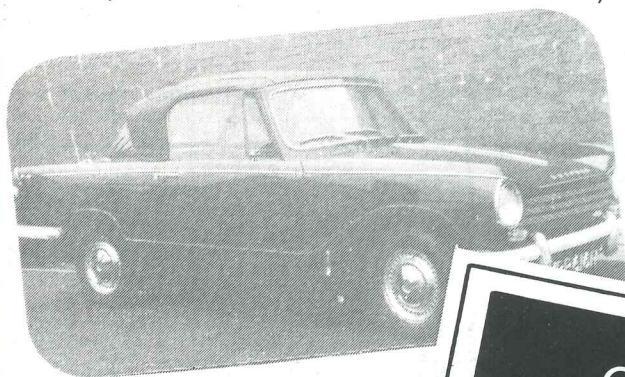


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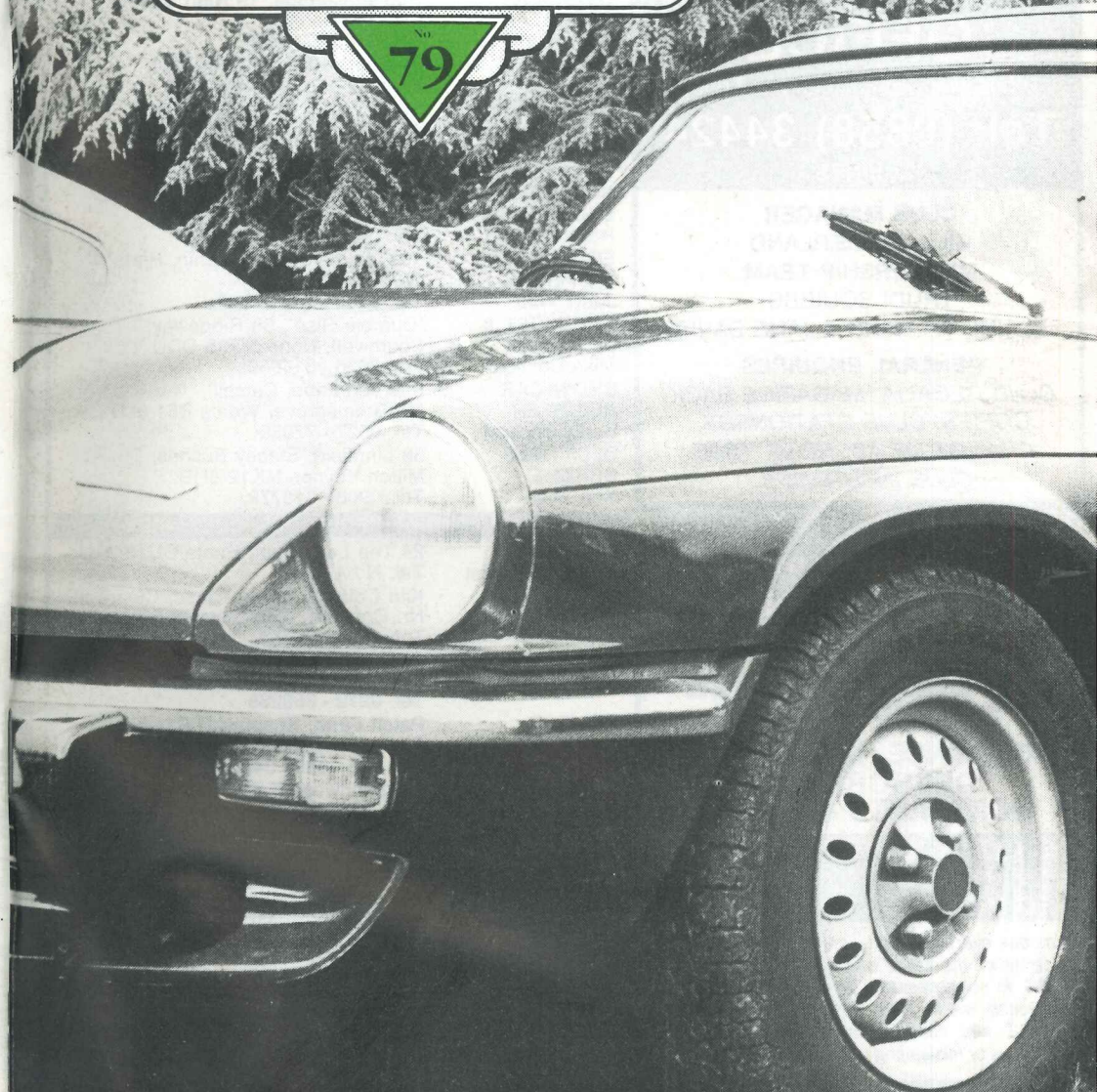
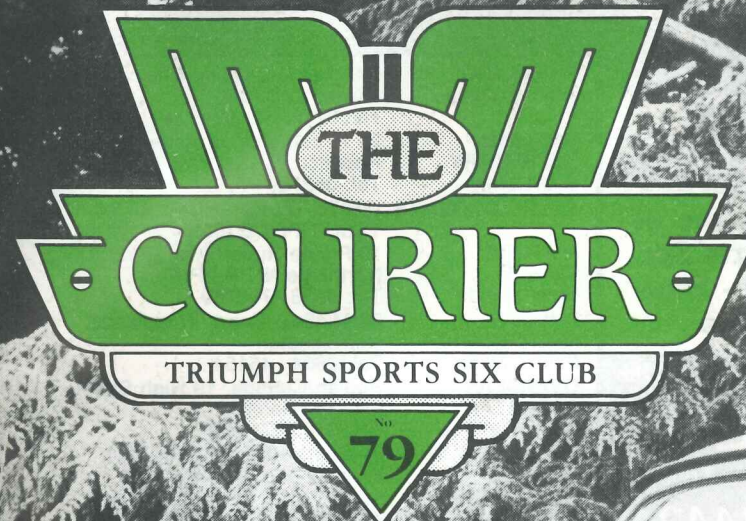


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Whereas every care is taken to publish accurate
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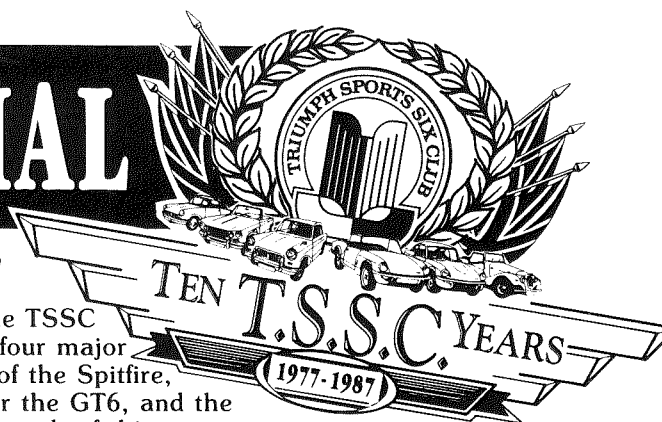
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PETER WILLIAMS, MIKE COSTIGAN, BILL SUNDERLAND.

EDITORIAL



Four into one goes!

No, not some kind of exhaust! The TSSC will be celebrating no fewer than four major birthdays in 1987: the 25th year of the Spitfire, and Vitesse, the coming of age for the GT6, and the 10th birthday of the TSSC. As a result of this, over the months to come many of you will be celebrating with numerous events.

You will have noticed the TSSC 10 Years Logo at the top of this page. This will be featuring prominently in 1987, not least on a new range club regalia which has been specially designed and manufactured to make sure this milestone does not go unnoticed. Sweatshirts are available featuring a silver logo (as above) in Royal Blue, in addition to a very smart windscreen sticker which we are sure you would be proud to display on your car. These are just two of the many items which are planned for the first decade of the TSSC.

1987 is already promising to be a very active club year with the events calendar growing steadily. How about helping to run an event this year? Jonty Wild would be most glad to hear from you. If you are unable to attend events, why not get involved by sending in your contributions to The Courier so that others can share in your experiences. The November Turning Circle will be concentrating on the first ten years of the TSSC - I'm sure that many of you could add to this by letting us others know how and when you first became involved and what your most memorable moments have been. Any historical memorabilia which you can lend us would be much appreciated.

Help us to make this publication a notable one. I'm sure later members would be most interested to learn about our small beginnings back in 1977 and the effort put in over the years my numerous individuals which has led to the TSSC becoming the Largest Triumph Club in the World.

On another note, be sure to take a look at our Special Offer for this month. In the past we have received much correspondence with regard to car security - what an age we live in, nothing is safe nowadays! Wheel clamps may put the fear of God into some of you who have been unfortunate enough as to have them used against you, but to a potential thief they may well be the ultimate deterrent. I'd also like to mention that the stainless steel exhaust offer which featured in the December issue will, be running until the end of February - get those orders to us without delay.

CONTENTS

	Page No.
President's Intro	4
AGM	7
What's on in '87	7
Cop Shop	9
Recruitment Drive '87	11
Birth of the Herald	12
TSSC OFFERS	18
Rear Hubs	21
Spitfire in Zimbabwe	22
Pen to paper	25
It's worth it!	28
Technical Tips	30
For knowledge at your fingertips	32
Courier & Turning Circle Back Issues	34
Members Cars	35
Competition News	37
Herald Register	38
Club Regalia	40
Replacing UJ's	43
Classified.....	54
..... Cars	54
..... Wanted	55
..... Parts	60
..... Wanted	62
Incorporating	the AREA NEWS REVIEW

Front Cover GT6 MkIII - Caldicot Castle 6/86

Presidents Intro

John Griffiths



Welcome to 1987 and another action packed year with the TSSC.

In just a few days' time some members will be enjoying good food, entertainment and comradeship at the 10th TSSC Winter Weekend. I believe just a few places remain, so if you feel like a weekend break "not to be forgotten", give Mike Atkinson a ring. But don't delay - do it *today*. (Telephone 0626-55931).

Next month we hope to launch another new exciting TSSC venture for the benefit of you and the Club. I am not going to tell you about it yet - just keep you all in suspense until next month!

1986 LOMBARD RAC RALLY:

For those Rally buffs amongst you, the end of November saw the finale to the Group B era the rally supercars are no more.

What do we mean by the supercars? Well take a look at the following specifications:-

SPECIFICATIONS

CAR	Cyl.	c.c.	Cams	No. of Valves	Induction	Driven Wheels	BHP
PEUGEOT 205 TURBO	4	1775	2 OHC	16	Bosch injection/Garrett Ai Research turbo.	4	450
LANCIA DELTA S4	4	1759	2 OHC	16	Weber injection/Volumex turbo-compressor.	4	440
MG METRO GR4 EI	V6	2991	4	24	Lucas fuel injection.	4	380
FORD RS 200	4	1804	2	16	Ford injection/Garrett Ai Research turbo.	4	420
AUDI SPORT QUATRO E2	5	2155	2	20	Bosch injection/KKK turbo	4	450

For the last five years these Group B specification cars have dominated the results of international rallies. From January 1st 1987 they are banned by FISA, ostensibly in the interest of safety.

Next year Group A Touring category will be the top formula. Boring, slow, production based saloon cars! Couldn't someone create a non-championship round outside FISA rule à la motor cycle Isle of Man mecca?

But what about this years' results? Well to my mind it was a flat finish to a great era. The forest

tracks get more like good "B" roads each year; only a handful of the top drivers took part (result of current uncertainties) and the Metro's still failed to win. Where was your heart Tony Pond? It wasn't in the rally. Was it because you are retiring to other forms of motor racing next year, or was it really puncture and transmission trouble that kept you out of the top three? Ah well, the Metros did manage to win the Team Prize - some consolation I suppose.



The major items of interest can be summarised as follows:-

- Stig Blomqvist's Ford RS 200 went bang in the Lake District (I was there), Mark Lovell's became a charred remain and Stig Andervang's simply fell to pieces. Better bring back the old RS 2000!
- Old favourite Russell Brookes' ultra reliable Manta blew up with piston trouble.
- Group A was very impressively won by the new Mazda 323 four-wheel drive Turbo. It finished 10th overall (a potential outright winner for next year under the new regulations).
- Group B up to 1300cc was for the 14th time won by the no surprises - Skoda. Finishing 20th and 21st they ran virtually faultlessly. One of their biggest difficulties was a distinct lack of tyres. Because they had a very tight budget they were forced to buy some Colway remoulds to finish the Rally! (N.B. they beat the 1300-1600cc class by over one hour).

FINAL POSITIONS:

1st	Timo Salonen	Pauget
2nd	Markku Alen	Lancia
3rd	Juha Kankkunen	Peugeot
4th	Mikael Sundstrom	Peugeot
5th	Kalle Grundel	Ford RS 200
6th	Tony Pond	MG Metro
7th	Per Eklund	MG Metro
8th	Jimmy McRae	MG Metro
9th	David Llewellyn	MG Metro
10th	Ingvar Carlsson	Mazda 323

TITBIT:

I have still not had any luck locating newrear hubs for my MkII Vitesse. Can anyone help.....please!

HAPPY NEW YEAR

Take our advice and do it yourself!

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A. G. M.

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MARCH 8th 1987

Commencing at 1.30pm

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1987 ★ 1987 ★ 1987 ★ 1987 ★ 1987 ★ 1987 WHAT'S ON IN GERMANY

Del Carpenter has recently written to the TSSC, to advise of a forthcoming event in Germany. The details are as follows:-

Hostel guests 95,00 DM (approx £32)

Camper 85,00 DM (approx £29)

One day visit 7,50 DM (approx £2.50) without meals

The Spitfire Drivers Club e.V. are organising the 1987 GERMAN NATIONAL SPITFIRE MEETING. The meeting will take place at Schwerte-Westhofen.

We have booked a hostel with 92 beds in two, three and four bedrooms and camping facilities for up to 200 people, meals will be provided for up to 300 people.

The meeting will be held from Thursday 18th June 1987 until Sunday 21st June, and the costs including evening meal on Thursday, three meals on Friday and Saturday and breakfast on Sunday are: per person

The programme is not complete yet but so far it will include: Concours, games, convoy, disco, autojumble, video show etc. For more information and bookings contact:

**Del Carpenter Am Baumberg 12
5983 Balve West Germany**

Schwerte is situated approximately 10 miles south west of Dortmund and 10 miles north of Hagen at the junction A1 (E73) and A45. The closing date for ticket applications is 24th April 1987. Information can also be provided for members that would like to stay longer in Germany (camping, hotel etc.).

1987 ★ 1987 ★ 1987 ★ 1987 ★ 1987 ★ 1987

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Spitfire I to IV all Heralds/Vitesse	£7.00 + VAT	50p
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or	£55.00 + VAT pr.	£2.50
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(Handle holes already cut out on later models)		
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SPITFIRE MKIII	£50 + VAT	£46 + VAT	2.50
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SPITFIRE IV & 1500 zip W/d	£58 + VAT	£54 + VAT	2.50
HERALD/VITESSE	£59 + VAT	£55 + VAT	2.50

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(Steam moulded G/box Carpet)			
SPITFIRE all models	£40 + VAT	£35 + VAT	3.00
(Stitched G/box Carpet)			
HERALD all models	£40 + VAT	£35 + VAT	3.00
VITESSE all models	£40 + VAT	£35 + VAT	3.00
GT6 State which model	£62 + VAT	£53 + VAT	4.00
Includes all rear deck & arches			
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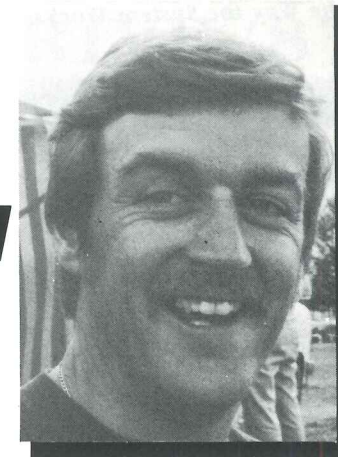
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Saturday 9.30 am - 2.00pm



COP SHOP

Mike Crewes



Fixed Fines

In an effort to keep up with the changes in the Law, I am going to tell you a bit about the Transport Act of 1982. way The bit I am explaining relates to the expansion of the fixed Penalty Scheme and started on 1st October. As most of you know, Parking Tickets have been issued by Traffic Wardens and Police Officers for some time but now the Fixed Penalty Notice covers a much wider range of offences.

There are now
three types of
Fixed Penalty
Notice:-

Fixed Penalty Notice - Waiting (F.P.N.W.)
Fixed Penalty Notice - Non-Endorsable
(F.P.N.N.)
Fixed Penalty Notice - Endorsable
(F.P.N.E.)

The F.P.N.W. is the old parking ticket with a few more offences added on. Basically, its' use remains unchanged, although its' appearance does. There are now less boxes to fill in and it has been computerised.

The F.P.N.N. covers nearly 200 offences each with its' individual code. A full list is available but I am not going to publish it due to the length.

The F.P.N.E. covers all offences which do produce endorsements on a Driving Licence. Again, there are nearly 100 offences each with their individual code and number of endorsement points.

The Way the System Works:

If you commit a Waiting Offence, you will be given a ticket in the same way as the old parking ticket. If your vehicle is unattended, the ticket will be left on the vehicle. Parts 1, 2, 3 and 4 will be present. Part 1 tells you what offence you have committed. Part 2 tells you how to admit the offence (plead guilty) and pay the fine, Part 3 tells you how to deny the offence (plead not guilty) and go to Court. Part 4 is a list of the offence codes. If you are present with your vehicle, you may not be given Part 4, since you will be told what offence you have committed.

For the F.P.N.N. and

FINES:

F.P.N.W.	Fines £12	Fine after 28 days	£18
F.P.N.N.	Fines £12	Fine after 28 days	£18
F.P.N.E.	Fines £24	Fine after 28 days	£36

If the fine is not paid within 28 days, it is increased by half. If it still remains unpaid, a warrant will be issued by your local Court and a Police Officer or Bailiff may come to your home address for payment. If you still avoid this, you become liable for arrest.

Those people who do not pay parking tickets and get away with it, will no longer do so.

Various Authorities or Procedures have stated that it will make little or no difference to whether a motorist is reported or warned. I personally feel that, certainly for non-endorsable offences, more motorists will be fined. This is perhaps not a bad thing, particularly if it means motorists become more aware of their driving.

Less than 10% of all accidents are due to vehicle defects, which means more than 90% are due to driver error. True, not always an offence is involved but in more than half,

F.P.N.E. you will be stopped after committing an offence and given Parts 1, 2 and 3. Part 1 is details of you, your car, your diving licence and the offence. Parts 2 and 3 tell you how to admit or deny the offence as above. It is worth noting here that the F.P.N.E. Part 1 is yellow. Where the offence is endorsable the Officer will ask for your Driving Licence. He will ask you if he can examine the Licence, you can refuse but ultimately, the system takes longer and messes everybody - including the defendant - about alot.

If your Licence holds less than 12 points, including the points for the offence you have just committed, then a F.P.N. will be issued. Only one F.P.N. may be issued at any one time and each covers

only one offence. If more than one offence has been committed, then the Police Officer must return to the old system and proceed by way of summons. F.P.N. will not be issued in many places if the Vehicle Defect Rectification Scheme is operating (see Courier 74, August 1986).

The Officer will also ask to retain your Licence to send to the Fixed Penalty Notice Clerk. You can also refuse but again the system runs smoother if you comply. You will be given a receipt for your licence and it will be returned to you endorsed after you have paid the fine. If you surrender your Licence at the time of the offence, the F.P.N. will act as your Licence for 2 months.

there is. Perhaps statistics will now improve. It's up to us, the motorists, to either pay up or drive properly.

If you have any queries regarding Traffic Law, write with an S.A.E. to Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ.

**REMEMBER, HELP
IS ONLY 26P
AWAY!**

RECRUITMENT DRIVE '87

Jonty Wild

Firstly, I must apologise for not providing The Courier with the details of the last two months winners of the monthly prizes. I am afraid that, with holidays, organising our stand at Brighton, and putting in central heating I just didn't find the time. Sorry!

So, dealing with Novembers winner first, the prize is kindly donated by **JOHN KIPPING** of Coventry. Such is John's reputation that I probably don't need to say much about his firm to the majority of members. However, for the benefit of new members, I will: John Kipping is an ex-TSSC Spares Secretary and since setting up his specialist Company, has consistently appeared in our 'Top Traders' list. He provides spares of all types for 'our' cars, both original and re-manufactured and has an interesting line of exchange schemes, including diffs., gearboxes and driveshafts. Most importantly, his reputation is amongst the best for knowledge, helpfulness and service. The prize winner is: **85/10399 - TIM LEWIS**. And the prize is your choice from either of Graham Robson's fine books on Herald/Vitesse or Spitfire/GT6.

Decembers prize was provided by **QUAD MARKETING'S TRIUMPH BOOKSHOP**. This is a small Company, specialising in books on 'our' cars and associated publications (i.e. how to restore bodywork etc., etc.). Their range includes original (where possible) and re-printed Workshop Manuals, Parts Catalogues, Handbooks and Brooklands Books. They actively encourage re-printing of original items such as the 'proper' Workshop Manuals and are also the suppliers to the club of the excellent binders for The Courier and Turning Circle. The prize winner is: **86/13880 - SYLVIA GOLDSMITH**. And again, the choice is yours from the range of 'proper' Workshop Manuals.

Bringing the recruitment drive up-to-date, this months winner is **85/12800 - Linda Barrett** and her prize is donated by **THE LARGEST TRIUMPH CLUB IN THE WORLD, you guessed it, us!** and is sweatshirt of your choice from TSSC Regalia.

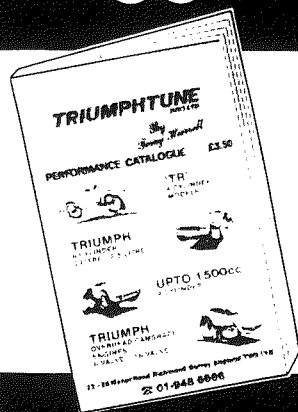
Thank you to both companies for your support. Also congratulations to the winners.

If any other firms would like to support the club with sponsorship of a monthly prize, please get in touch with me - Jonty Wild (details on inside front page). Perhaps this a good time to explain to the many new members who have joined recently how the Recruitment Drive works. Basically the windscreen leaflets (which all new members get) reach many potential members where other methods don't. As an incentive to put these leaflets out the Club offers prizes. More windscreen leaflets are available from the either myself or the Club office.

**HELP THE CLUB TO HELP OTHERS
Join the TSSC Today
a message for all potential new members**



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BIRTH OF Herald THE

**An interview with Mr Ralph Wiggington,
Project Engineer (chassis) 'ZOBO'
Triumph Herald 1955 - 1959**

Bill Sunderland and Bernard Robinson

A more scientific and technological approach saw a revolution in the worlds automobile industry during the 1950's. Standard Triumph had their share of monumental changes too at this time with the launch of their outrigger-styled Herald.

On frequent occasions in the past, The Courier has documented the launch and pre-production of the Herald, but never from a 'grass roots' level.

Whilst at the NEC Classic Car Show in 1986, the club stand received a privileged visit from Mr Ralph Wiggington - the designer of the Herald chassis - and he was kind enough to agree to an interview with Bernard and I to discuss his work in more detail.

Ralph worked at Standard Triumph from 1955 was moved to work on the 1950 until 1968. He then moved to another 'Zobo' (later to be known as the Herald) division of British Leyland and later retired project. Ralph's original job was to design and commission the building of a space-frame, ladder-type, square-tubed chassis. Various prototypes were produced and the Standard Eight and Ten. In 1952, the original Zobo body mounted on. At this stage the suspension set-up consisted of two transverse springs on the front, was then modified and became the gearing coupled by cup joints at the bottom. After testing, the project appeared to be doomed; the body was removed and discarded. I think we were lucky not to

for all other club cars. Between 1952 and 1955, Ralph worked in the Special Products Division and in

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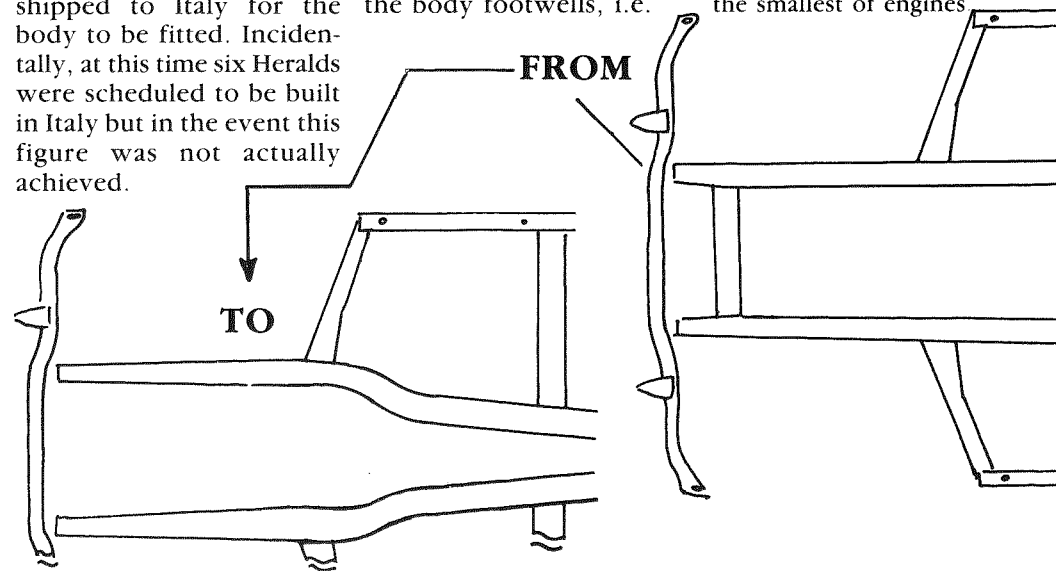


*Llorett De Mar hotel Rosamar Garage
Ralph Wiggington, John Lloyd*

have had transverse springs front and back!!

Moving on into 1956: by this time Michelloti's Herald designs had been accepted by Harry Webster and the time had come to get the chassis and running gear shipped to Italy for the body to be fitted. Incidentally, at this time six Heralds were scheduled to be built in Italy but in the event this figure was not actually achieved.

After considered opinion, it was apparent that the first thing which needed changing was the chassis design. It was decided to change the design from a straight mainframe to a mainframe which would accommodate the body footwells, i.e.

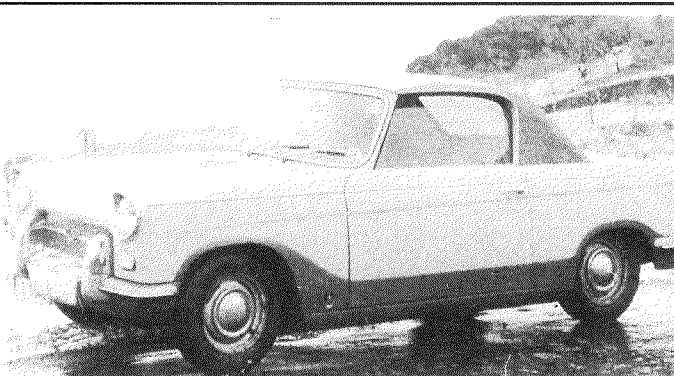


Upon fitting the Standard Eight engine, it was found that a two-piece propshaft would be needed and that would have been far too expensive. So the engine was moved back by 5" (have you ever wondered why the 6-cylinder engine fitted so easily?). If it had not been for the fact that the finished chassis was modified to take the Standard Eight engine, perhaps 6-cylinder engines would never have been fitted to the GT6 or Vitesse - perish the thought!

Once the 948cc engine had been installed, a suitable axle ratio had to be found (Harry Webster liked good acceleration in all his cars!) and this is the reason why all small-chassised Triumphs need overdrive. A 4.55:1 ratio was fitted and it should be remembered that, in those days, there were no motorways, so the curve from BHP to revs. was far closer than today, where fifth gear is commonplace even on the smallest of engines

Having secured both body and chassis together, Michelloti returned the car to Coventry on Christmas Eve, giving the engineers a chance to give it a good look over before the Christmas break.

The first Herald was shipped direct from Italy to Barcelona, where Ralph and his colleagues, Les Mackinson, Arthur Glover, John Lloyd and Roy Smith Chief Tester, flew direct from London in February in 1958.



Lloret De Mar test car VRW 589



transformed into the eventual Herald launch in 1959. Ralph was also responsible for surveying the Press pre-launch ground, which was The Ring of Kerry in Southern Ireland, but that is another story

*Measuring bumps.
Arther Glover, John Lloyd,
Atlas Van*

This was the Herald's first of many tests. Spain is where the Herald started its life, along with three, enthusiastic engineers who accompanied them in a Vanguard MKIII and an Atlas Van.

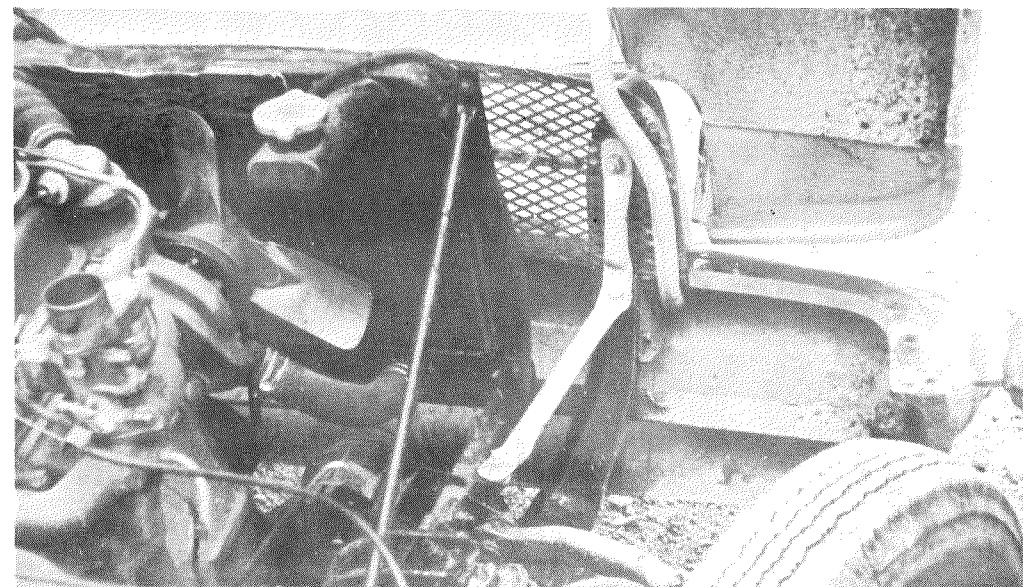
Many aspects of the car had to be tested as you will see from the photos and their captions. The experience gained in the following weeks was



Testing Zobo over bumps

I am sure you will all join me in thanking Ralph for uncovering a little more of the Herald history for us. Many thanks Ralph for a most entertaining day and to your wife, who must have had to contend with many Triumph fanatics over the years, for looking after us so well.

We wish you both a very happy retirement.



Zobo underbonnet, Note lack of fanguard and the early pattern of suspension support. After boiling, climbing to Monserrat. This is where we found how critical the height of the radiator was, hence the introduction of the fanguard to ensure it was always high enough

ALL Photographs courtesy of R. Wiggington.

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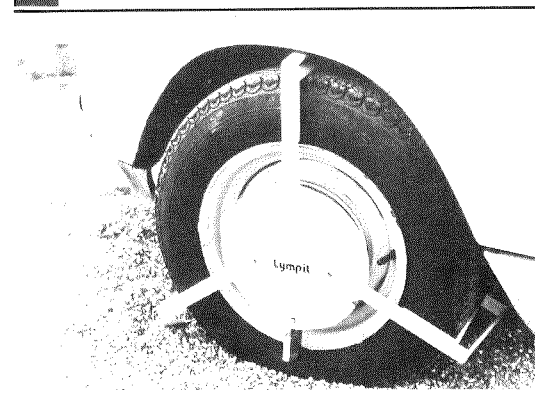
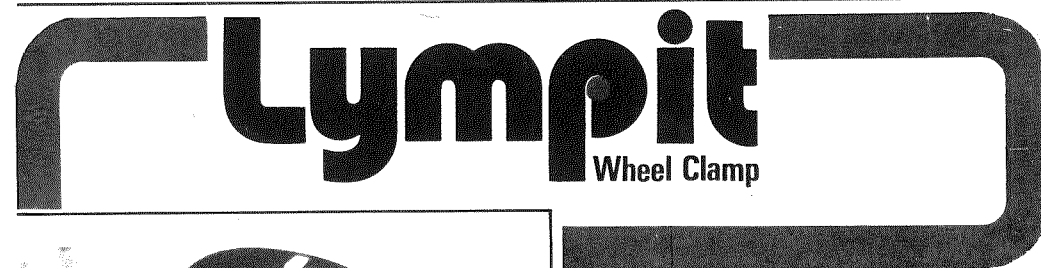
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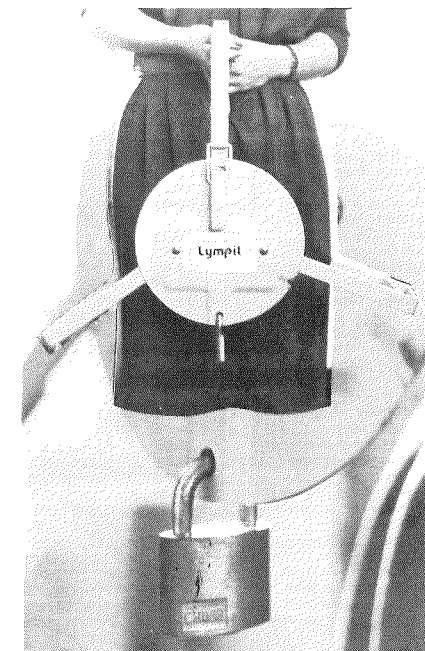
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Inlet valve GT6 MkI	£3.50
Inlet valve GT6 MkII & III	£4.25
Exhaust valve, Spitfire	£5.50
Exhaust valve GT6	£0.80
Valve guides	£1.00
Valve spring Spitfire I-IV (to comm FH25000)	£1.00
Valve spring Spitfire IV (from comm FH25001) & 1500	£0.85
Valve spring GT6	£1.50
Rockershaft, Spitfire I & II	£10.00
Rockershaft, Spitfire III, IV, & 1500	£27.60
Rockershaft GT6 MkI & III	£27.35
Cylinder head stud Spitfire I-IV	£1.44
Cylinder head stud Spitfire 1500	£1.44

Cylinder head stud GT6 MkI & II	£1.20
Cylinder head stud GT6 MkIII	£1.20
Cylinder head nut	£0.40
Manifold stud, outer, Spitfire	£0.12
Manifold stud, inner, Spitfire	£0.32
Manifold stud, exhaust, outer, GT6	£0.12
Manifold stud, inlet, short	£0.32
Manifold stud, inlet, long	£0.59
Manifold cleat, small	£1.85
Manifold cleat, large	£1.25
Manifold stud nut	£0.15
Manifold stud nut (exhaust C)	£0.05
Pushrod Spitfire IV (late) 1500	£1.30
Pushrod GT6 MkI,II,III (to comm KE100000)	£1.30
Pushrod GT6 MkIII (from comm KE100000)	£0.78
Cam follower	£4.77
Chain wheel crankshaft	£22.88
Chainwheel camshaft	£24.50
Timing chain	£4.75
Timing chain tensioner	£1.00
Timing chain replacement kit	£11.00
Camshafts	P.O.A.
Oil pump, Spitfire	£35.00
Oil pump GT6	£35.00
Oil pump drive bush, Spitfire	£1.10
Oil pump drive bush, GT6	£2.50
Oil pump drive shaft, Spitfire	£2.50
Oil pump drive shaft gear, Spitfire	£7.00
Oil pump drive shaft and gear GT6	£7.00
Oil pump drain plug	£0.60
Oil filter, Spitfire	£3.50
Oil filter, GT6	£3.50

ENGINE ANCLILLARIES

Starter motor (exch)*	£12.00
Dynamo Spitfire (exch)	£12.00
Dynamo GT6 (exch)	£14.00
Alternator (exch)*	£23.50
Water pump, Spitfire I II III	£22.25
Water pump, Spitfire IV & 1500 viscous	£35.00
Water pump, Spitfire IV & 1500 non-visc.	£24.00
Water pump GT6	£22.25
Fuel pump*	£15.00
Top radiator hose*	£1.50
Bottom radiator hose Spitfire	£2.25
Bottom radiator hose GT6	£4.50
Radiators, Spitfire (exch)	£53.00
Radiators, GT6 (exch)	£60.00
Engine mounts, Spitfire	£3.50
Engine mounts GT6	£7.00
Gearbox mounts, non-overdrive	£1.80
Gearbox mounts, overdrive	£13.60
Speedo cable, Spitfire I,II,III	£5.00
Speedo cable GT6 MkI,II	£5.00
Speedo cable Spitfire IV, 1500 & GT6 III non-overdrive	£5.00
Speedo cable Spitfire IV, 1500 & GT6 overdrive	£8.50
Tacho cable Spitfire I,II,III	£7.75
Tacho cable Spitfire IV & GT6	£9.50

CLUTCHES

Clutch cover Spitfire I,II,III,IV	£16.00
Clutch cover Spitfire 1500	£24.00
Clutch cover GT6	£22.00
Clutch plate*	£10.00
Clutch kit comprising cover, plate & bearing Spitfire I,II,III,IV	£26.00
Clutch kit Spitfire 1500	£32.00
Clutch kit GT6	£33.50
Clutch master cylinder repair kit	£3.50
Clutch slave cylinder repair kit	£3.00

FRONT SUSPENSION

Trunnion bushes* (per side)	£2.00
Trunnion & bushes* (left or right)	£15.00
Trunnion bushes, wishbone bushes & bolts* Please state L/R.	£20.00
Trunnion bushes, wishbone bushes & bolts* both sides	£37.00
Trunnion bushes, bolts & upper balljoint* (left or right)	£26.00
Trunnion bushes, bolts & upper balljoints* (both sides)	£50.00
Wishbone bushes, each	£0.50
Wishbone bushes, set of 8	£3.00
Upper ball joint, each	£8.50
Fr. lower wishbones* (state L/R)	£21.62
Top wishbones*, each	£16.00
Vertical link, Spit (left or right)	£43.00
Vertical link, GT6 (left or right)	£45.00

FRONT SUSPENSION

Anti-roll bar*	£25.75
Anti-roll bar bushes, Spit I-III & GT6 I-III to comm KE20000	£0.40
Anti-roll bar bushes, Spit IV, 1500 & GT6 from comm KE20001	£0.65
U bolt and nuts Spit I-III, GT6 I-III to comm KE20000 (2 nuts 2 bolts)	£4.25
U bolts & nuts Spitfire IV 1500 & GT6 from comm KE20001 (2 nuts, 2 bolts)	£1.80
Anti-roll bar link* (Left or right)	£10.00
Front wheel bearing kit*	£8.75
Front wheel bearing kit incl. nut & thrust washer*	£11.00
Grease cup*	£1.75
Fr spring Spit I II & IV	£18.00
Fr spring Spit 1500	£18.80
Fr spring GT6*	£ TBA
Fr shock absorber*	£20.00

REAR SUSPENSION - NOT ROTOFLEX

R Trunnion bushes (R)	£2.50
Bolt & nut for R Trunnion or spring eye bush*	£1.50
Spring eye bush*	£3.22
Radius arm bush (not GT6 front)	£0.50
Radius arm bush GT6 front	£8.50
Radius arm assembly (not GT6)	£9.20
Radius arm assembly GT6	£10.00
Vertical link* (left or right)	£15.50
R Spring Spitfire I-III	£55.00
R Spring Spitfire IV & 1500	£76.00
R Spring GT6 II & III rotoflex	£70.00
R Spring retensioning & resetting*	P.O.A.
R Shock absorber*	£17.50
Wheel bearing kit	£10.00

REAR SUSPENSION - ROTOFLEX

Lower wishbone bushes, seals & shields* (left and right)	£7.90
Lower wishbone bushes, seals, shields & spacer tubes* (L/R)	£14.00
Lower wishbone bolt, nut & washer*	£6.00
Lower wishbone inner bush*	£3.75
Spring eye bush*	£3.50
Radius Arm bush*	£0.50
Radius Arm Assembly*	£10.95
Vertical Link* (left & right)	£59.80
Rear Spring	P.O.A.
Rear Shock absorber	£17.50
Wheel bearing kit	£20.00

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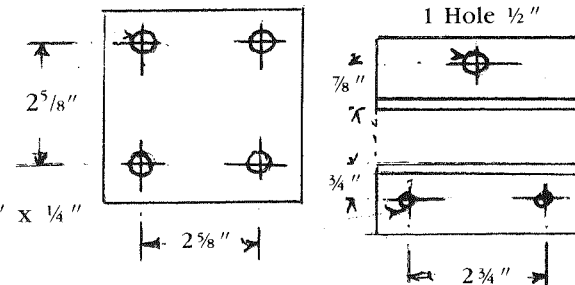
REAR HUBS

(Non - Rotoflex)

Jack Halliday - Reading

Yet another variation on this nigh impossible job!

1 - M.S. PLATE
about 4" x 4" x 1/2"



2 - M.S. ANGLES
about 4" x 1 1/2" x 1 1/2" x 1/4"

BOLTS & NUTS

2 - 1/2" x 5") Pref. H.T. Fine thread
4 - 1/2" x 2 1/2")

2 - 5/16" x 3" - Not Critical - only for steading

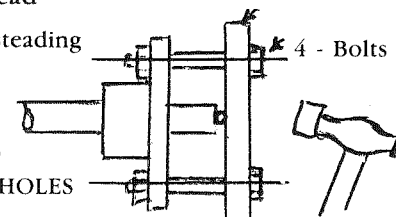
STEEL BALL 3/8" or approx

HUB DISLDMGNT

Wheel Studs removed

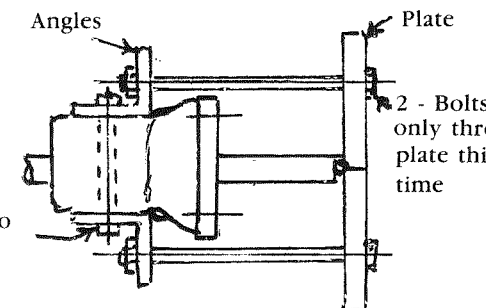
4 - BOLTS

THRO' STUD HOLES



TRUNNION WITHDRAWAL

2 - 5/16" steading bolts - one thro trunnion nylon bush hole



This worked quite well on a fairly modern assy. but not on my spare pair of 18 year shafts

ZIMBABWE

GEORGE STEWART - MUTARE

[illegible]

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★ **Triumph Stag:** Wilson McComb takes an in-depth look at what could have been the Midlands Mercedes, with superb full-colour illustrations

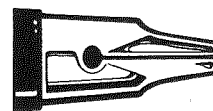
★ **Scimitar search** the old faithful GTE Reliant is now dead and gone, but there are some fine used examples to be had, as our guide shows

★ **Testing time:** three contrasting road tests this month — the mouth watering BMW M635, the snappy drop-head Peugeot 205CTi and the Mini-based GTM Rossa

★ **Going spare:** parts supply can be a problem for owners of older cars, but there are plenty of possibilities

Plus: Spitfire restoration — the final chapter • Stag Owners' Club • RS200 on the road at last • Janspeed MGB treatment • Ford's classic BDA • all the regulars

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PEN TO PAPER



A NUMBER OF POINTS

Reluctant as I am to question the knowledge of our illustrious President, there are a number of points in his 'Spitfire Review' (Turning Circle No. 11), which might be disputed. Most of these are concerned with the section on tuning and are considered below.

Improving Road Holding:

1. **Fit a Tite-a-Turn Kit:** This kit has not been available for about eight years and it is time that people stopped recommending its' use. I doubt if any club members have ever seen one. They were barely suitable for road use, owing to the presence of a rose-joint on the lower wishbone and the assembly was always extremely expensive at around 10% of the price of a new Spitfire. It is probable that only a handful of these kits were ever produced.
2. **Fit an additional front anti-roll bar.**
It is easier and cheaper to replace the existing bar with one from a MKIV Spitfire. Alternatively one inch thick bars can be purchased.
3. **Fit wider tyres and wheels.** Yes, but 175/70 are optimal not 175/60.
4. **Brakes:** A servo will not increase your braking power unless you have a particularly weak right leg. Spitfire brakes are perfectly adequate for road use, provided the discs are in good condition. Mintex competition pads will give fade-free stopping but Ferodo DS11 are rather hard.

Engine Tuning - Stage I:

Fit Strombers - 150 CDS. Why Strombergs? 1 1/2" SU's from a Spitfire 1500 or Dolomite are easily obtainable. The tuning specialists will tell you which needles to use. Change the butterflies as Gareth Thomas suggests. On the six-port head, why bother at all? Better to change the engine as J.G. suggests.

Fit improved manifolds/exhaust. Make sure you do this before you bother with the carburettors.

As an additional point, it would seem to me that the most obvious way for an early Spitfire owner to improve cornering would be to replace the entire back suspension (axles, spring and all) with the wide-track, swing-spring assembly from the MKIV and to change the front anti-roll bar at the same time. In view of the number of MKIV Spitfires being dismantled, securing the parts should be easy.

MR C SUTHERLAND - RENFREWSHIRE

THANK—YOU

This letter is really to thank the people who, over the year, have invited the Somerset Area to their events. Firstly to John and Sue Lippiatt, who held a Skittles Match and a Bonfire: we all had a really good time.

I must also thank Bill and Bev Dixon, who held an Area Concours, WAC '86. This was the best organised event/show in the G.B. this year that we had been to. They had every facility that anyone would ever need and the Fancy Dress Weekend just showed how a TSSC weekend could be enjoyed.

On behalf of the Somerset Area, thank you to Devon, Dorset, Avon and Worcester for their events.

ROD WARREN - SOMERSET AREA

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CATALOGUES WHAT CATALOGUES

I was interested to see Tony Baird's letter headed "Fair Play" on page 48 of the December Courier.

I have not bought anything from the Chatham firm *Bits For Spits* but would comment that they do not seem to be too hot in sending out catalogues.

About a month ago I sent three 17p stamps and received NO REPLY. In case the request had gone astray, or I had forgotten to put my address, I sent a postcard as a back-up but STILL NO REPLY.

Maybe they are simply out of stock but it leaves one a bit unimpressed compared with other firms.

JACK HALLIDAY - READING

As I am just starting to do up our ageing Spitfire MKII, I decided to write for some catalogues from people who advertise in your magazine.

I wrote to the *British Sports Car Centre*, enclosing a large stamped, addressed envelope as requested and to *Spitbits* enclosing three 18p stamps as requested. A month later I have not heard from either.

Am I unlucky, or have these companies discovered a crafty way of keeping their postage stamp bills down? It reminds me of the small ad. saying "Send me £5 and I will tell you how to get rich". On applying you get a letter which says, "Publish a small ad. saying".

MR JONES - BRIGHTON

HIGHLY RECOMMENDED

I would like to highly recommend Steve Bedford's tip for re-colouring carpets with *Dylon*. I tried it out on my Vitesse convertible with great success and I'm about to do the carpets in my Herald estate.

Anybody who requires nuts and bolts should try *M.P. Fastening, Joseph Wilson Ind. Est., Whitstable*. From here, I have bought many stainless steel items for my car, namely self-tappers for fixing all the valances etc. They will supply practically anything in any metal.

If you are contemplating having your car resprayed, give *R.P. Greaves in Dover* a visit. They are expensive but are exceedingly good.

The paint finish on my car is superb and they were very thorough about cleaning up rust. They suggested I had all the seams shot-blasted, whereas every other body shop I visited said they would just grind it out as best they could. They took a long time but it was worth waiting!

Thirdly, a big thank you to the club for the Insurance Scheme. My Vitesse is insured with an Agreed Value of over £2,000, mileage limited to 3,000. Both named drivers are over 25 but it only costs me £50 a year and that includes a legal expenses cover. It must be practically impossible to better that!

With 67,000 miles on the clock and the usual first cold start bearing rattle, I purchased the Triumphantune filter kit, plus a non-return type oil filter. Unfortunately, the green light does not go out any quicker compared with the original filter; perhaps my bearings go too far. I should love to hear from others who have tried this modification.

Finally, out of pure curiosity, is it possible to fit an automatic gearbox into a Vitesse? With Dolomites and the 2000/2500 saloons being offered with automatics, the units will fit the four and six-cylinder engines but is there enough room in the chassis? I rather fancy a 2.5 Vitesse estate with an automatic gearbox.

ANON — CANTERBURY

WHEN TO SERVICE

I would like to raise a general problem with servicing, which might interest fellow members.

What I am thinking of, is how to treat 'service intervals', when using a car for a relatively low annual mileage. To give you an example: I use my 13/60 for about 3,000 miles per annum. At that rate I would be greasing the steering, rear hubs and water pump only once every four years if I simply follow the original servicing details, which were presumably based on a projected annual mileage of more like 10,000.

Would it be appropriate to use the old '6,000 miles or 6 months' formula - or is there any part of the car where this will result in over-lubrication? So, I'd appreciate very much any article which would go over the basic servicing operations with low, or extremely low - mileage use in mind.

Mr Edward Gallafent - LONDON N1

It's worth it !!!!!

675 UOO, a 1963 pale blue Spitfire 4, had stood outside my uncle's garage since 1978 without being used. So, after some very lengthy haggling, I purchased *Spitty* on the 30th June, 1984. At first I thought I would get away with some filler here and there and a few cans of spray - I was soon to be proved wrong and in the end the rolling rebuild took fourteen months to finish.

I started by stripping the whole engine bay down but left the engine in place standing on a jack. I sprayed the bulk head and chassis pale blue again (no underseal) with a small, 45psi compressor. The engine, which had done 97,711 miles, still sounded OK; it didn't smoke and ran at 55 psi even when hot, so I decided to leave well alone. I did, however, give the engine a coat of green Hammerite and nearly a year later it still looks good.

With all the suspension stripped down, new trunnions and rubber bushes were fitted front and back. To my surprise, the steering, rack, diff, gearbox and propshaft etc. were as quiet and precise as a new car, even for a 100,000 plus miles *Spitty*. New copper petrol/brake pipes were fitted all round (well worth fitting) and the wheels were sandblasted and sprayed silver using the small compressor again.

On the bodywork side, two new door skins were fitted; I poured Hammerite inside and when they were refitted I Waxoyled them - they should last a good ten years after this treatment. The boot floor had also rotted out along with two, one foot square holes in the drivers side. These took a couple of weeks to put right, mainly because of my inexperience with a gas welder and "burning underseal catches light quick don't it!". A couple of inner sills and some more welding of small holes had the bodywork looking quite tidy. Next the bodywork was thoroughly rubbed down and finally sprayed at a local garage by a friend. I used Glasfite paint which is a lot more hard-wearing than cellulose.

The refitting of the bodywork and interior trim was probably the job I enjoyed most. After the months of rubbing down rusty parts, I was lucky enough to purchase a new front and two quarter bumpers for £9 through a local advertisement and a scrapyards Herald revealed some useful interior trim (door handles etc.). The only items I've had no luck with has been the seats (blue) - any offers! Ring me on 0621-53588.

At times I wondered if *Spitty* was worth it but now it is finished and with the hood down, I think it has and restorations to A1 condition don't have to cost a fortune.

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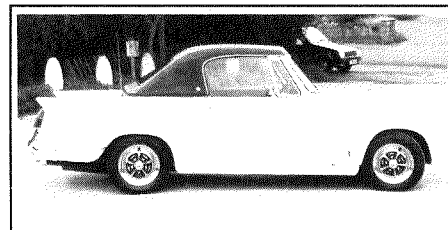


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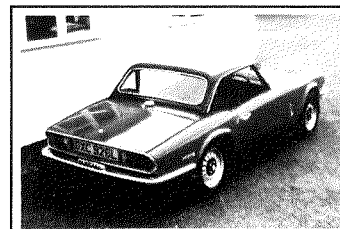


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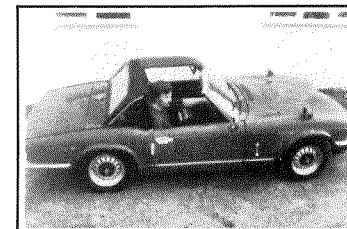
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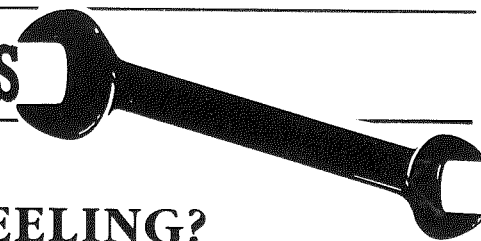
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TECHNICAL TIPS

HAD THAT

SHEARING FEELING?



I am sure that most enthusiasts who work on old cars have experienced that terrible sinking feeling as a bolt or stud shears off in some component or other, leaving the 'end' in the component and flush with the surface.

During my many years in engineering and then the motor trade, I had very limited success using extractors, simply because the reason the stud or bolt sheared off in the first place, was because the end in the component was corroded in (this being especially common with aluminium castings and cast iron castings).

In recent years I have developed my own method of removing 'ends', having a 90% success rate.

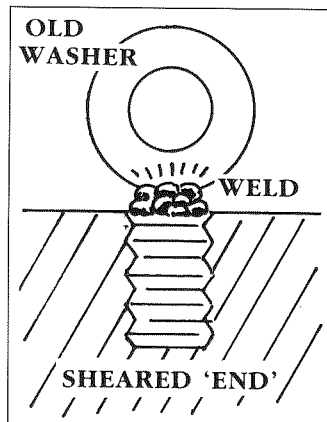
Before commencing work, several facts must be established:-

1. Is there no other way to remove the 'end'?
2. Is the component scrap if I can't remove the end?
3. Am I good with an electric welder? If not, do I know someone who is?

These facts need to be firmly established because your problem could be within the 10% failure rate.

Now Down to Business:

1. Protect the area around the sheared off stud to prevent the splatter from the electric welder getting in other parts.
2. 'Blob' welds into the end of the stud, allowing each blob to cool slightly before applying the next (the first 'blob' needs to be a good one, so you need to keep the arc going for a second or so longer than the others, this is to establish a good 'key' fusion weld).
3. Build up the blobs until they are about 4mm proud of the surface (see sketch).
4. Find an old washer (thick) or suitable piece of scrap metal and weld it onto the build-up of weld on the sheared stud.
5. Allow to cool for about 30 seconds; grip the washer with mole-grips and turn like a key, screwing out the end.



I have found this method works extremely well, even if I have to weld the washer back on several times before the end unscrews. I believe the heat generated during welding helps to free the end.

My Most Recent Success:

Three sheared off flywheel bolts in the crankshaft of a Maxi - the crank and flywheel still in place in the car!! And a cylinder head stud in an Allegro.

**J A MARCH -
PETERBOROUGH**

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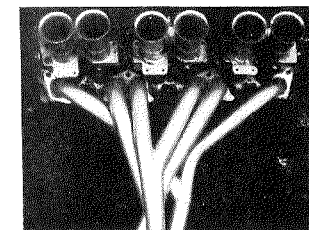
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FOR KNOWLEDGE A

Courier and Turning Circle back issues

TRIUMPH SPITFIRE FRONT TRUNNION MAINTENANCE

By David Herriman - Venlo, Holland

The Spitfire front suspension is often neglected by people now used to so-called maintenance-free units, (although virtually nothing is maintenance-free on a car if it's driven long enough). The parts requiring attention are the trunnions themselves (so called after their inventor, Sir Archibald Trunnion, 1808-1893) and the transverse bushes.



Maintenance consists of regular oiling of the bushing. This is done by removing the top nut from the bushing, filling it with oil, and then replacing the nut. The oil should be changed every 1000 miles or so. The trunnions should be checked for wear and replaced if necessary. The transverse bushes should be checked for wear and replaced if necessary.

FITTING AN OIL COOLER

By Peter Williams

It's better doing things properly in the first place than doing them properly in the second. It's better doing things properly in the first place than doing them properly in the second. It's better doing things properly in the first place than doing them properly in the second.



The oil cooler should be fitted to the oil line between the oil pump and the oil filter. It should be fitted to the line that carries the oil to the filter, not the line that carries the oil back to the sump. The cooler should be fitted to the line that carries the oil to the filter, not the line that carries the oil back to the sump.

RECONDITIONING YOUR OIL PUMP

Read on
by Gareth Thomas and Dave Thomas

I read with interest the feature on gearbox reconditioning in the last issue. It was a very good feature and I hope it will encourage more people to recondition their gearboxes. The gearbox is a very important part of the car and it should be kept in good condition. The oil pump is a very important part of the gearbox and it should be reconditioned if it is worn.




The oil pump should be reconditioned if it is worn. This involves removing the pump from the gearbox, cleaning it, and replacing the worn parts. The pump should be tested before it is reinstalled in the gearbox.

How it should be done

HERALD 13/60 SALOON TO CONVERTIBLE CONVERSION

By Stan Walters - Devon

The conversion of a Herald 13/60 saloon to a convertible is a project that has been undertaken by Stan Walters in Devon. The car is now a convertible and it is a very nice car. The conversion was done by Stan Walters and it is a very nice car.



THE RESTORATION

Stan Walters - Devon

The restoration of a Spitfire is a project that has been undertaken by Stan Walters in Devon. The car is now a Spitfire and it is a very nice car. The restoration was done by Stan Walters and it is a very nice car.



BUILDING A NEW SPITFIRE 1500

By Stan Walters - Devon

The building of a new Spitfire 1500 is a project that has been undertaken by Stan Walters in Devon. The car is now a Spitfire 1500 and it is a very nice car. The building was done by Stan Walters and it is a very nice car.



How others have done it

AREA NEWS REVIEW

CALLING ALL TSSC AREAS DO YOU WANT TO PROMOTE YOUR AREA ?

This is your Area Review and this page is a feature page, whether it be for an event or information regarding what you are doing or going to be doing; use it! I fully realise it is Christmas time and maybe not much is going on at his time of year in the way of events but in the summer everybody will want maximum exposure and this page will be used on a first-come basis.

Let's also include photos in this review. When sending in Area News, why not add a photo as it often creates interest and may help boost attendances. We also intend over the coming months to use this page as an information guide on what the TSSC can offer Areas, from getting TSSC stationery to obtaining your Own TSSC regalia, even on a personalised Area basis. You may even want to use this page for airing your views on the merits and advantages of Area and their role within the TSSC.

COME ON AREAS - TAKE ADVANTAGE OF THIS PAGE. IT TOOK LONG ENOUGH TO GET YOUR OWN NEWS REVIEW SO USE IT!

AREA NEWS REVIEW

Avon...Cleveland...Derby...East Berks...Essex...Hants & Surrey

Avon

Many thanks to Andy and Sam for their crossword and to Andy and Jane for their quiz for Decembers meeting. It certainly livened up the evening. By the time you read this, Christmas will be over and I hope you had a good time without losing your licence!

Now for something for you all to look forward to: on Friday 6th February we will be holding a belated Xmas/New Year evening out at The Bell at Congresbury. This is a superb pub which knows how to cook steak well and at a reasonable price. Details of how to get there etc. will be given at the meeting at The Traveller's Rest, Filton on Monday 5th January and 2nd February; The Talbot, Keynsham on Wednesday 21st January. Why not come along and bring any unwanted Xmas pressies and we'll hold a raffle! See you there.

Jane Hyam

Cleveland

Happy New Year! By the time you all read this, Christmas will be over again for another year.

We propose to hold the successful North Yorkshire Triumph Weekend at Runswick Bay on Friday 29th to Sunday 31st May. We hope to welcome the same people and hope for better weather to brighten the proceedings!

Any suggestions for additions to the new Summer '87 Cleveland calendar will be welcomed at our next pub meeting. We have decided to alter the day of the regular monthly pub meetings to the last Thursday in each month.

Please note the next meeting will be on Thursday 29th January at The Ladle, Middlesbrough.

The Cleveland TR Register have invited us to an inter-club General Knowledge Quiz at The Londonderry Arms, Larnegton - in the log cabin. The date for this is Tuesday, February 17th.

Kathy

Derby

I should like to explain that Dave, the usual A.O., has been posted to London with his bank job, so I have agreed to take over until his return; this should, hopefully, explain the absence of anything in The Courier for the past month.

This month's meeting had only 8 people in attendance. What's happened to the rest of you? Let's try and start the New Year with our usual gathering of regular faces and, hopefully, some new ones as well. Remember, first Wednesday every month.

I would just like to say, since this is my first opportunity at writing into The Courier for a long time, what a great day out it was at the North Yorks Concours and Moors Run; credit due to the organisers and much enjoyed by myself. Hopefully, we can all look forward to the 1987 event.

G Fletcher

East Berks

A Happy New Year to all members. Having had a chance to recover from Christmas, I would like to bring you up-to-date with Area activities for the next half year.

Firstly, the talk by Mike Crewes, scheduled last November and which never took place, will be held later this month. Please come along to our regular meetings for further details.

The following is a resumé of events up until July. Please note that the events are in addition to normal club meetings.

January: Ordinary Area meeting except for Mike Crewes talk later.

February: Skittles Match. Theale Green School.

March: EBA Ten Pin Bowling Match, Heathrow.

April: Area Treasure Hunt, (Andy Elliott and Andy Freeborn).

May: Aunt Sally and Quiz with Oxford Area.

June: Family day out, Thorpe Park. July: AUTOSUNDAY, Easthampstead Park, 4th July.

As you may already be aware, we have had a change of administration. Andy Elliott is our new Area Organiser and heads a committee of enthusiastic people to keep things going. Please make a point of attending as many meetings as possible to give support to an Area which will 'take off' this year.

John Reed

Essex

Since Essex is now Organiser-less, we seem to be holding the fort until someone out there jumps at the chance to do the job!

My we congratulate June for winning our recent fancy dress disco; her 'Mrs Mop' beat off the various Germans, Indians, flappers etc., etc., and thank you to the usual few Essex members and their guests who supported the event.

The next project on the horizon is breaking a MKIII GT6 we have bought. Details, hopefully, at the January meeting.

By the time you read this, the Christmas season will have passed, so may we wish all Essex members a Happy New Year and hope to see you at our meetings in 1987.

Ian & Gerry

Hants & Berks

I would like to start this Area report by thanking all of the members from neighbouring Areas (Hants & Surrey, East Berks, Swindon, Salisbury and some from London) who joined us to make our Sunday 23rd November meeting at The George Inn, Vernham Dean so enjoyable. Special thanks to the Landlord and Lady for making us so welcome. To the one Spitfire that we somehow lost on the way there - sorry and please don't be put off coming to other events! The skittles match on 27th November went very well - although the girls won. Put some practice in fellers and we'll win next

AREA NEWS REVIEW

Leicester...Manchester...Milton Keynes

time. Prizes for the highest individual scores went to Claire (top girl) and top feller was me. Lastly the Xmas Dinner on 2nd December was, I think, enjoyed by all who were able to attend.

Norman Smith attended his last event as Area Organiser on 2nd December, so please note that all enquiries etc. should now be addressed to Dave Hearnden on Basingstoke 464428.

Finally, thank you Jonty for your informative article on the way in which the club should be represented at shows and events not organised by the TSSC. The long-promised Events Booklet should prove useful.

DATES FOR YOUR DIARY:

Thursday 15th January - Light-hearted, general motoring quiz, organised for us by Caroline. Round Oak, Padworth Common, 8.30 pm.

Friday 20th February - Skittles Match (Invaders Motor Club v TSSC) at The Angel, Woolthampton. Full details to follow.

Wadworth Brewery Trip - We provisionally are booked for the first available tour in March (probably 1st Wednesday). A mini-bus or coach will be booked, so let Dave Hearnden or me know if you want to come.

HAPPY MOTORING!

Graham Sturgess

Leicester

It was a good, well attended meeting at The Bath in November - not many cars though. Mick and Pete won the raffle and a discussion centred on Mick's recent Vitesse acquisition (or is it Sue's?).

Several other Leicester members are looking for Vitesse, so if you have a good example you wish to part with, a trip to the next Leicester meet could be well worth your while.

Many thanks to Stephen Sinfield for the loan of the 'Leicester Splash' video for the December Sunday meet and to everyone else who brought photos along. Thanks too, to Mary, Sheila and Sarah for the mince pies.

Several members have 'phoned me recently for advice on obtaining parts and servicing for their club cars and I propose to compile a 'Good Car Parts & Repairs Guide' during 1987 for the benefit of local Area members. I would be grateful if members would pass on to me any information: good, bad or indifferent which they feel will be of use to other members.

Our first meeting of the New Year is at The Gate Hangs Well on Sunday January 11th, 12 noon - 2.30pm and remember the last Thursday is 'Bath Night' and on Thursday 29th January the 1986 1000 Lakes Rally and Touring Saloon Rally (Silverstone) videos will be shown. See you there!

John Thorpe

Manchester

The past few months have been rather quiet ones at the monthly meetings - only a handful of die-hards have been spotted at The Nag on the third Thursday recently. Due to heavy working commitments, even I have missed the odd meeting. I have thus decided to stand down as Area Organiser from 1st January, 1987 and allow new blood to take us through the coming year, which, with the number of quality club cars appearing last summer, promises to be a good one for Sports Sixers. At the last meeting we decided that our long-standing and enthusiastic member, Kevin Atkinson, would be a most suitable candidate and so it shall be. Incidentally, Kevin has lost his job in North Sea oil exploration recently and I'm sure that we all wish him the best of luck in his search for another equally lucrative post - after all, he needs the cash to turn his Singer bulkhead into a roadgoing disaster.

In addition, I would like to point out that I have recently, in my constant search for quality spares, gained access to a large hoard of Vitesse/Herald items; virtually two Vitesse cars, one a convertible, are available, stripped and ready for transportation. Contact me on Poynton (0625) 871558 if the above is of

interest.

Once again, all the best Kevin, you have our support.

David Evans

Milton Keynes

The last meeting on Wednesday 19th November, was the first for the Milton Keynes Area under its' new management and what a good time was had by all! Milton Keynes members - you don't know what you're missing!

We must express our thanks to Geoff and Julie King for all their efforts as Area Organisers over the past six years - they certainly deserved the rest. Does this mean the Marlin will be back burning rubber on the roundabouts of Milton Keynes? (especially now I've replaced all the bits I 'borrowed' for my Herald).

Anyway, as I said, the Milton Keynes Area is now under new management in the form of Ken Allan (the mug who also took over the Self Help Scheme) and myself, Jennie Coombes. So let's hope some fresh, new ideas evolve.

For starters, we are changing the venue for our meetings from Moulsoe (where's Moulsoe?) to The Suffolk Punch at Heelands (on Saxon St. - V7 - just north of Central Milton Keynes), as it is more central for our members.

To celebrate the change of venue and organisers, and to bring in the New Year with a cheer (albeit a late one!), we have booked a meal at The Suffolk Punch. This will be on 21st January, 1987 - our first meeting held there. The restaurant is a Tolly Carvery and does a meal for the set price of £5.90 (I recommend the turkey - it's really bootiful! If you're not sick of it after Christmas). For further details and bookings, contact Ken Allan on MK (0908) 318779. PLEASE BOOK EARLY TO AVOID DISAPPOINTMENT.

So, all you Milton Keynes members out there, don't just read about how good it was in a future Courier - come and see for yourselves on the 21st.

Jennie Coombes

AREA NEWS REVIEW

Norfolk...Northants...North East...North London

Norfolk

Hello there Norfolk!! Well, we've done it again! Decembers' meeting produced nine new faces, some members and some prospective members.

Welcome to Paul and Jill from Brundle, Laurence and Caroline from Nr. Fakenham, Andrew and Julia from Norwich and Mark, I think, who I have to apologise to as I didn't really have time to chat to him before the meeting started. Also Neil, who I spent the first ten minutes introducing him as Phil (sorry Neil!). Last but not least, Dave, Diane and Sue from Aylsham.

The meeting was enjoyed by all with everyone chatting away until John Darling produced the first edition of the Norfolk Herald, Norfolks' very own mag., and I would like to thank everyone who contributed time and effort to it, especially Jon D. As soon as they were handed out (free of charge) there was a deadly silence throughout the room as everyone nose-dived into the mag. Please everyone read it when you get home. During the week, the club bought out the entire stock of Haines Service Guides from Norwich's Wilcos on the Herald/Vitesse, Toledo and 2000/2500 which at £1.00 per copy, went as fast as our Norfolk Heralds.

Finally, Christmas Dinner: First I would like to thank Ian Thirkettle (a) for organising the dinner at The Black Horse, (b) for being the life and soul, oh yes and pillock of the party. Unfortunately, Ian didn't have enough to drink as he was still able to walk at the end of the evening. At well over six feet tall, he looks a little less intimidating when he's lying down. Never mind, we'll try again next year Ian.

After an excellent meal we had another drink, ordered taxis and Wombed off to a night club where the older members of the tribe showed the younger members a thing or two (dance-wise). Anyway, I'm sure everyone enjoyed themselves and we hope that heads have cleared ready for the next meeting.

Thanks and Apologies to:

1. All members involved in organising the event and lending floors or beds for the evening.

2. The staff and management of The Black Horse.

3. Mr Thomas, for FREE entry to Riches Place Night Club (you've never seen so many Escort owners as that at Riches Place)

4. The taxi men and women of Norwich.

5. Sorry - to everyone who would have liked to come but couldn't for one reason or another, especially Tony and family.

Steve Battye

Northants

A very good turnout for the November meet - about 30 people with the TSSC. Thanks to you all for coming.

By the time you read this, December meeting will have come and gone but I have similar hopes for it as November.

At the meeting, many things were discussed; some of the more important items being a proposal to move the meeting at The Stag's Head to the *second Wednesday of the month* as from January, so see you on the 14th, 8.00pm ish.

Also, the Sunday meeting is cancelled and is to be revived in the Spring at a new venue - this is currently under review and we would appreciate any suggestions. I am also planning Christmas '87. Would anybody interested in coming to a Christmas night out please write to me at 13 Trent Crescent, Burton Latimer, Kettering, Northants NN15 5RY. We plan this to be an exceptional night out, but it is very much down to you the extent to which we can go.

I look forward to meeting you soon, so **come along to our next meeting on 14th January.**

Jason Barnes

North East

Well, by the time you come to read this report, you all will have sobered up and bolted on all the new goodies which Santa left.

So now that it's all over for another year we can all start to look forward to the year ahead. In the North East we have started to put together our list of events for '87, having already been asked back to the North of England Motor Show, which was a great success last year. We also intend to have our own camping weekend plus much more.

Decembers meeting was very well attended, with 26 people turning up. Yes, we did have a quiz this month and it was won by Paul from Triumph Scene of Darlington. Well done Paul. Chris Speed travelled 40 miles to the meeting topless - not bad for December, but see if you're doing it next month. The number of people attending the meetings now, means we have to change the venue for the meeting so that we can accommodate everyone. So from January 5th we will be meeting at The Rose and Crown in Winlaton, were we have the back room.

See you all at the next meeting.

Brian Clement

North London

Just when I was expecting a large drop-off in attendances for the meetings, what should we get but an impressive turnout of 17, which must be a record, for our meet on 10th November. This figure also included 3 new faces who have defected to North London from the Norwich area, so a big welcome to Claire, Nick and Steve.

Due to the lateness of me getting back from S W Classics in Devon, after dropping my Vitesse DPD 946J off for his body restoration and respray, I couldn't make the meeting on 24th November - I would have made it if my hire car (estate), booked to carry all my new body panels, trim and chrome-work down to Devon, hadn't been over two hours late in the morning. This was most annoying due

AREA NEWS REVIEW

Nottingham...Peterborough...Ribble...Somerset...Swindon

Peterborough

What a splendid turnout of people who came to see the Practical Classic's Video on a Herald Rebuild. I think it would be a very good idea for the Club to purchase videos of interest and hire them out to Areas for a small fee; I am sure they would soon pay for themselves and they are an incentive for people to come to the meetings during dark, cold winter months. Anyway, thanks to Gordon for bringing it along and for Peter who supplied the video.

I would like to welcome the following new faces: John, Alan and Andrew from Uppingham, Paul Morris with a GT6 from Huntingdon, Paul and Phil from Bourne with an assortment of Heralds between them and Chris and Derek from St. Neots who are currently rebuilding a MK1 GT6 to concours.

The buffet dance was a huge success, attended by the Stag Owners Club, Triumph 2000 Register and the TR Register. I would like to thank Phil and Dennise for all their efforts in organising it, also my mum for helping to make up 92 meals. We shall definitely be organising one again next year.

The Area seems to be growing at an alarming rate and I hope 1987 will be as successful. Anyway, Happy New Year and drive carefully.

January's meeting will be held on the 12th at The Plough, Deeping St Nicholas at 8.00 pm.

Sharon Espin

Ribble

The latest Treasure Hunt was eventful, to say the least. How many Remembrance Day parades did we plough through? Carol and I managed to win, despite blowing up the diff. in the Vitesse. But then, only two teams took part, so well done to Pete and Sue for coming second! Many thanks to the other Pete for arranging such an entertaining course. Perhaps we could run it again, for those people who couldn't come this time. Sorry it was all arranged at such short notice, but

I was still struggling to get British Telecom to install the 'phone at our new house. It's been done now (the same number as before) but if you want to get in touch with me PLEASE leave it until after 8.30pm or I won't be home from work.

Lastly, I hope Christmas went well for you all and a Happy New Year to everyone!

Bill Coulshed

Somerset

Well, that's another year gone by, not a very eventful one as far as the Somerset Area goes, but a good one. I am planning events for Summer '87 already, so look out!

Things such as convoys and picnics will be some of the many events for this year. Dates will be published early so there will be no excuse for not coming - the more people we have the better it is, so please turn up to the meetings, etc. If I put the effort in, why can't you?

Rod Warren

Swindon

Well, that's the festive season over for another year. Now we are into ice, snow and the dreaded salt for a month or so - but we've been lucky up until now (famous last words!).

The December meet enjoyed a much better attendance, one member even arriving upon a push-bike - well done Kevin.

Area plaques should be available in the New Year, costing £1.00 each. Once the first batch are cut, plaques can be made for Area or national events etc. at a reduced price. These could make a nice collection and serve as a personal record of attendances rather like concours plaques.

The Hants and Berks Sunday meet at Vernham Dene was very good with new and old friends and cars to discuss. Well done and many thanks to Dave and Norman for the invitation in the Spring.

How about some Winter events at the meets or between meets such as Swindon Area OS maps for a Table-

to the fact that I had collated, typed and got printed the 'North London Area Members Survey' forms especially in time for the meeting. Yes, members, you will have to complete one of these forms when (*not if!*) you attend the next meeting. Don't worry, it is merely to ascertain what you want from your local Area.

Your next chances to fill in one of the survey forms will be firstly at The Old Hall Tavern, Chingford, E4 on 12th January, 1987 (Monday), and secondly at The Rising Sun in Arkley/Totteridge/Mill Hill on 26th January, 1987 (Monday). And seeing '1987' written reminds me to wish all you Area members a Happy New Year. We've told you where our meetings are so all that's left to be said is - be there or be square!

Graham Mountford

Nottingham

The first night at our new venue went well, especially when you consider it was all at very short notice - 22 people, 8 club cars (4 of them being Bonds) plus others.

The Landlord made us welcome, giving us the use of the lounge as a private room and going to some length to make us comfortable. He even offered us the use of his video facilities F.O.C.

Geroge very kindly organised a quiz which featured general knowledge as well as cars. This caused much head-scratching and discussion.

For a change, Geoff didn't win, the honour going to Justin this time, with prizes down to fourth place.

Over the last few months I have hinted that it's Area Organiser election time and perhaps a new mug should be found. I don't know whether I am popular or nobody else is daft enough, so you have got me for another year. Thank you. Perhaps now the dust has settled after moving home, I can do the job properly.

Clive

AREA NEWS REVIEW

Sth East Wales...Wessex...West Midlands...Worcester East...West Yorks

top Rally; Inter-Area Skittles Evening or lunch; Slot-car Hillclimb or Sprint; Night-time Observation Tour; Club Videos from the archives; Navigation Exercise. Come along and give your ideas - the Swindon Area needs your support.

FUTURE PROGRAMME:

Monday 5th January at Blunsdon. Bring your 'Dinky', 'Matchbox' or a homemade model cars for a concours. Many classes for all types of vehicle old and new with certificates for winners.

Sunday 18th January Winter Downs Run - Leaving Coate Water car park, Swindon 11.00 am. 2 foot of snow on the roads and we won't go. February meet Monday 2nd at Blunsdon.

Happy New Year to you all.

Ivan Kirk

South East Wales

It was most gratifying to see so many at our December meeting. Please all keep coming.

It was announced that the South Wales Area has now been divided into South West and South East Wales with monthly meetings both at Bridgend and Castleton. Everyone is, of course, very welcome to attend both meetings, details of which should, by now, be included in the Area Directory.

The 'feely bag' competition produced some puzzled faces but also some determined expressions and eventually we had five members claiming full marks for the seven items. A draw for the final winner was elected and Mark Jones became the proud (?) owner of a 'Rowland Rat' mug!

Our local scrap book it gradually filling and taking some shape, but we are still looking for lots more photographs, please.

I trust everyone will have survived Christmas and New Year celebrations and be in one piece for the next meeting on 7th January. Best wishes to you all for a very happy and prosperous New Year.

Marion Ferman

Wessex

A Happy New Year to all our local members. I trust that you all enjoyed the Annual Christmas Dinner at the Fisherman's Haunt restaurant. An excellent quiz by John, combined with a good quality meal. The TR Fancy Dress Disco was attended by a small band from our Area and was most enjoyable.

At the January meeting on the second Tuesday of the month, at The Skittlers, we will be having a video evening with some archive motoring films and some more up-to-date videos. The Sunday lunchtime meeting will be at The Fox and Hounds at the eastern end of Wimborne by-pass. That will be on the last Sunday of the month at mid-day. We hope to have a trip to the Jaguar car factory in Coventry in February, so come to the meeting for more details.

Neil Williamson

West Midlands

It's certainly been a Christmas to remember with the Worcester Fancy Dress and our Christmas Party being the highlight.

1986 has been a good year for the Area, with an average of about 40 attending each meeting, but there's still room for more, so don't forget the second Tuesday and the last Sunday of the month. All will be made very welcome.

We now have a new stock of Club Regalia, which will be on sale at meetings and anyone wanting a map or full meeting list please 'phone.

Area events are now being planned with the date of the Fun Day at Bridgnorth being Saturday 13th June. A volunteer is required to organise a Treasure Hunt - anyone interested?

Next meeting - Tuesday 13th January and Sunday lunchtime 25th January.

Tony Spicer

Worcester East

A poor turnout at the last meeting, the worst for a long time, with just the faithful few turning up! I'm hoping it was just the rain that kept everybody away.

The quiz was set by Andy Jones; it was rather technical this time and was won by myself and Simon Bennett.

Ewan McKay

West Yorkshire

Happy New Year to all you out there in Triumph Land.

Another good meeting in December with 28 attending. Nice to see Phil and Ann; it would be good to have some more old members back again.

Many thanks to Phylliss and Peter for co-ordinating the Feely Bags: an amusing time was had by all, especially anyone who saw Roger's answers: No. 1 - single finger bowling ball (gearknob), No. 6 - Zeb-a-Dee (valve spring), No. 10 - tab end (wire connector), No. 14 - a dwarf's saucer (window winder seating). Well done to Andy and Ann our two winners, as you could see by the prizes, this ship is run on a very tight budget.

If I can find out who the new North Yorkshire Area Organiser is, I am hoping to arrange a trip for us over to one of their meetings sometime early this year, where we could possibly show the video I shot at the 1986 North Yorkshire Concours, which could be of some interest.

Well back to the wire wool and thinners! I hope to see you all at the next meeting. Don't forget it's the winter meetings where we most need your support. It's not really cold out there, it just looks it (he lied).

Dave Driver

AREA NEWS REVIEW

STOP PRESS...LATE NEWS...STOP PRESS...LATE NEWS...STOP PRESS

North Midlands

The Christmas Night Out was a great success, with everybody having a good time and plenty to eat. The evening ended with the Area nominating a Treasurer, due to the fact that we all paid £10 for the meal instead of £9.50, so leaving £6.50 which will form the foundation for the Area Fund, controlled, logged and wisely invested by Adrian Crosby, who offered his services and was voted in.

As you read this, Christmas and New Year celebrations will be over and the winter re-builds should be well and truly under way. That is apart from mine due to it being too cold for me to work, so I will have to try getting the Vitesse through the living room window and work on it indoors.

So here's to a 100° summer and a lot of new faces at the next meeting.

Alan Mosedale

North Yorks

Happy New Year! Here is an outline of the events planned for 1987 in the North Yorks Area:

21st February - York Autojumble. If anyone has any parts to sell, bring them to the February meeting and see Steve.

27th & 28th June - N.E.C.P.W.A. Sledmere House Rally.

9th April - Provisional booking Black Museum, Keighley.

4th July - Hull Summer Spectacular.

5th July - Eastern International Air Fair, Kirmington Airport.

6th September - North Yorks 6th Concours (provisional bookings).

The Christmas Dinner went down well. **Advance warning: we have to vacate our meeting premises as from February due to interior decorating at The Hopgrove Inn. It is closing for 7 months. The NEW VENUE is the White Swan Inn, Deighton.** We will confirm the changeover in the next issue of The Courier.

Sally Hurd

Wolverhampton

Another well-attended meeting; a few new faces including two escapes from the Worcester Area and Sue and Gary (MG Area Secretary), who came to test-drive a Vitesse. Russ obliged in TOP 7H. On returning white-faced, Gary proclaimed "Nice colour-scheme", among more technical things. 'Sales' and 'Wanted' brought out a few Vitesse for sale - come on Gary, time to buy a real club car. Paul had earlier diagnosed worn rear bearings on Eric, my 13/60, then gave us a contact for bearings and engine seals (what's his cut?!). After a tense tie-break, Tim from Worcester won the quiz; we'll welcome him back to set the next one.

To all members Nationwide, Russ suggested an alternative to the John O'Groats Run. Ours to be in aid of charity including all cars and the route and date of your choice. Please address your suggestions to: Russ Chadwick, 12a Salop Street, Wolverhampton, West Midlands WV3 ORX - s.a.e. please.

John and Vi are now settled in and their new phone number is Kinver 872767.

Finally, best wishes for '87, especially you lot in Wolverhampton for looking after me with Chris away.

Sarah Whitley

Scotland Tayside

January will see a split in our Area - Scotland Tayside (area 30 previously Scotland East) and Scotland Forth (area 65). Tayside will meet at 12.30pm on 2nd Sunday every month at the Newport Hotel, Newport on Tay (just off the Tay Bridge). I hope this will attract more members from the Tayside area. My thanks to all the recent new faces (and old) who have been turning up, so keep it up. Remember the more the merrier! Hope you all had a Merry Christmas and a good New Year.

Ian Wheeler

INFORM
MEMBERS
BY
SENDING
IN
YOUR
AREA'S
NEWS

TSSC IN CANADA

Owners of Triumph sports cars have organised a new club to serve members throughout the Lower Mainland of Canada. They have become an International area of the British based Triumph Sports Six Club.

It is open to owners of the Spitfire, GT6, Herald, Vitesse, and Bond Equipe models as well as various Triumph based specials.

Membership of the club offers a variety of publications and services.

Extracts taken from the Vancouver Sun

Pictured below from left to right are Zenon Holtz, Pat Pritchard, Pat Jones (area rep) Jim and Cindy Jones, in October 1986 at their very first International TSSC meet.



Two Herald 1200 Convertibles and one Herald Coupé

T YOUR FINGERTIPS

Tackling a Tricky Job?

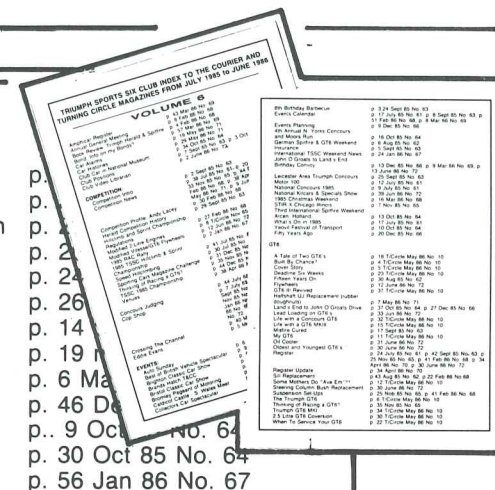
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"HOT HERALD"



"WINTER REBUILD"

Both the above photos were sent in by Vesa Nieminen of Finland but did you know that the top picture is a 1:32 scale Arifix kit!!!

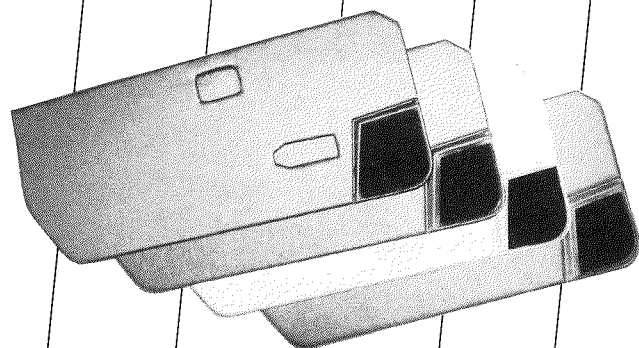


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IMPORTANT NOTICE TO ALL MEMBERS

This year the first ever Triumph Sports Six Circuit Racing Championship will take place.

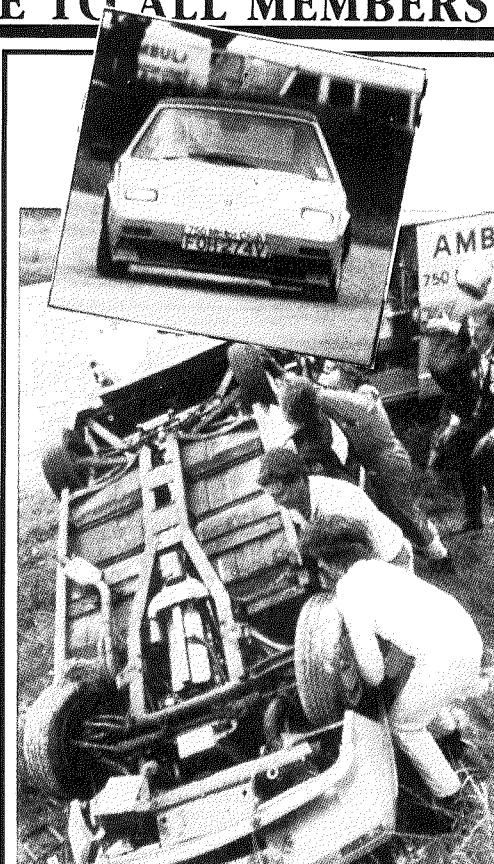
Initially this will be a four race championship, with all the rounds taking place at Lydden Hill Circuit in Kent.

The dates have yet to be confirmed but they will be spread out over the year from April to October.

The entire racing future of the club depends on there being enough entrants to fill the grids - a maximum of 12 cars is required at all of the four rounds to guarantee a totally Triumph Sports Six race, otherwise we will have to join other makes of cars to make up the grids. I am sure that out of the thousands of members we have, we will be able to make up the minimum requirement of 12, maximum 16. So come on all you budding Nigel Mansells, now's the chance to prove who really has got the fastest driver/car combination in the club. Also, not forgetting possible spectators; the spectacle of all those club cars racing together for the first time in a no-holds-barred race, will be a sight not to be missed. As far as the racing goes, the cars will be divided into two classes: four-cylinders and six-cylinders sports and saloons and will be racing together.

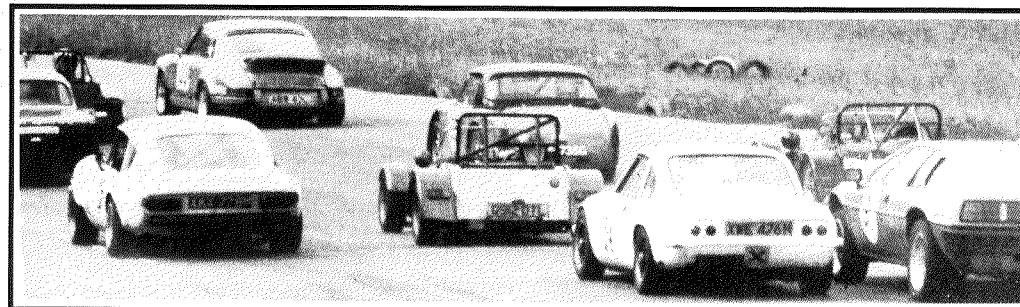
Anyone, man or woman enough who is intending taking part in this history in the making Championship, must notify me, Kevin Ginger, at the following address:

**WISHING WELL HOGMOOR ROAD
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OOPS!

The SCI Road-Going Sports Car Championship, organised by the 750 Motor Club is continuing apace. At Lydden Hill, however, there was something of an upset when Class A leader Mike Whatley overturned his SS1. No-one was hurt, although pride did receive a dent. Current leader as we went to press was last year's Champion, Paul Lucas in his indocently quick Spitfire - I think it's got a Merlin engine



HERALD REGISTER

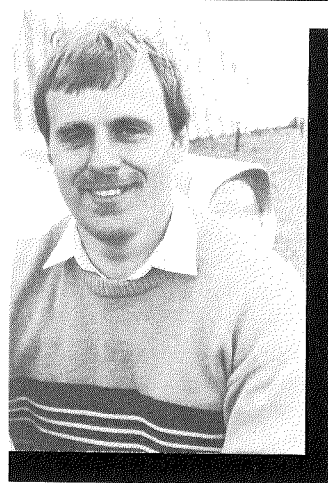
CHRIS LONGHURST

SU AND STROMBERG CARBURETTORS FOR THE HERALD 1200

The Herald 1200 is fitted as standard with fixed jet Solex carburettors, which mount onto the top of the manifold. "Variable" jet carburettors, such as S.U.'s and Strombergs can be fitted to the 1200 engine with modifications to the manifold. The S.U. is an especially useful option because of its wide range of use on UK cars (Mini, Morris, Austin etc.), hence spare parts are easily available and are likely to be for the foreseeable future. By contrast, Solex parts are likely to become scarce over the next 10 years or so.

Adaptors are available, I have records on file of them being available from Asley Down Accessories (Bristol 43560) and Solomon Carburettors (London); I'm not sure if the kits are still readily available. Ray Vinters fitted a Solomons adaptor (the kit included a Stromberg 125CD pancake filter and adaptor) to his 948 (1200 similar). The adaptor effectively filtered the manifold through 70°, leaving the carburettor sitting at 20°. The advantages of the system were increased power/fuel consumption. The choke linkage required modification (a 13/60 choke cable would probably fit directly) and the dashpot filler cap fouled the bonnet. This was corrected by filing the adaptor to change the position of the carburettor.

The alternative to buying an adaptor is to machine the existing manifold and make an adaptor plate to take the S.U. or Stromberg. Figure 1 shows the manifold with the machined inlet for a S.U. and Figure 2 shows the S.U. (front Spitfire 1 1/4" H52) fitted.



I have also heard of 1 1/2" S.U. S54 (jetted ABT) being fitted to a modified manifold with an improvement in performance and economy. It should also be possible to use 1 1/8" S.U. HS13 from a 948 Herald.

Any other details of S.U. or Stromberg conversions would be gratefully received.

FIG. 1
Modified Herald 1200 manifold (the drill is inserted through the original Solex inlet) - photo Rex Hayman

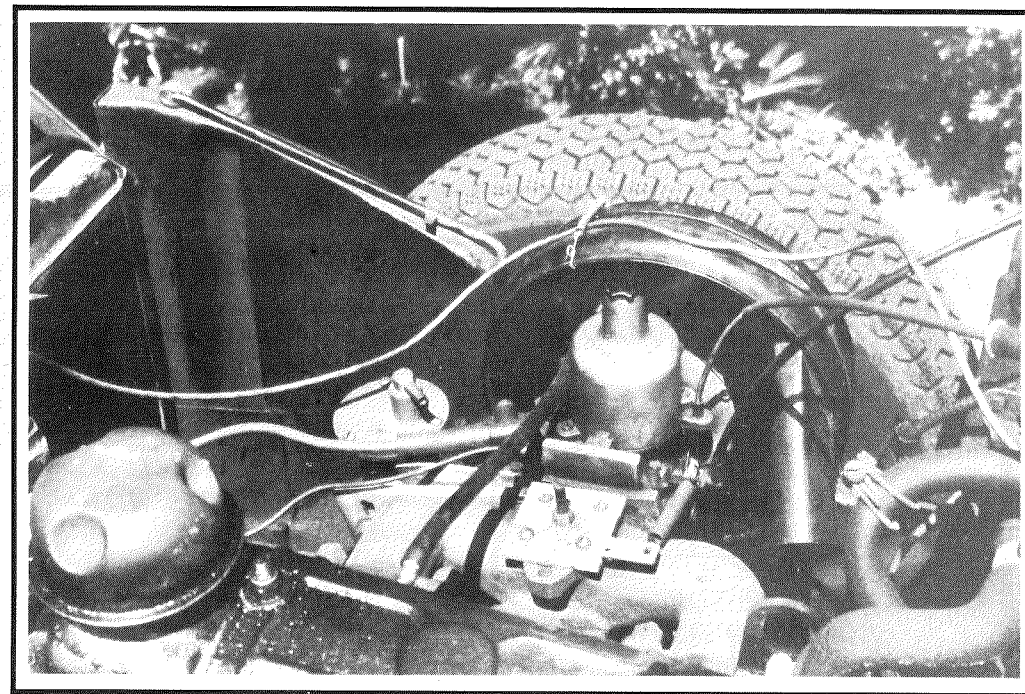
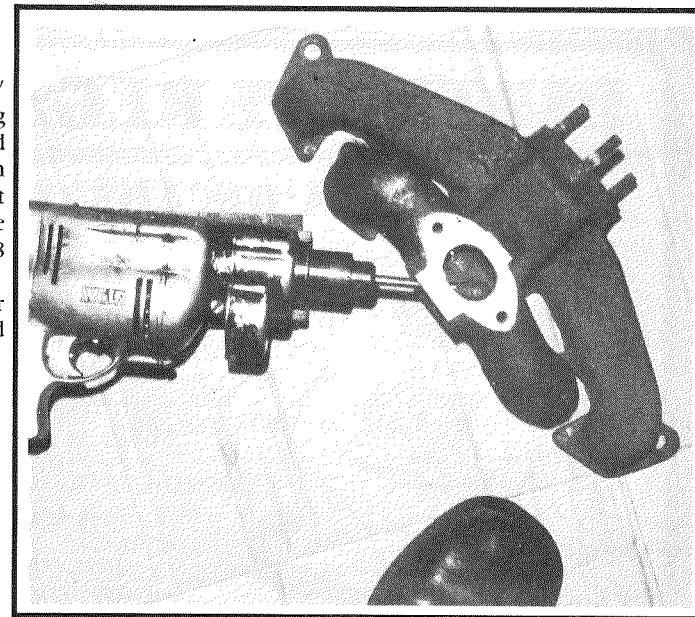


FIG. 2
S.U. carburettor fitted to modified manifold - photo Rex Hayman

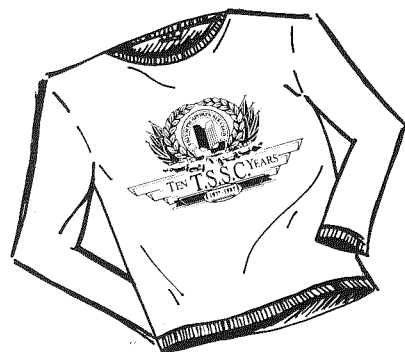
Obviously, not all of you have access to a lathe, but a small local machine shop should be able to do the job fairly cheaply. Perhaps there is *someone* out there wanting to set up a business carrying out this modification!!

The above modification to the manifold was carried out by Rex Hayman (who also kindly supplied the photographs). He had to lengthen the choke cable (brazing); the carb. is fitted with an AN needle (from a Morris Minor). When fitted to the original engine (not rebuilt), no hot/cold starting problems were experienced over 5 years of use. The S.U. set-up has recently been fitted to a rebuilt engine and tends to run a little rich when in traffic. To solve this a heat shield and an extra thick insulating gasket between manifold/carburettor will be fitted.

Rex Hayman's S.U. set-up can be seen by appointment in Esher ('phone 64698); he is also willing to answer questions by 'phone only. If the S.E.M. is held at Chessington in 1987, the Herald will be on show there for interested viewers!

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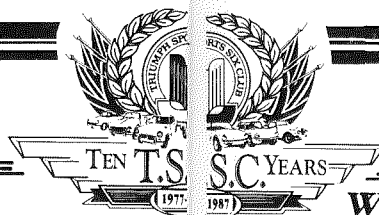
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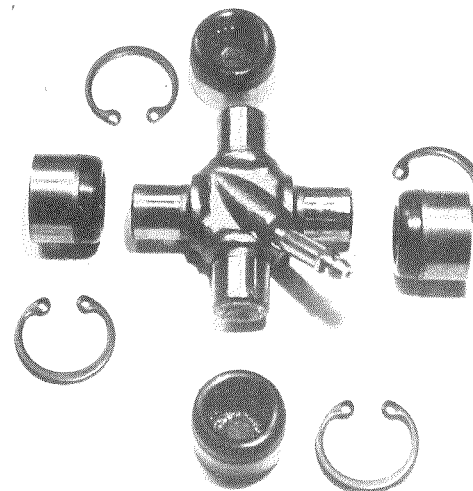
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UJ's

I hear you knocking

Peter Williams - Northampton

There's no getting away from the fact that failure of Universal Joints is a common complaint with 'our cars'. Whether it's a clonk on taking up drive, especially after changing from reverse to forward motion, (or vice versa) or simply some new, irritating vibration coming from transmission, the cause is more than likely due to excessive wear in a Hardy-Spicer Universal Joint. On all of our cars there are four UJ's; one on each of the rear drive shafts and one at each end of the propellor shaft. The UJ's themselves have a very hard life in taking up the relative movements of the engine/gearbox unit and rear drive shafts with respect of the differential and it's little wonder that they need replacement from time to time.

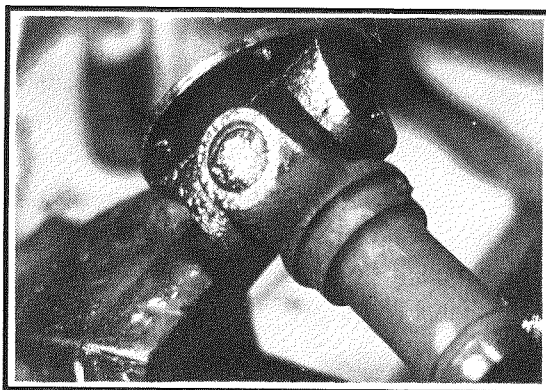
FIG. 1 - (at top of page) Component parts of a UJ: Central Spider, outer bearing cups and circlips. This unit has the optional grease nipple - removed and replaced by a blanking plug prior to fitting unit to the car.

As can be seen from the first shot, the universal joint is quite a simple affair of a central spider for which each trunnion arm is allowed to rotate inside a steel cup containing tightly stacked roller bearings.

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FIG. 2 - Sliding prop. joint with UJ as removed complete from the car.



Each cup has an attached grease seal to retain some degree of lubrication and the whole joint is held in place by circlips as will become clear from the following photos. As you can see, a UJ allows movement about two perpendicular axes (orthogonal don't you mean? - ED), whilst permitting drive via the third. The joint in the figure also has an optional grease nipple which I think is well worth the extra few pence but more of that later.

I first came into contact with the universal joint failure some years ago on my first car, that of a MKII Spitfire (where are you now VRF 501C?). After just a few weeks of ownership, a clonk appeared which was especially evident on taking up forward drive after having just reversed. In those days the TSSC was still in its infancy and I wasn't a member, so with no Register Secretary to contact, I armed myself with my trusty Workshop Manual and set to work.

One way of testing the failure of a UJ is to get underneath the car, thread a large screwdriver through the yokes of the suspect unit and try to lever adjacent arms away from each other. If there is any movement at all, you've found the cause of the trouble (don't confuse this movement with slight play in the differential). If you can do the same thing with your hands without the extra leverage, the unit is probably absolutely shot. In my case the unit on one of the rear drive units was worn and although I hadn't many tools then, I decided to do the job myself. To cut a long story short, out came the drive shaft, out came a couple of circlips (a third snapped in half - I was using homemade circlip pliers of two darts) and then the job came to a final and frustrating halt. I couldn't shift the joint from the yokes at all. In the manual it implied that UJ's came out by gently tapping them with a hammer. Well, they might do in fairy stories (found inside popular car manuals - even in Triumph's own), but they certainly don't in real life; not for me anyway. After putting the drive shaft back on and collecting the car back from the local garage a few days later, my lack of knowledge was even

further rubbed-in by the mechanic remarking, "Who's been having a go at this then?". He wouldn't tell me how he did it so I've learnt and since that time I've never had any real problems.

This time round my MKII Vitesse was showing an irritating vibration above 40 mph, so I wondered whether the rotoflexes were on the way out but, fortunately, I checked the UJ's first and found some wear in the rear joint on the propshaft. This wear is quite common as this particular joint has to take a hammering while re-taking up drive at each gear change. For this job, there's no need to remove the shaft in total as the rear sliding joint can be taken off after simply dropping the exhaust system at the back and undoing the four retaining nyclocs on the diff/prop shaft flange.

The sliding joint and propshaft should be put back together as found, so before unscrewing the grease seal retainer and sliding the unit off, scribe locating marks on both the sliding joint and propshaft.

The first stage proper in replacing UJ's is to remove the four retaining circlips. Sometimes they'll come out easily but usually one or more will stick. A squirt of WD40 or similar and a gentle tap from a screwdriver normally does the trick (see Figures 3 and 4).

FIG. 3 - Soak with penetrating oil locate circlip pliers

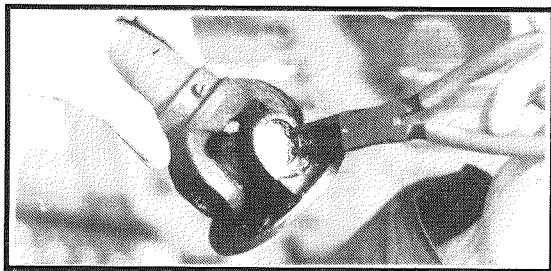
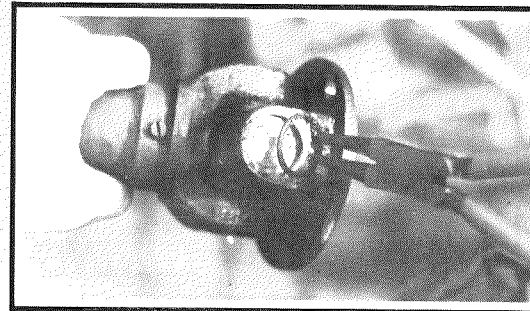


Fig 4 - and remove clips from inner grooves. If stubborn, gently tap free with a screwdriver.



Once out, the best way to remove the bearing caps is to squeeze them out in a large vice with the aid of large and a small socket (you may be able to remove them with a large hammer as per the manual but I've never been able to). The large socket should be wide enough for the cup to pass through it but still seat comfortably on the yoke, whereas the smaller one needs a diameter just less than that of the cup so that it can push right through the yoke as shown in Figure 5.

FIG. 5 - Select suitable sockets or other drifts prior to

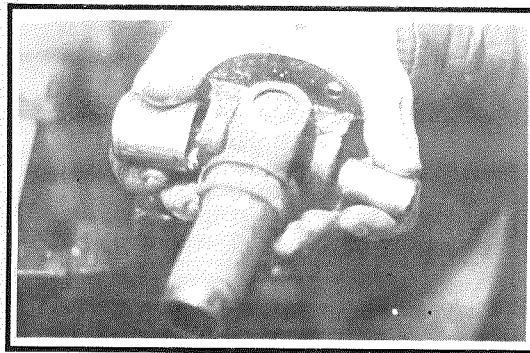


FIG. 6 locating in vice

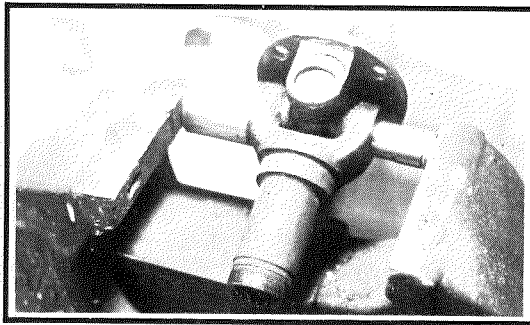
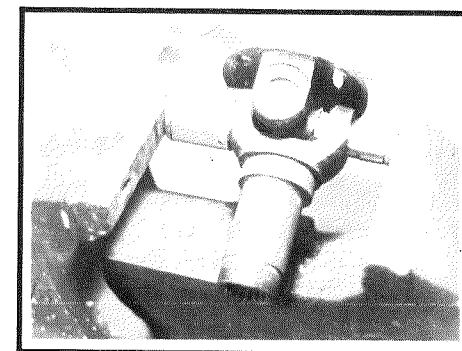


FIG. 7 and forcing one cup into the yoke and the other out the other side.



In operation the set-up is very simple as shown in the following photos. The idea is to push the spider through the yoke just far enough to get a good grip on the bearing cup and pull it off. In the past, I've used a pair of curved jaw mole grips for this but one of the best ways we've recently discovered is to use a nut splitter. Bearing caps are very hard and sometimes just don't want to shift and grips often end up with damaged teeth and just don't grip properly. If you use a splitter and the tightening sequence shown in (Figs. 8 and 9), you really do end up with a very useful and successful technique.

FIG. 8 - Prepare to fix nut splitter 'wrench' in place.

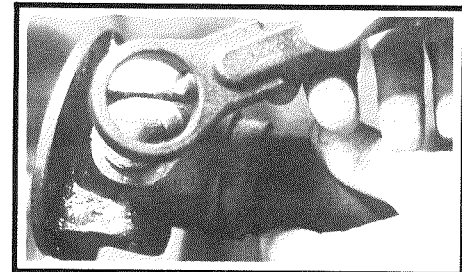
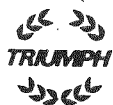


FIG. 9 - Hold UJ and splitter squarely in the vice and tighten up.



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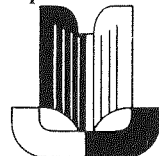
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Due to its bulky design, you may not always be able to fix the splitter in place properly, but when you can, it's certainly the best method I've come across. I think the TSSC technical department should patent the idea!

Once off, the old bearings can be seen. Probably these will be worn and rusty and the inner cup face will be rough. Often if the joints are really worn, usually due to lack of lubrication, you won't find any bearings at all - just dust! For the next stage you will need to drive the opposite bearing back through the yoke and remove its cup. Do this in the same way as before but make sure that the spider is centralised so that it pushes straight the way back through. Often on the first pass, you may have pushed the cup totally into the inside of the yoke (though the margin is small) and if the joint is not re-centralised, you might squeeze the bearing cap back in off-line, causing the inside of the yoke face to burr leading it to jam up and maybe ruining it. Two ways to reset the line are either to tap the old trunnion end face back through the yoke while holding the other face against a good, flat surface (as shown in the next photos).

FIG. 10 - Splitter solidly fixed and ready for use.

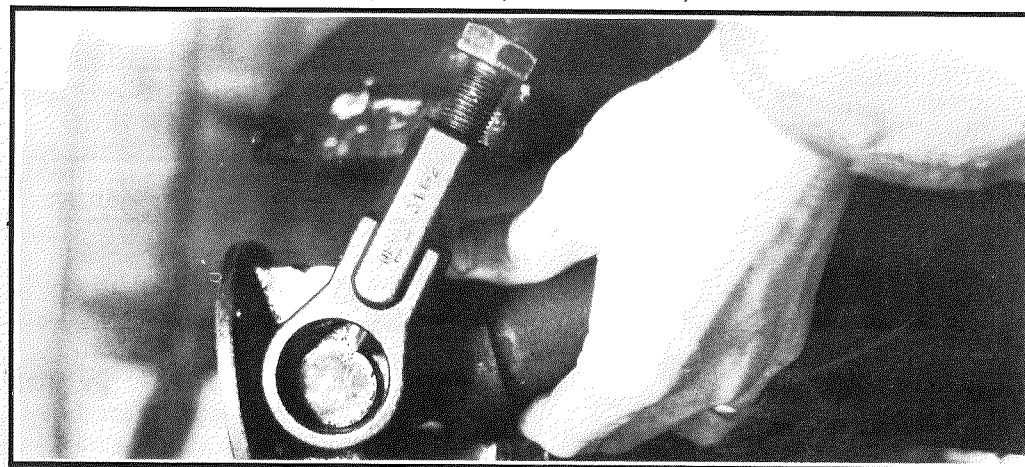


FIG. 11 - Twist splitter around and remove the old cap. Note bearings. In a really worn unit you might only find rusty dust!





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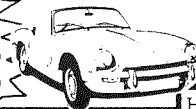
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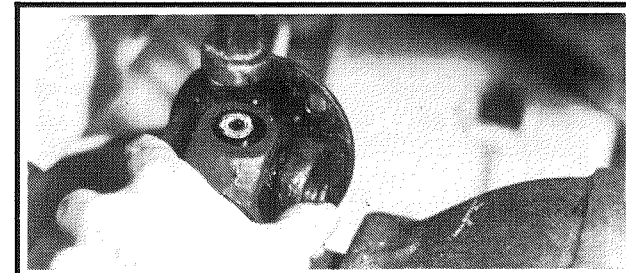
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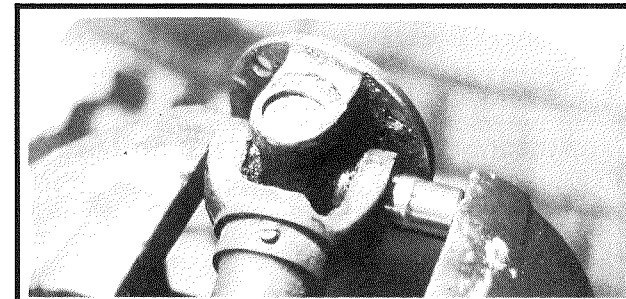
Or again, 'as shown in Fig. 12, squeeze it back through. I've found both ways quite successful.

FIG. 12 - If necessary, re-centralise the spider by squarely tapping back in with a flat surfaced hammer - position the opposite yoke face against a flat surface.



In the latter case use the largest socket that will just fit through the yoke.

FIG. 13 - Alternatively, use a close fitting socket and the vice.



In each case don't use excessive force as this usually means things are jamming up. If it sticks, just push the unit back inside again and start afresh. Once the cap is through remove it as per the previous one. As you can see from the next shot (Fig. 14), another technique for taking the cap off is simply to use the vice.

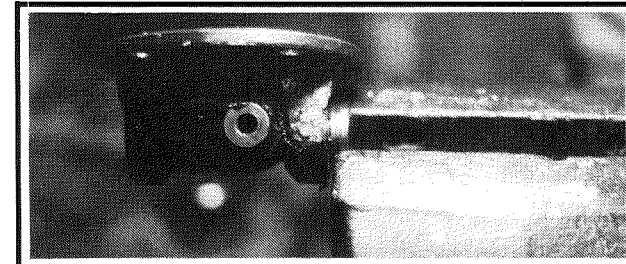


FIG. 14 - The cap can then be removed with pliers, grips or in this case, using the vice again. Note space for 'storing' grease in end of trunnion.

At this stage it helps to remove the old grease seals (or at least one - Fig. 15), after which the UJ may be removed from one half of the yoke (Fig. 16). Removal of the other two bearing caps follows that of the previous two.

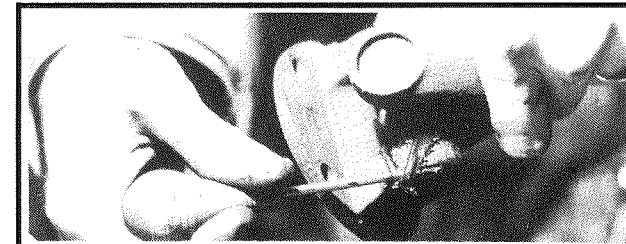
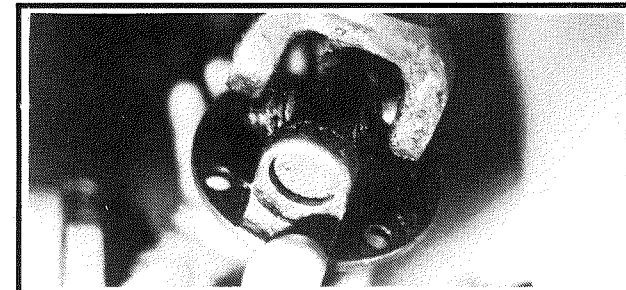


FIG. 15 - It may help removal of the spider by removing one of the old grease seals. Stretch it out and clip it off.

FIG. 16 - Finally, remove UJ from one half of yoke.



Reassembly is pretty straightforward and shouldn't prove to be any difficulty. First make sure everything is clean and that the

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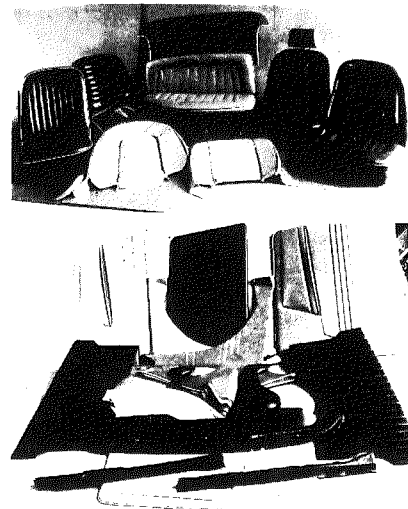
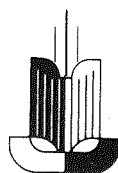
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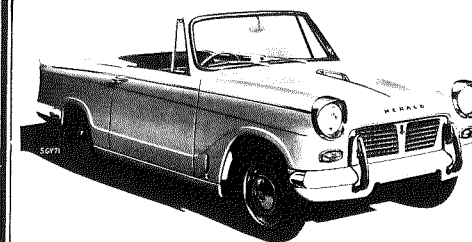
roller bearings are well located in their respective cups. If you're using non-regreasable joints, add a little LM or similar grease to each bearing cup but don't overdo it. It's very easy to add too much and this risks pushing the grease seals out during reassembly. If left, this might then allow road grip into the joint and would probably cause premature failure. Joints with grease nipples are a much better bet as they're greased up after assembly. If you can't get them at your local shop, try *John Kipping* as he certainly stocks them; part number (Quinton-Hazell) QL-102. Just remember when fitting these that the grease nipple, which is removed after greasing the joint, should face away from the differential. One thing that's not supplied is a blanking plug. This seems to be a very strange omission. Presumably the makers assume that the old UJ already has one; perhaps I'll write to them and find out.

Locate the first cap complete with bearings and seal inside the yoke face and gently squeeze it squarely in. Wriggle the spider into position as shown in Figure 17 and add the second cup. Carefully locate this also.

FIG. 17 - One cup located and spider roughly in place prior to offering up the opposite cup complete with seal and bearings. Note position of grease passage casting facing away from differential flange.

The two can then be easily pushed towards one another in the vice until each outer face is flush with the outer edges of the yoke. Don't worry if this operation is a little stiff as the friction from the oil seals creates quite a drag which is suddenly released (sometimes with a bang from the vice) as they emerge into the inside of the yoke. Try and keep the spider as central as possible to help prevent any danger of a bearing falling down and into the bottom of the cup. Next and as shown in Figure 18, push one side further into the yoke far enough to allow the location of the first circlip. Turn the unit over and repeat the operation for the opposite side.

FIG. 18 - After pushing both cups in place flush with outer edges of yoke, use socket and push one cup further in to allow fitting of new circlip. Repeat for the other side and then for the remaining two trunnions.

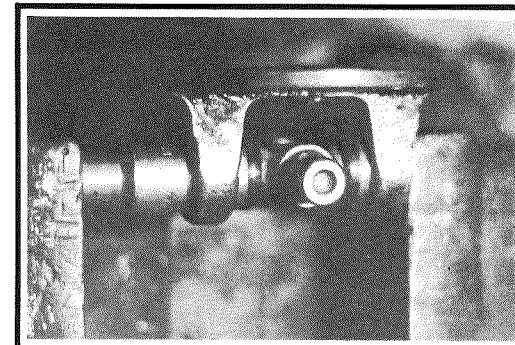
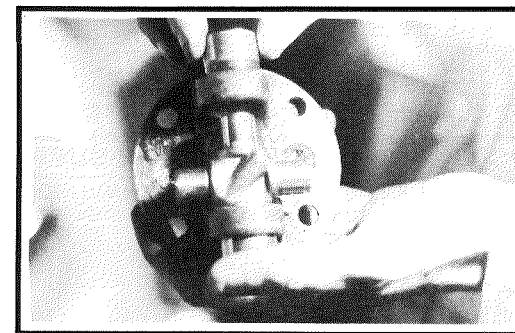


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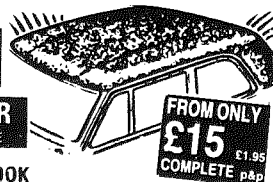
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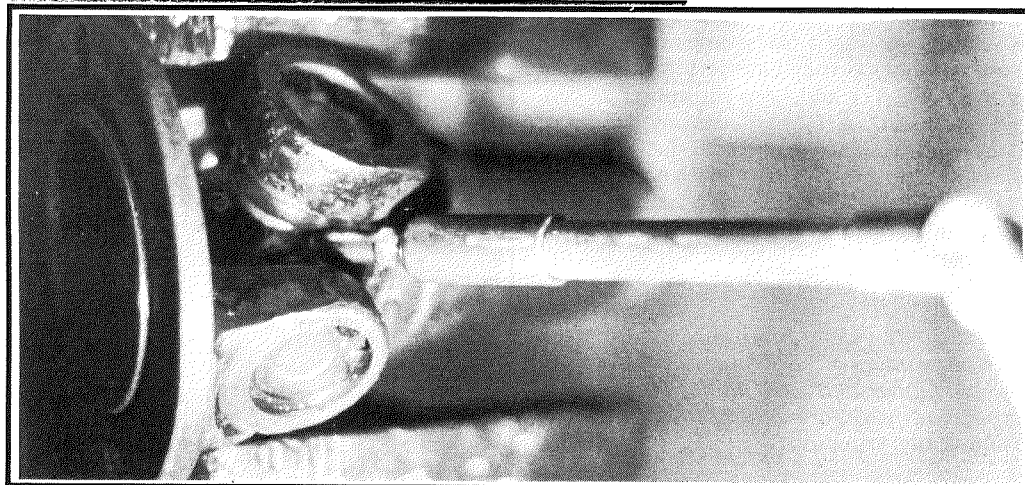
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FIG. 19 - When fitted apply LM or other suitable grease but not too much. Afterwards remove nipple and replace blanking plug.

Finally, remove the grease nipple and screw in a blanking plug grub screw. I've never tried it but if you haven't got one, presumably you can make one from a suitable sawn-down bolt with a filed or sawn-out screwdriver slot.



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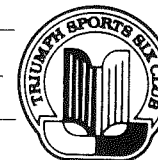
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Advertisements MUST be WRITTEN, not 'phoned, and MUST reach me by the 15th of each month to appear in the following month's issue.

BILL SUNDERLAND — EDITOR 19 Prince Rupert Avenue,
Desborough, Northants NN14 2PH.

CLASSIFIED

13/60 Herald convertible: G reg, red, new hood and carpets, tax Apr., MOT May. Good cond. and garage maintained. Club valued and insured. £1,250. Contact: Jessica, tel: Surrey (0883) 843298 eves - 86/11085.

Herald 1200: beautiful engine (reconditioned plus twin carbs and through-bore exhaust). Mechanicals all good. 1966. Wedgewood Blue MOT August 1987. £300. Contact: Steve, tel: Bristol (0272) 554131 - non-member.

GT6 MKII absolutely original and complete: to genuine re-build enthusiast. Rolling and running. Also four wheels 5½J all over chromed, excellent cond. with 175/13 tyres. £300 lot. Full details, contact: MacIver, tel: Glos (0600) 2481 9-5pm Mon-Fri - 84/7496.

GT6 MKII 1969: T&T, £1,000. This good looking car has recently been repainted white. Always been mechanically reliable. For sale to finance my travels in the New Year. Do come and buy. Contact: Edmund, tel: Kent (0474) 874 555 eves - non-member.

1963 Herald convertible 12/50: with tonneau, 65,500 miles. 552 YMB. Current MOT. Mechanically sound. Suit enthusiast. £350. Contact: Alan, tel: Manchester (061) 224 5578 - non-member.

GT6 MKII: requires assembly and some spraying to complete. Two engines, will break if enough interest. All major parts there: doors, body, bonnet, chassis, diff, plus loads more. Cannot afford to finish. Please contact: P Brilliant, tel: Potters Bar (0707) 59202 - non-member.

1966 Triumph Herald: failed MOT on driveshaft and trunion. Young, recon. engine, dist, dynamo, starter, battery, front tyres. Bodywork v. fair. £120. Contact: Milburn, tel: Letchworth 685451 - non-member.

Vitesse 2L saloon 1968: 114,000 miles, red, tax, MOT, recon gearbox, chassis good, body sound but needs respray. Recently o/hailed suspension and head, clutch replaced 1985. £550. Leave message for Ken, tel: (N. London) 099 289 2671 - 82/4030.

Triumph Herald 1200 Saloon: white, first reg. 1.11.68. 63,000 miles, only 2 owners from new. Reluctant sale (nowhere to carry out restoration). £300 o.n.o. incl. rear valences, wheel trims etc. Contact: Jon Barton, tel: Hull (0482) 504332 - non-member.

Spit 4 2000: Tax 12/86, MOT 5/87, O/D, Kenlowe, pancakes, Largard, 2-roll bar, b/servo, rollover bar, f.g bonnet, Corbeaus, respray, 5½ alloys, A'meter, oilwater press/temp, clock, int. wipe, map light, air horns, boot rack, S/H tops, elec. wash, grabar, 2-silnec, spar axl. Unemployed, anyofa, musgo. Insurance £100/190. Contact: Coutts, tel: W Sussex (024369) 4842 - non-member.

GT6 MKIII, 1974: repair or spares, engine 2.5L, tinted glass, mechanically good, sun roof, always been reliable friend, lots of potential, original interior, spares. £500. Contact: Hemmings, tel: Anglesey (0407) 740523 - non-member.

Vitesse MKII 1969 saloon: Damson, non-runner, recently recon diff., complete engine rebuild 2,000 miles ago. Requires new thrust bearing. £125. Contact: Nigel, tel: Paignton (0803) 553127 - 82/04311.

GT6 MKIII: red, MOT June 87. Recent steering, battery, disks, trunions. Brakes o/hailed, rotiflexes, body reasonable for age. Attention to diff needed. 2 owners from new. Drives well. Offers? Contact: K Pericleous, tel: NW2 (01) 452 1684 - 84/9533.

Spartan 2 + 2: red, 2L, Vitesse based. New MOT, recent respray. Excellent cond. Full weather equipment incl. new tonneau. Smart and reliable sports car. £1,000 for quick sale. Contact: Pickering, tel: N Yorks (0751) 72850 office hours - 85/12599.

GT6 MKII 1968: 62,000 miles, excellent cond (A1/A2), red, alloy wheels, photo available. Taxed 6 months, MOT 12 months. £1,500 o.n.o. Contact: Stuart, tel: Ashby (0530) 72502 eves - 86/14161.

Herald 12/50 1964: engine overhauled, new tyres, used daily. £300 o.n.o. Contact: Beevers, tel: Amptihill (0525) 712477 - non-member.

Last of the MKIII's: Spitfire, J reg., MOT, h/top, s/top, good cond., hundreds of spares. £650 the lot. Also bonnet for sale, offers around £90. Contact: Hardwick, tel: Enfield (01) 805 2428 - non-member.

Spitfire 1500, R reg: 5,000 miles since complete rebuild. Too much work done to list. Hard and soft tops fitted, alarm system. Must be seen at £1,500. May part exchange VW Beetle. Contact: Huntley, tel: Nottingham 637584 - 86/15463.

GT6 MKII 1968: Royal Blue with black trim, sunroof, engine and gearbox rebuilt 5,000 miles ago. Interior superb, stored

winter months. Superb example of this more sought after marque. Best offer around £2,000. Contact: Greg, tel: Horsham, Sussex 40069 - 83/5289.

Triumph GT6 MKIII 1971: body superb, mech. sound, interior v.g. 10 months MOT. Much money spent. £1,500 o.n.o. Contact: Hobson, tel: Heald Green (061 998) 4498 between 6 - 9 pm - 86/13493.

Herald 1200 convertible, 1967: dismantled for rebuild. Chassis rebuilt and Hammerite finished. Bodywork part complete, rear spring reset, towbar, set of rustproof brake pipes, 13/60 engine, plus some extra parts. £170 o.n.o. Contact: Young, tel: Wimborne (0202) 885744 - 83/5597.

Triumph Spitfire 1500, 1979: V reg., Carmine Red with beige hood and trim. V.g.c. Hardtop, tonneau and hood bag. V.g. tyres and exhaust. £1,825. Contact: Horrocks, tel: Blackburn (0254) 812398 - 85/11129.

For sale 'G' reg. 2L Vitesse: accident damage to roof and bonnet but rest OK. Mechanics v.g. as base for restoration. Offers? Contact: Hughes, tel: Wokingham (0734) 781381 and arrange for a viewing - non-member.

Spitfire MKIV 1973 1300cc: taxed, MOT, H/S tops, radio, new carpets and other parts. Excellent cond., reliable. £800 o.n.o. Contact: Fernandez, tel: Herts (01) 207 1047 - non-member.

Triumph Vitesse MKII conv. with O/D: first reg. 4.5.71, commission no. HC58083 CVO, 4th newest known. Interesting history and practically one owner but not used since 1978. Mileage 69,000. Car is complete, original and running but needs restoration. Damson with tan trim. Too good to break so £450. Also late '68 1200 Herald convertible: running but rough. £200. MOT expired mid-December. Further details, tel: Kington, Warwick (0926) 64089 - 81/2929.

GT6 MKIII, 1973: French Blue, Wolftrace wheels, MOT, 75,000 miles. Good condition. £1,000 o.n.o. Contact: Streve, tel: (01) 381 7384 office hours - 83/4177.

Vitesse 6 saloon, 1962: deserving vintage preservation. 50,000 miles over last 13 years. Continuous replacement dripped plus. Extras. £450. Contact: Anthony, tel: Newbury (0635) 41310 - 84/9077.

GT6 MKIII: good cond, sunroof, many new parts. Reliable. 6 months tax and MOT. £1,200. Contact: Ian, tel: Loughborough (0509) 261992 - 86/15821.

Spitfire MKIV 1300 O/D: tonneau and hood covers. 12 months MOT, must be seen to be appreciated. £695. Contact: Paul, tel: Yeovil (0935) 29534 - non-member.

Spitfire 1500, 1977: British Racing Green, new soft and hard tops, O/D, service history, MOT, Tax, tonneau. Good cond. and v. reliable. New MG(!) forces sale. £1,300 o.n.o. Contact: Paul, tel: Walton-on-Thames 244 737 - 86/15031.

Herald 1200, 1966: Royal Blue, 85,000 miles. Good chassis. Reliable engine. Body average. MOT end May '87. £150. Contact: Nigel Gibbs, tel: Surrey (0932) 762778 day or Byfleet (09323) 42075 home - 86/14566.

Bond Equipe 1965 1150cc: pale blue, suitable for renovation or spares. Can be viewed by appointment near Canterbury. Contact: Harris, tel: SW13 (01) 876 8623 - non-member.

Vitesse convertible 2L, 1971: O/D, white/tan, taxed Mar '86, MOT Aug '86. Carefully maintained. £1,850. Contact: Mr Addison, tel: Worthing (0903) 48961 - non-member. 1962 Herald Courier Van: 472 XVT. One owner. Serviced every 3,000 miles. 10 months MOT, taxed Mar '86. Recorded 55,200 miles. £500. Contact: Hilditch, tel: SOT (0782) 319903 - 86/16212.

Herald 13/60 convertible 1971: 61,000 miles, white, 11 months MOT. Restored A1 condition. New hood, new wheels, tyres, tonneau cover. £1,500. Contact: Loader, tel: Pershore, Worcs 555372 - 84/8298.

GT6 MKIII 1972: Saffron, excellent bodywork and mechanics, sunroof, 5J wheels, new battery, alternator, suspension o/haul. Years MOT, taxed. £1,050 o.n.o. Contact: Jeff Herbert, tel: (01) 478 7242 day - 82/4754.

GT6 MKII: Signal Red, H reg, excellent cond. Full history, new clutch, battery, exhaust. Many spares. 12 months MOT, 5 months Tax. £1,650. Contact: Stephen Trott, tel: Worthing (0903) 753255 - non-member.

Triumph Herald conv. 13/60: H reg. Needs restoring, welding required to chassis, outriggers etc. New sills, carpets, back end, clean interior, good doors. Mechanically sound. Offers around £200. Contact: Paul, tel: Mans (0623) 797420 - N/A.

GT6 Classic Car: tax, MOT, M reg., red, original, excellent cond., must be seen. Fitted with sunroof, wide wheels and 2.5 engine. High performance car for the enthusiast owner. £1,895 o.n.o. Contact: Halliwell, tel: Bristol (0454) 613130 - non-member.

Triumph GT6 MKIII 1972: yellow, sunroof. MOT June, taxed. 23,000 miles since recon. engine. Going abroad, first reasonable offer secures. Contact: Dr Elphinstone, tel: Dundee (0382) 68519 eves - non-member.

Spitfire MKIII 1969: excellent chassis. Body reasonable except for sills and one rear wing. Tatty steel hardtop. Good diff and g/box (not O/D). Engine runs but needs attention. Offers around £250. Contact: Richard, tel: Munderfield, Worcs (08853) 346 - 86/13406.

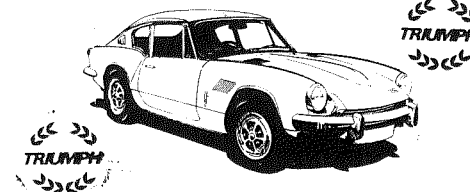
Vitesse MKII 1968: blue, sunshine roof, interior original, mileage 102,050. Runs superb. Body well maintained. Car in everyday use. 18 years owner now a senior citizen. £800. Contact: Brook, tel: Dartford (0322) 74983 - 85/12886.

1970 1200cc Herald saloon: good cond., genuine 54,000 miles. Taxed and tested. 2 lady owners. Chassis completely refurbished. New exhaust, brakes and pipes, engine de-cooked. Good body and tyres. £350. Contact: Baker, tel: Sheffield 695513.

Spitfire MKIV 1973: 52,000 miles, tax March '87. Alarm. All round solid cond. £750 o.n.o. Contact: Mike, tel: (01) 854 0044 eves or (01) 403 6777 ext 299 days. Job abroad forces sale -

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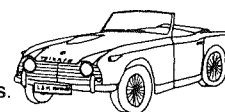
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this will be of special interest to you:- new, original equipment seat kits 1500cc hounds tooth (cloth/vinyl) in black or mink only £58 + vat per pair: headrests £7 + vat each. But why stop there if your interior needs tidying up? We can supply Spitfire consols at £20 + vat or complete carpet kits from only £39 + vat.

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Need to get your Spitfire back on the road following a nasty incident but you can't afford a new steel bonnet? Then we can help you out with a good secondhand example and we also manufacture one of the best GRP bonnets in the country priced at just £125 + vat. Don't forget that any other parts in that area can be quickly supplied by us, mail order or collection.



1987 sees further expansion of our Spitfire/GT6 Division at the centre. For the price of a stamp or a telephone call you can be added to our extensive mailing list and receive free information about Special Offers, Product Development and Lists of Damaged Vehicles for spares or rebuilding.

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Don't abandon your small chassis Triumph just because the bodysell is not worth restoring. We have the

very best selection of undamaged, secondhand shells and even a few part rebuilt tubs, for example Spitfire MKIII, Spitfire MKIV and GT6 MKIII. If you prefer to work on your own shell come and see our steel pressed floors for Spitfires; sills; door skins and doors; bonnets; tailgates; boot lids etc. We are one of the few official British Leyland Heritage approved manufacturers and suppliers of Triumph sportscar replacement parts.

Let's hope that you read this in time, safety in open sports cars is usually only considered by your nearest and dearest, so why not put everyone's mind at rest and fit a roll over bar? We can supply a standard bar for £48 + vat but if that looks a bit "boy racer" for you, go for the padded version at £68 + vat - you can still fold the hood back and yes, it does go under the works

hardtop.

Gearbox overhaul and in fact any transmission worries can be quickly and cost effectively solved by us here at the Centre, why not call us today, for example any gearbox only £115 + vat.

You may have heard from other Spitfire/GT6/Herald/Vitesse and Kit Car owners of the size and scope of our warehousing and manufacturing divisions but why not call and see for yourself, visitors are most welcome. Meanwhile our fast and efficient Mail Order Service is only a phone call away - Redditch 20605 is the only part number you need to remember!

And finally, have your considered purchasing a brand new Spitfire chassis? Buy one now - it may offer a better return than Sid's investments ...



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PARTS MART

Set of black seats for Herald or Vitesse, £40. Contact: Teague, tel: Godlaming (04868) 5609 or Cheltenham (0242) 521311 ext 2146 - 85/12769.

MKII Vitesse engine complete, £50. 1500 engine parts also brake parts and instruments for Vit and Spit. Contact: Knight, tel: Ruthin 4217 - 82/4587.

New D-type O/D £75. Pair GT6 MKIII (late) door trims, black, new, £55. Breaking Vit MKII saloon: new O/D prop. Breaking GT6 MKII and MKIII: all parts available inc. good 3.27 diff. Sundym, cloth seats, servo, Kenlowe, rotoflex, doors, bonnet in v.g.c., tufted r/shafts £27. New GT6 tufted crank, blue printed. Oil pumps all models £40 set. New 6-cyl con rods, still boxed £80. Contact: Steve, tel: (01) 801 4577, or Colin, tel: (01) 808 8007 - 82/3806.

GT6 MKIII spares: many parts still available. 6-branch exhaust (MKI eng &). Also wanted adjustable radius arms (rear) for MKII GT6. Contact: Andrew, tel: Milbourne Port (0963) 251189 - 81/2892.

Spitfire MKII/III spares: good chassis, gearboxes, doors, props, bootlids, bonnet, fuel tanks, steering rack, seat, rims, steering wheels. Many other parts, all going cheap. Contact: Beedell, tel: Henley (0491) 579090 or 571939 - 86/14098.

Cars Breaking: Spitfire 4 MKII, 3 Spitfire MKIV, 1 Spitfire 1500, 1 Vitesse MKI, 1 Vitesse MKI O/D, 1 Herald 13/60, 1 Herald 13/60 convertible, 1 Spitfire MKIV O/D. Contact: Martyn, tel: Nr. York (07596) 396 - N/A.

Breaking GT6 MKII not crashed: all parts available. PX bits for decambered spring for GT6 MKI or extractor manifold

for MKII. Contact: David, tel: High Wycombe 27949 and keep trying as I'm often out - 85/12445.

Radiators, Radiators - Winter Special. All Herald models, £35 exchange, all Spitfire £39 EX, GT6 and vit £49 EX. Remember all prices include VAT, carriage extra, personal callers welcome. Fitting Service. Contact: Bates, St. Ives (Cambridge) Radiators, tel: (0480) 301671 - 86/15898.

GT6 MKII bonnet: good cond. apart from near side wing. Fitted with f/glass wing, £100 o.n.o. c/w lights. Contact: David, tel: Leicester 772334 - non-member.

Spitfire IV bonnet: new panels welded in, no filler, £60. Gearbox, £20. Windscreens £10. Contact: Brian, tel: Slough (0753) 22000 - 86/14301.

For sale as space required to erect double garage: Spitfire III hardtop (will fit MKII and I), chassis, rad., n/s door, p/tank, front and rear suspension, GT6 I/II n/s door, p/tank. Vitesse MKII chassis, requires some outriggers. Also breaking complete Herald including g/box, diff, excellent red interior complete, many assorted items for above cars. Contact: Jonty Wild, tel: (0462) 56315 - 79/852.

Breaking Spitfires, GT6's, Vitesse, Herald and Domomites: all parts removed. Postal service arranged. Triumphs and spares purchased. Contact: Terry, tel: Chelmsford 57739 or 71883 - 86/13828.

GT6 MKIII, Spitfire MKIV breaking for spares: all parts, ring now. Also cars wanted: running, non running, crash damaged, non/standard, even parts etc. Contact: Jason, tel: Kettering, Northants

(0536) 726842 - 83/6564.

Spitfire IV spares: bootlids, £15; instruments, £2 ea; diffs, £20; engines, can be heard, £50; gearboxes, £15; all trim items, windscreens £5, door panels £3, hood frames £20, new softops and tonneaus £50. Postal service available. Contact: James, tel: Argyll (041 959) 8510 - 85/11922.

Set 5 wires/adaptors £99. 3.89 axle £35. Spit door £13. 1500 swing spring r/susp. £57. Pair Strombers - late £27. GT6/2 shoes £9. Herald h/sticks £19. Misc. spares £5. Offers. Contact: Coutts, a tel: Bognor (024369) 4842 - non-member. **Spitfire MKIV spares:** most parts available inc. 5 1300 engines £50 each. All good. Contact: Paul, Aldridge Sports Car, tel: Aldridge 56416 or (home) Brownhills 373364 before 7pm please - 86/5822.

GT6 MKI & II exhaust manifolds, tailgate glass only, proppashat. Also GT6 MKIII Rotoflex complete rear axle minus diff, £140. Mint rear bumper, door liners, leaf spring. Also breaking Spitfire MKIV: mint reclining seats with new headrests, £70 (pair). Post available. Contact: Mike, tel: Plymouth (0752) 268130 eves - 85/1933.

GT6 MKIII chassis: perfect, £65. Doors, complete, ££75 pair. New filler cap, £10. Windscreens, £10. Heated tailgate glass, £7.50, 3.27 diff, £35. Spitfire IV bootlid, fueltank, body, recent sills £95, 5 wire wheels, spinners, hubs, £50. New GT6 badges. Contact: E McKay, tel: nr. Evesham (0789) 772480 - 81/3004.

Herald parts for sale and a few Spitfire bits. Also MKIV Spit wanted: damaged, rusty or just worn out. Contact: Chris, tel: Essex (01) 504 6015 - 86/14248.

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Auxiliary Lights £2.40	A Post Lower Handled £4.35	Spitfire MkIII 62-74 £4.30	rocker shaft, big ends, mains reground	1500 70-74 (Stomper) £33.35
Super Oscar £20.80	Door Skin Mk1 2.3 (Handed) £16.50	Spitfire MkIV 62-74 £4.30	crank, oil pump timing chain, choice of	GT6 MkII 66-73 £45.00
Oscar Plus £20.80	St Closing Plate £2.10	GT6 MkII 72-74 £4.29	Robert block and special reworked head,	Rear Secaucor Delivery £24.00
Type 35 Red Stainless £16.90	Inner Sil Reinforcement £3.25	GT6 MkIII 72-74 £4.29	gas flow & fitted with new guides &	
Type 45 Round Stainless £19.18	Rear 1/4 Panel Repair (Rear of Sill) £4.42	BRAKE DISCS Each	Springs. Ready to fit	WIPER MOTORS
	Rear 1/4 Panel Below Bumper (Rear Wing) £4.87	Spitfire All Models £10.66	Finch Charge POA	Spitfire 63-70 £12.00
Holagen Conversion Units	Stainless Steel Overrill £10.50	GT6 MkIII 66-71 £10.66		GT6 71-74 £12.00
Choke 1180 with Bulbs £28.53	Stainless Steel Finishing Strip £3.60	Add Securicor Delivery £14.40		Exchange Deposit £24.00
Quadratics with Bulbs PR £10.00	Stainless Steel Threshold Plate £4.42			MISCELLANEOUS PARTS
Relay £2.08	Add Securicor Delivery on All Panels	BRAKE CABLES		Finngage £7.99
		Spitfire Mk1 62-74 £1.40		3/16 Naxos £7.75
Bulbs - Halogen 12 volt	ENGINE COMPONENTS	MkII 1500 74-80 £1.40		2 1/4 LTR Hamonite £19.94
H1 100 Watt £2.56	Timing Chains £4.15	GT6 66-73 £1.40		All Colours £1.98
H2 100 Watt £2.56	GT6 and Spitfire All Models	GT6 66-73 £1.40		Secaucor Delivery £2.30
H3 100 Watt £2.56	GASKETS	GT6 66-73 £1.40		Fire Extinguishers
H4 100/55 Man/Dip £4.13	Headset £12.09	SUSPENSION		Top Quality 2.5kg BCF Suitable for car or
H4 100/80 Man/Dip £3.80	MkII £13.25	Spitfire and GT6 Turnion Bush Kit		garage, complete with mounting bracket
Oil Cooler Equipment	GT6 66-68 £15.39	Complete Axle Set £23.81		and contents gauge £29.79
13 Row PR £19.54	MkIII £17.84	Spitfire 62-80 Wheel Bearing Front		Locking Patent Caps £3.37
Other sizes available £22.99	GT6 66-73 £12.04	Rear Inner £7.31		Spitfire 63-70 £3.31
		GT6 66-74 Wheel Bearing		Spitfire Harnesses
Installation Hose Kits	COMPLETE CLUTCH	Front £7.50		1/4 3 point £13.67
GT6 £19.60	Spitfire 1500 £12.09	Inner and Outer £8.55		2 Standard £13.67
GT6 £19.60	MkII £13.25	66-68 Rear Outer £6.51		Moto Mile Steering Wheels
Stainless Steel Hose Kits Add 50% £26.40	GT6 66-68 £15.39	Inner and Outer £8.55		MkII 24 inch £11.94
Extensive range of oil control equipment	MkIII £17.84	GT6 66-74 Upper Ball Joints		Mk4 Leather Rim Dishrod or rail £12.02
stocked, enquiries welcome.	GT6 66-73 £12.04	A Pair £12.61		Standard £11.94
ENGINE COMPONENTS	COMPLETE CLUTCH	GT6 Spitfire Track Rod Ends		COLDING
Camshaft - Exchange £23.00	Plate, Cover, Bearing £44.11	A Pair £7.95		(State Year and Model)
Piper H/R20 4CYL £28.00	Spitfire 1500 74-80 7/4 £35.50	GT6 Spitfire All Models £23.00		Chrome Pancake Air Filters
Piper H/R25 4CYL £28.00	Spitfire 1500 74-80 7/4 £35.50	Prop. UJ £4.27		2 1/2" V £1.87
Piper 38Y 6CYL £28.00	Spitfire MkII 74-80 7/4 £35.50	ENGINE COMPONENTS		SO2 1 1/2" £3.00
Add £5.00 Each. Dep. to 4CYL £33.95	Spitfire MkIII 74-80 7/4 £35.50	Engine Mounts £7.90		SO2 1 1/2" £3.00
Add £12.00 Each. Dep. to 6CYL £38.00	Spitfire MkIV 74-80 7/4 £35.50	Spitfire 62-81 £7.90		45 DCE £4.87
EXCHANGE DISTRIBUTORS	Spitfire MkV 74-80 7/4 £35.50	Granston Spitfire 62-80 £7.90		45 DCE £4.87
Spitfire MkII 70-74 £33.50	Spitfire MkVI 74-80 7/4 £35.50	VALVES £2.48		EXCHANGE COMPONENTS
Spitfire MkIII 70-74 £33.50	Spitfire MkVII 74-80 7/4 £35.50	MkII £2.48		Camshaft new £46.91
Add £11.50 each deposit	Spitfire MkVIII 74-80 7/4 £35.50	MkIII £2.48		VB Performance Parts £19.00
SILICONE IGNITION LEAD SETS	Spitfire MkIX 74-80 7/4 £35.50	MkIV £2.48		Cam Followers Set
Spitfire MkII 1966-74 £6.60	Spitfire MkX 74-80 7/4 £35.50	MkV £2.48		£48.64
Spitfire MkIII 1966-74 £6.60	Spitfire MkXI 74-80 7/4 £35.50	MkVI £2.48		Rocker Shells
Spitfire MkIV 1966-74 £6.60	Spitfire MkXII 74-80 7/4 £35.50	MkVII £2.48		(Each) £12.10
Lucas Sports Coil £7.49	Spitfire MkXIII 74-80 7/4 £35.50	MkVIII £2.48		Rocker Universal VB (Each)
Pyrana Electronic Ignition £33.04	Spitfire MkXIV 74-80 7/4 £35.50	MkIX £2.48		£2.90
FUEL PUMPS	Spitfire MkXV 74-80 7/4 £35.50	MkX £2.48		Timing Chains
Spitfire MkI 62-73 £11.68	Spitfire MkXVI 74-80 7/4 £35.50	MkXI £2.48		VB £3.96
Spitfire MkII 62-73 £11.68	Spitfire MkXVII 74-80 7/4 £35.50	MkXII £2.48		Valves
Spitfire MkIII 62-73 £11.68	Spitfire MkXVIII 74-80 7/4 £35.50	MkXIII £2.48		VB £1.85
Spitfire MkIV 62-73 £11.68	Spitfire MkXIX 74-80 7/4 £35.50	MkXIV £2.48		Gaskets
GT6 MkI 66-67 £14.64	Spitfire MkXX 74-80 7/4 £35.50	MkXV £2.48		Head Set VB £12.13
GT6 MkII 66-67 £14.64	Spitfire MkXXI 74-80 7/4 £35.50	MkXVI £2.48		Universal Set £13.13
GT6 MkIII 66-67 £14.64	Spitfire MkXXII 74-80 7/4 £35.50	MkXVII £2.48		Platons Rings
GT6 MkIV 66-67 £14.64	Spitfire MkXXIII 74-80 7/4 £35.50	MkXVIII £2.48		£21.85
CARB SERVICE KITS	Spitfire MkXXIV 74-80 7/4 £35.50	MkXIX £2.48		Valves VB
Spitfire MkI 62-73 £6.20	Spitfire MkXXV 74-80 7/4 £35.50	MkXX £2.48		£1.80
Spitfire MkII 62-73 £6.20	Spitfire MkXXVI 74-80 7/4 £35.50	MkXXI £2.48		Exhaust
Spitfire MkIII 62-73 £6.20	Spitfire MkXXVII 74-80 7/4 £35.50	MkXXII £2.48		Valve Guides £1.20
Spitfire MkIV 62-73 £6.20	Spitfire MkXXVIII 74-80 7/4 £35.50	MkXXIII £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXIX 74-80 7/4 £35.50	MkXXIV £2.48		
GT6 MkII 66-67 £14.64	Spitfire MkXXX 74-80 7/4 £35.50	MkXXV £2.48		
GT6 MkIII 66-67 £14.64	Spitfire MkXXXI 74-80 7/4 £35.50	MkXXVI £2.48		
GT6 MkIV 66-67 £14.64	Spitfire MkXXXII 74-80 7/4 £35.50	MkXXVII £2.48		
REAR WHEEL CYLINDERS	Spitfire MkXXXIII 74-80 7/4 £35.50	MkXXVIII £2.48		
Spitfire MkI 62-73 £6.20	Spitfire MkXXXIV 74-80 7/4 £35.50	MkXXIX £2.48		
Spitfire MkII 62-73 £6.20	Spitfire MkXXXV 74-80 7/4 £35.50	MkXXX £2.48		
Spitfire MkIII 62-73 £6.20	Spitfire MkXXXVI 74-80 7/4 £35.50	MkXXXI £2.48		
Spitfire MkIV 62-73 £6.20	Spitfire MkXXXVII 74-80 7/4 £35.50	MkXXXII £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXXVIII 74-80 7/4 £35.50	MkXXXIII £2.48		
GT6 MkII 66-67 £14.64	Spitfire MkXXXIX 74-80 7/4 £35.50	MkXXXIV £2.48		
GT6 MkIII 66-67 £14.64	Spitfire MkXXXX 74-80 7/4 £35.50	MkXXXV £2.48		
GT6 MkIV 66-67 £14.64	Spitfire MkXXXXI 74-80 7/4 £35.50	MkXXXVI £2.48		
REAR WHEEL CYLINDERS	Spitfire MkXXXXII 74-80 7/4 £35.50	MkXXXVII £2.48		
Spitfire MkI 62-73 £6.20	Spitfire MkXXXXIII 74-80 7/4 £35.50	MkXXXVIII £2.48		
Spitfire MkII 62-73 £6.20	Spitfire MkXXXXIV 74-80 7/4 £35.50	MkXXXIX £2.48		
Spitfire MkIII 62-73 £6.20	Spitfire MkXXXXV 74-80 7/4 £35.50	MkXXXX £2.48		
Spitfire MkIV 62-73 £6.20	Spitfire MkXXXXVI 74-80 7/4 £35.50	MkXXXXI £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXXXVII 74-80 7/4 £35.50	MkXXXXII £2.48		
GT6 MkII 66-67 £14.64	Spitfire MkXXXXVIII 74-80 7/4 £35.50	MkXXXXIII £2.48		
GT6 MkIII 66-67 £14.64	Spitfire MkXXXXIX 74-80 7/4 £35.50	MkXXXXIV £2.48		
GT6 MkIV 66-67 £14.64	Spitfire MkXXXXX 74-80 7/4 £35.50	MkXXXXV £2.48		
REAR WHEEL CYLINDERS	Spitfire MkXXXXXI 74-80 7/4 £35.50	MkXXXXVI £2.48		
Spitfire MkI 62-73 £6.20	Spitfire MkXXXXXII 74-80 7/4 £35.50	MkXXXXVII £2.48		
Spitfire MkII 62-73 £6.20	Spitfire MkXXXXXIII 74-80 7/4 £35.50	MkXXXXVIII £2.48		
Spitfire MkIII 62-73 £6.20	Spitfire MkXXXXXIV 74-80 7/4 £35.50	MkXXXXIX £2.48		
Spitfire MkIV 62-73 £6.20	Spitfire MkXXXXXV 74-80 7/4 £35.50	MkXXXXX £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXXXXVI 74-80 7/4 £35.50	MkXXXXXI £2.48		
GT6 MkII 66-67 £14.64	Spitfire MkXXXXXVII 74-80 7/4 £35.50	MkXXXXXII £2.48		
GT6 MkIII 66-67 £14.64	Spitfire MkXXXXXVIII 74-80 7/4 £35.50	MkXXXXXIII £2.48		
GT6 MkIV 66-67 £14.64	Spitfire MkXXXXXIX 74-80 7/4 £35.50	MkXXXXXIV £2.48		
REAR WHEEL CYLINDERS	Spitfire MkXXXXXX 74-80 7/4 £35.50	MkXXXXXV £2.48		
Spitfire MkI 62-73 £6.20	Spitfire MkXXXXXXI 74-80 7/4 £35.50	MkXXXXXVI £2.48		
Spitfire MkII 62-73 £6.20	Spitfire MkXXXXXXII 74-80 7/4 £35.50	MkXXXXXVII £2.48		
Spitfire MkIII 62-73 £6.20	Spitfire MkXXXXXXIII 74-80 7/4 £35.50	MkXXXXXVIII £2.48		
Spitfire MkIV 62-73 £6.20	Spitfire MkXXXXXXIV 74-80 7/4 £35.50	MkXXXXXIX £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXXXXXV 74-80 7/4 £35.50	MkXXXXXX £2.48		
GT6 MkII 66-67 £14.64	Spitfire MkXXXXXXVI 74-80 7/4 £35.50	MkXXXXXXI £2.48		
GT6 MkIII 66-67 £14.64	Spitfire MkXXXXXXVII 74-80 7/4 £35.50	MkXXXXXXII £2.48		
GT6 MkIV 66-67 £14.64	Spitfire MkXXXXXXVIII 74-80 7/4 £35.50	MkXXXXXXIII £2.48		
REAR WHEEL CYLINDERS	Spitfire MkXXXXXXIX 74-80 7/4 £35.50	MkXXXXXXIV £2.48		
Spitfire MkI 62-73 £6.20	Spitfire MkXXXXXXX 74-80 7/4 £35.50	MkXXXXXXV £2.48		
Spitfire MkII 62-73 £6.20	Spitfire MkXXXXXXXI 74-80 7/4 £35.50	MkXXXXXXVI £2.48		
Spitfire MkIII 62-73 £6.20	Spitfire MkXXXXXXXII 74-80 7/4 £35.50	MkXXXXXXVII £2.48		
Spitfire MkIV 62-73 £6.20	Spitfire MkXXXXXXXIII 74-80 7/4 £35.50	MkXXXXXXVIII £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXXXXXXIV 74-80 7/4 £35.50	MkXXXXXXIX £2.48		
GT6 MkII 66-67 £14.64	Spitfire MkXXXXXXXV 74-80 7/4 £35.50	MkXXXXXXX £2.48		
GT6 MkIII 66-67 £14.64	Spitfire MkXXXXXXXVI 74-80 7/4 £35.50	MkXXXXXXXI £2.48		
GT6 MkIV 66-67 £14.64	Spitfire MkXXXXXXXVII 74-80 7/4 £35.50	MkXXXXXXXII £2.48		
REAR WHEEL CYLINDERS	Spitfire MkXXXXXXXVIII 74-80 7/4 £35.50	MkXXXXXXXIII £2.48		
Spitfire MkI 62-73 £6.20	Spitfire MkXXXXXXXIX 74-80 7/4 £35.50	MkXXXXXXXIV £2.48		
Spitfire MkII 62-73 £6.20	Spitfire MkXXXXXXXX 74-80 7/4 £35.50	MkXXXXXXXV £2.48		
Spitfire MkIII 62-73 £6.20	Spitfire MkXXXXXXXXI 74-80 7/4 £35.50	MkXXXXXXXVI £2.48		
Spitfire MkIV 62-73 £6.20	Spitfire MkXXXXXXXII 74-80 7/4 £35.50	MkXXXXXXXVII £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXXXXXXIII 74-80 7/4 £35.50	MkXXXXXXXVIII £2.48		
GT6 MkII 66-67 £14.64	Spitfire MkXXXXXXXIV 74-80 7/4 £35.50	MkXXXXXXXIX £2.48		
GT6 MkIII 66-67 £14.64	Spitfire MkXXXXXXXV 74-80 7/4 £35.50	MkXXXXXXX £2.48		
GT6 MkIV 66-67 £14.64	Spitfire MkXXXXXXXVI 74-80 7/4 £35.50	MkXXXXXXXI £2.48		
REAR WHEEL CYLINDERS	Spitfire MkXXXXXXXVII 74-80 7/4 £35.50	MkXXXXXXXII £2.48		
Spitfire MkI 62-73 £6.20	Spitfire MkXXXXXXXVIII 74-80 7/4 £35.50	MkXXXXXXXIII £2.48		
Spitfire MkII 62-73 £6.20	Spitfire MkXXXXXXXIX 74-80 7/4 £35.50	MkXXXXXXXIV £2.48		
Spitfire MkIII 62-73 £6.20	Spitfire MkXXXXXXXX 74-80 7/4 £35.50	MkXXXXXXXV £2.48		
Spitfire MkIV 62-73 £6.20	Spitfire MkXXXXXXXXI 74-80 7/4 £35.50	MkXXXXXXXVI £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXXXXXXII 74-80 7/4 £35.50	MkXXXXXXXVII £2.48		
GT6 MkII 66-67 £14.64	Spitfire MkXXXXXXXIII 74-80 7/4 £35.50	MkXXXXXXXVIII £2.48		
GT6 MkIII 66-67 £14.64	Spitfire MkXXXXXXXIV 74-80 7/4 £35.50	MkXXXXXXXIX £2.48		
GT6 MkIV 66-67 £14.64	Spitfire MkXXXXXXXV 74-80 7/4 £35.50	MkXXXXXXX £2.48		
REAR WHEEL CYLINDERS	Spitfire MkXXXXXXXVI 74-80 7/4 £35.50	MkXXXXXXXI £2.48		
Spitfire MkI 62-73 £6.20	Spitfire MkXXXXXXXVII 74-80 7/4 £35.50	MkXXXXXXXII £2.48		
Spitfire MkII 62-73 £6.20	Spitfire MkXXXXXXXVIII 74-80 7/4 £35.50	MkXXXXXXXIII £2.48		
Spitfire MkIII 62-73 £6.20	Spitfire MkXXXXXXXIX 74-80 7/4 £35.50	MkXXXXXXXIV £2.48		
Spitfire MkIV 62-73 £6.20	Spitfire MkXXXXXXXX 74-80 7/4 £35.50	MkXXXXXXXV £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXXXXXXXI 74-80 7/4 £35.50	MkXXXXXXXVI £2.48		
GT6 MkII 66-67 £14.64	Spitfire MkXXXXXXXII 74-80 7/4 £35.50	MkXXXXXXXVII £2.48		
GT6 MkIII 66-67 £14.64	Spitfire MkXXXXXXXIII 74-80 7/4 £35.50	MkXXXXXXXVIII £2.48		
GT6 MkIV 66-67 £14.64	Spitfire MkXXXXXXXIV 74-80 7/4 £35.50	MkXXXXXXXIX £2.48		
REAR WHEEL CYLINDERS	Spitfire MkXXXXXXXV 74-80 7/4 £35.50	MkXXXXXXX £2.48		
Spitfire MkI 62-73 £6.20	Spitfire MkXXXXXXXVI 74-80 7/4 £35.50	MkXXXXXXXI £2.48		
Spitfire MkII 62-73 £6.20	Spitfire MkXXXXXXXVII 74-80 7/4 £35.50	MkXXXXXXXII £2.48		
Spitfire MkIII 62-73 £6.20	Spitfire MkXXXXXXXVIII 74-80 7/4 £35.50	MkXXXXXXXIII £2.48		
Spitfire MkIV 62-73 £6.20	Spitfire MkXXXXXXXIX 74-80 7/4 £35.50	MkXXXXXXXIV £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXXXXXXX 74-80 7/4 £35.50	MkXXXXXXXV £2.48		
GT6 MkII 66-67 £14.64	Spitfire MkXXXXXXXXI 74-80 7/4 £35.50	MkXXXXXXXVI £2.48		
GT6 MkIII 66-67 £14.64	Spitfire MkXXXXXXXII 74-80 7/4 £35.50	MkXXXXXXXVII £2.48		
GT6 MkIV 66-67 £14.64	Spitfire MkXXXXXXXIII 74-80 7/4 £35.50	MkXXXXXXXVIII £2.48		
REAR WHEEL CYLINDERS	Spitfire MkXXXXXXXIV 74-80 7/4 £35.50	MkXXXXXXXIX £2.48		
Spitfire MkI 62-73 £6.20	Spitfire MkXXXXXXXV 74-80 7/4 £35.50	MkXXXXXXX £2.48		
Spitfire MkII 62-73 £6.20	Spitfire MkXXXXXXXVI 74-80 7/4 £35.50	MkXXXXXXXI £2.48		
Spitfire MkIII 62-73 £6.20	Spitfire MkXXXXXXXVII 74-80 7/4 £35.50	MkXXXXXXXII £2.48		
Spitfire MkIV 62-73 £6.20	Spitfire MkXXXXXXXVIII 74-80 7/4 £35.50	MkXXXXXXXIII £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXXXXXXIX 74-80 7/4 £35.50	MkXXXXXXXIV £2.48		
GT6 MkII 66-67 £14.64	Spitfire MkXXXXXXXX 74-80 7/4 £35.50	MkXXXXXXXV £2.48		
GT6 MkIII 66-67 £14.64	Spitfire MkXXXXXXXXI 74-80 7/4 £35.50	MkXXXXXXXVI £2.48		
GT6 MkIV 66-67 £14.64	Spitfire MkXXXXXXXII 74-80 7/4 £35.50	MkXXXXXXXVII £2.48		
REAR WHEEL CYLINDERS	Spitfire MkXXXXXXXIII 74-80 7/4 £35.50	MkXXXXXXXVIII £2.48		
Spitfire MkI 62-73 £6.20	Spitfire MkXXXXXXXIV 74-80 7/4 £35.50	MkXXXXXXXIX £2.48		
Spitfire MkII 62-73 £6.20	Spitfire MkXXXXXXXV 74-80 7/4 £35.50	MkXXXXXXX £2.48		
Spitfire MkIII 62-73 £6.20	Spitfire MkXXXXXXXVI 74-80 7/4 £35.50	MkXXXXXXXI £2.48		
Spitfire MkIV 62-73 £6.20	Spitfire MkXXXXXXXVII 74-80 7/4 £35.50	MkXXXXXXXII £2.48		
GT6 MkI 66-67 £14.64	Spitfire MkXXXXXXXVIII 74-80 7/4 £35.50			

Vitesse MKI convertible bodysell: tatty but complete. Good hood, some panels, £75 o.n.o. MKI 2L engine block, needs rebore but unused, reground crank c/w shells thus £35. Contact: Steve, tel: Oxon (036787) 383 eves - 85/11970.

Herald/Vitesse parts: good 1200 bonnet, all front and rear suspension, black conv. interior trim, gearboxes, tads, starters, exhausts, glass, lights, carbs, manifolds and much more. FREE: 13/60 conv. chassis and body - if collected v. soon. Contact: Chris, tel: Slough 23783 - N/A.

Spitfire MKIII bonnet, good cond., £55. Chassis, £20. New exhaust complete, £15. 5 wheels with tyres, good cond., £20. 3 rear springs, £5 each. 13/60 head, £10. Spitfire engine, needs rebuild, £5. Contact: B Dennis, tel: Waltham Cross 34150 - 85/11776.

Vitesse MKII spares: silencer (newish), down pipe, dashboard, wood rear trims, heater, steering column. Also Spitfire seats. Contact: John, tel: (0634) 372339 weekdays or Woking (04862) 72670 weekends - 82/3997.

Spitfire 1500 g/box, £35; front suspension, £20 side; diff £35; wheels £15 set; ST frame £25; passengers door £35. New panes: complete front arches (inner), £40; rear valance £25. Loads of Spitfire spares. Contact: Paul, tel: Burton OT (0283) 224213 - 84/8659.

Cars breaking: Spitfire 4 MKII, 3 Spitfire MKIVs, 1 Spitfire 1500, 1 Vitesse MKI, 1 Vitesse MKI O/D, 1 Herald 13/60, 1 Herald 13/60 conv., 1 Spitfire MKIV O/D. Contact: Martyn, tel: Nr. York (07596) 396 - 86/6696.

Spitfire MKIII steel hardtop: excellent cond., no rust, £80. Contact: Latter, tel: Orpington (0689) 76644 - non-member.

GT6 MKI spares: chassis with suspension, brakes etc. £75. Set of 4 alloy wheels - fit Triumph GT6 etc., £110, with 185/70 tyres. Stage II engine with gas-flowed head, new pistons etc. - only 5,000 miles. £400. Pair new BL doors, still in primer, £40 pair. Glass available. New water-pump, £12. Contact: Ben, tel: Cornwall (0579) 45317 - 85/11645.

Vitesse MKI conv breaking: good rear body, hood frame, good chassis, new 1600 exhaust, 1600 clutch. Spit MKIV diff, petrol tank, rear lights, 2.5 O/D g/box. Contact: Jimi, tel: Middlesbrough (0642) 469380 - 84/9278.

Good 3.27 diff, £50. Bond GT4S body (no bonnet). Breaking Herald 1200. Want electric fan kit. Contact: Frank Gilbert, tel: Derby (0332) 44124 day 44363 eves - 84/9396.

Spitfire MKIII gearbox with O/D and prop., £40. 2 MKIII/Herald gearboxes, £15 each. 2 MKIV headlamp cowls with lamps, £10 each. Contact: Tony, tel: Peterborough (0733) 312208 - 86/15635.

1969 Vitesse 2L saloon: suitable for parts or restore. Contact: Miss McCuskey, tel: (01) 847 6060 x 275 - non-member.

Spitfire 1500 steel hardtop: Pageant Blue, excellent cond. £100 only. Contact: Gareth, tel: NW10 (01) 968 6787 after 4.1.87 - 85/12456.

Vitesse 1600 convertible spares: engine, gearbox, radiator, propshaft, suspension, seats, wheels, bootlid, dash, heater, brakes, exhaust, Also Vitesse 2L conv trim inclu. hoodframe, bumpers, full tonneau etc., etc. Contact: Julie for full list, tel: Rotherhithe 237 9547 eves - non-member.

Wires and splines - never used: central spoked inc. S/H Spit spare, £300 o.n.o. New Spit III front and rear overriders, £35 per pair o.n.o. Rear quarter bumper £25 o.n.o. Rear wings £25 each. Sills O/S N/S £8 each. Rear shockers ADJ £30. Pair S/H rad. front vent. links and trunions. V.g. hood and frame. W/screen, front bumper, POA complete rotolux and bushes. Contact: Shears, tel: Bury (061) 797 6814 - 85/12776.

GT6 MKI parts for sale including repaired bodysell, and GT6 MKIII bonnet and frontal parts, also three engines of various types. Contact: Andrew, tel: SW16 (01) 679 3238 - 85/13035.

New parts for all models: Handbooks for Vitesse 2LI, GT6II, £4, Vitesse 2LII, Spitfire 1500, £2.10. Spitfire IV/1500 LHR wings £45, Spitfire IV/1500, GT6III LHF wings £35, rear lower valances £35. Herald 1200 bonnet tops £20, Spitfire IV/1500 LH doors £75. All genuine, original. Genuine Rotoluxes £18.50. Vitesse 1600/2LI, GT6I rocker shafts £24. Vitesse 1600/2LI, GT6I driveshafts £35. Girling brake pad sets, Vitesse 2LI/II, GT6I/II £5, early Herald, Vitesse 1600, Spitfire I/II £6. Servo o/haul kits for all models from £27.50. All prices plus postage. Tons more. Send SAE for list, stating model to: John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys. S40 4NS. Tel: Chesterfield 71036 - 81/1941.

13/60 breaking for spares: most parts available inc. good seats, glass, gearbox, dash complete, petrol tank etc. Contact: Dave, tel: Wallasey, Wirral (051) 639 1453 day/weekends - N/A.

Spitfire IV, Spitfire III breaking complete cars: all parts available. Bonnet, doors, etc. Good engine, can be driven, complete £100. Gearbox £30. Diff £40. Halfshafts complete £20. Excellent chassis £40 or parts off chassis. Front suspension £25. All interior trim. Black reclining seats mint £70 pr. Wooden dash £20. Many more parts. Postal service 7 days. Contact: Sharp, tel: SE3 (01) 534 1981 - 82/5004.

Spitfire MKIV chassis for sale: c/w suspension and wheels. Restoration started 2L engine and 4-speed g/box. First sensible offer secures. Contact: Steve, tel: Swindon (0285) 861258 between 6-7pm any night - 86/14538.

PARTS WANTED

Herald/Vitesse bulkhead with sound floor. Prefer Valencia Blue convertible but any considered. Contact: Geoff Lane, 21 Lynwood Road, Ealing W5 1JQ, tel: (01) 997 1094 - 86/14373.

Parts wanted for Bond Equipe GT4S: "Equipe" badge, heated rear window, chrome bonnet air scoop strip. Please contact: Vince, tel: Huntingdon 217973 - 77/205.

Hardtop for Spitfire 1500: Brooklands Green, black or white. Must be in good cond. Contact: Alan, tel: Colchester (0206) 561307 9-5.30pm or Ilford (01) 550 0491 w/ends - 86/13174.

Needed for 1960 948 TC coupe the following: set of good carpets, white fuel and temp gauges, choke cable with grey knob, washer, pump and set of Stanpart optional chrome bumpers (similar to Vit but not ribbed aluminium). Contact: Rob, tel: Kineton, Warwick (0926) 640869 - 81/2929.

"SPIT - BITS"

MKII & 1500 SPITFIRES,
GT6, MKII & III

ALWAYS BEING DISMANTLED
MOST PARTS OF THE SHELF

(CLUB DISCOUNT)

AND POSTAL SERVICE AVAILABLE
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84 Grazeley Road, 3 Mile Cross, Reading
Ring for appointment

AREA DIRECTORY 1987

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	TOWN	MEETING DAY
01 ANGLIA	Jonathan Ball	0223-248203	The Coach & Horses	TRUMPINGTON, CAMBS.	1st Thursday
02 AVON	John Lippitt	0276-857594	Travellers Rest/The Talbot	FILTON/KEYNSHAM	1st Mon/3rd Wed
03 AYLESBURY VALE	Bill Gregory	0296-661909	The Cow Roast	BERKHAMSTEAD (A41)	4th Tuesday
04 BRIDGEND	Teresa Chard	TBA	The Model T	TBA	3rd Mon 8pm
05 CANTERBURY	William Hall	0642-470860	Abbotts Barton Hotel	CANTERBURY	2nd Tuesday - 8pm
06 CLEVELAND	David Buxton	0726-824083	The Ladle	LUDGATE LANE, M'BOBO	Last Wednesday
07 COTSWOLD	G. Fletcher	0602-726147	The Farley Hotel	TRURO	Last Thurs 7.45pm
08 CUMBRIA	Julian Catterbuck	0392-860520	Ye Old Queens Head	KIRENCESTER	3rd Tuesday
09 DEVON JUNCTION 29	Andrew Elliot	0734-412686	The Elm Tree	HEATH VILLAGE	1st Wednesday
10 DORSET	Chris Childs	01-330-1389	The Antelope	KENN / BUCKFLEIGH	2nd Sun / Last Sun 8pm
11 EAST BERKS	Mark South	0870-77038	The White Bear	SHERBORNE	Last Wednesday
12 ESSEX	Norman Smith	07356-4629	The Fox Revived	KNOWLE HILL, NR. READING	2nd Tuesday 8pm
13 GLOUCESTER/HEREFORD	Maxine Waits	0483-22450	The Royal Oak	STANFORD RIVERS	1st Sun. Lunch
14 HANTS & BERKS	Steve Bedford	0923-23549	The Wheatheaf	GATWICK	1st & 3rd Mon 8pm
15 HANTS & SURREY	Sheridan Earl Russell	01-205 6397	The Coach & Horses	RELOUGH NR. ROSS	2nd Tuesday 8pm
16 HERTS NORTH & SOUTH BEDS	G. Curtis / D. Birmingham	0469-73074	Darleys Hotel (front lounge)	PEACOCK COMMON	1st Tues & 3rd Thurs 8pm
17 HULL	B. Brownles-Pinkerton	0473-759231	Rushmere Falcon	PRIORCHURCH	2nd Wednesday 8.30pm
18 IPSWICH	Clive Coldwell	0474-359974	The George	LITTLE COMMON	2nd & 4th Monday
19 LEAMINGTON	Richard Francis	TBA	The Duke of Wellington	WHITWELL / HENLOW CAMP	2nd Wed 8.30pm
20 LEICESTER	John Thorpe	0533-28374	The Bath Hotel / Gate Hangs Well	NEWGATE ST. VILLAGE	3rd Wed 8.30pm
21 LEICESTER	Matthew Alabaster	01-515-4699	The George	HESSLE	2nd Thursday 8pm
22 LEICESTER	Tony Whitby	051-425-2287	The Ferry Inn	IPSWICH	2nd Wed 7.30pm
23 LEICESTER	K. Allen / J. Coombes	0908-318779	The Suffolk Punch	SUNDRIDGE	1st Wednesday
24 LEICESTER	Steve Batty	066377-612	The Stag's Head/MAIDWELL	SHEDDING	1st & 3rd Wed 8pm
25 LEICESTER	Jason Barnes	0536-728842	The Rose & Crown	SHEARSBY / SYSTON	4th Thursday
26 LEICESTER	John Alkinson	091-4142870	Old Hall Tavern / Rising Sun	GLENGALL GROVE E14	Last Thurs 8pm/2nd Sun lun
27 LEICESTER	Graham Mountford	01-952 1735	The Three Crowns	FIDERS FERRY	1st & 3rd Thursday
28 LEICESTER	Alan Moseley	0782-394301	Glennavna Hotel	BOWDEN	2nd Mon 8pm
29 LEICESTER	Clive Roulston	0509-503112	The Dog & Duck	HEALANDS, M. KEYNES	3rd Wednesday
30 LEICESTER	John Cudmore	099-389552	The Grapes	NORWICH	1st Mon 8.30pm
31 LEICESTER	Sharon Espin	0775-88335	Black Horse / The Plough	WINTON	1st Monday 7.30pm
32 LEICESTER	Bill Coulshead	0772-322371	The Fox & Hounds/Three Horseshoes	CHINGFORD / ARKLEY	2nd Thursday 8pm
33 LEICESTER	Clive Humphreys	0203-542059	Three Crowns	STONE	1st Sunday 2pm
34 LEICESTER	Bill Morland	0722-742185	Fairmile Inn	NEWTON ABBEY	2nd Wednesday
35 LEICESTER	Iain Wheeler	0334-54796	Ferryhill House Hotel	SHARDLOW	2nd Wednesday
36 LEICESTER	Iain Watt	031-568-2747	The Glasgow Flying Club	WYVERN	2nd Wednesday 7.30pm
37 LEICESTER	John Malcolm	0292-56624	Manor Hotel / Creach Castle Hotel	KIRKHAM / WING ST. NICH.	Alternate months 2nd Mon
38 LEICESTER	Rod Warren	0278-424234	White Hart	CLAY COTTON/BUBBENHALL	2nd Mon / 4th Sun lunch.
39 LEICESTER	Ian Ward	0705-262049	The Five Bells/Various	WADDON	2nd Mon 8pm/last Sun lun
40 LEICESTER	Nigel Wilce	0273-674248	Blunsdon House Hotel	EDINBURGH	1st Thursday 8.30pm
41 LEICESTER	Ivan Kirk	0793-29948	The New Inn	BON ACCORD ST. ABERDEEN	2nd Sun 12.30pm
42 LEICESTER	Tracey Ludmon	0753-684212	The Travellers Rest	ABBOTSINCH ROAD, PAILSLEY	2nd Monday 8pm
43 LEICESTER	Patrick Faleur	08242-4136	The Golden Lion	PAWLETT / BATHPOOL	2nd Wed/last Thurs 8pm
44 LEICESTER	Marion Firman	0222-593230	The Skittlers	DENMEAD	1st Wed / 3rd Sunday lunch
45 LEICESTER	Jeremy Woodward	0202-602651	The Merryhill	BLUNSDON	1st Monday 7.30pm
46 LEICESTER	Bob Rowland	01-561 0671	Norton Grange Hotel	HAM COMMON	Alternate Thursdays
47 LEICESTER	J. & J. Spicer	021-3539961	The Anchor Inn	FARNDON RD., NEWARK	2nd Tuesday 8pm
48 LEICESTER	John Cox	0902-330940	The White Bear	ROSETT, NR. WREXHAM	1st Wed 7.30pm/3rd Mon
49 LEICESTER	Bill & J. Dixon	0305-368761	The Hopgrove Inn	BROADSTONE	2nd Tuesday
50 LEICESTER	Steve Stabler	0302-743579	The White Bear	WISHAW	2nd Tues 8pm/last Sun 11am
51 LEICESTER	David Driver	0274-832180		MERRYHILL	2nd Tues 8pm
52 LEICESTER				HARROGATE	2nd Monday 8pm
53 LEICESTER				ORK	Last Tues 7.30pm
54 LEICESTER				REVELIN VALLEY / MALTBY	1st Monday 7.30pm
55 LEICESTER				NORWICH GREEN (off A58)	2nd Sun lunch/Thurs 8pm
56 LEICESTER					2nd Tuesday 8pm
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UPDATES MUST BE RECEIVED BY THE 10TH FOR FOLLOWING MONTHS PUBLICATION