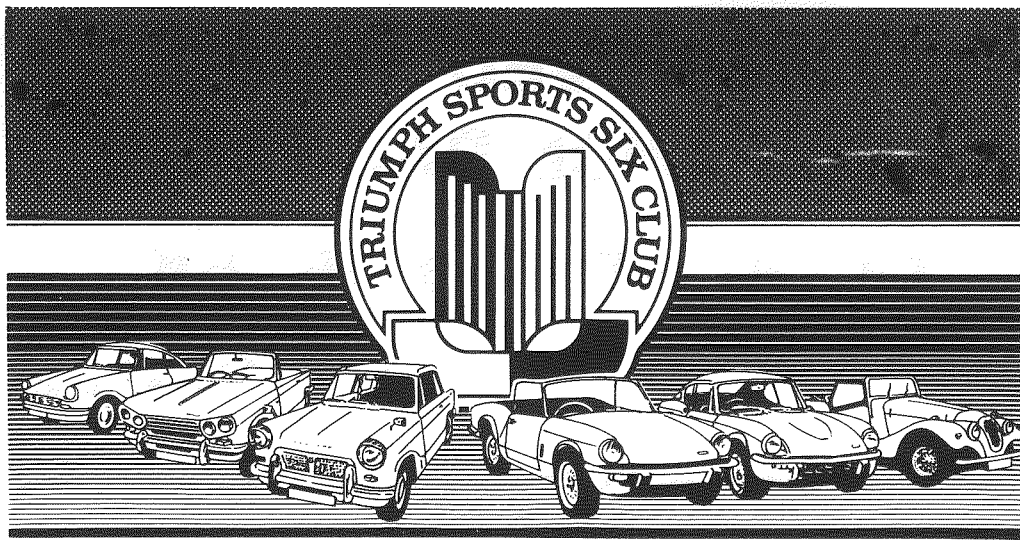
- only one premium to cover several cars
(see below for details)

New deal for kit/replica cars.

PREMIUMS

Generally Insurance Companies have suffered badly during 1985 due to increasing costs for repairs, static market share and strong competition which has kept the premiums low. A universal reaction has been to increase premiums in 1986 which, in some instances, represent substantial rises.

The good news for TSSC members is that we have been able to negotiate frozen rates for 1986, which will make our Scheme even more competitive than before.



Triumph Sports Six Club

INSURANCE SCHEME

**GOOD NEWS
FOR 1986**

FOR FULL DETAILS SEE OVER

LIMITED MILEAGE INSURANCE

AGE OVER 25 YEARS

Under 25 years - rates on application.

COVER:

Fully Comprehensive Agreed Value (with TSSC certificate)
£25.00 excess damage.

CLUB CARS OVER 15 YEARS OLD

Any number of club cars can be included and only one premium is charged providing overall mileage limitation is NOT exceeded.

Premium 0.50% on value of vehicle(s) £15.00 minimum.

Plus £20.00 for up to 1,500 miles per year.

Or £30.00 for up to 3,000 miles per year.

CLUB CARS UNDER 15 YEARS OLD:

Only ONE CAR per policy:

Premium 0.50% on value of car - £15.00 minimum.

Plus £50.00 for cars up to 2000cc. Maximum mileage 1,500.

Plus A further £15.00 for maximum mileage of 3,000 per year.

KIT/REPLICA CARS

The brokers are in the process of putting together a scheme for kit/replica cars, which is likely to show substantial improvement on the existing premium levels. Watch this space for further details

The only people who have been disappointed about the scheme are those who have not been eligible to join! Whilst we can do nothing at this stage about the under 21 year olds or the over 70's, we would recommend those who are under 25 and who have to pay increased premiums to weigh the outstanding benefits and security of the scheme against the higher cost.

We are delighted to be able to offer you, the members, these added benefits from January 1st. Perhaps this is a good opportunity to again remind you all that the Scheme was specifically set up for the benefit of members. Obviously, it is not our intention to use it as a vehicle to make large profits for the club but it has proved lucrative, and apart from nominal administration overheads, all the funds will be ploughed back into the Club to make it even better in 1986 and beyond.

SUPPORT THE TSSC TODAYinsure the Club way.

Just a note to those of you who have been in the Scheme nine months now; you may need to start thinking about increasing your Agreed Value cover. As a club, we strongly recommend that you reassess the value of your car on a yearly basis. Some of you will have carried out specific improvements whilst others will have undertaken extensive rebuilds. Whatever the situation, our cars are appreciating in value and you should make sure your Agreed Value cover keeps in line with market increases. Please note that some of our own guideline value figures have been adjusted since last year and are reprinted in this month's Courier to help you in this respect.

To revalue your car, simply obtain a Valuation Certificate from the Club and submit this fully completed with a new, good, colour photograph to me (J M Griffiths) at my new address, as stated on the inside, front cover. The cost is only £3.00 (inc. VAT) and your cheque, as usual, should be made payable to the TSSC Ltd.

PROPOSAL FORMS


Existing F.G.I. Proposal forms can be used for N.Z.I. proposals.

JOHN M GRIFFITHS - PRESIDENT

TSSC INSURANCE REVISED GUIDE

APPROX GUIDES TO CLUB CAR VALUES

CONCOURS		A1	A2	A3
HERALD	SALOON	1500	800	450
	CONVERTIBLE	2000	1100	600
VITESSE	SALOON	3000	1400	800
	CONVERTIBLE	3500	2000	1000
SPITFIRE	MKI MKII	2000	800	450
	MKIII MKIV	2500	1200	650
	1500	5000	2000	1000
GT6	MKI	2700	1500	1000
	MKII MKIII	4000	2800	1500
BOND	4 CYLINDER	1500	850	400
	6 CYLINDER	1800	1000	600
SPECIAL	MARLIN 2LTR	3000	1500	850
	SPARTAN 2L	5000	1800	1000




TRIUMPH SPORTS SIX CLUB

INSURANCE SCHEME

GOOD NEWS!!

ALL RATES FROZEN FOR 1986

Club cars are rated by Model and Members by Area



Footman James

MODEL	AREA 1	AREA 2	AREA 3
HERALD 948, 1200, 12/50, 13/60	£66	£76	£97
SPITFIRE 4, MKII, MKIII, MKIV VITESSE 1600	£94	£108	£135
SPITFIRE 1500 GT6 all models VITESSE 2 LITRE	£120	£140	£185

The above rates are for age 25/29 and age 30 to 49 inclusive — Deduct 10%
Age 50+ — Deduct 20%. Age under 25 — Rates on application.

GOOD NEWS!!
ALL RATES
FROZEN FOR
1986

Cover

COMPREHENSIVE WITH AGREED VALUE
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LIMITED MILEAGE DISCOUNTS.

For full prospectus, write or contact:

T.S.S.C. Insurance Scheme,
19 Prince Rupert Avenue,
Desborough, Northants NN14 2PH
Telephone: (0536) 760769

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SPECIAL JANUARY 1986 OFFERS

COURIERS

OCTOBER	1980	COURIER	MARCH	1984	COURIER
DECEMBER	1981	COURIER	APRIL	1984	COURIER
JANUARY	1982	COURIER	JUNE	1984	COURIER
APRIL	1982	COURIER	JULY	1984	COURIER
MAY	1982	COURIER	AUGUST	1984	COURIER
JUNE	1982	COURIER	SEPTEMBER	1984	COURIER
JULY	1982	COURIER	OCTOBER	1984	COURIER
AUGUST	1982	COURIER	NOVEMBER	1984	COURIER
OCTOBER	1982	COURIER	JANUARY	1985	COURIER
APRIL	1983	COURIER	FEBRUARY	1985	COURIER
JUNE	1983	COURIER	MARCH	1985	COURIER
JULY	1983	COURIER	APRIL	1985	COURIER
OCTOBER	1983	COURIER	MAY	1985	COURIER
DECEMBER	1983	COURIER	JULY	1985	COURIER
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FEBRUARY	1984	COURIER			

**70p EACH OR £4.00 FOR TEN MIXED
INCLUDING POST & PACKING**

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SPITFIRE, No.3	SPECIALS, No.6	VITESSE, No.9

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INCLUDING POST & PACKING**



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VOLUME 1. ISSUES 1 to 12	VOLUME 4. ISSUES 37 to 48
2. ISSUES 13 to 24	5. ISSUES 49 to 60
3. ISSUES 25 to 36	

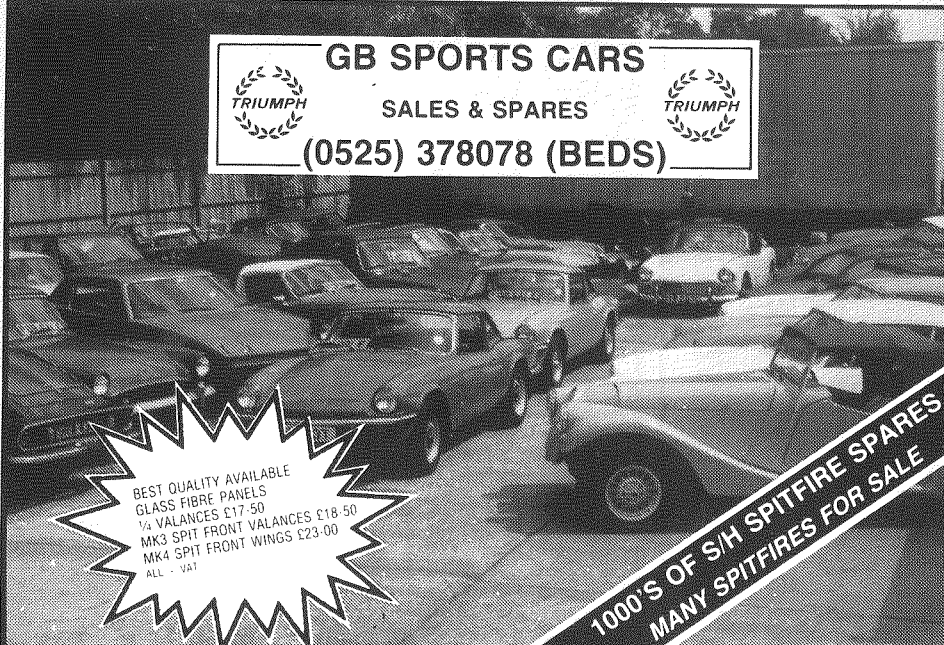
ALL 40p EACH OR £1.30 FOR ALL FIVE INC. P&P.

ORDERS TO
TRIUMPH SPORTS SIX CLUB
24 PRINCE RUPERT AVENUE, DESBOROUGH, NR. KETTERING
NORTHANTS, NN14 2PH

JUST LIST ISSUES REQUIRED


GB SPORTS CARS


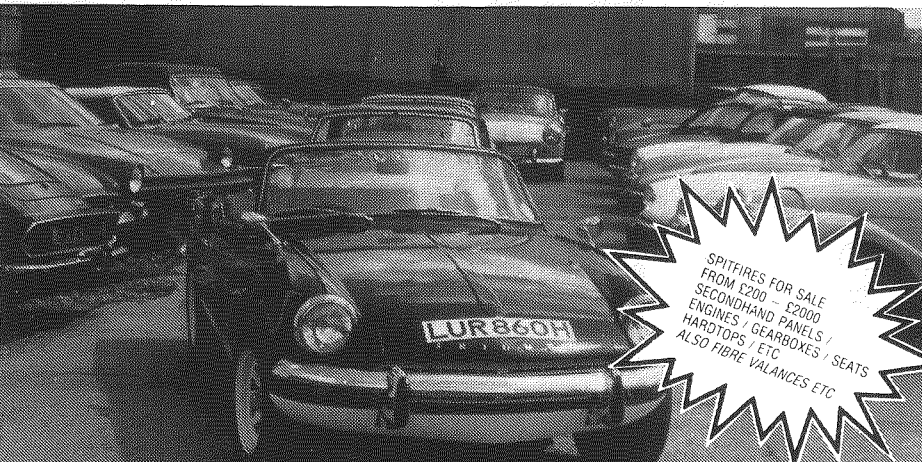
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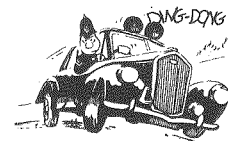
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 ENGINES / GEARBOXES / SEATS
 HARDTOPS / ETC
 ALSO FIBRE VALANCES ETC

GB SPORTS CARS: LEIGHTON BUZZARD 378078

COP SHOP



MAKING CARS THIEF PROOF

Early in the New Year, the Prime Minister, Margaret Thatcher, will chair a seminar on Crime Prevention at 10 Downing Street, reinforcing the Government's high profile on law and order. One of the topics that will be discussed is vehicle security.

An advanced working party is calling on motor manufacturers to produce a new generation of thief-proof cars, pointing out that the Police spend more than 800,000 man hours each year dealing with incidents of auto crime.

They claim that cars could be made immediately securer by fitting tamper-proof latches, strengthening the locks on car boots, using reinforced glass in the windows with the car registration number etched on them, fitting improved steering column lock barrels and keys, improving locking pin and bolt mechanisms and putting transmission locks on cars with automatic transmission.

Over the next ten years, electronic systems could be introduced that would include electrical motion sensors and alarm systems to detect tampering; centrally electrically operated locks with auditory reminders; ultrasonic sensor alarms to detect intruders and electronic breakers on the starter and ignition systems to stop the car being driven away.

At present vehicle manufacturers are not fitting these devices as the customers require as cheap a car as possible. A not very convincing explanation as they do not even fit these devices to the higher price range cars.

There are many simple, inexpensive ways of making our 'club cars' safer by fitting additional locks, hidden ignition circuit switches, bonnet locks besides the moderately priced car alarm systems.

PREVENTION OF THEFT

When you leave your vehicle:

- remove the ignition key.
- lock valuables in the boot if you cannot take them with you;

- lock the doors and boot and secure the windows;
- if you have an alarm/Immobilisation device, use it.

Articles on the roof-rack are vulnerable. Never leave your registration document, driving licence or insurance certificate in the vehicle.

Locked vehicles are seldom stolen.

When parked at night, choose a well-lit place.

CAN YOU ANSWER 'YES' TO THESE QUESTIONS?

If your vehicle was involved in an accident, could the Police contact your family?

Would the Police know where to return your stolen vehicle?

Could a vehicle manufacturer tell you about a fault effecting the safety of your vehicle?

Will you get a reminder every time your vehicle tax is due for renewal?

TO GET A 'YES' ANSWER EVERY TIME, YOU SHOULD ALWAYS INFORM DVLC SWANSEA WHENEVER YOU ...

- ... sell or buy a vehicle
- ... change your name or address

IT IS IN YOUR OWN INTERESTS TO KEEP THE RECORDS STRAIGHT.

You are required by law to notify these changes and the notes on the registration document (V5) tell you how to do so. More information is given in leaflet VI00 'Registration & Licensing your Motor Vehicle', which you can get from any Post Office.

If you are not sure what to do, 'phone the Vehicle Enquiry Unit (0792) 72134; or write to the Unit at the Driver and Vehicle Licensing Centre, Swansea SA6 7JL.

Two other changes which must be notified and Registration Document returned are ...

- ... change of colour
- ... change of engine - giving engine number

If you have any queries about Road Traffic Law, contact me:-

MIKE CREWES - 24 Otterburn Gardens, Isleworth, Middx. TW7 5JJ

HERALD REGISTER



Chris Longhurst

...HERALD 1200 GUIDE...

PART 1B - MK1 & MK11 ATTACHMENT OF MECHANICAL COMPONENTS:

As well as differing in chassis styles, the MK1 (to GA80,000) and MK11 1200 Herals have a number of other distinguishing features associated with the attachment of mechanical components.

STEERING RACK

The steering rack body outer tube on early cars (MK1) is held in place by aluminium mounting blocks, secured by a U-bolt; sideways movement is prevented by a dowel into the upper mounting block and steering rack body. The MK11 car has its steering rack secured by a rubber mount (I33872), which is held in place by a combined clamping plate/U-bolt. Reinforcement plates (I33878) are found on the underside of the chassis on MK11 cars.

On MK1 cars up to GA8704, both the pinion and the pressure plunger are held in place by circlips and the inner ball-joints

are not shimmed. After GA8705 only the pinion is held in place by a circlip; the plunger is a screw fit and the inner ball joints are shimmed (0.002" - I30031; 0.010" - I20032). The internals of steering racks on MK11 cars are exactly the same as those on post-GA8705 MK1 cars.

ENGINE MOUNTING/ FRONT SUSPENSION SUBFRAMES

The engine on MK1 cars has its front mounting points on the steering cross-member of the chassis, whereas the MK11 Herald engine mounts attach to extensions on the front suspension subframes (Fig. 1). The only major difference between MK1 and MK11 engines, in obtaining the different mounting, is in the front engine plates (Fig. 2). Both subframes and engine plates can be interchanged, although if the MK1 plate is fitted to later 1200 engines (details



FIG. 1

Front Suspension Subframes
MK11 on left with engine
mounting brackets

later), the camshaft aperture will need enlarging.

LOWER WISHBONE BRACKETS

The lower, front suspension wishbone brackets have different lengths of studs attached to them; it is, therefore, best to keep to brackets with their appropriate chassis if swapping over suspensions. The wishbones themselves are interchangeable. The parts numbers of the brackets are: MK1, front - I22615, rear - I22616; MK11, front - I30757, rear - I30758.

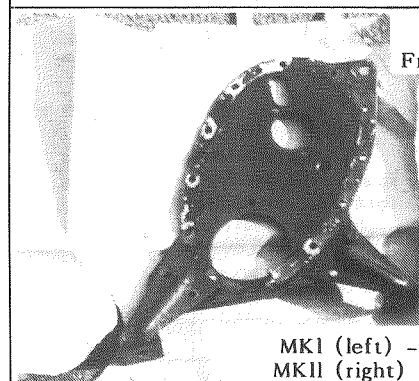
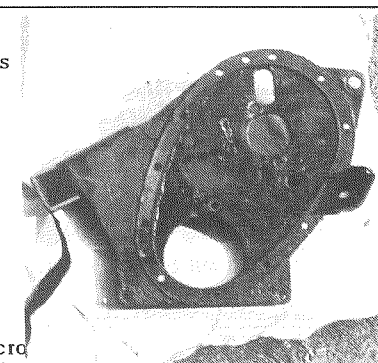
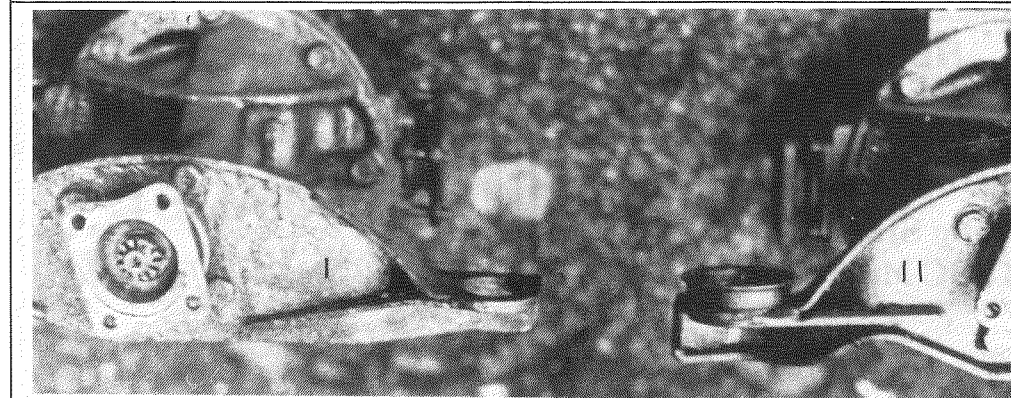


FIG. 2

Front Mounting Plates



MK1 (left) - feet onto chassis cross-member
MK11 (right) - feet onto suspension subframe



Differential Front Mounting Plates
MK1 (left) and MK11 (right)

DIFFERENTIALS

The front mounting plate is different on the MK1 and MK11 differentials (Fig. 3), but the internal components are the same. It is possible to interchange the plates, and I believe it is also possible to fit a MK11

diff. to a MK1 chassis with a "little" levering. The part numbers for the upper front rubber mounting bushes for the front plates are: MK1 I32956; MK11 I33568; both marques have the same lower bush (I31796).

(To be continued ...)

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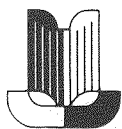
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RE ... TECHNICAL FEATURE ... TE SPITFIRE COOLING SYSTEM

David Herriman — Arcen Holland

THE SYSTEM

Basically, the Spitfire cooling system is quite simple and if it's function is properly understood, should provide no major problems to the DIY driver.

The engine coolant is circulated around the engine with the help of the water pump (fig. 1). Theoretically it would circulate on its own, due to the "thermo siphon" principles (hot water rising, etc.) but this would be inefficient in a modern car engine. The system is under pressure, which increases the boiling point to approx. 107°C (225°F). If this temperature is exceeded the pressure forces the radiator cap to open and the coolant escapes via the overflow pipe. It is, therefore, important to check the condition of the radiator cap (fig. 2).

The system functions as follows: cold water in the bottom of the radiator travels up the lower hose to the water pump. The water pump, driven by the fan belt, pushes the water into the water jacket around the cylinder head and the engine block. The water there cools the metal of the engine. The now hot water, then passes through the thermostat and the top hose into the top of the radiator. The water travels down the radiator cores, where it is cooled by the cold air created either by the motion of the car or by the fan (or both). Should the water in the cylinder head still be cold, the thermostat remains closed, allowing the engine to get warmer quicker. Simple isn't it?

WARNING

When hot, your cooling system is under pressure. NEVER undo the radiator cap without first either waiting for it to cool down, or placing some old rags over it to protect against spurting water or steam.

The same obviously applies when working on the water pump or thermostat. Radiator caps are now available which have a button on the top, which will first release the pressure via the overflow pipe — a good idea. Lastly, do not pour cold water into a hot engine; it could crack it. Again, wait a while for it to cool down.

COOLANT

The liquid in the system which I've referred to as water or coolant, is really a mixture of anti-freeze and water.

As you know, tap water contains various minerals, including a lot of lime (depending on where you live). When used on its own, water will slowly corrode the inside of the cooling system, even to a stage of blocking part of it. Water will also freeze at 0°C. Water, when frozen, expands and has enough force to either push out the core plugs or even crack the metal itself.

For these reasons, we never use water except in emergencies. Modern anti-freeze solutions can be left in the car all year round and can be checked for their freezing capabilities by a hydrometer (all good service stations have them and will check it for free).

If you are buying anti-freeze, read the instructions on the can/bottle before you buy. This will tell you the dilution strength as some are diluted, appearing cheaper to buy. You should use a mixture to protect to about -25°C. Spitfire cooling system capacities can be found at the end of this article.

If, for some reason, you don't want to use anti-freeze in summer (although I can't think of a reason), you can buy anti-corrosive additives or even pre-mixed coolant, which although provides no protection against frost, will protect against corrosion.

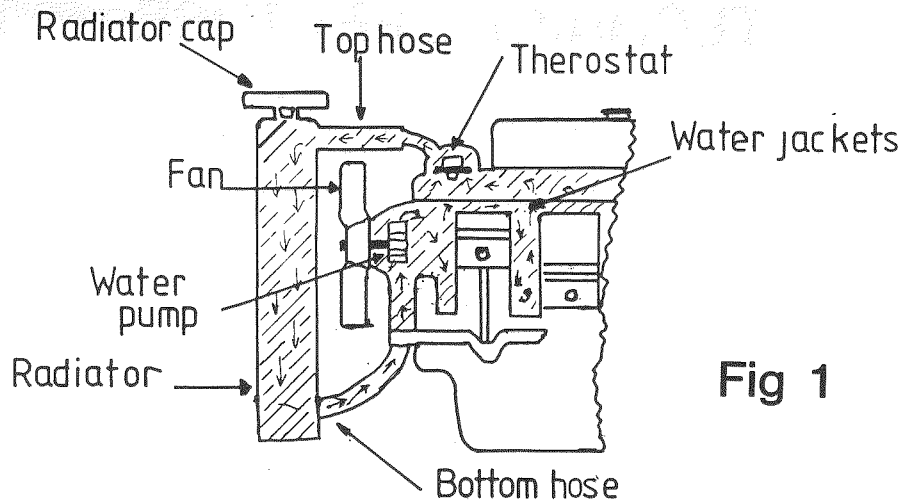
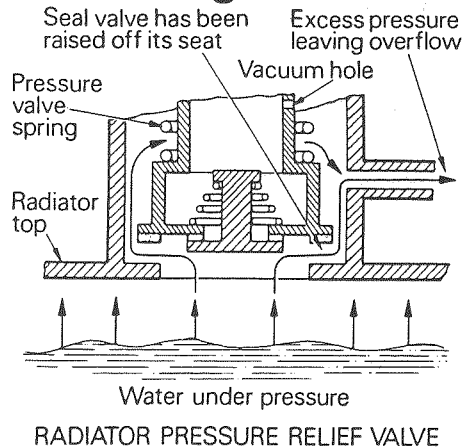


Fig 1

WATER COOLING SYSTEM

Fig 2



RADIATOR PRESSURE RELIEF VALVE

- DRAINING & FLUSHING -

Even under ideal conditions, a certain amount of corrosion will take place within the cooling system and dirt and sludge will form. About every 2 years you should drain and clean the complete system. This is done by removing the bottom hose (engine cold) and the drain plug on the right-hand side of the block (fig. 3). Older engines

may have a drain tap. When the coolant is all out, flush the system with clean water using a hose-pipe pushed into the bottom of the radiator and the top of the engine with the thermostat removed. This is known as reverse flushing as the water is forced around the opposite way to normal, therefore, cleaning out the system. If the corrosion is bad or if you suspect blockage, refill the system with water and a cleaning solution (e.g. Holts 'Radflush' or 'Speed-flush'). You then run the engine for a given time/mileage (see instructions on the tin/bottle) and then repeat the draining/flushing.

After this is done, refill the system with the correct coolant and at the same time, renew any hoses or clips which are not in good condition. The outside of the radiator can be cleaned by hosing it down from the rear to the front (fig. 4), thereby washing any dead flies/dirt away from between the cores.

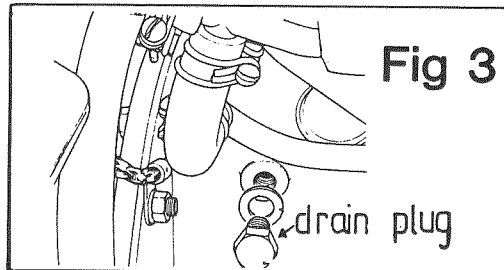


Fig 3

— THERMOSTAT —

The thermostat has the job of stopping the coolant circulating whilst it is still cold. This helps the engine to get to its operating temperature quicker, thereby helping engine life and fuel consumption. When the coolant temperature reaches between 74°C and 85°C (depending on the thermostat fitted), the thermostat opens and allows the coolant to pass into the radiator (fig. 5).

If the thermostat goes wrong, it usually either sticks closed or sticks open. If it stays open, you may not even notice it in summer, but in winter the engine just wouldn't get warm. If it stays closed, you should notice it pretty quickly as the engine gets very hot, as the hot coolant can't get out of the engine. The temperature gauge will go over to the right, into the red section. Obviously, at this point you stop and investigate. Should you carry on, the temperature gauge may start to go down again but this will be because there is no coolant left to measure. At this point the cylinder head may also be so hot as to blow a gasket or even crack or distort the metal itself.

To test a thermostat, take it out of the car and place it in a saucepan with water. Slowly heat it up on the cooker or gas ring. If you have a thermometer with a scale which goes above 100°C (fig. 6), measure when the thermostat opens and compare with the number stamped on the thermostat. If you haven't got a suitable thermometer, you can at least see if the thermostat opens before the water boils.

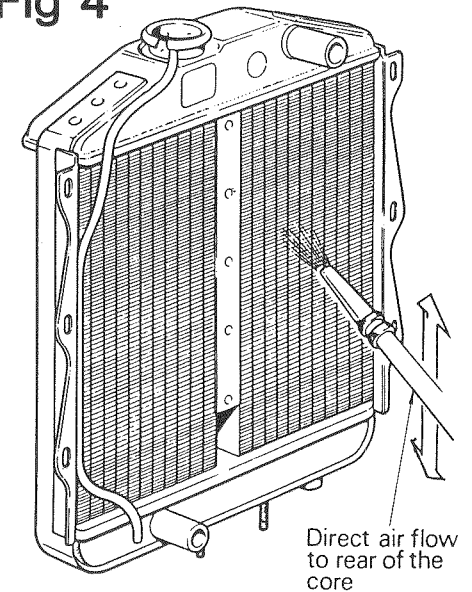
When replacing or renewing a thermostat, try and use a new gasket as they don't cost much and have a lot to contend with.

— THE FAN —

Two basic types of fan are fitted to the Spitfire; the normal, fixed-blade type and the plastic fan, via a viscous coupling. (fig. 7 and 8).

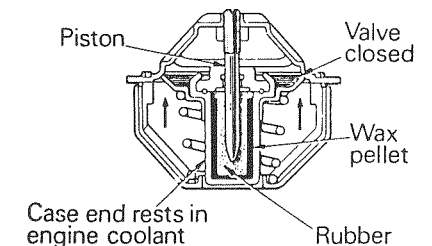
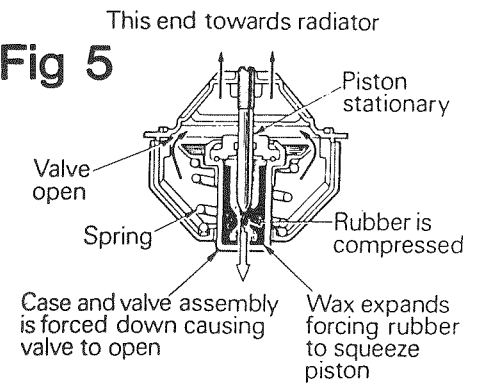
The primary job of the fan is to draw cool air through the radiator. Secondly it then circulates this relatively cool air around the engine. The older type fixed-blade fan runs all the time, even when the engine is cold or the air-flow is sufficient due to car speed. This is, of course, a waste of engine energy and a source of constant noise. It does have the advantage,

Fig 4



RADIATOR CORE CLEANING

Fig 5



WAX-TYPE THERMOSTAT

however, of being cheap and simple with little to go wrong.

The viscous type of coupling/fan, limits the fan speed when engine revs are high, which usually means the car's speed produces enough air-flow (some other makes of car have a temperature feeler within the coupling). This saves noise and energy but is expensive to make and replace when it goes wrong. Spitfire ones do go wrong and is usually associated with noise. They have been known, at an advanced state of wear, to leave their connection and bury themselves in the radiator. Secondly the water pump has a different connection (fig. 9) and costs more.

The more efficient system is an electric fan which is thermostatically controlled. This means it has a feeler which only switches the fan on when the coolant temperature has reached a certain level. More about those later.

GAUGE & FEELER

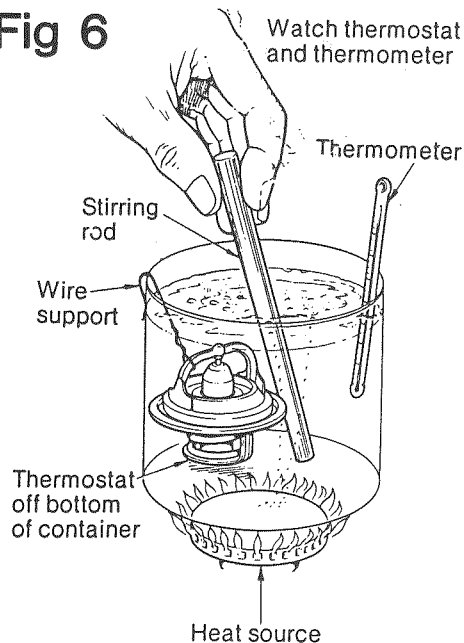
The temperature feeler is fitted to the side of the thermostat housing and is connected to the wiring loom via a single connector (fig. 10). The gauge is connected to the wiring loom behind the dashboard (fig. 11) via a voltage stabiliser (fig. 12). The voltage stabiliser makes sure the voltage to the gauge doesn't change with battery strength but remains constant (also feeds the fuel gauge).

To test: disconnect the wire at the feeler and earth this to the engine (fig. 11). With the ignition on, the gauge should read 'hot'. If it doesn't then the wiring or gauge is at fault. If it does but hasn't been giving a reading, then the feeler is probably u/s. To be absolutely sure, substitution is the simplest way.

WATER PUMP

As already mentioned, there are basically the normal (non-viscous) and the viscous type of water pump. Earlier Spitfires apparently had a pump with more veins making them circulate the coolant faster. I am informed that these are no longer available. Also earlier pumps had a grease-nipple fitted. On these pumps the bearing could be lubricated and a repair set was available. Newer types are not greaseable and when they leak at the bearing, are non-repairable.

Fig 6



TESTING THE THERMOSTAT

Fig 7

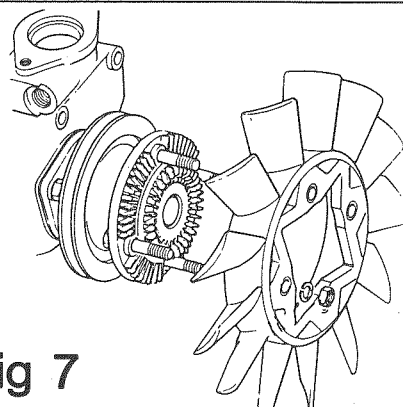


Fig 8

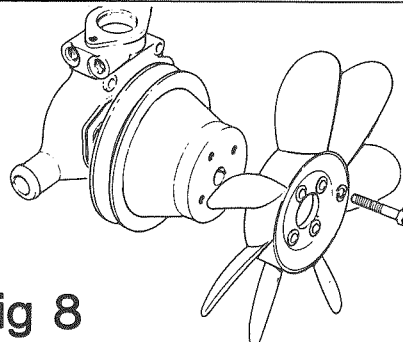


Fig 9

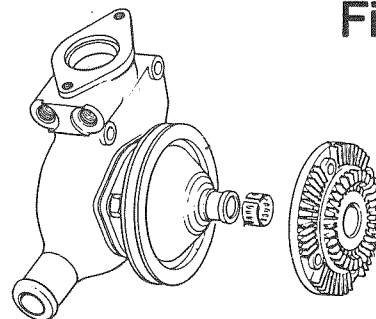


Fig 10

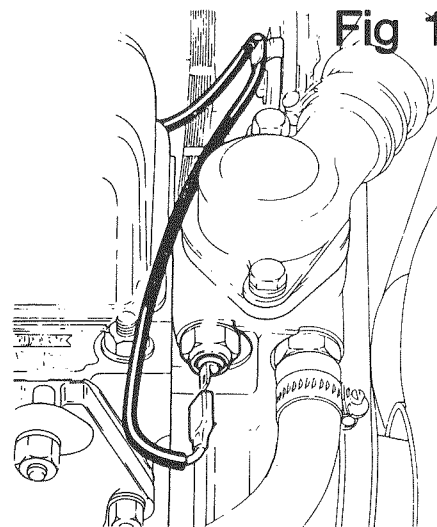


Fig 11

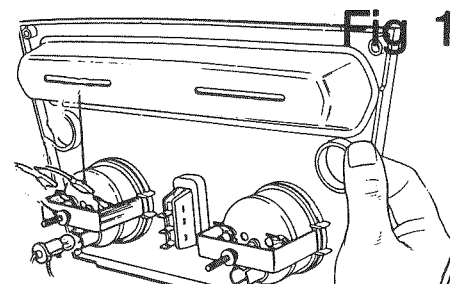
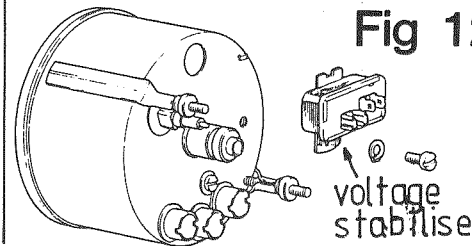


Fig 12



RADIATOR

Spitfires were fitted with three types of radiator. The MKI and II had a wide radiator, MKIII onwards has a smaller type and the USA Californian 1500 models had a high performance rad. fitted. Some dealers stock these and they cost about £80.00.

Radiators can leak. They can usually be soldered at a rad specialist. Various fluids are available which stop these leaks from the inside - sometimes they work, sometimes they don't. Whether you use them must remain an individual choice. Spitfire radiators can get damaged where the top hose joins the radiator (fig. 14). This can be caused by a non-flexible hose being used as a top hose. When the engine is started the 'rock' of the engine is quite considerable and, as the radiator stays put, the force can cause cracking. Therefore, use a B.L. top hose or at least a flexible one.

If you suspect a leak in the cooling system but can't find it, then get your system pressure tested at a garage. They have a small pump type tester which can pressurize the cooling system when it is still cold. It only takes five minutes and will show up any leaks (fig. 15).

IGNITION

Incorrect ignition timing can also cause the engine to overheat, so remember this when investigating faults.

CYLINDER HEAD GASKET

A leaking head gasket can cause a much higher pressure in the system, causing coolant to be blown out of the overflow pipe. This is usually accompanied with oil in the coolant, or visa-versa, and a loss of engine power.

MAINTENANCE

Check coolant level weekly.

Check fan belt adjustment every 10,000 km (6,000 miles).

Drain and flush system every two years.

Grease water pump (if fitted) every 20,000 km (12,000 miles).

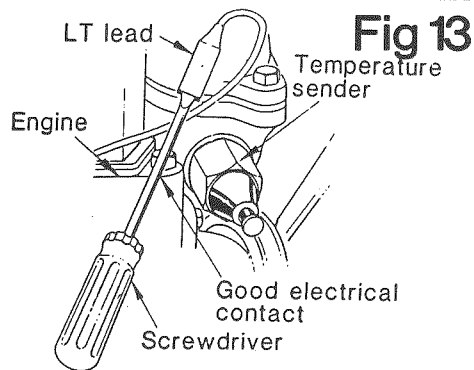


Fig 13

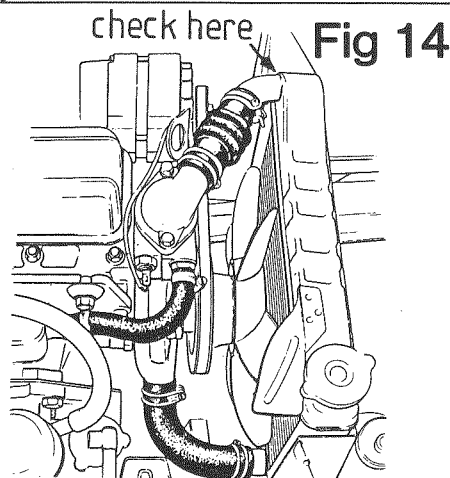


Fig 14

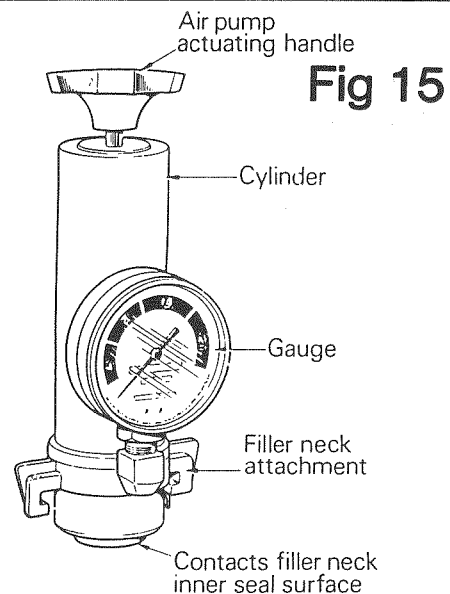


Fig 15

IMPROVEMENTS

Like any other mass-produced car, the Spitfire and its cooling system are a compromise. They have to be constructed to drive on quiet, English country roads, cold hills in Finland and sunny, hot days in the south of France. It is for this reason that some people have more problems than others. It depends on how and where you drive.

Firstly, if you are having problems with your cooling system, check that everything is working properly. Secondly, make sure there are no restrictions to the air-flow, like a number-plate or fog-lights in front of the grill.

If all this doesn't help, then the system probably needs modifying. Most cooling problems seem to appear on 1500 Spitfires that are used on Motorways a lot.

There are various ways to improve the system. You can fit an electric fan, such as a Kenlow or Clova: they are easy to fit and work well. The only snag is they are expensive and might not cure all the problems when fitted with a standard radiator. You can, of course, fit the USA radiator but this would be expensive.

Another improvement to the cooling system is to fit an oil cooler. This will help to keep the engine generally cooler as well as protecting your bearings.

1500 Spitfires also seem to suffer from petrol starvation problems when hot. The symptoms: failure to accelerate after being stood for a few minutes at the lights, etc. The car jumping and hesitating when trying to pull away.

This appears to be caused by the Waxstat type jets on the later SU's getting too hot and causing the mixture to weaken too much. This is, of course, indirectly connected to the cooling system if the engine is getting hotter than normal due to cooling system faults. You can try enlarging the heat shield between carbs and manifold, this sometimes helps.

On a final note, I have been told a lower and stable cylinder head temperature will help reduce pinking tendencies. Pinking or pre-ignition is related to the octane rating of petrol, which in view of recent EEC proposals regarding unleaded fuel, is very interesting. I will try and explore this field further and report any findings.

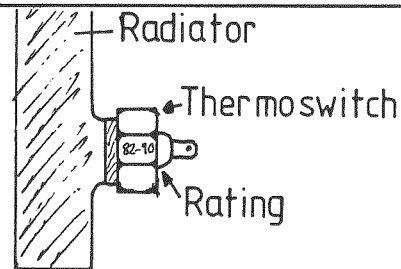
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Cooling System Capacities:

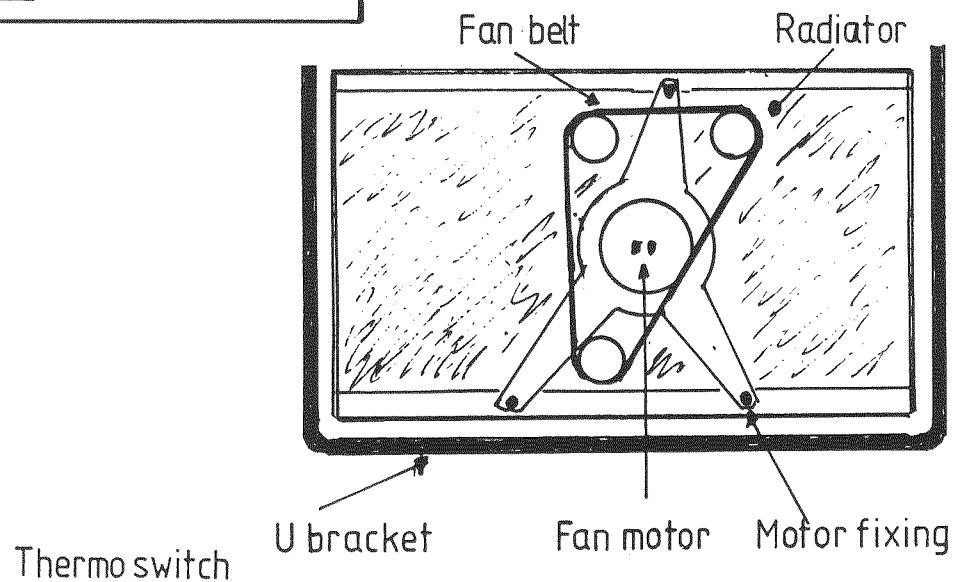
Spitfire MKI and II: 5.4 l
Spitfire MKIII onwards 4.5 litres

Thermostat Rating:

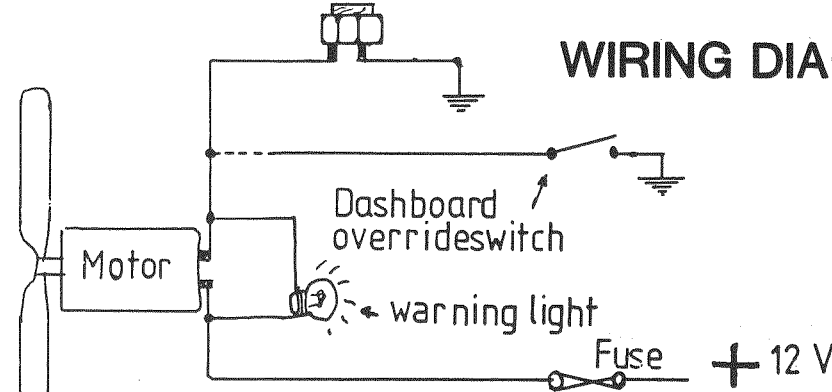
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thirds of it. This does not include parking space. The success of this event will very much depend on you, whether in attendance or assistance. We will do all we can to make this a real 'fun event'.

TRADE AUTOMART: I am already getting an enormous response from Traders who will not only attend, but will be putting on special prices.

Our European friends: we already know that our friends in Germany and Holland will be with us.

So you see, enthusiasm is already beginning to bubble. If you would like any further information give me a ring, or contact me at the following address. If you do not see on the Program something to suit, please let me know - **warning** I might ask you to organise it. More news next month.

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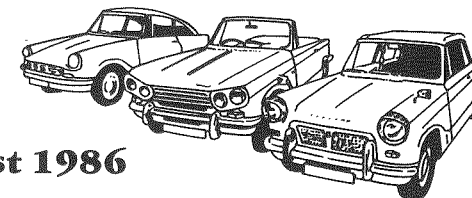
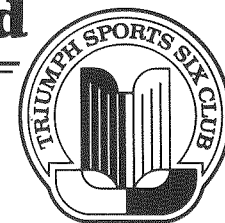
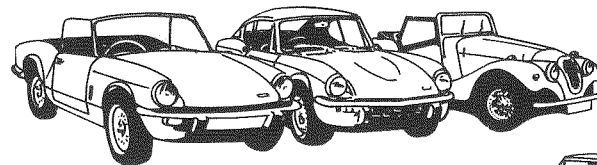
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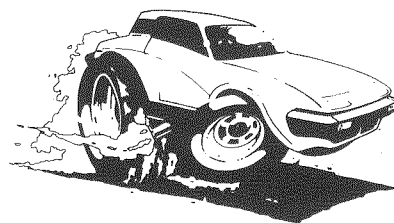
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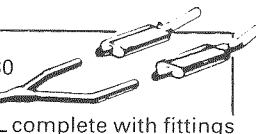
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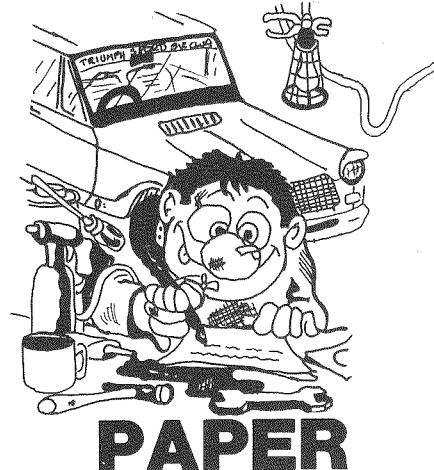


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Model TSSC 1 '86

PEN TO



The Essex Area have arranged a car body repair course at East Ham College, London E6, following the welding course for TSSC members - see September article by David Bird.

It will start in January and run until June, cost about £25 approx., £1 per evening. Places are limited, so it's first come gets on the course. If members wish to bring parts or 'whole' cars to repair/ paint, it will be possible dependent on the numbers. For details of the course and allocation of places, please contact: Kevin Hagger (01) 592 6302 (evenings only) not the college.

This letter is from Sri Lanka (Ceylon) and since 1984 I have been reading with great interest your Courier magazines and I must say that I have been thoroughly absorbed to the dear Triumph cars. In Sri Lanka there are a number of Triumph cars such as the Roadster, TRs, Spitfires, Herald and the later 1300s, 1500s and 2000s but a few owners are enthusiasts. The local Agents, M/s Brown & Co. closed down the Triumph section making it worse for the Triumph owners.

Whilst reading the September 1985 Courier, number 63, I was delighted to see 3 Sri 4281, a Herald 948 spotted by Dieter Wozny of Koehn, Germany in the beautiful hill country of Nuwara Eliya (6,200ft) where the lushious tea plantations are. Mr

Dieter has seen only a few Triumph cars in Sri Lanka and says he did not see any Spitfires at all, perhaps due to his short stay. I might say that there are around six Spitfires including a 1500 with a hard top, which is incidentally owned by a friend of mine and I have been persuading him to sell it to me. I quite well agree with Mr Dieter that the road surfaces in Sri Lanka are not up to standard and hope that he will make another trip to Sri Lanka sometime next year when all roads will be done up with World Bank aid.

I receive the TSSC Courier from my brother, Mr Ranjit Ranasinghe in Epsom, who is a member of the TSSC and has owned a 1980 Spitfire 1500, CGN 468X since new, and which won the Concours de Elegance, 1985 at the South of England Meet. In addition to his Spitfire, he recently purchased a Herald 1200 from an old lady, which has done only 45,000 miles.

About a year ago, the writer also purchased a Herald 948 as a second car which is presently under restoration to its original splendour. All the parts will be shipped from the UK through my brother. I also own a Wolsley 16/60, 1971 - one of the last from the B.L. factory' and I'm also a member of the Wolsley Register in the U.K.

I wish all success to John Griffiths, the able President, with full smiles (No. 62, page 13 - August '85) and all luck to the TSSC for its continued strength and support. My best wishes also go to Trudi Squibbs, Jonty Wild and Brian Waters for their most interesting articles.

M A DE S RANASINGHE - COLOMBO 10



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I feel that members would be interested to know of my recent experience of the service I received when I purchased a range of spares from Gee Bee Sportscars, Leighton Buzzard, Beds.

My current project is to convert my ageing Triumph Vitesse saloon into a convertible and to renovate it generally. Robert Bell, the owner, although dealing mainly in Spitfires and GT6's, has a range of Triumph cars and it was here, quite by chance, that I discovered and purchased a really good Triumph Herald convertible rear body section for my car.

The logistics of swopping over the various parts was easily accomplished over a few weekends, with grateful assistance from Robert and his Saturday Assistant, when it came to lifting. In the early evening I drove the car home complete with green rear section, matching the Gunmetal front and it is now in my drive awaiting finishing work.

The purpose of writing is just to say thanks and to let members know that the service I received was friendly, helpful and reasonably priced. Additionally, there is a large engine lifting hoist and a trolley jack for people to use, which makes a great deal

of difference when it comes to swopping heavy mechanical items.

RICHARD - LEIGHTON BUZZARD, BEDS

DAVE O'CONNELL OF HITHER GREEN, LONDON has recently written to us with the following recommendation:-

"I am writing to recommend a small, local crash repair/re-spray business, which recently undertook the repair of minor crash damage to my GT6, along with a total re-spray. This work included the cutting out of all rusty areas of the body-work and the welding in of new metal plates to replace the rusted metal.

As I have already said, it a small business, and great pride is taken in the work done, which is very thorough and very professional, at a reasonable price".

Their address is:-

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I'm not sure how many 19 year olds are driving GT6's, but I'm sure that they will agree with me when I say it's worth all the financial heartache, pain and problems.

I actually bought mine when I was only 18 after having owned a MKIII Spitfire for some six months as my first car. After having spent far too much money on that, I got a miserable £250 for it to put towards a new car. I have to confess I had never even heard of a GT6 before I joined the TSSC, it it was definitely a case of love at first sight. Luckily one came up in a local garage for £1,500 and was soon mine. I have just spent £130 on a new clutch and flywheel and it badly needs a new exhaust, but everything else is OK. The only trouble is very few insurance companies want to insure you for it unless you part with £450 and more.

I eventually paid a modest £240 for a years premium.

For all that, I take immense pleasure in convincing wary bobbys that it is my car, sailing past frightened boy-racers in jacked up Fords and (best of all) causing MG drivers to panic and pull over when they see me in their mirror.

The sheer elegance of the whole car, its beautiful handling and effortless thrust in low gears make it a pleasure to drive and worth every penny!

PAUL REYNOLDS - WORTHING, W SUSSEX

##STOLEN##

PLEASE! PLEASE! HELP ME FIND MY
MUCH LOVED AND GREATLY MISSED
TRIUMPH HERALD

Details: 13/60 Saloon
Reg. No. TGY 486F
Wedgewood Blue
Car fitted with twin 1 1/2 SU
carbs
Black upholstery

This car was stolen from a school car park in Milton Keynes on 21st November, 1985 during school hours.

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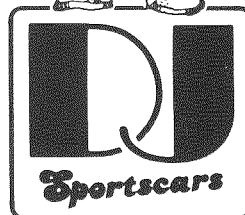
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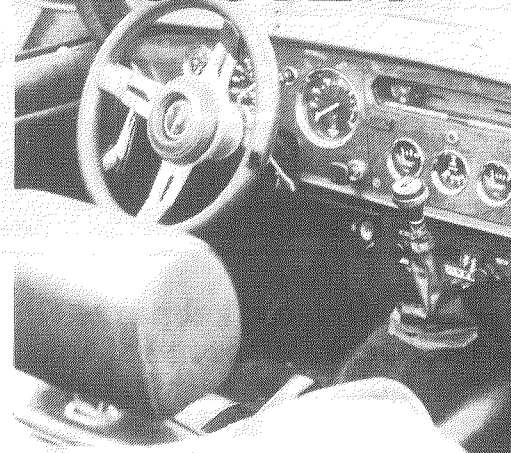
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SPITFIRE REGISTER



John Humphries

Following on from the 'Snippet' in October's Courier, ADU 8B was for sale again in the November 1977 issue of Motor Sport.

"1964 Ex-Works Triumph Spitfire Alloy GT - ADU 8B; the only one of the eight special works cars left; built for the Tour de France to Le Mans spec., with fastback hardtop, faired-in lamps, alloy panels, Le Mans wheels, full works 105bhp engine (alloy head, Webers, etc.); registered and run in Group 2 events, road registered too; an inexpensive, pretty car for 1978 Historical Events, with spare engines, etc."

There was even a picture of it - it did look pretty too! And the price - £3,500. I heard later that it went to a Japanese buyer. If any member knows of its present whereabouts, I would be most interested.

And now that I have at last got pen to paper, may I make a plea for something (again in the Spitfire article) I have been after for a long time without success.

A few years ago, when Leyland Special Tuning was in being, one of their Triumph Plusparts was a perspex Headlamp Cowl Kit for the Spitfire I, II and III and GT6 MK1. The part number was 99-500101 and the price then was £8.65. If any member has (for sale) a pair of these cowls or just the left-hand-side only, I would like to hear from them.

December Crossword Answers

ACROSS:

- (1) Bush
- (5) AF
- (6) Kippings
- (9) SC
- (11) FM
- (12) James
- (13) Climb
- (14) Mig
- (16) SE
- (18) Rack
- (19) Tune
- (21) Gun
- (22) Nuts
- (24) Stag
- (25) AM
- (26) Bond
- (30) Stanpart
- (31) Rust
- (34) Trophy
- (35) Shock
- (37) Regalia
- (42) STP
- (43) Machines
- (44) Rod

DOWN:

- (2) SK
- (3) Hill
- (4) MG
- (5) ACS
- (7) STIR
- (8) Marketing
- (9) Sewing
- (10) Grease
- (11) Footman
- (13) Con
- (15) Gap
- (17) Quad
- (20) EE
- (23) Boot
- (27) HT
- (28) Stock
- (29) Crewes
- (30) STP
- (32) Strap
- (33) GR
- (34) Trim
- (36) HS
- (38) GT
- (39) AA

(40) DH
(41) GE

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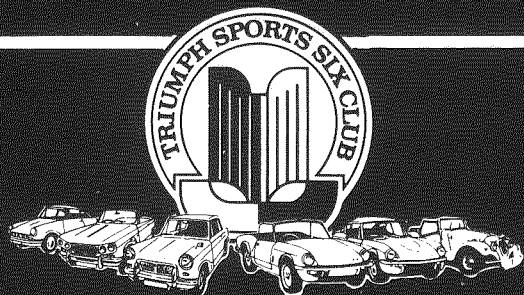
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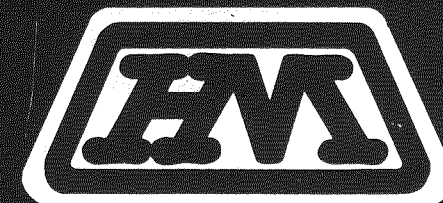
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an expanding range of body panels for Spitfires, GT6's, Herald & Vitesse. Our New Year Resolution is to continue giving top service, top quality with low prices and to show we mean business we're offering 10% off Triumph panels for January (club members only) with some extra < **STAR** > BARGAINS!

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TR4/TR6 USA	-	-	280	-	-	260
TR6 Pi	-	-	250	-	-	230

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COURIER VAN

Peter Williams – Northampton

Part One

THE BEGINNING:

Well there I was, freezing cold, lying head first in the footwell of an old Herald well past saving, wondering what on earth I was doing there. I'd actually been working, cutting out the footwell for the last half hour; cutting it out with a lump hammer and chisel trying to avoid the shower of broken glass and ice thrown up by my efforts. The passenger side's footwell was being similarly hacked out (well almost) by Bill, who always seemed to be stopping for the inevitable fag. The words, "Ah Pete, I must have a fag", were well used during that morning and throughout the following year. Still, it gave us both a much needed break from time to time and a chance to have one of the many cups of tea prepared by the highly efficient house staff (thanks Jo ***). It was hard work in that wintry scrapyard but eventually out came two serviceable footwells, one complete with organ pedal accelerator. The price? 50 pence each and guaranteed to fit, unlike some biscuit tin repair panels available at the time and perhaps even now. The hard work had begun.

It had all started when, at the local Area meeting, Bill Sunderland invited me to view his latest acquisition. We'd been saying for a long time that the only vehicle suitable for carting around the tons of copy produced for the Club magazines should be a Courier Van and here it was. Viewed in the dark car park, it seemed in pretty good shape but during the twelve months spent rebuilding it we learnt better. In the course of the rebuild just about every part of the car, just short of a full body-off job, was checked, serviced, renewed or

replaced and painted. It is in full service and has been for the last year now, moving half ton loads of Couriers and Turning Circles from printer to mailing house and when I drive it, I just can't stop grinning. It's that sort of car. (Sure is Van Man - ED).

The Courier Van was never a great success for Standard-Triumph, which explains why it was produced for less than three years from 1962 to 1964. It was basically too expensive when matched against its competitors. Still, today, it's good news for us, the 'Triumph Sports Six Club' for, as well as providing a host of family and sports cars, the ever versatile Herald chassis gave us a totally practical load carrier, (the *Carrier* Van was in fact one of the original names proposed for the van). Can any other car club claim such a fantastic range of cars from the same base vehicle? I think not, which is probably a major reason for our Club's success.

OUR VAN:

The van parked in the car park that night was a MKII Courier Van in Litchfield Green with an interesting number-plate, worth more than the car itself at that time; 9136 MG. Just think of it's value to our friends and rivals if the 9 and I had been reversed - the car probably wouldn't have survived if they had.

The previous owner had been a painter and decorator and had used the car for his business and fitted it with a roof-rack. The mileometer was well on its second trip

around and side windows had been fitted. Often vans bought in the early '60s were converted after three years to side windows to avoid paying Purchase Tax. We decided straight away that these windows had to go and "proper" steel panels refitted. Also fitted were a roll up and down radiator blind and a mass of non-standard instruments which were left in the papier maché dashboard. A nice period piece was a Philips portable car radio, the sort that slots into it's own rack under the dash, working off the car's battery but could also be pulled out and carried around, then working off it's own. The van's interior was reasonable, though later seats (with a fold down rear) had been fitted. For all its faults, this was to be our rebuild. Not for show, it was to be and is a working van.

THE REBUILD:

Some idea of the car's initial condition can be seen from the first photographs - rusty! As mentioned above the optional side windows were to be replaced with, for us, the correct steel panels and as well as numerous small patches, also replaced were the front wings and outer wheel-arches, bonnet 'D' panels, driver's door skin, tread-plates on both sides, rear wheel-arch lips and all sills and valences. Most of the chassis outriggers and rails were renewed and chromework was replaced with new. Finally, a full respray was carried out. As a

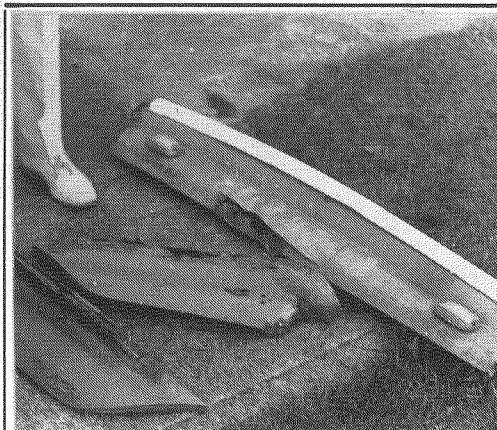
matter of course, both footwells were cut out and those hard-earned panels fitted. All work was carried out by myself, Bill Sunderland and Nigel Whale, with occasional help from Chris Squibbs.

On the concrete drive, the van was first lifted onto large, very stable 'Jumbo' axle stands, allowing easy access to the underside. Large, secure axle stands really are a must for such an extended rebuild. Other major tool items well worth buying are a small angle grinder, a reasonable size trolley jack and an arc welder/brazing kit. All these tools were used continuously and paid for themselves many times over. At the time I did look into buying a MIG welder but didn't due to the cost. However, since finishing the rebuild, a new style, portable MIG set-up has hit the market and these are much more affordable. The Clarke Weld, Sureweld and the SIP models seem the best on offer at present, so I'll definitely be looking at these next year if finances permit.

With the van now up on the axle stands, we were able to have our first good look at the chassis which turned out to be pretty awful. In places patches had been brazed over the rust holes and these in turn brazed to the floor-pan. Aghhh! Also at this time, the petrol tank was removed to a place of safety and the valences stripped off.



LHS Front Wing - note non-original sashlight, flasher and repeat units.



Rear Valences removed to be replaced with new.



Plate brazed over holed chassis and then floor pan - Ughh!



Car raised onto large axle stands. Note Nigel Whale who grew up with the rebuild.

WORK BEGINS:

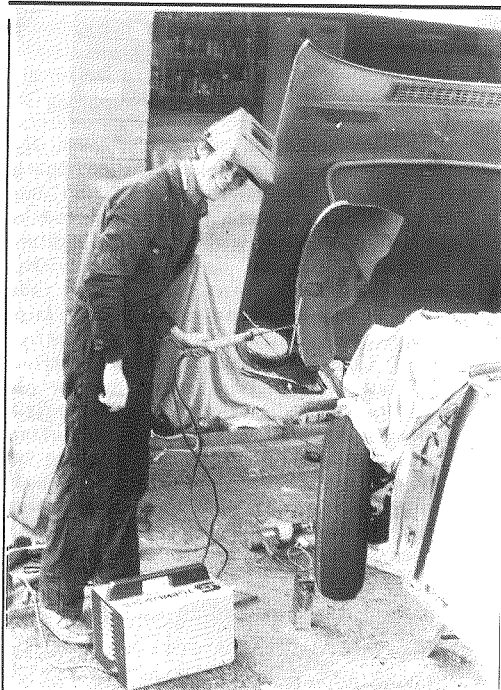
Front Wings, Wheelarches and 'D' Panels

The first area to be tackled was the LHS front wing and wheelarch. As partly shown, their condition was really too bad for patching and so were totally removed by angle-grinding, along with the 'D' panel. (WEAR GOGGLES and do make sure that any other cars etc. are well away; the sparks fly a long way and could easily burn themselves into paintwork, leading later to a mess of tiny rust spots). You could use a chisel but this is hard work and would probably lead to distortion. An electric nibbler may also be useful here but often the panel behind the one you're working on gets in the way. In general, the panels were roughly cut out and then the seams carefully dressed back by grinding and sometimes panel-beating to recover the original lines. For small areas, often a large pair of tin-snips proved useful.

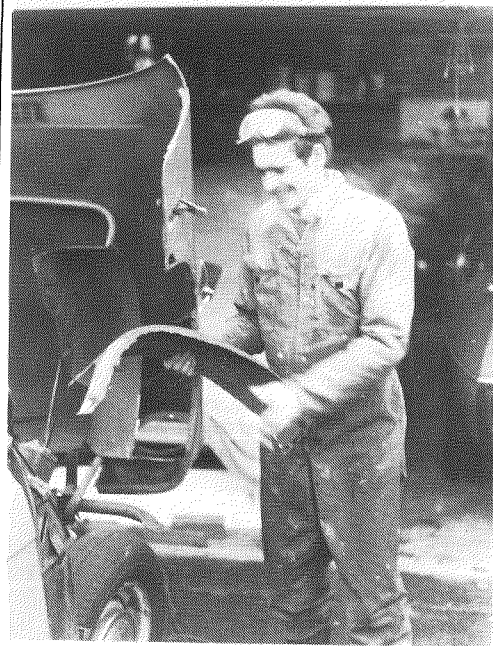
Having completed the LHS front wing, attention was now paid to the RHS. This wing was in much better condition than its counterpart, so we thought that a repair panel would be in order. As you'll see from the photographs, a lot of time was spent on this but in the end we did what we perhaps should have done at the start; fitted a new wing. May, you might be able to do a better job than we did, but if you value your time a complete new wing (preferably original) is the best bet.

What isn't shown is that the holes for the non-original sidelights were reduced in size to take the original items to be replaced after spraying.





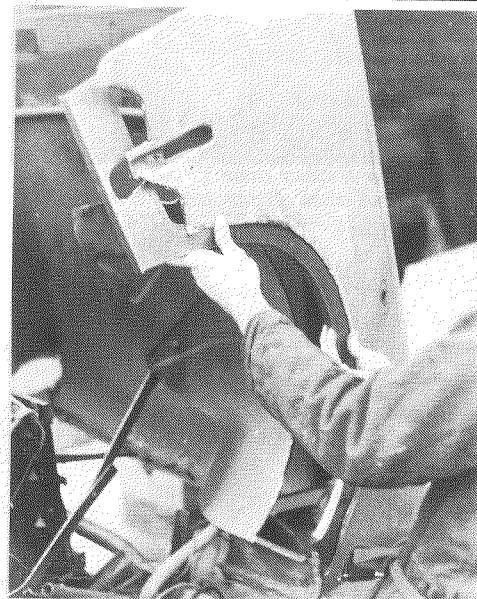
LHS wing, wheelarch and 'D' panel removed.



Wheelarch removed by angle grinding. The 'D' panel was also removed.



Brazing wheelarch lip to wing



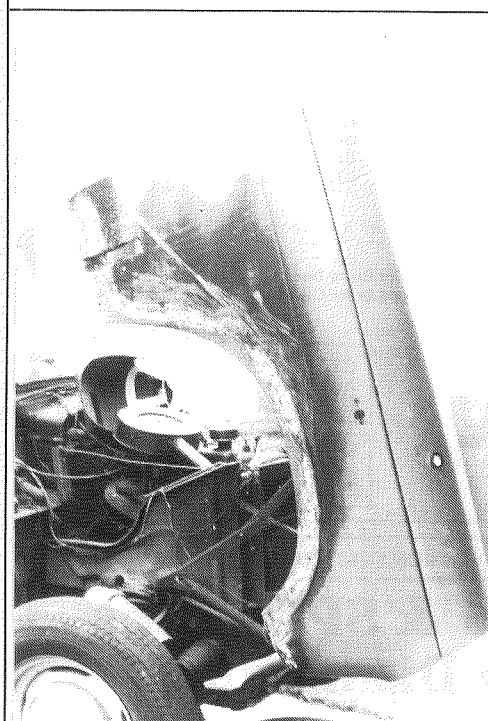
After trimming of the wing, the repair panel was offered up. Unfortunately, it wasn't an exact fit.



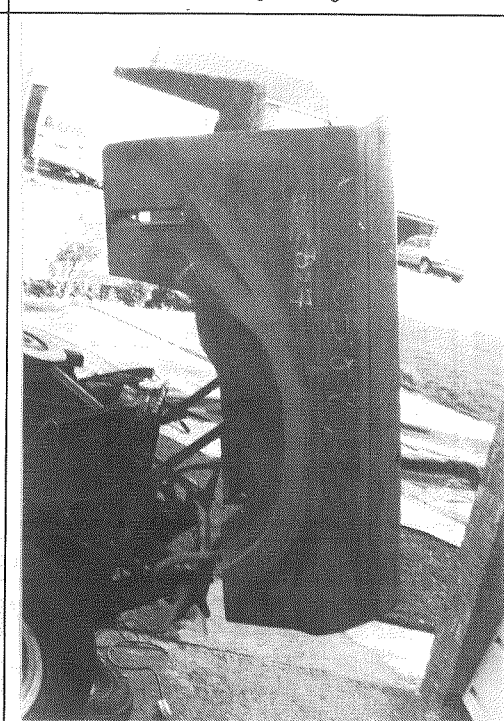
Tack brazing the repair panel.



.....off comes the wing. Notice new wheelarch brazed in position. And finally



Repair panel complete, ready for filling. This wasn't good enough and so



..... the new wing. Wheelarch and 'D' panel also replaced.

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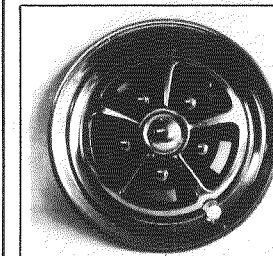
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TRIUMPH HERALD 1500HL

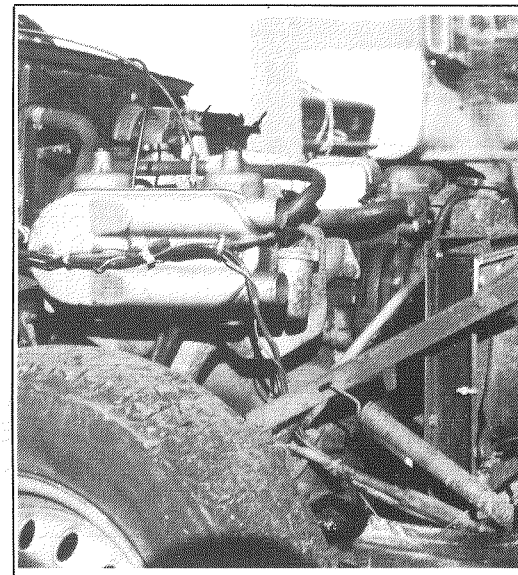
John Hopkins - Mid Glam.

Make: Triumph
Model: Herald 13/60
Engine: Dolomite 1500cc No. YCO
48606 HE
Gearbox: Dolomite with overdrive
Colour: Laurel Green
Interior: Dolomite

I first saw XTG 781H in September 1982, when an acquaintance bought some parts from me. She was a Laurel Green 13/60 Herald saloon in tidy condition; body nice but at some time in the past a previous owner had fitted a rattly 1200cc engine and she had been garaged for over a year. After changing the O/S/R outrigger and rear brake pipes, he sold her to me. I replaced the cut-out box, clutch, gearbox (it was jumping out of third), O/S drive-shaft couplings (twice) due I think to misalignment when fitting the outrigger, which was subsequently re-aligned. A sports steering wheel was fitted so the horn was not working. This was overcome by connecting a horn via the headlamp flasher switch, doing away with the flash facility (this is a modification I also did to my Spitfire IV). I parked her up in the summer of 1983, when the Spitfire of 1973 vintage came along, with the intention of a complete restoration. In May 1984 a 1977 Dolomite 1500 HL was towed into the garage where I worked, a write-off accident victim. I acquired the car for a reasonable price and set about building a hybrid Herald 1500 HL.

The first job was to strip the 'Dolly' completely. Then I removed from the Herald the engine, gearbox, propshaft, radiator, seats, carpet, steering column, dash and wiring loom.

In the process of fitting the engine and box complete with ancillaries, I found that the sump wouldn't fit over the 'X' member, so I fitted the sump from the 1200 engine I had removed. The front engine mountings were changed and rear Spitfire mount and plate fitted. The propshaft was shortened by 4½" and front yoke exchanged for a 'Dolly' yoke. A Spitfire radiator frame was used to mount the radiator with a Datsun electric fan wired up to blow and



mounted on the front O/S of the radiator. ½" stays were made to steady the radiator to the suspension top mounts.

To fit the 'Dolly' steering column, I shortened the lower Herald column, cut off the bottom of the upper column and welded this to the 'Dolly' column. The lower Herald column clamp and modified upper 'Dolly' stay and dash hold the column securely. The 'Dolly' dash was shortened by 4" and rivetted and Araldited together again and recovered with black vinyl.

To cater for plug in dash and steering column wiring, alternator and overdrive wiring, the entire Dolomite loom was fitted less wiring for seat-belt and hand-brake warning systems and heated rear window. Exhaust is Herald manifold, Spitfire down-pipe and Spitfire tailbox with extension mid-way down the car. This brings the exhaust up between the chassis spine out of harm's way.

Bodywork and chassis were reasonably sound. N/S/R outrigger was changed and chassis was shutzed. Door treads and N/S sill were changed, the front of the bonnet was de-seamed and all chrome removed.

The white rubber bumpers were removed and the car was sprayed in original Laurel Green (because I liked the colour) and black.

Spitfire pierced disc wheels were fitted and look attractive. Spitfire front side/indicator lamps were fitted and set the front off. MKIII Cortina door seals were fitted and bonnet-lock was also fitted. The Dolomite front seats were fitted and I have the rear seats which I intend to fit. As a temporary measure, as funds were getting low, the Dolomite carpets were cut to fit. The Dolomite throttle pedal and cable replaced those of the Herald when the Herald pedal fell off. An oil pressure gauge was fitted and the car passed its MOT after changing one brake pipe, trunnion bushes. After getting mobile, the first job was to balance the shortened propshaft with a Terry clip (I did read that the Triumph 2000 prop. fits, but I cannot find one of the right length).

With overdrive the car is a pleasure to drive and returns 30+ mpg.

Unfortunately due to emigration, the work of the last 18 months must go, so if anyone is interested in a Herald 1500 HL with loads of spares, 'phone John on (0443) 685263 (evenings or weekends).

blems with crazed or scratched dashboards. I must apologise for my experience being limited to mere Spitfires but I'm sure the same can be applied to other club cars.

I was faced with the problem of fitting extra switches/gauges to my 1500 dash, which is somewhat cramped to say the least! I also wanted to get rid of the 'hazard warning' knob. A good range of switches are the ones fitted to the 'Ital' range (sorry purists). The only way around it was to make my own dash.

This I did using $\frac{1}{2}$ " birch or high density ply as this cuts without fraying at the edges (which is more than could be said for me by the time I had finished) and it's also reasonably easy to 'step' to depth for heater control panel etc. (I gave up with trying to sink the gauges and decided to paint the rims all black instead). The walnut veneer came from J Crispin & Son, 92-96 Curtain Road, Shoreditch, London EC2A 3AA, tel: 01-739 4857. They will post your requirements and were very helpful on the 'phone.

The advantage of D.I.Y. is that you can design your layout to suit your own requirements. The off-cuts can be used for experimentation with various stains/varnishes etc.

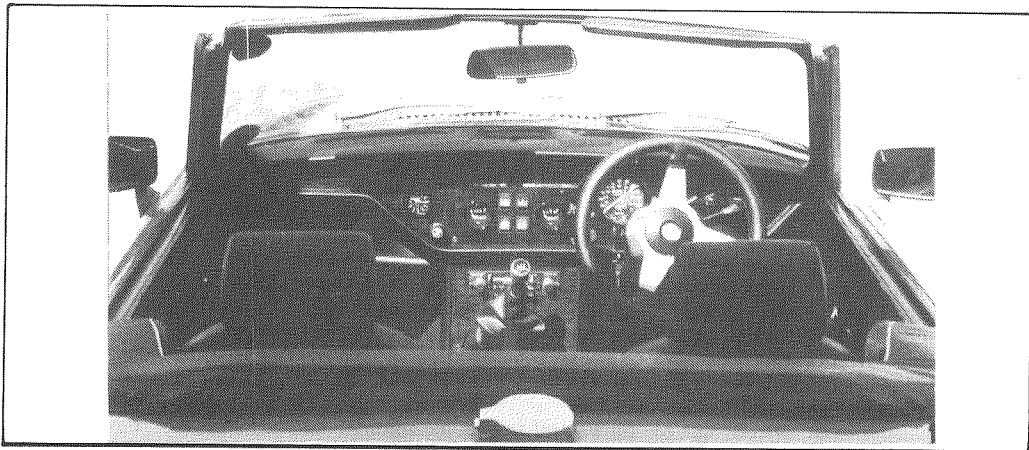
The gearbox H piece can also be covered as in the photo, and I have made up matching door cappings from moulding and plywood.

I am at present making a new one-piece dash, thus avoiding the joins of a three-piece dash but I don't yet know how difficult this will be to fit (time will tell). I am tempted to see what this looks like 'French Polished' but wonder whether this would stand up to temperatures/humidity in everyday use. Any suggestions?

DASHBOARDS

Steve Love - Taunton

Having just read Martin Brown's article 'Vitesse Register' in the December issue. I may be able to come up with a rather obscure solution to Vitesse owner's pro-



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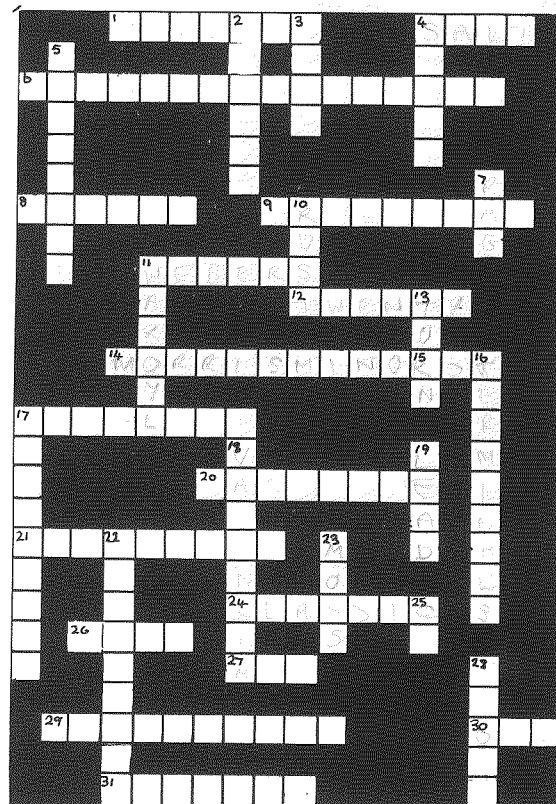
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JANUARY 1986



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CLUES

ACROSS:

- (1) What brings us all together (7).
- (4) On the road now? (Good for 15 Across) (4)
- (6) Best TSSC event of the year! (5/7/4).
- (8) Informal discussion using the correct tool (6).
- (9) What type of classics are 'our cars' if nothing else? (9)
- (11) Presidential carbs (6).
- (12) How many years has Mark Griffiths' Vitesse (6) (clue Vitesse T/Circle).
- (14) Charlie Wares 'Durable' classic car (6/5).
- (15) To be kept at bay! (3)
- (17) Hants & Surrey Area meet here (5/3).
- (20) TSSC members biggest virtue (8).
- (21) What convertibles are made for (3/6).
- (24) Term used to cover many old cars (7).
- (26) One on each corner (4).
- (27) Where every member should go, but never does – thank goodness (3).
- (29) Rusts under foot (5/5).
- (30) Engines prefer this (3).
- (31) Our Membership Secretary's a fire-work (7).

DOWN:

- (2) What shade is Leon's Herald? (6) (clue: it is red).
- (3) What to do when your engine dies (4).
- (4) What is needed to keep your bottom clean? (5).
- (5) Sussex race track (8).
- (7) Tatty old soft top (3).
- (10) The common enemy (4).
- (11) To save your chassis it! (6).
- (13) What does your starter motor do each time? (4).
- (16) Found on your batteries (9).
- (17) Wastes money with no hands (5/4).
- (18) Somewhere blue in Italy (8).
- (19) Better than plastic filler (4).
- (22) What all exhausts should be (9).
- (23) On the rocky but special (4).
- (25) Petrol additive important here (2).
- (28) Our President – is he free? (5).

Compiled by Leon Guyot – London

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CLEVELAND - KATHY SLEIGHTHOLME:

Our November club meeting was well attended. It's nice to see plenty of old faces! As a New Year resolution, we are planning plenty of interesting, local events.

Outline plans have been made for a demonstration day of some local Triumph racing cars; we are also thinking of organising a Cleveland Triumph Weekend - details of both will follow.

The Cleveland TR Register have invited us to a quiz evening upstairs at The Ladle on Tuesday, January 21st. It's an inter-club event with general knowledge questions, biased towards cars. Everyone is welcome to participate in teams of four and admission is just 50p!

Our next TSSC Cleveland meeting will be on Wednesday January 21st at The Ladle.

DERBY JUNCTION 29 - DAVE BEARDSLEY

Yes, believe it or not, we're still here and just to prove it, we'll be putting on a quiz sometime in the next few months. I won't tell you which meeting, so you'll just have to come to them all!

Thanks to Clive from the Nottingham Area for his much appreciated advice and thanks also to Vitesse Geoff for being A.O. for the past year.

Assuming you receive your Courier in time, we still plan to hold the January meeting on the evening of New Year's Day, so you and your hang-over will be most welcome.

W. KENT - RICHARD & SUE FRANCIS:

By the time you read this report, the West Kent Christmas Party will be over - we hope everyone had a terrific time and we will report all about it next month.

We have some very good news for our Area members: we have been offered a room above the bar we usually meet in at The Grasshopper Inn, Westerham. We are sure that this is going to prove successful and our meetings will, hopefully, become a little more interesting. Any suggestions for games, quizzes etc. will be appreciated, especially if you are willing to organise it - we will, of course, give any help or advice needed. So next time you come to our meeting (January 7th and 21st) look for the poster showing the way to our new room; drinks are to be bought downstairs and carried up.

Now that the New Year is upon us, it would be nice to see some more new faces. Come along and meet us, collect a copy of our regular newsletter and buy some club regalia (all available at our meetings).

We feel that we must point out that there are, unfortunately, two Grasshopper Inns in Westerham. If travelling from Kent, please ignore the small one in the village and go on to the one with a massive car park just as you get into Surrey on the A25. If you come from the Surrey side, you shouldn't have any problem.

We look forward to seeing many of you soon and, if you have any ideas for events in 1986, please let us know as we are putting our events calendar together now.

NORTH EAST - JOHN ATKINSON:

There are a lot more members attending our monthly meetings, though a lot of them are from the Cleveland Area, they never miss a meeting. So, if they can spare one evening a month, why can't all the members who live a lot nearer? So come on, get yourself along to the next meeting, when we'll be discussing different events to be held in 1986. Come along and say what you would like to happen, or you can 'phone me on Tyneside 442870.

Lastly, I apologise to the members I couldn't inform about the Christmas Dinner. It was all arranged at the last meeting - too late for The Courier. Anyway, Happy New Year.

NOTTINGHAM - CLIVE ROULSTON:

With all the ice and mist around this month, I expected a smaller turnout but how wrong can you be. Over 40 people attended with guest appearances from the Derby and North Midlands Area Organisers. Thank you Dave and Alan - it was good to see you both.

George organised an excellent quiz; questions were based on all the types of club cars and general knowledge. The results were close which shows how well people know their cars but the wally that suggested Bonds were kit-cars built by Airfix was chastised. Results: Geoff and Pete Fletcher 1st, Alan Cooper and Dave were runners-up.

Sue Hutchins helped Wendy with the raffle this month and won - well done Sue.

NEXT EVENT:

A return skittles match - Notts TSSC v Leicester Stag Owners to be held on Saturday 15th February at The Coach & Horses, Field Head, Markfield (one mile from M1, junction 22 towards Leicester A50). Start approx. 8pm. Good food - price £3.25. 54 people attended last year and it was a fantastic night with friendly people and lots of barracking - we beat the Stags - let's see if we can do it again. Entries urgently required to:

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PETERBOROUGH - SHARON ESPIN:

I would like to thank Dennis for organising a superb trip around Spyder Engineering and Diana for her talents in persuading the Chef to cook us 24 Christmas Dinners when his limit is 20!

If any other Area would like to join us on any of the forthcoming events, please ring me.

January 13th - Monthly meeting, The Plough, Deeping St Nicholas.

January 20th - Tour around Marshalls of Peterborough - Spares Department 7.30pm.

February 10th - Monthly meeting, The Three Horseshoes, Yaxley.

March 22nd - Trip to Beaulieu Motor Museum with Anglia Area.

April 7th - RAF Wittering - leaving Three Horseshoes at 6.30pm for 7.00pm start.

SCOTLAND WEST - JOHN MALCOLM:

Well, things are changing for 1986 and we hope to go from strength to strength as the year goes on.

As many local members are aware, there was a preliminary meeting on Monday the 2nd December with the Triumph Stag O.C., Triumph 2000 and 2500 club and the TR Register, along with the TSSC.

This meeting spawned another private meeting and now steps are being taken to arrange a calendar the suits all four clubs. We also intend to try and increase membership for all these clubs in Scotland, now that we can offer more as an Area, the Area being in central Scotland where the majority of Triumph owners reside.

The next four-club meeting will be held on the 2nd Monday of January, 1986 (13th January) and a slide show will begin the calendar of entertainments. Thereafter every month club meeting will be held at The Black Friers, off Ingram Street and Albion Street; from the M8 take the Townhead turnoff and keep on going to the city until you find Ingram Street on the right. Along here and first left into Albion Street and you're there.

There will also be no further meetings in 1986 in The Sherbrooke Castle Hotel, but keep an eye open for a change of meeting place come the summer months. All monthly meetings will be on the 2nd Monday in The Black Friers. See you all on 13th January - I'll be in my new Triumph, yes the Granada Coupe was replaced by a decent car at last. It's nice to drive quality again, although my Vitesse conv. lies dormant in hibernation as the heater is inoperative. A good New Year to you all - cheers!

THAMES - NICK LORD:

By the time you read this we will have had our Christmas meal at Barnaby's in Hounslow and I should have my Spitfire 4 back (eight months after being stolen from Chessington). No more going to meetings by train!

New members coming to our meetings please make yourselves known to me. With so many new faces, it is easy to overlook people.

Ideas are being floated for the Spring and Summer; among them is sponsored parachute jumping for charity (from a Spitfire?) and an inter-Area all night treasure hunt. I shall have to find out more about the later from the Police and the RAC, as I believe it is technically a road race. Anyone any information on this? While it's in my mind, Mike, how about doing a Cop Shop feature on the legalities of treasure hunts and convoys?

In my back garden there is a strange thing slowly rusting amongst my vegetables. It is the area 'car ambulance'. This is basically an A-frame on three wheels which

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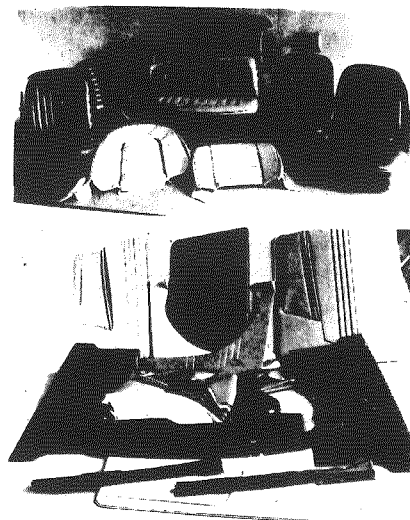
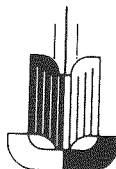
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fits to a towbar. The other end is a bar and chains on a winch for lifting and towing a car. Does anyone want it please? Offers to me on (01) 572 9386; or alternatively, is there anyone in the Thames Area who could give it a temporary home until it is sold as I've got to move it?

Keep the ideas for events and happenings coming in as I shall start compiling the Spring programme after Christmas.

JANUARY MEETINGS:

2nd January - New Year's drink at The Firestone.

16th January - Talk on advanced driving at the Heritage Motor Museum, Syon Park, Brentford. Museum open from 7.30 at reduced admission, talk at 8.30 then back to the Firestone for a night-cap (watch those exhausts on the sleeping policemen in Syon Park!).

30th January - Noggin 'n' natter at The Firestone.

WORCESTER - E MCKAY:

A good turnout and another enjoyable quiz from Beverley Dixon with seasonal prizes.

John Kipping was on hand, once again for all our enquiries.

We also had two new members who own a MKIII Spitfire and seem very keen.

Denis and myself had an enjoyable Sunday lunchtime at the West Midlands Area meeting and picked up a couple of bargains at the boot sale.

A Happy New Year to all our Area members.

WESSEX - JEREMY WOODWARD:

This month's report is very important because there has been moves afoot to re-vitalise our monthly meetings. Although our numbers have remained steady over the past year, a few others and myself have felt that the time has come to get our little meetings organised properly, with the aim of not only making our meetings more interesting but tempting more members to join us.

To this end an Events Committee has been formed and a timetable of events to cover the next 6 months has been drawn up.

We have worked out a list which will be shown on our notice board at our next Tuesday meeting on 14th January.

WEST SUSSEX - PETE STUART:

And now for something completely different (who says you can't start an article with a cliché?). This is the first time I've written since I became A.O. by default - no one else appears interested or has the time. Thanks must go to Colin for running the Area for the past few years. Anyway, I've been brushing up on the spelling and now is the time to put pen-to-paper. Attendance is poor in relation to the number of members in the area, so how's about making an effort to come along on January 8th, 1986? To those shy of walking around the Farmers asking people if they are in the TSSC (i.e. normal humans), my white Spitfire will be outside and I'll be inside doing Paul Newman impressions (so Mum says). Right now we have nothing planned for the year ahead, but we do have two enthusiastic Areas near us: Gatwick (thanks for ringing Paul, 'we share the same dentist') and Tullio in West Sussex. Come over for the meeting on the 8th, chaps! 8 o'clock at The Farmers.

WEST MIDLANDS - TONY SPICER:

Sunday meetings Bring & Buy Sale proved very worthwhile, with our usual car spares, SAH manifolds and B & O stereos being sold. It's a pity nobody had a Maestro bonnet for Ken, who made his more than normal impact on the meeting - he'll have to bring the Vitesse next time!!

Once again the Christmas Party was a great success; we ate, drank and were merry 'till the early hours. Nice to see the Dixons, Dennis and Vicky from Worcester and Nick and Sally from Cheltenham.

Area spares has now been disbanded but we still have four Spitfire/Herald gearboxes - anyone interested?

Dates for those new diaries:

Tuesday 11th February - talk and films by the Advanced Drivers Association.

Next meetings: Tuesday 14th January and Sunday lunch, 26th January, 1986.

W. YORKSHIRE - CHARLES HENDERSON:

Following an absolutely packed meeting on December 2nd at The White Bear, we had a very enjoyable time at The George Hotel, Brighouse. This was our annual Christmas Dinner and Disco, which went very well. I think everybody will agree that John and Val Heyworth did a fantastic job in organising the event at such short notice; many thanks to both of you.

In fact we all liked it so much at The Gove that we are moving the monthly meetings there starting in January. We also have decided to move the date from the first Tuesday to the second Tuesday of each month. So, for those who don't know where The Grove Motel is; taking the A6025 from Brighouse (reached via Junction 25 off M62) towards Eland. The Grove Motel is on your left after about 1½ miles. So next meeting, January 14th at The Grove Motel, Brighouse. See you there.

NORTH YORKS - SALLY HURD:

The last meeting of the year started off quietly enough but ended with the prospect of 2 new members to the Area - Peter and Dominic and four more people joining us for the Christmas Dinner and Disco.

Apropos the Christmas Dinner - the setting was beautiful, an old country manor house with original carved woodwork and sumptuous decor. The food was good and the disco rounded the evening off nicely. With eleven members and guests, we all managed to sit round one table and the conversation flowed with the wine. Looking forward to next year and what it brings. HAPPY NEW YEAR from us all in N. Yorks. Next meeting Wednesday 8th January (for obvious reasons!).

SOUTH YORKSHIRE - CHRIS STABLER:

Yes, the rumours are true - I'm back! I couldn't live without the glamour, the attention, the phone calls! Thank you Mark for agreeing to continue as external events organiser - I value your support.

By the time you read this we will have enjoyed our Christmas Dinner (30 confirmed bookings, December 14) which will double as our December meeting and so our next meeting will be Sunday lunch on 12th January at The Norfolk Arms.

Colin 'Topless' Troise will be responsible for much wailing and gnashing of teeth

at the meeting on 23rd January as he has devised another quiz - thank you Col! I would also like to introduce a 'Who's Who' of South Yorkshire members with photographs of us and our cars, which I hope will be of particular value as an ice-breaker for new members. What do you all think?

That's all for now as I am up to my trunions in a total rebuild of my faithful Vitesse convertible.

Thanks to Jon Woollard for the past year.

RIBBLE - BILL COULSHED:

As you read this, Christmas will be over for another year and we should have been on our treasure hunt. I hope both have been enjoyable for everyone. Perhaps we could start organising Treasure Hunts on a more regular basis - this means can someone else set the course next time? Carol and I missed out because we knew where all the clues were!

It has been suggested that we might start a news-sheet for the Ribble Area to be published (!) every two months or so. This could have news of local events, member's cars and so on, with photocopying and postage costs met either by contributions or some form of advertising for local spares etc. Obviously, some people would have to be prepared to write small articles and so on. Please can we have some idea of whether this would go down well - it won't be anything fancy at first!

Finally, I'd like to wish everyone a Happy New Year and all good wishes for 1986.

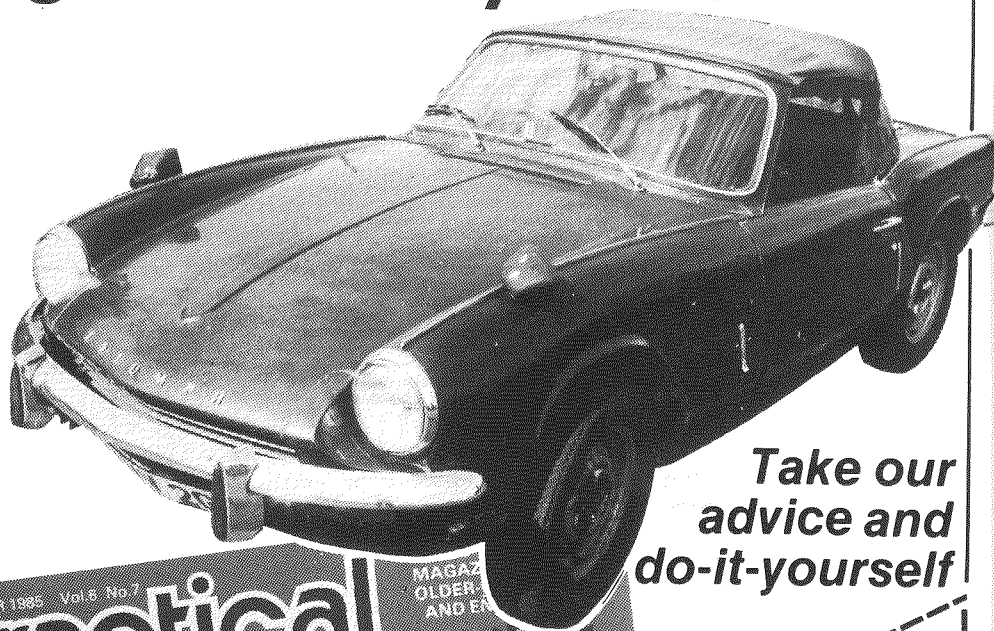
POTENTIAL NEW AREA

Could members in S. E. Kent, i.e. Faversham, Ashford, Folkestone and Hythe area please contact Penny or Gerald Spencer on Herne Bay 373512, with regard to starting a Canterbury Area.

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ELECTRONIC IGNITION

Jonty Wild

I have been convinced of the advantages of fitting electronic ignition to cars for some time. In fact I have already run one very successful TSSC Special Offer on these systems, but that was back in 1981, so I feel a repeat offer is long overdue.

Whilst I am not an expert on this subject, I will try and outline the disadvantages of conventional systems and the advantages of the electronic systems.

Most of the possible faults of the conventional system give the end result of a weak and/or irregular spark and I have listed some of the faults, causes and results below:

Slow points opening: At low revs or when starting the car, the contact points open slowly, causing a prolonged spark, which weakens the spark at the plugs. This gives poor starting.

Fast points opening: At high revs or high speed the points can open so fast that the coil may not have time to charge fully. This situation gives a weakened spark and results in poor fuel burning efficiency, i.e. increasing petrol consumption and reducing power.

Points bounce or float: Also, at high revs/speed, the points open and close at such high velocities that they can bounce apart. This gives a weak spark causing loss of power and efficiency and engine misfiring.

Points arcing: At low revs, arcing or power across the gap between the points can be caused by the electrical characteristics of the air between the two contacts. This gives a weak spark and spark scatter, and results in poor starting, timing change and therefore, misfiring and rough running of the engine.

Points heel wear: This is the result of friction between the heel and the distributor cam and causes the retardation of the engine, timing, increase of the dwell angle, weak spark and misfiring.

Points wear and pitting: This is caused by the oxidation of the points and gives loss of efficiency, poor mpg, misfiring and increasing or arcing.

Increasing of plug and cap and plug fouling: This is caused by temperature, chemical corrosion and inefficient fuel burning because of a weak spark or incorrect spark duration or spark firing. This results in a loss of efficiency, power and mpg.

Most of the above faults are reduced or are not present when contacts are first fitted, if done correctly. However, if they are not regularly replaced and maintained all of the above faults will occur and get worse with time. The result is that from the moment a conventional contact system is fitted, there will be a deterioration and, therefore, an increase in petrol consumption and loss of power with use.

The promise of the electronic ignition systems is to eliminate or significantly reduce the above faults and maintenance. Anybody who has seen apparently new plugs appearing from the engines after 12,000 miles plus, or who are frequently adjusting the points gap will appreciate this. You should gain with better starting, smoother/better acceleration and more mpg.

I have been told by several people that after fitting an electronic ignition system, that there was no increase in mpg when compared with a new set of points and the engine correctly tuned. Several more have said that the reverse is true and the various motoring magazines and the RAC have all

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done tests which indicate that an increase in mpg is immediately achieved. But what must be remembered is that the comparisons are normally made between electronic ignition and newly serviced points etc. Comparisons would certainly be different after points have done 3,000 or 4,000 miles and deterioration has started, whilst the electronic ignition is still in perfect tune.

All electronic ignitions on the market fall into two basic categories, 'contact assisted' and 'contactless'.

CONTACT ASSISTED:

As the name suggests, these systems retain the contact points to act as a switch; because of this occasional maintenance is still required (although pitting is reduced) and not all the faults listed above are cured.

CONTACTLESS:

To the purists, this is the only 'true' electronic ignition and should cure all the faults listed. The switch (points) is replaced by a magnetic or light-source which is interrupted by a simple chopper on by rotation.

THE SYSTEM OFFER:

The Lumenition Optronic Ignition System is the one on offer. This is a contactless system, using a light source. It is not the cheapest system available, however, in my opinion it is probably the best. I read with interest Stan Walter's comments on the system in the Vitesse Turning Circle, when he said: "The ignition is looked after by 'Lumenition' - simply the best".

The unit is very reliable (it has no moving parts); it is small and unobtrusive, easy to fit and has a three year guarantee. The cost of the system is below and although a minimum number must be ordered to obtain this reduction, I see no problem in last experience.

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Total cost **£44.43**, a saving of £16.04.

This system is available for most cars so you don't have to limit yourselves to club cars and your family and friends are welcome to take up this offer.

The systems are usually transferable between cars, should you change vehicles - though you may have to obtain a different fitting kit.

If you are interested in one or more of these systems and would like further information or have any questions, write now to the following address (DO NOT SEND MONEY YET) and please enclose a STAMPED, ADDRESSED ENVELOPE for your reply.

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

BILL SUNDERLAND — EDITOR

19 Prince Rupert Avenue,
Desborough, Northants NN14 2PH.



TRIUMPH SPORTS SIX CLUB CLASSIFIED

□□CARS□□

GT6 MKIII, 1973: red; O/D; tints; sunroof. Full professional restoration. This year £1,500+ spent. All bills available plus photos and Service History. Unexpected wallet shrinkage forces reluctant sale. Sensible offers please around £2000 will secure treasure. Contact: Alan, tel: Barnstaple (0271) 74121 day or (0271) 75867 eves. - 84/7383.

Vitesse MKII, SOW 908H saloon: sunroof; O/D; Conifer Green; immaculate; totally rebuilt Aug. '85; numerous NEW parts; modernised with alternator, 2-speed wipers, elec. ign., etc. Can spend photos. Agreed value with car, £1,195 o.n.o. Contact: Mark, tel: Fife (0334) 73210 - 84/9324.

Spitfire MKIV, (L), 1972: genuine 67,000 miles; Ziebarted; Pimento Red; lady owner. New exhaust, tyres, quarter valances. Taxed Mar. MOT July. Around excellent cond. £875. View Stratford or Sutton Coldfield. Contact: Simon, tel: (0789) 778887 - 85/11896.

Vitesse 6 1965: good cond., not concours, slight rust corner driver door and bottom passenger door only. New o.s.r. wheel bearing, trunnion bushes, valves refaced, seats re-cut; v.g. tyres. MOT Aug. '86. Tax May '86. £450? Offers. Contact: Coutts, tel: Middleton (024369) 4842 - 85/12115.

GT6 MKI, 1968: good body, good chassis; v. fast tuned engine and modified suspension. 12 months MOT. £1,000. Contact: Trevor, tel: Coventry (0203) 595036 - 81/2205.

Triumph Herald coupe, 1963: colour blue/white, good cond. Little rust. 58,000 miles. £1,100 o.n.o. Contact: C Vinten, tel: Croydon 01-680 7905 - 85/12647.

'69 Triumph Spitfire MKIII: Signal Red; v.g.c.; roll bar, soft top; original Manual and tools. £850 o.n.o. Tel: Northampton 846089.

Herald 1200 estate, 1966: good condition all round, 40,000 miles, MOT June 1986 (last 15 years MOY's). £400 restoration '82. All original condition. £295. Contact: Hirst, tel: Pinner 01-866 6429 - non-member.

Triumph Spitfire MKIII, 1968: v. reliable performer. Over 130,000 miles. Tested and taxed until Apr. '86. Soft top and tonneau. Engine sound, body not quite so. Parting with deep regret. £225 o.n.o. Contact: Roeder, tel: (01) 987 3033 (work) or E3 (01) 585 2619 (home).

1967 MKI GT6 in later stages of restoration. All parts included. £175. Contact: Collett, tel: Tiverton (0884) 257898 - non-member.

GT6 MKIII, August '73 M: white with black upholstery, 46,000 miles; genuine known history. 2 owners from new. Bodywork a little tatty. £1,200 o.n.o. Contact: Kitchen, tel: St Ives (0736) 796187 - 85/9776.

Vitesse MKII convertible: J reg, 1971. Non O/D, Signal Red. Hardtop/tonneau, boot rack, Handbook and Triumph W/shop Manual. Kenlow fan, electronic ignition fitted from new. Waxoyled. Used daily. 16,000 miles. 3rd owner. Full history. Tax March, MOT Oct. Mortgage forces sale of excellent car. £1,600 o.n.o. Good home essential. Contact: Alastair, tel: Newmarket (0638) 661182 eves. - 83/6496.

Bond Equipe GT 2L MKII, 1970: O/D, HRW, alloy wheels, radio, air horns etc. Recent work inc. retamped rear spring, new sills, balanced propshaft; genuine car, good order throughout. Taxed and tested. £850 o.n.o. Contact: Gibson, tel: S Yorks (0709) 863220 - 84/9459.

Bond Equipe, reg. no. 128 HUV, 1964: 1 years MOT, 6 months tax. Offers? Contact: Carr, tel: Newington, Kent 843454 - non-member.

GT6 MKIII, 1971: MOT Oct. '86; blue. Requires some work. Photo in Nov. issue on p. 60. £500. Contact: Mrs Steele, tel: Shoreham 64303 day or Storrington 5581 eves. - 85/12011.

Vitesse saloon MKII, 1971: O/D; Damson/ tan interior; MOT & Tax Feb. '86; 67,000 gentle miles; wife's loved car since 1973; good throughout. £800 o.n.o. Contact: John Whitworth, tel: Sutton Coldfield (021 354) 6379 - 82/4942.

Vitesse 2L convertible: H reg., long MOT; expectional cond. £1,375 o.n.o. Contact: King, tel: Milton Keynes (0908) 315025 - 87/2191.

1968 Triumph Vitesse MKI 2L: O/D; reg MPY 636F; radio; sunshine roof; tow bar; air adjustors plus many other extras. Superb cond. Cherry Red. Totally rebuilt engine. Taxed and MOT'd. Sale due to University committments. £1,200. Contact: Brook, tel: N. Yorks (0756) 73200 - non-member.

Completely original 12/50 saloon: Blue in splendid cond., 56,000, 1969. Doting first owner, now retired to Spain. MOT Apr. '86. £560. Also good 13/60 saloon, 1967. MOT Oct. '86, new bonnet. £440. Contact: Graham, tel: Bridport (029) 789 609 - 85/11156.

Herald 1200: F reg; no MOT; needs replacement of outriggers and sills, parts included in price. Contact: Paul, tel: Birmingham (021) 350 0090 - 85/10556.

Spitfire MKIII: new hood; new exhaust; good body; tatty engine and clutch; MOT till Sept. '86. £150 o.n.o. Contact: Leggett, tel: Hounslow 898 3112 - 82/3902.

Swap my nice, warm, dry, non-draughty 1975 Triumph 2000TC saloon, sunroof, Kenlowe, Manual, new Michelins, alternator, long MOT and tax, rustproofed - for your wet, cold, draughty Vitesse saloon or convertible. Cash adjustment either way. Contact: Alan, tel: Taunton 57735 - 87/4807.

Spitfire 1500: T reg; white; v.g.c.; new MOT; soft and hard top; 38,000 miles; O/D; new clutch, tyres. £2,000. Contact: Gill, tel: Bromley (01) 466 5519 - N/A.

Spitfire 1973, MKIV v.g.c.: 4 new tyres 175/70, cloth seats, roll over bar, spot lights, Mimosa Yellow, alarm, boot rack, v. reliable, new clutch, battery, tonneau. Needs good home. Contact: Darren, tel: Burgh Heath (07373) 53617 - 85/11698.

GT6 MKII, 1970: 10 months MOT, 4 months tax; O/D, sunroof. Much work done over past 5 years. Comes with some useful spares. £400. Contact: J Rixon, tel: London SE9 (01) 857 5917 - 82/4229.

1971 GT6 MKIII: Damson exterior, tan interior. Al condition inside and out. 46,000 miles. Radio, oil cooler, O/D, rear seat, Waxoyled, history; MOT's - current one August '86. Garaged. No rust. £2,350 o.n.o. Contact: Ken, tel: Littlehampton 724744 - 85/10186.

Herald 1200, 'G' reg: only 33,000 miles! Body and engine in excellent cond. Taxed and MOT'd. Selling in favour of younger car. £950 or P/EX for younger car. Contact: Simon, tel: Reading (0734) 867757 - 85/12473.

13/60 estates: 1970, Damson, 97,000 miles, MOT Jan, Tax Feb. £300 o.n.o. Also 1971, Saffron, no T/T, needs bonnet, outriggers basically sound. £250 o.n.o. Contact: Charles Henderson, tel: Halifax (0422) 45607 - 79/01019.

Spitfire MKIV: L reg; 6 months MOT, recent clutch, good runner. £350 o.n.o. Also MKIII Spit complete car to drive away for £99. Also f/glass valences for Spit 1-3, GT6 1/11, £10 and N/S rear wings, £8. Contact: Greg Anderson, tel: Horsham 40069 - 83/5289.

Vintage 12/50, 1964: good condition. Stored 6 yrs. Spares inc. engines, g/boxes, transverse spring (one new), propshaft, wheels (tyred), interior trim, seats etc. Absolute bargain. Must clear £175. Also MKIII Spit hard top, £15. Further details from Brown, tel: Cumbria (069 77) 2886 - non-member.

Triumph GT6 1972: Emerald Green; good cond., MOT, three new tyres, electronic ignition, fabric sunroof. £995 o.n.o. Contact: Beech, tel: Lewes, E. Sussex (0273) 471341 day - non-member.

Herald 13/60 estate: H reg., 78,000 miles, tested till March. Runner or spares. £80. Contact: Turner, tel: Hope Valley 30948 - non-member.

1969 MKII Vitesse: O/D, sunshine roof, 42,000 miles. Body tatty, MOT till August, used daily, large selection of spares for engine and interior. Some spare body parts. Offers? Contact: Smith, tel: Tilston, Cheshire (082 98) 457.

Herald 13/60 Estate, 1968: 35,800 miles. truly excellent, rust-free, original cond. throughout. One, careful owner 17 years from new. Looks and runs like a 2 yr. old. No known faults. All history available. £1,295 - offers. Contact: Charles, tel: New Malden (01) 942 5151 eves - non-member.

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Herald 1200 1968: MOT failure. Ideal spares or enthusiast repair. 40,000 miles from new. £100 o.n.o. Contact: Belcher, tel: Wantage 4421 - 79/890.

GT6 MKII, 1970: O/D; needs putting together. Full respray, full engine recon, NEW carpets, full trim, headliner, tyres, driveshafts. Over £1,500 spent. All receipts available. Must sell. £1,300. Contact: John, tel: Burntwood, Staffs (05436) 2491 - 83/6067.

Herald 12/50 1966: years MOT, Conifer Green, red interior, radio, folding sunroof. MOTs back to 1973 genuine 55,000 miles. Excellent runner, body needs a little tidying. Fascinating history. Car used in Singapore. £425 o.n.o. Contact: Hampton, tel: Dartford 29049 - 84/2263.

GT6 MKIII unfinished project: original high back seats, Sundym glass. Genuine 2+2. Little work needed to make really nice car. 36,000 miles only. £775. Contact: Carroll, tel: Penketh (092572) 4635 after 6pm - non-member.

Triumph Spitfire 1500, 1979: 53,000 miles, h/s tops, tonneau, full service history. New tyres, Hamincos Red. £1,500. Contact: Salford, tel: Staffs (0889) 881964 - 85/11649.

Spitfire MKIII 1970: galvanised chassis, v.g. runner, long MOT, taxed, good tyres, v.g. mechanics. Much work done. Requires minor cosmetics only. Urgent sale hence £435 o.n.o. Contact: Harry, tel: Derby (0332) 756720 - 85/11430.

Triumph Herald 12/50, 1965: Navy Blue. 62,000 miles, taxed Feb., MOT July, v.g.c. for year. Clutch needs attention. £495 o.n.o. Contact: Seagrave, tel: Tring 3263 eves or M. Keynes 563101 day - non-member
1971 Vitesse convertible MKII: gleaming white, v.g.c. bodily and mechanically. Norwich-based. Joy to drive. £2,000. New baby forces reluctant sale. Same family ownership since new, 76,000 miles. Contact: Belson, tel: (01) 602 2756 - non-member.

Herald 13/60 Convertible, 1968: White, recon. engine and g/box 2,500 miles ago. Renovation and re-spray from metal up; chassis steam-cleaned, waxed 300 miles ago. Cash crisis forces regretted sale. Offers around £850. Contact: Crocker, tel: Nottingham (0949) 42652 - 85/12449.

Wanted good original Vitesse MKII saloon: with O/D and/or sunroof. Have for exch. GT6 MKI in reasonable cond. plus cash adj. Please contact: Dave, tel: Dagenham (01) 517 4924 - 84/9452.

PARTS

New, genuine Stanpart Herald 1200 front wings, right hand side only. £30 each. Delivery arranged free Hants, Surrey, Sussex. Contact: Peter Buckroyd, tel: Rogate, Petersfield (073080) 435 - 84/7606.

New club car spares: rear springs; non-Rotoflex models, £25; Vit. g/box, £100; Smiths heater, £15; wiper motors, not 1500, £15; air boxes with filters, £5 and more! For list, contact: Mark, tel: Hitchin 814720 - 84/7290.

Vitesse convertible rear end body shell also one for saloon, bulk heads. Also many other good s/h spares. Contact: Brian Johnson, tel: Nordelph, Norfolk 312 after 6.30pm - 80/1454.

For sale GT6 MKIII brake servo, new and unused. £50 o.n.o. Contact: Nigel, tel: Rugby (0788) 76568 after 6pm - non-member.

Spitfire MKIV hardtop, £65; rollbar, £25; windscreen, £10. Other parts available. Contact: Ian, tel: Hayling (0705) 462563 - 83/6732.

Spitfire wire wheels: good cond., £15 ea. Set of four. Possibly more available. Contact: Roy Spiers, 55 Chaddesley Glen, Cranford Cliffs, Poole, Dorset BH13 7PB or tel: (0202) 700200 - non-member.

Twin SU carbs, prop., clutch and pressure plate. As new for Triumph 1500. Offers? Contact: Laurence, tel: Bournemouth 33987 - 85/10344.

New valves for Spitfire I/II/III, Vit 1600 + MKI, Her. NEW 17ACR alternator, front vert. link 209222, rear link 132764, 13/60 bonnet front 812140, wheelarch 903075. These are just some of my new spares - loads of S/H too! Contact: Mick, tel: Measham (0530) 71326 - 80/01105.

Hard top for Vit. or Her: black, f/glass, without headlining. Excellent, sound cond. £90 o.n.o. Contact: Carlos, tel: Birmingham (021) 236 5011 ext 237 or 596 office hours only - 85/11022.

13/60 engine and box: both need slight attention, otherwise v. g. Engine burns no oil. £60 both or sell separate. Contact: Rossiter, Oaklea, Old Rydon Lane, Exeter, Devon - 83/6781.

New parts: water pump Spit. 1500, £20; water pump Spit IV, £10; fuel tank float unit, £7; shock absorbers pr., £20; tonneau TR6 £20; gear shift repair kits, £3; timing chains £2. S/H Spares: h/top v.g.c. Spit 3, £70; t/gate v.g.c. GT6 3, £25; oval windows GT6 3, £3 ea; calipers GT6 3 £7 pr.; steering wheel Vit 2/Spit 3, £7; tonneau TR6, £10; big bore exhaust £10; Sparkrite elec. ign. £15. Contact: Lawrence, tel: Hemel Hempstead 45511 - 83/5212.

Various Vitesse 2L and Herald parts for sale. £200 the lot o.n.o. Buyer takes all. To view. Contact: Vesty, tel: Leeds (0532) 584180 - non-member.

Vitesse and convertible breaking for spares. All parts available. Contact: Mr Boulton, tel: Shropshire (093928) 254 - 84/9020.

Bargains! Various new replacement steel panels for Heralds, Vitesse, Spitfire. All well below cheapest trade prices in order to make space. Contact: Bob Koshti, tel: Plymouth (0752) 880616 - 84/9464.

New 13/60 front valance, reskinned door for Herald or Vitesse. New Stanparts oil seals, new door locks, one front trunnion, diff rubbers all cars, one Herald 1200 throttle cable, one Vit vert. lin, lots of cre plugs - small, big and large ones. Vit and Her valve springs, Vit. and Her. valves, Vit. and Her. valve guides, 2 transverse road spring bushes one gear lever repair kit, one 13/60 fuel gauge, clips for front seats frame, one 948 Her. gray ashtray rear, lots of gears for g/boxes, one front hub for 1200 Her., one rear hub for 1200 Her. Contact: Bob Rowland, tel: Hayes (01) 561 0671

Vitesse, GT6, Spitfire, Herald all chassis, body and running gear parts available, new or secondhand. Fast and reliable despatch. Tel: C R M, Bury St Edmunds 704036 after 6pm - 85/9707.

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	HERALD £42.50	HERALD, VITESSE
	VITESSE £42.50	ALL £19.55

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3 Spitfire 1500s breaking: 1976, '77, '79. Plus remanents. 4 MKIV's - many brand new BL spares. Must clear space - moving house! Rare opportunity to purchase later spares at cheap prices. All parts posted if necessary. Contact: Higginson, tel: Staffs (0283) 224213 - 84/8659.

Convertible 13/60 breaking: most parts available. Also for sale Vitesse cyl. heads 1600, 2L MK1, Vit 2L trim, blue, some red, some black, 2L MK1 driveshafts, dashboard, Herald 1200 dashboards complete, 1200 door panels black. Contact: Rob tel: Kington, Warks (0926) 640869 - 81/2929.

Herald spares: good rolling chassis, all outriggers replaced inc. engine, g/box, diff. Estates breaking, good tailgate, roof, red 13/60 saloon int. v.g.c. plus many other spares. Contact: Shaun, tel: Nr. Swindon, Wilts (066641) 579 between 6-7pm - 84/9122.

WANTED

Spitfire competition parts wanted: anything serious considered. To include all three engine sizes. Limited slip diff parts, information especially required. Competition photographs also considered. NO COWBOYS or timewasters please. Contact: Jon, tel: Medway (0634) 62659 or 815249 - 85/10558.

Wanted complete set of cam followers (tappets) plus push rods for Spitfire MKII 1147cc engine no. FC57226HE. Contact: Bugg, tel: Ipswich 77697 after 5pm - 85/12330.

Herald 13/60 engine wanted urgently in good running order. WILL COLLECT from within 200 miles from Taunton. Contact: James Hickman, tel: Taunton (0823) 490613 - N/A.

Wanted brake servo, Tandem master cyl. and pressure warning switch for late GT6 MKIII. Alternatively Girling Powerstop servo kit. Must be in good condition. Contact: Mark, tel: Grays, Essex (0375) 73985 -

Spitfire MKIV spares wanted: doors (complete) or outer handles, locks, keys (working) bootlid with lock, keys and bonnet all in reasonable cheaply repairable cond. Contact: Shaun, tel: Nr. Swindon (066641) 579 between 6-7pm - 84/9122.

Wanted Hardtop to fit conv. Vitesse MKII: any condition considered. Also wanted Vitesse MKII bonnet, good cond. Contact: Gary, tel: Richmansworth 773081 - 85/11914. Triumphtune or SAH extractor manifold to suit Vitesse MKII. Contact: Peter, tel: Maldon (0621) 52344 - 85/7737.

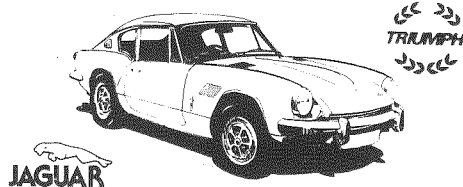
Spitfire MKIV tonneau cover in good cond. also water pump and brand new rear shock absorbers. £30 for the lot. Contact: Austen, tel: Surrey (01) 668 4377 - non-member.

Triumph Herald 1200cc used parts: engine, g/box, bonnet, bootlid, doors, windscreens front and rear, wheels, radiator, petrol tank etc. Contact: Rose, tel: Northampton (0604) 721422 - non-member.

New parts for all models: decarb sets for Vitesse 1600, £13.50, 2L/GT61 £14.50, 2LII/GT6 11/early 11 £17.50, GT6 late 111 £25, conversion sets all 6-cyl. £6.50, plus all 4-cyl. gaskets. Late 2L crankshafts £39.50 and STD bearing sets. £27. Vitesse 1600/2LII/GT61 rocker shafts £22. Front and rear trunnion overhaul kits for all models including MKII rear. Full set nuts/bolts/washers for front suspension, all models £11.75 both sides, plus all other nuts, bolts etc. Herald/Vitesse rear overriders £21 pair. Postage extra. Send S.A.E. for list stating model, to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys S40 4NS, tel: Chesterfield 71036.

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AREA DIRECTORY ... 1986

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Jonathan Ball	0223-248203	The Coach & Horses	1st Thursday
02 AVON	John Lippiatt	0272-857594	Travellers Rest/The Talbot	1st Mon/3rd Wed
03 AYLESBURY VALE				last Wednesday
55 CLEVELAND	William Hall	0642-470860	The Ladle	Last Thursday
03 CORNWALL	David Buxton	0209-860950	The Farley Hotel	Last Thursday
04 COTSWOLD				
46 CUMBRIA	Michael Brown	0468-71723	Ye Old Queens Head	1st Wednesday
05 DERBY JUNCTION 29	Dave Beardsley	0623-284069	The Elm Tree	1st Wednesday
06 DEVON	Mike Atkinson	0626-890214	Ley Inn Arms/Dart Bridge Inn	2nd Sun/Last Sun
31 DORSET	Andrew Topp	0963-251189	The Antelope	2nd Sun/Last Sun
07 EAST BERKS	Steve Boulton	0494-35903	The Sun/Uncle Tom's Cabin	Last Wednesday
08 ESSEX	Stephen Jarmyn	N/A	The White Bear	Last Mon/2nd Wed
09 GLoucester	Chris Childs	03727-27654	The Black Horse	1st Sun. lunch
10 GLoucester/HEREFORD	Justin Barwick	0989-81506	The Loughpool	1st & 3rd Monday
11 HAMPSHIRE				2nd Tuesday
57 HASTINGS	Adrian Thompson	04243-5813	The Wheatsheaf	2nd & 3rd Monday
12 HERTS NORTH & S. BEDS	Steve Bedford	0923-23349	Eagle & Child/Bird in Hand	1st Wed/3rd Tues
13 SOUTH HERTS				
58 HULL	G. Curtis/D. Binnington	0469-73074	Darleys Hotel (front lounge)	2nd Thursday
45 IPSWICH	Bill Yates	0473-830437	The Rushmere Falcon	2nd Wednesday
14 EAST KENT	Clive Colwell	0474-359974	The George	1st & 3rd Tuesday
15 KENT WEST	Richard Francis	0689-36288	The Grasshopper Inn	last Thurs/2nd Sun
16 LEICESTER	Tony Lee	0533-889079	Bath Hotel/Gate Hangs Well	1st & 3rd Thursday
53 CITY & EAST LONDON	Peter Tashis	01-986 3153	The George	3rd Thursday
17 MANCHESTER	Dave Evans	0623-871538	The Nag	3rd Wednesday
18 MILTON KEYNES	Geoff King	0908-315025	The Carrington Arms	
48 NEWBURY/READING/B. STOKES				
19 NORFOLK				
47 NORTHANTS				
20 NORTH EAST				
21 NORTH LONDON				
22 NORTH MIDLANDS				
23 NORTHERN IRELAND				
24 NOTTINGHAM	Alan Mossdale	0782-394301	The Three Crowns	3rd Thursday
25 OXFORD	Rob Millar	096-03-64690	Glenanna Hotel	1st Sunday 2pm
52 PETERBOROUGH	C. P. Roulston	0509-504387	Redgate Lodge - racing circuit	2nd Wednesday
26 RIBBLE	John Quire	099-389555	Three Horseshoes/The Plough	2nd Wednesday
27 RUGBY	Sharon Espin	0775-883335	Black Horse/Bridge Inn	Alternate months 2nd Mon. 2nd Mon/4th Sun
28 SALISBURY	Bill Coulshead	0772-322371		
30 SCOTLAND EAST				
32 SCOTLAND WEST				
33 SOMERSET	John Malcolm	0292-56624	Sherbrooke Castle Hotel	2nd Wednesday
34 SURREY	Rod Warren	0278-424234	Manor Hl./Creach Castle Hot.	2nd Wed/Last Thurs
35 THAMES	Tony Farby	0705-324065	The Good Intent/White Hart	1st Thurs/3rd Thurs
37 WALES NORTH	Peter Stuart	0444-458305	The Farmers	2nd Wednesday
38 WALES SOUTH	Nick Lord	01-572 9386	The Firestone Inn	Alternate Thursdays
39 WESSEX	Mike Costigan	0636-814050	The Robin Hood	1st Thursday
40 WEST MIDDLESEX	Patrick Faleur	08242-4136	The Golden Lion	2nd Tuesday
41 WEST MIDLANDS	Brian Wakely	0222-624229	Caesars Arms	1st Wednesday
42 WORCESTER	Jeremy Woodward	0202-602651	The Skittlers	2nd Tuesday
43 YORKS NORTH	T. & J. Spicer	021-3535961	Moxhall Hall Hotel	2nd Tues/Last Sun lunch
44 YORKS SOUTH	Ewan McKay	0789-772480	Coach & Horses	Last Tuesday
	Stephen Boyne	0904-39420	The Hopgrove Inn	1st Wednesday
	Chris Stabler	0302-743579	Rivelin Valley/Lumley Arms	2nd Sun lunch/4th Thurs
	Charles Henderson	0422-45607	The White Bear	1st Tuesday