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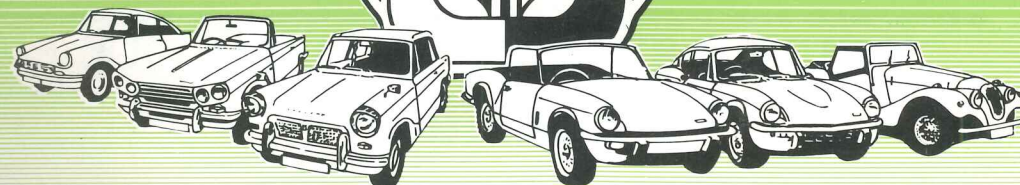


APRIL 1986



Over
7,000 Members

No.70



The **COURIER**



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EDITORIAL

Moving with the times

After a very successful move for us in March into the new TSSC offices where all the Membership and Administration now function from, we can make plans for the ever increasing run of events at which we will be making an appearance this year. On the Magazine front it's been very hectic, especially at present as you may *hopefully* see that the Courier is being set on different equipment namely a phototypesetter, thus giving us increased quality along with better definition of type and allowing us also to utilise available space to more advantage each month - something we desperately needed.

The machine was installed at the beginning of March so not all of this Courier is set by the new machine. Our Wordprocessor has worked very hard over the past few years and will still carry out secretarial work for the club, but with the new Typesetter it will open new horizons enabling the entire Courier, including all Trade ad's and club events to be made up 'in-house'. The complete Courier has always been set 'in-house' but a lot of running about for various little bits of artwork is now curtailed. We are sure as time goes by, this will benefit all members and the club as a whole.

On another subject, I wish the Post Office would start moving! After last month's fiasco when we know a lot of members received their magazines late - some unforgivably late.

It's quite incredible because after all concerned with the production of the Courier i.e., members getting copy in on time, us getting the magazine camera-ready even with increased pages last month to the printer by Feb. 16th, the printers working throughout the weekend 22nd / 24th folding and finishing to get it to our mailing house on 26th, who in turn got it to the Post Office on the 27th February. Remembering that the mailing house get the Courier all sacked up into town order all the Post Office have to do is deliver it, even so it took them in many cases over TWO WEEKS! let's hope they do better this month. Monopoly perhaps but for how much longer?



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ALL MATERIAL FOR INCLUSION
in either **THE COURIER OR TURNING CIRCLE** please send to:
TSSC 19 PRINCE RUPERT AVENUE DESBOROUGH NORTHANTS NN14 2PH

PRESIDENTS INTRO

John Griffiths

TRIUMPH HERALD JDX 884

Those of you who attended the A.G.M. will have been reminded that the Club owns a vehicle, namely one of the oldest Heralds in existence. This car was kindly given to the Club by Mrs. H. O. Turner in 1981. Since then it has been carefully maintained by Dennis Watson, Barry Newitt and the Anglia Area.

When the Club first acquired the car, it was in need of a total re-build, which Dennis Watson kindly and ably undertook on our behalf. Limited Club funds at the time governed what could be done and we, therefore, quite simply asked Dennis to put the car into "good working order". He managed to do far more than any of us expected and since then the Club and many members have obtained great pleasure from this beautiful car.

Now that the Club has a little more money, the Council of Management has agreed that further improvements should be carried out. Accordingly, during 1986 Barry Newitt, the Anglia Area and Dennis Watson will be undertaking further preparatory work to bring the car up to near concours standard. All finishing work will be carried out by professionals.

Once the car is finished, it will be available to Areas for attendance at suitable shows. Barry will be keeping us all informed of progress via the pages of The Courier.

TRADERS OPPORTUNITY

In the meantime, to assist with the renovation costs and work, the Club wonders if any recognised trader would like to become involved in the venture.

Once the work is complete, a bill board will be prepared for display purposes to accompany the car at all shows, exhibitions etc. Recognition of any traders involved on a contributory basis will be acknowledged. There is excellent potential here for traders to advertise the quality of their work on a car which always receives high profile coverage. In addition, Courier articles on the renovation process will be prepared.

If any traders are interested, will they

please contact Barry Newitt at the following address as soon as possible.

**Barry Newitt, Esq., 89 Shelford Road,
Trumpington, Cambridgeshire.**

CLUB'S EXCLUSIVE INSURANCE SCHEME "UPDATE"

Members will be interested to know that 750 valuations have been processed by the club in the first year of the scheme! A success by anyones standards, I am sure you will agree.

At the present time we are receiving approximately four to five valuations per day with eighty-three processed during January alone.

KEEP SENDING THEM IN!

This is perhaps a good time to make just a couple of points about completion of the Valuation Form.

- Always quote the *full* date of registration (you can obtain this from the Vehicle Registration Document).
- Keep the estimated *current* replacement value realistic. Use the Club's published guide to values, but remember, the cost of restoration and or mechanical repairs, cannot be simply added to the purchase price. All values must assume that the car is in good, safe, functional order and, therefore, day-to-day repairs have no impact on the value.
- Where extensive work has been carried out, summarise this in the "History" section. State the total expenditure.
- Please only submit good quality photographs. Black and white prints and Poloroid snaps are not suitable.

RENEWALS

During April we shall be undertaking the first batch of renewals. All members who have taken out insurance through the

Club's scheme will receive a letter from us approximately one month prior to renewal date. This letter will enclose a new Valuation Certificate for those of you who wish to re-value your car.

We will also be enclosing a very short questionnaire together with a stamped, addressed envelope. The questionnaire has been constructed with a view to ensuring the scheme is meeting the needs of you, the members. I do hope you will all help us to help you by completing this.

(N.B. The club letter is in addition to the standard Renewal Letter you will receive from Footman James, the Broker).

GOOD NEWS FOR 1986

In the January Courier, we listed some of the new benefits negotiated for 1986, which as most of you will now know, included no increase in premiums for this year and vastly cheaper Limited Mileage cover.

Some members have been asking for clarification regarding the limited mileage cover and how the premiums are worked out in simple terms. Others have wanted to know what other benefits have been negotiated.

SO HERE GOES

Firstly, you have to ascertain whether your club car is over 15 years old as slightly different rates apply if it isn't.

EXAMPLE ONE: CAR UNDER 15 YEARS OLD

Let's start with an example and work our way through.

Mr X owns a 1976 Spitfire which has been valued by the Club at £1,500.

The premium for limited mileage cover will be as follows:-

STAGE ONE

0.50% of value minimum £15.00 (i.e. 15.00 x £0.50p = £7.50).

In this case the minimum will apply... £15.00 (If the car had been worth £3,500, then the premium would have been 35.00 x £0.50p = £17.50).

STAGE TWO

Next we have to add on the premium for the limited mileage. Here you can stipulate up to 1,500 miles or up to 3,000 miles.

Mr X elects Limited Mileage of 1,500 miles cost £50.00.
(Max. 3000 miles)..... £65.00.

TOTAL COST £65.00

N.B. Only one car per policy allowed. Rates stated are for paid-up Club members over 25 years old.

EXAMPLE TWO: CAR OVER 15 YEARS OLD

Mr. Y owns a concours 1966 Vitesse convertible which has been valued by the club at £3,900. The premium of limited mileage cover will be as follows:-

STAGE 1

0.50% of value minimum £15.00 (i.e. 39.00 x £0.50p = £19.50)..... £19.50

STAGE 2

Add on the premium for limited mileage.

i.e. £20 for up to 1,500 miles per year

£30 for up to 3,000 miles per year

Mr Y wants cover up to 3,000 miles £30.00

TOTAL COST £49.50

N.B. Rates stated are for paid-up members over 25 years old.

An added benefit here is that if your Club car is over 15 years old, then you can include any number of club cars under the one policy. The proviso is that the limited mileage must not exceed in total, but what it does mean is that you could have two, three, four or more club cars Agreed Value, Fully Comprehensively insured (for one) Limited Mileage premium of £49.50. Naturally each car will attract its own value premium i.e. £5.00 per £1,000.

WHERE CAN YOU GET A BETTER DEAL!

All rates quoted are subject to acceptable driving record, employment etc. I do hope that makes the whole question of limited mileage cover clearer. Please do not hesitate to ask us if you have any queries.

OTHER BENEFITS

- Medical expenses cover has been increased from £50 to £100.
- Cover for rugs, clothing and personal effects has been increased from £50 to £100 (any one occurrence provided that in the case of an open or convertible car, articles are kept in a locked boot).
- NZI employ independent engineers and they are, therefore, able to offer a far better spread of "quality engineers" than those companies who employ in-house staff.
- Where damage is valued at under £300 labour, the Brokers, Footman James, will accept the lower of two estimates without the need for attendance by an engineer.
- £25 Accidental Damage excess on Agreed Value, Limited Mileage cover (previously £50)

- Finally, in the unlikely event of any difficulties, Club members have the additional comfort of knowing they have the weight of the TSSC behind them.

SALVAGE AND BETTERMENT

Last December *Classic & Sportscar* published an article, entitled "The Risk Business". The guide was aimed at helping owners of classic cars to ensure they got the best insurance deal on offer. As an aside, they said this about us

"The Triumph Sports Six Club, who were largely responsible for creating the car club insurance deal, operate a good policy. The club supports its members by providing valid valuations on members' cars".

But to get back to the point, the article lead one TSSC member to enquire about "salvage" and "betterment" which was referred to. I suspect that a few members will not be aware of these terms so a degree of explanation is warranted.

SALVAGE: If the policy includes a salvage clause, then in the event of a write-off, the insured is given the first/final option to purchase the damaged car, provided the intention to do so is made clear when the claim is submitted.

Club members will be pleased to know the NZI offer this benefit within the standard policy. The price for the salvage is individually negotiable, but it is not affected by any Agreed Value in force.

BETTERMENT: If the policy includes a betterment clause, then the insured can financially contribute towards the repair if he/she so wishes. To sight an example; say your car received isolated damage to a rear wing from a small shunt one icy morning. You had, however, been intending to have the whole car resprayed as soon as the Spring arrived. In such circumstances, under betterment, you can elect to pay the difference and have your car totally resprayed at the time the accident damage is repaired.

This has obvious benefits, in that it is bound to be cheaper to re-spray the whole car whilst other work is being undertaken. Whilst

this option is rarely used by policy-holders, it is a very worthwhile additional benefit.

Additionally, should a member want a better than average repair job, say including expensive, original, factory panels etc. then this can be accommodated at an agreed cost.

NZI confirm that all their motor policies are issued on an Indemnity basis, which allows betterment contribution in the event of a claim.

KIT / REPLICAS CARS

Finally, on the question of insurance, we promised you a special deal on Kit / Replica cars. We are still waiting to hear from the Kit - car insurers and we hope to be able to report some positive news shortly.

THERE ISN'T A BETTER WAY TO INSURE JOIN THE CLUB SCHEME TODAY!

**DON'T FORGET S.E.M.
ON 10 AND 11 MAY AT
CHESSINGTON ZOO!!
SEE YOU THERE.**

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EDITOR**



5,000 TRIUMPH SPITFIRE OWNERS - READ ALL ABOUT IT ALL FOR THE COST OF A STAMP

The Triumph Tribune is a free newspaper circulated to owners of small chassis Triumphs such as Spitfires, GT6, Herald and Vitesse. It is packed with useful advice, technical tips, special offers and bargains of interest to Triumph owners. The idea is really a follow-up to our full colour comprehensive spares catalogue but with additional news such as details of our DIY Rebuild and Restoration courses.

Why not get on our mailing list? Simply send SAE (12p) marked "Triumph Tribune" in order to receive your April / May issue. In order to supplement our huge range of new and reconditioned parts, we continue to dismantle up to five cars ever week. We are sure we can supply the parts you need at the right price. Alternatively, if your car is beyond repair, we will purchase it from you.



ARTHUR STREET. REDDITCH, WORCS B98 8JY

REDDITCH (0527) 20605

RECRUITMENT DRIVE 1986

Jonty Wild

The publication of this magazine signals the start of this year's competition. The Recruitment Drive is now well established so I don't think that I need spend a lot of time this year explaining the great benefits it gives to the club, apart from making three points. Firstly, the bigger the club gets, the stronger we get and the stronger we get, the more secure the future becomes for our cars. Secondly, every car we get into the club is a possible car saved from the scrapheap. And thirdly, this method of recruiting reaches drivers that other methods often don't.

I think that the statistics speak for themselves: the first Recruitment Drive was in 1981 and since then over 3,150 new members have been gained by this route. The last Drive alone (since April 1985) has brought in 980 members. By the time you read this I hope we will have broken through the 1,000 barrier.

You will find some of the new windscreen leaflets in this issue and more will be in next months magazine.

The rules are simple. Please read them but first **THE PRIZES!**

FIRST PRIZE: £150 to the member whose efforts bring in the most new members.

SECOND PRIZE: £100 to the member whose efforts bring in the second highest number of new members.

THIRD PRIZE: £50 to the member whose efforts bring in the third highest number of new members.

AREA PRIZE: £100 to the Area whose members bring in the most new members.

DRAW PRIZES: These prizes are drawn from a 'raffle' containing one membership number for each new member gained, i.e. if you gain one new member, you have one chance at these prizes, two new members, two chances and so on. These are:-

Two prizes of £50

Ten prizes of £5 Halford Vouchers.

The above prizes will be awarded at the end of the competition (see rules).

In addition, there will be monthly prizes (also raffle style). Initially these will be two prizes of £5 Halford vouchers. It is my intention to obtain sponsorship from firms who advertise in The Courier, so that the occasional different monthly prize can be offered. Unfortunately, I have to admit that so far I have not been very successful. I am grateful to the generous offers of three advertisers, namely **Budget Welding, A W Motors and Quad Marketing.**

I do find it strange that the advertisers who have kindly offered the club backing are the smaller companies, who probably do a relatively small amount of business with club members. None of the bigger companies have replied YET!

RULES

Any TSSC member can take part (except me). For a leaflet to be eligible for the competition, it must be one of the *new* design and must have the member's OWN membership number (see front of your Membership Card) written in the space provided. However, all old leaflets and leaflets without membership numbers will be gratefully received.

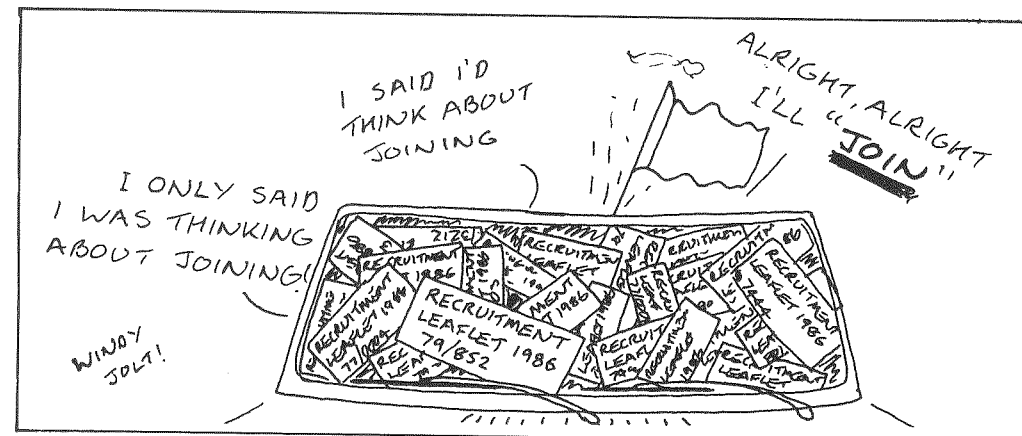
For a leaflet to be eligible for the Area Prize it must have the appropriate Area (or Area number - see Courier inside back page) written in the space provided.

The competition starts NOW and ends on the last day of August, 1985.

In the case of a dispute, the Council of Management's decision is final.

IMPORTANT

Write your own membership number in the space provided. Further copies of the leaflets can be obtained by photocopying, if you have the facilities, from your Area Organiser or directly from me: **JONTY WILD, 13 COMMON RISE, HITCHIN, HERTS SG4 0HN.**



GOOD LUCK!

The results for the last prizes from last years Recruitment Drive i.e. the monthly draw, are as follows, the winners are:- **82/3539 - Martin Dudley** and **84/9055 - Rory Percival.** Both win £5 Halford vouchers. Well done both of you.

INTERIOR RETRIMMING SERVICE

FOR SPITFIRE-GT6-HERALD-VITESSE

We are the biggest suppliers of remanufactured interior trim for Triumph cars. Our reputation for quality is world-wide and cannot be matched by any other supplier.

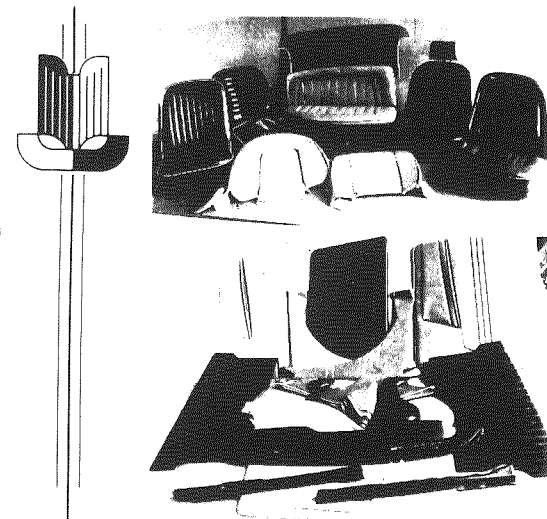
Our trim range covers Triumph Models

Herald 948-1200-1250- 13/60, Vitesse Mk1-2-1600,

Spitfire Mk1-2-3-VI-1500, GT6 Mk1-11-111.

All trim is made to original specification. We can refurbish your original seats or supply seat covers only. Door panel - Q/panel - wheel arch covers - tank assembly trim - B-post trim - door waist rail trims - crash pads - sun visors - door pockets - cubby box pockets - carpet sets - boot trim sets - hoods - tonneau covers - hoodstick covers - Surrey tops - headlinings - door and draught excluders and rubbers - fastenings and fixings. All trim can be supplied as complete kits or separate units in leather or vinyl. We can make up trim to any colour or specification. If you do not wish to trim your car we can do it for you. Our workshop is fully equipped to take on any size of job. For the DIY enthusiast we can supply you with all the raw materials: Vinyl - carpet - hooding - felt - hessian - piping etc, by the yard - zips - adhesive - foam - cottons - leather - etc.

For complete catalogue and price list to cover all models send £1.



JIM HAWKINS (TRIMMING) PHONE (0235) 27526

UNIT 12 · THAMES VIEW INDUSTRIAL PARK · STATION ROAD · ABINGDON · OXON · OX14 3UJ



The 4th International Spitfire Weekend organised by the Triumph Spitfire Club of Holland will take place on 5 – 7th September 1986 at the *Klein Vink Holiday Park* in Arcen, Holland (11km North of Venlo).

This annual event, held the first Sunday in September, has earned the reputation of being the very best of its kind. 1985 saw over 1,000 people come to see the cars and participants from six countries.

The Saturday market offers a very large range of goods, vast amounts of Spitfire spares, both new and secondhand, as well as books and accessories. Various competitions and games ensure that everyone (which includes the ladies) has enough to do.

The Sunday sees the highlight of the weekend with the convoy drive around the local countryside. With the friendly help of the local police, 1985 witnessed a convoy of Spitfires/GT6's which was nearly 12km long!

A Concours d'Elegance is held on Sunday afternoon, along with trade stands, competitions and games.

Stay the whole weekend in one of the holiday chalets for **£12 per person for 3 nights**. Each chalet has a colour TV, shower, patio and fully equipped kitchen.

If you're a camper, bring along your tent and use the clean and modern camping site (you can even park your car next to your tent).

For people staying overnight, all the park facilities are available **FREE OF CHARGE**. These include two swimming pools, (one indoor, heated), tennis, table tennis, surfing lake, pony riding etc., etc. A restaurant, snack bar and supermarket are, of course, on hand.

Entrance for the whole weekend is only £4.00 per person (children under 16 free). This includes a program booklet, souvenir badge, car sticker, entrance to the disco and free entry to most of the weekends competitions. Please see attached details of overnight accommodation and prices.

PROSPECTIVE PROGRAM FOR 1986:

Friday evening	Video show. Renew old acquaintances / make new ones.
Saturday, all day	Trade stands and market. Driving tests. Technical information stand. Know your car competitions. Tombola, plus much more!!
Saturday evening	Official welcome. Grand disco.
Sunday morning	Convoy drive through the local countryside.
Sunday afternoon	Mini market. Concours d'elegance. Technical information stand. Tombola draw and prizegiving.

During the whole weekend the Triumph Spitfire Club Information Bus will be at your service for enquiries and money changing.

LOOKING FORWARD TO SEEING YOU IN ARCEN - David Herriman.

Overnight Accommodation:

Chalets are available, sleeping a maximum of six persons in two separate bedrooms and the living room has two bed/couches. If you would like to share with friends, just enter the details on the booking form. You can, of course, take a chalet with less people (i.e. one chalet with four people). Enter four people under *Admission* and six under *No. of chalet beds*.

Booking should be made as soon as possible. 50% deposit will be due before 1 June 1986, the remaining amount to be paid by 1 August 1986.

Please make cheques out to Brian Waters and enclose an S.A.E. Bookings should be sent to:

BRIAN WATERS, "BEULAH COTTAGE", 19 HIGH STREET, FLITWICK, BEDS MK45 1DX

TRIUMPH SPITFIRE CLUB

FOURTH INTERNATIONAL SPITFIRE WEEKEND 1986

BOOKING FORM

Full name Tel No.....
(more names, please use reverse side)
Address Car reg & type
..... Club

ADMISSION (irrespective of accommodation)

No of Persons £4 per person / weekend £

ACCOMMODATION

No of Chalet beds £12 per person/weekend £

No of Tent places No nights £3 per night £

No of Campers No nights £1.50 per night £

I / we will be arriving TOTAL £
(date and time if possible. Evenings not later than 2300 hrs.)

If chalet acc. with certain people is requested, please give details:-

(Official use only)

Deposit	Date	Bank/post	Owed
Paid	Date	Bank/post	Owed

TOP TRADERS

APRIL 1986

1.	B.L. Network	Parts
2.	John Kipping, Coventry	Parts
3.	Transpeed, Hove	Parts
4.	Spitfires UK, Leicester	Parts
5.	John Mann, Chesterfield	Parts
6.	Unipart Network	Parts
7.	Dunham & Haines (SAH), Luton	Parts
8.	Sports Car Supplies, Gateshead	Parts
9.	Sparshotts, Batley	B.L. Agent
10.	Station Garage, Telford	Repair
11.	Autotrim, Leicester	Trimming and hoods
12.	Moordale Motors, Southgate	Repairs
13.	Triumph Restoration, Bolton	Restoration
14.	ACS Classics, Burton-on-Trent	Restoration
15.	F Cooper, Aldershot	Coach Trimmer
16.	Gowden Coachworks, Bourne End	Bodywork
17.	Mechtronics, Chiswick	Mechanical repair/tuning
18.	Smedley's, Bowthorpe	Used Spares
19.	Skip Brown Cars, Cheshire	Rolling road/balancing
20.	Ron Callendar, Coventry	Engines

The

National Classic Motor Show

3rd - 5th MAY 1986

Britain's Biggest Exhibition of Motoring Nostalgia

LARGE TSSC STAND

SEE YOU THERE !

NATIONAL EXHIBITION CENTRE BIRMINGHAM

MIG WELDING FOR BEGINNERS

by Peter Williams – NORTHAMPTON

Well, if you haven't already got one, start saving up or raid the old piggy bank. Mig welders really are the thing to have if you're at all serious about doing your own rebuilds.

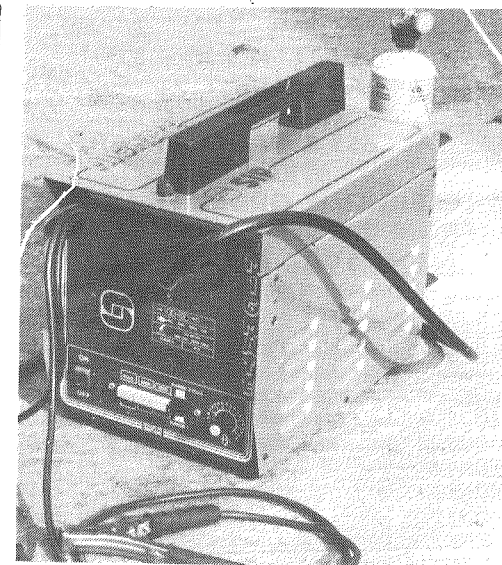
As, hopefully, you'll have read in the Van Rebuild articles, you can do an awful lot of work with inexpensive arc welding / brazing gear and I'd certainly recommend them. But as our cars were originally put together by welding, there's no denying that, if possible, new panels should be put back in the same way. For D.I.Y.ers, modern MIG welders do seem to offer the best alternative.

MIG welding stands for *Metal Inert Gas Welding*, and is similar to arc welding in that an electric arc is produced between a consumable electrode and the steel to be joined. The arc melts both the electrode, which is in the form of a continuous thin wire, and the work forming a molten pool which fuses together when cool. Unlike normal arc-welding, there's no flux involved and the steel wire is coated only with a thin layer of copper to reduce resistive losses and hence make the flow of electric current easier. What makes this possible is that the localised molten pool is surrounded with the inert gas such as CO₂ or an Argon mix, stops the metal reacting with the surrounding air, which is basically why flux coatings are normally required. As the consumable wire is stored on a reel and fed out automatically by a capstan/pinch roller system, there's no need to keep stopping to change rods and as currents are less, there's a reduced risk of burning holes in your car.

Of course, gas welding does represent the traditional method of car repairing and D.I.Y. sets are available. However, welding by gas is certainly a skill and most people are put off by this and sometimes having to hire and store the necessary bottles. Don't believe it when people say that you don't require any skill to use MIG welders, you certainly do. It's just that MIG welding is that much easier to pick up.

You may remember my mentioning that I had looked into buying a MIG welder some time ago but found that the then D.I.Y. machines were just too expensive at around £400 to justify buying one, let alone being able to afford one. However, enter the more affordable, portable MIGs and now we can all seriously consider owning one of these machines. Since these 'mini' MIGs were first launched, the original idea has been seized upon by other companies and improved, so that now there is a choice of two or three decent machines to pick from.

Before buying mine, I had read a couple of interesting articles in *Classic Car Mechanics* (Summer '85) and its' sister magazine *Car Mechanics* (August '85) which pointed out some of the pitfalls of earlier, portable MIGs. The main criticism was that they just hadn't enough low current control and that it was all too easy to burn holes through the work. I came to the conclusion that the two welders to look



The SIP MIGMATE - I brought mine from Practical Classics.

at were the 'Sureweld Monomig 100' and the 'Clarke Mini Mig'. As the Clarke had the widest range of current adjustment and was provided with wheels, it was rated as the best then on offer, so I looked around for one. Later, a *Practical Classics* Special Offer appeared, advertising the new SIP MIGMATE and I just had to have one. This not only had a larger range of current settings than the Clarke, but also had the facility that the gun wasn't live. I don't mean by this that any of the MIG welders carry mains voltages at the gun, but that current is only fed to the torch when the operating trigger is depressed (As a matter of interest, operating voltages are around 25V with currents ranging from about 35 to 100 Amps). On the SIP machine, the trigger controls all three services, i.e. wire feed, inert gas flow and welding current. On many other portable MIGs, the trigger only controls the first two, so you have to be careful not to touch the nozzle against the work when lining things up and not looking through the smoked glass eye-shield. The 'non live' facility really is useful as it allows you to rehearse the weld and line up the torch exactly in place without having to keep disconnecting and reconnecting the return croc clip lead.

As the title says, this article is aimed at beginners to MIG welding and as I'm one myself, any troubles I've had and overcome will probably be faced by others, so I hope it'll be useful.

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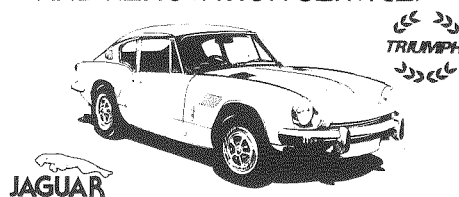
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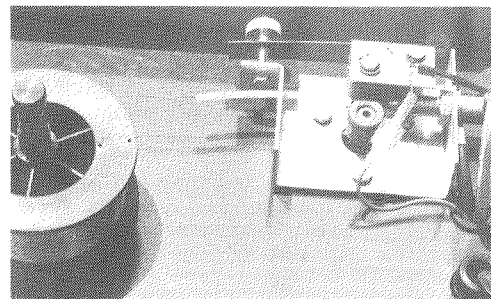
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WHAT YOU GET

The first picture shows you just what a MIG welder looks like. Although there are quite a few different machines on the market, they all look basically the same - some like mine having a few more facilities than others. Externally, there are three cables, a mains lead (normal 13 Amp), current return wire with a croc clip on the end and the gun or torch/feed pipe. The feed pipe consists of two concentric tubes, the inner carrying the weld wire and the outer the inert gas.

As the second photo shows, the reel of welding wire and its roller and capstan drive gear are set into the top of the control box. The motor which drives the system is fitted below, together with the gas flow controlling solenoid (on or off) and the transformer and current control circuits.



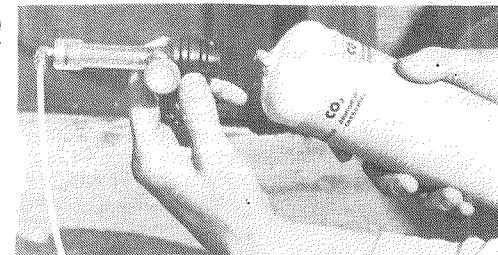
**Welding wire and roller drive system -
inert gas is fed in via the clear plastic
pipe. The wire reel supplied weighs
0.75kg;**

**larger reels can be used - not so with all
portable migs.**

On the front of the welder are all the control switches for mains on/off, wire speed control and current setting. A disposable gas cylinder sits in a simple rack on the back of the machine with a floating ball regulator screwed into the top. Both CO₂ and Argon mixes can be used for welding mild steel but most machines tend to be supplied with CO₂ which is probably cheaper (more on this later). By the way, if you're going to do a lot of welding, you can buy a conversion set to enable the use of larger cylinders, which would no doubt work out cheaper in the long-term. The disposable cylinders are easily available from Halfords, at about £5 each and are supposed to last from 2 - 4 hours. My first one hasn't run out yet so I can't comment on this.

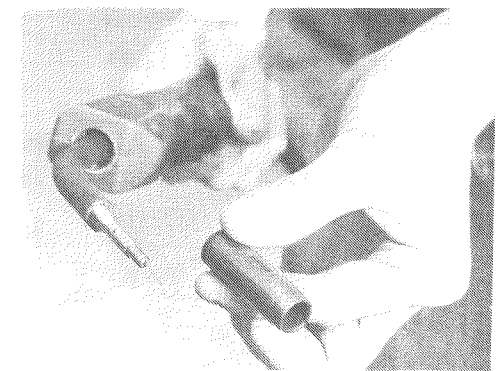
SETTING UP

Setting up for use is very easy and consists of connecting up the gas regulator as shown in the photo, checking the wire feed mechanism and setting the wire speed and current ranges. All the settings depend on what thickness of metal you're welding and are given in the MIG's handbook but you may want to change them a little as I did. Another variable setting is for the gas flow rate, which again is easily set by the floating ball indicator. If the wire



**The gas cylinder screws into a simple,
though effective, regulator - all
portable migs use the same system.**

needs replacing, all you do is lay the torch cable flat in a straight line and guide the end of the wire through the drive rollers, making sure that there are no kinks. The spring tensioner should then be tightened just enough to ensure positive drive to push it through the pipe and out of the end nozzle. You can see what the nozzle consists of in the next figure. The outer shroud shown separately, directs the inert gas onto the work and the inner, narrow bore copper tip is where the welding current is supplied to the wire. Both are easily replaceable, which you have to do from time to time, as they become coated with weld spatter (you can buy a sort of anti-stick fluid which you spray onto the nozzle to help avoid this). Tips come in two sizes with either 0.6 or 0.8mm bore to suit the different diameter wire available. 0.6mm wire is supplied and works fine.



**Close-up of the nozzle and shroud.
The inner tip and shroud simply
unscrew for replacement.**

MAKING YOUR FIRST WELD

As they all say, "Practise on scrap first". The best place to start is with the manufacturer's recommended settings and probably for your first attempts, thicker than usual sheet may be easier. It's worth mentioning here that with a MIG welder, you can weld from thin body panels to 1/8" (3mm) thick plate. The first thing which I repaired was in fact a gearbox mounting plate. Hold the gun naturally with the tip about 1/4" away from the surface and at an angle of

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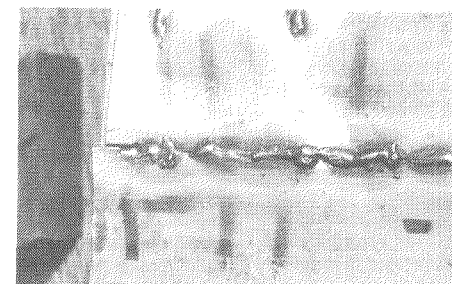
..... and as shown from underneath, with reasonable penetration, though could be better.

The next photo shows a simple bead of weld on a single sheet of body thickness steel. It did take a few goes to achieve this as (i) I was still learning and (ii) the settings were not quite right, at least for my welding action. Initially, I burnt a lot of holes but I solved this by moving the torch along faster. MIG welding really is fast! Another problem I had was weld porosity, which was solved by turning up the gas flow rate. I'm not alone on this point as in all the articles I've read, everybody seems to have to do this to some extent. I gather that this problem may be worse out of doors as draughts tend to blow the inert gas away from the workpiece. Anyway, I hope you can see that basically the weld is uniform with, as shown by the reverse side, reasonable penetration. The latter could be improved by slightly higher welding or welding a little slower. Another problem I had early on was that the wire speed wasn't high enough; this caused the wire to burn back into the nozzle, giving an intermittent on/off poor welding action. Problem solved by speeding up the wire feed. My final settings were: *Speed: 6, Current: min (CO₂) and Gas Flow: 4½ - 5 (recommended 3 litres/min).*



Making some initial tack-welds prior to

First align the steel and fix together with mole grips. Connect the return lead croc clip and then make a series of tack-welds a few inches apart. These each take about a second to do and I used a small, circular action with the gun to achieve this, though you could just as easily run short, transverse welds across the gap. Coming back to your practise with simple bead welding, you then weld along between the tacks as the next photo shows. This shot also shows where I've simply welded up a slit cut into the steel near the edge. As the weld run was short and the metal edges very close, there was no need to tack-weld first. The beauty of MIG welding is the ease with which you can do this and not get distortion.



..... welding a butt joint. Not perfect but can be dressed back with a grinder.

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OVERLAP WELDING



This type of weld is one which you'll probably use the most for unseen patches. Again, as with all welds, make sure that the metal is clean. You just won't get a good weld on metal which is generally dirty, rusty or coated in grease or paint. Clean it up with a wire brush or sanding attachment. An angle-grinder may be useful here. After making sure that the two bits of metal are clamped really close together, you can either run a continuous weld or again make initial tack-welds first on longer runs. As the scrap I was using was only a few inches long, I ran a single, continuous weld along the join. To the side of the main bead you can see the penetration of a similar weld which I made along the overlap on the other side. This type of welding is fine for replacing body chassis mounting points, which was the second job I did with my MIG.

PLUG WELDING

This type of weld can be used to mimic spot-welding and is ideal for replacing many panels where you can gain access. First of all you have to drill or punch some holes about three sixteenths of an inch diameter along the edge of the repair piece. The best tool to use here is a double use joddler, which as well as making steps in the edge of metal sheets, can also punch holes; very useful. Using the same welding conditions as for butt and overlap welding, you just simply weld around the inside of the hole. This both welds the two pieces together and fills up the hole. If the weld surface is a little proud, it can be ground flat afterwards. The finished result really does look like a spot-weld.

You can actually 'spot-weld' in another way with a MIG welder, though when I tried, the results were nowhere near as good as that with plug-welding. With the alternative technique, you hold the nozzle vertically over the work and at a fixed distance and basically try to drive the weld wire straight through. You can buy extended 'spot-welding' nozzle shrouds which contain and direct the gas better and which also keep the gun a fixed distance above the job, but I haven't tried one.

AND FINALLY:

As you'll see elsewhere in this issue, the club now has on offer the *SIP Migmate* which, to my mind, offers the best facilities of all the portable MIGs presently available. Although I haven't managed to try the other machines I mentioned at the start of this article, I have had a go on a professional and another portable MIG and have found the SIP to be equal to the first two for what I wanted to do and much better than the latter. The SIP could benefit from extras such as the wheels offered by the Clarke, but that is just nit-picking. If you're looking for a portable MIG I don't think you'll regret going for the **MIGMATE**. Good welding!

SHOW CAR REGISTER

Dennis Benson

Many thanks to owners who have offered their cars onto the Show Car Register - to date there are now 54.

The Register itself is taking shape and I have decided to give each car its own record data card, including a space for photographs. So many thanks to those who have sent me photos, and to those who haven't, if you could, it will make the Register work more efficiently (ideally an external view and an internal and/or engine bay view). Event organisers may wish to look over the records to select the cars that they require and it is very difficult to assess the genuine qualities of some cars from just a description.

I have recently written to over 150 owners, requesting cars for possible inclusion onto the Register. I have only received some 27 replies to date - so could you please let me know if you accept or decline my offer. I'm sorry that I couldn't send an S.A.E. but funds won't stand it!!

Unfortunately, my purge on the Vitesse failed miserably last month, so I am trying again this month. Please either write or telephone me (details on inside, front cover) if you have an A1 condition, or better Vitesse, as I would like to include it on file. The register is not only for concours cars but mainly for the 'nice and tidy' examples. Most shows do not require concours cars, so let's hear from you.

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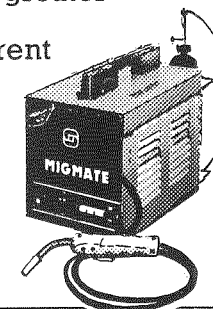
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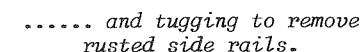
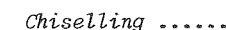
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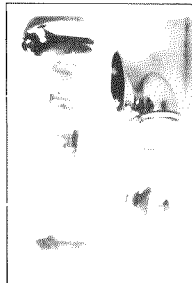
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CHASSIS & MECHANICALS

The most important part of the work, as with lots of other techniques, is the preparation. All surfaces should be cleaned down with an angle grinder and panel properly aligned before welding. The latter task was made easier for by now, after the side panel replacement, the body was a rigid structure. The arc welding technique we used has been covered in the previous 'Courier' and although to experts, the exact technique may not have been ideal, it certainly worked and after a year back on the road, no problems have occurred. Basically, we used 2mm diameter rods, or thereabouts with three or four weld passes for each joint, making sure that the slag was removed between weld runs. This is very important. In my initial attempts I found that I could seemingly fill in quite



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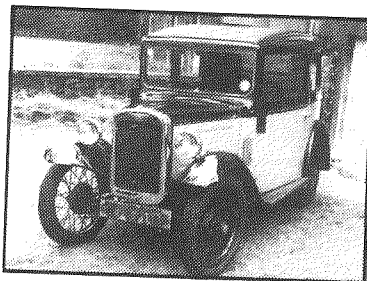


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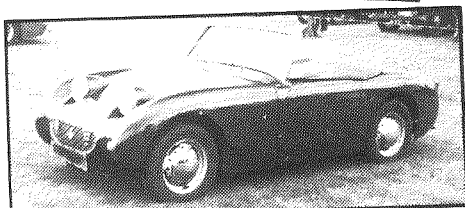
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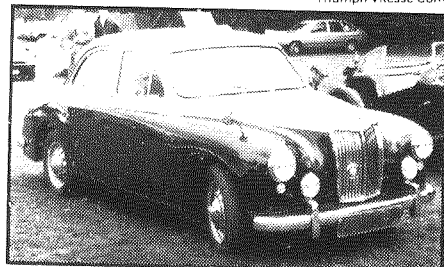
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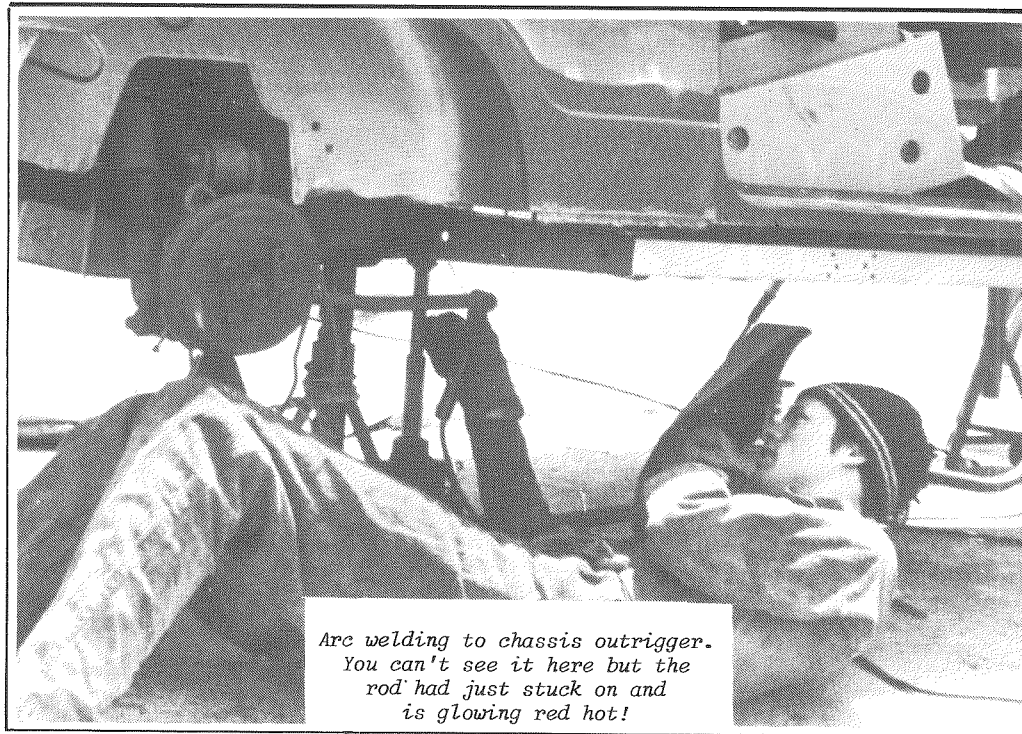
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large gaps in a single weld operation, only to find when cleaning up the weld afterwards that I had been filling in the hole with mostly slag. It just fell out with the chipping hammer. Lesson one: make single weld runs and remove all the slag before running another.

During the chassis rail replacements, the arc welder was also used to fix blind chassis mounting nuts to their respective plates. Just short welds along two flats did the job.

By now, most of the bodywork repairs had been completed. Numerous small patches had also been brazed on places such as the spare wheel well not shown in the photographs and an awful lot of work now went into protecting all the new metal from future attacks of the dreaded 'rust bug'. All the surfaces on the underside, chassis and later engine bay were scraped and sanded or lightly ground down. Coats of Bondaprimer and then Hamerite were painted on. On its own, Hamerite tends to chip off quite easily but the pre-priming makes for a much harder wearing finish. We used green Hamerite which was quite a good match to the final (original) Litchfield Green body colour.

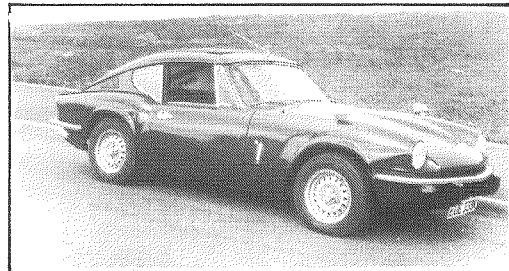
ENGINE

With the welding complete, the engine bay was totally stripped out and, as we hadn't a hoist, Chris Squibbs was enlisted to give us a hand with lifting the engine. To make life easier, the bonnet was removed along with other ancillaries including the radiator. Engines are heavy but the main problem is the shape. As long as you lift properly (i.e. don't bend your back) there's no real problem. I know that other people sling the engine from ropes and lift it out with the aid of a cross bar but we managed to manhandle it out as the photos show without too much difficulty, complete with the gearbox. I'm sure that the real key to the job is rolled up trouser legs!

Whilst out of the car, the engine was checked over. It was in very good condition but all the same, was treated to a decoke and a new timing chain and tensioner. Unfortunately, after the van had been in service for a short time, a head gasket failed but this was easily replaced and no lasting damage caused. Also at that time, a new radiator was fitted, as the old one just wasn't up to the job. Once sorted, the engine has proved to be excellent. For a

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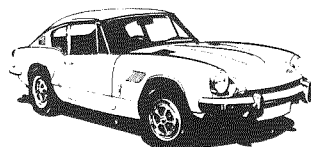
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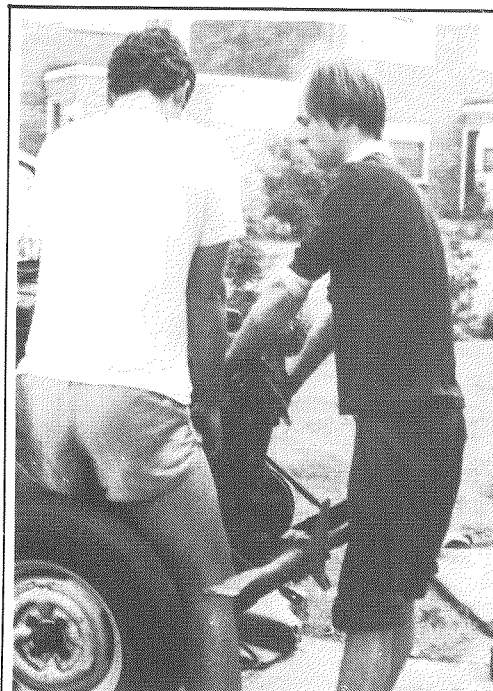
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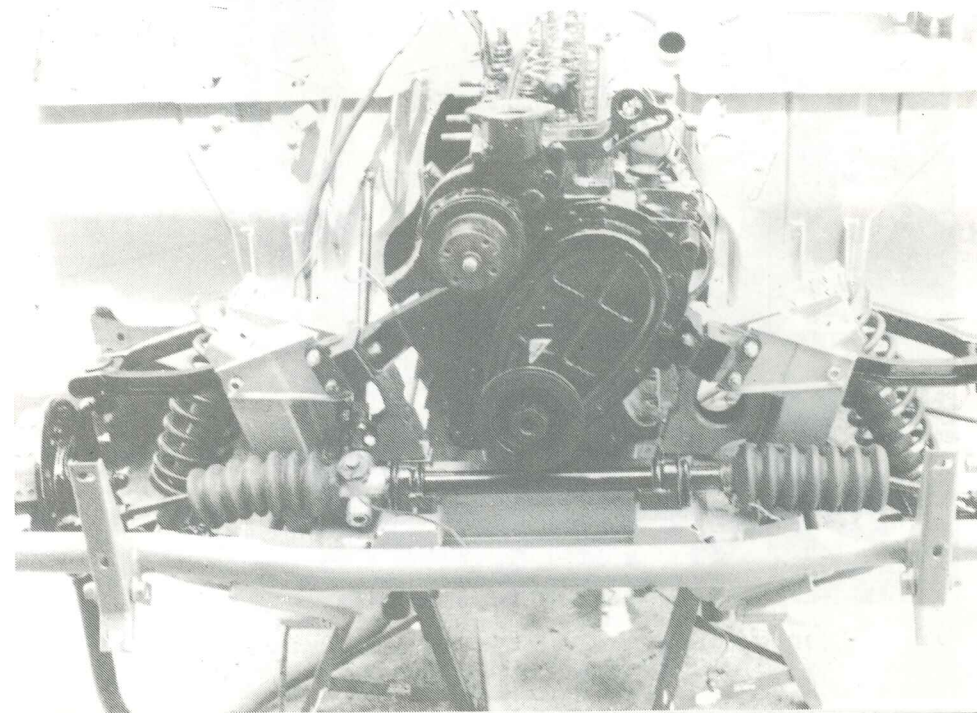
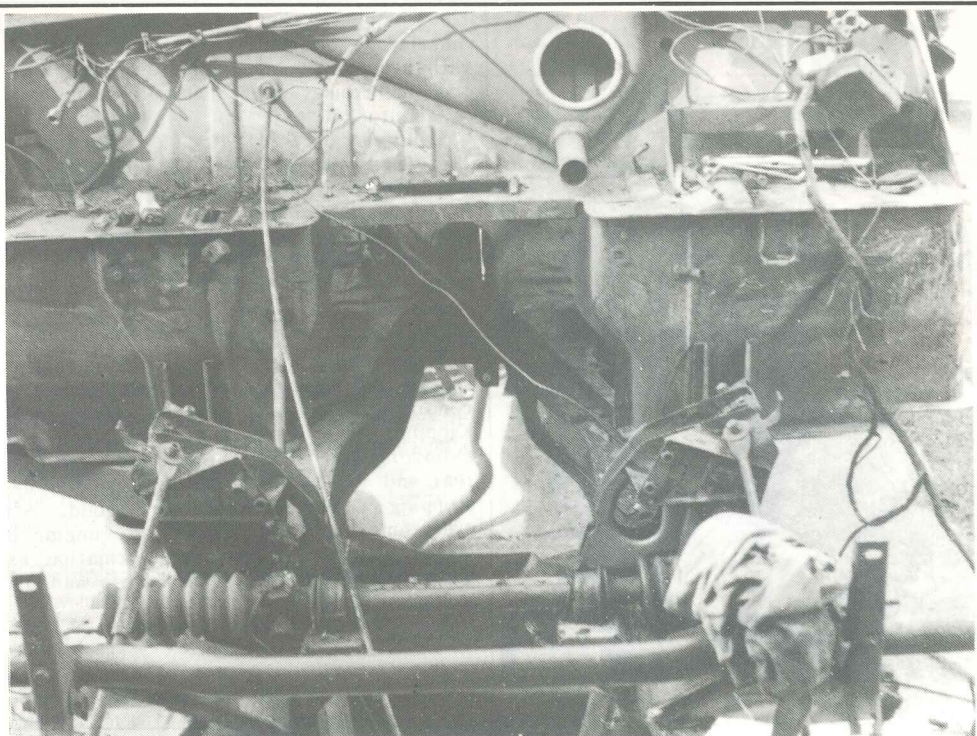
Preparing to lift the engine.

1200 engine, the performance is really amazing. Admittedly, the acceleration is rather poor but once at reasonable speeds, the van cruises well and still seems happy at about 80mph.

Engine bays collect a lot of muck over the years and so with the engine and all the suspension, steering, master cylinder and heater unit removed, the chassis and bulkhead were thoroughly scraped down, primed and Hammerited. The suspension units were fully reconditioned with old bushes burnt out and new ones lubricated with Fairy Liquid and pushed in, with the aid of a large bench vice. On replacement, new shocks and springs were fitted and a reconditioned rack obtained from John Kipping. As a matter of course, new brake cylinders and shoes were used, front and rear and for an all drum system, the car's stopping power is now very good. After everything had been refitted the engine bay looked a treat. A real transformation as I hope you can see from the before and after shots.



All done. There must be a candidate for Mr Puniverse there somewhere. Probably me! Rolled up trousers rule. OK?



Triumph Sports Six Club Ltd



Congratulations on owning a Triumph Classic!
One of our members has noticed your car and thinks that you may be interested in joining our Club: So, please may we introduce you to the: TRIUMPH SPORTS SIX CLUB.

The Club was formed in July 1977 in order to preserve and promote any car based on the Herald chassis and, therefore, caters for six types of vehicle:

HERALD — VITESSE — SPITFIRE — GT6 — BOND EQUIPE — SPECIALS

We have over 8,500 members, meeting in over 65 local centres, and we can happily claim to be a big club with the small club feel. What are the advantages of membership? Well, choose your own from:

68 PAGE MONTHLY MAGAZINE ★ PLUS HALF YEARLY SPECIALIST MAGAZINE ★ EXCLUSIVE INSURANCE ★
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CLUB REGALIA ★ DISCOUNT SPECIAL OFFERS ★ INTERNATIONAL REGISTER ★
R.A.C. AFFILIATION ★ A HELPFUL & FRIENDLY SERVICE ★

If you are interested and would like further information, then complete and return this form, enclosing a stamped, self-addressed envelope to:

Jonty Wild, 13 Common Rise, Hitchin, Herts SG4 0HN (England)

NAME: ADDRESS:

YOUR CAR:

Membership No: Area: (official use only)

You do not need an immaculate car to join, just owning one and wanting to keep it is enough.

INTERNATIONAL MEMBERS WELCOMED

TRIUMPH SPORTS SIX CLUB LTD Reg No. 1527651

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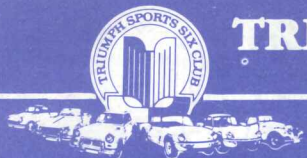
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TRIUMPH SPORTS SIX CLUB INSURANCE SCHEME

GOOD NEWS!!

ALL RATES FROZEN FOR 1986

**FJ Footman
James**

Club cars are rated by Model and Members by Area

EXCLUSIVE to
TSSC MEMBERS

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

FULL DETAILS WITH
MEMBERSHIP
AGE UNDER 25
RATES ON APPLICATION

DISCOUNT FOR AGE & LIMITED MILEAGE

COVER:

FULLY COMPREHENSIVE WITH AGREED VALUE

FULL DETAILS WITH MEMBERSHIP



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TRIUMPH SPORTS SIX CLUB INSURANCE SCHEME

GOOD NEWS!!
ALL RATES FROZEN FOR 1986

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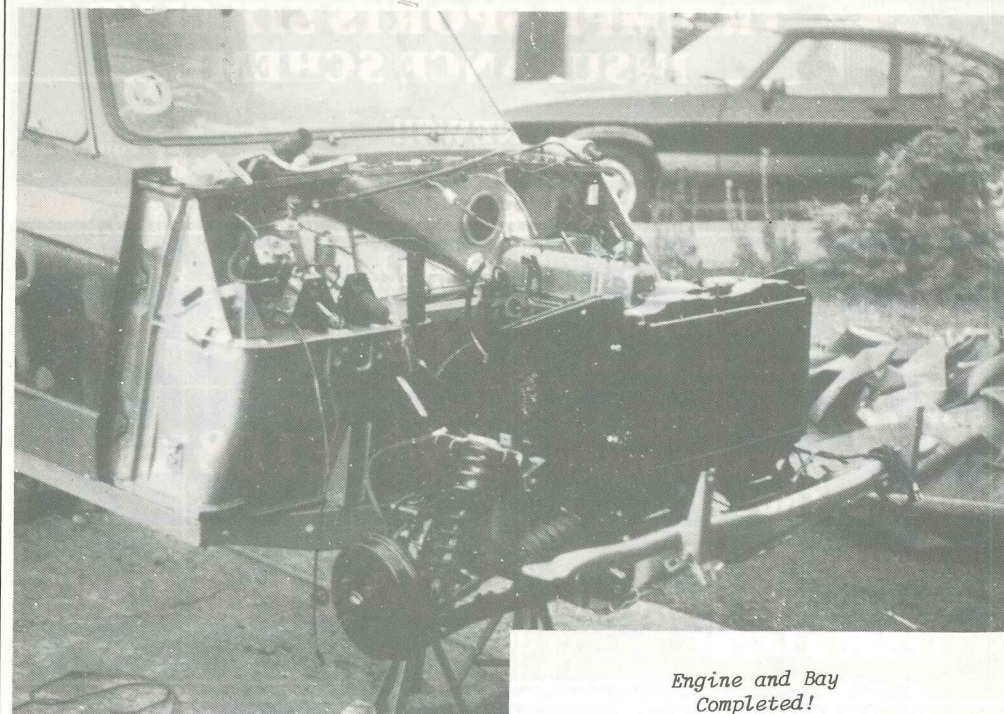
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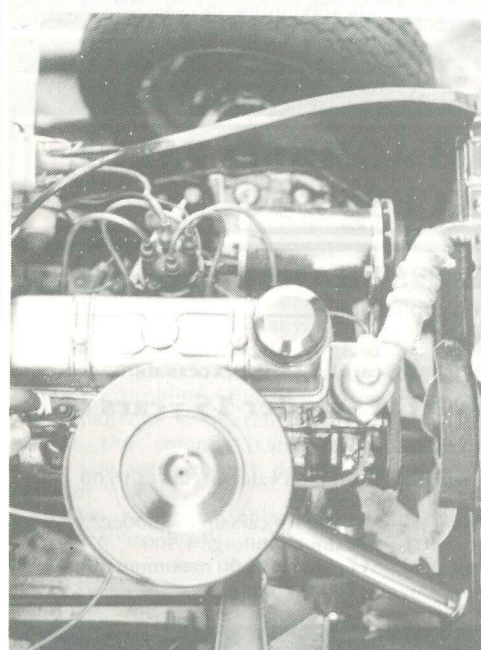
COVER:

FULLY COMPREHENSIVE WITH AGREED VALUE

FULL DETAILS WITH MEMBERSHIP



*Engine and Bay
Completed!*



With all this work being done at the front, the rear wasn't forgotten. Both driveshafts, the rear spring and the differential were unbolted, cleaned, reconditioned where necessary and painted. Care was taken to ensure that everything was lined up properly by fitting the required number of trailing arm packing pieces. Wheels were rubbed down, painted and new Dunlop SP4 Aquajet tyres fitted. I know that the original tyres would have been Cross-Plies but as we've said before, where we thought advantageous, originality was sacrificed for practicality. Basically what a Van is all about.

NEXT MONTH: SPRAYING & ON THE ROAD



TRIUMPH SPORTS SIX CLUB INSURANCE SCHEME

GOOD NEWS!!
ALL RATES FROZEN FOR 1986

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

Cover

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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 per up to £3,000 miles per year.

Club Cars under 15 years old

Only **ONE** car per policy.

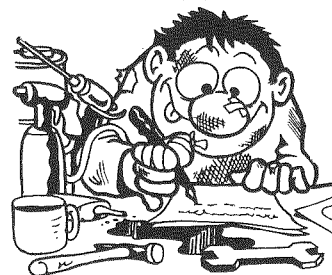
Premium: 0.50% on value of car — £15.00 minimum

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

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

**For full Prospectus, write or contact
TSSC INSURANCE SCHEME, 121B, St MARY'S ROAD
MARKET HARBOROUGH LEICS, LE16 7DT. Tel: (0858) 34424**

PEN TO PAPER



Like David Dew (Courier February 1986), I was concerned about theft of the Road Tax Disc. Particularly as I run my Spitfire permanently 'topless' with only the tonneau fitted.

My solution is a metal, motorcycle holder, with the metal fixing plate bent sharply back and clamped under the heater de-misting grille.

This secures the licence in the usual position behind the windscreen on the near-side; involves only the removal and replacement of the grille; and avoids some of the odd positions for Tax Discs, most of which I believe are illegal.

RICHARD BREESE - HAMPTON, MIDD.

I have just about finished rebuilding my Spitfire 1500 and all the money and time I have spent has really been worth it because the car looks super.

I would like to tell other members about 'Spitfires UK'; they were really helpful and I would definitely recommend them to other members of the club.

I also wonder if anyone else has had the same problem I have in getting a beige hood. If it's an ordinary, black hood, then that's no problem. But if, like myself, one would like one to match the interior of the car or the colour, it's nearly impossible unless you want to pay double the price and wait for months.

Also one more thing. I would like to get more involved in the Essex Area, but every time I see that they are having a meet, it's in a place that I have never heard of, let alone being able to find - HELP!!

SUSAN MURPHY - S. OCKENDON, ESSEX

I thought it was a good time to write, outlining the conversion of 'positive earth' cars to 'negative earth'.

Members with positive earth cars, wishing to take advantage of the 'Lumenition' electronic ignition system currently on offer through Jonty Wild, will have to carry out this conversion, as this (like most electronic ignition systems available) can only be fitted to negative earth cars. This conversion is also necessary for the safe fitment of modern radio/cassette systems and other electronic gadgetry, e.g. burglar alarms etc.

The conversion itself is very simple and only requires new battery terminal leads, costing around £5. The existing leads will not fit onto the reversed battery terminals properly, due to their different sizes.

THE CONVERSION:

1. Disconnect battery and swap old leads for the new ones, making sure all connections are tight. Do not reconnect battery yet.
2. Reverse the leads on the ignition coil so that the L.T. lead from the distributor (black and white on Herald 1200) is connected to the S.W. terminal, and the lead from the ignition switch (white on Herald 1200) is connected to the C.B. terminal.
3. Reverse the position of the battery and reconnect battery leads (with negative earth).
4. Start engine and check the ignition light goes out.

NOTE: Before starting conversion, disconnect any electrical equipment effected by the change of polarity, e.g. existing radio/cassette. It will mean, of course, these items cannot be re-connected.

I have successfully carried out this conversion on my Herald 1200 and have experienced no problems, other than a flat battery due entirely to loose connections, so make doubly sure that the new battery leads are tight on the solenoid switch, car body and battery terminals.

Happy Motoring!

**STEVE FREESTONE
MARKET HARBOROUGH - LEICS.**

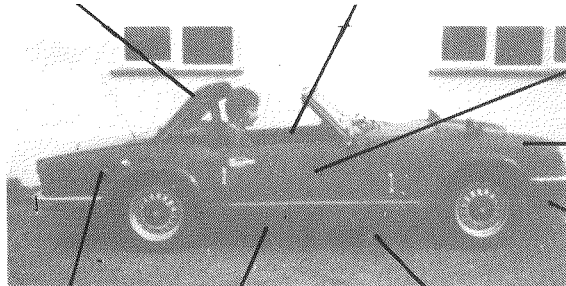
HONEYBOURNE MOULDINGS



SPRING IS JUST AROUND THE CORNER

You could be sitting comfortably this spring if you let us re-upholster the interior of your car. Yes, along with our body panels we are now offering interior upholstery in fabulous dralon. Now when we supply the exterior panels to keep your car looking good we can also help with the interior so you enjoy your motoring even more!

SOFT TOPS & TARGA HARDTOPS P.O.A.	DRALON RE - UPHOLSTERY £90.00 per set	STEEL DOOR SKINS £18.11 each
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GLASSFIBRE REAR WINGS £10.00	SILLS - INNERS AND OUTERS P.O.A.	FLOOR PANELS P.O.A.	GLASSFIBRE BONNETS £95.0 each	£15.00 CORNER VALANCES OR FRONT VALANCES £12.00
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We have a **GROWING** range of panels for Spitfires 3 & 4, GT6's, Herald and Vitesse. Please send s.a.e. stating details of your vehicle and its' requirements to:-

**HONEYBOURNE MOULDINGS
ECLIPSE TRADING ESTATE
BIRMINGHAM ROAD
ALCESTER, WARCS. B49 5EQ**

We are now open for
your convenience
Mon-Sat 9-6 p.m.
Sunday 9-12 noon

Mail Order service available - or - collection by appointment

TELEPHONE - DAYTIME (0789) 762071

- EVENINGS (0386) 832264

In reply to David Dew's letter (February Courier), and the problems of securing a 'road fund licence' in a convertible. My solution to this problem in my 2-litre Bond Equipe is to use a circle of transpaseal.

This is available from shops such as Woolworths, W H Smith, office suppliers etc.

I don't claim this solution to be perfect, but once the transpaseal has been in place for a while, it is fairly difficult and time consuming to peel off, and certainly not the one-handed, one-second operation for most licence holders.

Remember to place the reverse side of the licence to the sticky side of the transpaseal.

Incidentally, there is no 'technicality' about displaying a licence - if you don't, you will face a heavy fine.

JONTY WILD - HITCHIN

ONLY 42 SHOPPING DAYS TO THE WALES MEET

JUNE 21st AND 22nd 1986

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Back by popular demand —
bigger and better than before.

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BEER TENT, CONCOURS,
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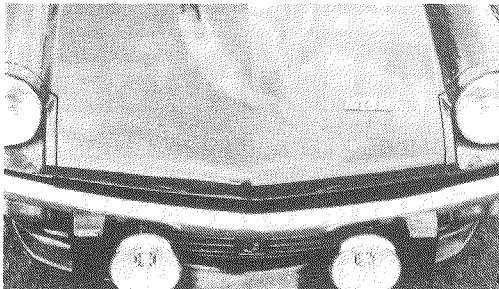
My 1967 Vitesse 2-litre (MK1) is in need of a new oil pump and I am experiencing some difficulty obtaining the necessary fitting information. Can any member advise me as to the compatibility of later pumps?

The correct pump (139289) is unavailable. The later Vitesse pump (149634) is available but does it fit? A still more recent pump (217488) for 2000TC etc. is also available. The (common?) rotor and spindle assembly (508975) could be a possible reconditioning part but also appears to be unavailable. I should be most grateful for any advice.

I also hope to fit the convertible car with a new hood in the summer. I am aware of many possible suppliers, but would be pleased to have recommendations to good quality suppliers whose hoods fit well! Is there any source of a replacement hood frame/windscreen frame rubber seal? I would also like to know the pros and cons of double duck canvas hoods as opposed to the traditional vinyl type.

N C W FANE - MALVERN, WORCS.

SPOTLIGHT



Some years ago, Roger Powell wrote an article in The Courier, describing how to fit air-assisted rear shocks to club cars. He mentioned that the special S & W air shocks were available from M R Holland Limited.

I bought a pair of these shocks from M R Holland Ltd., and would like to recommend the firm to other TSSC members who might be considering the modification. I had a slight problem with one of the ones I bought, and despite having cut off the end and welding on a Triumph shock-absorber eye in its place, an FOC replacement was in my grubby paws inside a week. Then, about a week later, came a very nice letter from one of the directors, asking if all was well and apologising for trouble caused etc.

For those of you who haven't heard of air-assisted shocks, you fit these to the back end in place of ordinary telescopic ones. The bad news is that you have to weld on lower eyes because they are fitted with motorcycle type forks (not too difficult really). BUT the good news is that you can inflate the shocks with a foot-operated or 12 volt car tyre pump if you are carrying heavy loads. This does not give stiffer shock absorbing, but stiffer springing, so you get to keep your exhaust! If you do happen to want harder shock-absorbing, then you can add a little oil to stiffen them up.

My Marlin isn't on the road yet, so I can't give you a road report of these S & W shocks, but I know Roger Powell enthused over them after fitting them to his Spartan.

Get in touch with Mr Gerry Daubeney, M. R. Holland (Distributors) Ltd., Unit 2, Benner Road, Wardentree Lane Industrial Estate, Spalding, Lincs, Tel: (0775) 4831 or 66455, if you want friendly and efficient service.

SIMON NOBES - DORCESTER, DORSET

SOUTH OF ENGLAND MEET 1986

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More events than ever this year,
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Dare you miss the **BEST EVER** South of
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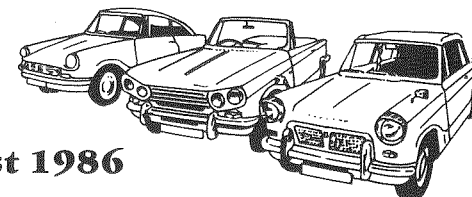
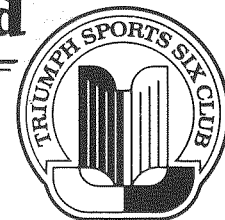
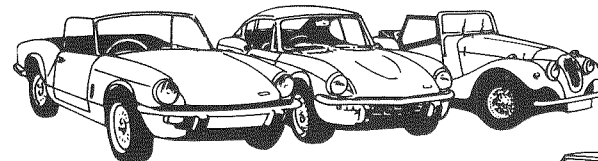
Trade Stand and Autojumble Application
Forms to Mike Crewes, 24 Otterburn
Gardens, Isleworth, Middlesex TW7 5JJ.

**Don't wait, book your space now
while there is still some left!**

International members please note: this is
the nearest International Event closest to
Dover.

HELP If any member can assist by
lending/hiring a caravan for the
weekend to be used as a Control,
please contact Mike Crewes urgently.

T.S.S.C. International Family Weekend



Sunday 24th
and Monday 25th, August 1986

With plans for the Weekend are bowling along at a rapid rate. We have decided to give you the members an opportunity to save on entry. The cost at the gate will be £5.00 per car. However, if you come for two days, the second will be free. Should you wish to book in advance the entry fee will be £4.50. B&B is available as recently published, however owing to limited space, bookings will be on a first come first served basis. Camping is available at £3.00 per plot for the weekend (a cooked english breakfast will be available to those who don't want to cook). On Sunday evening there will be a Buffet/Disco at £5.00 per head.

To save you time - all can be booked now. A free Disco on Saturday night, and Bar food on sale.....DON'T BE DISAPPOINTED, BOOK NOW.

ADVANCE BOOKING FORM ENTRANCE FEES

£5 / CAR / WEEKEND AT THE GATE ..OR.. £4.50 / CAR / WEEKEND IF BOOKED IN
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CAMPING IS AVAILABLE AT £3 / TENT OR CARAVAN FOR THE WHOLE W / E. Please
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B&B is £15.00 / PERSON / NIGHT.

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NAME	ENTRANCE £
ADDRESS	CAMPING £
.....	B & B £
POSTCODE	DISCO/BUFF. £
TEL. NO.	TOTAL £

PLEASE MAKE ALL CHEQUES & P.O. PAYABLE TO T.S.S.C. NORTHANTS.

To: RAY KELLY, 82 HOLLY ROAD, KINGSLEY, NORTHAMPTON NN1 4QP

HERALD REGISTER



REGISTER REVIEW

The TSSC Herald Register contained 2,984 cars on March 1st. Of these 1,729 (58%) are 13/60's, 1,129 (38%) are 1200's and 12/50's and 126 (4%) 948's. The 13/60 convertibles still dominate the register as the type with the greatest number of entries (943; 32%) (Table 1).

We have, at last, some more MK1 Herald 1200 estates on the register. Previously we had GA7148SC (which has now been scrapped) and GA57758 (body no. EAT 5348), which belongs to P Sojka. The two new additions are GA21776SC (J Bailey) and GA44022SC (R Tyler). I would be grateful for the body numbers of the latter two cars! The body number will be found on a plate of the O/S of the bulkhead (above the bonnet latch clips) and should be pre-fixed EAT followed by four (probably) digits.

TECHNICAL INFORMATION:

Rex Hayman has supplied the following information from a re-build of a 1147cc ('1200') engine he recently carried out:-

1. **Oil Pumps:** check the clearance between the body and outer rotor arm (should be 0.008"). A number of

pumps (bearing the GKN logo) had excessive clearances between body and out rotor, although other clearances were OK.

2. A set of new Hepolite pistons (+0.030", ref. 18690) were supplied with "rings correctly gapped". This was not so, the gaps were undersize or non-existent. It is, therefore, worthwhile checking ring gaps in any pistons before installing.

Rex asks the question - could pre-fabricated main chassis rail sections be supplied; especially for the common rot area rearwards of the centre outrigger. Part sections would be very useful as it is difficult to shape the thick chassis gauge (16?) metal when making repairs. Can anyone out there help with such repair sections? He also asks if there is any technical reason why bolted on repair sections (if properly designed) could not be used as bolts/nuts are a universally accepted form of connection used throughout on all cars (wheels, dampers!!) - any comments from the engineers in the club?

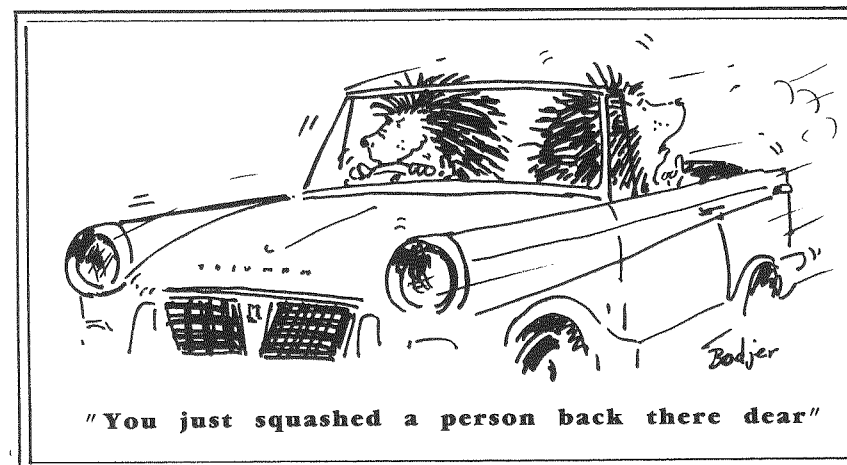
CHRIS LONGHURST

TABLE 1: TSSC HERALD REGISTER (MARCH 1ST, 1986)

	CONV.	SALOON	ESTATE	COUPE	VAN	TOTAL
948	14	76 (a)	-	36	-	126
1200	312	486	79	41	19	937
12/50	6	186	-	-	-	192
13/60	943	567(b)	219	-	-	179
TOTAL	1275	1315	298	77	19	2984

(a) includes 11 twin carb. (GY) saloons and 15 'S' saloons

(b) includes 14 DLRS (sunroof) saloons



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GT6 REGISTER

Barry Thurgood

Hi Gang, how are things out there in enthusiasts landz

I thought this month I might just rabbit on a bit. As you may have gleaned from recent comments, all cars have personalities and, therefore, names. These names are usually terms of endearment or can be quite insulting. My present GT6 is called Ralph. The personalities are often similar to domestic canines - I believe the expression "OLD DOG", when referred to a car, comes from this. Perhaps it's because, as they get old, they can tend to look a bit "dog eared". Ralph lives in a nice, brick kennel with an up-and-over door. I would be the first to admit he is a bit of a mongrel but often mongrels can make very good pets.

Occasionally, when the Canine Club has a meeting, Ralph likes nothing more than to sit in the sun with his chums. Some of them are pedigrees of the first order and have pri. es to prove it but most are just like him, not quite perfect, or altered just a bit. Sometimes they all gather together in a pack and prowl the local area, which can be a little disconcerting for the locals, who tend to stand and stare. Personally I think the pets do it for the owners' benefit, it seems to exercise the posing skills

On a Sunday morning it usually is bath time for Ralph and I generally use this time to give him a check over, both at the front end and rear, which tends to be a little loud on occasions. We finish off with a grooming session and after that I generally remark (to anyone that will listen) that Ralph looks just like a young pup again.

When I was young, my mum would never let me have a dog, see you at Cruft's?

PIG JOB OF THE MONTH:

Quite easy - putting 895 IVR forms into chassis number order, I got through a bottle of claret a night doing this one. Give me scuffed knuckles any time!

REGISTER NEWS

After weeks of midnight filing, I have sorted the register into some sort of order - well at least I can find things now.

On the 12th March, 1986 we had 895 cars on the register, which by my reckoning amounts to about 10% of the UK GT6 registrations. The table below gives the proportions of the individual marques and totals. I hope it makes sense. The percentage of UK registrations is approximate - I will give more accurate figures when I can.

MARK	NUMBER	NUMBER	% ON	APPROX % of UK Registered
unplace able	11	—	—	—
1	112	15818	0.7	3.5
2	156	12066	1.3	6.5
3	52	—	—	—
unplace able	298	8824	3.4	17
3 Up to KC20,000	266	4218	6.3	31.5
3 After KC20,000				
Totals	895	409250	2.2	11

that the thicker front anti-roll bar of the MK1V/1500 *must* be used, otherwise the car will roll terribly. This is not quite straightforward as the roll-bar to chassis mounts are different and you will either have to get the MK1V brackets welded (PROPERLY) to your chassis, or spend some time modifying the existing components to fit. The other thing to note is that if you fit a 'long-shaft' rear end, you require a long spring and also the matching radius arms.

Another possibility is to fit the complete suspension from a MK11 or early MK111 GT6, these cars having the much more sophisticated rear suspension that uses a lower wishbone and rotoflex couplings in the driveshaft. It works very well but does have a couple of drawbacks. Firstly, some of the parts are beginning to become difficult to find and Barry Thurgood will get annoyed if he finds his GT6s are being broken to provide bits for Spitfires! The second thing is that fitting this type of rear end requires the accurate welding of some brackets to the chassis and wheelarch and it can be hard to find a garage that can do this properly.

An easier, although more expensive, method of obtaining a lower wishbone-style layout is the SAH Tite-A-Turn conversion. This has the advantages of being a proper kit that is meant to be added to the club cars and is

also adjustable so that you can obtain your ideal suspension settings.

Another conversion which was very popular for both Heralds and Spitfires during the 1960s was the 'Camber Compensator' or 'Ridemaster' kit. I believe that both of these worked in very much the same way. Basically an additional sprung leaf is mounted under the differential and attached to the bottom of the vertical links on either side. I'm not sure of how it works - looking at it I assume that the extra leaf moves up and down normally with the suspension but will not allow a halfshaft to tuck under. I have one in the garage and some time will get around to fitting it. I'm told that they work very well but they do reduce your ground clearance by a couple of inches, so no good if you live up a mud track.

There are other modifications that can be made, but really they are outside my range of knowledge. All the modifications I have outlined are suitable for making your Spitfire nicer to drive on the road. For further information on competition suspension, rear anti-roll bars etc., I suggest that you contact the Competition Secretary, who should be able to point you in the right direction, or someone like 'Triumph-tune', who sell an extensive range of tuning products.

TRIUMPH BOOKSHOP

BRAND NEW LEYLAND PUBLICATIONS

HERALD

Workshop Manuals

	Price
Herald 1200	UK £19.95 O'seas £21.95
Herald 13/60	UK £19.95 O'seas £21.95
Herald Servicing Cards	99p £1.50
(Not Leyland — but full details for 1200/1360)	
Handbooks	
Herald 13/60	£4.50 £5.00
Herald 1200/1250	£4.50 £5.00

SPITFIRE

Workshop Manuals

	Price
Spitfire 4/1111	UK £19.95 O'seas £21.95
Spitfire 4/1111 Dutch	£18.00 £20.00
Spitfire IV/1500	£18.00 £20.00
Spitfire IV/1500 Dutch	£18.00 £20.00
Spitfire IV/1500 French	£18.00 £20.00
Spitfire IV/1500 Danish	£18.00 £20.00
PARTS CATALOGUES	
Spitfire Mk III	£14.00 £16.00
Spitfire Mk IV Early 1500	£14.00 £16.00
Spitfire 1500 (after 1976)	£14.00 £16.00
Handbooks	
Spitfire 4	£4.50 £5.00
Spitfire Mk II	£4.50 £5.00
Spitfire Mk III	£4.50 £5.00
Spitfire Mk III Swedish	£4.50 £5.00
Spitfire Mk IV	£4.50 £5.00
Spitfire Mk IV German	£5.00 £5.50
Spitfire 1500	£4.50 £5.00
Spitfire 1500 U.S.A.	£5.00 £5.50
Spitfire Canada	£5.00 £5.50

VITESSE

Workshop Manuals

	Price
Vitesse 6	UK £19.95 O'seas £21.95
Vitesse 2 Mk I/Mk II	£19.95 £21.95
Handbooks	
Vitesse 6	£4.50 £5.00
Vitesse Mk I	£4.50 £5.00
Vitesse Mk II	£4.50 £5.00

GT6

Workshop Manuals

	Price
GT6 Mk I/II/III	UK £19.95 O'seas £21.95
Parts Catalogues	
GT6 Mk I/II	£14.00 £16.00
GT6 Mk III OUT OF STOCK	£16.00 £18.00
Handbooks	
GT6 Mk I	£4.50 £5.00
GT6 Mk II	£4.50 £5.00
GT6 Mk III	£4.50 £5.00

Graham Robson

The Complete Histories —

	Price
HERALD - VITESSE 'NEW'	UK £13.50 O'seas £14.50
SPITFIRE - GT6	£11.25 £12.00

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How to Restore Paintwork	£7.75 £8.50
How to Restore Car Interiors	£7.75 £8.50
How to Restore Elec. & Ign. Systems	£7.75 £8.50
How to Restore Fibreglass	£7.75 £8.50
How to Restore Upholstery	£7.75 £8.50
How to Restore Classic Car Engines	£7.75 £8.50

Haynes Workshop Manuals

	Price
Triumph Herald 948/1200/1300	UK £6.50 O'seas £7.00
Triumph Vitesse - GT6 (All Models)	£6.50 £7.00
Spitfire (All Models)	£6.50 £7.00

BROOKLANDS BOOKS

	Price
Triumph Vitesse & Herald 1959/1971	£5.95
Triumph GT6 1966-1974	£5.95
Triumph Spitfire 1962-1980	£5.95
Spitfire Collection No. 1 1962-1982	£4.95
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STECOL ENGINEERING

An introduction from
Steve Philips

As "our" cars become older, spares are becoming increasingly difficult to obtain. The TSSC have done a commendable job in maintaining the supply of spares by creating 'awareness' of the enthusiasm and following our cars have. This has led to an increasing interest from the trade and now more suppliers than ever are specialising in 'our cars'. You only have to look at the amount of suppliers there were in 1981 advertising in The Courier and then look at it today. The supply of spares is much better today than it was a few years ago. The major problem facing club members now is the rapidly diminishing supply of spares from B.L. Over the past 18 months or so B.L. have been selling off vast amounts of spares at very low prices. This was great while it lasted, providing that you were, or knew of, somebody in the trade to inform you of the current special "offers". Now it has all but finished, it is increasingly difficult to obtain O.E. spares.

Due to the non-availability of spares, a few months ago, myself and fellow TSSC member, Colin Harrison, decided to re-manufacture some obsolete parts that were needed to keep our own cars on the road, and decided to offer our services to other TSSC members, so a company was formed - STECOL ENGINEERING.

We are using the most up-to-date machinery available and have experts advising us on the technical side of things. It was decided originally to re-manufacture parts to original specifications. This will do but now we also supply modified components for tuning and as an improvement over the originals, using modern-day technology and materials. We have developed a front ventilation disc kit for the Spitfire and GT6. We are also working on a rear disc brake conversion. There is a prototype front ventilated disc kit fitted to a GT6 for testing and evaluation purposes. The kit retains the standard calipers but in a modified form, so the pads, pistons, seals etc. remain original, thus, hopefully, no problem with spares. A fully sorted conversion will be available in time for the National Concours - see you there!

Other developments include ventilated (finned) rear brake drums which are available with or without a wheel spacer, and aluminium front hubs. We can supply anything from a bolt to an EN40B steel crankshaft.

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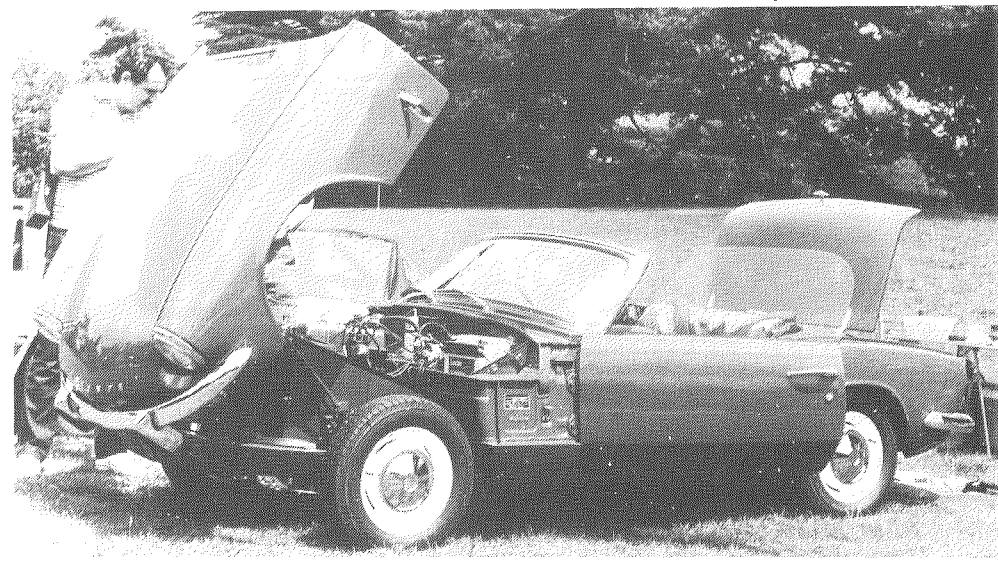
PHONE : STEVE 01-801-4577 (MORNINGS)

COLIN 01-808-8007 (AFTERNOONS)

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SPITFIRE REGISTER

John Reese



"Foot in the mouth"

When I started writing about suspensions in the February Courier, I said that there has been an awful lot of rubbish spoken and written about the suspension on club cars. Well, someone mentioned to me that it could look like I was running down Barry Thurgood, the GT6 Register Secretary, who had written a series of articles in The Courier about suspension whoops! Sorry about that, Barry, I wasn't referring to you. Actually, I had been reading yet another Road Test that called the Spitfire 'evil handling', which I have never agreed with. Perhaps the testers can't drive Spitfires

Some of you may have seen an article in the 'Discovered' column of last month's "Classic & Sportscar", about a modified Spitfire and might like to know a bit more about the car.

"Classic & Sportscar" described the car as a 'Le Mans Spitfire' in the contents page and went on to give the impression that this was one of the Le Mans cars. Until myself and John Humphries go to look at the car, we cannot be sure of its history, but we are pretty sure that the car is not a Works Race or Rally car.

The Spitfire that has been found is an ex-Gold Seal car, one of a pair prepared by Peter Cox, a Triumph Race Team Mechanic, for Richard Lloyd and Chris Marshall to race. As far as we know, these were two different cars to those raced by Cox and Chris Williams (another Triumph Mechanic) which were ex-Works cars. So probably this car is not a Works vehicle, though it might have a Works engine.

We believe that this was the car that was advertised in "Exchange & Mart" late last year as an ex-Peter Cox racing Spitfire, that John Humphries only just missed buying. We intend to make a trip to have a look at this car, to have a look at its specification and will let you know about it when we do.

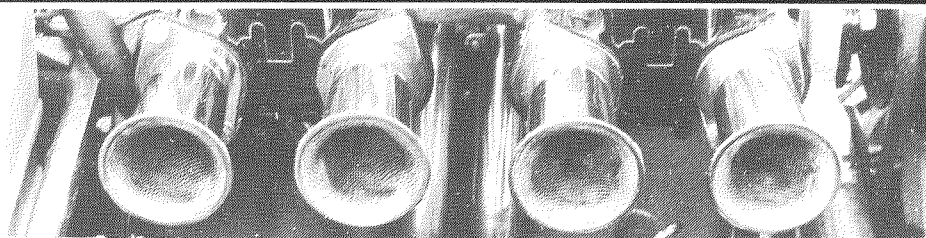
SUSPENSION

The final installment of my ideas on modifying your rear suspension: this month we deal with the more drastic forms of modification.

For the MK1,2,3 cars, an easy option is to install a 'swing spring' set-up from a MK1V or 1500. There are a couple of points to look out for, however. The most important one being

COMPETITION NEWS

Bill Haseldine



Now that the season is well and truly upon us, I have prepared a list of venues with details of how to get there. For dates, look in "What's On Next" listing from month to month. Spectators are always welcome (except at North Weald), so do come along for a great day out.

GOODWOOD: one and a half miles North-East of Chichester (Sussex).

LYDDEN HILL: seven miles South-East of Canterbury (Kent)

OULTON PARK: near Tarporley (Cheshire).

NORTH WEALD: near Epping on A1161, (Essex).

GURSTON DOWN: one mile West of Broadchalke on unclassified road, off A354 from Salisbury at Coombe Bisset, (Wiltshire).

BAITINGS DAM: five miles South-West of Sowerley Bridge, adjacent to A58, (West Yorkshire).

BRUNTINGTHORPE: ten miles South of Leicester.

For more information on each venue, refer back to April 1985 Courier.

SCOTTISH SPEED NEWS

Charles Sutherland

Once again a full season of motor sport in Scotland is shaping up and it is now time to register for the various championships. Registering means that entry forms and results sheets will automatically be sent to you for each event. Here are the addresses:-

1. **Association of West of Scotland Motor Sports Clubs Championship** - includes five sprints at Muirkirk. Registration is free! Write to James Baillie, 115 Bathgo Avenue, Ralston, Paisley PA1 3DZ.

2. **Scottish Sprint Championship** - seven sprints at Muirkirk, Knockhill, Ingliston and Wick. Registration fee £6.50. Write to Iain Pinkerton, West Fulton Farm, Houston, Renfrewshire.

3. **Scottish Hillclimb Championship** - hillclimbs at Doune, Strathclyde Park, Fintray (Aberdeen) and Rumster (Caithness). Write to George Ritchie, Fettesso Lodge, Urie Crescent, Stonehaven, Kincardineshire AB3 2DY.

See you on the track! If we get enough interest, we will run our own points system for a TSSC Scotland Competition Trophy. Don't forget your Competition Licence (Restricted), unless you want to do Doune, for which you'll need National Speed.

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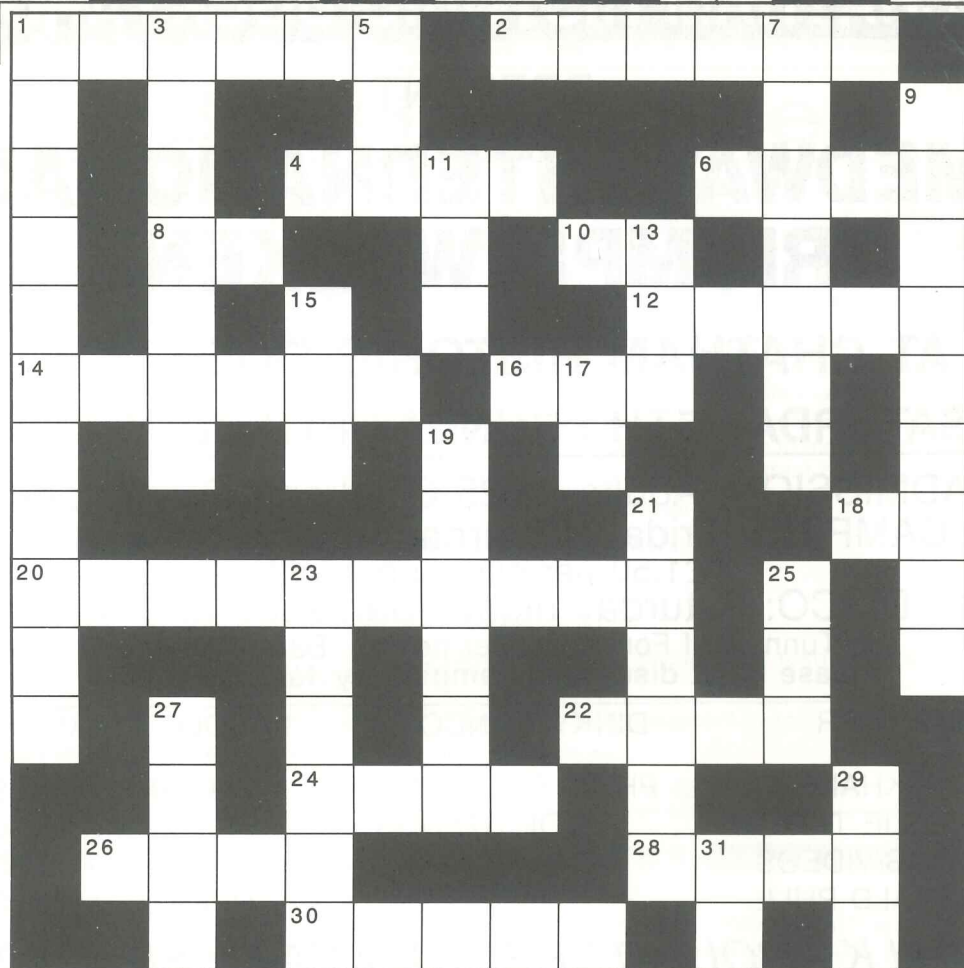
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ALL RATES FROZEN FOR 1986

FJ Footman
James

Club cars are rated by Model and Members by Area

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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

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EXCLUSIVE to
TSSC MEMBERS

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

FULL DETAILS WITH
MEMBERSHIP
AGE UNDER 25
RATES ON APPLICATION

DISCOUNT FOR AGE & LIMITED MILEAGE

COVER:

FULLY COMPREHENSIVE WITH AGREED VALUE

FULL DETAILS WITH MEMBERSHIP



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MODEL	AREA 1	AREA 2	AREA 3
HERALD 948, 1200, 12/50, 13/60	£66	£76	£97
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AGE UNDER 25
RATES ON APPLICATION

DISCOUNT FOR AGE & LIMITED MILEAGE

COVER:

FULLY COMPREHENSIVE WITH AGREED VALUE

FULL DETAILS WITH MEMBERSHIP

ACROSS

- Born spring 1959. (6)
- Heral production line (6)
- See 5 Down
- See 7 Down (3,4)
- Conversion kit to increase Horsepower (1,1)
- Sporting relation of our cars
- See page 2. (5)
- Time for new Leaves? (6)
- The answer to this may be over your head (3)
- MkIII GT6 Prefix (1,1)
- Floral Triumph in 1961 (5,5)
- Popular wheels (4)
- & 19. down For improved stopping power (4,6)
- See 23. down (6,4)
- See 30 across (5,4)
- & 28. across post war Saloon with exceptionally clean lines (5,4)

CLUES

DOWN

- Unusual transmission on experimer: J Herald Experimental Herald (11)
- Many of us will get round To doing this to this to our cars "ONE DAY"
- & 4. Across popular external
- & 6. Not optional on Preston built cars (7,4)
- Fuel System common to Vitesse & 13/60 (9)
- Part of wheel that may be embellished with chrome (3)
- Part (3)
- For clean air use this replacement (1,1)
- See 24 across (4,6)
- & 26. across Not the Wedgewood shade (6,4)
- Knot this Rod ! (3)
- Supports of this type are recommened before getting underneath your car (4)
- Numerical ancestor of the Herald (3)
- Herald or Vitesse Saloon suffix (1,1)

Answers to the March crossword

ACROSS

MOUNTING GIOVANNI WEBER COVENTRY GASES
NOTES NEW WHEEL VALANCE END ANTI-ROLL BAR
SPRING TSSC SPITFIRE CIRCLE BUSH POINTS FUEL
BACKUP EP ELAN DOUGHNUT TURNING WIN PSI FIT
DISC FOG DRUM HALFSHAFT TREAD

DOWN

MIDGET OVER MICHELOTTI TAN GREEN SPINNERS
VENT TRAVEL SERVICE WINGS LEMANS KONI BL
RECONDITION STROKE SC SLIP RUBBER HUB
PINKING TAPPET RUNON SWING FORWARD
MOTIF STANPART RIDER SU TOE BA SAH PAD

MARCH WINNERS - 1st jackie Fenwick - Slimbridge

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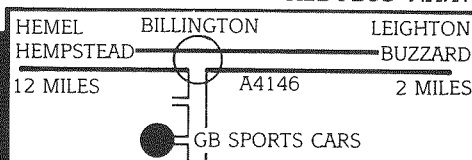
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OVERSEAS AFFILIATION SECRETARY

Brian Waters

Many apologies to all our overseas members for the lack of articles from 'yours truly' in the last few magazines. Unfortunately, I made the mad decision to try and find a house with a garage and plenty of space to build.

What I thought would be a simple matter, turned into a marathon. The transactions took from mid-September until the first week in March. There was a gap of two months between the sale of my old house and me moving into my new one. I, therefore, had to put my personal effects in to storage - among them all my TSSC stuff. All correspondence will be answered as soon as I get things sorted out. My new address is:-

"Beulah Cottage"
 19 High Street
 Flitwick
 Beds MK45 1DX

As our overseas membership is growing at a very healthy rate, I am looking for volunteers who are willing to act as TSSC representatives in their respective countries.

The job would entail:

Being a contact point within his or her country.

Encourage recruitment of new members.

Organising events.

Keeping an up-to-date list of members (supplied by me).

Sending in articles to The Courier.

I will supply a "Membership Pack" consisting of:

Stationery. Membership Forms.

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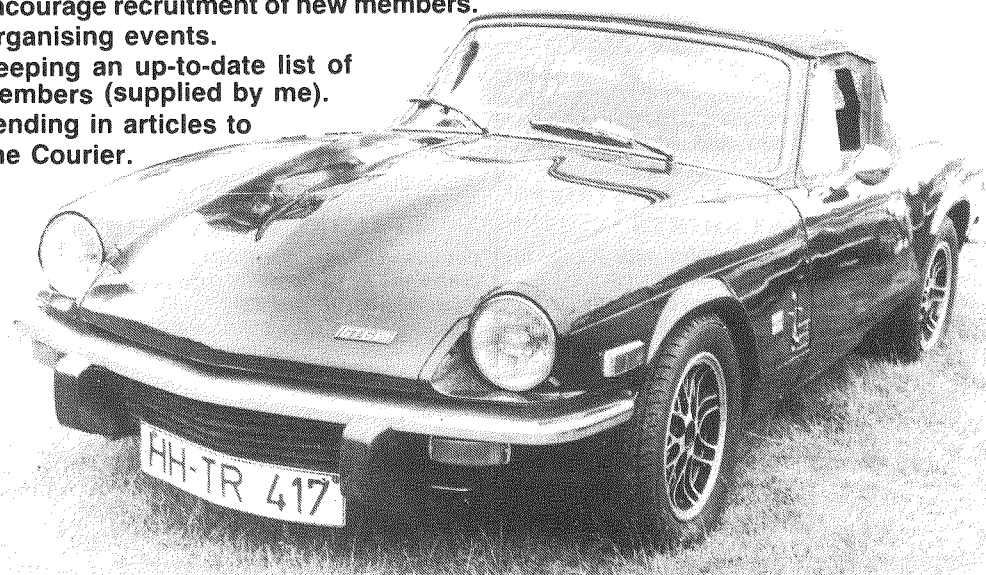
Windscreen Leaflets, printed in your language.

We already have a Portuguese representative and someone in Jersey. So I wait with bated breath for the flood of applications to come thudding through my letterbox. This year I am organising the U.K. side of the 4th International Spitfire Weekend in Arcen, Holland. Details and Application Forms elsewhere in The Courier.

Would all overseas members interested in this event, send their Booking Forms direct to:

David Herriman
 Schillerstraat 188
 5924 CT Venlo
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Tel: 31 77 826631



CLUB REGALIA . . . 1986

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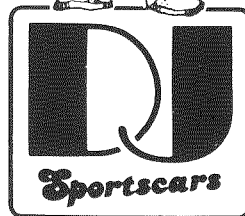
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NATIONWIDE

60 AREAS THROUGHOUT THE U.K.

CANTERBURY - VAL:

Our first letter in print. A mention in The Courier, "Et Voila", we are established. Although the words "Spitfire", "Herald", "obstinate bolts" and "rotten chassis" do crop up occasionally and "Scampi's fine", were more to the fore at our last meeting. The social events planned are amazing.

Just come along to The Abbots Barton Hotel, Canterbury at 8pm on the second Tuesday of the month and taste our hospitality.

CLEVELAND - KATHY SLEIGHTHOLME:

During the summer months, in addition to our pub meetings held at The Ladle on the last Wednesday in each month, we are planning to hold additional 'floating' venue meetings. These dates will appear monthly in The Courier.

We have prepared a TSSC Cleveland 1986 Events Calendar, available FREE to club members. Please contact any of the committee members for your personal copy!

This month, notable dates are as follows:

Wednesday 9th April - meeting at The King's Arms, Billingham.

Sunday 20th April - Holy Island convoy run and picnic. Meet 9.30am Ladle car park. Any Newcastle Area members wishing to join the convoy, contact your committee members for starting point and time. The causeway will not be clear until 3.07pm, so we intend to stop off en route for a picnic lunch. This will be a whole day event!

Wednesday 30th April - meeting at The Ladle, Middlesbrough.

The North Yorkshire Triumph Weekend will be held at Runswick Bay on May 30th - June 1st inclusive. All types of Triumph cars will be there. On Friday evening we will be meeting in a pub and on Saturday we plan to tour the coast and North Yorks Moors. In the evening there'll be a beach barbecue. On Sunday there will be an informal self-judging concours. Anyone interested in attending this event, please contact David on (0642) 700107 (office hours) or write to:

Kathy Sleightholme
12 Strait Lane
Stainton
Middlesbrough
Cleveland TS8 9BB

CORNWALL - DAVE BUXTON:

We have now planned our local camp-aign of summer events. Firstly, on Sunday April 27th, a Treasure Hunt commencing at 3pm from Molesworth Street car park in Wadebridge.

In May or June we hope to have a spares meeting at Guy Bragg's workshop. Guy is now working for himself, rebuilding club cars for those in need. He can be contacted on Truro 862530. Then in July we hope to have our annual barbecue, followed by a trip to Dartmoor in August and possibly another Treasure Hunt in September.

In addition I have written to some local members of Club Triumph and asked them if they wish to join us for our monthly meetings.

DERBY JUNCTION 29 - DAVE BEARDSLEY:

The lack of reports for the past two months has been due to no meetings. The January meeting saw Ken Clarke and myself turning out and the February meeting had to be cancelled due to the weather.

It was pleasing to see attendances back up again this month, with numbers increased by the presence of some TR members, who are always welcome.

The North Yorkshire
TRIUMPH WEEKEND
will be held at Runswick
Bay on May 30th - June 1st
inclusive

All types of Triumph cars will be there. On Friday evening we will be meeting in a pub and on Saturday we plan to tour the coast and North Moors. In the evening there'll be a beach Barbeque. On Sunday there will be an informal self - judging concours. Anyone interested in attending this event, contact: David on (0642) 700107 (office hours) or write to:
Kathy Sleightholme 12 Strait Lane
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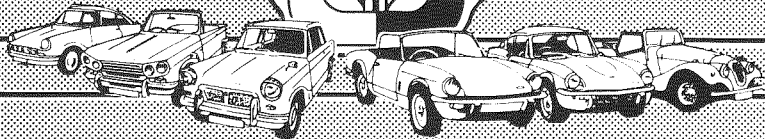


North
Yorkshire
Triumph
weekend
1986

ANGLIA AREA



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on
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LIVE MUSIC - AND THOSE MINI SKIRT'S - WATCH THIS SPACE FOR
MORE DETAILS**

I had decided to run the quiz this month, the eventual winners being Geoff and Pete Fletcher. The quest is now on to find something Geoff can't win!

Forthcoming event: Mansfield Expo 1986 Classic Car Rally, Mansfield Leisure Centre - April 27th.

DEVON - GARETH BEECHING:

Now that it's much warmer, there is no excuse for staying away from the meetings. We've got quite a variety organised over the next two months, so please note these dates for your diary:-

Sunday 13th April - Monthly meeting at The Ley Arms, Kenn.

Sunday 20th April - Treasure Hunt and Barbecue. 2pm start from The Dart Bridge Inn. Spend the early afternoon driving around the countryside and evening cooking your bangers (or kicking them!). Campfire is at Christow.

Sunday 27th April - Monthly meeting at Dart Bridge Inn, Buckfastleigh.

Monday 5th May - Skittles Match vs Stag OC/TR Register at London and Manchester Social Club. Use the new alley and sample the cheap booze.

Sunday 11th May - Monthly meeting at Ley Arms, Kenn.

Sunday 25th May - Monthly meeting at Dart Bridge Inn, Buckfastleigh.

We have quite a full calendar of events arranged for your benefit, so please make the effort to support them.

EAST BERKS - JOHN REED:

February 14th Skittles Match at Theale Green School: the verdict - a good evening was had by all with a well deserved win by the Area team.

February 28th, Morgan Cars Factory Visit: not wishing to break any Area traditions, 13 members in 4 non-club cars set off from Uncle Tom's Cabin to make their way to Malvern through lovely countryside - cleaning out a pub's total supply of jacket potatoes on the way. Having woken up the sleepy town of Ross and terrorising local cafes with our demands for more food, we finally met with members from Avon, Hereford & Gloucester and South Wales Areas for a great evening of darts (guess which team won again!) and a good selection of slides from MOTOR 100, given by Judith Barwick, A.O. Hereford & Gloucester Area. Our sincere thanks to Justin and our lovely events organiser, Anne Haymes for organising a very memorable day.

NEXT EVENTS:

Sunday 27th April - our Treasure Hunt. Start 3pm and finish at The Red Lion, Burcetts Green with entrance fee of £1 (includes a drink at the bar). O.S. map 175 required.

May will bring us together with the Oxford Area for an 'Aunt Sally' evening.

Remember that meetings at Reading (The Sun) will be held on the third Monday of the month, starting in April.

ESSEX - STEVE JARMYN:

Sadly our Area Organiser, Paul Harris, is unable to continue, due to a house and career move. Therefore, I would like to take this opportunity to thank Paul for all his efforts over the last year.

Let me introduce myself. I have been a club member since 1978, and was Membership Secretary for about one year. I currently own a convertible GT6 MKIII.

So let's have a few suggestions on how to make this an outstanding year for local events.

GATWICK - PAUL VARE:

Well, the new venue at The Fox Revived has been a resounding success.

At our first meeting on 17th February 20 members turned up, including some from the Thames and Sussex Areas. It was particularly encouraging that many members were attracted simply by our change of location. I braved the elements and trekked around the car park during the evening. I counted six Spitfires, four GT6's and two Heralds which, compared to previous turn-outs, was impressive.

Our meeting on 3rd of March was also well attended; thanks to everybody for coming.

By the time you read this report, we will have had our social gathering at Tilgate Park, Crawley, which I hope everybody enjoyed.

For the future, Chris Childs is applying for a number of car stickers for the Bromley Pageant of Motoring on 29th June, so if you're interested in going, let Chris know. We have also been challenged to an inter-Area Treasure Hunt in July by the Thames Area (details in a future report).

Our meetings in April are on the 7th and 21st - see you all there!

GLOUCESTER/HEREFORD - J BARWICK:

Many thanks to East Berks, Avon and South Wales Areas for coming to the Darts Match and congratulations to both East Berks teams for a very convincing win.

Meetings as usual will be every second Tuesday of the month at the Loughpool and with the weather brightening up, I look forward to seeing some of you coming to the meetings topless!

HANTS & SURREY - MIKE LONG:

The Hants & Surrey Area meets at The Royal Oak, Pirbright on the second Wednesday of each month from 8.30pm onwards. With the advent of the milder weather, we are hoping to organise a barbecue and some lunchtime pub runs.

HASTINGS - ADRIAN THOMPSON:

So yet another busy month for the Hastings Area group, with a darts match with the West Sussex Area cancelled due to lack of interest on the part of the aforementioned region. PLEASE SUPPORT YOUR LOCAL AREA - if you don't, then people who go out of their way to organise events get let down, then perhaps get disinterested in organising another event and then your local Area will fold, local discounts will lapse and you will lose one of the major benefits of being in the Club in the first place.

Anyway, back to more cheerful things. There is a Pool Match organised with the Morris Garages Owners Club (you know the one they say they're the largest one - marque club, but when you think that it includes derivatives of Metro's Austin 1300s not Triumph engined cars, it makes you

wonder), to be held on 14th April. WE CANNOT AFFORD TO LOSE THIS ONE FOLKS! Then, two weeks later on our summer timetable, the second meeting of April on the 28th. Both at The Wheatsheaf, Monday at 8.30pm.

Well, due to job commitments, I will be away for a couple of months, so may I hand you over to the very capable hands of Jane 'Emily Bronte' Mineikis (not Muelikis as last month - I really must improve my writing!). I'll see you in June.

P.S. Will the chap with the really nice white/rust convertible Vitesse MKII from Hailsham (?) (I'm terrible with names) please get in contact with me if he wants a brand new B.L. rear wing unit.

N HERTS/S BEDS - STEVE BEDFORD:

Our 10 pin bowling match with the Triumph 2000/2.5 Register was great. Although we won, we could not have been more evenly matched and this made the evening all the more enjoyable. It was also one of the first clubs we have played where their members actually turned up in club cars! We have been challenged to a return darts match: the venue will be announced later.

I hope you enjoyed the talk on overdrive units and are now competent enough to be able to undertake minor repairs, or even convert your car to overdrive. As was shown at the meeting, there is nothing mystical about the inside of an overdrive unit. Congratulations to Matt Nixon for winning our raffle prize of the stereo cassette recorder. Our prizes are certainly getting better. Jonty Wild won the kitchen clock last month and Steve Antollic won the camera the previous month.

Again this year we will be running the driving test at Cambridge. Also we will be

organising the low speed driving test at Cambridge. Also we will be organising the low speed driving test at Cranfield for the International Family Weekend. It was hard work last year and we must have more support this time with not just the committee running the event for the whole day. It was an enjoyable day and I'm sure it will be even better this year.

FORTHCOMING EVENTS:

Wednesday 2 April - Eagle & Child at Whitwell. Film show on steam trains and traction engines etc. This will be followed up with a visit later on to Quainton Road Preservation Society.

Tuesday 15 April - meeting at The Bird In Hand, Henlow.

Sunday 27 April - lunchtime meeting at The Crusty Loaf in Offley.

Wednesday 7 May - Eagle & Child at Whitwell - car boot sale.

Tuesday 13 May - driving course run by Kempston Police Driving School which will include tuition on driving techniques and practice on the skid pan in the afternoon. £7.50 for full day.

W KENT/E SURREY - RICHARD & SUE FRANCES:

Our meeting with the Porche Owners Club for a darts match challenge was a great success (we came second, winning one match out of six!). There was a good turnout and a return match will probably take place later in the year. Our thanks go to the Porche Owners for their hospitality and to Chris for organising the evening and for winning our match.

Meetings in April will be 1st and 15th at The Grasshopper Inn, Westerham.

Standard' MOTOR CLUB

TRIUMPH OWNERS AN INVITATION

The Standard Motor Club will be holding its 27th National Standard Rally on July 19th and 20th 1986. The TSSC is warmly invited to attend the Rally as part of our Open Class.

The venue for the Rally is **Wollaton Park, Nottingham.** Camping is available for the Saturday night.

We hope to make this the best ever National Standard Rally. We will hold a road run and social evening on the Saturday and events on the Sunday will include the Concours d'Elegance driving tests, tug - o - war and other games. Club members are welcome to bring autojumble.

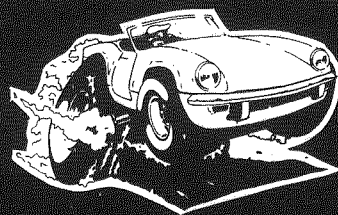
The Rally fee will be £2.00 per entry. Application forms and further details will be available from **Lynda Homer, 43 The Ridgeway, St. Albans, Herts. AL1 9NR.**

MOTOR 100 REUNION WELCOME BACK TO SILVERSTONE NORWICH UNION RAC CLASSIC

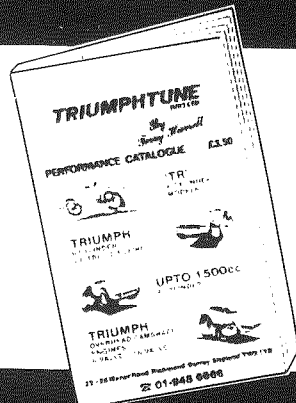
Already no fewer than 500 people have written to the RAC expressing an interest in entering this promising event for Classic cars, which is due to converge on Silverstone circuit on May 25th.

The organisers have yet to announce more precise details of what the event will comprise, though it is known that public entry at Silverstone will be free.

As you will have read above, another event is to be staged at Silverstone. I see this is an ideal opportunity to get together again. If you were at Silverstone last year and would like to display your car again, (one day only this time) contact me now. Alternatively if you wanted to be involved last year, but did not make it give me a ring. Time is short, so do it now. "It will be fun". Ian Mckeggie (0858) 63934



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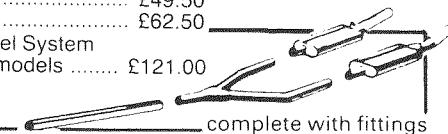
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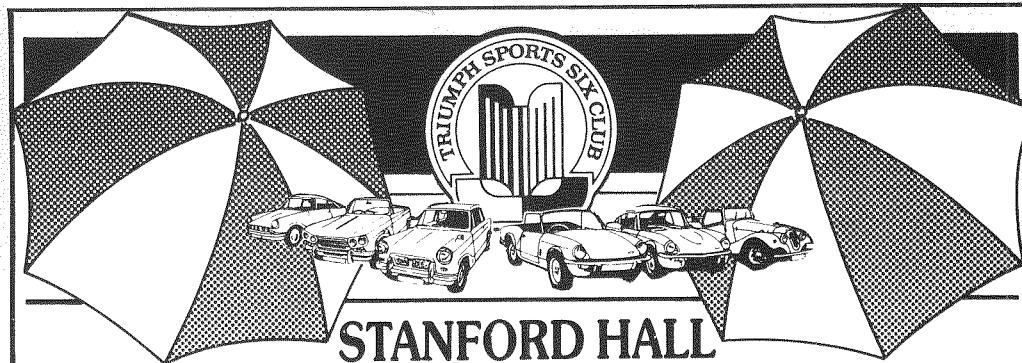
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**Further details from Tony Mee. Leicester 889079
NOW WE'RE MAKING WAVES**

LEICESTER - TONY MEE:

There was an excellent turnout for the skittles match against the T.R. Owners Club. Due to the good turnout there was only time for two legs. The first leg was won by us 99 - 84 and the second, again by us, 74 - 69, giving Leicester TSSC revenge for the last match which we lost. We also had the highest individual scores, with Steve and John Mark playing off for the prize. The skittles alley was the warmest one I have ever been in, with a wood-burning stove glowing red hot in the corner. The good was also excellent, thanks to Dennis at The Gate Hangs Well.

On the Stanford Hall front we now require several things to help make the event a success; No. 1 - volunteers on the day to help with marshalling, raffle tickets, concours etc., No. 2 - adverts for the programme. If you know of anyone who would be prepared to pay a small fee and take an advert in the programme, please let me know.

That's all for now. See you soon.

CITY & E LONDON - PAULINE BAGNALL:

The meeting on March 6th was very successful with a big turnout - it was getting kinda lonely for the three of us sitting on our own! On behalf of the Area, I would like to welcome the four new members who arrived; I hope you enjoy yourselves with us. How about all you other people coming along to visit us now and again?

We are beginning to plan a full and varied year of events for 1986. We kicked off with ice skating on 10th March, which proved to be great fun. No broken limbs but maybe a little wounded pride! I think it

quite an achievement to sprain your ankle washing the car before the ice skating Peter - obviously a far more dangerous activity. The next event will be bowling some time in April - keep in touch for dates. More suggestions include mixed five-a-side football, horse riding and hang gliding. Can anyone think of more sedate affairs - or do we enjoy living close to death?!!

Our Area now has some very nice cars (and some not so nice cars!). At our last meeting much time was spent discussing various bumps, rattles and squeaks. As one new member remarked, "it is good to know you are not the only one with problems". We will certainly be arriving 'in force' to the club events - so watch out for us!

Dates of the next meetings: 3rd April, 17th April and 1st May.

**NEWBURY/READING/BASINGSTOKE -
NORMAN SMITH:**

Calling all members in this Area. At last, after a lot of hard looking, I have been able to arrange meetings on the first and third Tuesdays of the month at The Round Oak, Padworth Common (on the main Tadley to Burghfield road). The proposed venue is a friendly country public house with ample off-the-road parking facilities. I look forward to meeting as many members as possible at our initial meeting on Tuesday 15th April at 8pm.

NORFOLK - BOB SMEDLEY:

Our new venue is proving to be very encouraging with many new faces and a super atmosphere. The spares and events boards are proving an attraction (must make some stands!) and it was nice to have the club regalia on show - perhaps the girls will want to 'feel the quality'.

By the time you read this, our first event (disco) of 1986 will have taken place. I presume you all had a great evening and have got over the 2am finish - also hope it proved to be a good fund-raiser.

May 4th (afternoon) - Treasure Hunt.
July 27th - Beach Barbecue.

We are also hoping to have a mid-way event with the Peterborough Area and a charity fund-raising event in September - more of that later.

Thanks to Andrew for all his 'events' effort.

At our next meet, April 7th, we have been promised the Norwich Union Insurance video on 'Classic Cars', which features one of our club members Herald - Adrian King, just make sure you attend.

Looking forward to seeing you all the next meet - I'll try to be early!

NORTH EAST - JUDITH ATKINSON:

Well, I am pleased to say that the snow's now gone and we're finally getting some sunshine. We might see some more club cars and a few more faces at our meetings. No one has any excuses now for not coming along - our next meeting is April 7th at The Bowes Incline.

Cleveland Area have organised a visit to Theakston Brewery for Thursday 21st August to start at 7.30pm. Anyone interested from our Area, could you please get in touch with one of the committee members. A coach will be provided.

Other events that have been arranged with the Cleveland Area are as follows:-

April 20th - Run to Holy Island

May 5th - Treasure Hunt.

For more information, please 'phone one of the committee members.

A committee has now been formed with the following people:

John Atkinson) 4142870 (091)
Judith Atkinson)
Jim Bell 868737 (0642)

Anthony Watson 551296 (0642)
Brian Clements

Anyone interested in attending a Cleveland meeting, let me know and we'll try and arrange a convoy. Their dates are Wednesday April 9th at The King's Head and Wednesday April 30th at The Ladle.

NOTTINGHAM - CLIVE ROULSTON:

24 people attended the February meet, which with temperatures of -7° and snow, was very good but I wonder how many wished they hadn't. The pub heating system had broken down; there was no log fire and, to top it all, no beer! Much comment was made to the management about the state of things and we have been assured that all will be put right. Overall it was a good night, with arrangements for the skittles match against The Stag Owners being finalised. The meeting broke up shortly before closing time with everyone going home to get warm. Last plea from me being please be early on Saturday.

PETERBOROUGH - SHARON ESPIN:

March's meeting saw a turnout of 15 people and various ideas were discussed. On Monday 7th April we are visiting RAP Wittering; there are still a few places left, so if you are interested, please ring me or turn up at the Main Gate at 7.00pm. I would like to thank Diana in advance for all her efforts in organising the trip to Beaulieu (22nd March) and for Barry in providing the bus (and driving us there!). We are all looking forward to it and I am sure it will be a day to remember.

Monday 14th April - monthly meeting, Three Horseshoes, Yaxley. Slide show by Barry Newitt. Please bring along any interesting slides.
Monday 12th May - monthly meeting at The

Plough, Deeping St. Nicholas. All your technical queries answered by David Rutterford, Motor Engineer and Electronic tuning Specialist, who was brought up on OUR cars. He has since started his own small business and comes very highly recommended. It may be possible to book his premises one Saturday morning and have our cars tuned - if there is enough response.

April at 8pm for 8.30pm. I will be having a meeting with Jim and Richard in order to arrange something interesting for that evening.

Before the above meeting, our busy calendar starts with a run to Biggar Autojumble on 23rd March. For competition there is a hillclimb at Strathclyde Park on 29th March (T.R. Owners). The one to remember is the run to the Autojumble at Doune on 6th April, meeting at Blackfriars at 11am for 11.15am start, stopping for a bar lunch on route. Next is the Treasure Hunt at the 'Mallettsheugh' Inn on the A77 at 12.30pm starting after lunch. Quite a launch to the Spring as far as events are concerned. More to follow - an S.A.E. to me at 4 Barbistoun Courtyard, Dalrymple, KA6 6EA for your calendar for 1986.

The 'East Ayrshire Car Club' have their annual run over on Arran on 13 - 15th June. Classic cars and competition cars. If you want to compete, the ferry fare is halved but just to be part of it, the TSSC West Scotland have been invited by John McMillan of EACC with a special ferry fare of only £15.90 for any club car (usually £25) return + £3.45 driver (usual £4.85) return. Special motel rate of £18 D, B&B or other hotels, camp sites available at normal prices. Limited space, so please 'phone me for further info. All bookings to be made before end April.



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FURTHER DETAILS FROM ROD WARREN (0278) 424234

Skittles Match 15th February: Saturday sees me arriving at the skittle alley at 7.15ish, not expecting anyone 'til 7.30, only to be greeted with jeers of 'you're late!'.

The turnout this year was a bit down on the TSC side compared with last year but nothing as low as The Stag Owners - nobody from their side turned up, not even the organiser! A slight case of apathy???

But we don't let little things like this throw us. Being organised I had catered for this possibility and we went into plan 2: an individual competition over six legs with the meal approximately half way through.

Despite the set-back, a good night was had by all with plenty of barracking, joviality and rude remarks. Usually aimed at the unusual way some people throw or the danger aspect of their aim or over enthusiasm.

The match was won by Harry Lees with Debbie taking the Ladies Prize. Booby prizes going to Royd Eley and Jill Kershaw.

News of possible forthcoming events:

We have been invited by the Norfolk Area to join them one Sunday for a Treasure Hunt and Barbecue, possibly around Sandringham. So anybody in the King's Lynn and Wisbech area - you are more than welcome to join us. Date to be confirmed later.

There will be a convoy to the South of England Meet on Saturday May 10th if anybody is interested!

SCOTLAND WEST - JOHN MALCOLM:

My apologies for not appearing at the last meeting on the 10th March but I decided to bow out at 7pm the same night with a high temperature and retired to my bed at 8pm, after a hot bath.

I hope you all enjoyed the Quiz Night, run by Jim of the Stag Owner's Club and Richard of the TR Register. The next meeting will be at 'Blackfriars', Albion Street, off Ingram Street, Glasgow, on 14th

CENTRAL SOMERSET - ROD WARREN:

As promised, we have organised a skittles match against the T.R. Register. This is to be held on Wednesday 9th April at The Manor, Pawlett at 8pm. A buffet is to be provided at the cost of £2 per person, plus 50p each for the sticker. Please try to attend and support your Area. As usual I would like to invite members from adjoining Areas, namely Devon, Avon and Dorset, and I would be grateful if Area Organisers would let me know numbers attending in advance for the buffet, etc.

More event dates will, hopefully, be published next month.

THAMES - NICK LORD:

Hi to all you people in the Thames Area. Although it's a well known fact that the Thames Area can beat any Area at anything, we didn't fare too well at darts against The Honda (Motorcycle) Owner's Club. But, out of 14 games, we did win two!

Well done Darren for winning fair and square. As for Bob Rowland - well, we got so fed up with waiting for him and his opponent to get a finishing double that (after a few hours play) it had to be a case of nearest the bull. Well done Bob! (is your welding as accurate?).

We had a good turnout for the photocall in Richmond Park with 16 cars. A good convoy there but disaster struck on the way to the pub. Although we turned one way, Leon and other and Gary tried to follow some poor lass going home (was she a member Gary?). We did all finally end up in The Cricketers on Richmond Green.

We will by now have had our Treasure Hunt in the dark and beaten East Berks at bowling (?). Results next month. Organising for S.E.M. '86 are nearing completion and it promises to be a spectacular show.

Please get your Spring/Summer programmes from me - they run until October, so you know what your Area is doing and where they're doing it. Believe it or not, I can place you on the Area Register.

IMPORTANT: Our new venue from April 10th is 'The New Inn', which is on Ham Common, Petersham Road (A307), half-way between Richmond and Kingston. The Landlord there (who wants to buy a Vitesse!) is very enthusiastic (and the beer's excellent). If you come from Richmond, take the lower road as opposed to the road up Richmond Hill and the pub is about three miles along there - just at the start of the common on the right.

We have new members 'phoning me and turning up at meetings every week now (welcome to Karen, and nice to see Chris Childs and Chris Bailey from Gatwick at our last meeting). So what about all you 'sleeping' Thames members? Come along and meet us - we are really quite a nice lot. If you don't, you may find Dave Ellis!

Vauxhall Chevette parked outside your place of residence (filler in v.g.c.) - quote from Dave. This is a horrific sight - you have been warned!

Finally, I have had a number of requests about buying an Area engine hoist and steam cleaner at cost price - probably after S.E.M. Can I have your reactions please.

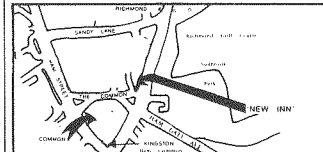
DATES FOR APRIL:

Thursday 10th - social meeting at The New Inn.

Sunday 20th - lunchtime conversing at The New Inn (jog round Richmond Park for those so inclined!).

Thursday 24th - Ice Skating at Richmond Ice Rink. Leave the New Inn at 8.15 and return later for drinks (and bandages?). Cost will be £2 plus 60p for skate hire.

Thursday May 8th - Social intercourse at The New Inn.



TRENT - MIKE COSTIGAN:

Our meetings continue to be popular with our regulars, but it would be nice to see some new faces, too! Last month's meeting produced a surprise - two Courier vans in the car park; however, it's a long time since we heard the sound of a six-cylinder Triumph engine - are there any Vitesse or GT6's out there?

We are almost round to Treasure Hunt time again - look out for details next month or collect an entry form at this month's meeting - April 3rd at The Robin Hood Hotel, Newark.

SOUTH WALES - BRIAN WAKLEY:

Last meeting's informal lecture by R.O.S.P.S.'s Advanced Drivers Association turned into one of our best wintermeeting events. Yet, originally it was to be a spokeswoman, to call in and give a chat on the Association itself, but a few days after my report for last month's Courier went in, she rang me to say they had been able to arrange for a 'Driving Expert' to come along, instead. Indeed, Mike Collins, their Chief Driving Examiner, very kindly made much effort to attend. We had a reasonable turnout and, therefore, a very personal and extremely interesting discussion was enjoyed by all. We covered briefly many aspects of Advanced Driving and much more. Mike Collins, who has experience of every form of driving from police patrol cars, to Formula Ford racing, gave a very down-to-earth talk on Driving Advanced but with a practical technique. I'm sure we all learnt something. If anybody is interested in taking the 'test', please contact me as I have all the necessary details and forms.

For those of you who could not attend the meeting, you missed an excellent lecture - TUFF!! No, you know me, I'm not that cruel really. Mike Collins was very keen to do more of these lectures for car enthusiasts and, therefore, I shall soon be organising a larger scale 'Lecture Evening' for another car club. Those of you who missed ours and anyone else who is interested, keep in touch if you would like a second chance.

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**BEHIND
JOHN GRANVILLE
ESTATE
AGENTS**

A letter of sincere thanks has already been sent to Mike Collins by myself but on behalf of all members who attended the lecture.

NEW VENUE: Yes, the above meeting was our last at The Ceasars Arms. We will possibly have the 'occasional' meet in Cregiau in the months to come. Our new venue is The Wentloog Castle Hotel, Castleton Nr. Cardiff. The manager is providing a private room (located straight in front of the main doors). An area will be sectioned off in the car park to accommodate our cars. The directions are: from Cardiff take the Newport Road (A48); drive straight through Rhymney, St. Melons etc. Carry straight on at all junctions and roundabouts. Just after the Castleton signposts, the road becomes a dual carriageway. You will see a foot bridge over the road and the Hotel entrance is on the left, immediately after the bridge. From almost anywhere, other than Cardiff, whether north or south of it, get on to the M4 motorway and head for Junction 28. It is halfway between Newport and Cardiff. From the motorway exit take the A48 St Melons, Castleton exit - be careful not to end up back on the M4 at this tricky exit. Carry straight on at the next small roundabout. After 3 miles, just as the road becomes a dual carriageway, the hotel is on your right, immediately before the foot bridge (there's a right turn through the reservation). Next meeting April 2nd.

WEST MIDLANDS - TONY SPICER:

I think we are all ready for the N.E.C. - if everything goes to plan it should be the best stand ever.

Pre-booking is available through us with a 50% reduction, down to £2.00 each, but if you want to take up this offer 'phone us now (if you have already booked, please come to Sunday's meeting to collect them).

A special thanks must go to Denis Benson and the Dixons from the Worcester Area for the use of their cars. It is good to see the Worcester Area working so well with the West Midlands and we look forward to more inter-Area events. That is what the club is all about.

The next Area talk is on the 8th April by Auto-Elec Ltd., who supply and fit car alarms and ignitions etc. The talk will be primarily on vehicle security, especially relevant on our cars, so please give them your support.

Next meeting Tuesday 8th April (Talk by Auto-Elec) and Sunday lunchtime meet on 27th April.

WOLVERHAMPTON - JOHN COX:

Both the February and March meetings were each attended by 40 members numbers have dropped. I hope the better weather will rekindle enthusiasm of the 'old uns'.

A lively meeting saw the Marion/Brian and Hayley/Nick teams move to the next round of "know your car" quiz.

Forthcoming events and organisers:

Skittles - Linda and Bill, tel: 021 544 8135. Treasure Hunt - Pam and Malcolm, tel: 021 354 4250.

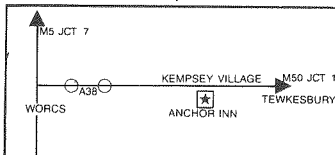
Full Weekend - Caroline and Graham, tel: 0902 330040.

Next meeting 14th April at Merry Hill pub, Wolverhampton 0902 330940.

WORCESTER - W & B DIXON:

Worcester West is a new meeting (held in conjunction with Worcester North). The venue is the Anchor Inn, Main Road, Kempsey, Worcester. 3½ miles south of

Worcester city on A38 (see map). Meetings will be held in the lounge on the first Monday of the month, commencing 7th April, 1986 from 7.30pm onwards. Good food and ale available. Everyone welcome.



NORTH YORKS - SALLY HURD:

It's nice to see regular faces turning up each month and even better, if they are local! Of the 14 members at the meeting in March, a staggering 2 were from York (and one of those was the Area Organiser!); so to entice you local 'ghosts' out and about with your cherished cars, we have arranged the following events:-

Saturday 12th April - Drax Power Station visit. Meet at the visitor's car park at the gatehouse at 2pm prompt. Regret, no children under 12 years permitted. Ladies please note: no skirts of high-heeled shoes for obvious reasons! All those interested must contact Steve Boyne (0904) 39420 in advance please.

May Day Weekend - anyone interested in joining a convoy down to the National Classic Car show at the N.E.C., Birmingham?

Friday 30th May/Sunday 1st June - Cleveland Triumph Weekend at Runswick Bay near Whitby. A chance to meet plenty of Triumph enthusiasts and cars. Come along and join in the fun. Full details from Cleveland A.O.

Sunday 15th June - 'A Wander in the Wolds'. Scenic drive out in E. Yorks. Further details to follow.

Saturday 5th/Sunday 6th July - Hull Car Spectacular, Hull.

Sunday 27th July - Humberside Air Fair, Kirmingham, S. Humberside. Both these events will have TSSC display stands; any N. Yorks members wishing to exhibit their club cars should get in touch with Steve Boyne.

Sunday 31st August - 5th N. Yorks Concours & Moors Run. Full details appear elsewhere in the magazine.

Please support them because they're organised on your behalf. Many thanks to Cleveland Area for their calendars (listing even more local events) and, by the way, congratulations to Alan Hurd for winning the 'Feel the Part' competition - obviously getting ready to re-build the Vitesse again! Let's see plenty of local club cars at The Hopgrove for our next meeting on 2nd April, because there's nothing like light evenings to bring them out of hibernation!

SOUTH YORKSHIRE - CHRIS STABLER:

At the February meeting it was enthusiastically agreed to take West Yorkshire Area on at 10 pin bowling. I have 21 names for this "clash of the giants" on Tuesday 8th April at The Firth Park Bowl, Sheffield. An open invitation is extended to all our respective supporters.

OTHER DIARY DATES:

June 21st/22nd - Rotherham Show. I have 10 cars so far. A welcome is extended to members from the other Yorkshire Areas who would like to join us, particularly on the 22nd. Organisers please contact me.

July 5th/6th - we have been invited to take part in the Hull Show by Gordon Curtis and friends in Hull. Those interested please let me know.

July 12th - Doncaster Auto Jumble: a great day out but I will be running a stall myself, so those of you who want me to try to dispose of parts for you, please get in touch.

July 27th - Humberside Air Show. We have been allocated 7 places so will need to do some shortlisting!

Other Items: It has been suggested we establish a 100,000 mile owners club/group/register with its own regalia etc. Any takers?

Please keep the entries coming for the 'Mug File'. Colin 'Topless' Troise has been appropriately located on page 3.

The Vitesse rebuild is progressing (slowly). For those of you interested in these things, I can thoroughly recommend J.C.I. Transport polyurethane 383 paint (black gloss) for running gear, suspension etc. It's first-class.

Has anyone out there got my Kismet Castor/Camber setting gauge as I have completely lost track of it!!

W. YORKSHIRE - CHARLES HENDERSON:

On April 11th we will be having a trip to Sheffield for a Ten Pin Bowling competition with the South Yorkshire Area. To be held at the Firth Park Bowling Centre, Sacey Street, Sheffield S5. We will be travelling in convoy, so please meet at The Grove at 7.15pm, as we will be leaving at exactly 7.30pm. If it's too early for you to set off, you can make your own way there - please ring me for directions.

OTHER DATES:

May 24th/25th - Uncle Billy's Camping Weekend, Appletreewick. Please give your name to Ken Ideson if you want to go.

STOP PRESS

HULL - G CURTIS: Sorry that Dave and I were unable to attend the last meeting due to work commitments. We've been invited to display some of our cars at the Hull Spectacular on 5th/6th July '86; names of those interested will be taken at the next meeting.

IPSWICH - BRIAN BROWNLEE-PINKERTON:

Coming up - (May) Secret Trip to some lucky groups meeting. Details and Secret location revealed at next meeting in April. July 12th/13th: At the Suffolk Showground (Bucklesham Rd., Ipswich) the local Transport Society is holding a Vintage & Classic Vehicle Event. Provisionally we have booked stand space for up to 12 club cars for display. If you can help please ring Ipswich (0473) 75923. Further details in May Courier.

MANCHESTER - DAVID EVANS: The next (prize) Treasure Hunt is on Sunday 20th April. 'Phone me for all relevant details (see back cover). Tickets 50p. May 11th - Spring Run to Monsal Head Hotel in Derbyshire.

WORCESTER - E MCKAY: We are eagerly awaiting the start of the new Worcs venue. In future all large events, such as the Malvern Show, will be jointly run. Next meeting April 7th at the Anchor Inn, Kempsey.

JOHN KIPPING'S -

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BILL SUNDERLAND — EDITOR

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TRIUMPH SPORTS SIX CLUB CLASSIFIED

Bond Equipe convertible: rebuild started but never finished. New soft top, tonneau cover and O/D. V. g. engine re-built recently. Also spare bonnet, doors, windows, seats and lots more. Offers? Contact: Ackley, tel: Glossop (04574) 2535 - non-member.

Herald 13/60 with recon Spitfire 1300cc engine: MOT failed on tyres and outrigger. Body fair. Too good to break but am not prepared to spend money on. £100 o.n.o. Contact: Simon, tel: Bristol (0272) 562441 - 83/6431.

Tuned Vitesse convertible MKII, 1969: has 2.5L TR6 engine professionally reconditioned and tuned. Excellent cond., restored where needed to original, throughout. Colour: red with white hood and stripe. £2,700. Reason for sale details - contact: Nigel, tel: Kidderminster 747610 - 84/8763.

Spitfire 1500, 'P' reg: exceptional cond., British Racing Green, Rust-proofed through-out. Recent recon. engine, gearbox, carbs etc. V. reluctant sale, must go to a good home. £1,650. Contact: Peter, tel: Hayes (01) 462 6012 - N/A.

1979 V reg. Triumph Spitfire 1500: 24,800 miles; red; taxed; full MOT; soft top plus full tonneau cover. Carefully maintained. Rust-proofed from new. AA inspection invited. £2,350 o.n.o. Contact: Guest, tel: Wirral (051) 630 1213 - non-member.

Spitfire 1500, 1980: 'W' reg; red; 2 owners; 53,000 miles; recent tyres and service; long tax and MOT; factory hard and soft tops; tonneau; superb inside and out. £2,675. View Burton on Trent or Reading. Contact: Andrew, tel: (0734) 693345 - 83/6228.

Spitfire MKIII, 1970: white; MOT June '86. Requires work. Any offers. Contact: Nottage, tel: Lyndhurst (042128) 3995 - 83/5360.

1980 Spitfire: 36,000 miles; soft top; yellow. Some work required for MOT, i.e. drive coupling and exhaust. Hence only £800. Contact: Graeme, tel: Guildford (0483) 66195 after 6.30 - N/A.

Convertible Vitesse 2L MKII, 1971: (BAA 8J), red, black interior. Electronic ignition; Kenlowe; hardtop; boot rack and tonneau. Handbook and original Workshop Manual. 160,000 miles. Service history. Good example. £1,450 o.n.o. to good home. Contact: Cameron, tel: Newmarket (0638) 661182 eves - 83/6496.

Spitfire 1500cc, 'S' reg: taxed, MOT; Inca Yellow; soft top; tonneau; Grand Prix 'S' tyres (spare never used). V. reliable and economical. £1,500. Contact: Steve, tel: Cheslyn Hay (0922) 413431 - 83/7036.

1978 1500 Spitfire: red, soft top with hood bag and tonneau. 65,000 miles. Extra gauges. Alarm. Good tyres. Well maintained and in good cond. May MOT. Taxed April. Owned by club member. £1,450. Contact: Pitchford, tel: Bury St Edmunds (0359) 31518 - 85/1116.

1966 Herald 12/50: Vitesse spec. with Herald mechanics inc. interior and exterior. £300 spent on new chassis. Bright red with white strip. Sunshine roof, Sharp stereo. Nice car. Well worth seeing at £495. Contact: Paul, tel: Adlington (0257) 480726 - 85/11714.

Spitfire MKIV: ideal spares or enthusiast repair. Soft top, alloy wheels. Non-runner. £120 o.n.o. Contact: Mark, tel: Huddersfield 656294 - 85/11901.

Triumph Spitfire 1500: 'W' reg, 1981. 35,000 miles. Red with factory fitted j/top and excellent s/top, with O/D. Radio/cassette with electric aerial, new tyres, extra gauges in dash. Immaculate condition throughout. £2,850 o.n.o. Contact: Timothy, tel: Ripon 87563 - 85/12138.

Good home sought for 1967 Herald 12/50: genuine 70,000 miles; body needs attention but mech. sound. Owned for last 14 years, numerous extras and new parts fitted. Current MOT. £180. Tel: Guildford 63406 - non-member.

Triumph Herald saloon 948: WKG 304. Over 20 years old. Current MOT. Working order. Rust in door sills, otherwise not bad for age. £100 o.n.o. Contact: Blakeney, tel: Lymington (0590) 77932 - non-member.

Collector's item - 1962 Spitfire MKI: restored to prime condition. New body-work, tyres, roof etc. Very rare. £1,650. Low mileage. Contact: Bennett, tel: Milborne Port 250506 - non-member.

Herald Coupe 948, 1960: one previous lady owner. 44,000 genuine miles. History. Blue and white. Rear seat. Great runner. 12 months MOT. Vit. re-build forces sale. £450. ALSO Vitesse 2L MKI: body and mechanics totally rebuilt in 83/84 at Rolls Royce dealers. Resprayed red and white. Spax shocks. White hood. Stereo. Lady owner. Fast and reliable. £800 o.n.o. Contact: Steve, tel: Stockport (061) 477 6582 eves - N/A.

Triumph 13/60 'G' reg estate: new clutch, gearbox, exhaust, generally v.g.c. Brakes recently overhauled. Owner going abroad. £160 o.n.o. Contact: Ronald Hart, tel: Sussex (0273) 33342 - non-member.

Herald 13/60 saloon, 1970: Valencia Blue; MOT + Tax end of May. Bit tatty but reliable and excellent runner. £150 o.n.o. Contact: Trickett, tel: Ealing (01) 567 4229 - 82/5041.

1966 Equipe GT4S: rebuilt Spitfire, TC O/D. Runner but underside needs attention. Tinted windows, heated front and back, entire set of spares inc. bonnet, boot, windows, chassis, complete interior. Sell nearest £250. Contact: Ward, tel: Colchester (021 449) 3802 - non-member.

Triumph Spitfire MKIII: fitted Vitesse 1600 engine and O/D box plus garage full of spares. Contact: Clive, tel: Alsager 78402 - 84/8018.

Vitesse convertible E reg.: red; no rust; A1 cond. V.g. runner. Rebuilt in '85. V. reluctant sale. Club valuation £2,900. Sensible offers. Contact: Karen, tel: SE20 (01) 771 0474 - 85/12089.

1962 Herald 1200cc: red with white leather roof and tonneau. 48,000 miles; one owner; one driver; mechanically sound; chassis perfect; body needs minimal attention. £995 o.n.o. Please contact: Money, tel: Bridgewater (0278) 459596 after 6pm original specs. - 84/7651.

GT6+ MKII O/D 1969 LHD: no trim; Ferrari Red. Engine, gearbox and chassis sound. Slight damage to front. Otherwise bodywork good. Uniroyal M+S tyres. Offers around £400. Contact: Carol, tel: Northampton (0604) 55365 - non-member.

Herald saloon 1200 F reg: MOT til June '86. Reasonable cond. for age. 5 new tyres, 6 months old exhaust. £200 o.n.o. Contact: Paul, tel: Chatham (0634) 404302 eves - 86/13476.

1968 Bond Equipe 2L: MOT September, wire wheels. One registered owner from new. good condition for year; white with black interior. £395 - P/EX considered or motorcycle. Tel: (061) 344 0022 or (061) 320 7188.

"Ted" needs good home: much loved 1963 Herald Saloon, 1200cc (6377 FN); blue/white good chassis, needs mechanical attention. Offers around £100. Contact: Jill, tel: Isleworth (01) 847 1971 - 86/13206.

Spitfire 1500 Left Hand Drive, 1978: soft top and tonneau cover. Pageant Blue with black interior; O/D, new MOT; excellent mechanics; 5,400 kms. Car in unmarked, showroom cond; exceptional example. Must be seen. £2,000. Contact: Sharp, tel: Blackheath (01) 534 1981 - 82/5004.

Triumph GT6 1968: working order and good mechanics. House move forces abandoning rebuild project. £250 o.n.o. Tel: New Malden (01) 942 0061 - non-member.

Vitesse convertible 1970 2L: front damage. Stored 2 years. Spare bonnet, good panels plus many spares - hood frame, interior, mechanical, electrical, trim. Offers for lot. Contact: Kevin, tel: Whitby (0947) 605255 - non-member.

Spitfire 1500: under 50,000 genuine miles. Tax, MOT, garaged. Inca Yellow. Must go to a good home. £1,400. Contact: Woodcock, tel: Hendon (01) 203 7220 - non-member.

GT6 MKIII, 1972: Pimento; O/D; v.g.c.; recon engine and new clutch last summer. Sunroof recent, new exhaust. Taxed and tested. £1,450 o.n.o. Possible P/EX for MKIV Spitfire - good cond. with O/D. Contact: Cox, tel: Stamford (0780) 720424 - 85/10604.

Spitfire MK1, 1964: B.R.G., O/D, MOT and taxed. Fitted with Ashley fastback. Good mechanical cond. Many new or recon. parts. Needs respray to complete restoration. £600. Contact: Mark, tel: S-Coldfield (021 308) 3789 - 85/10679.

Spitfire MK2/66 and MK4/72: registered D and L. No MOTs but MKII needs some welding. MKII was standard transport until last November. MK4 for rebuild? £150 each. Contact: Townend, tel: Petersfield area (04207) 674 - N/A.

Bond Equipe 2L MK1, 1970: chassis sound, usual body rust, repair parts included. Extras include SAH head, 3.27 diff., O/D, fog lights; MOT and Tax 'til Sept. Sensible offers for condition 3 car with extras. Contact: Simon, tel: Swindon (0793) 484662 day - 83/6431.

Triumph Spitfire 1500: T reg., 1978. MOT, taxed, radio, soft top, white with black trim. 48,000 miles. Good cond. £1,500 o.n.o. Contact: Southerton, tel: Torpoint (0442) 46738 - N/A.

Triumph Spitfire MKIII, 1968: good, reliable runner on offer to anyone who can come to Clapham and drive it away - as long as you can provide a good home/use parts etc. Absolutely free - please help. Contact: Mark, tel: SW12 (01) 585 2619 home or (01) 987 3033 work - N/A.

Vitesse MKII convertible: O/D and hardtop, fax and MOT Oct. Fitted with recon. engine and gearbox, reliable car in daily use. Genuine reason for sale, £595 o.n.o. Contact: Ashley, tel: Wellingborough (0933) 622961 day/eve. - 84/7118.

Herald 13/60 convertible, 1971: MOT Dec '80. New clutch, exhaust. Genuine 52,000 miles. Original interior in excellent cond. Sound bodywork. £800 o.n.o. Contact: Barber, tel: Fleet (0252) 515919 - 85/11220.

GT6 MK1, 1968: Jasmine, MOT and tax. Excellent cond., must sell after 13 happy years. Offers over £1,500. Contact: Gibbs, tel: Bradford-on-Avon (02216) 2169 - 86/13300.

Herald 1200 estate, 1963: early MK11, chassis and mech. good, taxed Sept. MOT Oct. Reg. 2185 NU. Must be worth £350. Contact: Peter Barnes, 6 Beeches Road, Loughborough. Tel: (office hours) Loughborough 263131 ext. 277.

1969 Herald 13/60 convertible: failed MOT due to chassis corrosion. Good runner. Offers: Good home please. Contact: Roz, tel: Chislehurst (01) 467 4811 - 85/12989.

Herald 13/60 H reg: runs but needs work. No MOT. Offers around £70. Contact: Hewitt, tel: Lodge Hill 48178 - 85/10416.

Triumph GT6 MKIII body: rebuilt O/D needs assembling. 54,000 miles: 5 1/2 wheels. £325 or will break. Sale due to illness. Contact: Locke, tel: Mold 57006 - N/A.

GT6 MKIII, 1973: rebuilt engine, 11 months MOT. 7 months Tax. £1,000 o.n.o. Contact: Mike Davis, tel: Sutton Coldfield (021 355) 2117 - 84/7672.

Spitfire IV, red, October 1979: superb cond. one careful owner. Never raced or rallied, carefully maintained. O/D, soft top. Halogen headlights, radio, MOT. New car arrived so offers around £2,150. Tel: (05644) 2389 after April 3rd.

GT6 MK111, 1972: white with blue interior, sunroof, radio, new tyres and battery, long MOT. Body and mechanics in good cond. Driving ban forces v. reluctant sale. £975 o.n.o. Contact: Adam, tel: N16 (01) 800 8521 - 85/10646.

GT6 MKIII: M reg. Completely rebuilt, excellent cond. Tinis, O/D, alloys, occ. rear seat, 74,000 miles, tax, MOT. Offers. Contact: Stephen, tel: Chester-Le-Street (0385) 888410 - 85/12184.

Spitfire 1500 1981X: one owner, 25,000 miles only. Hard top, soft top, tonneau, alloys, radio. One of the last built and superb throughout. Ideal for enthusiast. £3,600 o.n.o. Contact: Williams, tel: Swindon (0793) 762422 - non-member.

Spitfire 1500, 1980: W reg. Vermillion Red. 2 owners. 4 recent tyres. Regularly serviced. Tax, MOT, factory hard/soft tops, full and half tonneau. Superb and original throughout. £2,700. View Burton on Trent or Reading. Contact: Andrew, tel: (0734) 693345 - 83/6228.

Oldest known Herald 948TC (SEP 59): v. rare car. Good cond. Rust free chassis, almost rust free body. New MOT, taxed. Good mechanics. Used daily. Nearly Class One. Must have good home. Bargain. £550. Contact: Pete, tel: E5 (01) 986 5153 eves - 82/4726.

Vitesse MKII 1969: engine Stage 3, GT Trans Stage 2 gearbox and 4.11:6MP diff. 5,000 miles since rebuilt. All new parts. Comp. suspension, 6j alloys 205 x 60 tyres. Oil cooler, 1/glass bonnet, boot sills valences. Honeybourne hardtop. Slight body mods. Some spares new. F.I.A. alloy rollbar. £1,500. Contact: Richard, tel: Bolton (0204) 399202 7 days not eves. - 80/0191.

Spitfire 1500, 1977: O/D, rear foglights, spotlights, electric aerial, 3 recent tyres cloth seats, hard top and tonneau cover, Inca Yellow, less than 5,000 miles on recon engine. MOT til January 1987. V.g.c. Contact: Paul, tel: Maidenhead 72621 eves - 85/10402.

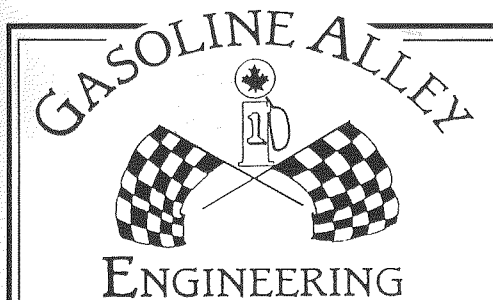
13/60 estate sunroof, Saffron, 1971: needs starter, bonnet, outriggers, paint. A bit too good to break. Any offers? Will be forced to scrap if nobody buys it. Contact: Charles, tel: Halifax (0422) 45607 - 79/1019.

Spitfire 1500: V reg, v.g.c., H/S tops, tonneau, well maintained, garaged this winter. MOT. £1,900. Contact: Clive, tel: (01) 588 4466 days or Essex (03744) 3051 eves/w.eves. - 85/11135.

GT6 MK111, L reg, O/D: green, MOT, good runner, bodywork good but needs a little tidying. £90. Contact: Laurence, tel: Maidenhead (0628) 38051 anytime - N/A.

Triumph Vitesse 2L: genuine 69,000 miles, one owner since first 2,000 miles. F reg. In v.g.c. Offers wanted. Contact: Guy Ford, tel: Hampton-in-Arden 2031.

Herald convertible, 1970: Jonquil, year's MOT. V.g.c. Excellent runner. 61,000 miles. 2 lady owners. Only new door skins and sills. Contact: Mrs G Richards, tel: Orpington 21217 home or (01) 8280111 - non-member.



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Spitfire MK111, 1967: hard and soft tops, overdrive, wire wheels, copper brake pipes, electric fan. Many spares. Ideal rolling restoration. May break. Contact: Peppin, tel: Huddersfield (0484) 643936 eves and w/eves please - 85/11446.

Vitesse convertible MK11, 1971 2L O/D: light metallic blue, white roof. Recon. engine 12,000 miles. New rear spring and shock absorbers. Rebuilt carbs. General cond. good. Offers on £1,350. Contact: Robert, tel: Christchurch (04252) 72967 - 84/8646.

Concours Triumph Vitesse 6 convertible, 1965: Signal Red, genuine 33,000 miles, service history, original extras like Log Book, tool kit. This is not a rebuilt Vitesse but a genuine original, once in a lifetime car. £2,500 o.n.o. Contact: J Lawless, tel: W5 (01) 998 2844 - N/A.

GT6 MK111 Oct '83: Saffron, tinted glass, O/D. MOT Dec. '86. Good condition. Present owner spent in excess of £1,500 inc. recon. g/box, diff, clutch, etc. Receipts. £780. Contact: Tim, tel: Bromley (01) 290 1219 after 8pm - 83/6253.

Triumph Herald 13/60 '71: one owner. Maroon, sunroof, mileage 71,750. Good cond. All systems functioning. Oil consumption normal. MOT Feb 887, tax May. £375 o.n.o. Contact: Blaikie, tel: Holland Park (01) 727 2522 - non-member.

GT6 MK111 O/D: MOT Feb '87, taxed. New exhaust, tyres, brakes all round, Sundyn, heated rear window. Nearly new carbs. Baby forces sale. Mechanically good. Body needs tidying. £1,095. Contact: Bunnett, tel: Swindon (0793) 763369 - N/A.

Spitfire MKIV 1300: M reg., 8 months MOT, 6 months tax. V.g. body and engine. Electrics need slight attention, therefore, only asking £675. Contact: Brendon, tel: Coventry (0203) 684130 - N/A.

Vitesse MKII 2L convertible: one owner. 23,000 miles. O/D. Brake servo, tonneau, Zeibart and Waxoyl treated. Saffron Yellow with black trim. MOT. Club valued and insured, taxed. Genuine and attractive car. Contact: Grant, tel: Inverness (04562) 364 - 81/01952.

Triumph Herald 1966 1250cc: tax and MOT, rebuilt from chassis up. Requires few bits to make immac. £1,000? o.n.o. Contact: Paul, tel: Clapham (01) 986 4756 home or (01) 927 9149 work - N/A.

Triumph Vitesse saloon 1970: taxed, MOT, 51,500 miles and three owners from new. £1,000. Tel: Birmingham (021) 475 3908 - non-member.

Vitesse MK11 2L saloon, 1971: Valencia blue, O/D, servo brakes, 56,000 miles. Only 2 owners from new. MOT and tax til August. Eyecatching car. Good cond. Great engine. Heaven to drive. £895. Contact: R King, tel: SE22 (01) 299 2162 or Leighton Buzzard (0525) 372701 - 84/7720.

Spitfire MK111, 1967: hardtop, wire wheels, new tyres, battery, years MOT, six months tax. Good condition. £725. Contact: John, tel: Kenilworth (Warks) 58702 - 83/7030.

Herald 13/60 estate, 1970: scruffy but sound! New tyres, discs and exhaust. MOT. Very reliable - used daily. Noisy diff and fierce clutch - hence £195. Contact: Rob, tel: Gloucester 619041 home or Gloucesters. 21421 ext 383 works - 80/01303.

Spitfire MK111: no MOT, fair runner. Resprayed. £300. MK111: MOT, resprayed, good runner, £625. Contact: David Symes, tel: Croydon (01) 686 6928 - 85/11025.

Spitfire MKIV, 1971: professionally rebuilt body; new wings, sills, Gold Seal engine and gearbox. Resprayed black. New soft top. £700. Contact: Carter, tel: Brimscombe (0453) 883816 - 85/12022.

Vitesse MK11, 1971 O/D convertible: over £2,000 spent in last 2 years. Super condition. V. fast; Maroon with black stripe. Contact: Brooke, 49 Rusholme Road, London SW15 3LF, tel: (01) 788 2228 - 84/7397.

GT6 MK111: K reg; Claret; sunroof, cloth seats, O/D, 5 1/2s. Recently rebuilt. Beautiful cond. inside and out. £1,850. Contact: Murray, tel: Ongar 362497 - 84/9095.

GT6 MK111 abandoned restoration project: L reg; O/D. £650 spent on engine, gearbox/steering. Spax shocks etc. Many spares. £550. Contact: Murray, tel: Ongar 362497 - 84/9095.

CARS WANTED

13/60 Herald convertible wanted. Preferably 1971 model. However, vehicle must be immaculate overall with low mileage. Rebuilt mechanics. Good price paid. Also wanted: Vitesse MKII saloon with sunroof in need of restoration. Contact: Richard Lewis, tel: Cranfield (0234) 751307 - 81/2266.

Vitesse 2L convertible O/D: in exchange for H reg. Riley Elf. Reasonable condition, same family for 15 years. Value approx. £500. Cash either way. Contact: Les Ennis, tel: Barnsley (0226) 288376 - 86/13429.

Convertible Herald 13/60: first-class throughout. Details please to G Moore, 192 Newland Avenue, Hull HU5 2NE - 86/8514.

Vitesse 2L MKI convertible with O/D. Must be in excellent cond., preferably original. Can offer GT6 MKII as P/EX for the right car. Contact: Steve Boyne, tel: York (0904) 39420 eves - 82/4439.

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PARTS

GT6 MKIII: new roof panel assy., £100; bonnet (rusty) £20; rear wing with fuel hole cut (new) £50; passenger side 'A' post panel (new) £35; Spit. MKIII bonnet (rusty) £20; chassis £40, engine (noisy) £10; Vit 1600 engine £15. Other parts available also, please contact: Geoff, tel: Portsmouth (0705) 826039 - 82/3426.

Cobra slot alloys 5 1/2 x 13 with 175 x 70 x 13 Firestones, 6 months old, £160. NEW PARTS 2LTR MKI continental touring kit, £25, 13/60 front L/H wing £25. GT6 MKI/II rear valance £30 (ALL STANPART). Contact: Little, tel: Penn, Bucks 4508 - 77/121.

Spitfire MKIV works hard top, excellent, £100 o.n.o. Recon g/box with guarantee £80 o.n.o. Breaking rest of car. Contact: Rob, tel: SW2 (01) 674 3021 - 85/12576.

1970 Herald 13/60 saloon. Daily use before MOT failure - breaking for spares. Also 1300 Spitfire engine complete except starter. Recent overhaul before write-off. £60 plus gearbox. Contact: Kevin, tel: Medway (0634) 715595 after 6pm weekdays - 85/11544.

GT6 MKIII passenger door, v.g.c., £30; SAH 6-branch exhaust manifold, little used, £65; recon. alternator, £10; rear wheel bearings, new, £5 (not Rotoflex), overdrive wiring harness, new, genuine BL £5. Contact: Colin, tel: N17 (01) 808 8007 afternoons only - N/A.

Spitfire MKIV engine and gearbox, £40, fair condition. Propshaft £10; diff £10 (noisy). Most other parts. Wanted steel hard top, wire wheel kit and bonnet for show rebuild. Also breaking Spitfire 1500 - most parts available. Contact: Richard, tel: Bedford (0234) 854500 - 86/13117.

Vitesse breaking MKI 2.0 saloon with sunroof. F/glass bonnet, excellent upholstery and fascia. Virtually perfect rolling chassis (can be heard running). Many other parts from other cars inc. Herolds. Contact: Andrew, tel: Cleveland (0642) 825272 - 79/00843.

Vitesse 2L MKI engine and gearbox (rebuild) £175; bonnet £70; hardtop with sunroof £50; all other parts for sale. 13/60 bonnet in primer, excellent, £100. Contact: Chris, tel: Twickenham (01) 8940402 - 84/9521.

Spitfire MKIII LHD, non runner, 1200 engine, 6 wire wheels, adaptors and spinners, 2 hoods and frames. Herald 1200 engine and radiator. Perhaps swap for Vitesse MKII bits. Contact: Des, tel: E5 (01) 985 0049 - 83/7032.

Vitesse 1600 spares from stripped engine: pair brake calipers. GT6 MKIII, Spitfire 1500 new door barrels (pair) £5. GT6 MKIII hatchback lock (new) £5. Complete thermostatically controlled electric fan, £20. Contact: Crispin, tel: W4 (01) 995 0950 - 84/9139.

SAH exhaust manifold, fits Spitfire IV/1500. Excellent condition, £35. Peco big bore silencer, universal fitting £15. Contact: John, tel: Birmingham (021) 455 9537 - 85/0994.

GT6 MKII breaking for spares. Bonnet in primer, good doors, 3.27 diff, wire wheels plus much more. Also many Vitesse, 13/60 and 1200 spares to clear. Contact: Rob Jenner, tel: Kineton (Warwick) (0926) 640869 - 85/2929.

For Sale - Vitesse 2L MKII engine and g/box. Space needed. No reasonable offer refused. Also lights, mirrors, trim etc. Again offers. Contact: Gilbey, tel: Maldon (0621) 741202 - non-member.

Herald 13/60 parts: bonnet, no lights, usual rust but in one piece; roof, small rips on lining. Both £5 each. Engine for rebuild still running, just smokey. £5. Also any other parts available. Contact: Peter, tel: Altrincham 928 3466 - N/A.

Basically Spitfire MKIII engine: ancillary components available ex donors to own rebuild project, e.g. manifold, carbs, water pump etc. Also petrol tank v.g.c., gearbox unknown cond., rear windscreen. Make an offer. Contact: Mike, tel: Felixtowe (0394) 277948 anytime - 85/12662.

New, never been used 4 chrome spinners, 4 hub adaptors plus nuts for MK4 Spitfire. £100. Buyer collects. Contact: Jeremy, tel: E13 (01) 476 0106 - 84/9228.

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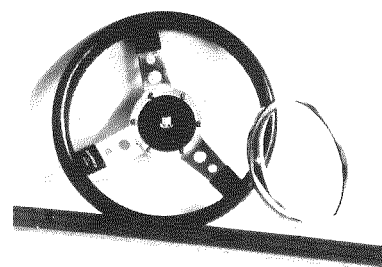
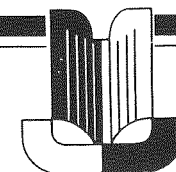
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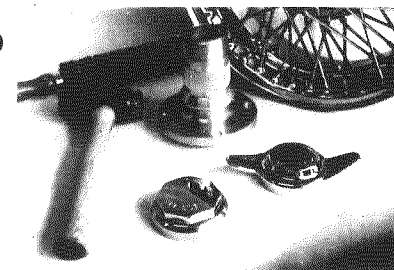
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Herald & Vitesse	P.O.A.	P.O.A.
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GT6 spares: bumpers, seats, engine, gearbox, handles, wheels, all trim and suspension. Also pair of new GT6 MK1 rear bumpers, front valance, new sills, floors, rear wings. Also GT6 MKIII bumpers, valances etc. Contact: Jasper, tel: Plymouth 227789 or 268130 - 85/9893.

Herald 1200 bonnet, £45 o.n.o., 13/60 complete running chassis, £25; 1300 engine £40; gearbox £20; radiator £15 o.n.o. Many other parts available. Contact: Charles, tel: B'ham (021) 445 3072 after 8pm - N/A.

Vitesse MK1 engine, fully reconditioned. Also many small chassis parts, Spitfire wheels, good tyres, good exhaust. Abandoned project. Sensible offers. Tel: Cambridge 313765 or 355122 eves - non-member.

Spitfire MK1, MK11, MK111 parts: glass fibre bonnet £75; hood and frame £30; windscreen and surround £10; front bumper blade £5; door glass £5; window winder mechanism £5; door trim. Contact: Carl, tel: Hassocks 4170 - 81/2650.

2 Triumph Spitfire chassis c/w running gear one MK111 and one MK1V. Also various doors and other pieces. Contact: Cousins, tel: Peterborough 314110 - non-member.

Hood and frame for Spitfire: early MK111. Good cond. £45. Contact: Jane, tel: Ascot area (0344) 883757 eves. - 85/12324.

Herald Vitesse main chassis in good cond. Body fair to good. In running order. Contact: Lovegrove, tel: Swaffham 24324 East Anglia area only - 84/8340.

Spitfire 1500 bodyside 1975: not a rotbox but tatty. Comes with good bumpers, fuel tank, £175. Garaged in Coventry. No 'phone so write to: Robin Haynes, 19B Dalton Tower, Aston Street, Birmingham B4 7EQ - 85/10472 - 85/10472.

Restored GT6 MK11 chassis, £150. Also other parts to clear. Contact: Andrew, tel: Manchester (061) 4307131 - 85/12502.

Spitfire 1500 '79 differential unit, £25. Contact: Paul, tel: Nottingham (0602) 320848 - 85/13077.

New parts for all models: Handbooks for Spitfire IV, GT6 II, Vitesse 2L1, £2.50, Vitesse 2L11, Spitfire 1500, £1.85. Parts Catalogues and Workshop Manuals for Spitfire 1500 £11.50 each. Olyslager Manuals for Vitesse range £5 (interesting period publication). Spitfire/GT6 original inner sills, RH/LH £6.75 each, outer £18 each. Genuine Girling brake pads for Spitfire I/II, Vitesse 1600, early Herald (GBP 166) £6, Vitesse 2L1/II, GT6 I/II/early III, £5. Servo overhaul kits for GT6 Girling MK11B £27.50. Also for optional MK11A as fitted to earlier models £25. Few Herald/Vitesse rear overriders left, £30 pair. Vitesse 2L1, GT6/early III rear trunk overhauls £16.45 per side inc. bolt. All parts available individually, genuine rotoboxes £18.50, driveshafts for Vitesse 1600/2L1, GT6, early Spitfire IV £35. Tons more. Send S.A.E. for list, stating model to: John Mann, 5 Nevill Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS. Tel: Chesterfield 71036 - 81/1941.

Breaking Spitfires, GT6's, Vitesse, Heralds, Dolomites: postal service available. Triumphs wanted. Contact: Terry, tel: Chelmsford 77739/71883 - non-member.

Herald 13/60 estate being scrapped: body, electrics, some running gear etc. for sale. Contact: Rob, tel: Hawthorn (0225) 811186 eves - 86/13404.

Vitesse MK1 O/D gearbox (very worn), solid Spitfire MK111 bonnet and tatty Lenham Fastback style hardtop. Contact: Carl Heinlein, tel: Cambs (0954) 60532 - 80/1883.

Herald parts, suitable for recon: 2 gearboxes @ £5, carb solex B30PSEI £5; 1300 engine block £40; bell housing £4; dynamo £6; starter motor £6; Spitfire hardtop £70; soft top frame £40. Many other minor accessories. Contact: Paul, tel: Chatham (0634) 404302 eves - 86/13476.

Spitfire MKIV works hardtop, excellent, £140. Offside door, £20; gasket set, £4; new water pump, £12; 2 wire wheels, £10; wing £45; MKII works hardtop, excellent, £65. Contact: Kemp, tel: Bishops Stortford (0279) 870350 - 86/13337.

Spitfire MKIV spares: engine, £50; gearbox £50; carbs, diff, spoiler, door shells, rad, boot lid, hardtop, lamps, wheels, tyres, front and rear bumpers, front 4 valances, seats, interior trim and suspension parts. Also GT6. Contact: Jasper, tel: Plymouth 268130 - 85/9893.

Brown carpet set for Spit. MKIV: brand new, never used, £15 o.n.o. Contact: Robert, tel: E4 (01) 529 1825 - 85/12837.

Spitfire IV - Spitfire III - Spitfire II - breaking: all parts available. Excellent chassis £50; gearbox £35; diff £35; half shafts, hubs etc. £20; doors £35/£50; black reclining seats mint £70; black reclining American spec. mint £100; excellent engine completed with all ancillaries - can be heard running £100. Postal service available. Contact: Sharp, tel: Blackheath (01) 534 1981 - 82/5004.

Spitfire MKIII: many parts including soft top, hard top, doors, 2 seats for GT6, 2 seats Spitfire. Many other parts available. Contact: Brian, tel: Cwmbran (06333) 62276 - 85/11640.

GT6 MKIII Spares: engine, chassis, rad, heater, steering column, doors, rear hatch, cloth seats, Sundym windscreen, rear windows, inlet manifold and carbs, dash and instruments, brake drums, rubber donuts, wiring loom, starter motor and many more parts inc. trim. Contact: Alistair, tel: Bodmin (0208) 4543 - 86/2327.

Herald 13/60 estate: roof, tailgate, all glass, grille, plus sundry small parts. All cheap to good home. Contact: John Seacombe, tel: Swindon (0793) 73252 eves - 85/12131.

Cheap parts to clear: 13/60 bonnet £20; engine £20; gearbox £20. Plus lots more too numerous to list. Contact: Rob, tel: Kington, Warks (0926) 640869 - 82/2929.

Breaking MKIII Spitfire: all parts available. Also MKIV engine, £30; recon MKII gearbox, £30; MKII 4:2:1 exhaust manifold, offers? Contact: Harvey, tel: Glos. (045382) 3296 - 85/10141.

GT TRANSMISSIONS thanks those who have enquired for a Tuning Manual for spitfire/GT6 models. In fact as those who have enquired will have found out, the launch was a bit premature as I am still in the process of editing. It did however give me a very useful idea of how much demand there is for publication. I hope the economies as a result will improve what is otherwise an expensive project. See further announcements to come in the pages of "The Courier". N.B. Those who have sent cheques have had them put on one side until the publication is ready.

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Spitfire and Vitesse parts: 1147cc fully rebuilt short engine, enamelled in red, with head and carbs, £60; alloy rocker cover, £20; Vitesse MKII engine complete, suitable for rebuild, £25. Good MKII gearbox for above, £25. Also MKII grille and windscreen; MKII Vir Sal. spares or repair - whole car must go, £50. Would consider delivery of parts/car. Contact: Jon Stevens, tel: Sunbury, Middx. (0932) 789941 - N/A.

Bonnet MKII GT6: slight damage, stripped and primed. £75 o.n.o. Contact: Dean, tel: Purbrook (0705) 259075 after 6pm - 85/10483.

Breaking Bond equipe GT4S, 1967: part restored, no time to complete. Some new parts purchased. All body panels in good cond. inc. doors. Will sell complete or break. Contact: Keith, tel: Knottingley (W.Yorks) 87543 - N/A.

Spitfire MK111 parts: chassis, trim, chromework etc. Also GT6 MK11 bonnet, bumper. Loads of Herald 1200 parts inc. cyl. head and g/box tunnel. Ring and see if I've got it. Contact: Stewart, tel: Gt Ponton (0472 663) 207 after 6pm - 86/13330.

MK111 bootlid, clocks £30 each. MK4 seats - non-reclining, v.g. Contact: David, tel: Croydon (01) 686 6928 - 85/11205.

GT6 MK111 twin 1 1/2 inch SUs, almost new. K+N filters and fitting kit, £40. 3.27 crown wheel and pinion, casing. Two gearboxes - dismantled. Exhaust manifold. Rack. Heater. Front valance. Spring. Various suspension bushes. Contact: Philip, tel: Crewe (0270) 67055 - 81/2187.

New, unused spares: GT6 MKIII engine B.L. recon, £200. Spitfire MK1V hood frame £60. Reskinned Herald, Vitesse doors, primed ready to paint. These skins are excellent quality and fit perfectly. Identical to B.L. originals. £50. Contact: Stan, tel: Totnes 865842 - N/A.

FACT COURIER PRINT RUN
If all magazines were stripped to the 19 sheets of A4 paper, i.e. March 76 pages = 4 = 19 = 3 = 6 33 yards x 8.600 print run = 1.760 = 31 miles or in print both sides 62 miles of print.

PARTS WANTED

Wanted - GT6 MKII: fully rebuilt engine, pair unmarked seats, set rear suspension. Spitfire MKIII: as new bootlid, immaculate passenger door. Cash paid or swap for spares I have (e.g. new MKIV crank). Contact: Richar Lewis, tel: Cranfield (0234) 751307 - 81/2266.

Wanted Spitfire 1300cc engine in good condition. Also 1147cc engine wanted, blown up or siezed for strip down. Contact: Martin, tel: Ipswich 77697 - 85/12330.

Wanted exterior body panels for Spitfire 1500. Bonnet with wings and arches, boot, and doors complete, rear wings? Must be in good or excellent cond. No l/glass or rust. Also diff for same. Contact: Millward, tel: Hengoed (0443) 816469 - 86/13350.

All I ask for is the Legend 'Spitfire' ex MKIII plus legend 'MKIII' ex same plus individual letters to spell 'Triumph' for bonnet of Spitfire MKIII. Must be wonderful condition. Contact: Mike, tel: Felixstowe (0394) 277948 anytime - 85/12662.

GT6 MKII/III O/D gearbox, MKII bonnet and MKI speedo and rev. counter. All required urgently. Ancy condition considered. Contact: Carl Heinlein, tel: Cambs (0954) 60532 - 80/1883.

Wanted hardtop - hardtop - for Vitesse or Herald convertible. Must be sound. Contact: Mathews, tel: Warmwell, Dorset 852323 - 85/13051.

Wanted MKIV Spitfire bonnet badge. Must be in good condition. Contact: V Thompson, tel: S Yorks (0709) 589843 - 85/9766.

Wanted for Vitesse MK11: six branch extractor manifold and straight through silencer system. Contact: Chris, tel: Hexham (0434) 605038 - 85/11606.

Wanted Weber inlet manifolds for GT6 MKI: must be sent to Holland. Contact: Jochen Liesebach, Schillerstraat 176, 5924CT Venlo, Holland - 85/12065.

5TH NORTH YORKSHIRE CONCOURS & MOORS RUN

The Blacksmiths Arms Hotel, Hartoft End, Rosedale Abbey, Nr. PICKERING, North Yorkshire.

SUNDAY 31st AUGUST 1986

PLEASE NOTE NEW DATE

Come along to the beautiful North York Moors National Park for our annual get - together. The Blacksmiths Arms offers excellent hotel accommodation with restaurant, bar meals and real ale. Camping facilities available locally at Rosedale Abbey and Spiers House (Forestry Commission). The afternoon Moors Run will take you through picturesque Eskdale, finishing at Grosmont at approx. 4.00pm.

For those wishing to enter our light - hearted Concours there will be four standard classes, namely HERALD, VITESSE, SPITFIRE and GT6, together with a class, for "best local club car". All Concours entrants must be on site for 11.30am

CONCOURS ENTRY FEE :£3.00

All entrants will receive a commemorative brass plaque. Cheques / P.O. made payable to "T.S.S.C. North Yorkshire Area". Entries please by 9th August 1986 to:

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AREA DIRECTORY ... 1986

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Jonathan Ball	0223-243203	The Coach & Horses	1st Thursday
02 AVON	John Lippiatt	0272-857594	Travellers Rest/The Talbot	1st Mon/3rd Wed
50 AYLESBURY VALE	Gerald Spencer	0227-372512	Abbots Barton Hotel	2nd Tuesday 8pm
53 CLEVELAND	William Hall	0643-470860	The Ladle	1st Wednesday
03 CORNWALL	David Buxton	0209-860950	The Farley Hotel	Last Thursday
04 COTSWOLD	Michael Brown	0468-71723	Ye Old Queens Head	1st Wednesday
05 DERBY JUNCTION 29	David Beardsley	0623-28406	The Elm Tree	1st Wednesday
06 DEVON	Mike Atkinson	0626-890214	Levy Inn Arms/Dart Bridge Inn	2nd Sun/Last Sun
51 DORSET	Andrew Topp	0963-25189	The Antelope	Last Wednesday
07 EAST BERKS	Stere Bontrout	0494-35993	The Sun/Uncle Tom's Cabin	Last Mon/2nd Wed
08 ESSEX	Stephen Jarman	N/A	The White Bear	1st Sun/2nd Wed
39 GATWICK	Chris Childs	01727-27654	The Black Horse	1st & 3rd Monday
10 GLOUCESTER/HEREFORD	Justin Barwick	0989-35068	The Loughpool	2nd Tuesday
11 HANTS & SURREY	Sue Bayliss	04607-3998	The Wheatsheaf	2nd Wednesday 8.30pm
57 HASTINGS	Adrian Thompson	02433-3615	The Royal Oak	2nd & 4th Monday
12 HERTS NORTH & S. BEDS	Steve Bedford	0222-23549	Eagle & Child/Bird in Hand	1st Wed/2nd Tues
53 SOUTH HERTS	Frederic Moore	0762-16073	Coach & Horses	3rd Wed 8.30pm
45 IPSWICH	C. Curtis/D. Binnington	0469-33074	Dartleys Hotel (front lounge)	2nd Thursday
14 EAST KENT	Billy Yates	0473-830457	Kishmere Falcon/Chequers Hot.	2nd Wed/4th Wed
15 KENT WEST	Clive Caldwell	0494-359974	The Grasshopper Inn	1st Wednesday
16 LEICESTER	Richard Francis	0535-50438	Bath Hotel/Gate Hangs Well	1st & 3rd Tuesday
17 MANCHESTER	Tony Mee	0535-50438	The George	1st & 3rd Thursday
48 MILTON KEYNES	Peter Tashis	0625-871558	The Carrington Arms	3rd Thursday
19 NORFOLK	David Evans	0908-35025	The Royal Oak	1st & 3rd Tuesday
20 NORTHANTS	Geoff King	07356-4629	The Firs	1st Monday 8.30pm
21 NORTH LONDON	Norman Smith	3603-747637	The Bowes Incline	1st Monday
22 NORTH MIDLANDS	Bob Smedley	091-442870	Old Hall Tavern/Rising Sun	2nd Mon/last Mon
23 NORTHERN IRELAND	John Atkinson	01-952 1755	The Three Crowns	3rd Thursday
24 NOTTINGHAM	Graham Mountford	0782-594301	Glenavon Hotel	1st Sunday 2pm
25 OXFORD	Alan Mosedale	096-03-604690	Redgate Lodge - racing circuit	2nd Wednesday
26 PETERBOROUGH	Rob Miller	0509-504387	The Grapes	2nd Wednesday
27 RIBBLE	C. P. Rouillon	099-389555	Three Horseshoes/The Plough	Alternate months 2nd Mon.
28 RUDBY	John Cudmore	0775-88335	Black Horse/Bridge Inn	2nd Mon/4th Sun
29 SALISBURY	Shirley Espin	0772-322371	The Fox & Hounds	2nd Monday 8pm
30 SCOTLAND EAST	Blive Humphreys	0203-542059	The Cycles Tavern	2nd Sunday 12.30
31 SCOTLAND WEST	Ian Wheeler	0334-54796	Blackfriars	2nd Monday
32 SOMERSET	John Malcolm	0292-56624	Manor Hot./Creach Castle Hot.	2nd Wed/Last Thurs
33 SOUTHERN	Rod Warren	0278-424234	White Hart	1st Tues & 3rd Thurs
34 SUSSEX	Tony Farby	0705-324065	The Farmers/Various	Alternate Thursdays
35 SUSSEX WEST	Pete Stuart	0444-458305	The New Inn	1st Thursday
36 THAMES	Nick Lord	01-572 9386	The Robin Hood	2nd Tuesday
37 WALES NORTH	Mike Costigan	0636-84050	The Golden Lion	1st Wednesday
38 WALES SOUTH	Patrick Faleur	08424-4136	Wenlog Castle Hot.	2nd Tuesday
39 WESSEX	Brian Wakely	0222-624229	The Skittlers	2nd Tuesday
40 WEST MIDDLESEX	Jeremy Woodward	0202-602651	The Viking	2nd Tues/Last Sun lunch
41 WEST MIDLANDS	Bob Rowland	01-561 0671	Moxhall Hall	Last Tuesday
42 WOLVERHAMPTON	T & J Spicer	021-3539961	Coach & Horses	1st Wednesday
43 WORCESTER	Ewan McKay	0789-772480	The Hopgrove Inn	2nd Sun lunch/4th Thurs
44 YORKS NORTH	Stephen Boyne	0904-39420	Rivelin Valley/Lunley Arms	2nd Tuesday
45 YORKS SOUTH	Chris Stabler	0302-743579	The Grove Hotel	
46 YORKS WEST	Charles Henderson	0422-45607		

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